



Loud Pedal



**2006 Region Banquet
More Runoff Photos
This Year's Award Winners**



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On the cover: National Champions Collin Jackson #53 and Mark Jaremko #2.
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Loud Pedal

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Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, ABC
Email: info@sponsorpr.com

Congratulations Award Winners

We spend a great deal of time praising the race, rally and solo competitors but it's every bit as important to recognize all of the great workers and volunteers who make each event possible. At the annual awards banquet the following Oregon Region award winners were announced:

Robert Dratwa Overall Work of the Year

Previous Recipient

Lee Hillyer Rookie Flagger of the Year

Previous Recipient

Monte Shelton Regional Driver of the Year

Previous Recipient

Howard Allen Novice Driver of the Year

Previous Recipient

Charley Hexom Inspirational Driver of the Year

Previous Recipient

Duane Davis National Driver of the Year

Previous Recipient

Crew Member of the Year

Vintage Driver of the Year

Previous Recipient

Lew Scott Award

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Harve Henneman Award

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Steward Recognition Award

Previous Recipient

Rob Jacobsen

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Todd Lamberton

Larry Vollum

Jacquelyn Mincheff

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Gary Bockman

Dan Hall

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Chuck Mulligan

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(first yr. of award)

Jeanne Loyning

Lans Stout

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

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More Runoff Photos



Custom Road Racing and Solo National Champion posters are available from digitalracephotography.com.





Photo Captions, opposite page from top: Todd Harris #24 on his way to the podium in Spec Racer Ford; John Bender #11 takes second in DSR; top right, Washington's Andrew Caddell #88 wins the first Spec Miata National Championship and Leroy Coppedge #14 in his VDF1 Formula Vee. Jack Puryear photos, digitalracephotography.com



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Photo captions from top: Jeff Scoville of Corvallis in his #71 GT3 Mazda on the way to an 8th place finish; Lynne Griffiths #31 finished 10th in T3; Johnny Humphreys #77 was 30th in SRF; and Brian Waters of Beaverton finished 14th with his Mini Cooper in T3. Jack Puryear photos, digitalracephotography.





Road Race Directions

Todd Butler, Road Racing Director
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A Short, but Action-Packed Season Coming Up

As I write this it's a relatively balmy 42 degrees and grey overcast. Our season opener is almost 3 months away, and I'm still wishing that I'd win the lottery to be able to race in the sun in AZ and CA this winter...ah well, in my next life I guess.

By now I hope the grapevine, the postings on PDXracer and various bulletin boards have found you, but just in case, here's our planned schedule for 2007:

- 3/3-4 School + Regional Chicane
- 4/21-22 Regional Chicane
- Late Fri or Early Sat Move-in
- 5/11-13 Regional + National Chicane
- 6/1-3 Regional + National Chicane
- Rose Cup
- 6/30-7/1 Regional No Chicane
- 8/25-26 Regional No Chicane

Please stay tuned for details. The Rally folks have the track on Friday 4/20 so that will be a *LATE* move in that Friday night, about 9:30-10:00PM, like we had to do once this year. It was either that or schedule our April event on top of a Double Regional at Bremerton, which would not have been good for inter-region relations!

You should notice a few things about the schedule for 2007. Rose Cup is a week earlier than normal, this is because Champ Car moved up a week and took the traditional RC weekend. Second it's a short season. PIR plans to close after the last Cascade event 9/14-16 and repave. The repaving may also include some new track configurations at the West end and depending on budgets and construction schedules it may also include a bridge to the infield.

With luck 2008 should see a newly revitalized and improved PIR for us to race on!

On the budget front, we should be able to publish the 2006 numbers in Janu-

ary or February LP. We ran the year in the black and our checking account looks better this year than it did at the end of last year. I plan to present to the 2007 budget at the February BOD meeting, as we are waiting on PIR announcements around track rental and other price increases (surprise, surprise....) to finalize budget projections. Yes, entry fees will go up as well. How much is still TBD.

We are also evaluating an online registration system, one that would be common with SF Region (and my understanding is Cascade may be looking at the same system as well). This would allow drivers to input their data once and sign up for multiple events across multiple Regions or sanctioning organizations.

Grass Valley. I can't leave 2006 without commenting on the PMMI effort there. Oregon Region SCCA members need to know that we are actively cooperating with PMMI as much as possible.

OR Region has encouraged PMMI to start planning for SCCA track certification, and we have facilitated contact between PMMI and SCCA National, and we've inquired about tentative race dates in Fall 2007, assuming track completion and SCCA certification is complete. So, if they build it (and certify it) we will race it! We will actively look for other opportunities to help the effort as it progresses.

Last but not least, for 2007 I'm pleased to announce that our Webmeister Chuck Huffington will be back for 2007, and that our esteemed Race Operations Duo will be returning to help organize and keep us running smoothly.

Have a Happy Holiday Season, and see you in 07.

Todd Butler
todd.sherry@verizon.net
SRF73

Thanks for a GREAT 2006 RACING SEASON!

The season is over, trophies are being awarded and you are already planning the changes you will make for next year. That may even include a new car! Be sure to stop by this winter to see the on-going changes being made to our showroom, shop and product lines.




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Solo II Report

Andy Howe, Solo II Director

Email: solo.howe@comcast.net

Looking Ahead to the 2007 Solo Season!

When I was informed that I needed to submit a Loud Pedal article for December, I realized that I'm the new keeper of the zoo. Not to say that the solo crowd is an unruly bunch, it's just a figure of speech.

So I thought back on how I got here and thought a little more about what I'd like to accomplish in the next year.

Many of you know me from attending Oregon Region solo events. Many others may attend these events and don't recognize my name. I have not had a strong presence in our region championship during the last three years - my last Oregon Region trophy is dated 2003. I have been a part of our Solo Committee since some time in 2001, when I was encouraged to attend meetings by Ed LaPlante. Back then, meetings were held at Race Central and the attendance list

included Mark Johnson, Dawn Maxwell and Steve and Maureen Soar. While none of that still holds true, we do still have a group of volunteers that sit down once a month to plan the future of the Oregon Region solo program - a director such as myself would be lost without them! And just like then, not a single event will happen without the work of this group of people.

If you can contribute to the solo program, come to a meeting. We need all the help we can get, even if it just is licking stamps on the Kick Off Party invitations!

So, what's new for 2007? I wish I knew. That might sound odd to hear from the new director, but it always seems like December doesn't bring any tidings of the year to come. I am still waiting to hear from Mark and PIR about what dates we might

have. Rumor has it that the North Paddock will not likely be available to us because of overall schedule changes for the track. If you haven't heard, PIR is planning to close sometime after Labor Day for track paving and that's likely to put a crimp in everyone's schedules. I think we will have three weekends in Packwood once again, though that's far from certain.

Out of region schedule information includes the National Championships being scheduled in late September again and rumors that the Packwood Tour will be towards the end of August.

I only have one "new trick" up my sleeve for 2007 events. To increase enthusiasm at the events, I would like to bring back event trophies. I remember when we discontinued the trophies, and it seemed like good logic to the group back then. Now, with hindsight, I think the participants value event trophies more than those on the Solo Committee value them.

We certainly won't be talking about champagne and such, but I'd like event winners to walk away with something. Its something small we can do to make the experience a little more enjoyable for participants.

I have one other item I'd like to bring up. I'd like to assemble an email list to send information to the masses. With this list, I'd like to be able to send updates and reminders on club business and events. I have many email addresses, but I know the Loud Pedal reaches people not already on my list.

So, if you are interested in receiving updates on Oregon Region's Solo program, drop me a line. I'll add you to my list.

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Thanks Voters!

I would like to thank everyone who voted for me and made this column a "mid-term" report and not my final exam. I also want to thank those who voted because this club depends on involvement.

Most of this column will be devoted to Pro Racing because that is the number one hurdle for this club to jump. The recent \$300k loan to Pro I hope is not throwing good money after bad but then only time will tell. You are correct in recalling that in January the BOD voted not to loan anymore money to Pro. But the future and prospects for Pro have turned around since May.

This season was a "throw away," for Pro due to the changes in the home office in 2005. When the President left, the BOD had one overwhelming choice to lead Pro and they voted for that person. Then three months after the schedule was set and the window for finding a Pro sponsor had closed, that person followed the former President. But before he left he recommended the "perfect," person for the job. By February the mistake of that choice was evident, and by April that person had moved on. By the time you read this a new President for Pro should be in place.

Cost controls and oversight for Pro that the BOD was told was in place for three years is now a fact. And the search for a series sponsor has moved up a level or two due to Jim Julow's Detroit contacts. SCCA Inc is forecasting an operating income of more than \$200k this year. Much of this is due to the diligent oversight of Jeff Dahnert who took a very aggressive stance on expenses with most of them coming in under budget. Hurdles for the 2007 budget include replacement of Dodge as the "official" vehicle of the SCCA. If inflation is 3% on seven million in annual expenses that would translate to an increase of \$210K.

By the way I am told there are more than a few manufacturers in the running for the

"official" status. Member benefit partners now number 58 companies that offer a discount of at least 10% off their products. Contingency payoffs were up both in the regular season and the championships.

At the Run-Offs SCCA verified \$220k in payouts and administered over \$80K in additional payouts. The administered number is up 100% over 2005. At the Solo Nationals SCCA administered \$20K in payouts versus \$1k in 2005. Marketing is promising new brochures by convention time. SCCA.com is also undergoing minor tweaks with a new site that will be up and running sometime in 2007. Look for a new means of "community" with the new web site. With an eye to the MySpace and FaceBook phenomena, this will be a huge improvement in club communications.

As of October 31st, membership stood at 51,627; this is a decline of 827 members from 2005. Once the Dodge program and the Subaru programs are factored in, the real number is closer to a decline of 200. Membership retention has increased from 73% to 75% for first year renewals. The percentage breakdowns are the same: Club racing 57%, Solo 29%, Pro Racing 9% and Rally 5%.

Competition licensing has been strong in 2006, with 8,748 licenses issued through the end of October. That is an increase of 614 or 8% over the same period in 2005. Especially encouraging are the 611 novice permits issued which translates to a 20% increase.

NW region membership is currently at 1,030, down from 1,119 in January. Big Sky is at 94, up from 79. SW Montana is at 60, down from 66 at the beginning of the year. Arctic Alaska is at 107, up from 103, Oregon is at 1,251 down from 1,274, and Montana is at 81, down from 79. Snake River is 154 up from 149. All figures are through September.

Rallycross, which is the future of this club, is ready to launch a new national program. Stay tuned next month for more details. The SCCA Foundation will launch a Teen Driving program at the convention. This is a program that BMW "gave" the SCCA and it is structured to be huge for every region in this club, regardless of size. This program will be a fine introduction not only to the SCCA but to the Solo program as well.

Road Rally sanctioned 181 events this year, which is up 10% over 2005. The number of participants remained stable.

The Solo National Championships was a great success, and was the largest yet with 1157 competitors. (Up 26 from 2005.) Staff have targeted five areas of improvement and are working with HPT to see that they improve. The areas are, in order: paddock parking, grid, viewing areas (especially the East course), food vendors and clearing the site Friday after the event.

The Run-Offs attracted 726 competitors this year with 73 coming from NORPAC. NORPAC has 656 national licensed drivers, which account for 12.62% of the total licensed drivers. In 2004, 48 NORPAC drivers made the Run-Offs. The tow fund totaled \$261,678.99 and paid out to 440 drivers which meant the average check was \$594.72 and the high check was \$1,615.69. This broke down to \$0.71 per mile up from \$0.54 in 2004. NORPAC had 48 workers at the Run-Offs (fourth highest total for a division). This broke down to 15 from Oregon, NW had 10, SFR with 21 and Reno had 2.

The average car count at an event this year was 124 with an average of 70 workers.

The Reno mini-convention is coming January 5-7 at the Atlantis. Go to: <http://www.norpaccca.org/convention/> for all the information. The special room rates are good through December 13th.

Thank you for excusing me for taking last month off. I will have a huge report next month, which should include the Reno story.

Duck-Out

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Gee, Has This Year Flown By?

The banquet is now history and the Drivers of the Year will get their tip of the helmet later in this column. The first big news from the banquet is that over two hundred people showed up, some thirty more than last year. Gran Prix Imports is the big boy's toy store for us club kids and that makes it a natural for our year-end gig. So the first HUGE tip-of-the-helmet goes out to Mike Warn & Matt Crandall for making this happen for the region.

Needless to say it was the Bud & Bobby show, just like our road race events. But the boys, I am sure, give a HUGE thank you to Shirley Sanders who helped out. You see Shirley is one of those behind-the-scenes people who make this region the success that it is. She is also a world-class angel. So it would be no surprise to list her along

with Don "Capt. Perfect" Smethers and Dave Franks as recipients of the R.E.'s appreciation awards.

The next bit of news concerns the pale white princess and her impending wedding in February. Best wishes to her and Jimmy, hopefully I will get a postcard from Tahiti and a report about the honeymoon. Mindy also thanks Kristen for holding my leash for two hours of the banquet. Also a get well wish goes out to Frannie, who recently had surgery on a bad wheel.

Also heard in the adult beverage line at the banquet that a certain son of the local Jaguar dealer may be shopping for a national car to get in on all that Heartland Park fun.

Condolences go out to Loud Pedal Editor Randy Unsbee on the recent loss of his father.

The 2007 school is scheduled for March third. Please send your prospects to me ASAP, please!

It sure will feel strange to have the racing done before Labor Day this season. But for a new improved freshly paved city park it will be worth it. Circle June 1-2-3 for Rose Cups, the crown jewel of West Coast club racing.

The northwest schedule for 2007 shows two ICSCC races at a NEW track just to the east of Portland. One race in September and the other race in October that

(Continued on page 15)

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THANKS A BUNCH!

The Oregon Region office has been remodeled (at no cost to the region) and it's beautiful! We have way more usable space and plenty of room for visitors and volunteers.

We had to literally remove everything from the office for the renovation and put it back again after the work was done. Thank you to the "movers & shakers" who accomplished that.

They are Win Casey, Judy Cox, Dave Franks, Michael Gatza, Dan Halloran, and Bob Smethers. Without these dedicated volunteers who gave up a couple of hours on their Saturday morning, we'd still be moving!

Thank you, Don Smethers, for researching the options of whether to move to a new location or make our current spot work better. As usual, Don came through with even more than we could have hoped for!

Don has also become the region's one-man "geek squad". He dismantled & "re-mantled" the computer equipment for the move. We appreciate you very much, Don!

If you're in the neighborhood, please stop by and see the new digs. Same address but way better!

Karen McCoy

(Continued from page 13)

could be just the ticket to make the season feel the right length.

Thank you for the month off, and now a word about my sponsor. As this is written Mindy has had her third round of chemo. Her doctor is pleased with her progress, and she is looking forward to getting back in shape for race season.

Now for the tips-of-the-helmets to our drivers of the year: Jacquelyn Mincheff ended up driving the former Brady Joy Lotus in vintage. Maybe this is a SRF prejudice, but if you saw the last two races of the season I am sure you agree that Todd Lambertson was the only choice for regional driver. To spin and come back to win in SRF is says something about how talented you are as a driver.

“Crazy “ Mark Jaremko once again dazzled at the Run-Offs, winning in Lee’s car in DSR and almost winning in the same (under powered for the class) car again in CSR. He was natural choice for national driver of the year. Gary Bockman was the inspirational driver of the year and “Dirty” Doug Esterbrook won the crew chief of the year award to maybe the biggest round of applause of the evening. Well, okay, Jeanne Loyning may have gotten a bigger round of applause for winning the Harv Henneman award.

Until next month:

Duck-Out

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Testing Thursday, Jan. 11

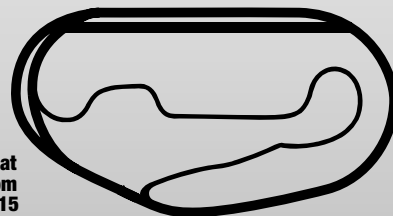
Featuring the very popular two-day event schedule
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From the R.E.

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

Important Challenges Facing our Club

First, I want to extend a big “Thank You” to the outgoing Board for their efforts in recent years.

Jeff Zurschmeide	Dave Franks
Win Casey	John Elkin
Todd Butler	Michael Gatza
Jim Daniels	Judy Elliott-Cox

time you see these people let them know you appreciate what they have done for you and the Club.

Thank you!

As I write this, the new Board has not formally met to discuss our goals for next year. But here are some of my thoughts on the challenges that face our Club. As we work on these and other issues, we will keep you informed and actively solicit your thoughts and help in insuring the success of our Club.

Many of us take for granted our many well-run rally, solo, and race weekends but don't think of the effort it takes. We just show up, race, and indulge our passion. In the past several months I have worked closely with this group, plus many others, and now better appreciate the time and effort these people put in, so we can have fun. Next

Surviving and thriving are the two major themes you will see us addressing. The

club's finances always run close to the margins so finding new members and controlling costs are important. Many of our costs are out of our hands, like track rental fees and insurance premiums (see Todd Butler's discussion of road racing costs in the October 2006 “Loud Pedal”).

volunteers won't be doing this forever. New members with a variety backgrounds are needed in the club. Your thoughts on how and where to find them would be appreciated. As a Board, we will be actively working on this issue.

Another issue is guaranteeing a track for racing. Although we have been using PIR since the early '60s, it is not guaranteed forever. You all know PIR is threatened by neighbors objecting to the park's use as a race track. Growth in the Portland metropolitan area over the next 20 years will create a huge need for land and PIR is a prime piece of real estate.

It appears that in the short term we are safe but beyond that is uncertain. As a group we need to be developing contingency plans to be sure we have a place to race. One thing you can do immediately is to join The Friends of PIR (www.friendsof-pir.com) and support their efforts.

Finally what can we do to make racing more fun and enticing? After all, that is the reason most of us are involved and we should be doing whatever we can to improve the experience. As we work on these issues we will keep you informed and ask for you help in deciding what to do and how to do it.

I'm excited about working on these issues and thank you for giving me the opportunity. Please contact me at any time with your thoughts and ideas. We are in this together and the more help we get the better!

Daniel Halloran
SRF 58

What we can work on is bringing new members into the club.

We need more racers, more workers, and more people involved at all levels. The organization is aging and many of our most dedicated

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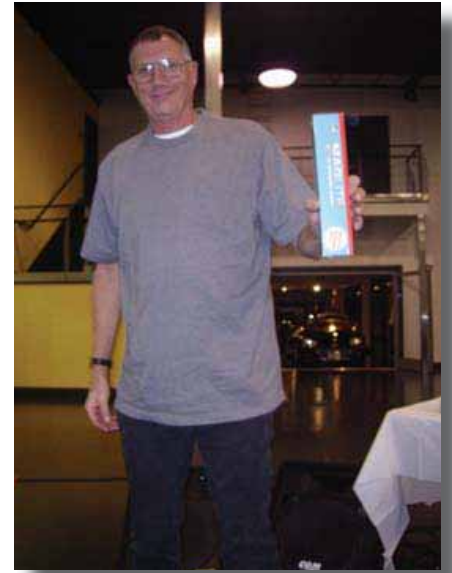


Photo captions clockwise from top left: Judy Cox, Karen McCoy and Mary Thompson; Gordon Jones; Matt Crandall with Jeffrey Zurschmeide; Todd Butler and Spec Miata Champ Will Schrader; Howard Allen and Novice Driver of the Year Jacquelyn Mincheff; and Club Ford Champ Neil Shelton. Randy Unsbee photos.



2006 Region Banquet

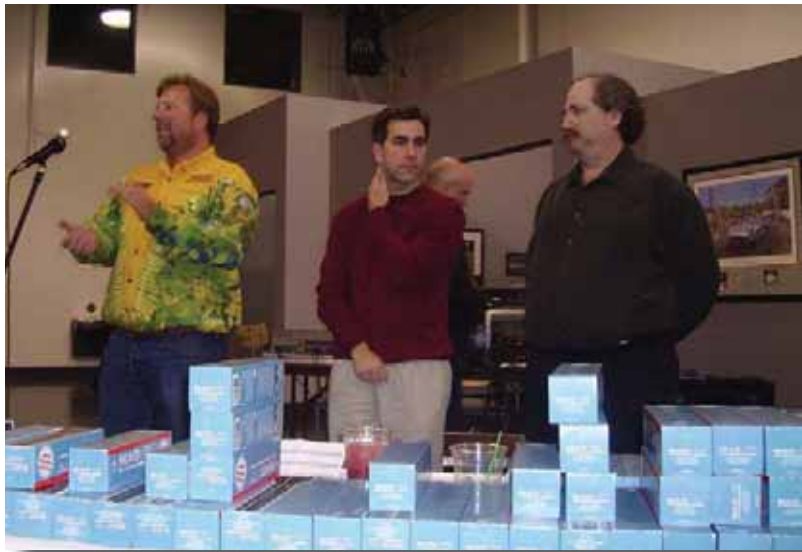


Photo captions clockwise from top: a large turnout at Gran Prix Imports for the annual banquet; SPO champion and event sponsor Monte Shelton; Todd Butler and Don Smethers; Dan Hall and Shirley Atherton; the three stooges? No, Jeff, Michael Gatza and John Elkin.



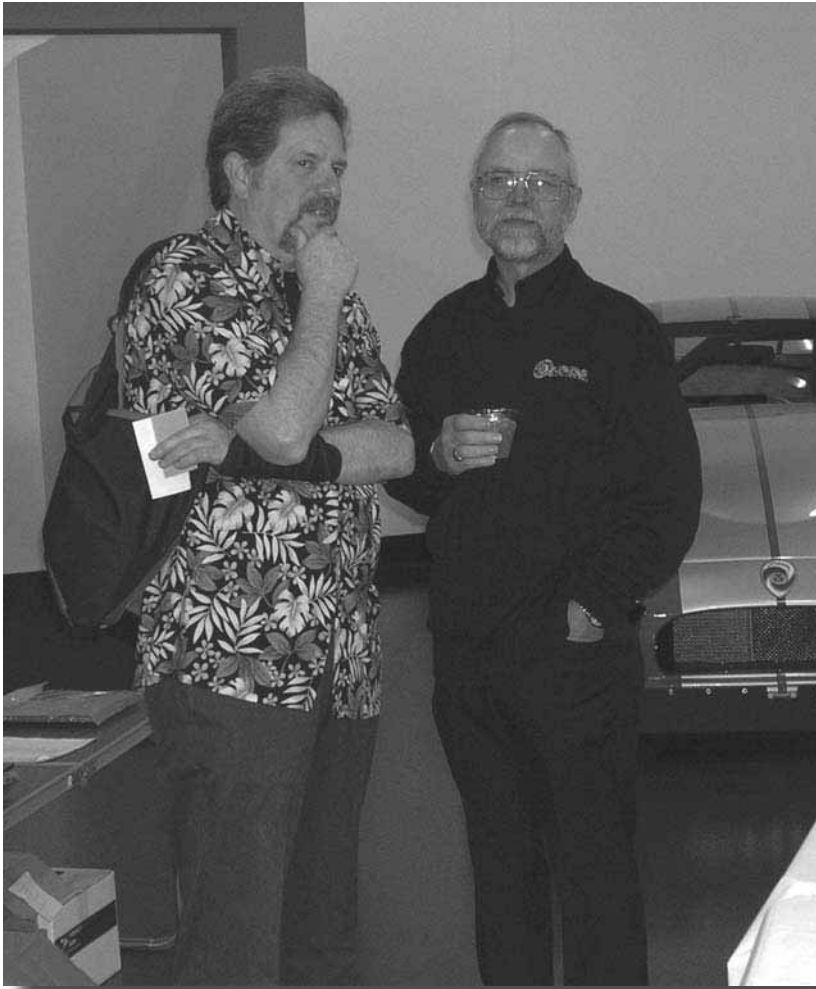


Photo captions top left, clockwise:
Howard Allen and Neil Swanson; For-
mula Mazda champ Matt Kurdock; and
Dave Riehl, Melissa Riehl and Will.
Margie Swanson and Randy Unsbee
photos.



**OREGON REGION SCCA BD. OF DIRECTORS MEETING
MINUTES APPROVED**

DATE: 9/8/2006

PLACE: Canyon Pearl Restaurant

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

CALL TO ORDER – Jeff called the meeting to order at 7:10
Jeff started the meeting by saying that this board is on the last lap of the season and we still have lots to do and think about doing.

MEMBER COMMENTS – Bob mentioned that at the last TC BOD Meeting, Marshall Atherton mentioned that he felt Jeff was a good representative for the racing community on the PIR relocation issue.

NEW BUSINESS – Rally, Solo and Road Racing have all donated to the Gran Prix Imports Silent Auction. Jeff and Todd agreed that if the winner of the Road Race entry is not a licensed driver they may trade the entry for an HPD Training Event.

Jeff will check with Patty as to what we will be giving for the Doerenbecher Event at the end of September. Margie Swanson is once again the chairperson for this great event that we are happy to support.

REGIONAL OFFICE REPORT – Provided via e-mail and presented by the secretary.
Office Staff & Hours: Billed 113 hrs in August. Forecast 110 for Sept.

Financial Reports: Financial reports are provided for review. All bills have been paid except \$1,989 for vehicle insurance, which is due October 10, 2006.

(Todd noted here that there is an issue with the August security billing that is being perused) Bank balances are: Road Race = \$85,969.02 - Region = \$18,771.87 - Properties = \$3,627.55

Possible Office Relocation: Don Smethers continues to research possibilities for new office space versus enhancing our current space to be more functional and pleasant. Gran Prix Imports Silent Auction: Road Race has donated two Regional race entries. I spoke with Joe Hermes and I'll take the certificates to GPI tomorrow (Friday).

Todd, provided the following reports: P&L vs Actual Jan 1 – Sept 7 for both road race & Or. Region. The figures show that we are very close to what has been budgeted. August was a little off per the budget but overall we have gained the 2005 losses.

TREASURER REPORT – Nothing to add

LOUD PEDAL REPORT – Randy reports that advertising for August was very good. The September issue will be out a little late but expect a good one with lots of pictures. If there are any more events that anyone would like to see on the calendar that appears in the publication please send them to Randy for inclusion. He will have extra copies available to send to the runoffs as well as to distribute at the Doerenbecher Event.

Jeff mentioned here that he felt that Randy was doing an excellent job with the LP and that he would expect to see national recognition for his efforts this year. **GOOD JOB RANDY!**

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – Behind the scenes activity but nothing to report.

RACE OP'S REPORT - BIG THANKS to all of those who worked at The Ferrari Challenge. It was great to be able to provide every worker with the following: \$10 gift card, lunch, dinner, unlimited beverages. We were able to provide this and make a profit for both SCCA & Cascade Clubs.

DIRECTOR'S REPORTS –

SOLO II REPORT – Solo figures are off just a little per the projection but this is due to a minor flaw in their calculations and may possibly be re-couped by the end of the year by monitoring banquet and trophy expenses.

Michael reports two events remaining for the season. Judy suggested that they provide better signage for their events as several Solo participants came to Rd. Race registration because they did not know where to go.

Michael advised that they are trying to make improvements to retention of their membership. One method would be to track those who take one of the schools and then never return. He will check with his Solo committee to see what type of donation they could give toward the Friends of PIR.
RALLY REPORT – Rally expenses appear to be right on budget. John

reported that the Astoria event hosted a large field of entrants, 72 to be exact. This is a facility that might prove to be useful as a national course event next year. The US Road Rally being held in Topeka on 10/21 will see several teams from our region attending. A Stage Rally, planned for the upcoming weekend has been cancelled due to the fire danger. Oct 21st will be a Stage Rally held in Odell at the fairgrounds.

Rally will commit a \$100 contribution to The Friends of PIR. Checks from Rally's contribution to the region were presented. Win will pass these on to Karen.

DIRECTOR I REPORT – No report

DIRECTOR II REPORT – Judy advised that Monika Tabor's musical group would like to perform at our banquet again this year. However, with the increase in gas prices etc they would like to ask for a donation to their group for their services. The BOD agreed that this was ok.

The price that will be set for the banquet will be \$22 if reservation is made by the deadline and \$25 if made thereafter. She has guaranteed Uncle Wally service for 175. Judy mentioned that Karen gave her Nick Fluge's name as a candidate for Dir II. She will contact him to verify his interest.

ROAD RACING DIRECTOR REPORT – Todd advised that the October sanction is in and schedule being worked. Todd talked about a Reno regional time trial and that perhaps we could work with SF region on this.

The 2007 schedule is being worked on. Along with other considerations, one that we need to address is the scheduling of our usual July 4th event. The 4th is on a Wednesday next year.

He is hoping to front load most of our races as the track will be closed after Labor Day for repaving and improvements. In reviewing the year's proceeds, Todd has suggested that we take a small amount of our profit and invest it in a reserve fund.

Discussion followed concerning this suggestion with some of the following comments: Paul suggested a 90 day cd as a good scenario. Andy suggested that the region start each year with X # of \$ and any excess over that amount should go to a reserve acct. Paul also mentioned that we would not want to commit to too lengthy of an investment due to the fact that with a tight budget non race months might find us with some late receipt of outstanding bills. We would want to have ready access to make payment.

M/S (Todd/Win) to have Karen look into a 90 day CD and proceed with obtaining M/P

ASST RE REPORT - No report, PAST RE – No report

RE COMMENTS - Jeff mentioned that Rob Jacobsen advised that several workers were interested in going to the runoffs and wondered if the region could promote and establish a, "scholarship" that would be available to assist with the travel costs involved.

OR. Region, being the great family group that it is immediately went into action and before we knew it a fund was created by wonderful people donating, (at this point \$3K+). Enough to send 8 -10 workers has been donated. Interestingly enough the fund was started with a donation from a couple who do not even belong to SCCA. Closely following that was a pledge from a long time local driver and also from our Vintage Group.

A REALLY BIG THANKS hardly seems sufficient for these great individuals and others who may have made this happen.

Jeff will make a point of letting National SCCA know of the, OR Region Family taking care of its valued workers. A free national sanction sounds like a good reward from them????

Jeff told all to be thinking about the awards and whom they deem likely candidates for them. He advised that The Friends of PIR held a meeting of all groups and developed a management structure. The group is pursuing 501C3 non-profit status. As such all donations are deductible but the group cannot donate to politics. They can however, do public outreach and publicity for their cause

All are invited to sign up and become a, "Friend of PIR"

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

Respectfully submitted,

Mary Thompson

Road Racing Meeting – Judy will supply pink ribbons to wear at the next event to honor our beloved Bernice. We will also observe a moment of silence in honor of this brave friend.

Todd, Bob & Jeff held a lengthy discussion of the problems that occurred at the last event with our contracted security group. Recommendations were made to correct any shortcomings or miss-understanding that might be present. Further discussion will include Race Op's, Track & Rover.

Commercial Classified Ads

Commercial classified text and display advertising as a very affordable way to reach our readers. Text ads are \$5 for the first 20 words and 10-cents per word thereafter. Display Classified ads are as little as \$5 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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'1998 Ford Contour, Ex-World Challenge car. Eligible for USTCC, SCCA ITE or similar, fresh 3.0 liter SVT engine w/ zero time, quaiife LSD, pro-level chassis with custom control arms, spherical bearing joints, double adjustable remote reservoir dampers, Wilwood brakes, lightened steering rack, cockpit adjustable sway bar and brake bias, World Challenge-quality 8pt roll cage, dual fuel pumps, fuel cell, spare set of panasport rims, and much more. This car is always a favorite in the paddock with fans and drivers. Cost to build was likely close to \$80k. Asking \$10,500. Located in Port Orchard, WA. (360) 471-8566 anytime.

#67 Spec Miata, 1992 1.6L, two sets of wheels and Toyo tires, fast engine, fresh transmission, all updates and go fast parts, \$12,000. Spares and extra parts available as well. Jon Davies 541-490-2531

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brakes, 4-13x7 BBS wheels, 6-14x6 wheels, Tons more spares. \$8000. w/open trailer. Pix at: <http://home.comcast.net/~gt4rabbit/>. Jim 360-573-5307 after 6PM. gt4rabbit@comcast.net.

T-2 -2004 Subaru STi.3 sets wheels, 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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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

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