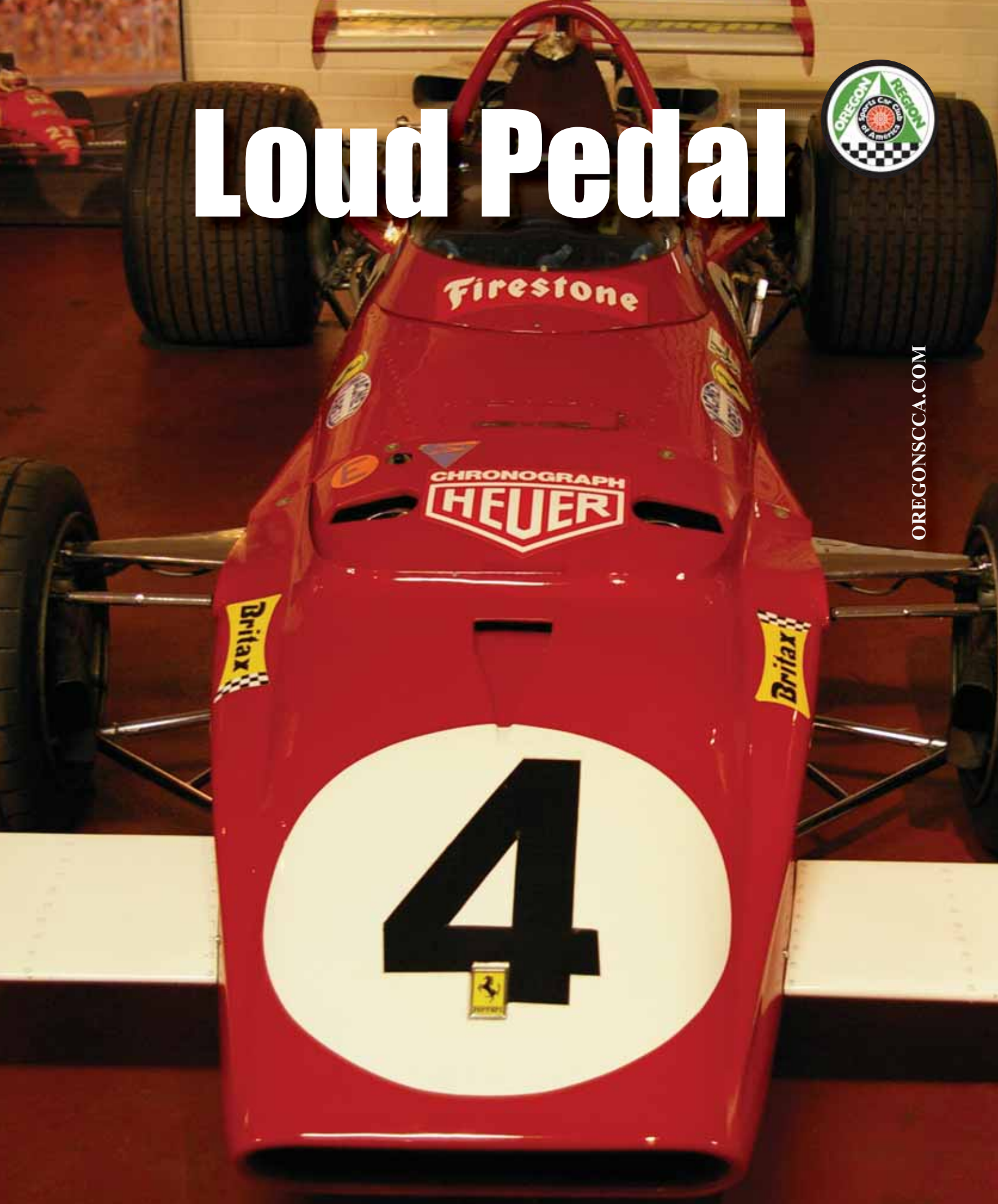


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On the cover: The #4 Jacky Ickx 1970 12-cylinder Ferrari 312B won the Canadian Grand Prix.
Contents Page: This Maserati 250F was driven by Stirling Moss to first place at the 1955 Gold Cup race at Oulton Park, England. Photos by Randy Unsbee

Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, ABC
Email: info@sponsorpr.com

It's 2008 Already? Geesh!

Okay, I'm trying to keep up, but it's getting difficult. Fortunately, there's some fine reading here for those like me - trying to keep a handle on everything. Let's see, this month we have Todd Butler giving us the final schedule for the Fluge Global Adventures Road Racing Championship, Roger Caddell begins a multi-part series on the art and science of data acquisition, Brian Towey joins our ranks as columnist, but never fear, Howard Allen is still with us!

There's another installment in the "Step Over the Ropes" series, this one on the spectacular Italian red cars at the Donington Collection that grace our cover, contents page and color spread. We have some new listings across the page in our "SCCA People You May Want to Call" section, there is a special feature by Ron Sorem about our friends to the north and the recent Totem Rally, and we learn more from Chris, Kristin and John about club efforts in Vernonia.

We welcome yet another new advertiser to the pages of our magazine. RaceHouse Design is a fascinating concept for those with cars, boats and recreation vehicles to store, and you can check out their ad on page 13. Their new Web site should be up and running by the time you read this.

And, our apologies to TC Motorsports for listing them in last months banquet issue as TCM Motorsports. Their ad can be seen on page 19. A heartfelt thanks goes out to all of those who advertise and support the Loud Pedal and the region.

Finally, I'll be off to the National Convention in early February so I should have a report in the March issue. Sometime between now and then I have to get the boxes of Christmas ornaments off the race car and unbury it so I can get ready for the new season. New pavement at PIR, Fun! See you at pre-grid!.

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The photograph shows a vintage dark-colored race car, possibly a Volkswagen Beetle, with "AFRICA!" and "Trackside" written on the windshield. The car is on a dirt track, kicking up dust. The license plate reads "YAV-019".

Oregon Region SCCA People You May Want to Call

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*Please contact Dave Franks for Vintage Series Points.
Contact Kari Macfarlane for all other Oregon Region points matters.

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- 80% of SCCA members own their own home or condo.
- 50% own three or more vehicles (4.6 average).
- Over 60% of SCCA members hold professional and/or managerial occupations.
- 65% hold college degrees.
- 89% have annual household incomes over \$50,000, Median HH income is \$98,500, Average HH income is \$105,800.


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Tazio Nuvolari's #36 Maserati 8CM won the 1938 Donington Grand Prix, and the 1948 "San Remo" Maserati #25 driven by Reg Parnell.



Dr. Ferrar's Maserati at Goodwood, 1948.



1952 and Mike Hawthorn in a Ferrari 500



The #5 Ferrari 500 is called "The Most Successful Grand Prix Racing Car of All Time." It was driven by Alberto Ascari and won every race it started in its first season, and five of eight in its second, resulting in the 1952 and 1953 World Championship titles for Ascari. It also won a large number of non-championship races. Parked alongside is a 1955 Lancia D50 and the Ickx Ferrari 312B.

Step Over the Ropes Part III: Italian Racing Red

by Randy Unsbee



In this edition of our visit to the Donington Grand Prix Collection we take a brief look at some of the bright red Ferraris, Maseratis and Lancias that established Italian car manufacturers as the standard for all to follow. The Ickx Ferrari on the cover, Moss Maserati on the contents page and these superb classics on these pages typify what's on display at Donington Park in Castle Donington, Derby, England. Not pictured here but also in the collection are an Alfa Romeo Bimotore and Cooper Maserati. For more information, please visit www.doningtoncollection.com.

Data Acquisition: What Racers Need to Know - Part I

by Roger Caddell

Data Acquisition for racers is a technology that in the past 5 years has become affordable and easier to use. The cost, size, and reliability of the data acquisition hardware has also become more attractive.

Data Acquisition is becoming more widely used in road racing because the technol-

ogy is used extensively in junior forms of motorsports where many new club racers come from, karting is the best example of this. Virtually every kart has a data system installed.

By using data acquisition correctly you can begin to understand exactly what your race car is doing and when is it doing it. Things are happening very quickly on the track and even some of the best drivers I have worked with miss small but critical clues the race car is giving them. Now, with the data system and driver feedback we have identified a issue that we would

of test days and while taking a few minutes to look at the data while they were working on the cars, I noticed a trend of the engine losing oil pressure only under braking and while turning to the left.

When I brought this up to the crew chief he told me that they had been fighting engine bearing life but they had not been able to understand the problem. With our new found information the engine builder was able to work on the oiling system and solve the problem.

I have also been able to solve a fuel delivery problem when a different team really thought it was an electrical problem. They had installed a faulty fuel filter that was reducing the flow of fuel and since it was brand new they had not considered it to be the problem. They changed the filter and all their engine problems went away!

You can measure and record just about anything you consider to be important but a few of the basics are: Speed, RPM, Oil pressure, Water temp, Fuel pressure, and Battery voltage.

Other data that is typically gathered is; Lap-times, Lateral and longitudinal G forces, Gear position, Brake

pressures, Throttle and steering position, Suspension travel, Air/fuel ratio, Exhaust gas temp, Infrared tire temps, and many more!

What you will want to gather is very flexible and each team will want to gather different data determined by what they are trying to improve.

One thing that I am fully convinced of is our racing team and Andrew Caddell as our driver could not have had the success



like to understand more fully and of course fix so the race car can go faster. But first we need to determine if the driver is creating the issue that has been identified or is the driver reacting to problem. This is one of the most important tasks of a data system and the correct answer can keep you from going down the wrong path to fix a problem.

Another great use of data acquisition is to solve mechanical problem with your race car. I was working with a team on a couple

we have had without our use of data acquisition. Andrew also is certain that his skills as a driver would not have developed as quickly as they have if he did not work closely with the data to compliment what he feels while driving the car.

Data Acquisition is another “Tool in your toolbox” and if you use it correctly you and your car will be a bigger threat to your competitors on the track!

In the next 2 parts of this 3 part series, we will talk in more detail of what level of data system should you consider, what sensors should you run, and how to get the most out of your data system.

If you have any questions, please drop me a note at roger@victorylanedata.com or give me a call at 253-846-2991. we would love to talk to you about you data needs!

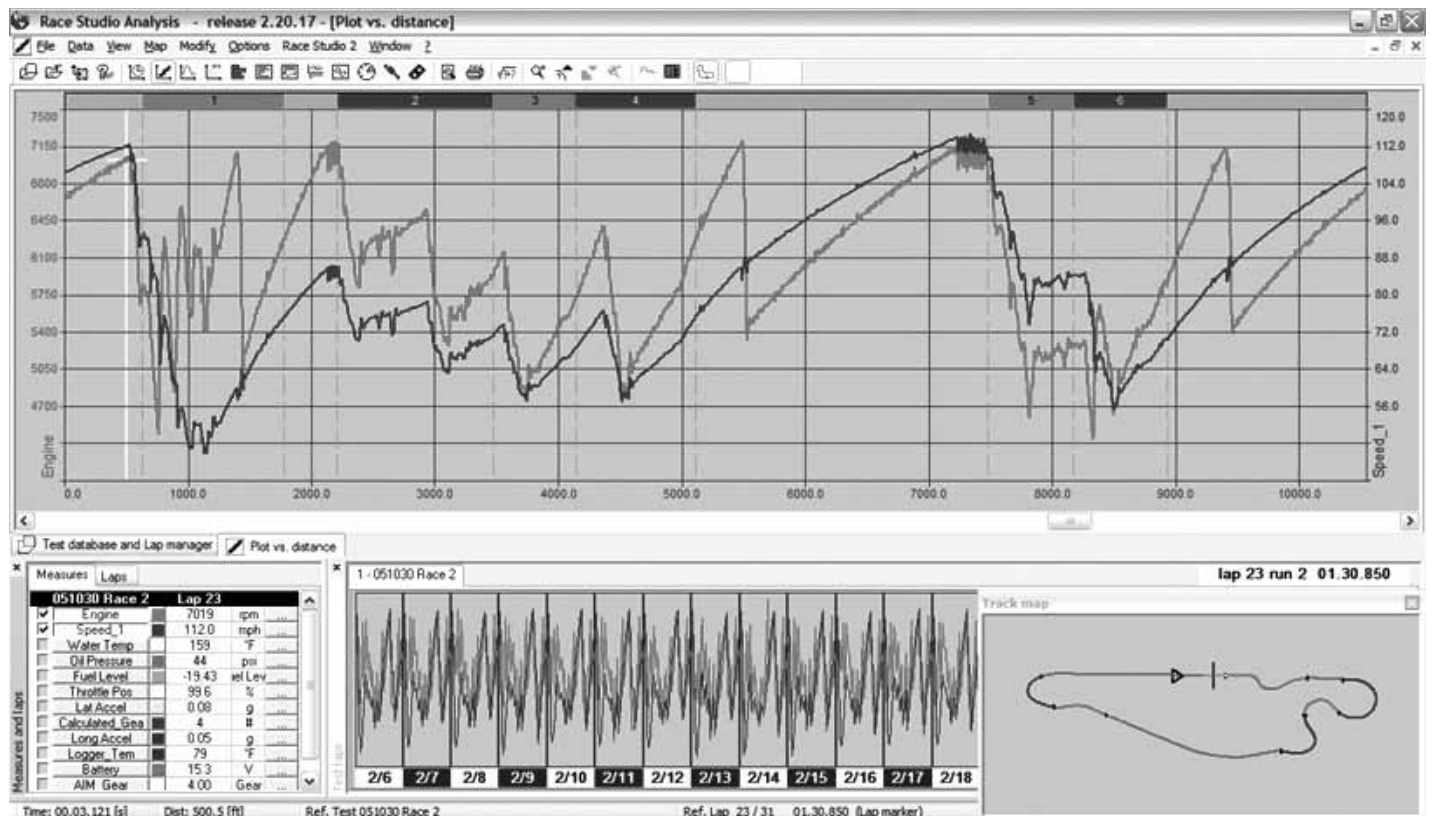
Photo Opposite: If the cockpit of your race car is small, all your data and controls can now be included right into the steering wheel for a surprisingly reasonable cost.

Photo Above: This is a typical installed system in a sedan race car. Notice the



shift and warning lights and configurable display. With this one display you can replace all of your existing gauges, as well as shift and warning lights and still get the benefits of data acquisition.

Photo Below: Typical data analysis software screen. Here we are looking at what the Speed and RPM are at the end of the front straight at PIR going into the Festival Curves. We will discuss data analysis in more detail in an upcoming article.





Road Race Directions

Todd Butler, Road Racing Director

Email: todd.sherry@verizon.net

Proposed '08 Schedule, and More!

Here's wishing everybody a Happy New Year filled with lots and lots of healthy family and wonderful automotive moments of your choice. Doesn't matter if you are a driver, worker/volunteer or spectator and/or crew. Happy and Healthy 2008 to You and Yours!

As always Pro Drive (www.prodrive.net) has worked in Test Days before all our events. If you need/want extra shakedown time for the upcoming race weekend, you need to contact them directly to reserve your Test Day spot.

Our first event will be a Competition Driving School and Single Regional, but slightly different than in previous years where we tried to jam everything into 2 days. This will be a 3 day affair. School will be Friday thru Saturday morning with a Thursday evening ground school. The Regional will have practice Saturday afternoon with qualifying Sunday morning and racing Sunday afternoon. The hope here is that by using 1.5 days for the school, plus Saturday practice, most new students will have enough time to get a novice license and be able to race with us starting that Sunday. Note that we are also discussing with other clubs the ability to

use some of their well run events to help count towards driver experience as well.

Speaking of the School, you will see some familiar faces in unfamiliar roles. Brian

racing, contact any of us or Karen at the office (office@oregonscca.com) and we'll get you pointed the right way. I'm sure we will have to say this more than once, but SCCA Competition School cars must

Date	Event Type	Notes	Course
March 28-30	SCCA Competition School Fri/Sat AM Single Regional Sat PM/Sunday		Chicane
April 19-20	Single Regional	SFR Vintage Laguna 4/12-13	Chicane
May 2-4	Regional/National	Thursday Move in via T8-T12 to avoid MotoX conflict	Chicane
May 30-Jun 1	Rose Cup Reg + Nat + PCA	*MAY* use North Paddock	Chicane
July 4-6	Double Regional		Straight
August 8-10	Double Regional w/Vintage emphasis		Chicane
September 6-7	Single Regional	SFR Vintage planned Infineon 9/20-21	Straight
October 18-19	Single Regional		Straight

Towey of recent SM fame is running the School this year. From classroom to on-track it's Brian's show. Howard Allen is still helping him organize it. To that end, we need instructor volunteers (with cars!). Please contact Howard Allen (howduck@qwest.net) or Brian Towey (speed@gorge.net) or myself if you are interested in helping. If you are interested in going

be SCCA race-ready per GCR. Yes this means Seat Belts Too! No street cars!

We do not have a date yet, but we are working to set up a pre-season Tech Inspection prior to our March event. School participants and instructors are encouraged to take advantage of this when it happens.

Be Sure to attend the Friends of PIR Grand Re-Opening of PIR on Feb 23. If you haven't seen it, it will be a chance to walk the new track then later drive some paced laps around the track.

See you on the track in 08.

Todd Butler
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From the R.E.

Dan Halloran, Regional Executive
Email: dan.halloran@yahoo.com

Race and Rally Schedules Getting Finalized

A new racing season is almost here so it's not too early to mark some dates on your calendar.

Here are some important dates for next year:

January 25-28

Portland International Auto Show

February 23-24

Friends of PIR (FOPIR) Open Track Day at PIR:

I believe this will be an opportunity to walk the track and see the changes and new layout. Check the FOPIR website for exact times.

Tentative Road Race Schedule at PIR – subject to final PIR approval:

2008 Road Racing Schedule

March 27, 28, 29, 30, 2008
April 18, 19, 20, 2008
May 1, 2, 3, 4, 2008
May 28, 30, 31, June 1, 2008
July 3, 4, 5, 6, 2008
August 7, 8, 9, 10, 2008
September 5, 6, 7, 2008
October 17, 18, 19, 2008

Tentative Rally Events:

Feb 18 - 26 Alcan winter rally for 2008

The REAL ADVENTURE is the Alcan WINTER RALLY

This is an early start to the season and we have a good group of locals participating including:

Paul Eklund / Kala Rounds

Doug Heredos / Bill Beers
Satch Carlson/ Russ Kraushaar / Henry Joy
Frank McKinnon / John Putnam
Steve Carper
Marinus & Renee Damm
Jeff Zurschmeide/ Gary Brockman/ Matt Tabor

If you think our normal "good" weather events are exciting check this event. It covers almost 5,000 miles (if you stay on course and finish) in the dead of winter. It starts in Kirkland WA goes as far north as Tukoyakuk in the NW Territories of Canada and finishes in Jasper, Alberta.

Check out the events website: <http://www.alcan5000.com/>

As more events firm up their dates we will pass them along.

Good Racing in the new year.

Contingency Programs for 2008 Club Racing Season Now Posted

TOPEKA, Kan. (Dec. 21, 2007) – With the continued support of major manufacturers and suppliers, the 2008 Sports Car Club of America Club Racing season offers a wealth of contingency programs to racers.

BMW, GM Performance Division, Mazda, Subaru, Toyota and Volkswagen all return with strong programs in 2008.

BMW, GM, Mazda, Subaru and Volkswagen will each pay awards to the top three finishers at Club National events in their program's selected classes and additional bonuses topping \$1,000 for Divisional Champions. Toyota will pay \$800 to GT-2 and GT-3 race winners, and \$400 to winners in an additional seven classes.

Summit Racing Equipment continues to support E Production, GT-1, American Sedan, Touring 1, Touring 2, Showroom Stock B and Showroom Stock C with payouts to the top four finishers, including \$100 for the race winner.

Tire manufacturers Hoosier, Hankook, Goodyear, Kumho and Toyo are all back on board for 2008. Hoosier Racing Tire and Goodyear will both award race winners with two free tires for a victory in selected classes. Hoosier will also give a tire to second place finishers.

Kumho Tires will post in nine National classes in 2008, paying \$700 for a win, \$500 for a runner-up finish and \$200 for a third-place finish.

For the ever-popular SM class, Toyo Tires will again pay all the way through 10th place, with race winners receiving \$350.

In addition to their Club National contingency programs, Hankook, Kumho and Volkswagen are also posting Regional programs.

Competitors must pre-register to participate in contingency programs. Earnings for each of the 2008 SCCA Club Racing contingency programs must be properly claimed via fax or postal mail.

For more details about each Club Racing contingency program and to download the required forms, visit www.scca.com/club.

Totem Rally

by Ron Sorem



#12 Marinus and Renee Damm

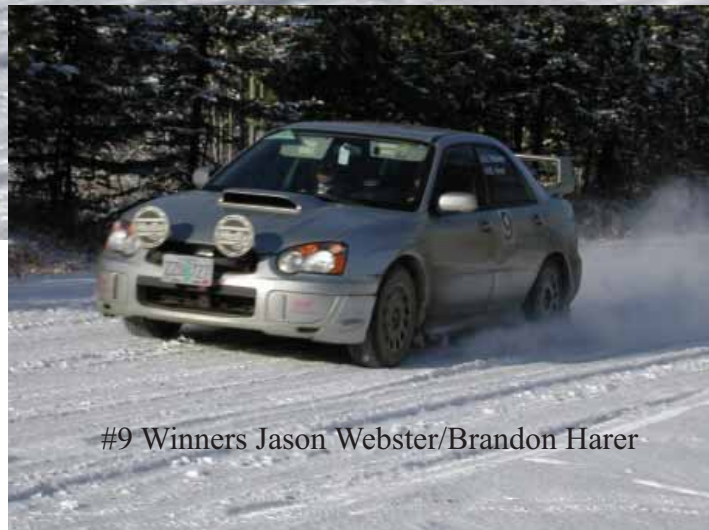
The West Coast Rally Association presented Totem Rally 2007, the 25th year for Totem, and the final round of the 2007 BC TSD Championship and the Pacific Coast Challenge.

In a departure from our regular duties, Max Vaysburd and I swapped sides of the car. Max did alright in his first competitive drive on snow -- in his car. Along with five other crews we timed cars in one spot, then leap-frogged the rally to time the same cars further down course. Several times -- rapid shortcuts -- no Sweep.

All of Max's track time doesn't help in gravel rallies. He had a steep curve getting used to the Hakkapeliittas on gravel -- with several reminders about soft sidewalls -- "don't cut", "try to stay away from sharp chunky rocks". Once into the snow, the Subie locked up the tires a couple of times. I haven't driven an automatic in snow competition, but it seems like the car wants to be in the "wrong gear" for what we do with the manual tranny. Our first "big moment" was through a chicane with a beaver pond off of his side, which we nearly explored...

I held up pretty well actually, as a "novice navvie". My biggest frustration was trying to keep us on schedule. We were on the stock odo with short tires -- big deviations -- or on the GPS with a poor signal. Our worst scenario was on the checkpoint workers shortcut instructions that started out with "go about 20km" and then some instructions to re-enter the route. I was adding correction factors, then updating the drift, then trying to add/subtract from the routebook odo.

There was one bad corner (not on the checkpoint shortcut, so, I don't know where exactly) early in Exeter TSD, that collected three: The 323GTX stuffed and recovered, suffering some underbody-to-drive-train "rubbing"; the '69 Beetle stuffed, later pulled out by Sweep and continued; the '74 Beetle stuffed, probably avoiding the first Beetle, rolled and punched in the roof -- embarrassed, but OK.



#9 Winners Jason Webster/Brandon Harer

Not extractable by Sweep, they became passengers. Exeter was plagued by blown down trees. Checkpoint cars attempted to clear a path. The rally caught four of us, including Rally Master Paul Westwick and Tony Latham, as Course Opening, while we were sawing an 8-inch tree and pulling it away. Convoy from tree to tree, then eventually to 100 Mile House. That's why there was only one control in a 70km TSD.

Following the break, we got to a logging road that was all new snow, maybe 6-inches deep. One or two tracks out front. Oregon's Jason and Vanessa Stokes locked brakes on a very slippery downhill-medium-right, and punched a new exit to the outside of the corner... They



#4 Satch Carlson/Russ Kraushaar

dug and coaxed with no luck. Sweep came up and used the bungee method -- and succeeded in breaking the snatch strap. The 2003 Subie was solidly high centered and the crew became additional passengers in the Land Rover. They all got to the motel, and a tow truck was lined up for the Subie and the Bug.

Competition was very tight: Three cars at 3 (including Oregon's Jason Webster and Brandon Harer; and almost Oregon's Satch Carlson and Russ Kraushaar), one at 4, two at 6 (including Oregon's Marinus and Renee Damm), and two at 9. First Calculator Richards/Reid, tied at 11 with First Historic Stuart/Carriere.

Day Two was very cold with plenty of ice but not much snow until Bridge Lake. With precise choreography, the CP crews passed the entire rally during the last part of a TSD and a short transit, in deep snow, to get to their next locations. We made our CP before first car, but not by much. In one case we were backing into our spot when I hit the timer.

We were all called upon to do it again for the next regularity -- with HAMS in the first three competitive cars, maintaining radio contact, and coordinating the passing.

Results: Jason Webster and Brandon Harer held on with a great second day 5, breaking all the ties, with a total of 8, in First Overall -- in the 2004 Sti's first venture on studded tires!

Second with 10, Glenn Wallace/R.Dale Kraushaar; Third with 11, Satch Carlson/Russ Kraushaar. First Calculator, Richards/Reid with 18. First Historic, Stuart/Carriere with 35. First Paper, Perret/Hansen with 146. First Novice,

in the Stage Prepared Impreza, Aitken/Dunlop. Marinus and Renee Damm brought their 1990 BMW 325iX to 9th overall -- great prep for the Alcan Winter Rally. Detailed results at www.rallybc.com

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**OREGON REGION SCCA BOARD
OF DIRECTORS APPROVED
MEETING MINUTES**

DATE: December 6, 2007

PLACE: China Bay Restaurant

PRESENT: Board Members: Dan Halloran, Dan Mullin, Chris Hale, Todd Butler, Andy Howe, Bob Brands, Jeff Zurschmeide
Members: Karen McCoy, Gary Manchester
Excused: Win Casey, Mary Thompson, Randy Unsbee

CALL TO ORDER – Dan H called the meeting to order at 7:00 p.m.

MEMBER COMMENTS – None

NEW BUSINESS –

- Regional budget for 2008, showing a loss of \$1,097, was reviewed & approved. M/S Jeff/Todd, motion passed.
- Todd presented a preliminary budget for Road Race as pricing is not yet available for all items. Entry fees will be increased by about \$20. Budget also includes Champ Car income. Discussed ideas for increasing competition school entries. Equipment requirements and worker beverages and food were also reviewed. Road Race budget was approved.
- Make a Quick Books journal entry for worker fund donations at each event. M/S Bob/Andy, motion passed.
- Andy reported that Solo entry fees will increase due to increased track rental, sanction & insurance, and temporary memberships.
- Chris reported that negotiations with Washington County Fairgrounds are taking place for RallyCross in 2008. But, there will probably be no dates after June at the Fairgrounds. USRRC will be hosted by Oregon this year. Temporary memberships will be required for Rally as with the other venues. Rally will charge only \$5 for each one rather than the \$15 proposed by National.
- All Club Party will be held on Saturday, July 5th.
- Employee Dishonesty Insurance policy expires in February, 2008. Discussed coverage. Karen will find out how much the premium would increase to raise the coverage from \$50,000 to \$150,000.

· Jeff Z reported that Oregon Trail Rally bases a service area out of Vernonia, Oregon, every year. Rally is organizing a work crew on Saturday to shovel, haul debris, or whatever is needed. Jeff encouraged the region to make a monetary donation to Vernonia Cares Food Bank of \$250. M/S Dan M/Bob, motion passed.

· Dan H brought before the board a member's concern that the Loud Pedal is published on the website for anyone to read. This member is of the opinion that the Loud Pedal should not be published on the web because it is a benefit of membership and should be printed for members only. The board expressed the opinion that the Loud Pedal is used as a recruitment tool and as an outreach to the community. Bob Brands will draft a statement of "fair use" for club purposes.

· Discussion was held regarding a NORPAC calendar of events which would include Race, Solo, and Rally.

· Financial statements were reviewed. Karen will develop cash flow information for January, February, and March for the Region account. Race and Solo will split the cost of developing the new website 90/10. Karen will issue invoices to Solo and Race for website development.

OFFICE STAFF & HOURS

=Billed 78.5 hours in November
=Approximately 6 hours for FOPIR included in above

OFFICE EQUIPMENT

=New computer installed by Dan H last week!
=It's great and very fast! Thank you!

NEW WEBSITE LAUNCHED

=New website is up
=Receiving positive comments about the new look and content
=Adding information & adjusting areas as needed
=Please make suggestions about what you'd like to see

FINANCIAL REPORTS

=Financial reports were provided for review.
=Have approximately \$4,486 in bills to be paid from Region Account.
=Have approximately \$5,274 in bills to be paid from Road Race Account.
=Updated Quick Books has been installed at the office
=Treasurer's Quick Books will be installed soon

**YEAR-END BANQUET
& ANNUAL MEETING**

=Heard good comments about the food
=Most bills have been paid (waiting for GPI invoice)

DIRECTOR REPORTS–

· Director I –Looking for possible new location for 2008 banquet. Will discuss further at next board meeting.
· Director II – No report.

· Road Race Director – Todd requested approval for expenditure of \$1600 for new fire bottles. Money for these fire bottles was donated and earmarked for this purpose. M/S Dan M/Bob, motion passed.

Todd then brought up the fact that we should clearly communicate expectations to sponsors, i.e., naming rights, worker beverages, and trophies. Sponsors should understand that if there are no volunteers to prepare the BBQ, then there will be no BBQ unless catering or other arrangements can be made by the sponsor.

· Past RE – No report.

· Assistant RE – Discussed the new website and the need for training for Dave Franks to maintain the Vintage section. 2008 Vintage Supplementary Regulations are being developed.

· NORPAC Convention – Dan M will be the Oregon Region representative.

Meeting was adjourned at 9:42 p.m.

Respectively submitted,

Karen McCoy (for Mary Thompson)



The Duck Stops Here

Howard Allen, Soon-to-be-Former Competition Manager
Email: howduck@qwest.net

First Call for Instructors

This is the First Call for instructors. School is soon and the track is new. Yes, it may be a 'blind leading the blind' school this year, as I am willing to bet that most of our old beloved line has changed. One corner has been moved fifty feet, and another has been widened. With the addition of the new curbing, you could almost say that two corners down on the east end have been re-radiused. This could be the year to pick up some early track time as an instructor. Please drop me an e-mail (preferred) or give me a phone call, if you are available to instruct. And, of course, if you know of any potential students, please tell them to contact me.

On the subject of our "new" city park, F.O.P.I.R. checks in to report on the PIR Grand Re-Opening Days on February 23rd and 24th, 2008. Saturday will be sponsored by Pro Drive and will begin with an official ribbon cutting by the City, followed by a track walk to see the new changes. After a free lunch, the track will be open for pace laps behind Pro Drive instructors for a \$10.00 donation to Friends of PIR for every three laps. The Saturday event will be open to all, and it sounds like a great opportunity to start learning the new track.

Now for the M.A.S.H. 4077 updates. Word has come my way that Barb Blizzard Levin is recovering from a hip replacement. Kris Ebelmesser is caring for her father, who is in ill health. Neil Swanson is finally out of ICU, but is looking at an extended rehabilitation following an open-heart surgery that was beset with complications. From all reports, it was touch and go for awhile, but Neil being the tough stubborn Pro that he is, will come out the other side. A huge tip-of-the-helmet for Margie who has done the 24/7 marathon at the hospital for weeks.

Last month I chided you drivers about the protest system and your need to be familiar with it. The reality is that when the need arises to file a protest, you will have thirty minutes to get up to speed, write the protest, and get it filed.

(Continued on Page 19)

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Driver School

Brian Towey
Email: speed@gorge.net

Sign up for March Driver School

It's nice to have been asked (some say tricked) to help with an important part of the new race driver / licensing process. I know that this news has many shaking their heads in disbelief and wondering "what the hell were they thinking?"

I'm not so sure either, but I can tell you what I'm thinking and more specifically what I will be doing to graduate the best possible group of new racers. I will be

working under the close supervision of Howard Allen, Todd Butler and others who will be there to make sure you don't turn out too much like those other Spec Miata nutbars I've been associated with.

Who am I? I am a guy that has raced and coached a lot of different stuff for what seems to be a long time – bikes, karts, boats, skis, cars (from FIA Rally to Bonneville), pinewood derby and little wooden

hydroplanes towed behind my bicycle. Most recently, I've been a Spec Miata driver here in Oregon and I've never had more fun racing cars.

Racing is hard and driving is only part of the art. We are going to challenge you – I think that's the best way to learn quickly what somebody knows and what to give them to succeed. After all, when you arrive for an SCCA "school" you may very well be planning to compete in your first racing event the same weekend.

You need the skills of an entrant, communications manager, personal trainer, nutritionist, engineer, mechanic, hospitality coordinator and driver to do this well.

So, you can start thinking of the March Oregon Region SCCA School as a simulated race weekend and understand that coming prepared will improve your outcome.

Good intentions are great, but they won't make you a race driver – I need you to work your asses off and promise that you will be rewarded for doing so.

New drivers will be evaluated mostly based on performance on track. But, the on-track stuff doesn't often come together for those that haven't worked out the other details ahead of time. On-track, I'll be impressed by consistency, predictability and safety. And, if this is your final school, I'll want to know that you are aware of what's happening around you. You won't simply be asked to "prepare". There is help for you to arrive that way if you choose to have it.

There are checklists to cover the necessary paperwork (like getting your physical examination ASAP - hint), and there will be some suggested reading material that will be the basis for discussions about driving, racecraft and other traditional driving school topics (a good driving book is "Speed Secrets" – another hint).

If you register early we can more quickly assign you an instructor that might attend an early season track day with you. This will give a head start on your track familiarity and driving skills (which you should be planning to demonstrate).

Most importantly, I want you to leave the school with some tools to help you think and perform like a race driver.

If this is all new to you, you can expect a great adventure. You will make friends for life and be challenged in ways you hadn't expected. You will have stories to tell for years. But, first things first – we've got some work to do.

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Rallying with Chris and Kristen

Chris Hale, Rally Manager and Kristen E. Tabor (& John Elkin)

Email: chale@nwscan.net

Oregon Rally Group Aids Vernonia Flood Victims

Over December 3rd and 4th a cold, wet storm pounded Oregon and Washington swelling streams and making them raging torrents and making rivers rise to unimaginable heights as was the case of the Nehalem River which flows through the city of Vernonia, Oregon.

Rally competitors should be familiar with the small town for each year the Oregon Trail Rally overtakes the school and surrounding streets of Vernonia. Teams can probably even now envision transiting down Bridge Street toward the school and probably remarking about the quaint old-fashioned feel of the town. If you drove down that street today the view would be drastically different. Where rally service crews once tinkered with their cars there are piles of useless school computers, contaminated water damaged chairs and desks, mounds of soggy books with bits of debris stuck between the pages and other school equipment simply was washed away. Restaurants were shoveling mud out from inside where customers used to enjoy a hot meal. 218 homes are completely destroyed and over 400 have significant water damage.

Upon hearing of the news and seeing video tape of the damage continuously

on local news shows it did not take Oregon Rally Group members long to start mobilizing to help aid a city that has been so friendly to rally competitors. A central depository was set up at the Tabor Accounting Group offices and with very short notice members started bringing in non-perishable food, diapers, baby food, bottled water and clothing. Before long a small pickup truck load of supplies had accumulated within just 24 hours.

Saturday morning, December 8th, a caravan of rally people brought the supplies and \$1,300.00 in cash donations to the Vernonia Cares Food Bank. These are the people who cook lunches for people in the service area at the Vernonia High School.

Eleven ORG members then put on their boots, grabbed trash bags and gloves and went to get assigned for clean up duty. We were assigned to Dad's Recycling Center, which had been washed across a vast area of blackberry brambles and tall river grass and in some cases right into the Nehalem River. Rally people mingled with Red Cross workers, city workers from all across Oregon and people who cared enough to come out. We all tramped into soggy fields to retrieve a myriad of items. From the smallest bits of broken glass to

waterlogged picnic tables; from refrigerators and washers to a weed whacker and stereo equipment was lugged back to the Recycling Center for proper disposal. Not the most glamorous work, but it was where we were needed and most of all it was genuinely appreciated.

Vernonia has long been the lynchpin in the Oregon Trail Rally, their city officers have helped us deal with Columbia County and they not only enjoy the benefits of economic impact when we come to town but they truly want us there and while the ORG has asked time and again what we can do for the city they have never asked us for anything. When the ORG found out that Vernonia needed a new response SUV for the fire chief it was rallyists who kicked in half the cash to buy it. Even after the flood they never called, we did, and our help was welcomed with hugs, handshakes and even tears.

There are ways rallyists from all over can help; if you have been to our event and been touched by the hospitality of Vernonia, donations can be mailed to:

Vernonia Cares Food Bank
627 Adams Ave.
Vernonia, OR. 97064

SCCA Board of Directors Votes For Club Racing National Program Changes

TOPEKA, Kan. (Dec. 11, 2007) – Sports Car Club of America's Board of Directors voted Monday night to approve action and direction to increase participation and interest in the 2008 Club Racing National program. For the third-straight year, 25 classes will race at the National Championships Runoffs® at Heartland Park Topeka in October. The decision to increase from the previously-announced 24 class format means that GT-3, the 25th strongest class in 2007 National participation, will race at the Runoffs for the 29th-straight year, dating back to 1980.

Additionally, the Board directed the Club Racing Board to investigate the feasibility

and develop a plan that would include all National classes in the 2008 National Championship Runoffs event within existing class races. This includes cars in the Formula 1000 (FB), B Prepared (BP), D Prepared (DP) and ST classes—each of which was created in 2007 and none of which are currently Runoffs eligible based on participation levels.

“We are a group that is obviously sensitive to member input, and much of that input has driven these strategic changes,” SCCA Board of Directors Chairman-elect R.J. Gordy said. “The Club Racing climate has changed over the last several years, and it is important to the SCCA that its National

(Continued on Page 23)

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Photo: Doug Berger

(Continued from page 15)

It is more than challenging to go from zero to an effective protest in thirty minutes or less. So, during this boring off-season, why not turn to page 66 in the 2008 GCR and read through page 72 to be up to speed. If you are feeling frisky, why not browse pages 52 through 65 while you are at it? The GCR re-write project is still in progress.

The biggest tip-of-the-helmet this month goes out to Gail Fetterman who has been everywhere this off-season to be everything to everyone in need of a helping hand!

Duck-Out

Events Schedule

Rally Committee meetings are held the fourth Wednesday of each month (except November and December) at Buster's BBQ in Tigard.

Solo Committee meetings are held the third Thursday of every month (except November and December), East Portland Community Center, 740 SE 106th Portland, OR

Road Race Committee meetings are held at the monthly Board of Directors Meeting, the first Thursday of each month.

January 25-28
Portland International Auto Show

February 23-24
Friends of PIR (FOPIR)
Open Track Day at PIR:

Tentative Road Race Schedule at PIR subject to final PIR approval. -
2008 Fluge Global Adventures Road Racing Championship Schedule:

March 27-30, 2008
April 18-20, 2008
May 1-4, 2008
May 28 -June 1, 2008
July 3-6, 2008
August 7-10, 2008
September 5-7, 2008
October 17-19, 2008

Tentative Rally Events:

Feb 18-26 Alcan Winter Rally

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Director Duck

Howard Allen, Area 13 Director
Email: howduck@qwest.net

2008 Pro Racing Year Looking Good

Unfortunately I must start this column with an apology; I was unable to fly-out to Topeka at the beginning of the month for the BOD meeting. However, I was able to participate over the phone, so in a sense this column comes to you via long-distance.

In 2007 the club conducted six Drifting events in two Regions (Mid-South and Middle Georgia) as a pilot program. We are looking to expand upon that in 2008. Other things the President and staff are looking into for 2008 are: a possible streamlining or redesign of the CRB process; a unified system to manage event scheduling, event results, participation, registration (workers and competitors); a real time registration with links to registration and timing / scoring; and finally a two-year worker license. Also look for an aggressive First Gear marketing program.

The BOD hopes the budget for 2008 will permit the addition of a national membership position to the staff. If so, the first two projects on that person's plate will be developing financial incentives for regions to increase membership numbers and developing a military driving program for returning veterans. The New Year will bring a single national driving instruction manual, and possibly even an "Official" SCCA driving school. 2008 will also mark the first year the Formula Enterprise car will compete at the Run-Offs. I want to thank all of you who provided me with input on the twenty-four national class/GT 3 situation. Your input provided me with the information I needed to make the right decision.

I believe 2008 will be a bright year for Pro Racing. Bob Wildberger is the fourth president I have worked with in Pro and he is far and away looks to be the best. It is a testament to his abilities that he was

hired a year ago, did not take the job until the convention, ran the year with a schedule that he inherited, and still ended the year close to breakeven. With 2008 being his first real year on the job with his schedule, expect big things. In the future, the club can may look back at this time and say this is when Pro turned the corner. Not only does it look like Pro will have a breakout year, but the 2008 BOD also has that "new & improved" look to it. Phil Creighton, the new Area 12 Director, is a former head of the CRB. Phil runs a race prep / track service business out Georgia and brings a wealth of experience to the board. Jerry Wannarka, who was chief steward for the last two Run-Offs, joins the board to replace Brian Holtz who is termed out. I have had the pleasure of working closely with Jerry and call him a friend. The members of Area two will be well served by this much-respected man. In his wisdom, our chairman has kept Brian on the Pro racing board to keep this magic going for Inc.

Congratulations to R.J. Gordy on his election to Chairman. It goes without saying that having a chairman from this division is not a bad thing. If R.J. can bless this club with just half the magic that SFR experienced under his reign, the future is indeed bright for all of us.

Not to be forgotten, Ms. Lisa Noble the former national administrator for driver licensing, joins the board as the Area 6 Director. I got to know Lisa through driver licensing business. The Board and the Club will be the better for having her. Expect big things from her in the future. Like Mike Sauce, Lisa is a nationally recognized racer, known from coast-to-coast. The Board can never have too many of those members.

Thanks again go out to R.J. for appointing me liaison to the COA, RRB, RXB, and the Foundation and Pro Racing boards, as well as another appointment to the race track committee.

With deepest regrets I will not be in Reno next week for the NORPAC mini-convention for the first time in nine years. I ask for your understanding that circumstances require me to be at home at this time.

I do plan to attend the national convention in San Antonio, and expect to return with enough news to fill at least the next three full sized columns.

Happy Holidays and A GREAT New Year to all.

Duck-Out

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Solo II Report

Andy Howe, Solo II Director
Email: solo.howe@comcast.net

No Off Season for Many in ORSCCA

The New Year is here already! While the general membership is enjoying a quiet off-season, those of us behind the scenes are slaving away to get things ready for 2008. Schedules are starting to come together and plans are being made. First and foremost, the 2008 Kick-Off Party is tentatively scheduled for February 23rd. Hopefully the details will be on the website (use www.oregonscca.com) by the time this hits the streets.

For those that follow the National Solo scene, the draft Tour and ProSolo schedules are out. The west coast season starts in the usual manner. A National Tour event is scheduled at Qualcomm Stadium in San Diego on March 15th and 16th. To annoy those of us that travel a long way to attend these events (or to avoid Easter Sunday) the accompanying ProSolo event is being held two weeks later at El Toro.

The central California dates are jumbled up a little bit from year's past. A ProSolo is being held in Atwater on April 26th and 27th, which seems normal. But there isn't a National Tour event to accompany it. San Francisco Region has elected to host a Divisional event in Atwater the following weekend rather than a National Tour event. I can't say whether SFR made this decision or whether the date wasn't convenient for the National schedule, but they can rest assured... the date is still on my calendar.

The Utah folks will be hosting a ProSolo again in 2008. The event is set to be held back in Wendover on August 2nd and 3rd. For those that haven't made the trip in the past, Wendover is on I-80 on the border between Nevada and Utah. This isn't as far away as it sounds, I promise.

The Northwest events are flip-flopped from last year - back to the arrangement from 2006. As has become the tradition,

Packwood is expected to be the site for both dates. First comes the ProSolo on August 16th and 17th. Then, the following weekend, the National Tour is making its appearance in the Northwest.

For those hardy souls that make the trek to Topeka, this year's schedule should make traveling a bit easier. The ProSolo Finale and Nationals are both being moved up a week. The ProSolo Finale is scheduled for September 12th and 13th with the Solo Nationals being held the following week.

I recap all of that because this feeds scheduling of Oregon Region events. Many of our core workers travel to these events and it's difficult for the Region to host an event on these dates. So, combining that with the busy schedule at PIR, it's tough to put anything together this year. We've got a tentative working schedule that includes 7 points events, but only two of these are at PIR. The remainder of these points events are in Packwood.

Speaking of the website (waaaay back, paragraph 1), Solo has upgraded the website. We have joined in the overhaul of the main Region website. The advantages of this are that we look more like a cohesive unit (our page looks exactly like the main Region page) and the new format has an easier interface for adding information to the web page. The calendar feature of the web page is pretty cool, too. Check it out at www.oregonscca.com and click on the upper link for Solo!

Schedules Released for 2008 Tire Rack National Solo Season

TOPEKA, Kan. (Dec. 21, 2007) The Sports Car Club of America has released dates for the 2008 The Tire Rack® National Solo Season, including the Tire Rack Solo National Tour, Tire Rack ProSolo National Series and Tire Rack

Solo National Championships.

The 2008 Solo National Tour kicks off the season, February 23-24, in the same spot the 2007 season started, South Georgia Motorsports Park, in Cecil, Ga. Other highlights include the return of Texas Motor Speedway on May 3 -4, after a six year absence, and the first stop at Atlanta Motor Speedway in a decade, May 24-25.

The regular season closes at a brand new venue, Arrowhead Stadium, in Kansas City, Mo., August 30-31. The date was strategically chosen to be very near that of The Tire Rack Solo National Championship, September 16-19, to enable competitors to leave their cars and trailers in Kansas for the interim.

Before the 2008 ProSolo season officially begins, the South Georgia Motorsports Park will host a test run of the new timing equipment January 26. The ProSolo National Series will then commence March 29-30 at El Toro Airfield, in El Toro, Calif. The second round on the calendar is a new venue, that of Newport Airport, in Newport, Ark., April 12-13. Seven more events complete the 2008 ProSolo season including the ProSolo Finale at Heartland Park Topeka, September 12-13.

ProSolo returns to a point championship format in 2008. Similar to 2006, a competitor's two best finishes from their first three events will be added to points scored at the ProSolo Finale to determine the National Series Champions.

Online registration for the National Tour event and ProSolo test at South Georgia Motorsports Park will open shortly, registration for the remaining Solo events will open after the SCCA National Convention Feb. 7-9.

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1959 SPEEDWELL BUGEYE SPRITE RACE CAR The ORIGINAL - Tom Colby's Team Speedwell Engineering Sprite. This car has won numerous races over the years. Vintage racing eligible w/SCCA logbook. Dave Hubbard rebuilt 1380 cc full-race engine/CR transmission. Tilton clutch, alum flywheel, racing axles w/dual bearing hubs, 45 DCOE Weber carb, alum

Non-Commercial Classified Ads

radiator, Minilite mag wheels, Speedwell Monza front bonnet, 4-wheel discs w/power boost, right-hand drive, long list of racing/trick modifications. \$14,900, raullian@uci.net (541)278-1150, OR.

1970/71 Ford Pinto Race Car, 2.0L motor built by Dan Hall with only two races on it. Recent work by Jess Heitmann. Been in storage for a year. Hasn't been run for months and has a dead battery. Full cage, accusump, fuel cell with dual fuel pumps, Panaspors and both slicks and treaded tires. A bunch other parts. Needs to go, storage costs are too much. Retired and poor. \$2500 (Motor worth way more than that). Call Robb at 503/492-8512 (no calls after 8:00 please) or e-mail at rp1201@pcez.com. Can send pictures.

1992 Mazda Miata, spec suspension kit, new brakes, ss brake lines, tires, battery, plugs and wires. Bolt in roll cage, Kirkey seat 5pt seat belt. Hardtop. 4 panel rear view mirror. \$6995. Roger/Ryan 775-852-4535

For Sale: 2001 Neon ACR. Marren motor, SkyTek rollcage, Twelve wheels, three sets of used raced tires plus rain tires, lots of spare parts. This car was the fastest qualifying Neon at 2005 Runoffs and this years 2006 Great Lakes Regional Champion. Photos available on request at larryray42@sbcglobal.net. Car has minor body damage but passed Runoff's and 2006 annual inspections. This great race car can be yours for \$7500 OBO. Larry Ray 330-497-4456. E-mail address: larryray42@sbcglobal.net

1998 Ford Contour, Ex-World Challenge car. Eligible for USTCC, SCCA ITE or similar, fresh 3.0 liter SVT engine w/ zero time, quaipe LSD, pro-level chassis with custom control arms, spherical bearing joints, double adjustable remote reservoir dampers, Wilwood brakes, lightened steering rack, cockpit adjustable sway bar and brake bias, World Challenge-quality 8pt roll cage, dual fuel pumps, fuel cell, spare set of panasport rims, and much more. Cost to build was likely close to \$80k. Asking \$10,500. Located in Port

Orchard, WA. (360) 471-8566 anytime.

#60 Spec Miata, 1990 1.6L, two sets Panaspors and Toyo tires, AIM Data aquisition, fast engine, fresh transmission, all updates and go fast parts, \$13,500. Spares and extra parts available as well. Jon Davies 541-490-2531.

GTA – Fastest GTA car on the west coast!!!! Holds or has held every track record from Phoenix to Portland and every GTA track between. Most wins and poles in the series. Best of everything and totally legal. Peters built Ford motor. \$29,500 call 408.497.3000

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Crossle 42S Qualified to race in S2, SS2, and Vintage. Contact Tom Hendrickson for details 503-780-0443 or tomcat44@gmail.com

Trailer for Sale

For sale, small tire trailer with large plastic lockable tool box. New condition. Great for hauling tires, tools, helmets, etc to autocross event. Asking \$400. Call Doug 503-347-7168 or doug_raynekat1@yahoo.com. Can send pix.

Videos for Sale

A limited number of 2007 SCCA National Championship Runoffs DVD sets are now available for purchase. The nine-disk set chronicles all 25 National Championship races as covered by SPEED and was created with the support of Volkswagen, the official pace vehicles of SCCA. The set is priced at \$31.99 for members, and is available at www.sccacollection.com.

GCR Available for Download

The 2008 Sports Car Club of America General Competition Rulebook is now available for download from the SCCA Web site and will be available in hard copy shortly.

As always, the 2008 GCR is made available online by SCCA Club Racing as a courtesy to entrants, volunteers and anyone interested in learning more about the technical regulations governing SCCA Club Racing. You can download the entire book or individual sections in PDF format by clicking here.

A hard copy of the GCR will be mailed to all licensed Club Racers by the first of the year and will be available soon through SCCA's merchandise partner, Imperial Marketing, who can be contacted by calling 888-267-2187 or by visiting its Web site at www.sccacollection.com.

(Continued from Page 17)

Club Racing program remains viable to both its current and future participants.

“G Production fell below the minimum participation level and the cars from that class have been classified elsewhere. We want to make sure that the new classes have the best opportunity to grow, and inclusion in the Runoffs is an important step. Whether the cars that make up these classes race within another class, like Formula SCCA did in Formula Atlantic, or they have individual class races within a group, remains to be seen based on CRB and member input.”

The formal request for member input for the four classes not currently eligible for the Runoffs will be made in Fastrack News. However, members can send letters to the SCCA office to the attention of the Club Racing Board or via e-mail (preferred) to crb@scca.com.

The 2008 SCCA Club Racing National racing program begins January 5-6 in the Southeast Division at Sebring International Raceway.



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Issue: January 2008

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