

2021 Sanction and Post-Event Audit Changes

In 2021, Regions will have a fully-electronic sanction and audit process built within the SCCA.com eWeb framework (the same one you use to manage your membership). Some of you have already been a part of a beta test group, and the rest of you will receive details on how it works shortly. The process will include online forms that will put the information directly into the system, eliminating duplicate data entry and the potential for errors and delays that it includes.

In conjunction with the electronic sanction and audit process will be two changes beginning 1/1/21:

1. Elimination of the calendaring fee
2. Regionals, Enduros and Vintage participations on the same weekend will each be counted separately

This change to how entries are counted is necessary with the new system, and will provide everyone with better and more reliable participation data throughout the year.

As you know, part of the post-event reporting process is submitting race results and a backup Orbits timing file. This information is uploaded into SCCA's participation database, with each event participation tied directly to a member's record. The process also drives reports, including class participation, point standings and Runoffs invitations.

Since 2019, for Majors races, post-event audits are invoiced directly off the race results. If a car/driver/class combination appears on the results, it counts toward the audit participation number for sanction, insurance and volunteer incentive program fees.

Prior to 2021, Regional, Endurance and Vintage event sanctions have been lumped into a group called "Competition," for the purpose of participation reporting and calculating event fees; meaning the same car/driver/class entry participating in multiple sanctions would only be counted once. This has been referred to as "double dipping" across sanction types.

In 2021, "double-dipping" is still allowed, but will be counted once for each sanction type. For instance, if, on a Regional/Enduro weekend, a driver enters both the Regional and the Enduro in the same class, there will be two fees for that driver.

Natural reaction: *"This is just charging more than before!"*

In some cases, yes. But the total fee revenue could actually be less, with a better process in place.

The reality is that when comparing the audit number submitted by our Regions to the results over the last two years (2019-2020), only 9% of Competition events (non-Majors) can be verified by participation, meaning their audit and results match. This means 91% of our events don't match up between audit numbers and results. Of that group:

- 47% of the events have more participants noted on the audit than on the race results, meaning the Region likely overpaid.
- 22% of events had more on the results than the audit, meaning the Region potentially underpaid. It could also mean that people appeared on results that were no-shows, making the fee payment accurate, but the participation data incorrect.
- 22% of events could not be verified because of potential double-dip situations.

There are no changes to sanction and insurance recovery fees for 2021. SCCA will track these revenue numbers throughout 2021. Should this audit process change positively or negatively affect the budget, fees will be adjusted accordingly for 2022.

Having verified, clean data will help everyone better manage the Club's business, both at the Region and National levels. This will also bring us one step closer to eliminating the post-event audit count submission, and simply base everything off the results, as is the case with Majors.