

Loud Pedal



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Loud Pedal

The Membership Magazine

*of Oregon Region Sports Car Club of
America*

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2010 Upcoming Events

**March 5-7 -- Driver School & Single Regional,
with Chicane @ PIR**

March 13-14 - Vintage HMSA @ Thunderhill

April 17-18 -- Single Regional, with Chicane @ PIR

May 7-9 -- Regional/National Combo, no Chicane @ PIR

May 14-16 - Vintage CSRG @ Thunderhill

June 11-12-13 -- Rose Cup Double Regional, with Chicane @ PIR

July 2-4 -- Double National, with Chicane @ PIR

August 7-8 -- Single Regional, no Chicane @ PIR

September 11-12 -- Single Regional, no Chicane @ PIR

October 8-10 -- Double Regional, with Chicane @ PIR

**October 23-24 --Oregon Raceway Park, Grass Valley OR,
co-sanctioned with NW Region**

Oct. 30-31 Vintage CSRG @ Thunderhill

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**On the cover: Wayne Flynn captured this Alex Job Porsche at
Portland International Raceway's Festival Curves in the 2006
American LeMans Series Race.**

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*Please contact Dave Franks for Vintage Series Points.
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Gary Frasier claimed the cash award and personalized leather jacket as the Fluge Global Adventures Worker of the Year for the Oregon Region Sports Car Club of America (ORSCCA).



Bob Smethers receives the Harv Henneman Award from (right to left) Mary Thompson, Karen Conway, Dan Mullins and Todd Butler. The award is for the member behind the scenes who sees a job that needs doing and gives it 100%.



Ben Hockman comes forward to address the capacity audience at the Hillsboro Elk's Lodge at the Annual Meeting and Awards Banquet for the ORSCCA.

2009 Fluge Global Adventures Road Racing Championship Awards Banquet

Will Schrader (left) claimed first place in the MiataCage.com Spec Miata Championship in 2009. Dudley Redhead, (right) was named the outstanding Crew Chief of the Year for his contributions to fellow participants while working on Jim Graffy's Spec Miata.



Phil Fogg and John Tipton (right) were co-winners of the Monte Shelton Regional Driver of the Year Award.



Photos by Randy Unsbee

2009 Fluge Global Adventures Road Racing Championship Winners

Fluge Global Adventures GT1

Class Champion

1. Nick Fluge

Fluge Global Adventures GT2

Class Champion

1. Andrew Foley

Victoria Express Formula 500

Class Champions

1. Sean McDonald
2. Lance Spiering

MiataCage.com Spec Miata Champions

1. Will Schrader
2. Joey Atterbury
3. Ken Sutherland
4. Bruce Wilson
5. Gary Bockman

AS

1. Marshall Atherton

CP1

1. Frank McKinnon

CSM

1. Kristine Craine

CSR

1. Phill Fogg

DSR

1. Daniel Frost
2. Lindsay McDiarmid

EP

1. Stephen Epperly

F500

3. Sean McDonald
4. Lance Spiering

FB

1. Rod Rice

FM

1. Matt Kurdock

GTL

1. Rob Macfarlane

GTS

1. Doug Russell
2. Kimberlee Taylor
3. Jim Bushnell

ITA

1. Jordan Wand
2. Randy Unsbee
3. Matthew Waterfall

ITE

1. Cameron Benner
2. John Hudak
3. Val Korry

ITS

1. Lyall Edey
2. Mark LaCombe
3. Mike Osborn

PCA1

1. David Cormier
2. Jay Culbertson

PCA2

1. Val Korry

PCA4

1. Lyall Edey
2. Mark LaCombe

S2

1. John Brewer

SPM

1. David Cormier

SPO

1. Monte Shelton

SRF

1. Steve Fogg
2. John Tipton
3. Chris Jackson
4. James Flynn
5. Jim Murray

STO

1. Greg Pierson

T2

1. Gary Ryan

NorPac Division Champions

AS

John Blizzard

FB

Mark Jaremko

FM

Matt Kurdock

FV

Alan Harrington

GT1

John Blizzard

GT2

David Cormier

GTL

Jim Hargrove

S2

1. John Bachofner
2. Rick Johnson

T2

John Baker

T3

Lynne Griffiths

Workers of the Year

Communications - Ali Montgomery

Emergency - Scott Goodrich

Top Rookie - Christopher Nawrocki

Flagger of Year - Cathy Frasier

Novice Flagger - Randy Thieme

Communicator - Ali Montgomery

Chef - Ross "Rooster" Thornton

(Continued on Page 9)

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From the R.E.

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

How Are We Doing?

This issue of the Loud Pedal brings us to the end of the year. The excitement of racing is over and the prizes handed out at the banquet for all the hard work, sweat, and money we spent and fun we all had in our real lives, motor sports, during the past 10 months.

Some of us are recouping from the season and most are at least dreaming about next season. I know I am working hard to rehab my shoulder and am hatching some secret plans for finding those last few tenths of seconds that will bring the Ferrari factory looking for their next star. Stay tuned.

I thought before we completely abandoned last year and jump into 2010 we should take a quick look at our club and how we are doing. Our new Board of Directors is taking over shortly so it is appropriate to look at our finances.

When we entered this year frankly we were scared that the economy would make the year a financial disaster. Racing cars is an easy item to cut from the family budget when the economy is bad. As we started the season there were many unknowns. Our cost structures are very fixed which leaves little room for making mistakes.

With all that uncertainty your Board and the many people managing various parts of the Club did a wonderful job controlling costs while still providing a high level of service and fun.

The Oregon Region had an overall decline in revenues last year but we cut expenses by almost exactly the same amount so overall the year was a break even. Road Race, Solo, and Rally will report on the specifics of their departments and go into more detail while I will address the overall administrative side of the club.

	2009	2008	Change	% Change
Total Income	\$54,976	\$67,739	<\$12,763>	<18.8%>
Total Expense	\$55,524	\$66,790	<\$11,266>	<16.9%>
Net Income	<\$548>	\$948		

Income was done in two areas, about 23% or \$4,300 in Membership Dues and 44% or \$7,900 in contributions from Road Race for running the region. The RR contribution was down from last year because we had two double regionals in 2008 and none in 2009. Road race participation, overall, was equal to or better than any year going back to 2005, which is a good sign.

Expenses were down in Admin, about 37% or \$1,418, Loud Pedal 34% or \$9,254, and Office 3% or \$996.

Considering the difficult economic environment in which we are working I am proud of these numbers. But there is one last element that we can't forget and that is the fantastic support we get from many in our racing community.

Here is a partial list:

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Fluge Global Adventures GT1 & GT2 Series

Pro Drive – Todd Harris and Kristin Scott

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Competition Motorsports - Ron Brown

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Trackside Motorsports - Garth & Fred Ankeny

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If you haven't thanked some of these folks this is a good time of year to do so. Many are great places to shop for presents for that special motor head in your life.

I thank all of you for creating one of the best Clubs of its kind in the country. Let's all have a wonderful holiday season with visions of motor sports dancing in your dreams.



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Solo II Report

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

New Season Just a Few Weeks Away

2010 is nearly upon us. What's new?

For starters, everyone in A Stock and B Stock can order new class letters. 2009's B Stock was bumped down to be merged into the existing C Stock.

A Stock was bumped to B Stock. Bumping some of the "slower" Super Stock cars created a new A Stock class. C5 Corvettes that aren't Z06's... welcome to A Stock.

Same thing with the late model Boxster S and Cayman S was well as the 3rd generation turbo RX-7's. It should be interesting.

Add the new STR class to the Street Touring mix. This class has been on people's radar for a long time and it is now a reality.

Like the rest of the Street Touring category, it will spend a year or two on the "supplemental" list at Nationals, but that shouldn't matter to the Regional competitor. The concept is to expand on STS much like STX expanded on ST.

Two seaters with higher power and limited slip differentials should fill an apparent gap in the Street Touring class structure. We'll see how popular it is.

In Oregon Region, we're going to reshuffle the Stock / Non-Stock class split for 2010. In case you haven't noticed, we've got 60+% of our competitors running during the Stock half of the day.

In order to help level the field out, we're bumping Street Touring cars into the Non-Stock half of the day. Our goal is to take our 65/35 split between Stock and Non-Stock and make it more like 55/45 or 50/50.

This will give everyone an easier time as we'll have more workers for the Non-Stock

half of the day and the Stock side should benefit from a little smaller crowd.

Now, what hasn't changed?

Those that attended the awards banquet heard Jim Daniels rattle off statistics about 2009 versus 2008 and 2007. (No, this isn't about Jerry Jenkins or PAX class.)

Jim announced that our attendance in 2009 was right at 100 entries per championship event. He noted that this was actually UP from 2008, but still down from 2007.

The spread between these years was really small however. With a high of 102 and a low of 98, you could say the program is stable right now at 100 entries per year. And stable is a good thing in this economy. I'd like to see entries at around 110 per event, but I won't complain about 100.

Another thing that hasn't changed is who is doing the bulk of the work behind the scenes. As you may have noticed (and judging from the number of ballots that were submitted, you probably haven't), I'm still on the Region Board of Directors and writing this column.

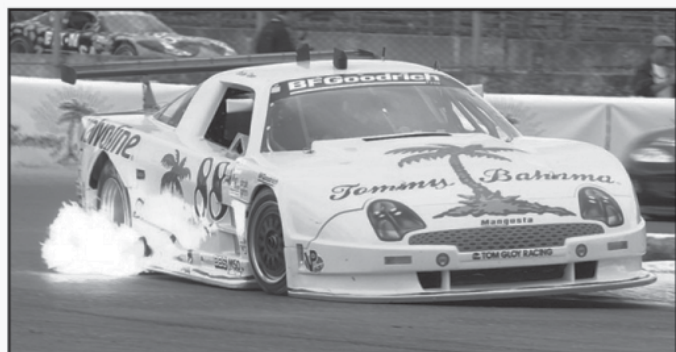
Denis Cornforth is still managing a lot of the day-to-day operations with Rick Moore balancing the books.

Aside from me wanting to get out of this gig, we could use additional help with Safety (we lost a Safety Steward when Neal Stanley moved to Idaho). We could ALSO use the help of anyone that is interested in volunteering to do make events happen.

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Road Race Directions

Todd Butler, Road Racing Director
Email: todd.sherry@verizon.net

The Last Column

Last Road Race Directions column (Jim will have to find his own title, I've copyrighted that one.)

Hard to believe it's been five years as RRD. This column will be short and sweet this month. We are finishing up budget vs. actual reconciliation, getting in the last of

the Banquet and Awards bills. Later this month I will sit down with Jim and Karen and build a budget for 2010, present it to the new Oregon BOD for ratification and should be able to publish budget vs. actual for 09 as well as some other fascinating statistics (like just how many Pro7 cars entered last year) as well as budget for 2010

in the January Loud Pedal.

One last RRD comment, we did firm up a date to race at ORP, it's 10/23-24 with a potential test day on Friday 10/22.

For now though I'd just like to say thanks.

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Thanks to the drivers who raced with us, the drivers and crews who cared enough to provide input and step up to assist with ideas and assistance, especially with drivers schools, the vendors who supported us trackside, to the Oregon BOD in its various incarnations over the years who were always supportive, and to the Stewards who supported our race weekends and even allowed some creative ways of accomplishing our goals.

Most of all, thanks to the entire Oregon SCCA worker base, from the Chiefs who took a newbie RRD and patiently explained for the 10th time why we had to do something, the men and women on the corners, on the Grid, in the E-trucks, walking the Paddock, feeding the hungry, handing out trophies and flags, timing the cars flashing by, and just plain helping organize and operate.

Thank you all! Workers ROCK!

I write this in a hotel room in beautiful Topeka starting a new adventure as a Area 13 Director. It's about 23 degrees outside and my head is full from orientation today. Only 3 more days of BOD meetings to go. It will be an interesting ride and like Howard, I will publish what I can of what's happening in the big tent.

All for now folks. Have a Happy Holiday Season and see you at the track next year.

Todd RRD 2005-2009
SRF73



Rallying with Chris and Kristen

Chris Hale, Rally Manager and Kristen E. Tabor
Email: chale@nwscan.net

A Quick Look Back, and What's Next

Well, we made it through another year. The weather has started turning all winter-like, it's dark when we get up in the morning and dark when we get home from work in the evening. The radio stations have been playing Christmas music since mid-November, so it must be time for our end-of-the-year column.

A few quick items: ORG and Cascade are holding their joint rally awards on December 19 at Otto and Anna's up in Multnomah Village from 5-7pm. The ORG board will be counting up the ballots for the election of new directors for RallyCross, Road Rally, Stage Rally and Treasurer.

Big congrats go the RallyCross winners Josh Bell (M2-RWD); Doug Folsom (M2-FWD); John Alley (M4); Tim Werner (PA); Robb McNry (PF); Todd Lengacher (SA); Erik "Goose" Laudenslager (SF); Jeremy O'Harrow (SR); and Kyle Heacock (PR). Full results are up on the ORG website.

I don't have the overall Friday Nighter series points totals, but from the scores I have seen, it looks like the series was hotly contested!

We'll be giving out the Adelaide Zink Rally Worker of the year award for 2009 at the rally awards banquet. I can't tell you who won, because they might read this before the banquet, but I can tell you that he worked very very hard for RallyCross, stage rally, and Road Rally all year. He's a volunteer extraordinaire, and very worthy of this trophy.

Now for the equipment check department: be sure to review the rally rules for 2010 in whatever discipline you enjoy. It always sucks to be caught out at your first event when your car won't pass the tech inspection!

And in the "looking forward to next year" department, it looks like we've got

a full schedule of rally fun on deck! The RallyCross department is hammering out their schedule; looks like we'll be hosting a National RallyCross weekend probably in June. Stage Rally has Oregon Trail staying in May, which will make things a little easier on the organizing committee (most of whom are Tabors, and accountants... and April is a Bad Time Of Year for... well... anything!).

The Mt Hood Rally is still on the calendar for October, and we're looking at adding some more stage rally events.

Road Rally is aiming for our usual full slate of rallies, including our usual Rally Against Parkinson's, and Cascade as always is gearing up for the 2010 Friday Nighter series.

It'll be a busy year, and as always,

keep an eye on the ORG website for more info! Have a safe and happy holiday season, everyone!

FOUND

Battery charger left in the paddock at our August (??) event. If you can describe it, we might give it back. 😊

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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. 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 engine 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

Street Car for Sale

1993 anniversary year corvette. White with red interior. 350ci with 6 speed trans. Dual power sport seats, Ride control, Passive keyless entry, T-top with two tops. 76,000 miles always garaged. \$13,500. Please contact Dave at 503-646-4625



MEMBER PROFILE

by Peggy Gaston

When I ask “What got you into racing?” most racers reply, “my Dad”. Take a look down pit row and you will see generations of racers. Nort and his Dad raced go-karts together in the 1950’s all around Southern California. They transported their hand-build karts on the back of their 1950 Chevy fast-back. On a trip to our local library, we came across a book on go-karting and would

you believe, there was a picture of Nort’s dad “at speed” at a track in Azusa, California. This is a story about a generation racer, Steve Gatrell.

At 6 years of age, Steve would tag along to SCCA events with what he called his “Alpha-holic” Dad. In high school, his counselor was Loren St. Lawrence. Steve said, “I didn’t have a chance for a normal life after that.” In 30 years, he has raced Datsun 510 (which he sold to get married), then took up go-karting. Which he said, “they were not as much fun”, so he got into Sports Renault (he had the first one in this area). From there, he went to F2, S2000 and also drove cars for others. Arnie Loyning got him involved in the American City Racing League driving a Lola. His first race he finished 2nd and got fastest lap. The next weekend, he was not as lucky, when he was trying to take the lead from Randy McDaniel; he was run off and finished third. Randy ended up winning the championship that year. Steve’s most memorable race, wasn’t for himself but for his son Spence’s first national championship in quarter midgets with a ProFab engine and chassis.

He worked 11 years as an automotive mechanic for Loyning’s Engine Service. From there, he went to work for 3 years with Hawkins Performance (a quarter midget engine builder). He eventually developed his own quarter midget chassis and his Dad convinced him into going into business for himself. Today he is owner/operator of ProFab racecars and continues to support his son Spence’s racing career.

Steve’s said, “My future plans are ASA Northwest Tour Stockcar, SCCA Spec Miata (Oregon Region) and select USAC midget events until the money runs out-shouldn’t take long.”

So next time at the track say “Hi” to Steve and don’t forget to ask how his son Spence is doing. I’m sure he will have something to talk about.

Name: Steve Gatrell
Member Since: 1978
Favorite Author/Writer: Clive Cussler
Last Book Read: Treasure of Khan
Favorite Entertainer: Eddie Izzard
Favorite Movie: Big Trouble in Little China
Favorite T.V. Show: Seinfeld
Favorite Food: Pepperoni Pizza
Favorite Non-SCCA Activity: USAC Midgets/ASA Northwest Tour (Stockcars)
First Car Owned: 1970 Datsun 510
Favorite Car Owned: SL 84 Tiga Sports 2000
Current Daily Driver: 2001 Ford Lightning
Favorite Racecar Driver: Jimmy Clark and Spence Gatrell (guess I had to say that because he’s my kid)
Most Influential Person in my Life: my father James (Pete) Gatrell



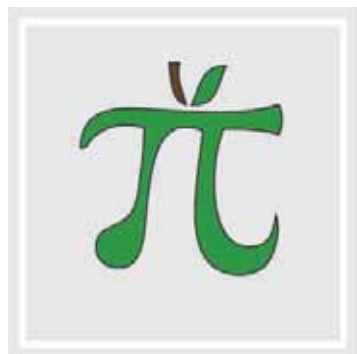
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