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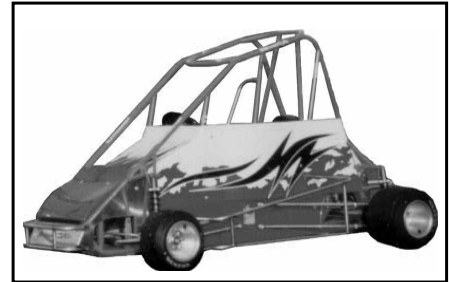


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Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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And, there are more to come. These are the first two area companies to take advantage of the new Integrated Marketing Communications (IMC) program we began in January to help offset costs involved in producing the *Loud Pedal* and thanks to their efforts the first three issues of the year have basically cost the region ZERO funds. That's right, when all the invoices are paid the net effect is that the advertisers you see in these pages and the two sponsors above have helped this publication pay for itself in the first quarter of 2006. This is significant because membership funds support the *Loud Pedal* as the one benefit we all receive as an Oregon Region member, whether we are involved in race, rally, solo, working, officiating or are just plain car enthusiasts.

Nonetheless, one of my goals for 2006 and beyond is to gradually move the publication to the point where it is as self-supporting as possible, even though that may take several years, so that the region's bottom line looks better financially. After instituting this IMC program we all learned of revenue shortfalls in other areas, and since dues from all region members and the advertisers within these pages help pay for this publication, I am happy that any additional income we raise is put to good use in other areas. The bottom line is that all of our activities contribute to the region's bottom line in a positive manner.

Todd Harris and our friends at Pro Drive were the first to step up, and are the official event sponsor for our July 1-2 Double Regional Weekend at Portland International Raceway. Just as important, the Spec Racer Ford drivers are the exclusive All Party sponsors for this annual event during the holiday weekend. Even more impressive is that Todd is considering adding a second race weekend. John Brewer and Brewer Bros. Construction stepped up to take on the exclusive sponsorship of the August 22-23 Regional Race at PIR, and are also looking at a second date. As I write this, we are in talks with Gran Prix Imports for event sponsorship of the May 12-14 Regional/National races and, there are more to come.

Ultimately, I am banking on the brand loyalty of SCCA members and motorsports fans to help grow the region's membership and to patronize these sponsors and advertisers. I think it's a safe bet.

Oregon Region SCCA People You May Want to Call

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*Please contact Dave Franks for Vintage Series Points.

Contact Kari Loyning for all other Oregon Region points matters.

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Sponsors Sign on to Back Oregon Region SCCA Events

Pro Drive and Brewer Construction have signed on as event sponsors for the July and August race weekends for the Oregon Region Sports Car Club of America. The sponsorship package consists of an integrated marketing communications program involving the *Loud Pedal* publication, the region's Web site and the race weekends. The IMC program

approach was proposed to the region board and initiated in January.

The program was designed by Randy Unsbee, ABC of Sponsor PR & Marketing, who is also editor of the region's membership magazine, publicity director, and long-time SCCA member and national driver.

As of this publication date negotiations were underway for additional race date sponsorships.

Letter from Director at Large

My name is Judy Enslow-Cox; it is my honor to be your Director II this year. Most of you know me through registration, or through my parents, Dave and Suzy. If you don't know me, stop by registration sometime this season and say hi.

This year, I get the privilege of planning our annual banquet. I am very excited to let you all know that we have already set the date and location. The banquet will be Saturday November 18th, and it will be held at Gran Prix Imports so please save this date on your calendars!

I also want to talk briefly about our budget this year. All of the board members are trying to find ways to save the region money. Unfortunately that means we must cut down on some of the extras we all have enjoyed for many years, like trophies, food and beverages after the races, and live music at the all club party.

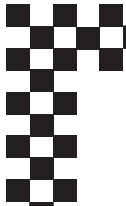
What we need is help. Donations and or sponsorships, and not just from the drivers and their sponsors, we need help from the workers as well. I am planning to have donation sites at events. You can choose to donate to a general fund, or if you want your money to go to a specific event, please indicate where you want your money to go. If you want recognition for your generosity, I will give it to you, if you wish to remain anonymous; I will do that as well. We are all members of this club, and if we all pitch in just a little bit, we will sail right through this rough time.

Thanks,

Judy

2006 COLUMBIA GORGE CLASSIC RALLYE ANNOUNCED

The Columbia Gorge MGA Club, based in Portland, is proud to announce the 2006 Columbia Gorge Classic Rallye, the premier annual event hosted by the club.



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The dates are June 23-25, and the location is the Willamette Valley between Portland and Eugene, Oregon.

On Friday evening, June 23, there is a reception, vehicle safety inspection, and participant meeting at Gran Prix Imports in Wilsonville (just south of Portland). The next day, the all-day rally will depart from Gran Prix Imports at 8 a.m., ending up in the Eugene area about 4-5 p.m. with awards presentation following. Participants may choose to spend the night at the offered hotel in Eugene, and take part in the organized tour back to Portland on Sunday, June 25.

The rally is open to European sports sedans and sports cars made in 1980 and earlier, with a limit of 60 entries. The registration fee is \$60 or \$50, depending on the class entered. Rally Master Reid Trummel and Rally Manager Bob Hoffman have teamed up to form the leadership for the event, and they're bringing a commitment and dedication to stage a rally that will be one of highlights of the motorsports calendar in the Pacific Northwest. Reid commented, "We're starting with a clean sheet, taking a fresh look at all aspects of this annual event, and constructing a really first-class function that will appeal

to both novices and experienced rallyists alike. Our goal is to combine the best of what has been established in this series with some new ideas, and we think the result will take the event to a new level. However, one thing that hasn't changed is the overall goal, and that is to have fun in vintage cars!"

One innovation to be introduced this year will be multiple classes. In addition to those wishing to drive the regular TSD course, there will also be a "Novice Class" for those with very little or no TSD rally experience, providing an opportunity to drive a true TSD rally, but with the course-following simplified. Additionally, there will also be a "Touring Class" for those who merely wish to drive a modified rally route without the challenges of interpreting "rally language."

"We want everyone, at all experience levels, to feel welcome and have a good time on this rally," Bob stated, "and so you can choose your own difficulty level by the class you enter, and if you just want to enjoy some great roads, there's the Touring Class."

An additional new development this year is posting the General Instructions

on the host club's website. Rallies are traditionally governed by a combination of these "Generals" and the Route Instructions. The Route Instructions are distributed just shortly before the beginning of the rally, but the General Instructions need to be studied and understood in advance, so they'll be available to everyone well in advance where they can be downloaded and printed.

"We're working to produce a real quality, real fun event, and I think that everyone will be pleased with the result. This will be one that no one should miss – get your car ready now!" advised Bob. "That's good advice because we really believe that this will be an event that people will be planning to enter each year from now on," Reid added.

See the MGA club's website (www.ColumbiaGorgeMGAClub.org) for more info, including a printable application form, and reserve the dates – June 23-25 – now. This promises to be a great one!

Rally Master Reid Trummel may be reached at editor_reid@hotmail.com Rally Manager Bob Hoffman may be reached at aliceandbob@centurytel.net



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Jeff Zurschmeide, Regional Executive

Email: zursch@oregonscca.com

More than a business, it's our club

The first Oregon Region SCCA General Membership Meeting of 2006 happened on Friday, March 10. While the meeting was lightly attended, we discussed many important issues and heard the members' input clearly. Among those attending, the Club Racing budget was of prime concern. Specifically, the members present felt that Club Racing event trophies should be restored in the budget and that other expenses should be reduced if at all possible.

There are really very few discretionary expenses in the Club Racing budget, and virtually every one has been trimmed this year. Most expenses are beyond our direct budgetary control, such as track rent (up 25% in 2005 and another 5% for 2006) and the amounts we pay for sanction (up this year), insurance (also up this year), and so on. So what the board is doing, instead of reducing other expenses to restore trophies, is to seek sponsorship for various region expenses including trophies this year. At this time, we've got trophies for June (through PRFA), July (through ProDrive), and August (through Brewer Brothers). It's my hope that we will obtain sponsors for every event and that some of those sponsors will be new to the region, rather than relying solely on the generosity of our members.

Another point brought up at the General Membership meeting was concern that with our budgetary woes, the board has not significantly cut the Loud Pedal budget. We have reasons for this decision that we believe in.

We recognize that the Loud Pedal is one of the most significant benefits of membership in Oregon Region, and we want it to be a good value. We also believe that the Loud Pedal is a good outreach to interested folks who are not yet members. Each month, our region office receives membership applications pulled from the copies of the Loud Pedal we place at Competition Motorsports, Sykart, and other locations. We have also reduced the page count of the Loud Pedal to reduce both printing and mailing costs, and Randy is busy seeking advertisers and event sponsors. We believe that the Loud Pedal is a good value and that with cost reductions, this is a wise use of budget dollars.

The last thing I want to mention from the membership meeting has been knocking around my mind for a while – it's the notion that Oregon Region SCCA is a business and ought to be run like one. That's true, with certain reservations. Yes, we are a business and need to run

in a financially responsible manner, with accurate reporting and knowing where our money goes. We need to listen to the concerns of the people who pay their dues and their entry fees. We need to look at the market for racing and respond accordingly.

But here's the rub – I find it hard to think of our members as just customers. If Oregon Region is no more than a business from which we choose to buy a product, why do we pay a membership fee? Why do we work our tails off to make events happen, and for those of us who volunteer our time, where's the paycheck?

The truth is, Oregon Region is more than a business; it is our club. Oregon Region is an organization we join and support because we like to get together and go racing. Yes, we have to make sure the bills get paid and yes we need to be careful with money, but let's not forget that we aren't just buying laps on the track, nor are we paid for our efforts in beer tickets. We're all coming together, bringing our skills and our money and our time to create something no one could just buy into existence by whipping out a checkbook.

Think about that – you, as a member of this club, are part of an elite group. Think I'm over the top with that? Who else in our town could staff a Champ Car race? That's a bit beyond the high school booster club, right? And no one could pay us all for the time and investment we've made in the sport. The payoff comes within each of us, when we watch a race anywhere in the world and see the driving and the flagging and the emergency response and we know we're every bit as good right here. Ultimately, my paycheck is in pride – how about yours?

JZ

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Overdue Congratulations

I need to start off this month with overdue congratulations. John Martinson received the Wolf Barnato Award, which is this club's highest honor, at the recent National Convention.

Roger Eandi received the John McGill award for his contributions to club racing, and Costa Dunias completed the hat trick for the top three awards in this club, when he received the Morrell Award for stewarding.

John, Roger and Costa, please accept my apologies for forgetting to mention your accomplishments in the March column. Roger and Costa join Sue Roethel and Rob Walker in the very exclusive club of members who have received SCCA's three most prestigious awards.

The Board of Directors passed a resolution at the convention that ProRacing will NOT receive anymore funding from club money.

Another resolution passed unanimously to recognize the role of the club staff and various program boards and re-emphasizing the Board's support of their efforts.

Deanna Flannigan has been appointed to replace Bryan Cohn as manager of club racing. Ms. Flannigan recently earned her MBA. She has worked in risk management in Topeka.

I would like to thank Joe Rhodes for the following: The Northwest Motorsports community lost a stellar and positive person on January 13, 2006.

Mark J. Nelson passed away as a result of a bicycle/car accident while living and working in Japan. From the mid-80s to 1994, Mark drove his pristine purple/white Caracal D Formula Vee

in numerous ICSCC and SCCA events. Along with his father Robert, this duo worked hard in achieving their racing triumphs.

A memorial service was previously held on January 23, 2006. The Hoosier sponsored FV may have been the best-looking Vee in these parts. Mark will be missed.

The Dodge SRT money has begun to flow in, along with the new memberships. I hope to be able to provide a more complete picture next month.

Following is an overview of the organization's finances as of the end of January. There was an operating loss for January of \$94K, against a budgeted operating loss of \$195K.

The bottom line net loss was \$59K, against a budgeted net loss of \$198K.

The difference between the operating loss and the net loss is primarily due to a strong performance by the investments during the month.

Pro Racing's performance in 2006, will be the biggest factor in Inc's 2006 results.

Sanction Fee Income is running behind budget, mostly due to sanction fees from driving schools. This should recover in subsequent months.

License revenue greatly exceeded budget. This category is truly dependant upon the competitors, and the timing of their license renewals.

We do not think we are seeing a big increase in overall licenses, merely an acceleration or renewals into an earlier month. Insurance Revenues are ahead of budget. Again, this appears to be a timing issue.

Jim Julow is now up to speed as our President. He has been briefing the BOD weekly, and he is beginning to move forward under the strategic plan.

With each report and contact, I am more in awe of his ability and born leadership skills. The club is indeed in great hands.

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Solo II Report

Michael Gatza, Solo II Director

Email: gatza@comcast.net

Solo Season is Underway!

With March come and gone, the Solo2 season is officially underway. Our first event was Sunday March 19th at PIR in the north paddock. We had phenomenal weather with high clouds in the morning opening up to plenty of sun for 151 participants. Everyone had a great time and I want to thank the people who helped the many first timers that decided to try autocross. With everything going on during your first couple of events, it's good to see our members helping others.

Many of our members are not waiting for our events to start autocrossing and have been making trips to some of our surrounding clubs to participate in their events. Several of our members made the trip down to San Diego for the 1st west coast stop in the National Tour series. The San Diego National Tour was held on March 4th and 5th at Qualcomm Stadium. The Oregon Region members that made the trip are Tom Kotzian, Tom McDaniel, Jim Daniels, and Steve Wynne. I'm happy to say that all of them did very well and earned trophies in their respective classes including two class wins. Tom Kotzian won SS by 1.2 seconds even after a DSQ for noise on his final Sunday run. Tom McDaniel is a recent transplant to Southern Oregon and placed 5th in AS.

Jim Daniels, who was gaining momentum all last year, does not appear to have slowed down over the winter break. He came in 2nd in CSP to co-driver Ron Bauer moving up from 4th to 2nd on Sunday. Steve Wynne earned a win in his new DS car over NWR driver Jerry Lamb.

The weekend following the National Tour was the opening round of the 2006 ProSolo series held in Fontana California at the California Speedway. Weather played a role in the event with rain flooding the course and halting Saturday afternoon runs. Oregon drivers at this event included Tom Kotzian who again won SS and hopefully will continue to win throughout the year.

Tom McDaniel came in 4th place, just out of the trophies in AS. Jim Daniels also finished just out of the trophies by only 0.065 seconds and he was able to finish ahead of co-driver Ron Bauer from NWR. Bonnie Mueller from Eugene also attended the ProSolo and finished 7th in the Ladies class L2 (paxed) in Lorin's Focus.

For those of you who want to participate in National Tour events they are a ton of fun and well worth the drives required to attend. The next 'local' National Tour and ProSolo event will be held in Atwater California on April 29th / 30th (National

Tour) and May 5th / 6th (ProSolo). If you have any questions about the National Tour and ProSolo events don't hesitate to ask. For those of you who have not attended a ProSolo event before and don't want to travel quite that far, plan on attending NWR's Packwood ProSolo on August 5th / 6th.

Our Kick Off party was a great time and a lot of fun was had by everyone that attended. Our tech crew worked hard providing annual tech to 21 people. Several people were not passed due to the car's numbers and class signage.

We are not trying to nit-pick people and give them a hard time, but we want to make sure that if you decide to attend a NT or ProSolo event you will pass tech easily.

Oregon Region Solo2 wants to thank Ron Brown and the crew at Competition Motorsports for hosting us. Remember that the new 2005 Snell helmets are available so your helmet needs to be Snell 95 or newer. If you need a new helmet I would recommend visiting Ron's shop and supporting a local business that in turn helps Solo2.

Our April novice school has been filled and we will be having another school in July on the 1st. If you missed the April school, check the website for registration to open and I'll try and keep you posted in this article.

The July school will be a blast with the Oregon Region All-Club party after the school and everyone is welcome. Even if you don't come out for the school, come on out for the party. It's a great time and an opportunity to meet people from all SCCA venues's including Road Racing and Rally.

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 Deadline
 4/20 Solo Meeting
 4/22-23 Solo2 Novice School, Solo Event
 #2 @ PIR
 4/21-23 Oregon Trail Pro Rally
 4/23-23 Regional Races @ PIR
 4/30 British Autojumble at
 Montgomery Park
 4/28 Cascade Sports Car Club Friday
 Night Rally
 5/13 Cascade Sports Car Club
 Trailblazer Rally
 5/26 Cascade Sports Car Club Friday
 Night Rally
 5/4 Board Meeting
 5/4 Early bird deadline for Regional/
 National @ PIR
 5/7 Rallycross @ Washington County
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 5/12-14 Regional/National @ PIR
 5/13 Solo2 Points Event #2
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 5/17 ORG Meeting @ Burrito House
 5/18 Solo Meeting

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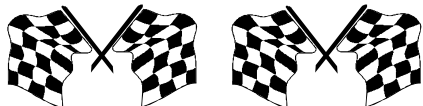
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The Duck Stops Here

Howard Allen, Competition Manager
Email: howduck@qwest.net

Together Again at Our Favorite City Park

As I write this column, we are about a week out from the season-opening school. It is shaping up to be a great event. It looks like we will have approximately twenty students, who will participate and become new customers for our region.

The important thing is we will be together again (rain or shine) at our favorite city park as this season kicks off.

Word comes to me that our 2005 Novice of the Year, Sean Ferris Mataya, set a lap record his first time out at Memphis in his Havoc motorsports FM. GOOD luck, Sean, on your season in CenDiv. There haven't been many changes in the rules, but remember the Fastrack is now online.

That is the place to stay on top of the rules and the all important COA decisions (aka As the Racetrack turns.)

I think everyone will agree that the wheel cutouts on the SRF's are twenty-five years overdue.

A Tip-of-the-helmet goes out to Debora Mansur. We are all wishing you a speedy recovery from your recent surgery.

Another Tip-of-the-helmet goes out to Jeff & everyone who made the last general membership meeting a hit at the Chinese Village.

Once again the worker shortage tops the list of concerns for the upcoming race

season. Try to "Wake the Kids" and "Call the neighbors" as Dave Letterman would say, we need workers.

A Tip-of-the-Helmet goes out to all who attended the recent Turbo Tour for Champcar in Portland. It appeared to me that about 250 to 300 people attended the event. Thirty or so came from the region including the R.E., assistant RE, chief of communications, Gail Fetterman and others.

Tune in next month as I recap the school. We can handicap the rookies for 2006, and vote on whose car had the best new paint job during the off-season.

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We average 12 SCCA races a year plus our two pro events. We also help out with the Historic races in July and the SOVERN races in September. The training is on the job and it helps if you know a little bit about racing but we would be more than glad to train you.

We have a morning meeting at 8:00 in the grid area to review updates. When you work grid, be sure to wear comfortable shoes and clothing with enough layers on cold days and bring raingear. It is important to have a whistle. Also, be sure to bring food and beverages for yourself. Water is provided.

Want to help? Please contact Grid Co-Chiefs Margie Swanson at maswanson1@aol.com or call 503-585-9650, or Julie Winslow at 360-513-6728.

Photo: Wayne Flynn,
PDX Sports Photography



Road Race Directions

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

Entry forms and schedules in your hands now!

The column this month seems to be bits and pieces, so in no particular order here goes..... In this edition of the LP you should find copies of the Entry Form again and a *Provisional* schedule for the May Regional/National. As always final copies will be posted on the web (www.oregonscca.com) and in your drivers packets. Hope to see all those classes eligible for National entries there and all the Regional-only drivers as well. I've tried to lay out the schedule to give folks a reasonable amount of track time. New for this year will be SM as a National group so we want to see lots of smiling Miata faces out there J

The May event is in the infield and space will be tight so we ask that you come early and take only what space you need or be prepared to share space if you are a space

hog. NOTE: We reserve the right to decide if you are a space hog (oink, oink) or efficiently utilizing space (nice, nice).

Other news, Randy Unsbee our intrepid LP editor for 2006 is doing a great job of selling sponsorship for events. He's already sold the sponsorship for the July Double Regional to Pro Drive (yep our very own PIR Pro Drive folks) and he's working on other sponsors for other events now. If you or your company are interested, contact Randy. Sponsorship can be used multiple way, depending on what we negotiate with the sponsor, but as an example it could give us an opportunity to present drivers trophies for that event and or to host a bigger/better worker bash at the event. Sponsorship can also be used to purchase needed items for the region or workers. Example last year Temp

commitments. I trust everybody has digested the 2006 budget printed in the March LP. Some of you, all of you (including me) may not like it. The door and the books are open if anybody wants to discuss alternatives, I'd be more than happy to hear suggested solutions. You can catch me at the Track in April and if there is enough interest we can actually meet someplace quiet and warm like a McMenamins. Ditto goes for discussion of Run groups. I think most folks are reasonably supporting of the current groups, but there may be enough drivers that feel we need some fine tuning between Groups C and H. So again if there's constructive comments, I'm willing to listen.

Finally, I want to thank Ron Brown for his efforts trying to organize an American Sedan series. The idea is 3 SCCA races and 3 Cascade races, all at PIR. The region will be supporting this effort, honoring Conference annuals and providing temporary memberships where needed for crews (crews only sorry can't do drivers). Win lose or draw, his effort to attract and build a Big Iron AS challenge needs to be acknowledged.

That's about it for now. See you in April.

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May 4	No-chicane	September 15	No-chicane
May 10	Chicane	September 21	Chicane
May 11	Chicane	October 6	Chicane
June 1	Chicane	October 19	No-chicane

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Portland International Raceway

Control Mechanical helped purchase more EZ-Up awnings for the corners. General budget issues. Sorry I missed the General Membership meeting 3/10. The Social Director at my place informed me of other long standing

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

DATE: 2-9-2006

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Jeff Zurschmeide, Win Casey, Todd Butler, Jim Daniels, Dave Franks, John Elkin, Michael Gatza, Judy Cox Members: Bob Smethers, Karen McCoy, Paul Eklund, Mary Thompson, Pat Huntley, Andy Howe Excused: Randy Unsbee Absent: Bud Mansur

CALL TO ORDER – Jeff called the meeting to order at 7:00

MINUTES APPROVAL – M/S (Win/John) M/P

MEMBER COMMENTS – It was suggested that the minutes should be written and sent to the members before the next printing of the LP. This way the minutes that are therein would be more current information. Once sent to the BOD it will be their responsibility to convey any changes and or additions to the secretary. The secretary will then correct and supply to The LP Editor.

NEW BUSINESS – Jeff advised that Chuck Huffington is our new Web Master. He has already inserted some new stuff and will be making revisions in the near future. He suggested that anyone with info or suggestions pass them on to Chuck.

REGIONAL OFFICE REPORT – Karen reported 94 ½ hours worked in Jan. She advised that this would start to increase now that the season is approaching.

TREASURER REPORT – Paul inquired as to the status of the region budget. Jeff advised that he is preparing to send a copy to each BOD member.

LOUD PEDAL REPORT – Sent via e-mail

The Feb. 06 issue of the LP is now complete, printed and in the process of being distributed. In keeping with trimming expenses wherever possible, without drastically affecting the quality of the publication, the issue was reduced from its 28 pages in Jan to 24 for Feb. A slight increase in advertising combined with the addition of a trade-out advertisement with the Portland Tribune resulted in a 12% savings in printing and mailing costs over Jan (\$1,992.96 vs. \$2,249.71 including postage). Printing costs have been billed under estimate for both months, and the largest variable is postage. Accurate and up-to-date address lists will help keep LP mailing costs down as well. I plan to keep the magazine at 24-pages until additional advertising warrants an increase to 28 or 32 pages. Though we have lost several advertisers from 2005, our primary supporters are still there, and a few (such as Pro Drive) will be increasing the size of their ads. I am also in discussions with Weston Pontiac, Camping World, MJ 2 Racing, Cal Club, Sykart and others for additional advertising and/or event sponsorship. In addition, a sponsorship package with pricing has been completed and submitted to Pro Drive for consideration. Following their feedback (which I expect any day now) the proposal will be distributed to other prospects. A copy has been forwarded to Jeff and Todd.

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – No report

RACE OP'S REPORT - Bob reports that both the LP and the web site need corrections made on some names and addresses etc. He has reported these but changes were not made. He will pass them on to the new owners of these publications for revisions. There will be a Chief's meeting on Saturday, Feb 18th at The Kenton Station. He announced that the new co-chiefs of Pre Grid are Julie Winslow and Margie Swanson. Bob also mentioned that there had been a productive meeting on Jan 10th regarding any changes that will be made in Tech. BIG THANKS to Temp Control Mechanical for the new canopies in 2005. Bob relayed info from our new Deputy Executive Steward, Don Smethers, that Champ Car test dates should be available soon.

DIRECTOR'S REPORTS –

SOLO II REPORT – Michael advised that the 2006 schedule of events is now listed on their web site. They will have 2 schools, 1 event in the

north paddock of PIR, some in the south paddock and 3 events to be held in Packwood, WA. Sunday, Feb 26th will be their annual kick off party, which includes annual tech. The budget has been prepared and approved and allows for a modest profit. Solo is in the search for a new accountant. After many years of dedicated service member Donna LaPlante has tendered her resignation as treasurer. Michael expressed their group's appreciation for her many years of service. Solo will hold it's annual awards banquet for the year on November 11th.

RALLY REPORT – John reported that his attendance at the Natl Convention was a positive one. He felt that it was an improvement over last year. His only issue was with the scheduling of the sessions that interested him. Good things ahead for the region. Rally X can now double up on their events, which makes it easier to qualify with participation for national events. There have also been some changes in Rally Sprints that might open the door for more and different events. More info on this at a later date as available. The national rules have been revised with some class changes but should not make any issues for the region. There are 8 dates scheduled for the year and these are on the web site. A decision was made to not give awards for the region this year. If there are any comments they should be referred to the web site or to the LP.

DIRECTOR I REPORT – Jim is calling on the membership for staff to man a booth at the Rod & Custom Show to be held 2/17-19. There will also be the opportunity for the region to provide a rally car for display at The ATV Show to be held on May 7th. Jeff mentioned here that at the Auto Show that just passed, we handed out 250 SCCA brochures to attendees. Those who manned the booth reported heavy traffic and interest in what we do. Perhaps a few new memberships will come from these efforts. For those that did not know, Jim advised that one can now sign up on line with SCCA and get their membership # immediately. Due to his active Solo participation, Jim will be unavailable for the following BOD meetings: March, May and October.

DIRECTOR II REPORT – Judy reported that she still had not been able to personally cont GPI. She will try again and if there is an issue she will look for other sites.

ROAD RACING DIRECTOR REPORT – Todd presented a copy of the Road Race, Budget vs Actual. This will be presented at each BOD meeting in the future. He advised that the new Deputy Executive Steward has just about finished with his assignments for the entire year.

The schedule for April has been drafted and will be off to national for approval. Sups have been approved. Todd said after much discussion there will be no class reductions for 2006. The schedule has been altered to allow only one HPDE, which will be in July. The planned one for August has been scrapped.

ASST RE REPORT - Dave advised of an upcoming noise variance meeting regarding Champ Car and ALMS to be held on Monday, the 13th at 1900 SW 4th. Tim Scott and Dave both had cars at the auto show. They talked to many people, answering questions and passing out the SCCA brochures, which they said were very popular.

PAST RE – Win said that he was pleased to see such positive attitudes among the BOD members.

It is never easy to have to reign back on expenses but he feels that we have made positive moves to start and up hill swing.

RE COMMENTS - Jeff presented the region income statement and will continue to do so monthly. This will give a clear picture of our direction and show any progress that we are making to achieve our planned resurgence of the region.

M/S to adjourn M/S (Win/Dave) M/P

Respectfully submitted,

Mary Thompson

Road Racing Meeting – None



Where the Road Don't Go

John Elkin, Rally Racing Director
Email: johnelkin@comcast.net

Gran Prix Imports Rally Against Parkinson's

Another month comes along and once again we haven't started our season leaving me staring into the infinite reaches of time and space grasping for something to write about. Or at least something new to write about.

We are in that strange twilight zone-ish time slot where as I sit writing this our first rallycross of the season is fast approaching.

However, by the time this hits your mailbox the event will be history. Luckily, as many of my friends will tell you, I am seldom at a loss for a subject. I think that's a compliment.

A year and change ago when the SCCA tossed out ProRally, caged rally cars went on to other things and were seldom seen in region sanctioned events.

Now that has changed; it was learned in Kansas City at the National Convention that Rallysprint is a viable option for the region to get into.

For those of you of the pavement side of things a rallysprint is for caged, fully prepped rally cars only. It is faster and more open than a rallycross and usually a little rougher.

Cars run one at a time, as most things do in the rally-world for best combined time. A location is currently being investigated and hopefully we'll be able to announce a date soon.

Big change for the event formally known as the Rally Round PIR, as revealed before in this column we are gearing that tour rally for a charity fundraiser benefiting Parkinson's disease research.

Earlier this month Gran Prix Imports of Wilsonville signed as title sponsor of the event, so now we will rename it the Gran Prix Imports Rally Against Parkinson's.

This event will run on July 1, 2006, starting from, you guessed it, GPI, and include some activities at PIR concurrent with the road races and the solo event. Kevin Poirier, a National Road Rally Board member will personally oversee the event.

Also that weekend, on Sunday July 2nd, we will be presenting a rallycross at PIR as well. This event is tentatively scheduled for the South Broadacre field.

We hope to follow that with a second July event held on the same field. Rumor has it that the south Broadacre field is scheduled to be paved in the near future so we want to use it as much as possible between now and then, weather permitting.

This month in our final introduction to movers and shakers within the rally community, meet Gloria Hale.

Gloria has been living with the early stages of Parkinson's disease for some time. She is part of the catalyst of our desire to adopt this charity.

Gloria works very hard in many key areas of rally in the Oregon Region. She and her husband, Randy, often work registration at rallycross events, checkpoints at road rally events and both have been instrumental in working stage rally events.

Gloria has been the volunteer coordinator for all events in Oregon concerning rally.

She was the second person to win the Adelaide Zink Worker of the Year Award.

Randy and Gloria got pulled into rally when their son, Chris, another instrumental person without whom rally in Oregon wouldn't be what it is, started rallying with Matt Tabor, of Tabor Rally Team fame.

Since then the whole Hale Family has been indispensable to the region.

As Gloria's Parkinson's has worsened she may have had to slow down a little but her abilities and determination lift the spirits of those of us around her.

The whole rally family from Oregon Region would like to extend a heart felt get well soon to Lara Stroke, who is starting a battle against breast cancer.

She and Michael Bosch have been excellent competitors and workers in all forms of rally and we look forward to having them back as soon they are able.

Next month I'll be able to write all about the season opener in rallycross, more plans for the coming season, and how the new class structure worked out for us.



OREGON REGION SCCA BOARD OF DIRECTORS MEETING MINUTES APPROVED DATE: 3-2-2006

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Jeff Zurschmeide, Win Casey, Todd Butler, Dave Franks, Michael Gatza, Judy Cox. Members: Mary Thompson, Bob Smethers, Randy Unsbee, Bud Mansur, Paul Eklund, Andy Howe, Gary Manchester, Debora Mansur
Absent: Karen McCoy, Jim Daniels, John Elkin

CALL TO ORDER – Jeff called the meeting to order at 7:05

MINUTES APPROVAL – M/S (Dave/Win) M/P

MEMBER COMMENTS – None NEW BUSINESS – None

REGIONAL OFFICE REPORT – sent via e-mail by Karen
Billed 75.5 hours in February. Forecast 120 hours for March with season startup. Have sanction numbers and insurance certificates for both April events. Budget-vs-Actual report for Road Race and for the region will be presented by Todd.

TREASURER REPORT – No report

LOUD PEDAL REPORT – Randy reported that the March edition, (24 pages) was done and in the process of distribution. He advised that ads were up slightly from the previous month. Randy advised that Pro Drive would be our title sponsor for the July event; as such they will have the privilege of naming that event. Their sponsorship includes the worker party that weekend.

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – Jeff advised that a meeting is planned for 3/3 to review the search to date. He will report back on any news regarding this issue.

RACE OP'S REPORT - Bob reported that the chiefs meeting was a good one and that much discussion was held regarding the budget and the worker incentive program. Todd attended and tried to answer all questions that were presented. BIG THANKS to Todd for personally picking up the tab for this meeting. Dave inquired as to the schedules for the next couple of events wherein it states that Tech opens at 9am. Todd advised that this was an error on his part and that he will see that it is corrected. Dave also mentioned that last weekends annual tech looked like it was well subscribed.

DIRECTOR'S REPORTS:

SOLO II REPORT – Michael said that their kickoff party was once again a very good one. There were some new-interested participants. They annual teched 21 cars that day as well.

BIG THANKS to Ron Brown and Competition Motorsports for providing the facility for this annual event. 3/19 will be the first event and 4/21 will be a novice school. Michael also advised that the torch has passes from long time treasurer, Donna LaPlante on to Rick Moore. He paid special note to Donna's long and dedicated service.

RALLY REPORT – Absent, Info provided by Andy Howe
The former Rally Round PIR now The Gran Prix Import Rally for Parkinson's, will be held Sat, July 1st in conjunction with the all club party. This rally is open to all comers, member or not. Paul

added the following events that have been scheduled: Oregon Trail Rally 4/21-22-23, Rally X 3/26 to be held at Washington County Fair Grounds to include a primitive rally X school.

DIRECTOR I REPORT – Absent report sent via e-mail

The only news that I have to report is our participation at the Rod & Custom Show. Michael or Win can talk about their experience working the booth. Now having done this, I better understand what it takes to have a successful presence at a show like this. We had coverage each day of the show and handed out about half a box of brochures. Michael added that he felt that the crowd was mainly a NASCAR, Dragster mix and that if we participate in this event in the future we should showcase more of our SCCA type vehicles. Win said that Cascade Sports Car Club had a nice booth with video etc. He felt that we should expand our display in the future.

DIRECTOR II REPORT – Judy advised that we are confirmed and booked at Gran Prix Imports on 11/18 for the annual banquet. We will have the site for the entire day. She is presently looking at food options and vendors to provide service for this event. Michael suggested that we pursue looking at rental sites that can provide chairs that will not cause damage to any flooring. This was a problem last year and we certainly want to ensure that we take care to not have a reoccurrence. In regards to the budget cuts that affect us all, Judy stated that she knows that some drivers contribute toward the worker fund on their entries but she wondered if perhaps we could have donation containers set up on our weekends to allow those who would like to contribute this way do so. She volunteered to keep track of the contributions.

ROAD RACING DIRECTOR REPORT – Todd presented the financial status reports of January through February. These included region and road racing. The new worker incentive plan is still being worked on and will be ready for roll out shortly.

ASST RE REPORT - Dave attended the Norpac BOD meeting and advised that it was well attended and that good ideas on changes etc were discussed. NW Region will be the hosts for the next Convention. He also advised a change in Divisional Chairman. Gary Van Horn will finish out the 2006 term and then Dave DeBorde will assume that role. PAST RE – No report

RE COMMENTS – Jeff feels positive that we will make the new budget work and come out of this slump a better club. Cooperation on all fronts is necessary. We are strong and will overcome. Jeff mentioned that he is now associated with a new interest, that being, Operation Oregon Treats. This is a group that plans to supply our military overseas that have Oregon ties to typical Oregon products as gifts. Some items like salmon, filberts, coffee etc. Watch for his article in The Tribune on this.

M/S to adjourn M/S (Win/Michael) M/P
Respectfully submitted, Mary Thompson

Road Racing Meeting – Todd, Bud and Bob discussed several items that affect this area. Some of these issues were regarding worker rewards and a possible driver plan as well. They discussed comments, suggestions and objections that were voiced at the chief's meeting.

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1990 Swift DB4. Carbon tub, carb Loyning, 3 sets wheels, rains, Pi2 & beacon, radios, Bahner wings, 30 gear sets, spares package. \$24,900. Dave 360-604-4310. davemarylee@juno.com

T-2 - 2004 Subaru STi. 3 sets of wheels and many other spares, JRZ shocks. \$29,500. Call Steve at 562-810-6960.

Club Rabbit for sale - Races in both ICSCC & SCCA, all CR updates, winner of 4 championships and 39 1st place wins, drivetrain professionally refreshed in 2005, many new spares, 3 sets whls. and tires including new rains, start racing a winner! \$5,200 OBO. Tom Busic 503-656-9489. I can email photos.

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Race Car #29. RS/SPU/P3 in SCCA/ICSCC. Holds qualifying and race lap records in P3 in last 3 PIR enduros. Runs high 1:22's with hot shoe and mid 1:23's with average driver. 2003 finished 1st in class, 2nd overall and finished over 45 minutes ahead of nearest competitor. Fresh (2004) B16A engine (180+ hp) & S1 close ratio gearbox. Type R cams, titanium valves and train, Skunk2 intake/cam gears, DC Sports header, Eric's throttle body, Hasport conversion kit, hydro clutch, Coleman pedals, BIG brakes, 3 sets of wheels (2 mounted), accusump, MOMO seat, Digatron, fiberglass body parts (quick release), lexan windows, 18 gallon cell with dry break, 2-11 gal cans, enduro pit setup, spares with Pace Shadow GT 24' enclosed trailer \$18,500 or will separate. Can deliver. Contact Steve at MP Racing, 503-639-7000

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ITS 240- Rebello engine, AccuSump, locked 4:11 rearend, fuel cell, MSD ignition, roll cage, exhaust pyrometers, Panasport wheels, 2002 Pacific Raceway record. Pix available. \$8,000 OBO. 206-617-9921, dmcabain@apsco-inc.com

NorPac Division Champion Vintage/Sports Racing class for 2004 and 2005 -Red Lola 342 FF. Loyning engine. Spares include gears, frame, body parts and molds plus factory manual and spare tires. Everything to get started and stay there, consistently. \$11,500, negotiable. Enclosed trailer also available (see ad) package price is \$14,500 -- phone 503.838.0239 or 503.559.0813.

SRF # 757. Very good condition. Three sets of Weld wheels. Rains. Spares. \$20,500. Service Contract available. Email or call Greg for more info. 503-285-3308 or Gregmse@comcast.net

90 Spec Miata. Cust. cage w/dash crossbar, Mazda Comp susp, Sparco seat, Sabelt harness, quick release, Italvo Lanti wheel, Auto Meter tach, shiftlight, oil and water temp gauges, Mazda Comp LSD, emerg cutoff switch, convex mirror, Naca Duc,

heavy duty radiator, almost new clutch, new or rebuilt calipers, rotors, brake pads, slave cyl, stainless brake lines, Koseis w/ Kumhos, stock 14-inch alloy whls, 5-speed trans SPARES! 503-297-8906 hm, 503-358-5599 cell, fdbourland@msn.com

Mid 1960s H-Modified vintage race car. Powered by a two cylinder air-cooled 700cc from the BMW Sport Coupe circa 1963. One off professionally built using LeGrand suspension, wheels and 4 wheel disc brakes. Two piece fiberglass body. Competitive west coast history. Very attractive. Thorough restoration recently completed. Extensive race package includes trailer, shade, spare motors, molds, etc. Asking \$27,500. Offers Glade Miller phone 253-847-8326 e-mail miller8326@msn.com

Race Cars For Rent

Crossle 42S Qualified to race in S2, SS2, and Vintage. Contact Tom Hendrickson for details 503-780-0443 or tomcat45@gmail.com

8 cars to choose from! ITC, CP2/EP, A-Sedan, SPM, even a circle track Dwarf car!! Arrive and Drive, Trackside Support, Personal Tutoring. Competition Motorsports 503-281-1579.

Two 2000 Formula Renaults for testing or west coast Formula TR races. Reasonable rates, call Pierre 503-784-3087.

Club Rabbit - Track support, Fresh engine, fuel cell and fire system. Available for Schools/races in Portland. Mike Volk rabi-dracer@comcast.net 503-452-3361

Spec Racer Ford Rental - Arrive and drive with professional coaching. Schools, test days, and race weekends available. Pro Drive 503-285-4449 or www.prodrive.net

Spec Miata Rental - great school or novice car, just built, race prepped to pro standards, no better cage in SM. Contact Pat 503-256-5829 days, 503-682-0503 eves. or at mrpemsr2@cs.com.

SPEC RACER FORD RENTAL: Coaching and instruction on driving and car setup included if requested. Call for rates. Chris Jackson: 360-693-3094 360-606-7606

Tow Rigs & Trailers

1987 Ford E-350 Ex Chuck Shafer - Duane Davis - Bruce Sanders Tow Rig, Custom Built 460 Ford C-6 Transmission, 100 gallon fuel tank, 100 gallon race fuel

tank. Roll out awning, Aluminum Wheels with Michelin Tires. Excellent condition inside and out \$8950.00 takes all Call Gary Bockman 503 209-6349

Enclosed Carson trailer, 20 ft. Built-in cabinets, workbench and storage. Side rails and tie-down hooks; lights. \$4,800 Phone 503.838.0239 or 503.559.0813.

Motor Home for sale: 1984 Apollo 30 ft. Excellent condition, awnings, tires 6500 watt Onan generator. Dual air and furnaces Motor, brakes and tires all in great condition. Motor and transmission have only 20 K miles on them. The motor is a factory-new crate 454, four-bolt main RV engine. \$13,500 - Package price for Lola Vintage FF, Trailer and Motor Home is \$25,000. Phone 503.838.0239 or 503.559.0813.

Wanted: Your 20-foot enclosed trailer. Donate to University of Portland S.A.E. Formula/Mini Baha Project. Take a tax deduction for full market value. Call Don Galmeau at 503-289-2326 or Doug Hansen at 503-943-8008.

1980 Ford E300 1 Ton Dually Van. Former ambulance converted by the Colorado State Patrol into their D.A.R.E. exhibition vehicle. They used it to tow around a jet-powered dragster to fairs and race events. Approx. 40k on rebuilt 460, AT, dual tanks, dual battery system with new high output alternator charging into existing ambulance aux. elec. system. Passed DEQ, new tags. . Asking \$4400OBO or trade for? Call Mark at 503-957-4409

2 Car Trailer, 2000 Model Pace 44' gooseneck. Two work benches w tire storage plus overhead cabinets. \$12,500. Call Steve at 562-810-6960.

Parts and Other Stuff

Shoei-Snell M90 DOT White Helmet Med. w bag and black Simpson head sock. \$80. Sparco gloves gray/blk Size Medium. \$30. Sparco nomex boots gray/blk Size mens 11. \$50 All equipment very low hour & in excellent condition. Local sales only please. I am in Portland, OR. Contact Aaron Marking 503-293-2079.

1996 Chev Camaro front lexan windshield with mar resist new 300.00 Buick 215 engine parts \$200.00 up Buick 215 dry sump pump, tank & oil pan \$600.00 Camaro stock car rack & spdwy upper & lower A-arms \$350.00. Andy Pearson, 604-521-9232

SRF Owners! Do you need space to work on your car this winter? Or need help pulling the motor, transmission, or car setup? Or maybe you just need space to keep your car or trailer somewhere? Todd Lamberton at 503-317-2032 or e-mail me at speedracer9267@aol.com.

iCard - Want to have one of those cool little wireless timing monitors you saw everyone running around with at the August race? I've got 'em! - modules for those of you with your own GameBoy systems)...\$200. Complete systems with antenna module and GameBoy Advance SP unit...\$300. Price is below list! Call Mark at: 503 784-1878 or see SRF #2 at the races.

PARTING OUT GT 1 CAMARO, 1995 Derhag body and wing, 18 inch BBS, triple disc clutches, six radios, Nine Inch Ford, stainless headers, ATL, overhead fuel system, MSD distributors, ignition control units, Hella 550 Halogen lights, sweep power steering rack, 2 PRo motors 358 and 372, also have 81-91 GT-1 Camaro Fiberglass bodies, new Howe Racing radiators, racing alternators, reverse mount starter, coilover springs, going vintage! DAVID PRICE 541 684 9355 OR 541 510 6125.

Street Cars For Sale

MGB 1969 British Racing Green, absolutely excel. cond. Completely restored by Salem Mini Motors in 1992; very few miles since then, true roadster, 2 sets of wheels: chrome wires and Minilite style alloys. Street roll bar. \$12,500, negotiable 503.838.0239 or 503.559.0813.

'87 White VW Wolfsburg Cab, new battery, shocks, tires in 2004 and water pump in 2005. Top new fall of 2002, GOOD daily driver with Alpine CD. Needs some TLC. \$1499OBO. Call Duck 503.819.8576.



Oregon Region SCCA

National and Regional w/Vintage

Friday May 12 - Sunday May 14, 2006

Portland International Raceway, Portland Oregon

SANCTION: National--06-N-yy-S Regional--06-RS-xxx-S Provisional *Schedule*

Course is with Chicane -- Operating from North (Infield) Paddock

Track move in after 5PM Thursday 5/11 from Broadacre entrance. Proceed COUNTER Course from T8 to T12

*Photo ID's are required for all members. Photo IDs *must* be worn in Hot Pits and Pregrid.*

Friday May 12

7:00 AM Track Opens
 7:00--3:00 Registration Open
 7:30--4:00 Event and Annual Tech Inspection
 8:30--8:55 Group 7 Practice
 9:05--9:30 Group 2 Practice
 9:40--10:05 Group 1 Practice
 10:15--10:40 Group 3 Practice
 10:50--11:15 Group 4 Practice
 11:25--11:50 Group 5 Practice
 12:00--12:25 Group G Practice
 12:25--1:30 **Lunch**
 1:30--1:55 Group V Practice
 2:05--2:30 Group H Practice
 2:40--3:05 Group B Practice
 3:15--3:40 Group A Practice
 3:40--4:00 *Track Crossing Break*
 4:00--4:25 Group C Practice
 4:35--5:00 Group D Practice
 5:10--5:35 Group E Practice

Saturday May 13

7:00 AM Track Opens
 7:00--2:00 Registration Open
 7:30--4:00 Event and Annual Tech Inspection
 8:30--8:55 Group G Qualifying
 9:05--9:30 Group V Qualifying
 9:40--10:05 Group H Qualifying
 10:15--10:40 Group B Qualifying
 10:50--11:15 Group A Qualifying
 11:25--11:50 Group C Qualifying
 12:00--12:25 Group D Qualifying
 12:25--1:30 **Lunch**
 1:30--1:55 Group E Qualifying
 2:05--2:30 Group 7 Qualifying
 2:40--3:05 Group 2 Qualifying
 3:15--3:40 Group 1 Qualifying
 3:40--4:00 *Track Crossing Break*
 4:00--4:25 Group 3 Qualifying
 4:35--5:00 Group 4 Qualifying
 5:10--5:35 Group 5 Qualifying

Sunday May 14

7:00 AM Track Opens
 7:00--2:00 Registration Open
 7:30--2:00 Event and Annual Tech Inspection
 8:30--9:05 Group 7 Race (23 laps 30 Min)
 9:15--9:50 Group 2 Race (23 laps 30 Min)
 10:00--10:35 Group 1 Race (23 laps 30 Min)
 10:45--11:20 Group 3 Race (23 laps 30 Min)
 11:30--12:05 Group 4 Race (23 laps 30 Min)
 12:15--12:50 Group 5 Race (23 laps 30 Min)
 12:50--2:00 **Lunch**
 2:00--2:25 Group G Race
 2:35--3:00 Group V Race
 3:10--3:35 Group H Race
 3:35--3:55 *Track Crossing Break*
 3:55--4:20 Group B + D Race
 4:30--4:55 Group A Race
 5:05--5:30 Group C Race
 5:40--6:05 Group E Race

Race Groups: Regional

A SM
B CSR DSR S2 SS2 ASR FA FC FM FS
C GT1 GT2 GT3 GTA EP FP GP HP SPO SPM
D FF CF F500 FV
E SRF
G PCA1 PCA2 PCA3 PCA4
H CP1 CP2 CP3 ITS ITA ITB ITC ITE GTB
 RX7 CR SSB SSC T1 T2 T3 AS Pro7 SPU GTL RS
V VP1 VP2 VP3 VF/SR

Race Groups: National

1 SM
2 CSR DSR S2 FA FC FM
3 GT1 GT2 GT3 EP FP GP HP
4 FF F500 FV
5 SRF
7 T1 T2 T3 AS GTL SSB SSC

STEWARDS

Chief Steward *Bob Grass*
 ACS *Don Smethers*
 ACS Spec Miata *Pat Derouin*
 Chair SOM *Gary Meeker*

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EVENT INFO	PLEASE CHECK ALL THAT APPLY	OFFICIAL OREGON REGION ENTRY FORM OREGON REGION SCCA 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 2006 SCCA General Competition Rules.	ORGANIZER USE ONLY GROUP # _____ CAR # _____ CLASS _____
	<input type="checkbox"/> Regional or Vintage <input type="checkbox"/> National <input type="checkbox"/> Regional/National Combo <input type="checkbox"/> Double Reg or Vintage <input type="checkbox"/> Second Entry Date: _____ Event: _____		

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

ENTRANT: Complete only if other than driver				
Entrant's Name:				
Address:		City:	State:	Zip:

Entry Fees for all 2006 Oregon Region Events <i>EXCEPT Rose Cup Event</i>				
Category	Early Entry (7 Days prior to Event)		Less than 7 Days or At Track	
Regional/Vintage		\$220		\$250
National		\$295		\$325
Reg/National Combo		\$395		\$420
Double Regional/Vintage		\$340		\$370
Second Entry: Same Driver/Same Car		\$130		\$160
Second Entry: Same Driver/Different Car		\$160		\$190

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.			FEE RECEIVED ENTRY \$ _____ SRF \$ _____ SM \$ _____ (compliance) WORKER \$ _____ (optional) SM \$ _____ (optional) New Track Fund \$ _____ (optional) TOTAL \$ _____
Driver Signature:		Date:	
Entrant Signature: (If other than Driver)		Date:	
Drivers E-mail address:	(Signature required at Registration Check In if submitting via Web or E-mail)		

PAYMENT INFORMATION: Credit Card Check Cash (Do not send cash by mail)

Credit Card Information	SRF F/SCCA Mandatory Fee \$10/Sanction	\$	CASH \$ _____ CHECK \$ _____ CHECK # _____ VISA/MC \$ _____ ENTRY # _____
Full Card Number:	SM Mandatory Compliance Fee \$5/Sanction	\$	
Expiration Date:	Entry Fee	\$	
Card Holder Name:	Worker Donation (Optional)	\$	
Card Holder Signature:	SM Compliance Check Equip Donation (optional)	\$	
Card Holder Billing Address:			
Total Fees		\$	



Loud Pedal
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<http://www.oregonscca.com>

Change Service Requested
 Issue: April 2006

Time Value Data • Do Not Delay

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