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December '08/January '09

The Official Magazine of Oregon Region SCCA

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Cover photo by Wayne Flynn of Garth Ankeny #439 at the Mt. Hood Rally.
Contents page photo by Jeffrey Zurschmeide of the Audi R8.

Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, Editor, PR & Marketing
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Let's Rally!

You probably notice a predominant theme in this month's issue of the *Loud Pedal*. Our combined December and January issue features three rally articles by Paul Ecklund, Jeffrey Zurschmeide and Ron Sorem, along with some great photography by the authors and our own Wayne Flynn. Please be sure to visit his Web site at www.pdxsports.com. I think this is the first time in recent memory we've devoted three articles in one issue to this rugged sport enjoyed by many of our members. If you like it, we'll do it again.

Another first for the *Loud Pedal* are some exciting road tests by our Jeffrey Zurschmeide. The Audi R8 article and pictures beginning on page 16 are spectacular, and I admit a certain bias towards the Mini Cooper, having started in road racing 36 years ago with the original Mini Cooper S. With energy and green initiatives coming to the forefront of many automotive discussions, the Mini Cooper E test drive beginning on page 26 may describe the right car at the right time. Let me see, could we run in it in SSB or SSC?

We had a great time at the Road Race Awards Banquet on November 21 and enjoyed seeing so many friends away from the race track as well as meeting new ones. We'll have a full rundown of the awards ceremony with pictures in the next issue of the *Loud Pedal*, which will be labeled February but will be available in late January.

Finally, take a look at Todd Butler's column on page 20 detailing good news about the region's finances, and the latest update to the 2009 road racing schedule. See you at pre-grid!

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Merritt, British Columbia. October 17 & 18, 2008. West Coast Rally Association presented Pacific Forest Rally. Round Five of the Canadian Rally Championship brought Canada's top teams to Central BC for two days of fast gravel forest stages and two very accessible Spectator Stages.

Our three-car Course Opening team began the weekend with Recce (reconnaissance) on Thynne Mountain and Brook Creek on our way into Merritt. We followed the tracks from the rally teams' Recce the previous afternoon.

Midway into Thynne a shaded area brought a very "slippy" set of corners, followed shortly by a fallen tree. After cutting a path we finished the stage. Brook Start was relocated from its original, with more room for control crews, and led into a set of hairpins.

Thynne takes the rally to its highest elevation on the loop, Brook gently descends back toward the valley. The stage was fast and generally smooth -- except the Flying Finish area, which was very wet, very soft, VERY slippy.

Advance (000), and Pace (0), carried out duties in Merritt prior to the start, while Slow Pace (00) did a Recce for the group on Princeton Cutoff stage. Noting the conditions, a particular imbedded rock, some new ruts, and a slightly rougher Cattle Guard -- Princeton was essentially unchanged from our last encounter.

Helmer and Nicola should be no different. Comstock South has been run before, but not by any of our team, so the "new" configuration would be "cold" on our first run.

"Merritt by Night" was Day 1 of the National and the first of the Regional rallies. Twenty-five teams took the start for two runs of Comstock and two runs of Princeton before a service break in Merritt.

Antoine L'Estage and Nathalie Richard (2007 Hyundai Tiburon AWD) took both Comstock stages over Pat Richard and Alan Ockwell (2008 Subaru WRX Sti). These two split the Princeton stages with L'Estage's Tiburon taking SS2 and Richard's Subaru taking SS4.

Two more runs of the forest stages saw L'Estage taking Comstock over Norm LeBlanc and Keith Morison (2002 WRX). Richard, dealing with a tire issue, was 16-odd minutes on stage with a 1-minute late road penalty. It was L'Estage and LeBlanc pressing again on Princeton, with Gord Olsen and Todd Patola taking 3rd (2004 WRX).

Fast times on 6.13-km Comstock brought a 104.09 km/h average. On 9.20-km Princeton, narrow, twisty, uphill, 80.21 km/h was the average.

Railyard Mall spectator stage is a very compact .57-km parking lot "stage" -- paved to gravel to paved, two laps, under the lights. Richard took SS7, then Scott & Bob Trinder took SS8 (1995 Subaru WRX-RA), with identical times of 49.2 seconds.

"Helmer by Day" was Day Two of the National, and the second Regional. Twenty four cars started. The Thynne -- Brook loops were all Richard/Ockwell, with 7-seconds on SS9 over LeBlanc/Morison; then 24.3 on SS10 over Trinders; and 9.1 on SS11 over Craig Henderson and Lyne Murphy (2007 WRX Sti) -- forget about the two-minute "flyer" timing error for one competitor; finally 27.3 on SS12 with Henderson/Murphy again second.

Top average speed on the 10.03-km Thynne was 84.86 km/h first time, 88.58 on the second run. For 11.75-km Brook it was 87.61 first run, 89.86 on the second.

A brief stop in Service, then Active Mountain Raceway for the 1.86-km daylight Spectator Stages affording great photo-ops for amateurs and professionals. L'Estage's Tiburon and Richard's Subaru traded honors at AMR, with LeBlanc 3rd on SS13 and Henderson 3rd on SS14.

The transit to Nicola Lake stages saw LeBlanc/Morison retire with a hole in the transmission, and Trinders retire with a broken rear strut tower.

Nicola is a gradual rise, with solid rock roadbed, covered by very packed granular stone -- it can be very fast. This year Nicola was a "turn-around" stage, dead-end,

with a wait for everyone. Nicola North (uphill) saw L'Estage/Richard with 4:04.00 (108.295 km/h), over 7.34-km. Nicola South, set at 7.20-km, went to Richard/Ockwell with 4:03:40 (106.49 km/h).

While the Course Opening cars were split up in Nicola, "00" backtracked Helmer, spoke with the rancher about "her" cows, and met the Finish Control crew just into the stage -- assured everything was set up. "Everything" except some banner tape to block the sideroads, and key Marshals and Radios. This road closure exercise took the cooperation of several control crews, donating a supply of tape to be distributed further along the route.

Several "civilians", including hunters in pickup trucks, were asked to exit the stage toward Helmer Gate (reverse course). With the Stage set up and workers on the way, Advance, Slow Pace and Pace converged on the start at nearly the same time, from different directions -- we love it when a plan comes together...

Helmer, 22.77-km, ran twice. Pat Richard and Alan Ockwell took both runs, with a 13:13.9 and 13:33.3, roughly 7- and 14-seconds ahead of L'Estage. Top average speed was 103.25 in the dark. Cattle were not a problem this year. Spectators refusing to obey the guidelines, and drunks trying to drive around the Marshals, seem to be the norm on Helmer. Road condition was damp but grippy in most spots, with one or two slippy corners.

Attrition saw one crash, on AMR, several mechanical failures, one quickly extinguished fire between Thynne and Brook, and a couple of minor "offs" contributing to more mechanical failure. Twenty five PFR starters became twelve finishers.

Overall winning time for Antoine L'Estage and Nathalie Richard 1:47:22.3, followed by Gord Olsen and Todd Patola with 1:50:45.7, then Pat Richard and Alan Ockwell with 1:52:29.9.

Pat and Alan's third place at PFR sealed their Canadian Rally Championship for 2008 (four wins and a third).

Complete results, links, and photos at www.pacificforestrally.com and www.carsrally.ca



Olsen/Patola
2nd Overall

Pacific Forest Rally

Story and photos by Ron Sorem



#1 L'Estage/Richards
first overall.

#3 Henderson/Murphy

Mt. Hood Rally

by Jeff Price

Photos by Wayne Flynn



Victor Bartosek/Norma Woods

The final event of the NW Stage Rally season has concluded with the upgraded Mt. Hood Rally. Primitive Racing was awarded the overall win as well as the class win in PGT with this NASA sanctioned event, run for the first time with Rally Moto (motorcycles!). Primitive has now won the event overall in both Open [2007] and PGT [2008] classes. It was not easy and several surprises were in the wings trying to unseat the team. Here are some chronicles:

To begin with, we were ecstatic to learn that the issues we had at Wild West were the result of a broken ABS sensor wire – we snapped it off because we had increased wheel travel and did not notice that by utilizing the factory routing we left ourselves without proper travel on the new gravel suspension. That rectified, and by being able to swap brake systems under the Mt. Hood sanction rules, we entered last weekend's event on full gravel suspension with full gravel tires. A bit apprehensive on the first few stages and being first on the road [ever try to drive a road at speed after a bunch of RallyMoto motorcycles have created 'lines' on the route? More on that later...] we found ourselves being challenged by more than just the normal AWD contenders – a few dark horse 2-wheel drive competitors were showing how it can be done!

At the midday reseed [a reordering of the start list at a mid point of the event based on stage times to that point], we found that Cody Crane with a front wheel drive Honda CRX as well as a 2WD Subaru Impreza were moved in front of us. The CRX was 1 second ahead at that point and the Impreza was 5 seconds in front of them! Most of the spectators and crews were impressed by the showing of the two wheel drive competitors; most of the AWD competitors were a bit shaken. Sometimes the roads go that way though and conditions lend themselves to aggressive two-wheel drivers.

The benefit of all this was that we now had two cars in front of us to sweep the roads and knock back the marbly gravel; what we did not count on was the dust they would generate. As the day progressed and the wind subsided – the dust rose. And hung. Ever try driving full throttle on gravel roads in a wall of dust? Sometimes caution is the better part of valor and many of the following cars found ourselves slowing or stopping on stage to crawl through the veil of



Paul Eklund/Jeff Price

the rising brown clouds. As day turned to night and with dust still hanging on the penultimate stage, we found ourselves 26 seconds back from the Crane CRX but 2 seconds ahead of the RWD converted Impreza. The nearest PGT class competitor was 18 seconds off our pace and had victory in his sights. The dust was bad enough the organizers moved to two-minute windows between the cars for the 13 mile final test.

The clock counted down and Paul launched the STi into the darkness; he was trying hard and I could feel it as he threw the car into the corners. Nighttime has an interesting effect on a stage and it feels as if you are absolutely flying – sensations are very different from the right side of the car while trying to keep up and deliver the calls in time with no real perspective of where you are because of the darkness. “Left 6 tightens to 3 downhill!” – we both knew the call should have reflected a bit of a pause in the corner before it abruptly pinched into the <90 degree turn – Paul held the throttle a bit longer than the previous pass trying to keep more speed – it was a bit too much and we slid right; first it was two wheels off; then the edge pulled the rest over – we were side hilling below the road into a clear cut; headlights pointing skyward. Paul instinctively held the throttle wide open to let the Subaru AWD and STi power pull us back to road; I simply added my reassurances by calmly [but BOLDY] stating “P O W E R” to him.

We got lucky in a couple of areas – we did not find any of the stumps that littered the hillside – we also did not slide that far from the road; engine screaming [as much as it can while pulling air through a 32 mm restrictor] and rally tires biting and churning, the car launched back onto the road and the lights regained the gravel track. “70 right 3 downhill 150” I continued.....and so it went for the remaining eleven miles. Paul continued to push hard and the new STi responded to everything he requested. After the stage, it did not feel fast – and with the slight loss of the road early on, we felt we had given up our chances. Curiously, the spectators and workers said we were fast – the four glowing rotors were their gauge – and as it turns out the stage time agreed.

We had lost only 10 seconds to the Tabor PGT Subaru but gained over everyone else – enough to see the day end with Primitive atop the podium.

(Continued on page 13)

Steve Greer



Doug Heredos/Daniel Brown



Kristen Tabor/Janice Tabor





Gloria Hale



Mark Tabor/Kevin Poirier



Charles Buren

Pro Drive SRF Drivers:

Thank you!

... for a fantastic 2008 racing season!

Sincerely, Todd and Kristen



David Oliver, Jim Murray, Dan Halloran, Bob Brands,
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Ted DeLooze	22
Todd Butler	22
Paul Goudy	21
Todd Harris	20
Craig Curtis	19
Curt Nichols	18
Todd Lamberton	16
Lee Douglas	13
David Harriman	7
Bill Demming	6
Bob Brands	4
Bob Skinner	4
Steve Dorsey	2
Mark Hanna	1
John Black	1

(Continued from page 9)

Sometimes it goes like that – slow is fast or smooth is fast or sometimes you are just fast enough. The beauty about it all is until that large lady is singing – you just never know. As a point of reference, on that last stage – Fir Mountain was just over 13 miles [13.23 miles] – our time was 15 minutes and 46 seconds; just over a 50 mph average on a twisting, gravel logging road in the dark, with dust. The fastest time for the stage by any competitor was during the afternoon run – an impressive 15:08 – that equates to a 52.5 mph average. Another stage - 17 South was 6.20 miles; Primitive set top time on that stage with a 5:42 at a 65 mph average speed; the night run was a 6:14. Quite the hobby this gravel Performance Rally.

RallyMoto you say? Expanding the rally experience, the NASA organization has begun a new Paris-Dakar style dual-sport motorbike series. These guys race the rallies we race – but on motorcycles. It is very exciting and quite the spectacle. There were 31 motos at Mt. Hood and each rider had a huge smile and a great time. As for being the first car on the road behind them?

Well, let us just say that we recommend cars NOT try and follow a RallyMoto race line though a corner – bikes and cars do not follow the same lines! This became more evident as we progressed through the stages – each hard corner had a least one if not 6 tracks of solid two-wheel drifts as the moto-riders – without co-drivers to help them – tried to negotiate the stages as fast as possible. In the end the fastest bike was about 4 minutes slower than the faster car [not including road penalties]; I would not do it though [well, I might, if I had a dual-sport bike]. Talking to the moto guys – they would not do it in a car?! Go figure.....

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Rallying with Chris and Kristen

Chris Hale, Rally Manager and Kristen E. Tabor
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Fun Banquet Fills out the Season

Well, it's the absolute last bit of the year, and we're winding down from all the parties and elections and starting to prep for next year.

The rally department's annual award banquet tag-team with Cascade's Geargrinder's section went off quite well-- a little too well, in fact!

We filled the back room at Max's Fanno Creek Brew Pub to maximum capacity and then some.

No one minded the crush, though, especially since there was good food and good brews to partake of, and good friends to chat with.

Congrats go out to all the winners for the 2008 RallyCross championship, and the 2008 Friday Nighter Series. We're looking forward to doing the same sort of shindig for the 2009 awards!

At the November Oregon Rally Group meeting, we counted the ballots for our election of a new president and secretary—yes folks, my term is up.

Don't worry, though, I'm still helping Chris with this column. Trust me, it's better this way!

Anyway, here's a hearty welcome to our incoming new president, Ben Bradley, and our new secretary, Phil Meyers. Welcome!

And here's a heart-felt "thank you" to our outgoing board member, former secretary Victoria Saager and former past president John Elkin. THANK YOU!!

I get to be the new past president, so I guess I'm not going anywhere, except taking a backseat to being in charge. Whew!

At that meeting, we decided to cancel the December meeting, which would have fallen on Christmas Eve.

We thought that there would be no way people would want to go to a meeting that night, and besides, we usually cancel that one anyway.

Not much goes on between the end of November and the end of the year, and it would have been one boring (and short) meeting.

So! We pick back up again in January with a (hopefully) snowy RallyCross on January 4 in Bend. Keep an eye on the ORG website for more info on this event;

it's in a brand new location that we hope will work out well.

Surprisingly (or not, depending on how much you know about the people who live in that area), there's a large contingent of rally people over there who really want to have some events in their neck of the woods. So we're working on giving them something over there. Stay tuned.

Also in January, we'll be having a Rally Day out at RalliTek around January 17. Stage rally competitors, bring your car out for an annual inspection (our handy Chief of Scrutineers reminds me to remind you to remove the skid plates and underbody protection, please!).

RallyCross folks, bring your cars and your interest, as we'll also be hosting several mini seminars on course design, and what it takes to chair an event or be a safety stewards.

Interested people should also come out and learn about volunteering at a stage rally event—for instance, learn how to run an ATC or FTC, and meet stage captains and people in charge at a low-key, less-stressful situation than half an hour before the first car pulls into your timing control! I'm kidding, that doesn't happen that often.

We'll be having lunch, and giving away prizes. And, I've been told that potential rally scrutineers should come early for a hands-on learning session and test to be certified as a tech inspector.

Or, just come to hang out and shoot the breeze with rally people. It'll be a hoot.

As always, keep an eye on oregonrally.com for more information as it develops.

Stay warm this winter, and keep the shiny side up!!

Submitted for your consideration...

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From the R.E.

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

Thank You From a Driver

During the season most of us focus on getting the next task done. Whether that is just driving well, setting up the car for the next session, or repairing damage from the last race we are concerned about the immediate need.

As a driver I know how easy it is to get lost in the moment and caught up in what needs to be done now. But as a Board Member and Regional Executive I know there are many other tasks that need to be done and done well for the racing to be successful.

Much like going to a wonderful party where the food, drinks, decorations, and entertainment just seem to happen we assume the same about racing. The track is reserved for the weekend. Someone lets us know when and where we will race.

Those smiling faces just appear on the second floor for registration and the corners manned with flaggers, trained emergency crews stand by for our next mistake, and someone always seems to keep track of lap times and positions. And all the bills get paid.

If you do not know already these things don't just happen but are done by a large group of volunteers and sponsors. They devote their talent, time, energy, and money to help us, the drivers, go out and race. As a driver and the RE I want to thank all of these people for the great job they do.

Over the past several years I have raced at a number of race tracks on the West Coast and in the Mid West. Without exception the crew here in Portland provides the best, safest and friendliest environment I have found. In addition I get comments from numerous visiting racers and members

from other regions about the quality of our people.

I hope all of the drivers, whether in Rally, Solo, or Road Racing, will make an effort to thank the people that make all of happen.

In addition the Board of Directors also needs a special thank you. They serve the club in ways that are never seen. They are responsible for making sure the office runs smoothly, that schedules are set up, that volunteers are trained and available for events, put out our publications, keep the web site running and mediate the inevitable conflicts. They do this so that all

of can indulge our passions. To this group I want to say Thank You!

Finally we have members of our community who sponsor races, and the season and advertise in the Loud Pedal. Their support makes it possible to keep entry fees low and helps us provide some extra benefits to our volunteers. As a racer and the RE I say Thank You to this group as well.

And finally, to everyone in the club, thank you for all you do and for making racing such a wonderful activity. I hope all of you have a wonderful Hanukkah, Christmas, and New Years and I look forward to our next season.



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Audi R8

Yes, it really is that much fun!

by Jeffrey Zurschmeide



Since this is the first new car review published in the Loud Pedal, I wanted to begin with a word about car reviews in general and my reviews in particular. People often wonder why car reviews are overwhelmingly positive. There are two simple reasons for this. First, most cars are built to meet specific needs, and if those are your needs then the car's pretty good. Second, the car companies don't send their dogs to reporters. It would be silly to promote the cheap stuff they build for rental fleets and keep their hot rods under wraps. So you'll find that I have something good to say about almost all cars, at least for a certain target market. And this one makes it easy...

Audi's R8 is the venerable German automaker's first foray into the modern world of supercars. At a base price of \$109,000, it's priced well below comparable mid-engine exotics from Lamborghini, Ferrari, and Porsche. Because the R8 is a consummate driver's car, we decided to leave the highway behind and check it out on the kind of winding mountain roads you'd find between Ingolstadt and Milan.

The R8 combines Audi's expertise in creating a comfortable car with the design sensibility and high performance potential of Audi's Lamborghini subsidiary. In fact, the R8 shares its platform with Lamborghini's Gallardo. In the R8 configuration, Audi's proven 4.2-liter normally aspirated dry sump V8 engine delivers 420 horsepower and 317 lb-ft of torque, pulling the car from 0-60 in an honest 4.4 seconds.

But that's not the whole story. Audi's power tuning gives you three distinct performance modes based on pedal travel: the first inch or so allows gentle driving through town. The next two inches deliver an energetic, yet manageable sports car experience. Finally, there's a point of greater resistance that you "push through" with your foot, and the power explodes behind you, sending the R8 off like a rocket. You can drive the R8 around town in perfect decorum, but if you put the spurs to her, she'll pin your head to the seatback.

The R8 has two transmission options: a traditional 6-speed manual and a 6-speed R-tronic two-pedal "clutchless manual."

Both gearboxes feature Audi's Quattro all wheel drive system, but as a true sports car the R8 delivers 90% of its power to the rear wheels, leaving just enough for the front end to help out in wet weather. Rear tires are 295/30-19, and the fronts are 235/35-19, so it's got some serious footprint for traction.

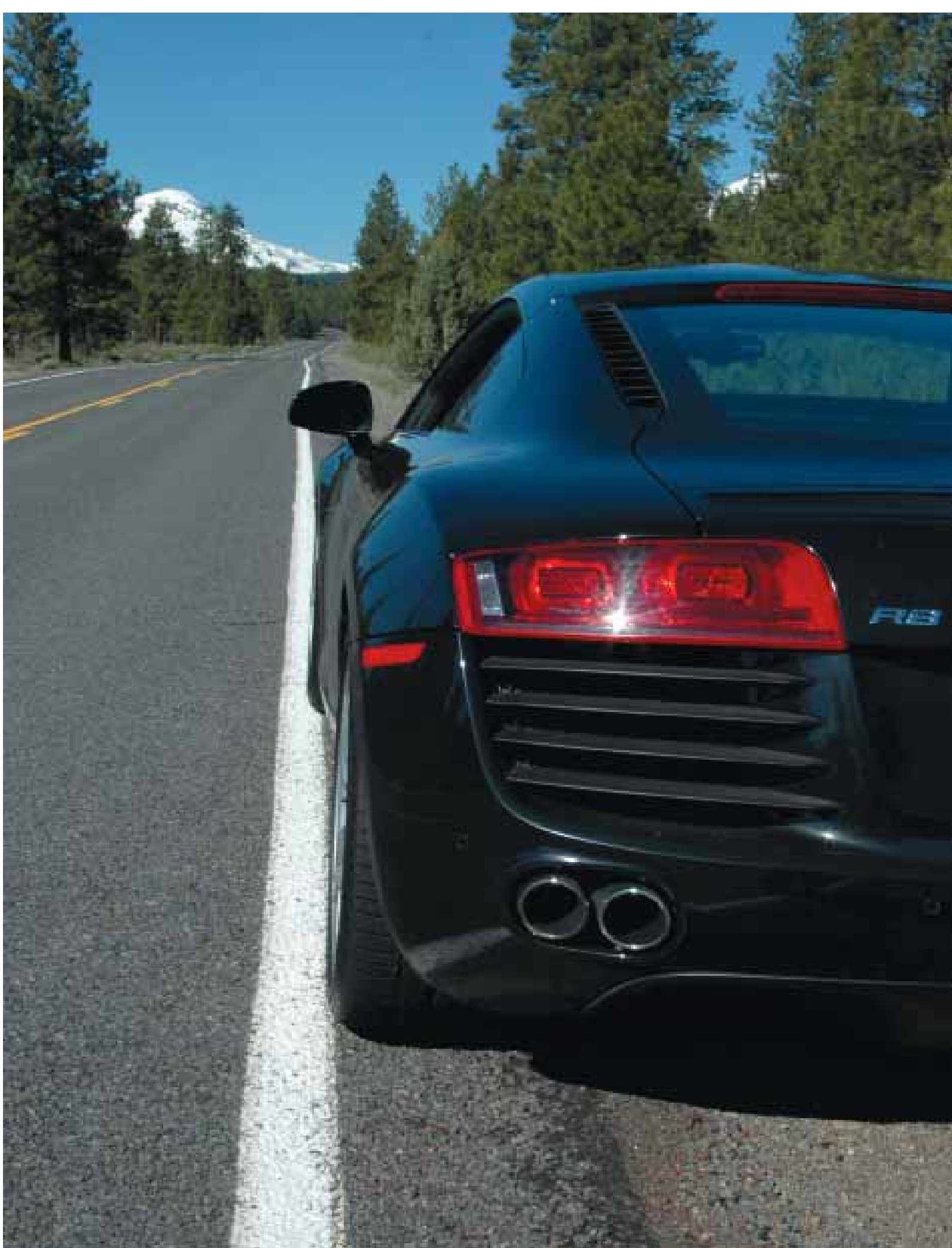
The R-tronic option (\$9,000 more) is a challenge for traditional sports car enthusiasts. You can choose Automatic operation or shift it yourself using the steering wheel paddles. If you're a driving enthusiast, you won't like Automatic mode. At speeds below 50 MPH, the shifting is jerky and slow. But in manual mode, just lift your foot slightly for a smooth shift as you pull the paddle.

Besides being comfortable for full-size Americans, the Audi's seats hold you steady while carving up your favorite twisty road. When we encountered some damp weather, the Audi handled transition between dry and wet patches with just an occasional hint of front end slip. The R8 simply goes where you point it, while the car's unobtrusive traction control keeps things well in hand.

At the race track, you can test the R8's claimed 0-100 time of 10 seconds, but since automakers get edgy when reporters take their test fleet to the track, I decided to take the stated top speed of 187 MPH on faith. But if you do get up there, you can haul the R8 down from significant triple digits to a prudent 35 in a matter of moments. The brakes on the R8 are larger than the wheels on an A4 and include 8-piston calipers in the front, and 4-piston in the rear. Audi includes a Brake Assist function that automatically senses threshold braking and applies maximum safe boost.

The bottom line is this - the R8 is perfect for a road trip in any season. In the winter, the car is tractable enough to handle snow and rain with ease, so you'll make it to your destination. But you'll have to go alone, because by the time you pack a jacket and your overnight bag, the miniscule trunk on the R8 is full. So while you may want to drive the R8 everywhere, practical considerations get in the way.







Road Race Directions

Todd Butler, Road Racing Director

Email: todd.sherry@verizon.net

Oregon Region had a Good Year in 2008

First let's cover the for real schedule for 09. Last month we got off a tentative schedule and the change is we are no longer racing on pumpkin day, we race early October instead.

SCCA PIR 2009 Dates and Formats

Mar 6-8 (3 day) Driver School + Single Regional (Chicane)

Apr 18-19 (2 day) Single Regional (Chicane)

May 8-10 (3 day) Regional/National (TBD but opposite July)

Jun 12-14 (3 day) Rose Cup Double Regional (Chicane)

July 3-5 (3 day) Double National + Restricted Regional (H+V+G) (TBD but opposite May))

Aug 8-9 (2 day) Single Regional (Straight)

September - Nothing at PIR, Grass Valley event TBD???

Oct 3-4 (2 day) Single Regional (Straight)

Couple of things to note: Oregon Region is asking to put on 3 National races in 09. The GCR says any one region is limited to 2 Nationals.

Our Area Division 13 rep Howard "Duck" Allen will be asking the SCCA BoD for an exception for us. The GCR also says that no more than 2 nationals can use the same course.

So if we run Chicane in May, then July will be straight thru (no changing gear ratios in the middle of a weekend, I don't want crew chiefs hunting me down with a large breaker bar or torque wrench).

So that's what TBD means above and the reasoning behind it.

There's nothing in September, but SRF has a Double Regional at Infineon Labor Day and a Double Regional at Laguna 9/25-27 so you can still fill up September with racing on world-class tracks.

For those who are interested we *did* ask for a Sept date, but PIR is booked that month so we only have 7 SCCA race weekends (counting RC) at PIR for 09.

We will be looking to see how things pan out at Oregon Raceway Park (aka Grass Valley). A lot depends (make that everything depends) on ORP getting SCCA sanctioned before we can race out there.

And then there is the little matter of how we handle an "away" race and get our e-gear, e-vehicles, workers etc out there to be worked out. Not insurmountable but not trivial either. Hopefully TC can solve a lot of these problems for us and we can learn from them.

Class Rules: I've said it before, I'll say it again, default is no changes except required updates for GCR and date compliance.

ORRRRC: Slight rules changes for 09. The drop rule is not generally used because people have used the substitute rule. For 09 it's been suggested that we drop the drop and that we allow up to 2 out of region regional substitutions.

So you could go to NWR, cherry pick a win and substitute that in twice. Thoughts?

Call for Participation/Help: Our Drivers school is coming up. We will need instructors, with their cars to pair with students. We will need lots of help in other areas (ground school.)

For now, contact me if you are interested. On the next two pages you can see a summary of 2008 budget vs expenses. We have most all expenses for the year in except for some Banquet and Awards stuff.

Bottom line is we ran the program in the black for the year, even with some unexpected expenses around vehicle maintenance and putting up a fence. (Editor's emphasis.)

We did this with a record breaking 1600+ entries in 2008 and cash flow positive race weekends. 2009 will be an interesting story. I have not yet put a 2009 budget together, but that's coming soon (January) and we'll publish that once it's BoD approved.

What I can tell you know is we'll do our best to hold the line on expenses and costs, but we have to run the program in the black. Just so folks know, costs have gone up +10% for PIR on in-season weekends to \$7750/day.

And that's just the track surface. You want communications with that? You want porta potties with that? You want track sweeping with that?you get the idea.

Finally Pre-Season Tech: Dunno yet. In past years we have coordinated SCCA Pre-Season Tech with Team Continental Driving School to share the PIR paddock. If we can do the same again we will.

All for now. Stay warm this winter. Have a Safe and Sane Holiday Season. Keep it shiny side up and see you next year.

Todd Butler
todd.sherry@verizon.net
todd.butler@intel.com

Income	Jan 1 - Nov 26, 08	Budget	\$>Budget	Notes
Merchandise				
Merchandise Cost	-\$3,845.92	-\$1,716.80	-\$2,129.12	
Merchandise Income	\$3,414.75	\$1,519.47	\$1,895.28	
Merchandise - Other	\$344.30	\$0.00	\$344.30	
New Track	\$0.00	\$0.00	\$0.00	(1)
Novice Permits	\$2,171.50	\$500.00	\$1,671.50	
Other Income	\$480.00	\$0.00	\$480.00	
Over Crew	\$1,240.00	\$500.00	\$740.00	
Photo ID	\$454.83	\$300.00	\$154.83	
Pro Race Support			\$0.00	
Pro Race Test and Tune	\$7,700.00	\$8,000.00	-\$300.00	(2)
Pro Race Support - Other	\$0.00	\$21,000.00	-\$21,000.00	(3)
Race Revenue	\$402,883.00	\$341,715.00	\$61,168.00	
Region Dues Refund	\$0.00	\$0.00	\$0.00	
Services to other RR Orgs	\$0.00	\$0.00	\$0.00	
Specialties Income			\$0.00	
Specialties Income Total	\$1,916.85	\$0.00	\$1,916.85	
Sponsorship--2008	\$10,550.00	\$16,700.00	-\$6,150.00	
Temp Membership	-\$485.00	\$0.00	-\$485.00	
Vehicle Log Books	\$0.00	\$300.00	-\$300.00	
Worker Donations	\$12,040.00	\$3,000.00	\$9,040.00	
Uncategorized Income	\$0.00	\$0.00	\$0.00	
Total Income	\$440,781.16	\$391,817.67	\$48,963.49	
Expense				
Advertising	\$0.00	\$900.00	-\$900.00	
All Club Party	\$0.00	\$1,000.00	-\$1,000.00	
Ambulance	\$11,733.75	\$9,900.00	\$1,833.75	
Awards			\$0.00	
Banquet Awards Road Racing	\$2,915.00	\$3,640.00	-\$725.00	
Checkered Flag	\$2,373.95	\$1,350.00	\$1,023.95	
Trophies/Plaques	\$6,361.43	\$3,300.00	\$3,061.43	
Awards - Other	\$0.00	\$0.00	\$0.00	
Total Awards	\$11,650.38	\$8,290.00	\$3,360.38	
Bank Charges				
MotorsptReg Fees	\$7,777.48	\$0.00	\$7,777.48	
Bank Charges - Other	\$8,627.33	\$12,200.00	-\$3,572.67	(4)
Total Bank Charges	\$16,404.81	\$12,200.00	\$4,204.81	
			\$0.00	
Charitable Gifts & Donations	\$500.00	\$866.67	-\$366.67	
Entertainment	\$200.00	\$500.00	-\$300.00	
Insurance	\$5,112.50	\$3,860.00	\$1,252.50	
OR Region Tow fund	\$2,040.00	\$2,380.00	-\$340.00	
Other	\$2,934.76	\$1,086.67	\$1,848.09	
PFRA	\$54,401.36	\$56,393.00	-\$1,991.64	
PIR Fees				
Total PIR Fees	\$128,384.23	\$139,000.00	-\$10,615.77	(5)

Prize Money Payouts	\$7,425.00	\$0.00	\$7,425.00 (6)
Race Refunds	\$,547.00	\$500.00	\$,047.00
Region Gen 5% Office Tax	\$1 ,192.00	\$14,250.00	\$3,942.00
Region Office 90%	\$26,230.00	\$26,0 0.00	\$150.00
SCCA Event Insurance	\$46,630.00	\$35,752.00	\$10, 7 .00
SCCA Sanction Fees	\$6,7 5.00	\$4,550.00	\$2,235.00
SCCA SM Fee	\$2,945.00	\$1,500.00	\$1,445.00
SCCA SRF Fee	\$2,6 0.00	\$1,500.00	\$1,1 0.00
SCCA Tow Fund	\$3,360.00	\$3, 50.00	-\$490.00
SCCA Volunteer Fee	\$3,566.00	\$0.00	\$3,566.00
Security	\$9,929.24	\$10,010.00	-\$ 0.76
Specialties Expenses			
Total Specialties Expenses	\$17,087.53	\$10,023.00	\$7,064.53 (7)
Sponsorship Commission - 2007	\$0.00	\$0.00	\$0.00
Sponsorship Commission - 2008	\$1, 49.24	\$2, 39.00	-\$9 9.76
Teen Street Survival	-\$1,196.24	\$0.00	-\$1,196.24
Tow Truck	\$7,725.00	\$7,000.00	\$725.00
Vehicle Registration	\$0.00	\$0.00	\$0.00
Vehicle Repairs	\$0.00	\$0.00	\$0.00
Worker			
Beverage Expense	\$12,142.00	\$7,600.00	\$4,542.00
Meals	\$7,133.40	\$2,500.00	\$4,633.40
Total Worker	\$19,275.40	\$10,100.00	\$9,175.40
Worker Incentive Program			
Total Worker Incentive Program	\$5,914.23	\$5,370.00	\$544.23
Intercompany Oregon Region SCCA	\$0.00	\$0.00	\$0.00
Payroll Expenses	\$0.00	\$0.00	\$0.00
Total Expense	\$426,137.05	\$371,560.34	\$54,576.71
Net Income	\$14,644.11	\$20,257.33	-\$5,613.22

Notes:

- (1) Will be dropped for 09 No Activity in 0
- (2) Penske
- (3) No Champ Car.
- (4) Better credit card process rate negotiated late in year w/bank
- (5) PIR Track rental costs offset by \$ K support for Mazda Grand Prix
- (6) Mazda Grand Prix Payout
- (7) 200 we paid the price for deferring maintenance on E-Trucks. This catches us up.

U.S.R.R.C.

by Jeffrey Zurschmeide, photos by Wane Flynn

Sometimes people talk about Road Rally in the SCCA as though it's dying, but you wouldn't think that based on the turnout at the 2008 USRRC. The USRRC is the Runoffs of Road Rally, bringing together the best rallyists from all over the club for a long weekend of competition. I experienced this year's event from the driver's seat of my Mini, with Philip Royle (Editor of SCCA's SportsCar Magazine) riding shotgun and navigating us to a not-last-place finish.

The turnout of local drivers for this year's USRRC was excellent, with 18 cars entering Friday's rally and 21 each for Saturday and Sunday. Eight of our local teams turned out to compete with the visiting national drivers, and the results speak for themselves. Friday's event was a "gimmick" rally called Ghouls Gone Wild – a play on Cascade Sports Car Club's traditional Halloween weekend Ghouls Gambol rally. The rally was written by Oregon Region's Rally Director Chris Hale.

In a gimmick rally, teams are not timed but rather scored on some other basis. In this case, competitors answered questions about signs and landmarks seen along the way. Those who were on the correct route got the right answers, usually. The rally wandered through Tualatin and Lake Oswego and then down to Newberg and northern Yamhill County before heading back to Tigard. The weather was beautiful - clear and cool with great fall color on display. As you might expect with a bunch of great rallyists, there was a four-way tie for first place. Local rallyists Brandon Harer and Marcus Song were the only team in the tie group to get no wrong answers.

From the lighthearted fun of the gimmick rally, the event got serious on Saturday with Monte Saager's trap rally, called the Beaver Cleaver. This wide-ranging event took teams south to Donald and Mollala, east to Estacada and then finally north to Oregon City. When the dust had settled and the points were counted, Brandon and Marcus had come out on top again with less than two minutes of error over the whole 8-hour rally, beating the second place team by over 30 seconds. By Sunday morning, even the hardest rallyists were feeling a bit worked-over, but we gamely headed out again for the Barlow Trail tour rally created by past Oregon Region Rally Director and current national Road Rally Board Chairman Kevin Poirier. *(Continued on page 25)*

Jeanne English/
Dave Kolb



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Photo: Doug Berger

(Continued from page 23)

On a tour rally, you don't have to solve traps but you do have to stay on time against some of the best in the business. After ranging all over Clackamas and eastern Multnomah counties, the rally ended at a fabulous banquet at Multnomah Lodge. After all the participants and workers enjoyed a great meal, Kevin announced that Brandon and Marcus had once again claimed the win, with less than 10 seconds of error through more than 200 miles and 8 hours of competition.

Road Rally in the Northwest is a cooperative venture. SCCA rallyists are also Cascade Sports Car Club rallyists, and the rally community organizes and supports events sanctioned by half a dozen other clubs as well. Throughout most of the year, you can rally several times a month in Oregon and Washington. So it's no accident that our leading competitors have what it takes to earn victory against the best rallyists in the country.

At the beginning of the weekend, my navigator had never run a rally of any kind, but by the end he was an able hand, and I'm happy to say we weren't in last place for any of the USRRC rallies. In fact, Philip won top honors among first-time navigators for the weekend. Keep your eyes open for his coverage of the event and our region in SportsCar.

It's a big honor and a bigger job to put on the USRRC. The event is a perfect showcase for Oregon Region to impress representatives from every division in SCCA. Members of our region planned, marked, and measured over 600 miles of the funnest driving roads and the best scenery our region has to offer. It was a monumental job, and the event came off with professional flair.

After 8 years competing in local rallies, I'm still encountering breathtaking new roads I've never seen before. Road Rally requires only a reliable, fun car and a stopwatch. If you're feeling the economic pinch, rally's the least expensive motor sport going. If you start next March with Cascade's rally school, you can be ready to win the next time the big show comes to town.



**Ron Ferris/
John Sears**



**Brandon Harer/
Marcus Song**



**Marinus &
Renee Damm**



**Jeffrey
Zurschmeide/
Philip Royle**

Just a couple years ago, the Los Angeles Auto Show was all about bigger, heavier, and faster. But what a difference a fuel price spike can make! There were a few standout fast cars this year (The Nissan 370Z springs readily to mind) but the big noise at every automaker's display was alternative fuel, hybrids, and electric cars. Last year, they had non-running prototypes, but this year you could test-drive an assortment of green cars on the roads around the L.A. Convention Center.

Among the most hotly desired rides was the Mini Cooper E - an all-electric version of the popular Anglo-German subcompact hatch. The Cooper E is based on the basic Cooper chassis, but it loses the back seat to hold the sizable battery packs and the brakes are made to regenerate electricity for the batteries as you slow down.

Driving a plug-in is different than piloting a hybrid. A hybrid takes off and then kicks in a gasoline engine, so all of the power runs through a traditional transmission. With its direct drive, the Cooper E simply takes off - and takes off fast! Electric motors are renowned for offering max torque at 0 RPM, so your off-the-line performance in the Cooper E is comparable to the Cooper S.

The Cooper electric motor is rated at 204 horsepower and 162 pound-feet of torque, but the car also weighs more, with a curb weight of 3230 pounds. Still, Mini says it'll do 0-60 in 8.4 seconds and has a top speed of 95 MPH.

But as you drive, the first thing you notice is that the "gas pedal" feels different - it's a speed selector. That distinction is easy to feel, but harder to describe. In the electric Cooper, changing your accelerator position does not vary the torque of the engine, it simply changes how fast the engine wants to run. So when you hit cruising speed, if you back off the throttle in the normal way, the car slows down immediately. As in *Right Now!* There's no "cruising throttle" position, so you just have to learn to hold the throttle for the speed you want.

In addition to the accelerator, braking the Cooper E feels different. As you transition from the accelerator to the brake, the car's already slowing down more than a gas-

engine car just by virtue of withdrawing the accelerator input. But when you step on the brake you're not initiating any friction at first; resistance from the generators is slowing you down. If you've ever driven a Toyota Prius, you know just I'm talking about. It's a bit unnerving until you get used to it. In the interests of science, I should really have tried some experiments, but I didn't want to attempt any panic stops in the middle of Pico Blvd. on a Thursday afternoon.

Of course, the other difference is that the electric car is very nearly silent in its operation. After a lifetime spent in internal-combustion cars, it feels like cheating to drive along without the sound of an engine - as if the car is moving by magic.

Recharging the Cooper E from 0-100% takes about 24 hours on 110-volt house current, or about 3-4 hours if you can allocate a 50-amp 220-volt circuit. With a full charge you can drive it about 150 miles. That should be quite a bit cheaper than buying gas.

So, the bottom line - one of the things I like best about my Cooper S is the ability to drop the rear seats and haul a big load of stuff. That, on top of the \$800 monthly lease cost to put a Cooper E in the garage, will keep me in a gas-powered Mini for the time being. But if you've got the cash, you want to go green, and you don't mind having less cargo capacity than a Miata, the Cooper E might just be right for you.



Mini Cooper E First Driving Impression

by Jeffrey Zurschmeide





Solo II Report

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

The 2009 Season is Almost Here!

Winter is here.

All we can do is bench race and enjoy the offseason. Or we can start working on 2009!

Having found no volunteers to fill my job, I'm writing articles for another year.

There are lots of changes for next season. The National event schedule is shaping up to be quite different than in the last couple years.

The biggest change is that the Solo Nationals and ProSolo Finale have moved north to Lincoln, Nebraska.

The change of venue brings a change in surface and a return to concrete. The move to Lincoln will also shuffle the event forward in the month of September. The Pro Finale will be held Labor Day weekend.

Other changes must follow in order for this change to happen. Moving up Nationals means that the Packwood Tour

and Pro events will move forward as well. A preliminary look at the schedule shows them in mid-July. One can presume than a week of Evo Schools will be slipped in between the events as in years

past.

2009 will also likely bring the return of ProSolo to northern California. Preliminary schedules show an event being held at Alameda Naval Air Station on San Francisco Bay. Think MythBusters.

The San Francisco Region folks are also rumored to be holding a Divisional Event though I have no idea where this event would be held. Alameda would seem likely, but I can't say. Both of these events are rumored to be in late April or early May.

With both an SFR divisional and a Packwood Tour event likely being a Divisional, Northern Pacific Division has a Divisional Series again in 2009. No word yet on whether or not (or when!) a Montana or Reno Divisional event might be held, though either June or August seems logical.

Regarding Oregon Region's activities, the schedule planning is still in the works. A list of tentative dates have been floated around, but nothing more.

Look for a kick-off party invitation in your mailbox and, of course, check the website for updates. I hope to be more active with the club in 2009 than I was in 2008, so I'll see you out there!

In non-car related club news, Oregon Region has two new additions. James and Danielle Paulson welcomed a daughter on November 24th. Abigail Paulson arrived a couple weeks earlier than expected but rumor has it that the family is doing well.

The Gatza clan also grew by one. Michael and Susan welcomed their daughter Sarah on Thanksgiving Day. I haven't gotten a chance to chat with either family yet but I was jazzed to hear of their arrivals! We'll have to be wary of the strollers in the paddock.

straight line

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Director Duck

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

Three New Board Members at National

Now that the competition seasons are complete let's look towards the future.

As this is written the BOD is prepared to interview the top three candidates for the position of club president when they meet in Topeka this December. I wish Jim Julow all the best in the future as he retires to the home he purchased last spring in Florida.

The BOD hired him for his business background three years ago and his goal was to turn around the club and put it on solid footing. Jim accomplished this and then some. The club, the board and all members are in his debt for achieving this.

The three new BOD members look to bring an increased energy to the board in 2009. I have gotten to know two of the three; Marcus Merideth is a friend from his days as head of the SEB and Mike Lewis I got to know a little when he raced NASPORT in Area Thirteen.

I look forward to getting to know Robin Langlotz from SEDIV. All three new directors have hit the ground running unlike any directors before,

Like most people who had investments in the stock market, the club has taken a strong hit in it's portfolio. In spite of that the club should finish the year in good shape financially.

In general club racing was off by around ten per cent this year. Next year is going to require that the club increase it's revenue in order to meet the needs of the club. It was with a very heavy heart this week that I voted with the budget and finance committee to increase national dues again. In clear conscience I could not approve a budget for 2009 with a half-million loss built in before the year began. So this is why I voted the way I did.

Unlike the past the other two arms of SCCA Inc; SCCA Enterprises and SCCA ProRacing will NOT add to the SCCA Inc loses. Enterprises is tracking to make around \$100K this year and is repaying its debt to SCCA Inc at twice the approved schedule.

With the completion of the World Challenge Vision deal ProRacing will not be passing any debt onto the SCCA Inc total this year. One of the important parts of the WC Vision deal is that losses will be shared over the next five years.

Also this group has moved to simplify the rules set for its Touring class with cars now being more club based and closer to production models as opposed to what they had morphed into of late. This is with an eye to increase entries in 2009.

As you may have heard by now the Solo Nationals will be moving to Lincoln Nebraska. This site had the best infrastructure and had the most to offer when compared to the site in Arkansas. Lincoln being a large college town should have a prosperous night life. A huge tip-of-the-helmet goes out to the Oregon Rally Group for hosting the successful United States Road Rally Challenge in Portland.

The USRRC is the premier event in road rally and was last hosted here in 2003. The event showcased the beautiful scenery and roads of Oregon.

Two tips-of-the-helmets go out to Nick Craw our former President and current head of ACCUS on his appointment as Deputy President for Sport. This is the position just below Max Mosley and only means good news for racing in the Western hemisphere. The other tip goes out to Margie Swanson for her well earned Volunteer of the year award in race administration.

Be sure to go to SCCA.com and log in your event participation for this year. It will help reduce your national dues bill for 2009. Also when you are on SCCA.com be sure to check-out: <http://SCCA.com/newsarticle.aspx?hub=6&news=3530> and nominate a deserving worker please.

It is not too early to think about the national convention in Las Vegas. This looks to be one of the larger conventions in recent history and it will hopefully be your first chance to meet the new President. <http://SCCA.com/event.aspx?hub=6&event=13059> will get you started. Until next month:

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

Race Cars For Sale

1985 VW Golf GTi-RS/SPU/GT# 16V 2.0 liter, Ivey build 210+hp; Schrick head; Rugh Eng.; dry sump; Electromotive ign; XS fuel pump/filter; Tilton. Multiple titles, Rose Cups, PCRR, SCCA. Don Smethers built original, local race history, track records. Traveled 2 yrs., needs freshen. Spares included. Vintage eligible in 2010. Everything goes for \$12,500. Greg Bell, 360.566.1290. flatlatex@yahoo.com.

Viper Coupe, new motor & tranny, all upgrades for World Challenge but aero kit, new paint and parts, won 5 reg. championships, \$140K, Joel Siegel, vrooomgts@siegelsbagels.com

Swift DB-2 with DB-5 bodywork. Loynings Cosworth YAC engine. Head just freshened. Over 185 HP from 6200 to 7300 RPM. Kevlar Body work with spare Kevlar nose and misc. Fiberglass pieces. 1 set R420 Goodyears with 2 heat cycles, 1 set R250 Goodyear stickers, 1 set Hoosier Rains. Willains Harness good through 2011. Bulkhead modified for correct attach points for HANs device. Seating modified for 6' 3" 210 lb. driver comfortably. Box of spare ratios, usable, not junk. LD 65 calipers front and rear, Billet starter mount, Improved design clutch slave cylinder. This car is ready to race right now. \$28,000 OBO. Donn Snyder 503-286-4956, donnсны@aol.com

BMW 325i Race Car – set up for Pro3 ICSSC racing: 1985 body, 1989 engine, Asking Price: \$19,500 Professionally built race car maintained by Brandon of Pacific Motorsports Professionally maintained by Pacific Motorsports. Engine top end rebuilt July 2006 by Loynings Engine Service <http://www.loynings.com>. Cage professionally built by DGE Motorsports – Dave Gilbert Vancouver Washington www.dgemosports.com. Trailer: (not

included in price of race car) Eagle 7' x 16' Tandem Axle Flatbed \$1900. Contact: Bruce Feller, Cell phone: 503-780-4237, Home: 503-287-2886

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

2003 Cheetah SR1 D/F sports racer, excellent condition, includes trailer, 10x20 awning and Motorola radios with head sets. 1 race, dry sumped Loynings GSXR engine with Power Commander. No lift, electric air shifter with large refill bottle, Stack data system, Penske dbl adj shocks with nitrogen refill bottle, 2 sets wheels and mounted rains, custom set up bars, 2 spare GSXR engines, new battery, new Willians belts, aluminum quick jack, lots of spares, books, manuals and log books from new. Very fast, track records PIR and PR. Done racing, everything goes. Will provide support and coaching for first race locally. Pictures upon request. \$25,000 call Dennis 253-405 2646 or email at dennislpeters@earthlink.net

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

1984 ITC/H-Production Honda Civic. Fantastic racecar with a very successful history! Many titles! This is the perfect car if your looking to race for cheap. Mostly stock 1.5 liter engine that has been balanced, brand new fuel system, kirkey racing seat, MSD box, new brake calipers, full roll cage, 5-way adjustable Tokico shocks on all 4 corners. I set 4 track records in it last season! 3 sets of wheels and tires. Many Spares! 4,500 OBO 503-957-1149 vtectuner92@hotmail.com

Two race cars, ITC/Production, Nissan Sentra and Nissan Pulsar. Race Ready with “All of the Good Stuff”. Fresh bal-

anced engines w/Weber carbs, headers and custom exhaust, MSD ignition package, fuel cells with braided stainless lines, Accusump with braided stainless lines, new clutches, pressure plates & drive axles, on board fire systems, full Autometer gauge packages, cages plus much more. Both cars have won multiple championships. \$5000 each or OBO. See at Competition Motorsports LLC, Portland, 503.281.1579

2003 Pontiac GP GT America, Howe chassis, Tony Oddo engine, Rankin box, Winters QC, many superbly engineered and detailed pieces by race and restoration fabricator Stewart Hall. Fully developed and fast, well-balanced, good power, tons of quality spares. Show car, reliable, never crashed. Car \$29,950, spares package \$5000. Also, second Howe chassis, very nice, painted and straight, set up for Panhard or Watts, road race or circle track. \$4500. Other parts for second car, incl. engine, trans, suspension, etc. available. Contact info: (707) 747-1289, rose1art@earthlink.net

1981 E Production RX 7 multiple regional champion E-Prod /GT-3/ SPU. Best RX 7 you will find. Ready to win. Digitron dash, G Force suspension, 22 gal pro fuel cell, Torsen diff, Miata gear set. 8 point cage, 12 wheels, MSD, tear port and bridge port motors, much more. To many spares to list. If you are a Oregon region member you know this car. \$15,000. Dave Palmer 503-720-7711 dprotor@comcast.com

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

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for details 503-780-0443 or tomcat44@gmail.com

Parts for Sale

I will be selling off many items that Neil had acquired over the years. There are tools, and other garage items, various electronics (some barely used), a variety of early 1950 comic books, a large collection of the old Dr. Who videotapes with a Tardis that holds them (limited edition item). A variety of miscellaneous items of model railroading. Many sets of stereo speakers and some still in boxes. Several old desktop radios from maybe the '50s and a 1930 era Zenith standup radio that is in the process of refinishing. I want to find new homes for all these extra items. Contact Margie Swanson at maswanson1@aol.com, 503-585-9650 (h) or 503-510-2303 (c)

Drivers gear: nomex hood, socks, underwear, shoes and medium black box quilted SFI-5 "Auto Pro" (used one season) drivers suite. \$200. Charlie 503-706-8412

Brand New XT Racing Ultra-Lap with transmitter/receiver and 8' cord . <http://www.cc-2000.com/xtracing/en/ultra-lap/index.html> Contact Paul Hutt 360-956-3496 or andersonvalue@qwest.net. Brand New Aiptek anti-shock digital camcorder/media player, 8 mega pixel, memory card and 2 remote controls <http://www.amazon.com/Aiptek-Pocket-DV5800-Player-Recorder/dp/B000J5SP26> and New ChaseCam roll bar mount <http://www.chasecam/mounts/damp.htm>, Paul Hutt 360-956-3496 andersonvalue@qwest.net

Street Car for Sale

2003 Audi RS6. AWD, 450hp luxury. 69000 miles with extended warranty through 100k. Extra set of wheels with snow tires. \$45,000 ONO. Austin Smith 541 593-2495, asmith73@hotmail.com

Condo

KAILUA-KONA, HAWAII: 1 bedroom/2 bath fixer-upper with pool and partial ocean view from Lanai. Tennis courts next door. Close to shopping and dining. Motivated seller. \$269,900.00 FS. Listor: Barbara Archer R(S), Property Network 75-5799 B-3 Alii Drive, Kailua Kona, Hawaii, 96740, (808) 329-9300.

Letters

To the LP Editor, thank you for your consistently great job, and in particular for the recent Runoffs coverage;

To Jerry Boone, thank you for your terrific writing and photography, and for recollecting our experiences in your story;

To the Oregon Region Board, thank you for all of your work, and for supporting the Runoffs participants with the regional tow fund;

To whomever made the decision to honor me with the Duane Davis National Driver of the Year award, thank you;

And, thank you to all of the friends we have made through our association with Oregon Region.

Lans Stout

I am interested in the history of the former SCCA FA/F5000 races, and am looking for pictures of FA/F5000 cars which ran in SCCA Nationals at Portland International Raceways in 1968 and 1969. Cars like Ron Grable's Spectre, Jack Forsgren's Forsgrini and Fred Corbett's Eagle.

Can you help?

Regards,
Wolfgang Klopfer
Altenburg, Germany
faracer_99@yahoo.com



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