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Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, ABC
Email: info@sponsorpr.com

"The More Things Change . . ."

How does the old saying go, "the more things change, the more they stay the same?" Browsing through the February issue of "Sports Car" magazine brought back a flood of memories. If you take a look at page 98 you will see the "Roots" article that shows the cover stories for both 10 and 25 years ago. Though I hate to date myself, I wrote the cover story 25 years ago for "Sports Car" magazine, entitled "The Brainerd Tapes."

As Director of Communications for SCCA in 1979 and 1980 it was one of my responsibilities to supervise the monthly membership magazine as well as handling PR for the Can-Am, Atlantic, Super Vee and Rabbit series while supervising Trans-Am and Club Racing publicity. Thank goodness I had two assistants and a very able secretary. In the Summer of 1980 I had organized and hosted a sponsorship seminar during the Can-Am weekend at Brainerd Intl. Raceway. We had a star-studded panel of speakers and yes, I even threw my two cents worth in, if it was worth that much. It was one of the first, if not the first, such presentation organized for SCCA and it garnered cover treatment in the Feb. issue. We also later won a national journalism award in press relations for 1980.

Though I had left the organization by the issue date to work for a Trans-Am team, and later head up PR and Marketing activities at Continental Divide Raceways in Castle Rock, CO (CDR Tech Track in those days), I was really pleased with that issue. Here we are, 25 years later, and I'm working on another SCCA magazine. I think I see a pattern developing here.



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Rally Director	John Elkin	360-896-2808
Road Racing Director	Todd Butler	503-712-6063
Solo II Director	Michael Gatzka	503-975-2681
Director at Large 1	Jim Daniels	503-655-5821
Director at Large 2	Judy Elliott-Cox	503-467-8999

Region Officials

Loud Pedal Editor	Randy Unsbee	503-544-5944
Membership	Karen McCoy	503-224-9469
Region Office Admin	Karen McCoy	503-224-9469
Secretary to BOD	Mary Thompson	503-645-3844
Treasurer	Paul Eklund	
Publicity Manager	Randy Unsbee	503-544-5944

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RallyCross Manager	April Smith	asmr@pregrid.com

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Race Ops Manager	Bob Smethers	971-207-5147
Regl Points Keeper*	Kari Loyning	503-775-2999
First Gear	TBD	
Vintage Racing Chair	Dan Mullin	541-683-1091
Vintage Points*	Dave Franks	503-968-8134

*Please contact Dave Franks for Vintage Series Points.

Contact Kari Loyning for all other Oregon Region points matters.

Road Racing Chiefs

Course Marshal	TBD	
	TBD	
Emergency	Ben Hockman	503-645-4755
Flagging & Comm	Ken Killam	503-970-5644
Medical	Mark Anderson	503-646-5144
Pace Car	Russell Nyberg	503-309-4220
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Timing and Scoring	Randi Miller-Graffy	360-573-5307
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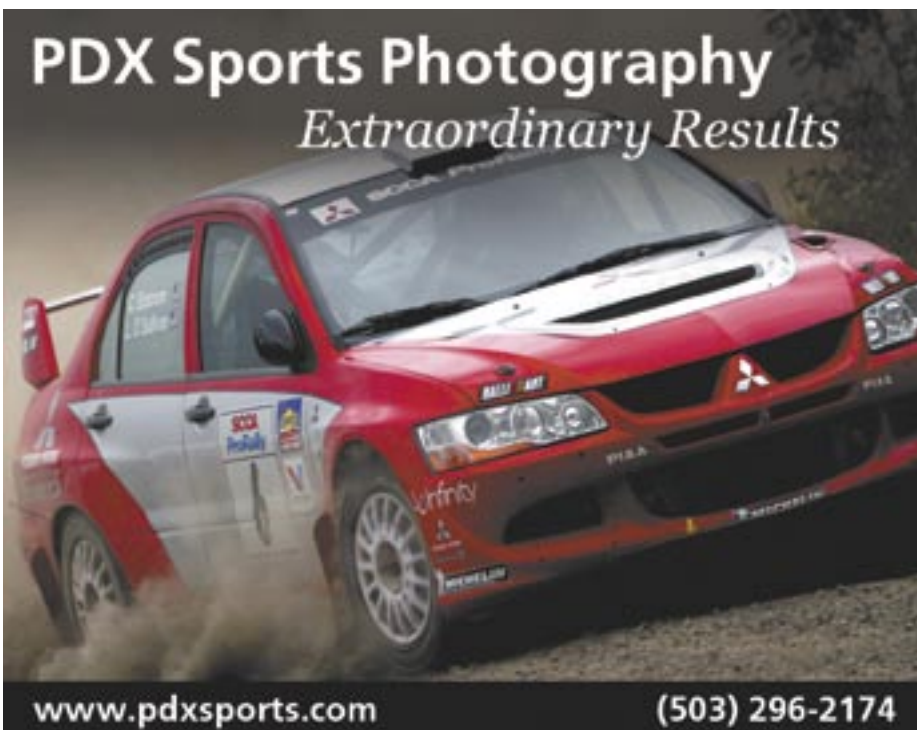
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Region Finance Statements

Regional Income		Region Net Income (Loss) (\$ 5669.19)	Region Tow Fund	\$ 2,380.00
Membership Dues	\$20,340.00	Club Racing Income	Chiefs and Officials	\$ 14,933.63
Club Racing Contribution	\$11,848.00	Race Entry Revenue	Ambulance	\$ 9,511.75
Solo Contribution	\$ 1,356.50	Refund from Region Dues	Security	\$ 9,809.25
Rally Contribution	\$ 757.25	Trial Memberships	Tow Truck	\$ 5,924.50
Misc Income	\$ 2,531.98	Overcrew	Vehicle Insurance	\$ 5,987.94
		Photo ID	Race Advertising	\$ 661.20
Total Regional Income	\$36,833.93	Novice Driver Permits	Radio Rental	\$ 120.00
		Vehicle Log Books	Radio Repair/Replace	\$ 2,464.58
Regional Expenses		Contract Payment	Radio Supplies	\$ 175.55
Loud Pedal	\$25,931.52	CART Testing	FCC License	\$ 485.00
Region Website	\$ 214.37	Worker Fund Donations	Vehicle Repairs	\$ 1,428.43
Board of Directors Bond	\$ 259.00	Total Club Racing Income	2004 Banquet Trophies	\$ 5,690.99
Region Office Expense	\$ 3,471.77	Club Racing Expenses	2005 Banquet Trophies	\$ 5,628.10
Div/Nat Conventions	\$ 2,600.00	PIR Rent	2005 Event Trophies	\$ 6,117.76
Professional Fees	\$ 2,075.00	PIR Fees	Checkered Flags	\$ 1,778.03
All Club Party Beer	\$ 415.50	Race Insurance	Dash Plaques	\$ 957.00
All Club Party Band	\$ 550.00	Sanction Fees	Post Race Beer, Ice	\$18,000.00
All Club Party Food	\$ 1,088.69	PRFA Payment	HPDE Lunches	\$ 1,000.00
2004 Banquet Expenses	\$ 1,114.50	Region Support	Post Race Food	\$ 5,832.81
2004 Banquet Trophies	\$ 1,422.75	Region Office Expense	Post Race Entertainment	\$ 500.00
2005 Banquet Expenses	\$ 836.01	Visa/Discover Charges	Worker Award Program	\$ 5,308.20
2005 Banquet Trophies	\$ 1,134.09	Entry Refunds	Worker Fund Expenditures	\$ 679.96
Regional Election	\$ 820.00	SRF Surcharge		
Return Postage Permit	\$ 100.00	SCCA Tow Fund	Total Club Racing Expenses	\$340,235,79.00
Promotion	\$ 63.50		Club Racing Net Income (Loss)	
Gifts	\$ 406.42		(\$47,633.52)	
Total Regional Expenses	\$42,503.12			



2005 OREGON REGION SCCA SOLO II

Income

Entry Fees	\$ 27,130.00
Rule Books / Decals	\$ 1,938.00
Banquet	\$ 1,235.00
Solo Assist.- Corvair Club	\$ 500.00
Interest Income - Check.	\$ 16.00

Total Income \$ 30,819.00

Direct Expenses

SCCA Sanction Fee	\$ 2,720.00
SCCA Insurance	\$ 3,506.00
Site Fee	\$ 6,668.00
Oregon Region SCCA	\$ 1,339.00
Dump./Port. Toilets / Gate	\$ 867.00
Trailer Tow to Packwood	\$ 460.00

Statement (continued)

PIR Damage & Ambulance	\$ 1,025.00
Total Direct Expenses	\$16,584.00
Indirect Expenses / Overhead	
Supplies/copies/runcards/stickers/ wrist bands	\$ 1,236.00
Rule books	\$ 2,823.00
Dolomark/lumber/crayons/paint/oil sorb/batteries	\$ 103.00
Cones	\$ 481.00
Web hosting / domain name\$	144.00
NORPAC Convention	\$ 275.00
Kick-Off Party	\$ 278.00
Year-End Trophies and Door Prizes	
2505 Banquet Food Subsidy	\$ 678.00
Mtg. Room (Committee Mtg)\$	310.00
Trailer & Equipment - maintenance, insurance, registration	\$ 2,286.00
Total Indirect Expenses / Overhead	\$11,119.00
Gross Profit	\$ 3,117.00

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Top Dead Center

Jeff Zurschmeide, Regional Executive
Email: zursch@oregonscca.com

We Have the Resources to Survive

We expected 2005 to be a rough year financially, but it turned out to be rougher than anyone expected. I just got done working over the year-end financials and to make a long story short, the region lost about \$53,000 on our operations last year. You can see the details on page 6 of this issue.

Most of that money was lost in Club Racing operations: about \$47,000. Rally and Solo each made a modest profit. Regional activities also ended up over budget by about \$6,000. The fundamental reasons for the heavy losses are twofold: memberships and entries were down and expenses were up.

The first question on many minds is likely to be: "Hey wait, you published a partial-year statement

in September that showed us running in the black – what happened?" Well, what happened is that many expenses are delayed in reaching the region, and the end of the year is when the bills come due. Also, because we changed the way we allocate Regional vs. Club Racing expenses this year, we didn't see what was coming as we went through the year.

There are a number of unusual items that drove up expenses in 2005. One of the biggies was that we held two annual awards banquets in 2005. The 2004 banquet was held in early January and the 2005 Banquet in November. That amounts to about \$8200 of expense that really should be charged against 2004, but because our club accounts for money on a cash basis (expenses are

charged when paid, not against the year's activities against which they apply), both banquets and both sets of year-end trophies are listed as 2005 expenses. We also purchased a backup transponder base station in 2005 and absorbed about a 25% increase in rental fees from PIR. It all adds up.

So that's the situation. The thing to do about it now is to take a hard look at expenses for 2006. As I told the board at our last meeting, everything's on the table and we have to make significant changes in the way we run the Region and the Club Racing program.

I've asked Todd to prepare a budget for 2006 that assumes no increase in entries and which balances nonetheless.

I will trim everything possible out of the region budget as well. If you feel the pinch of austerity this year, please understand that it's necessary to keep the club financially able to continue to sanction events.

The good news is that Oregon Region has the resources to survive this loss and move forward with the 2006 season, and we expect that the HPDE program will be profitable this year.

We'll expand the portion of the monthly board meeting dedicated to following financial details and we'll publish financial information quarterly here in the Loud Pedal.

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Director Duck

Howard Allen, Competition Manager

Email: howduck@qwest.net

Highlights from the Reno Mini-Convention

Why should you attend the National Convention? Just one of the many good reasons is that by then we should have an answer to the biggest question currently facing the club. Another good reason is the Safety Symposium, which is always outstanding.

Then there are the workshops, the opportunity to network and learn from other Regions, and of course there is Kansas City barbecue – which could justify the trip all by itself.

Speaking of conventions, the recent Reno mini-convention was a success on all levels. Once again, national staff showed up in force to spread the word and answer all questions.

Margie Swanson earned a BIG tip-of-the-helmet for organizing the silent auction that raised over forty-six hundred dollars. Special thanks go out to all who rounded up the items for the auction as well as those who contributed items.

I plan to use my Pacific Raceways test day coupon this June, before the NW Region double national. Congratulations to Big Sky Region for receiving the Directors' Regional Achievement trophy.

Peter Hylton made a thirty-one hour drive from Indiana to give a special presentation on the history of racing. He spoke about The Brooklands in particular, and club racing in general.

Humor is indeed his stock in trade. This presentation alone was the worth the trip to Reno, but the two-hour presentation by Dr. Bob Hubbard (father of the HANS device) was the whipped cream and cherry to a club racer in racing withdrawal. The mini-convention weekend is the fix to hold me until I take the track in March at Thunderhill.

On the profit and loss side of the business, the year-end forecast is for operating income in the range of \$110,000.

Membership income was up slightly in November, but is still below budget. Insurance income is also 5% below budget. YTD license income was down by 11%, but it is improving each month. Entry and registration fees are off budget by

more than \$50,000. There were shortfalls in Solo and Tour entries; and cancellations caused by Katrina reduced Run-Offs entries by \$2,000.

Sponsorship is ahead of budget due to the Dodge partnership. Non-operating income is also above budget because of the positive performance of the club's investments.

Next month I will update you on the national convention - the Hall of Fame class of 2006, the Safety Symposium and much, much more.

Finally, a big tip-of-the-helmet to Tom (the elder) Masterson who becomes a forty-year member in 2006.



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Solo II Report

Michael Gatza, Solo II Director
Email: gatza@comcast.net

Don't Miss the Solo Kick-Off

Our annual Kick-Off Party is fast approaching and will be a good time. If you've never been, I strongly encourage you to come. It's a great time to catch up with friends and fellow driver's. The club provides the snacks and drinks, and you provide the bench racing. The Kick-Off Party will be held on Sunday February 26th at Competition Motorsports, 2242 N. Williams from 2:00 to 4:00.

A change from last year is that we will have annual tech inspections at the Party. The are by appointment only and information will be provided on the website and on the flyer we send out about the party.

If you want to participate in the annual tech program, you'll have to meet some requirements to be eligible. You'll have to own your own helmet that meets the current SCCA requirements. With the new 2005 Snell standards now available, your helmet must be Snell 95 or newer to be eligible for Solo2 competition.

You must have vehicle numbers and class identification that complies with the Solo2 rules found in section 3.7. Additionally you must have been participating in Solo2 for at least two years as well as owning the 2006 rule book. The rule books will be available for purchase at the Kick-Off Party. Please bring a floor jack, jack stands, and tools with you so that you will be able to remove a wheel if requested by our tech inspectors.

Our 2006 schedule is firming up and at this point, the current schedule is confirmed for these events:

- March 19th: Event #1 - PIR Pro Pits
- April 22nd: Novice School - PIR South Paddock
- April 23rd: Event #2 - PIR So. Paddock
- May 13th: Event #3 - PIR So. Paddock
- May 14th: Event #4 - PIR So. Paddock
- June 3rd: Open Practice - Packwood, WA
- June 4th: Event #5 - Packwood, WA
- August 26th: Novice School - PIR So. Paddock

- September 9th: Open Practice - Packwood, WA
- September 10th: Event #6th - Packwood, WA


The finalized 2006 schedule will be available at the Kick-Off Party as we are looking at one or two additional dates for 2006.

As director one of my responsibilities is to provide everyone with a good understanding of how we are doing financially as a club.

In 2005 the Solo2 group's income was approximately \$30,000 from entry fees, rule book sales, and the banquet. Our direct event expenses were approximately \$16,000 for site rental fees, insurance and sanctions, toilet and dumpster rental and other expenses related directly to our events. Additionally, our indirect expenses were approximately \$12,000 used for our yearly supplies including the Kick-Off Party, trophies, cones, wrist bands and other event supplies, trailer maintenance and insurance, banquet subsidy and other equipment that we used during the year. The outcome from the year is a profit for our club of approximately \$3,000.

When we have a good year such as this, we save money for future use and to cover unexpected expenses that might increase our site fees or cause higher insurance and sanction rates. Additionally, if a good autocross site becomes available we want to be able to secure the site and make any repairs that are deemed necessary.

I look forward to seeing you at the Kick-Off Party in February.



Oregon Region SCCA Solo II KICK-OFF PARTY

WHEN: Sunday, February 26, 2006
2:00PM - 4:00PM
Munchies provided by Oregon Region SCCA Solo II

WHERE: Competition Motorsports
2242 N. Williams, Portland, Oregon 503 / 281.1579

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 Reserve your number, too -- at no extra charge.

SCCA Members save \$10.00 every time they compete, so become an SCCA Member at the party!!
 SCCA applications are not accepted at the events, so this is your chance to sign up and save \$\$\$.

Letters

Dear Editor:

I was fortunate enough to be selected Oregon Region "Crew Member of the Year," but it didn't quite work out for me to make some heartfelt comments at the banquet so I'd like to express them now.

First, I'd like to thank the SCCA workers who make it possible for us to race and for me to earn part of my living. Without you, we don't have squat, so to speak. In my eyes the two hardest working guys at the track, event in and event out, are Bud and Bob.

I am often in awe of how hard they work and they deserve every bit of National recognition that they've received. I've been a race mechanic for over thirty-five years and have been to a lot of tracks and I must say, our registration is the easiest, most racer friendly I've ever dealt with. Many times, one cringes at the thought of having to register for an event; but here, Karen, Judy and their staff make it so easy, effortless, and painless it's a non issue.

Second, I'd like to thank Gary Bockman for driving the piss out of anything I put under him. We were fast at pretty much every event in a variety of very different cars and set a few lap records. A testament to him, though, was a fourth place result in the Saturday SM race in October with a car that was definitely not a fourth place car. His will, determination, and skill carried that pooch that day and clinched the SM championship. I've worked with some world class drivers; Redman, Hobbs, Follmer, EFR, Willy T, Tommy Archer and have won pro races with all of them and I have no hesitation at all about including Bockman in that group. Racing is a cruel sport and not everyone with world class talent gets the opportunity to display it on a world stage and that's no truer anywhere than here in Oregon with Bockman and Todd Harris.

Finally, I'd like to thank the guys I work with. Norton Gaston has forgotten more about making a race car go fast than most of us will ever know. As a person, he is the nicest, most honest, most decent person you could ever hope to meet. I wish I'd have gotten to work with Kevin Keenan when I was seriously Trans Am racing because he's the kind of talent that we all dream about working with. I know he would have helped add to my 21 wins.

And Boyd Campbell, Mark Scholz, Will Schrader, and Gayle Covert are so easy and fun to work with because they're skilled and dig being at the track helping Gary try to achieve his dreams. So let me end with the trite but true saying that, while the award may have been presented to me, it reflects everyone I worked with because I sure couldn't have done it by myself.

Thank you,
Pat McFall

straight line

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The Duck Stops Here

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

Get Ready to Race this Year

I am very unhappy to learn that the Oregon Region is experiencing the same financial problems that are confronting SCCA at the National level, but I will leave that situation to be addressed by our elected board officials, Road Racing Director Todd and R.E. Jeff, in their columns.

Two things are certain. We are going to race this year, and we will have a school in April. Toward that end, this is the first call for instructors. PLEASE drop me a call or an e-mail to volunteer.

This month's sick call is for Cathy (The Witch) Frasier, who is spending more than too much time between the sheets awaiting surgery. Word on the street is that once that gall bladder is gone, we can count on seeing that red hat back on the corners.

When we get back to our favorite city park be sure to check out the vintage group.

Word is that the 1974 winning Rose

Cup car is returning and yes, it is still a McLaren (but NOT orange).

Congratulations go out to Eric Purcell and his new wife Robin on their recent marriage. I am still awaiting the full report from Norton Gaston.

The newest grandparents in Oregon Region are the Loynings, whose daughter Nikki had little Leah Jeanne recently. Congratulations also to Heather Dunn on her December wedding.

I am sad to report that one of the original SRF racers has put his blue #22 up for sale. I have heard that business will keep Bob Brands away from the track more than he would like. Bob plans to continue racing, in a rented ride from Greg, when his work schedule permits

Speaking of SRFs, they will look much sexier in 2006 with the bold gold Goodyear name on the sidewalls and the new exposed cutout look on the tail.

A tip-of-the-helmet goes out to Mustang man Frank Mckinnon on his third place finish in the La Carrera Panamericana race. Another tip-of-the-helmet also goes out to Mark Goodman for making the ICARD happen in 2005. YES he did miss two events (some people do have money paying jobs<G>).

Which bring us to a call for his replacement for the 2006 season. Please contact the region if you wish to help us provide this service.

Condolences go out to corner worker-steward-racer Mark Schue on the loss of his beloved Alice.

In closing, a final tip-of-the-helmet goes out to Bill "The Admiral" Halsey who recently passed away. For years Team Screw raised the bar for fun in this sport. So, no more XXX greeting cards for Mindy, and no more "Want a piece of candy, little girl?" R.I.P. Admiral, you will be missed.

Until next Month,
Duck-Out.

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Road Rally and Rallycross Events Set

It's getting to be that time again; another season of rally activity is fast approaching. We will be starting the year with a rallycross event on March 26th at Washington County Fairgrounds. I can tell you we have eight dates picked for rallycross events in 2006, and an aim for all to happen but we'd be happy with six.

Our new rallycross director, April Smith, is getting rallymasters lined up to design courses, if you're interested please e-mail her at asrmotorsports@yahoo.com. Dates are posted at oregonrally.com and in your Loud Pedal.

On the road rally front we are sanctioning another double national course rally weekend headquartered out of the far northern end of Oregon Region, in Centralia, Washington. Bet you didn't know Oregon Region extended up that far into Washington, did ya? Surprise! The Rose City Challenge name will stay with the event, since as it turns out Centralia is also a Rose City!

The Rally Round PIR will also return the weekend of July 1-2. The event will be geared toward raising a charitable contribution for the fight against Parkinson's disease. Several rallyists are affected either themselves or close family and we have decided to adopt the local Oregon chapter as the beneficiary. With any luck we will announce soon an exciting start location and of course we wouldn't think about not running the regularity loops at PIR in conjunction with the road races that weekend.

Other events could pop up soon from the region so keep an eye on oregonrally.com and your Loud Pedal for announcements. Honors this month go to Mark Tabor who tirelessly attends to the rally finances and prepares our statements to the Board. To Kevin Poirier who attended the Reno NorPac Convention on behalf of rally and who brought the charity event idea to the forefront.

This month meet April Smith, your new rallycross director. A resident of Vancouver, WA, April has been active in about every vein of motorsport imaginable, two wheels and four. Before finding rally April continues to be a steady competitor in motorcycle and conventional drag racing, and before that, oval track racing.

A dyno operator for Halton Tractor, April's mechanical knowledge is impressive by anyone's standards, only surpassed by her ability to invent new ways to efficiently run vehicles on water. Only in her mid twenties, the future looks bright for April, who last year started competing in stage rallies in a rented vehicle from the vast Tabor Rally Team fleet.

Currently she is working on upgrading into her own stage rally car, but will still be terrorizing the rallycross

circuit in her Geo Metro and running on both sides of the car in road rallies. We are lucky to have someone with her drive and enthusiasm running the United States best rallycross program.

We in the rally department think the new Loud Pedal editor, Randy Unsbee is doing a fine job and before long this publication will be back to its award-winning self.

Oregon Region SCCA-Rally Dept Profit & Loss January through December 2005

	Jan - Dec 05
Ordinary Income/Expense	
Income	
400 · Sanction Fee Income	3,063.00
401 · Overhead Income	749.85
410 · Other Income	17.85
Total Income	3,830.70
Cost of Goods Sold	
500 · Stage Rally Cost of Events	
500-60 · Sanction & Insurance	-450.00
Total 500 · Stage Rally Cost of Events	-450.00
501 · Rallycross Cost of Events	
501-6 · Sanction & Insurance	3,088.00
Total 501 · Rallycross Cost of Events	3,088.00
502 · Road Rally Cost of Events	
502-3 · Sanction & Insurance	20.00
Total 502 · Road Rally Cost of Events	20.00
Total COGS	2,658.00
Gross Profit	1,172.70
Expense	
610 · Public Relations	60.75
644 · Equipment Expense	121.50
681 · Postage	13.32
Total Expense	195.57
Net Ordinary Income	977.13
Other Income/Expense	
Other Expense	
810 · Oregon Region Overhead	757.25
Total Other Expense	757.25
Net Other Income	-757.25
Net Income	219.88



The Speed is Out There

Eric Purcell

Email: efm@integraonline.com

Drag Out Those Notes!

Way back in October, when I last had the opportunity to write this column, I talked about testing, practicing, and driver training. After a break for the Holidays, my wedding and an all too brief vacation, I need to get back to that topic, but only after some thoughts about getting out of the winter "off-season".

During this time of year, when the rain is pouring down and we get what seems to be six hours of daylight, it's easy to let the days slip by without getting anything done on your race car or your plan for the coming season. But the season will be on us sooner than you think, and the time to get to work is now, if not before! Some of your fiercest competitors may have already run a national or two by being "snowbirds" and dragging down to Phoenix or California for the early races. If you aren't one of these dedicated (and well-tanned) individuals, then you need to get to work right now to begin to catch up. While it's nearly impossible to test this time of year without traveling at least a full day, what you can do is prepare both the car and a plan for preseason testing.

Drag out the notes from last season, and review them for items that need to be taken care of on the car, trailer and equipment. Create a work list, and start getting to it! Nothing is more frustrating for professional prep shops than going nearly broke in December and January, then having to turn away work in the spring because everyone procrastinated until the start of the season. Often times you will save on the bill by getting

your work done early, when the shop isn't so busy and they can concentrate on your project.

Also dig through the notes (and data if you have it) to look for trends and issues with the handling of the car. A review after the dust has settled on the season can often be very enlightening. You may find things that were buried deep in the "forest" when you were too busy looking at all the trees (or putting the forest fire out!). Based on last years' information, you will have an idea of what your testing program needs to be focused on this year.

In developing your test plan, examine ALL the things that can be changed on the car, and decide how important each of them are. Prioritize the list accordingly. Just a small part of what you might test: spring rates, sway bar settings (more or less front, more or less rear, more or less overall), tire pressures, camber, caster, toe, bump steer, tire compounds, spring preload, downforce (more or less overall, more or less front or rear), rake, ride height, bump rubbers, brake pad compounds, shock settings, shock pressures, shock valving, gear ratios, limited slip percentage, brake bias – well, you get the idea. If it's on the car, and can be adjusted, your goal is to find the optimum setting for that part of the setup. Of course optimum varies with the track, track conditions, weather, etc. All the "best" settings are a moving target, but by working with all the variables in the setup, you will learn what generally works well and what doesn't. This knowledge is infinitely more valuable than knowing the perfect setting for any

single variable.

The notes that need to be reviewed should not be limited to the car. The driver needs to dig through his own notes about each track that you plan to run at in the coming year, and get his mind back to thinking of how to drive these courses. The exercise of running mental "laps" of each course can go a long way to being better prepared to drive. After all, to paraphrase Yogi, driving is "80 percent mental and half physical".

So, after you've fixed the car, repainted what was messed up from last year, and thought through your schedule and test plan, you're finally ready to get to the track. Be sure to have enough tires and fuel for what you plan on testing. The other costs associated with testing – track rental, time off of work, wear and tear on the equipment, etc. – are far greater than another set of tires or another ten gallons of race gas. Plus, you will use up the tires or fuel later in the season anyway. Don't just test on worn out tires from last year! One or two good sets from the previous season are about all you can use to good effect, and these sets really should just be used for getting the "rust" knocked off the driver.

A word or two about testing in the rain: In the Northwest, you will likely have to race in the wet at least once a year (or should I say you might get to race in the dry once a year?), so don't be afraid to test in the wet. If you haven't tested in the wet before, or you have made several changes to the car, getting a good wet setup can be an awesome tool to have later in

the year. If you already know what to do if it rains, you will be ahead of more than half your competitors already. On the other hand, if you already have tested in the wet and are very confident about your wet setup, then you can save your money for drier days. There really is only so much you can learn testing in the rain, and the risk/reward ratio is much less than testing in the dry.

The first test day, at least for the full morning of the day, should be spent on getting the driver and car back up to speed. Unlike ChampCar and Formula 1 drivers, club racers tend to have several months in a row without driving the car. The layoff from October to April tends to take at least half a day to really get "shaken out". During these early sessions, the list of do's and don'ts from my last column apply:

- A) DO enlist the help of a more experienced driver or coach
- B) DON'T keep changing the setup of the car – it confuses the driver
- C) DO change the setup if you have a

consistent imbalance (understeer or oversteer) problem that is keeping the driver from improving

D) DON'T force the driver to drive around problems with the car (see C above)

E) DO use video and or data to assist in the training process

F) DON'T just pound around lap after lap. Keep sessions to 15 minute maximums (and even that is long in my opinion), followed by time to THINK about what the driver is doing out there, and what can be improved. (NOTE: earlier sessions after a long layoff can be a bit longer, but only for the first couple – don't use up all your tires and fuel just getting back out there!)

G) DO praise the driver for things that are being done correctly. Positive reinforcement goes a long way towards building a drivers' confidence – and confidence is SPEED

H) DON'T overload the driver with too many things to work on at once. Focus on one or two corners at a time, and keep things simple.

I) DO Make every lap count - DON'T just drive around aimlessly!

After you are back "in the groove" it's time to start working on the list of issues from last season. Make changes in a methodical approach, and THINK about each change after you make them. Analysis of the information is as important as making the change itself. If you have a long list, don't fret about getting through everything – the remaining test items give you a starting point for next time out.

Keep after it, don't be afraid to make adjustments, and remember – you can always go back to the original setting. If a change is inconclusive, change it back to see if it really did make a difference or not. Put in the simplest of terms, any change you make to the race car can only have one of three results – it's either better, worse, or the same.

If it were all so simple...remember, The Speed is Out There
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Road Race Directions

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

Time for SCCA Annual Tech

The Holidays are over and it's time to get busy working on 2006. I have been sitting down with Race Operations and some of the specialties working on 2006. One thing we decided early on is Pre-Season Tech. There will be 2 Pre-Season tech events this season. Both will be held at PIR in the paddock and in conjunction with Team Continental Driving Schools. The first will be Sunday 2/26 and the second event Saturday 3/25.

You'll have the opportunity to get your SCCA annual and if you sign up for it with TC, some early pre-season

test and tune time as well. You will have to contact TC directly if you want track time. You can find them on the web at: <http://www.teamcontinental.com/> or contact Bob Skinner who is the Driving Master for these events. Other stuff going on, is working to get out 2006 Supplemental Regulations, and finalize the 2006 OR Region Class rules (coordinating with NWR too!)

I attended the NorPac Division conference in Reno Jan 6-8. The convention presents a great opportunity to meet with others in the NorPac division (that's Northwest,

Oregon, San Francisco, Reno, Montana, and Alaska regions to name a few), and some of the key personnel in SCCA National office.

It's a great vehicle to talk to national about how they can help us or how they can stop helping us (depending on your point of view). There is also a lot of good information about how the National SCCA club is running.

I need some driver (and worker) input and help here. We are considering a Driver Volunteer Program.

(continued on page 17)

2006 Test Days

March 9.....	Chicane
March 23.....	Chicane
March 31.....	Chicane
April 20.....	No-chicane
May 4.....	No-chicane
May 10.....	Chicane
May 11.....	Chicane
June 1.....	Chicane
June 7.....	Chicane
June 30.....	Chicane
August 25.....	Chicane
September 7.....	Chicane
September 15.....	No-chicane
September 21.....	Chicane
October 6.....	Chicane
October 19.....	No-chicane

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Something like drivers being able to volunteer say ¼ to ½ day at a time during off time at the events to work with a specialty (and be trained in that specialty). Timing and Scoring, Pre-Grid, Tech, Flagging and Comms, perhaps even E-Crew. Specialty Chiefs

would sign off on the time worked each weekend and after a certain amount of accumulated volunteer time, drivers would get a discount on a Regional entry. I'm looking for Drivers here, not drivers crew pressed into service J Drop me a note and let

me know what you think about the idea and what kind of "time served" would be fair. All for now, see you at Pre-Season Tech.

Todd Butler, SRF73
todd.sherry@verizon.net

OREGON REGION SCCA BOARD OF DIRECTORS MEETING MINUTES APPROVED

DATE: 12/1/05

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Jeff Zurschmeide, Win Casey, Dave Franks, Michael Gatza, Judy Cox

Members: Mary Thompson, Bob Smethers, Paul Eklund, Gary Manchester. Absent: Bud Mansur, Randy Unsbee

Excused: Todd Butler, John Elkin, Karen McCoy

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

MINUTES APPROVAL – Minutes were read and approved (Dave/Mike M/P)

MEMBER COMMENTS – None

NEW BUSINESS – Jeff advised that he has received verbal resignation from Holly Remington & Tami Staley of their positions on the BOD. He anticipates written ones will soon follow.

REGIONAL OFFICE REPORT – Absent

Jeff met with Karen and gave her annual performance review. The only change to her contract is that she will now receive 24 hours paid vacation per year. This is equal to one of Karen's average work weeks. Discussion was raised on the issue of the present office space and location and of any ways that it might be improved. Some suggestions were to move all of the items from the storage room to allow for additional workspace. This issue will be addressed at a later date when we are closer to having to renew the current lease.

TREASURER REPORT – Paul will ask each arm of the club to provide their November bank statement to him for preparation of an audit. He plans to meet with Karen and Todd on the 29th to disseminate any losses and profits and discuss reasons for them. He would also like to get the budgets from each group before the start of the season.

LOUD PEDAL REPORT – Absent

Jeff reported that the December issue is in the mail at this time. He feels that a return to Community Newspapers/Bob Brands for printing etc. will be beneficial to the club. Michael mentioned that he liked the look and the feel of the old format that was used when Jeff was editor and would hope to see a return to that style. Paul mentioned

that he hopes members will continue to submit articles to the new editor. He hopes that they will not hesitate if they did send them previously and they were never recognized nor used.

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – Jeff advised that even though there is not a lot to report from The Properties Committee, they are still alive, taking nourishment and working on our behalf.

RACE OP'S REPORT - Bob gave thanks to Jeff for a great banquet and also to Carries for the awards.

He also mentioned that there is still one outstanding bill from the October event that needs to be resolved. He will get with Karen on that. Jeff asked Bob if he was aware on any upcoming repairs to equipment that need to be done. Bob advised that he was not aware of any immediate need but would check with Bud as well.

DIRECTOR'S REPORTS –

SOLO II REPORT – Solo had another great banquet at The Farmhouse Inn in Molalla. They had some 80 in attendance. Some of those that they would like to thank for gift certificates and donations are: A & T TIRE, COMPETITION MOTORSPORTS, and IMPORT AUTO REPAIR. Their schedule for the new season is developing with 4 events possible at PIR. The majority of their events will be in The So. Paddock and in Packwood.

RALLY REPORT – Absent Report sent to Jeff via e-mail as below:

The November 6th PIR Rallycross was canceled due to deteriorating field conditions. It has become clear that the South Broadacre field at PIR is a summer time rallycross location only. Once again Washington County Fairgrounds has lost the ability to build the Expo Center on the rallycross field, so they have invited us back for next year. We will utilize this field an estimated three to four times, and try to do three at PIR. Hood River remains a possibility for one event only. April Smith has agreed to helm rallycross in 2006. The rally director is very excited about the coming year under her direction. Road Rally needs to know if the All Club Party will be at the July or August race weekend, I remember some discussion about this last month and since we

are planning a charity event in conjunction with the Rally Round PIR we need some extra planning time.

DIRECTOR I REPORT – Open Position

DIRECTOR II REPORT – Judy will start working on the planning for the banquet with the tentative date being Nov. 18th . Hopefully we can have the same location this year as last.

Judy also suggested that the BOD members need to talk to our worker friends and try to find an replacement for the Dir I position.

ROAD RACING DIRECTOR REPORT - This report sent in via e-mail. Todd is on business travel out of town. Todd will also be on vacation 12/3 thru 12/17 and may or may not be responding to e-mail during that period.

2006 NORPAC compiled schedule from Steve Denton aka the "Scheduling Troll" is out and attached. All Oregon Regionals will include Vintage as well. 2006 event fees paid to National (\$275), 1 DS, 9 Regionals and 2 national events. No scheduling fees for Time Trials (yet). Karen to reimburse Steve for fees paid to National.

Proposed fee increase for 2006 for road race entries. This is based upon estimated increase in PIR 2006 fees which should be confirmed at the PIR Users meeting in Jan. Proposal is to take single entry fees to \$205 (current \$195) and maintain all other fees, second entry, second car, National, double Reg per 2005 rates. This collects some additional revenue where it will do the most good, and keeps second entries at a lower level encouraging them. Nationals are already at \$270 for a single entry. We'll finalize any fee increase with the Feb 2006 budget proposal to the BOD.

Planned late Dec meeting at SCCA office to close out 05 books and open 06 under a new format. Current process requires double entry, once in QuickBooks for Road Race and a second time in a spreadsheet to allow tracking of budget to actuals for Road Race. We plan on revising the system to allow tracking to budget and maintaining the books with single entry for 06. It's still using QuickBooks, just set up differently.

Plan to present 2005 close out of 05 budget/actuals in Jan to BOD, but may be Feb meeting at latest. Also plan to present 2006 Road race budget to BOD in Feb.

Concerned member input has us looking at the proliferation of Regional-Only classes. We are working on a proposal to see what criteria could/should be used to determine

when a class goes away. We will attempt to float a proposal with in LP and PDXracer to get enough attention for a general drivers meeting (TBD) in Feb to address. Class committee membership from T&S, Comp Director, 2 active Steward/drivers, myself and said concerned member. If this flies we want to put a system in place for 2006.

That's it, except to note that the Banquet was excellent this year and the venue great. And the awards were excellent. Well done Carrie Sutherland.

ASST RE REPORT - Dave mentioned that the Annual Achievement Report is due in January at Ntl. If anyone has input or comments please get that info to Dave so that he can include it in his report.

He also spoke of a noise variance meeting that he attended concerning Champ Car * ALMS. He relayed comments from neighbors who were guests in attendance as well as information from City Sound Officer. One of areas discussed was just what the economic impact is from the staging of these events, areas like hotels, restaurants etc. There will be another meeting in Jan. to see if the variances are to be issued. The group found Dave's information very informative.

The zoning was discussed with the track named as follows:
Open space
Industrial overlay for noise
75db with the overlay
65db is normal
variance sought is 115db

PAST RE – Win said that he is glad to be back to fill in and serve on the BOD for the next season.

RE COMMENTS - Jeff suggested that we hold the all club party on the July 4th weekend, with the party being on Saturday night. Jeff had copies of a brochure from Ntl entitled, "Get Real Fast". Some of our drivers appear in pictures within this colorful presentation.

The Regional Development Manager, Mike Dickerson is offering up to 1000 brochures to use for recruitment at a cost of \$20 plus handling & freight. It was felt that these would be great to use when welcoming new members. M/S to order 1000 for distribution. (Win/Dave) M/P
M/S to adjourn (Mike/Win) M/P

Respectfully submitted,
Mary Thompson

Road Racing Meeting – None

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Loud Pedal is introducing 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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Non-Commercial Classified Ads

To place a non-commercial classified ad, email the editor: lp@oregonscca.com. Please limit ads to 50 words. This service is free to Oregon-Region SCCA members selling personal property.

Race Cars For Sale

1985 Swift DB3 Formla Continental, excellent condition, low time Loynings 2 liter engine, circuit spares pkg, spare Loynings 2 liter bottom end, 2 sets Magnesium wheels, 1 set new Goodyear mounted rains. \$9,000.

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GT / Production VW Rabbit. Built as GT4. Could be run in GT3, SPU, Vintage. GTL with engine change. 1800cc. Spare 1800cc, Dual 45DCOE carbs, Accusump, Headers, four wheel disc brakes, 4-13x7 BBS wheels, 6-14x6 wheels, Tons more spares. \$8000. w/open trailer.

See pictures and more details at: <http://home.comcast.net/~gt4rabbit/>. Jim Graffy 360-573-5307 after 6PM. gt4rabbit@comcast.net

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

1984 Swift DB-1, Loyning national spec engine, Taylor gear box, professionally maintained, call for spares and details. \$20,000. Call Scott Emerson 604-603-0074 or sle@shaw.ca

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

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

1985 RX7 full race prepared. 12a motor. panhard rear end, Tokiko coil overs and suspension. Full cage 5 point belts. Kirkey seat. Brake bleeders. Turnkey, nothing to be done to go racing. Extra seat for instructor. 503-682-0535

71/2 Pinto Race Car, 2.0L Dan Hall motor with only two vintage events on it. New: Brakes, header, long wheel studs, valve cover, and much more. Approx. \$1800 worth of work just completed by Jess Heitman Racing. Only garage time on motor last year. Fuel cell, accusump, dual fuel pumps, full cage, a number of spares, extra wheels/slicks, etc. \$5000 w/single axle heavy duty trailer that has #3000 capacity.

Will not separate. Lots of fun to drive, low maint. Retiring from racing. Call Robb at 503/492-8512 (no calls after 8:00 p.m.).

Race Cars For Sale (cont.)

1984-87 "La-Z-Boy" Honda Civic Road Race Car #29. Runs RS/SPU/P3 in SCCA and ICSCC. Holds qualifying and race lap records in P3 at PIR in the last 3 enduros. Runs high 1:22's with hot shoe and mid 1:23's with average driver. 2003 finished 1st in class, 2nd overall and finished over 45 minutes ahead of nearest competitor. Held 1 lap lead over entire P3 field in less than 45 minutes in 2005. Car will out muscle most P2 cars down the straight. Fresh (2004) B16A engine (180+ hp) & S1 close ratio gearbox. Type R cams, titanium valves and train, Skunk2 intake/cam gears, DC Sports header, Eric's throttle body, Hasport conversion kit, hydro clutch, Coleman pedals, BIG brakes, 3 sets of wheels (2 mounted), accusump, MOMO seat, Digatron, fiberglass body parts (quick release), lexan windows, 18 gallon cell with dry break, 2-11 gal cans, enduro pit setup, spares. This car was built from the ground up to be a class winner. Purpose built...come and see. Complete package with Pace Shadow GT 24' enclosed trailer \$18,500 or will separate. Can deliver. Contact Steve at MP Racing, 503-639-7000

1963 Austin Healey Sprite, Mk II, Vintage Race Car, 1098cc Engine (New Rebuild), A.P.T. Race Cam, Venolia Pistons, Trailing link rear suspension w/ coil over shocks, Front Carrera shocks conversion, SCCA Racing History, spare Full Race 1098 Engine, spare 1098 block, spare heads, spare ribbed case transmission, Extra rims and other parts. \$7,950.00 O.B.O. Call Ron (360)696-1130 or ronandleann@netzero.com

ITS 240- Rebello engine, AccuSump, locked 4:11 rear end, fuel cell, MSD ignition, roll cage, exhaust pyrometers, Panasport wheels, 2002 lap record at Paciifc Raceway. Photos available. \$8,000 OBO. 206-617-9921 or dmcobain@apsco-inc.com

SRF # 757. Very good condition. Three sets of Weld wheels. Rains. Spares. \$20,500. Service Contract available.

Email or call Greg for more info. 503-285-3308 or Gregmse@comcast.net

90 Spec Miata. Custom cage w/dash crossbar, Mazda Comp suspension, Sparco seat, Sabelt harness, quick release, Italvo Lanti wheel, Auto Meter tach, shiftlight, oil and water temp gauges, Mazda Comp LSD, emergency cutoff switch, convex mirror, Naca Duc, heavy duty radiator, almost new clutch, new or rebuilt calipers, rotors, brake pads, and slave cylinder, stainless brake lines, Koseis w/Kumhos, also stock 14-inch alloy wheels, 5-speed tranny. LOTS OF SPARES! The only thing this car needs is a motor and exhaust! \$8900 until March, then it gets a motor and the price goes up. 503-297-8906 hm, 503-358-5599 cell or fdbourland@msn.com

Highest Offer Takes-99 & 01 Championship Monte Carlos run GT-1 or SPO Tube frame, fiberglass bodied, quick change rear end, power rack and pinion Wilwood brakes, auto meter gauges, ATL fuel cell. Available complete or chassis only. Offers start for 99 chassis at \$6,000 & 01 chassis at \$8,000 highest bid by Feb 05 takes. Everything for sale, gear sets, springs, aluminum radiators, pit cart, Control arms, hubs, spindles, headers, mufflers. Complete turn key starts at \$26,000, 380cid high compression, 18 degree aluminum heads, all the best stuff. Bruce Vollstedt wk 503-291-6642, hm 503-639-0702, bvollstedt@portlandpremier.com

Race Cars For Rent

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

2 2000 formula renaults for testing or west coast Formula TR races. Reasonable rates, call Pierre 503-784-3087

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

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

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

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

Tow Rigs & Trailers

1985 Chevy Dually 3+3 C30 Long bed, white/tan. 454 crate motor w 45,000 miles. Auto/ PS/PB/PDL/Tilt/CC/PW/AC/ Int Wiper/ Tow pack w coolers/ dual batteries & tanks. New radiator/ water pump/ hoses / belts. Near New, 6 tires, Auto service w filter, rear grease, brakes. Has Sleeper behind cab. New Headers not installed. Tows easy. Asking \$4,400.00. Pictures. P D Weaver, 541-431-0884, whitealfa@nu-world.com.

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

1980 Ford E300 1 Ton Dually Van. Former ambulance converted by the Colorado State Patrol into their D.A.R.E. exhibition vehicle. They used it to tow around a jet-powered dragster to fairs and race events. Approx. 40k on rebuilt 460, AT, dual tanks, dual battery system with new high output alternator charging into existing ambulance aux. elec. system. Passed DEQ, new tags. Runs strong & smooth, tow up to 16,000lbs or so. This is awesome must-see vehicle with lots of character and history. Is in excellent mech.cond. and only needs some cosmetics & few odds & ends fixed (headlight switch, fuel-

level sender, air-con recharge). It is ready to tow your racecar long distances and/ or be further customized to your liking. Asking \$4400OBO or trade for? Call Mark at 503-957-4409

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

Truck & Camper Tow Rig: 1990 Ford 250 7.3 liter Diesel Heavy Duty Extended Cab. Heavy duty tow package, air shocks, extra transmission cooler. 1992 Western Camper 11 foot self contained. Both in good condition. Have towed my 16 foot enclosed trailer up and down west coast. All reasonable offers considered. Bud Smola @ (360) 835-7807 or e mail @ budsharon@wa-net.com

Parts and Other Stuff

1985 VW Cabriolet - Burgundy w/ Gray top - 185K miles. Leather, CD, 5 spd, Neuspeed springs, +1 wheels/tires, also original GTI wheels, RabbitHutch sway bars, Personal steering wheel. Maintained by Ric Farrar. Nicest mid-80s Cabriolet in town! \$2000 or trade for hot rod project? 503-638-7300

Radio - Motorola SP50, tuned to ORSCCA frequencies, with charger and spare battery and earpiece/throat mic. Low hours - \$250 503-638-7300

Brand new Sparco EVO 3 seat, red, with steel side mount kit. This seat has never been installed or used, new in the box. Ideal seat for the larger driver as the seat bottom is 17" wide. \$600 or offer. Contact Monty at 503-512-9979

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

Shoei-Snell M90 DOT White Helmet Med. w bag and black Simpson head sock. \$80. Sparco gloves gray/blk Size Medium. \$30. Sparco nomex

boots gray/blk Size mens 11. \$50 All equipment very low hour & in excellent condition. Local sales only please. I am in Portland, OR. Contact Aaron Marking 503-293-2079.

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

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

Street Cars For Sale

'74 Jensen Healey Rdstr. Cream Puff. 82K original miles. Rollbar. Stainless bumpers, exhaust and kick plates. Like new Riken radial 60 steel belted 205/60 on after market wheels. New top and carpets. Yellow w black interior, looks terrific. \$7500. Call Glade 253-847-8326.

1984 Porsche 944 for sale. White w black interior. 98k miles, 4 cyl, 5 spd manual shift, non-turbo, fuel injected. Runs well, rides and handles very nicely, tight clutch and gearbox. Wife says must sell. \$5,000.00. Car in Newberg. email mikesaraceni@msn.com, 503-864-9100.

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

1995.5 Audi S6 Avant 2.2L 5 cylinder turbo quattro. Pearlescent White with black leather interior. All options including 3rd row seat, Bose CD

changer, more. This daily driver has both sophistication and the power to push you to the back of the seat! Problem is, it won't pull a 32' trailer, so I need an F-350 instead. 134K, \$13,900 OBO. Call Dave at 503-640-1199 x5 or rev@teamvrc.org.

Julow Named Next SCCA President

TOPEKA, Kan. (Jan. 27, 2006) – Sports Car Club of America, Inc. (SCCA), the 60,000-member motorsports organization boasting the largest active participant group in racing, announced today that James R. Julow will become its next President.

Julow brings a wealth of industry experience to SCCA, with a focus on marketing and operations. His 28-year automotive career has included stints with all domestic divisions of the current Chrysler Group, including serving most recently as the DaimlerChrysler Vice President of Motorsports and SRT Programs.

"Throughout this process, the Board of Directors' primary goal has been to ensure the future leadership and excellence of the staff for this Club," SCCA Chairman of the Board Robert Introne said. "We met with a number of excellent candidates, and Jim Julow stood out as an outstanding choice for the next president of SCCA. He brings a wealth of knowledge and leadership qualities to our company and has a proven record of success in his past business endeavors."

"Given my broad background in the automotive industry and, more recently, consulting in high-tech growth marketing, I feel that there is a lot that I can bring to SCCA," Julow said. "My goal is to turbo charge SCCA. It already has a great image and excellent programs, and I want to work to take everything to the next level!" Under Julow's leadership, the current Dodge Motorsports program, which includes a successful NASCAR effort, was born. Additionally, the StreetRace Technology (SRT) program was conceived, and he oversaw the launch of the Viper SRT-10 convertible and SRT-4 as well as the distribution of the Viper Competition Coupe. While the Vice President and General Manager of Dodge, Julow set all-time records for sales, share and revenue for the Dodge Division.



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____ County _____

E-mail _____

Single Married Spouse's Name _____ Birthdate ____/____/____

Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children), list names and ages of children **under age 21:**

03 Name _____ Birthdate ____/____/____

04 Name _____ Birthdate ____/____/____

05 Name _____ Birthdate ____/____/____

06 Name _____ Birthdate ____/____/____

Have you been an SCCA member before? No Yes: Year _____ Previous Member No. _____

Please send me a Crew License (check box)

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing Pro Racing ProRally RoadRally Solo

National Office Use Only	
C-	\$ _____
C-	\$ _____
C-	\$ _____
Source <input type="checkbox"/>	

	Annual National Dues		Annual Regional Dues		Total
01	<input type="checkbox"/> Regular Member \$55.00	+	Regular Member \$ _____	=	\$ _____
03	<input type="checkbox"/> Spouse Member \$15.00	+	Spouse Member \$ _____	=	\$ _____
10	<input type="checkbox"/> Family Membership \$85.00	+	Family Membership \$ _____	=	\$ _____
	<input type="checkbox"/> First Gear \$ _____	+	First Gear (Reg. dues) \$ _____	=	\$ <input style="border: 1px solid black; width: 50px; height: 15px;" type="text"/>
	(you must be 21 and under)				

Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH.


VISA MC No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and its _____ (Region Name/Number)
Region and agree to abide by the bylaws.

Applicant's Signature _____ Date _____

**Dues include payment for subscription to SportsCar (\$24 value)
(Dues are not deductible as charitable contributions)**

FEB/MAR 2006 EVENT CALENDAR

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
JAN 30	31	FEB 1	2	3	4	5
6	7	8	9  ORSCCA BoD Meeting	10	11	12
13	14	15  ORG Meeting	16  Solo Meeting	17	18	19
20	21	22	23	24	25	26
27	28	MAR 1	2  ORSCCA BoD Meeting	3	4	5
6	7	8	9	10  General Membership Meeting - 7 PM. Chinese Village Rest.	11	12
13	14	15  ORG Meeting	16  Solo Meeting	17	18	19
20	21	22	23	24	25	26   Solo Kick-Off Party
27	28	29	30	31		



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Change Service Requested
 Issue: February 2006

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