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Cover Photo of Eddie Nakato from Lake Oswego, OR on his way to two 2nd place finishes in the July Fluge Global Adventures SCCA Double National Races. Ron Coelho photo.

Central Point, OR's Daniel Frost took second and third place finishes in the National DSR class. George "Ken" Dwinell photo.

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## Loud Pedal

The Membership Magazine of Oregon  
Region  
Sports Car Club of America

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These additional uses include, but are not limited to: membership communications, membership recruitment, and publicity.

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## 2009 Fluge Global Adventures Championship

August 8-9 -- Regional with Vintage (straight)

October 3-4 -- Single Regional with Vintage (straight)

## Oregon Region SCCA Solo Schedule

Intermediate School Saturday, August 22nd, Packwood, WA

(Pre-registration is required)

Event #7 Sunday, August 23rd - Packwood, WA

Event #8 Saturday, September 19th - Packwood, WA

Event #9 Sunday, September 20th - Packwood, WA

## Oregon Region SCCA Rally Schedule

Aug 14 -- CSCC August Friday Nighter Rally

Aug 16 -- RallyCross #6

Aug 22 -- CSCC 2009 Mountains to the Sea Rally

Sep 4 -- CSCC September Friday Nighter Rally

Sep 20 -- RallyCross #7 - Hillsboro, OR

Oct 2 -- CSCC October Friday Nighter Rally

Oct 11 -- RallyCross #8

Oct 16 - 18 -- United State Road Rally Challenge -

La Crosse, Wisconsin

Oct 31 -- CSCC 2009 Ghoul's Gambol

## Street Survival

Oct 10 - Portland International Raceway

South Paddock



Margaret Davis was the lucky volunteer whose name was drawn during the July Fluge Global Adventure Regional/National Race weekend. The cruiser bike was donated by Will Schrader.

# Oregon Region SCCA People You May Want to Call

## 2008 Board of Directors

Regional Executive	Dan Halloran	dan.halloran@yahoo.com
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## Rally Officials

RoadRally Manager	Kevin Poirier
RallyCross Manager	Ben Trujillo

## Road Racing Officials

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Vintage Racing Chair	Dan Mullin	541-683-1091
Vintage Points*	Dave Franks	503-968-8134

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

## Road Racing Chiefs

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Emergency	Ben Hockman	503-645-4755
Flagging & Comm	Ken Killam	503-970-5644
Medical	TBD	
Paddock/HotPits	Del Bockman	503-515-5977
Pre-Grid	Julie Winslow	360-513-6728
Radio Tech	Ric Farrar	503-245-2506
Registration (pre-race)	Karen McCoy	503-224-9469
Registration (at track)	Win Casey	503-297-4049
Chief Starter	Dwain Panian	503-285-0989
Asst. Chief Starter	Tim Stanley	503-693-8139
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Timing and Scoring	Randi Graffy	
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# Fluge Global Adventures



Randy Unsbee three-wheels through turn 12



James Yozamp #19



Mike Rockett #55



FV winner Alan Harrington

# July Reg./Natl. Photo Album

Saturday race winner Chris Jackson #8 slides off turn 12 in Sunday's Spec Racer Ford event but still managed to finish 7th. Steve Fogg #21 and Sunday winner John Timpton #03 pass on by.  
Doug Berger Photos



Formula Ford winner Stan Townes #6 and 2nd place Mark Keller #66



GT2 winner Duane Davies #1



HP winner Jim Norlin #03



#97 David Marden

#46 Joe Harlan



# Turn 12 Action by Doug Berger



Howard Allen #0 in Spec Racer Ford



John Baker #36



#59 Dave Dickoff and #17 Michael Smith



David Harriman #95 visits turn 12 workers



Eric Jones #1



#97 Cliff Johannsen and #4 Ron Emmerson



#26 Kristina Etherington



From the R.E.

Dan Halloran, Regional Executive

Email: dan.halloran@yahoo.com

## SCCA Events Impossible without Volunteers

In late July I went to the Solo event at PIR. It was on one of those beastly hot weekends just before it got really hot. I went out in the afternoon assuming the entries would be a little thin but found a robust crowd avidly enjoying the event.

Running a Solo event is interesting because all of the competitors must spend some time actually volunteering time to run the event. Solo uses lots of cones precisely laid out in patterns that give drivers information about the direction of the course and some helpful tips on what is important.

But the cones get hit and knocked around (a 2 second penalty by the way). So there is need for people on course who can quickly sprint out to retrieve and replace those cones.

Since two cars are on the course at the same time a lot of people need to be stationed around the course so they can quickly sprint out, pick up and replace hit cones.

There are also starters, observers, and people manning the timing equipment: all volunteers.

Without their help and involvement the event would not take place and provide the fun and excitement of motor sports competition.

Although it is mid-Summer it is not too early to remind you that we will soon begin looking for volunteers to serve on the Board and run the business end of our Club.

Without people to volunteer at that level there is no racing either. In most cases the amount of time involved is a couple hours a month with an occasional extra amount depending on the position.

For instance there is work on the Rose Cup, the annual banquet and projects that need to be lead.

I hope some of you who have been involved in the Club and appreciate the wonderful opportunity it gives to many to fulfill their racing and car fantasies will step forward and volunteer to run for the Board.

At the very least forward the names of people you think could help lead your Club and keep it healthy and vibrant.

And the best part, when volunteering for the Board, you don't need to worry about picking up and replacing a cone before that next car comes by. Contact me directly if you have any questions or would like to volunteer.

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## Director Duck

Howard Allen,  
Email: [howduck@qwest.net](mailto:howduck@qwest.net)

# Lot's of Business to Take Care of

As is the habit this year here are some numbers through June from Richard Ehret our CFO. Revenues were relatively strong across the board and exceeded our budgeted numbers by 4%. Operating expenses continued to be held in check.

The results translated into a net operating income for June of \$67K in comparison to a budgeted income level of \$41K or \$26K over budget. The investment account had another favorable month and contributed an additional \$10K of non-operating income for May.

As a result, the net income for the month of May was \$77K, well exceeding the budgeted net income for May of \$32K. We also contributed \$100,000 of new funds to our investment account in late June. The positive performance of our investment account has added \$117K in non-operating income to provide a net income of \$165K as opposed to a budgeted level of \$21K.

Membership while down eight per cent from budget, still exceeded the most recent forecast. Sanction fees revenue was \$6K over budget due to Solo's strong re-

sults at events in D.C. and Finger Lakes as well as benefitting from late reporting of May events.

Entry & Registration fees exceeded budget by \$4K. Trans Am's \$9K revenue (less than expected due to 11 cars @ Portland was not to offset the relatively small shortfall from Solo's entry fees of just of \$4K.

Insurance a strong month helped close the deficit which had been tracking at 7% down to a 4% below budget for the year. Total revenue for the month was \$649K and the budgeted amount was \$621K.

The first half of 2009 reveals that the Club has achieved a net operating income of \$48K compared to an anticipated operating income of \$13K through the first six months. The results have been attained with revenues at 2% less than budget and holding expenses at 3% below budget.

Based on the results to date and the expectations for the rest of 2009, we believe our net operating income for ProRacing will be in the range of approximately \$75K at the end of the year. As a result, the net

income for the month of May was \$77K, well exceeding the budgeted net income for May of \$32K.

Membership stands at 47,318, a national racing event now averages 117 enterants. Competition licenses are down just over six-hundred same time last year and we are projecting that national entries will be off almost seven-hundred and regional entries to be off a similar number for the year.

Yet with all this sponsorship money is ahead by \$20K, operating income is ahead of budget and sanction fees are also up over last year.

Solo year to date has had twenty eight less events compared to last year and are behind two-hundred thirty entries.

The board is watching these numbers closely and are working with the staff to come up with alternatives and solutions. The board will also be looking to enact many changes to a certain worker speciality in the near future.

The tip-of-the-helmet goes out to Todd "hot rod" Harris who shone at the national at Watkins Glen winning the pole by half a second and coming home fourth in the race. The following weekend at Road Atlanta he was on the pole again and won going away. I reference this here to say that the entire clan Harris was in attendance and this area could not ask for a more class act to represent it.

Next month I promise to get back to business (people and events ) and not do so much business. It is not like there is Solo National and Run-Offs to talk about, until then:

Duck-Out.

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## Rallying with Chris and Kristen

Chris Hale, Rally Manager and Kristen E. Tabor  
Email: [chale@nwscan.net](mailto:chale@nwscan.net)

## Welcome to the Middle of Summer!!!

---

A lot has happened since our last column. We put on another successful national RallyCross event on June 26-28.

Competitors got two days of ‘crossing and a total of 14 runs between the two days. We had a social gathering and registration and tech inspection on Friday night at the host hotel’s restaurant and bar.

Quite a few local RallyCrossers hung out with some of the competitors coming in from farther out—we had competitors from as far away as California and Idaho.

Saturday morning saw a rather relaxed schedule, with tech and registration open from 8am to 11am and un-timed practice runs allowed between 9am and 11am.

We broke for lunch between 11 and 12, with the cars lining up in grid in class order before the driver’s meeting at 12:15. We were lucky enough to have enough volunteers to man the course that we didn’t have to split the run groups and potentially lose runs.

The competitive portion of the day ran from 12:30 to 4:30, with strategic breaks for the workers to come in and get more water and sunscreen and for the chairmen to run the water truck.

Sunday we were back on our usual schedule; a light turnout meant we were able to get through all the runs quite quickly, and were able to squeeze in the water truck as needed.

The weather turned out rather sunny, but no weather-related problems cropped up besides incredible dust.

Our course designers came up with courses that were fast and flowing, with technical sections that evened out the playing field. It was a great weekend.

July saw a wide swath of the rally community heading to Mountain Home, Idaho for the Rally Idaho (stage rally).

The smooth road surface was a mix of decomposed granite, sandy sections, and silt beds—very different from our typical Pacific Northwest roads, and slippery to boot.

The temperature and elevation changes also made for part of the challenge, and the first stages saw several promising teams fall off the road or attempt to go fishing; mechanical woes sidelined other teams.

The Rally Idaho included the RallyMoto competitors as well, with 5 motorcycles entered. Some of the RallyMoto competitors were running top 10 overall times!

This is the third running of the Rally Idaho, and chairman Jens Schadke seems to have everything well in hand for next year’s event. This is definitely an up-and-coming event, and we’re glad to see it on the calendar!

Now for upcoming events: Look out, folks, because August is one busy month!! The first weekend of the month (August 1-2) will be the Oregon 1000.

This is RallyMaster Kevin Poirier’s evolution of the Port Orford Rally, heading south and east for a 1000km route around the back roads of Oregon.

As is typical of Kevin’s events, competitors will participate in the working side of things as well—running passage controls makes for a nice break in the day!

Keep your eye on the web for all the pictures and stories to come out after this event. If you missed it, you’ll have to wait two years for the next one!

The second weekend of August (the 8-9) is the Monte Shelton Northwest Classic Rally put on by the Alfa Romeo Owners of Oregon (AROO).

This event is for pre-1981 vehicles and looks to head to the High Desert of Oregon. More info about competing or working can be found at [www.nwclassically.org](http://www.nwclassically.org).

That weekend also has scheduled the Worker RallySprints up in Montesano, WA. This is a coefficient 1 stage rally, meaning you need to have a log-booked and legal stage rally car to participate.

This event is traditionally a mid-summer “Thank you” to all the volunteers who work stage rally, with rides in rally cars available as well as an awesome Saturday night party.

August 14 is the next Cascade Friday Nighter. August 15 is our Rally Against Parkinson’s, a charity Road Rally to raise money for Parkinson’s Resources of Oregon and SW Washington.

RallyMaster John Elkin has laid out a great course for the competitors, with our traditional regularity runs around PIR and as always, bidding is open for car #1.

August 22 is the day for the Mountains to the Sea Rally; this year’s edition heads towards Newport by way of some very interesting roads.

August 23 has a RallyCross scheduled, however, there was talk of postponing this event in order to catch our breaths and take a small break from all the doings.

As always, check the ORSCCA and Oregon Rally Group websites for more information about all of these events and more.

Doug Berger photo



George "Ken" Dwinell photo



Doug Berger photo



Doug Berger photo



Dave Dickoff photo



John Brewer photo



Doug Berger photo



SCCA safety equipment and trained volunteers averted a disaster when the #31 Corvette of Dick Pierson spun out and was collected by John Blizzard's #13 Camaro, damaging the Corvette's fuel pump. The resultant fire was captured by four different photographers here, including the picture of Howard Gaffney knocking down the fire. All involved were extremely fortunate to escape from this frightening incident.



Photographer Doug Berger caught more National race action in July (clockwise from top) with Formula Mazda winner Mel Kember #4 and #41 George Doran. Eddie Nakato #28 heads a pack through turn 12 that includes #0 Lance Steward and #16 Ernie Andersen. Larry Vollum carries the checkers with his #5 FB. #9 SSB winner Steve Zink carries the checkers while John Blizzard finished 4th in both Nationals. Sean McDonald #16 adds a win with his Victoria Express Formula 500.



# Victoria Express F500 Championship

Sean McDonald	81
Lance Spiering	66
Sheldon Lemoine	55
Brian Russell	41
Larry Lundgren	39



Sheldon Lemoine #27

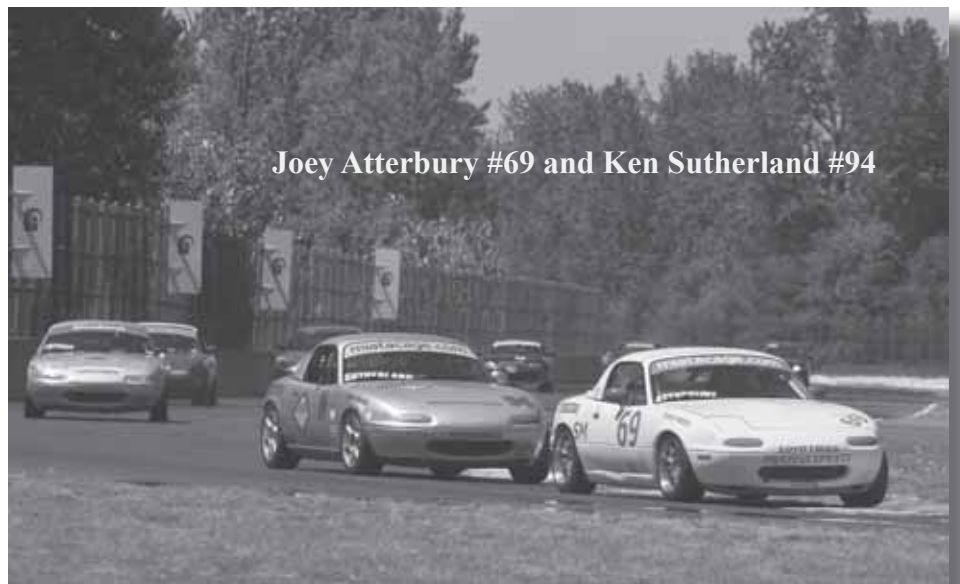
Results after four rounds

Will Schrader	96
Ken Sutherland	92
Joey Atterbury	90
Bruce Wilson	55
Brian Richards	41
Gary Bockman	41
Genaro Cuevas	31
Jordan Wand	31
Thomas Ferrara	26
Brian Towey	19
James Eli	19
Matt Schultz	18
Terrell Garrett	16
Geoff Cochran	13
Jim Graffy	13
Keith Novak	13
Jess Heitman	12
Kyle Freiheit	12
David de Regt	11
Mark de Regt	9
Mathew Waterfall	8
Patrick Newton	7
Stephen Hui	7
Austin Smith	6
Cindi Lux	6
Randall Thieme	6
Jim Weidenbaum	4
Andrew Robotom	4
Chris Klein	4
Kristine Craine	4
Tyler Blake	4
Mieko Doi	3
Chuck Hall	1



# MiataCage.com Spec Miata Championship

Ron Coelho Photos



Joey Atterbury #69 and Ken Sutherland #94

# Fluge Global Adventures Class Championships



Tim Butson #11

## GT1

Nick Fluge	49
James Yozamp	36
Jeff Holden	34
Craig Powers	27
Jay Culbertson	23
Tim Butson	17
Joe Siegel	2
Todd Harris	2
Glen Jung	1

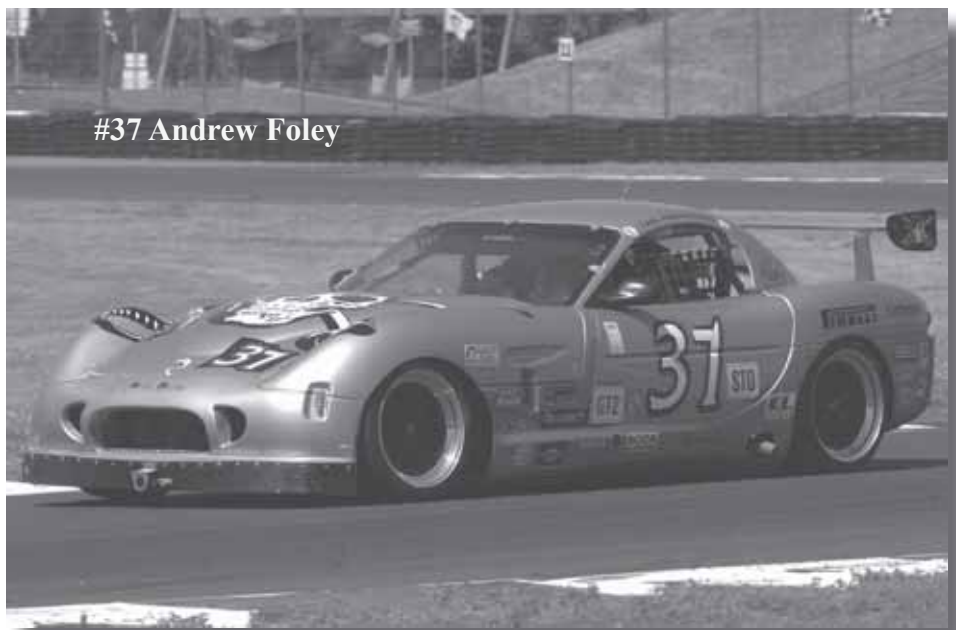
George Dwinell Photo

## GT2

Andrew Foley OR	91
Greg Pierson	41
Dave Deborde	30

Results after four rounds

Doug Berger Photo



#37 Andrew Foley



## Solo II Report

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

## Oregon Region has Won Several Classes

Is it hot enough for you?

Some things don't change. Having at least one event weekend that is toasty warm is one of them. Events 5 and 6 at PIR filled that gap for us this year. I don't have all the results handy, but there were many that braved the heat in order to chase some cones. I do, however, have results from the National Tour and ProSolo events in Packwood.

I grow weary of mentioning Jerry's name (mostly because he's still beating me), but Jerry Jenkins won E Stock at the Tour event and Bump 1 (ES didn't make a full class so we got bumped into an indexed class) at the ProSolo. In addition to this, Jerry had the top PAX time at Tour. Not to be totally outdone by her husband, Kyra

Jenkins gave similar performances in E Stock Ladies and Ladies Class 1. At least we're not the only ones getting beaten by the Jenkins family.

Oregon Region also won several classes besides E Stock at National Tour. Allan Zacharda scored the victory in D Street Prepared driving the blue Mini with obscenely wide tires.

Honorary Oregon Region member Lorin Mueller won F Street Prepared and his mom, Bonnie, won FSP Ladies.

Britain Smith won X prepared driving the Porsche 914. C Prepared was won by Jason Braunberger with the elder Robert Jacobson finishing second. Matt Allmaras top honors in the new Street Modified FWD

class with Gilbert Calkins snagging the second place trophy. The Langleys (Duke and Tonya) swept Super Street Modified and SSM Ladies.

I also want to spend some time with E Prepared. I know Oregon Region didn't win a trophy in this class at Tour, but let's look at the circumstances. Oregon Region sent three drivers, the Keller family, up against the Ellam family.

For those not familiar, Tom Ellam has won a raft on National Championships in this car. So, the Kellers made it a chance to get out and have some fun racing for family pride.

For the record, it was Perry, James, and Andrea in that order.



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I'm not sure, but Tour might have been the first time Andrea had autocross since the late '90's. It was good to see strong morale while getting clobbered by an out of this world car and driver combo.



I personally enjoyed two highlights at the ProSolo. First, I won a trophy at a National Solo event for the first time since 2007. Second, and far more interesting to the club at large, I got to witness a duel between two of the Region's top PAX drivers.

During the Super Challenge elimination rounds (where all the big bucks are won) Jerry Jenkins and Ryan Otis faced off. I was working course, so I couldn't see all of the details, but Ryan eliminated Jerry. Ryan proved it to us... Jerry can be beaten.

## Tire Rack Street Survival

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(Continued on Page 23)



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Parnelli Jones and Marvin Porter got Warren involved in racing in 1968. He

was with Firestone NASCAR at the inaugural race at Ontario Motor Speedway and with Nascar Goodyear at both the final races at Ontario and Riverside.

His most memorable races were Dale Earnhardt's win at Daytona and his final race. Warren recalls after a rain delay at S.I.R. (Pacific Raceway), street cars were used to dry the track. He was in a car driven by Parnelli Jones, after one lap, all the hub caps fell off the car. After six laps the track was dry and Parnelli received a black flag but continued three laps until they blocked the track.

*(Continued on page 23)*

## Member Profile: Warren Secord

by Peggy Gaston

There are never enough "thanks" to all the people who provide service and supplies to the racers. One of our most memorable experiences was when Norton had a flat (golf ball size hole) at S.I.R. Our only other tires were a set of rains (duh, were at S.I.R.), so we needed to get a repair late on a Saturday.

Luckily, the local Firestone dealership in Kent said they could help us. "We out of here", threw the tire in the van and headed out. If you remember, on the "old" way to Kent, there was that steep downhill (a real "yahoo").

We heard a thump in the back of the van, looked around to see a open can of oil had fallen over and the big hunk-in' tool box was heading our way. If we had stopped, it would have been all over. Luckily, we got to the "dip" just in time. What a mortifying experience!

While the tire was being repaired, the van got a thorough wiping down. We were back on the track racing the next day, thanks to the great service at Firestone.

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

**DATE: 6/4/09**

**PLACE: China Bay Restaurant**

**PRESENT:**

Board Members: Dan Halloran, Dan Mullin, Chris Hale, Win Casey  
Members: Mary Thompson, Carrie Sutherland  
Absent: Jeff Zurschmeide, Todd Butler, Andy Howe, Bob Brands, Karen McCoy, Randy Unsbee

CALL TO ORDER – The RE called the meeting to order at 7:00.

**REGIONAL EXECUTIVE INTRO -**

**MEMBER/NEW BUSINESS COMMENTS** – The secretary advised of two changes that need to be made to the Operating Policy:

- 2.5 refers to bond coverage that we no longer require.
- 2.9 refers to funding of Norpac, which we longer support

Discussion followed with M/S (Win/Dan M) to delete both from the document. M/P

**COMMITTEE & OFFICIALS REPORTS**

**REGIONAL OFFICE REPORT** – via e-mail

Office Staff & Hours

- Karen worked 95.5 hours in May. Region Office
- Nothing to report—everything working well!
- Note: Since changing from Integra to ATS for internet service almost three months ago—NO downtime experienced.

Bank Balances (All bills are paid)

**TREASURER REPORT** – Carrie talked about her plans to use Quick Book reports that will give a composite look at expenditures and provide a com-

parison to/with previous years figures with a break out by month. She will be in coordinate with Karen on setting up these reports.

**LOUD PEDAL REPORT** – Absent  
**DIRECTOR’S REPORTS**

**SOLO II REPORT** – via e-mail  
Nothing new to report from Solo.

We are on budget so far (down from ‘08, but expectedly so). The real test will be next weekend when we travel to Packwood. If the economy has really got folks down, we’ll see it in our turnout up there.

Next Solo events: NWR hosts National Tour (July 11 and 12) and Pro Solo (July 18 and 19) events in Packwood. Oregon Region at PIR South Paddock on July 25 and 26.

**RALLY REPORT** – Chris reported on an incident that occurred at the last Rally X at The Washington County Fairgrounds. Circumstances surrounding this incident has led the group to make some rule changes that were deemed necessary regarding safety and teching.

Their next event, a National Rally X, will be the last weekend in June at the fairgrounds. The economy is noticeable at the events with the average entries numbers being 110 opposed to the normal 175.

The Oregon Trail was a successful event. Road issues necessitated changing the route from Vernonia to the Mt Hood National forest area. A good time was had by all attending.

**DIRECTOR I REPORT** – Win advised that he has recruited Gary Bockman along with Peggy and Norton Gaston to search for persons interested in running for board positions this year. New board members take office at the first meeting in December.

**DIRECTOR II REPORT** – Absent

**ROAD RACING REPORT** – via e-mail Reviewed Budget vs. Actual.

Approximately \$5K over budget for the year, part of this is attributed to paying July sanction fees in May and RC (for which we have not yet been reimbursed).

Car count for RC is inching up to +300; there is a lot of interest in RC this year due to Trans AM and the different format of the weekend (Double Regional vs. Regional/National)

July sanction received and schedule posted on the web.

Have started recruiting RRD replacement for 2010. So far looks positive (he hasn’t said no yet!)

**PAST REGIONAL EXEC** – Absent  
**ASST REGIONAL EXEC** – A tribute to long time member and friend Sam Egli is in the making for Rose Cup. Dan spoke about plans to run a counter clockwise parade lap which will include both Sam’s Porsche and well recognized VW bus with some of his family members driving them.

A commemorative sticker is also being created.

**REGIONAL EXEC** – Dan advised that SCCA President, Jeff Dahnert would be in attendance at our Rose Cup event.

Dan also spoke about offering our support/interest to the promoters of the proposed track at Boardman.

He also mentioned the possibility of offering an unpaid internship to enhance our recruitment process of new members. This would offer the intern a project and assist us to bring new and young blood into our realms. More on this to be discussed at a later date.

Adjourn M/S (Win/Dan M) 8:35  
Respectfully submitted,  
Mary Thompson

<b>EVENT INFO</b>	PLEASE CHECK ALL THAT APPLY	<b>OFFICIAL OREGON REGION ENTRY FORM</b> <b>OREGON REGION SCCA</b>  This event is sanctioned by the SPORTS CAR CLUB Of AMERICA, Inc. and is organized and operated By the OREGON REGION and held under the 2009 SCCA General Competition Rules.	<b>ORGANIZER USE ONLY</b>  GROUP # _____  CAR # _____  CLASS _____
	<input type="checkbox"/> Regional or Vintage <input type="checkbox"/> National or Double Natl <input type="checkbox"/> Regional/National Combo <input type="checkbox"/> Double Reg or Vintage <input type="checkbox"/> Second Entry  Date: Sanction #: Event:		

Class:	Car Make:	Model:	Color:	POSTMARKED _____  RECEIVED _____  DATE NOTIFIED _____		
Car No. Desired:	1 <sup>st</sup> :	2 <sup>nd</sup> :	3 <sup>rd</sup> :		Year:	Transponder #:
<small>1 or 2 digit numbers ONLY</small>			<small>Transponder Number Needed on ALL Entries</small>			
Driver's Name:		SCCA Membership No.:				
Address:		Region of Record:				
City:		State:	Zip:			
Best Phone to Reach You: ( )		Other Phone: ( )				
Sponsor:						
License Grade: <input type="checkbox"/> Regional <input type="checkbox"/> National <input type="checkbox"/> Pro <input type="checkbox"/> Vintage <input type="checkbox"/> ICSCC <input type="checkbox"/> Other:						

<b>ENTRANT: Complete only if other than driver</b>			
Entrant's Name:	SCCA Membership No.:	Region of Record:	
Address:	City:	State:	Zip:

Entry Fees for all 2009 Oregon Region Events <i>EXCEPT Rose Cup Event Effective for July 09</i>			
Regional/Vintage			\$315
National			\$385
Reg/National Combo			\$425
Double Regional/Vintage			\$410
Double National			\$440
Second Entry: Same Driver/Same Car (3 <sup>rd</sup> entry \$90)			\$170
Second Entry: Same Driver/Different Car			\$195
SCCA Driver School			\$340

It is hereby understood and agreed that the undersigned and the car described here are to appear at the above race meet to compete under the General Competition Rules of the Sports Car Club of America and Supplementary Regulations pertaining to such event. I certify that my car complies with the SCCA regulations pertaining to such. I have thoroughly read the instructions and entry blank and I hold an appropriate license for this event. I further waive all rights and so release unto the Sponsor and the Club the use of my name and photographs of myself and my car for publicity and promotional purposes.			<b>FEE RECEIVED</b>  ENTRY \$ _____  COMPL FEE \$ _____  WORKER \$ _____ (optional)  TOTAL \$ _____
Driver Signature:		Date:	
Entrant Signature: (If other than Driver)		Date:	
Drivers E-mail address:			
Emergency Contact			

<b>PAYMENT INFORMATION:</b> <input type="checkbox"/> Credit Card <input type="checkbox"/> Check <input type="checkbox"/> Cash (Do not send cash by mail)			
Credit Card Information	Mandatory Compliance Fee SRF, SM, FE \$10/Sanction	\$	CASH \$ _____  CHECK \$ _____  CHECK # _____  VISA/MC \$ _____  ENTRY # _____
Full Card Number:			
Expiration Date:	Entry Fee	\$	
Card Holder Name:	Worker Donation (Optional)	\$	
Card Holder Signature:			
Card Holder Billing Address:			
<b>Total Fees</b>		<b>\$</b>	

## Commercial Classified Ads

Commercial classified text and display advertising as a very affordable way to reach our readers. Text ads are \$10 for the first 20 words and 10-cents per word thereafter. Display Classified ads are as little as \$10 per column inch. Submission deadline is the 10th day of the month prior to publication. Please contact the editor for further information.

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## Non-Commercial Classified Ads

To place a non-commercial classified ad, email the editor: lp@oregonscca.com. Limit ads to 50 words. Free to Oregon Region SCCA members selling personal property. Please call or email when the item has sold.

### Race Cars For Sale

Formula Mazda-Race ready. \$12,500  
Older car, most upgrades. Chassis #92007.  
All new rod ends (2 races) Well maintained with strong motor (Timed @ 1:16.8 at PIR) Included: 3 sets of wheels, rains, some spares, car cover from star, pit gear, 2 10X10 canopies. Call Russ Zinda, (360) 607-0943

Race Trailer-set up for FM. \$5,000 or best offer 22.5 ft. Haulmark slope nose w/brakes. Good Condition with very few blems. 2500+ total miles Included: 2 Craftsman stand up tool boxes, work bench, gear shelf, easy-lift hitch. Call Russ Zinda, (360) 607-0943

1985 VW Golf GTi - RS/SPU/GT# 16V 2.0 liter, Ivey build 210+ hp; Schrick head; Rugh Eng.; dry sump; Electromotive ign.; XS fuel pump and filter; all Aeroquip; Tilton. Multiple titles: Rose Cups, PCRRC, SCCA, ICSCC. Don Smethers car original build, local race history inc. Westwood/PIR track records. Includes 24' TPD trailer w/built-ins; Honda 50 pit bike; tires/wheels; spares. Car is SCCA Vintage eligible. Everything goes for \$11,500.  
Greg Bell - 360-566-1290 or flatlatex@yahoo.com.

Race Vintage Anywhere: Own a vintage car with a history that will make it be welcomed by just about any vintage racing organization in the country. The Thorgeirson Special is an authenticated 1960s era H-Modified car campaigned in Canada and the Pacific Northwest. It has been thoroughly restored to better-than-new condition, with beautiful bodywork, a fresh Fiat 850 engine with rare Abarth components, fuel cell, fire system, oil accumulator, new gauges, lots of Aeroquipt, new belts, coil over suspension and vintage-style Kirkey seat. Spares include extra blocks, heads, gearboxes, rare NOS racing pistons, etc. Contact Jerry F. Boone at jfboone@aol.com or at 503-642-5197.

1956 Mercedes Benz 190sl. Car is completely disassembled. Body has been stripped, and is mounted in a professional “rotisserie” jig. Many new parts. Would make a highly desirable vintage racer. Car was running when disassembled for restoration. \$12,000. Including body jig. Contact: Don Madsen 541-317-9134. E-mail: madzoom@aol.com

Swift DB-2 with DB-5 bodywork. Loynings Cosworth YAC engine. Head just freshened. Over 185 HP from 6200 to 7300 RPM. Kevlar Body work with spare Kevlar nose and misc. Fiberglass pieces. 1 set R420 Goodyears with 2 heat cycles, 1 set R250 Goodyear stickers, 1 set Hoosier Rains. Willains Harness good through 2011. Bulkhead modified for correct attach points for HANs device. Seating modified for 6' 3" 210 lb. driver comfortably. Box of spare ratios, usable, not junk. LD 65 calipers front and rear, Billet starter mount, Improved design clutch slave cylinder. This car is ready to race right now. \$25,000 OBO. Donn Snyder 503-286-4956, donnсны@aol.com

BMW 325i Race Car – set up for Pro3 ICSSC racing: 1985 body, 1989 engine, Asking Price: \$19,500 Professionally built race car maintained by Brandon of Pacific Motorsports Professionally maintained by Pacific Motorsports. Engine top end rebuilt July 2006 by Loynings Engine Service <http://www.loynings.com>. Cage professionally built by DGE Motorsports – Dave Gilbert Vancouver Washington [www.dgemotorsports.com](http://www.dgemotorsports.com). Trailer: (not included in price of race car) Eagle 7' x 16' Tandem Axle Flatbed \$1900. Contact: Bruce Feller, Cell phone: 503-780-4237, Home: 503-287-2886

63 MGB SCCA VP-1 vintage racecar everything 2 events fresh strong dependable motor with Yarwood tricks fresh stock 3 syncro transmission fresh 4.3 diff with lincoln locker MGBGTV-8 front brakes... no brake fade with these Compomotive minilight wheels with bias Hoosiers tons of suspension work. Handles very well and would make a good first racecar Asking \$15,000.00 OBO call (541)729-2276

2003 Cheetah SR1 D/F sports racer, excellent condition, includes trailer, 10x20 awning and Motorola radios w/head sets. 1 race, dry sumped Loyning GSXR en-

gine with Power Commander. No lift, electric air shifter with large refill bottle, Stack data system, Penske dbl adj shocks w/nitrogen refill bottle, 2 sets wheels and mounted rains, custom set up bars, 2 spare GSXR engines, new battery, new Williams belts, aluminum quick jack, lots of spares, books, manuals and log books from new. Very fast, track records PIR and PR. Done racing, everything goes. Support/coaching for first race locally. Pictures upon request. \$25,000 call Dennis 253-405 2646, dennislpeters@earthlink.net

Vintage Bugeye Sprite - VP1 #21, 1275cc engine, weber and SU carb setups, Datsun 5-speed transmission, 4-wheel disc brakes w/cockpit bias control, british racing green, large spares package. \$12,000 - 503-330-3010

Two race cars, ITC/Production, Nissan Sentra and Nissan Pulsar. Race Ready with "All of the Good Stuff". Fresh balanced engines w/Weber carbs, headers and custom exhaust, MSD ignition package, fuel cells with braided stainless lines, Accusump with braided stainless lines, new clutches, pressure plates & drive axles, on board fire systems, full Autometer gauge packages, cages plus much more. Both cars have won multiple championships. \$5000 each or OBO. See at Competition Motorsports LLC, Portland, 503.281.1579

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(Continued from Page 19)

Warren worked as an engineering aid for Boeing on the Dash 80 Prototype-707. In 1965, he started his own automotive and tire business. He began with Firestone and tire business. He began with Firestone race tires in 1968 and Goodyear in 1983.

He sold his property for an automotive shop in 2008 but continues sales and services of race tires. He plans to keep working on race tires as long as health permits.

Name: Warren Secord  
Member Since: 1981  
Favorite Entertainer: Paul Newman  
Favorite T.V. Show: N.C.I.S.  
Favorite Food: Lobster  
Favorite Non-racing Activity: Rotary  
First Car Owned: '41 Ford 2-door  
Favorite Car Owned: DeLorean  
Current Daily Driver: Olds  
Favorite Race Driver: Dale Earnhardt Sr.  
Most Influential Person in My Life: Wife Jerre

Editor's note:  
*Following the submission of this article, Peggy learned that Warren had triple-by-pass surgery and was well on his way to recovering in Seattle.*

(Continued from Page 17)

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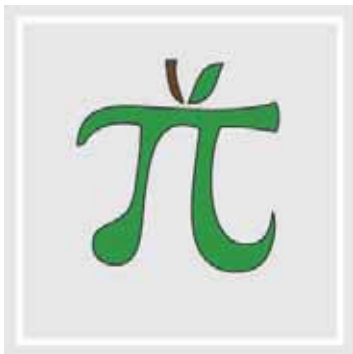
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