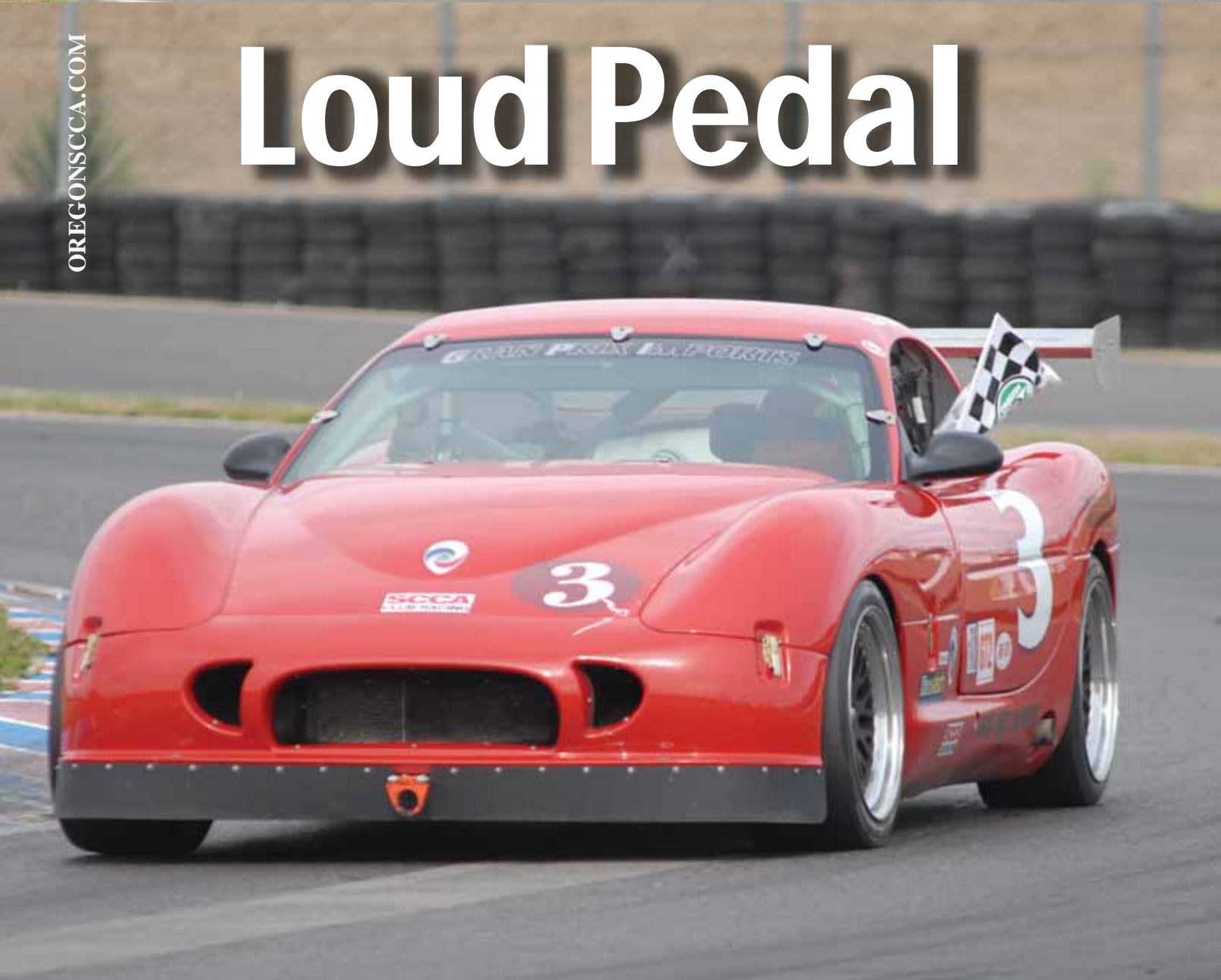




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Oregon Region SCCA Solo KICK-OFF PARTY

WHEN: Sunday, February 11, 2007

2:00PM - 4:00PM

Munchies provided by Oregon Region SCCA Solo

WHERE: Competition Motorsports

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On the cover: Featured cars at the Portland Auto Show included Matt Crandall's Panoz and Ren-
nie Watt's Lotus 23. Cover Photos by Chris Klein of The Digital Perspective (top) and George
Dwinell Photography (bottom). Contents Page Photo by Wayne Flynn.

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

Building on 2006

2006 was a planning, growing and implementation year for formulating an Oregon SCCA integrated marketing communications program. We made advances with this publication, the region Web site and promoting our road race events to key sponsors and businesses in the community. Our first wire service news releases appeared on Yahoo!, Google and MSN and reached over 3/4 of a million readers. *The Oregonian*, *Portland Tribune* and *The Columbian* all carried region race news. With all our success, I still feel we're about half way there and January 2007 is starting out on the right foot.

In just the first few weeks of the month we've lined up a championship road racing season sponsor, three event sponsors, backers for all the road race BBQs and All Club Party, additional advertising for the *Loud Pedal* AND an impressive display at the Portland Auto Show. Better yet, there's more to come. We're looking to add one or two more event sponsors, more advertisers, and increasing *Loud Pedal* circulation to major auto dealers throughout the Portland area. Since much of this happened right at deadline, you'll get full details in the February issue.

All of this means a stronger, healthier organization to serve the needs of all members, no matter what your area of interest. But, we're still just scratching the surface as far as I'm concerned. We can do more with individual race class sponsors and backers for Solo and RallyCross events. The Web site needs a complete revise. If you, the members, have any ideas and recommendations you should email or call the people on the opposite page, or stop them at an event this season and tell them what you think. Please send any advertising and sponsor leads my way.

We've made great strides in the last 12 months, and it's hard to believe this is issue #13 since taking over the reigns of the *Loud Pedal*, but I firmly believe the best is yet to come. Hang on, it's going to be a fun ride! (P.S. I'm looking for rain at the March regional, since the #6 Neon ACR flies in the rain!)

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*Please contact Dave Franks for Vintage Series Points.

Contact Kari Loyning for all other Oregon Region points matters.

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- 80% of SCCA members own their own home or condo.
- 50% own three or more vehicles (4.6 average).
- Over 60% of SCCA members hold professional and/or managerial occupations.
- 65% hold college degrees.
- 89% have annual household incomes over \$50,000, Median HH income is \$98,500, Average HH income is \$105,800.

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An Insider's View of Tech at the Runoffs

by Jim Graffy

The announcement that the SCCA National Runoffs would be moving to Topeka, KS meant it would be several hundred miles closer to us here in the Pacific Northwest. This would be an inaugural event, and how often do you get to be part of one of those? Can you say Road Trip? Getting thumbs up from my favorite navigator and traveling companion, my wife Randi, we planned our trip east.

Randi's role would clearly be supporting Timing and Scoring. I dreamed of taking the 01 SM to be part of the inaugural SM National Championship. Reviewing my finishing positions at Regional events, I decided I would be happier utilizing a different SCCA License in Topeka. My Steward License needs to have some spots punched, so I volunteered for Tech Steward duty. I got what I asked for. Little did I realize what I had signed up for. During the week at the Runoffs, I asked myself that question at least once, but by the end of the week, I didn't regret that decision.

Once on board as part of the Officials team for the Runoffs, I am soon made aware of how seriously this event is taken. The e-mails begin arriving months before the event. "Hey don't bother me now, I'm getting ready for Rose Cup". The tone for the event is set, and I soon learn that Tech is in charge of Tech, and as Tech Stewards we are there to support Tech to assert that their findings are well founded in the GCR, and that necessary paper work is properly filed.

We arrived at Heartland Park on Saturday having covered all but the last 100 miles in the previous three days. We utilized our last stop in Saline, KS, to ensure that the motor home's good water tank was full, and the bad water tanks were empty. We had one of the plush motor home spots at the track, but it had electricity only. The remainder of Saturday was spent getting parked and finding out who was there, etc. Sunday was a pretty quiet day for us. Practice sessions continued and there was a Trans Am Race. Randi spent most of the day in T&S helping set up, getting acclimated, and helping with the Trans Am Race. I spent the day getting a feel for the lay of the land. I spent a bit of time in Tech, but it was quiet there. Nearly all competitors had annual inspections for their cars, so outside of the volume of drivers presenting log books and getting Tech stickers, it looked like a normal Regional pre race SCCA Tech session.

Monday the Runoffs officially began. The organizers had decided that this year ALL pre race track sessions would be qualifying sessions. Our Tech daily meeting was at 7:30 AM, first car on track at 8:30. Our workweek had begun. The workload was divided up with Tech crews to cover each of the classes. Each class had a Line Chief and a Tech Steward. I was assigned to four classes, SSB, SSC, AS, and SM. I worked with three different Line Chiefs.

We were all under the direction of the Chief of Tech, Bill Pichardo (Colorado Region), and Chief Tech Steward, Toni Creighton (Atlanta Region). It seemed like they were always there. The tone that had been set in pre-event communications carried through the week. The attitude was Tech was not there to catch cheaters, but rather to ensure that cars were “compliant”, that is they were following the GCR. If an issue was found in qualifying the Tech crew and Stewards helped as much as we could to help the competitor get it corrected before race day. The goal was to have a field of compliant cars competing for the Championship.

The Line Chief for each class had determined a list of items to check after qualifying sessions and another list for post race prior to the race week. Some items were checked both in qualifying and post race. All cars had a session each of the four days of qualifying. A pull list was made for each session, with the intent being to see each car at least after one of the qualifying sessions. Typically 6 cars were pulled each session. With 63 cars, SM had a larger pull rate, but even then, all would not make it to tech. Let’s just say day four’s list was less than random. Before the SM race all of the top 20 qualifiers visited Tech, as well as a lot of the remainder of the field. For all classes the inspection began with the cars crossing the scales, and most had fuel samples collected and tested. Most post qualifying checks were generally non-invasive, checking ride height, alignment, checking the OBD-II for SS cars etc. SM was an exception but more on that later.

The pull list for post race was the top six finishers, with only the top three being inspected. First place was given more scrutiny than second and third. If a potential problem was found with one of the cars, the others moved up one slot in the post race inspection process. ALL first place cars had cylinder heads pulled at a minimum. Again, SM was the exception.

Fuel testing proved to be interesting. All competitors were required to use track fuel. So one would think there shouldn’t be any fuel issues, unfortunately this wasn’t the case. The big problem was fuel left in the tank would “contaminate” the track fuel. This was an expected problem, and the Runoff Supps outlined procedures to purge the fuel system so competitors would be able to pass the fuel testing. Cars with production fuel tanks had the most trouble. The fuel systems on these cars are designed to not pick up off the bottom of the tank to avoid picking the icky stuff that settles there. So even running the car out of fuel still leaves some old fuel that will contaminate the track fuel. The most surprising problem was the number of cars that didn’t have a fuel port to obtain a sample. As the week progressed the fuel issues diminished. I am not aware of any car that had a fuel issue on race day.

As I have noted previously Spec Miata proved to be an exception to the normal routine of the other classes. This was the first year for SM as a National Class and its first appearance at the runoffs. The class had a grass roots beginning and the rules had various flavors across the country. Three years ago SM became a SCCA Regional class, so there was now a uniform set of rules for the entire country. The class has also been fertile ground for allegations of rampant cheating. With this colorful history the lead Scrutineer for SM, Ty Till (Rio Grande Region), decided to be very aggressive in inspecting cars. With cooperation of SCCA National Staff, primarily Jeremy Thoennes, and Mazda the SM cars were subjected to rigorous post qualifying checks and a grueling post race tear down. The qualifying inspections for SM were as thorough, or more so, than most other classes’ post race inspection, other than removing the cylinder head. Cams were profiled, shocks dynoed, spring rates checked, intake and exhaust manifolds inspected, wheels weighed, proper alternator operation checked, sway bar diameters measured, roll bars checked for creative ballasting, ECUs swapped with SCCA/Mazda supplied units, compression ratio checked with a “Whistler”, and other checks I am not recalling at this moment. Each qualifying day saw a different combination of these checks. Post race tear down included most of these checks along with the addition of cc’ing cylinder head combustion chambers / exhaust / intake ports, weighing pistons / wrist pins / rods / cranks, counting teeth on transmission / differential gears, measuring exhaust system diameters, dropping the front suspension sub frame to ensure it was the proper year, etc. Where other classes had less rigorous checks for second and third place cars, the top five SM were scheduled for the full tear down. Early on in the checks a possible problem was found in one of the top five, so the sixth place car joined the process.

Being this aggressive, Ty was expecting to be a “marked man.” I am happy to report that quite the opposite was the case. Several SM competitors commented that this process was good for the class. (As a SM competitor, I agree.) This was even from competitors that we had found problems with their car. These checks indicate to me that the rumors of non-compliant cars running up front have no basis in fact. By my tally, you had to go well down into the qualifying list to find a car that had compliance issues. ALL of the top six finishers were found to be compliant! The top SM cars are there because the drivers are good.

Some cars were disqualified race day for mechanical issues. I really had to feel for some of the drivers. They were disqualified for problems found in their engines that had been prepared by engine builders. These drivers weren’t mechanics, so they relied on their engine builder. So it pays to do business with folks that are not only good builders, but also follow and understand the GCR.

I came away from the Runoffs awed by the size of the event, 700 plus cars take up a lot of paddock space. I was very impressed with the professionalism, knowledge, and dedication of the Tech crew. Our days started early, and ended late. The lights in the Tech shed generally didn’t go out until 9 or 10 at night. Would I do it again? YES!

EVENT INFO	PLEASE CHECK ALL THAT APPLY	OFFICIAL OREGON REGION ENTRY FORM OREGON REGION SCCA This event is sanctioned by the SPORTS CAR CLUB Of AMERICA, Inc. and is organized and operated By the OREGON REGION and held under the 2007 SCCA General Competition Rules.	ORGANIZER USE ONLY
	<input type="checkbox"/> Regional or Vintage <input type="checkbox"/> National <input type="checkbox"/> Regional/National Combo <input type="checkbox"/> Second Entry Date: Event:		OREGON REGION REGISTRAR 4800 SW MACADAM AVE • SUITE 110 PORTLAND, OREGON 97239 (503) 224-9469 • FAX (503) 224-9542 www.oregonscca.com

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

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

Entry Fees for all 2007 Oregon Region Events EXCEPT Rose Cup Event			
Regional/Vintage	Early Entry (7 Days prior to Event)	\$240	Less than 7 Days or At Track
National		\$315	
Reg/National Combo		\$395	
Double Regional/Vintage		\$340	
Second Entry: Same Driver/Same Car	(Third entry \$90)	\$130	
Second Entry: Same Driver/Different Car		\$160	

It is hereby understood and agreed that the undersigned and the car described here are to appear at the above race meet to compete under the General Competition Rules of the Sports Car Club of America and Supplementary Regulations pertaining to such event. I certify that my car complies with the SCCA regulations pertaining to such. I have thoroughly read the instructions and entry blank and I hold an appropriate license for this event. I further waive all rights and so release unto the Sponsor and the Club the use of my name and photographs of myself and my car for publicity and promotional purposes.		FEE RECEIVED ENTRY \$ _____ SRF etc \$ _____ SM \$ _____ (compliance) WORKER \$ _____ (optional) SM \$ _____ (optional) TOTAL \$ _____
Driver Signature:	Date:	
Entrant Signature: (If other than Driver)	Date:	
Drivers E-mail address:	(Signature required at Registration Check In if submitting via Web or E-mail)	

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

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Expiration Date:	Entry Fee	\$	
Card Holder Name:	Worker Donation (Optional)	\$	
Card Holder Signature:	SM Compliance Check Equip Donation (optional)	\$	
Card Holder Billing Address:			
Total Fees		\$	



Road Race Directions

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

Sign Up for the Driver School; Pre-Season Tech is 2/17

I hope 2006 was a good year for all and that 2007 will be a great year for all.

First Event: As we launch into 2007, the first event is right around the corner, March 3-4. We will have a Drivers School on Saturday 3/3 and a Regional on Sunday 3/4. A draft schedule for March as well as an entry form should be in this issue of the LP. You'll note looking at the schedule that the Regional is 100 percent 1 day, on Sunday only. No Regional practice Saturday. If you want additional practice, we encourage you to sign up for the Pro Drive Test day Friday 3/2.


Move in will be Friday night, Saturday night, during lunch break Saturday, and *if* possible during the school session breaks. Be prepared to wait to get in Saturday between sessions or time your arrival at PIR appropriately! Until PIR gets that bridge built, we're still dealing with track crossing restrictions.

Pre-Season Annual Tech: Once again, Team Continental has graciously agreed to have SCCA present at their Feb 17 Driving School at PIR. We will have Tech open and giving Annuals from 0900-1400 Saturday 2/17 operating from the SOUTH (Rose

Cup Side) of the paddock. You will have to check directly with TC, but last year they ran a special run group for race prepared cars so you may be able to get in some relatively cheap track time to knock off the rust. Again check directly with TC.

After Driver School cars are tech'd on Saturday 3/3, we plan to keep Tech open so early arriving competitors for Sunday's Regional who missed the 2/17 Pre-Season Tech will be able to get annuals and go thru tech as well. So that's essentially 2 days,

(continued on page 17)



Oregon Region SCCA

Drivers School and Single Regional w/Vintage

March 3-4, 2007

Portland International Raceway, Portland Oregon

SANCTIONS: 07-DS-xx-S Regional-- 07-RS-xxx-S 1/6/07 Draft **Schedule V3**

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

Course is: Chicane In Use

Move In permitted after 5PM Friday March 2 via Turn 8 and Broadacre entrance

Saturday March 3 Move In for Sunday Regional allowed during track crossings, Lunch and after 5:00

Saturday, March 3, 2007		Sunday, March 4, 2007		STEWARDS
Begin	End	Begin	End	
7:00 AM	Track Opens	7:00 AM	Track Opens	Chief Steward Regional <i>Jeff Niess</i>
7:00 AM	3:00 PM Registration Open	7:00 AM	12:00 PM Registration Open	Chief Steward School <i>G. Van Horn</i>
7:30 AM	9:00 AM School Participant Tech Inspection Only	7:30 AM	2:00 PM Event and Annual Tech Inspection	Chairman SOM <i>Ken Jones</i>
9:00 AM	4:00 PM Event and Annual Tech Inspection	9:00 AM	9:25 AM Group B + D + E Practice	ACS Operating <i>Don Smethers</i>
7:30 AM	8:15 AM Student and Instructor Meeting	9:35 AM	10:00 AM Group G + C + H + A Practice	ACS Spec Miata <i>Pat Derouin</i>
8:30 AM	9:00 AM Students on Course w/ Instructors In Car	10:10 AM	10:30 AM Group V Practice	NOTES: Schedule may be modified due to on track incidents. Schedule will be corrected at the expense of the offending race group. Mandatory Group C + H Drivers Meeting in Registration (2nd floor) 12:10-12:40
9:10 AM	9:40 AM OW Students on course w/Instructors	10:40 AM	11:00 AM Group E Qualifying	
9:50 AM	10:20 AM CW Students on course w/Instructors	11:10 AM	11:30 AM Group G + C Qualifying	
10:30 AM	11:00 AM OW Students on course w/Instructors	11:40 AM	12:00 PM Group B + D Qualifying	
11:10 AM	11:40 AM CW Students on course w/Instructors	12:00 PM	1:00 PM Lunch C + H Drivers Meeting	
11:40 AM	12:40 PM Lunch	1:00 PM	1:20 PM Group V Qualifying	
12:40 PM	1:10 PM OW Students on course	1:30 PM	1:50 PM Group A + H Qualifying	
1:20 PM	1:50 PM CW Students on course	2:00 PM	2:25 PM Group E Race	
2:00 PM	2:30 PM OW Students on course	2:25 PM	2:45 PM Track Crossing Break	
2:30 PM	2:50 PM Track Crossing Break	2:45 PM	3:10 PM Group V Race	
3:00 PM	3:30 PM CW Students on course	3:20 PM	3:45 PM Group B + D Race	
3:40 PM	4:10 PM OW Students on course	3:55 PM	4:20 PM Group A Race	
4:20 PM	4:50 PM CW Students on course	4:30 PM	4:55 PM Group G + C Race	
4:50 PM	Social for all Workers and all Drivers	5:05 PM	5:30 PM Group H Race	
NOTE: Racing activities off Track NLT 5PM Saturday		5:40 PM	Social for all Workers and all Drivers	
Race Groups School Only		Regional Race Groups		
CW: All non-sports racer, fendered cars		A: SM		G: PCA1 PCA2 PCA3 PCA4
OW: All open wheel cars. Includes SR		B: CSR DSR S2 SS2 ASR FA FC FM FS FSCCA F1000		H: CP1 CP2 CP3 ITR ITS ITA ITB ITC ITE GTB SSB SSC T1 T2 T3
		C: GT1 GT2 GT3 GTA EP FP GP HP SPO GTL SPM BP ST		H (contd): AS Pro7 SPU RS DP
		D: FF CF F500 FV		V: VP1 VP2 VP3 VF/SR



Solo II Report

Andy Howe, Solo II Director

Email: solo.howe@comcast.net

Don't Miss the Solo Kick-Off Party on 2/11

Ay caramba! So much to do and so little time! Why can't the change in leadership happen mid-season when there's less to do?

I think I've figured out that January is the toughest time of the year for the Solo Director. Sure, there aren't any events, but now is when all of the planning is done. Budgets, scheduling, ordering supplies, finding victi... err volunteers to work key jobs. All of that good stuff happens now.

And to top it all off, I have to think about what you (the membership) want and how to best give it to you. Sigh. At least I can look forward to our first event, when I can hand the microphone to an event chair and rest for a few hours.

I'll share that the kickoff party has been scheduled for February 11 at Competition Motorsports. Ron and the crew over there are kind enough to have us back.

I'll even share that I think we'll end up with 8 points events with the first one on March 25th in the North Paddock. After that, it starts to get a little fuzzy.

After all, I still need to call the kind folks at Hampton Mills and verify that Packwood is available when we want it.

And there's an outside chance that we'll travel to a new site in 2007. So, as you can see, the New Year has brought me lots to do.

But it has also brought new opportunities for all of us. Some of us have new cars. Some of us have new classes. And some of us are just looking forward to another chance at our rivals. Or just some good fun.

Whatever your particular case, I doubt that the season can get here soon enough to keep everyone satisfied. I know I'm starting to go stir crazy.

I can keep busy between now and the first event by working on my car. I suspect many of us are in the same boat - I haven't even started working on my car yet. Well, that's not true either... I installed new wipers onto the racecar in preparation for that March event. But let's not think about that.

Let's go over the checklist of items that I need to do:

Install new seat belts (mine are getting rather dated!) Change the filters and fluids. Make any over-the-winter suspension changes and get an alignment. New tires. Make repairs and paint the car. Replace the cracked windshield. Get the car on a scale and make sure that it meets the minimum weight for the class. OK, I have a list that's pretty long. Most of that won't apply to you.

Hopefully my list is a good reminder for you about winter maintenance, even for those of us with dedicated race cars. It's easy to think that the car can roll straight out onto the course after a restful winter, but a little TLC is worthwhile. I don't think any of us want to start the season out on the wrong foot.

Until next month, enjoy the off season. The season really will be here before you know it.

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The Duck Stops Here

Howard Allen, Competition Manager

Email: howduck@qwest.net

Catching Up on Important Details

Some leftovers from last month: Monte tells us that he has had a national competition license for 42 years and has never had a waiver. He is going for 50 years of racing and if you know Monte he is going to make that goal.

Frank McKinnon, winner of the inaugural Lew Scott award, could not pick it up at the banquet because he was in Hawaii!

So this is Bobby & Bud's last year as head of race ops? These are shoes that must be filled, but it isn't going to be easy. These two are irreplaceable when it comes to hard work and team building. They are due much of the credit for making this Oregon Region's race program among the best.

Formula SCCA Goes National

Sports Car Club of America's Board of Directors voted Saturday to grant Formula SCCA national class status for the 2007 Club Racing season.

Built by SCCA Enterprises, the Formula SCCA car previously competed in the Formula Atlantic class, where it was uncompetitive. In spite of its lack of competitiveness in Formula Atlantic, 113 cars have been sold since 2003.

The Board emphasized that, with two new formula car classes approved for 2007, there is a need for consolidation of classes within that category for 2008. Formula SCCA is the fifth new class created for National competition for 2007, the others being B Prepared, D Prepared, Super Touring and Formula 1000. All five classes will compete in 2007 Club Racing National events with the exception of the National Championship Runoffs. Their Runoffs eligibility for 2008 will be based on 2007 participation numbers.

For more information about SCCA, visit www.scca.com.

Heather Dunn Perry gave birth in December to a healthy baby boy. Plan on tracking Diana Dance down during the March driver's school to see the pictures. Also do not forget to ask for photos from new auntie Holly too it would be a contest to see who is prouder.

Speaking of the driver's school, another call goes out for new students and for instructors. This is the most demanding event of the year. (Especially the weather). Did you notice that SFR only has the Thunderhill national in March this year? I guess we can look forward to seeing many people from the south up here for our national events this year. Lawana Poirier, Kevin's beautiful half, recently broke her arm and needed surgery to repair it. Hurry up and heal quickly please, Lawana!

On a sad note Lee Casebeer checks in from the road on his way to Sebring to report that "Little" John Wilson passed away in Tucson AZ recently. NOT to be

confused with the perennial ITS champion of the same name. This John predated my Oregon time but Lee tells me he helped birth Lee and Gail Fetterman as flaggers. R.I.P. John.

Another huge tip-of-the-helmet goes out to Oregon Region's new director, Nick Fluge, who not only supports the Loud Pedal with ads but also has taken on the publicity reins for the region with HUGE results. Many big things are on the horizon as this is written. Stay tuned for the details.

Last month I made a suggestion about a late season event for those of you who may need a late season racing fix after PIR closes in August for re-paving. How about the regional at Bremerton September eighth and ninth? For another month:

Duck-Out!



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- March 3-4 Driver School and Regional Race with chicane
- April 21-22 Regional Race with chicane
- May 11-13 Gran Prix Imports Regional & National Races with chicane
- June 1-3 Rose Cup Races Presented by TCM with chicane
- June 30-July 1 Pro Drive Regional Race with no chicane
- August 25-26 Brewer Construction Regional Race with no chicane

George Dwinell Photography



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The 2007 Vintage schedule has been set and so has the NORPAC Vintage Series.

As usual, every race weekend will include a Vintage grid with the 4 classes within one run group and using a split start.

For more information on this, consult the region Web page at www.oregonscca.com.

The Supps for 2007 are posted and notice a new tire rule for F-S/R class. Stay tuned...we may have some "exciting news" for the Vintage gang in the future concerning another possible feature race.

NORPAC Vintage Series Schedule

4/21-22 Vintage Weekend

Laguna Seca SFR
(counts as 2 races)

6/1-3 Rose Cup, PIR, ORE

6/30-7/1 Vintage, PIR, ORE

7/28-29 Vintage, Bremerton, NWR
(counts as 2 races)

Questions?

Contacts:

Dan Mullin 541-683-109

Dave Franks 503-968-8134



Director Duck

Howard Allen, Area 13 Director

Email: howduck@qwest.net

Reno Convention Report and Awards

You should have been there! Numbers at Reno may have been a little low, but the information was there. In spite of bad weather and a cancelled flight, Jim Julow made it in time for a Saturday night meeting with the five R.E.s who attended.

They had a one hour and forty-five minute closed meeting in which our President briefed them on many of the new programs that will be rolled out at the national convention and other issues of divisional importance.

Among those programs is the Teen Safe Driving program the Foundation is introducing. This program is a fine first step into Solo and time trials for young members. The Teen Safe Driving program is also just what the doctor ordered for the smaller regions.

Other programs to be announced at San Antonio include a newly restyled First Gear program, a volunteer incentive program, and (with luck) the new national rallycross program.

Rumor has it the new solo site acquisition DVD may also debut at the convention. Club racing will have a presentation on driver licensing, schools and how our schools relate to the professional schools.

The NORPAC board is looking at ways to reformulate or reconstitute the mini-convention with an eye to attracting new attendees and drivers. If you have any ideas on improving this event, please contact the board or me.

The Directors Award for Regional Achievement went to SW Montana this year in recognition of their accomplishment in placing second in the country in the 'members per 10k of population' demographic.

The inaugural Driver of the Year for NORPAC went to Andrew Caddell, the Spec Miata Runoffs winner. Currently, drivers in Solo, Rally, Rallycross, Time Trials and Club Racing are eligible for the Driver of the Year trophy. The plan for the future is to eventually expand trophies to more of the areas.

A tip-of-the-helmet goes out this month to the current Woolf Barnato award winner John "the gentleman" Martinsen, who just completed a term as head of the CRB. Another a tip-of-the-helmet goes out to Carol Wilhelm for breezing through hip replacement surgery.

If you ever get a chance to sit in on a Leslie Berry seminar, please do. It is an uplifting experience, as I can personally attest. Her dynamic energy is unmatched. Tom (the younger) Masterson presented a draft of the NORPAC website policy for discussion. This is very good work; do not be surprised if the NORPAC policy becomes the model for the entire club.

Bruce Schlaebitz checked in to say that Big Sky Region will break one hundred members in this its twenty-fifth year. If there was a Reno Rookie award, Zan Brady most likely would have received it. He represented Montana Region for Tom Masterson the "Elder," who was unable to attend. Zan won everybody over with his energy and enthusiasm. His fresh blood is good news for NORPAC and I hope to see him again at Top Gun.

Of course I have gone far too long into this column without giving Margie and her staff a HUGE tip-of-the-helmet for the silent auction. I had to leave before the numbers were finally totaled, but I am told that it raised more than thirty-four hundred dollars this year.

Before I go any farther I can hear Margie in my ear telling me to THANK all who donated items to the auction.

One idea I will have for the NORPAC board to consider is to adopt a smaller region in our division to mentor for a year. This would mean that the other eight regions could examine the practices of this region with the goal of assisting them in recruitment, improving their business model, expanding programs and networking within the division.

Another question before the NORPAC board could be whether the division should buy GCRs for the Divisional Administrators?

Will 2007 be the year that Rallycross expands to more regions within NORPAC? I sure do hope so! Rallycross is another great entry level, low investment way to attract fresh young faces to our club.

The national club is on track to see a net income of around \$350k for the past year. The loan to Pro Racing has not been used entirely and probably will not be entirely advanced. Rob Wildberger the new recently hired President of Pro comes to us from Dodge (surprise?). With thirty years in the business, Rob has all the contacts that are needed to pull Pro up from the grave and make it mainstream.

Rob used to run the black & gold Eagle Talon team in what was then known as the Escort series. Rob has the drive and energy to make it happen and I am sure he is the missing piece to make Pro a success.

Stay tuned next month for the San Antonio report.

Duck-Out



From the R.E.

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

Lot's of Activity Before the Season Begins

Happy New Year! Now that the Holidays are over its time to turn our attention to racing! Our first race is early March - which is coming up quickly. I hope you are all getting your cars ready and thinking about track days and racing. Since the PIR repaving project will end our season at the end of August you need to be sure you get in on all 6 races.

At the first meeting of the new Board we had a lively discussion of the current state of the Club and where we want it in the future. The biggest and most immediate issues we face revolve around attracting new workers and drivers and retaining current members. Having enough trained

workers to run the races and drivers paying entrance fees is essential to a healthy club. We decided to divide our concerns into three areas, Public Relations, Make Racing More Fun, and Internal Operations.

Nick Fluge is taking responsibility for Public Relations; Dan Mullin for Making Racing More Fun; and I will do Internal Operations.

This month I would like to outline what Nick is suggesting and follow up next month with the two other areas.

Nick has recruited SCCA members Matt Crandall, Todd Harris, Randy Unsee, and Bill Lowblad to work with him.

Their goal is to raise the visibility and image of SCCA in the Oregon region in order to attract new members. In addition we want a positive image in the community when discussions about the future PIR come up. Local support is important.

Their theme for the year is "Membership, racing or working, is very accessible for everyone."

Initiatives discussed or planned includes:

· Exhibiting at the PDX Auto Show

January 24-28 - over 100K people attend

- Possible Ombudsman Program for new members
 - Place "Loud Pedal" in Portland area auto dealerships
 - Increase press releases from results to human interest stories in local racing
 - Club participation in a "Neighborhood" event to enhance goodwill with North Portland residents.
 - Cooperation with other clubs
 - Club participation in some improvement at PIR
 - Overhaul website
 - Working with the "Friends of PIR" group on the future of our home track
 - Summer Party (June 30)
 - Fall Awards Banquet
 - Sponsor for entire Road Race "Series"
 - Sponsor for individual Road Races
 - Possible Sponsors for Solo and RallyCross Series'
 - Enhancement of Trophy Program
 - Possible purses for significant finishers
- This is a great start. We actively solicit your suggestions on making SCCA the premier car club in Oregon. Please contact me directly or any other member of the Board with your suggestions.
- Your ideas and participation are important. Now let's go racing!

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(continued from page 9)

before your first Regional, to get that Annual in place. If you plan on more than one race, get an Annual.

Entry Forms: There is an entry form in this issue of the LP. It's up on the web as well. You will note with dismay that entry prices have gone up \$20 for Regional and National entries. We've held the line on second entry, second car, and combos. The reasons behind this are increased PIR fees (we are projected to pay out as much to PIR for 6 events in 07 as we did for 8 events in 06), and only 6 events vs 8 to cover fixed overhead. If we get back to 8 (or more maybe?) events in 08, perhaps we can drop entry fees.

Electronic Entry Form: No not that clunky online WORD doc you edit, save, then mail or fax in. Real Electronic entry. Web based. We're looking into it and hope to have it up and running by early in the season. Stay tuned. OK all for now, see you at Pre-Season Tech or March.

Todd Butler
Road Race Director
SRF73

Register Today for 2007 Club Racing Contingencies

TOPEKA, Kan. (Dec. 22, 2006)
– Manufacturers and suppliers continue to show their support for the SCCA Club Racing program and its participants by offering over \$1.7 million in SCCA-administered contingency programs for 2007.

Kumho tops the list for potential payouts among SCCA-administered programs again this year, posting over \$1 million for American Sedan, B Prepared, D Prepared, Touring 1, Touring 2, Super Touring, Showroom Stock B

and Showroom Stock C drivers who finish on the podium at SCCA Club Racing National events.

Ready to payout over \$350,000 in contingency awards for the 2007 season to competitors in T1, T2, T3, SSB and SSC classes, General Motor Performance Division tops the list of manufacturer programs.

Summit continues their involvement in 2007, with the possibility of doling out as much as \$131,250 to E Production, GT-1, American Sedan, T1, T2, SSB and SSC classes.

Subaru also continues to support Club Racing in 2007 to the tune of \$123,000 for those participating in the T2 and T3 classes.

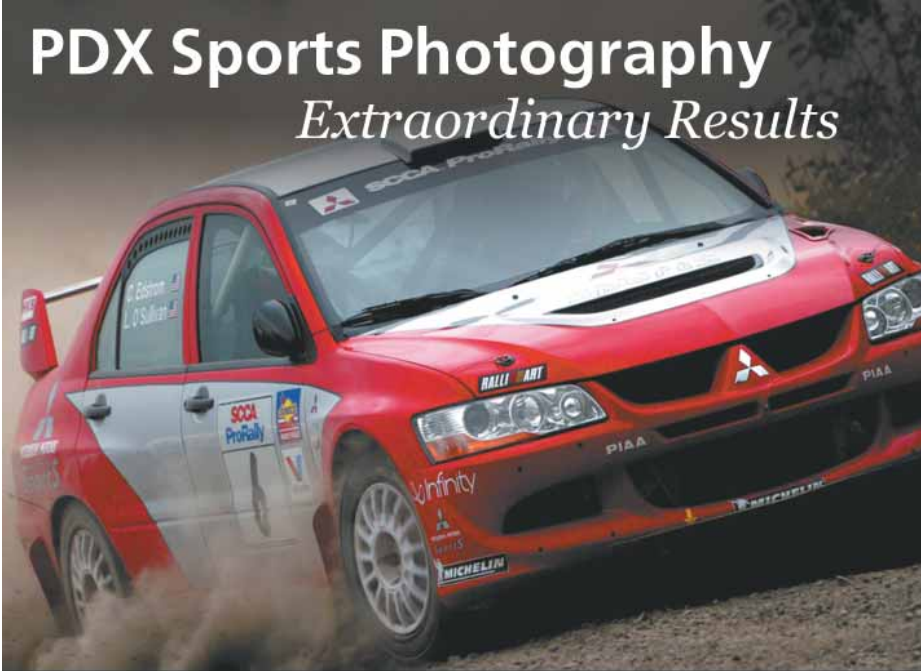
Toyo Tires, a mainstay is SCCA competition for years, is back on board again in 2007, allowing its program participants in Spec Miata the chance to compete for \$78,375.

Goodyear, Hankook, Hoosier, Mazda, Nissan and Toyota are all on board with SCCA Club Racing as well, offering basic national programs for the 2007 season.

Kumho and Hankook will also post Club Racing regional programs in 2007.

Competitors must pre-register to participate in contingency programs. Earnings for each of the 2007 SCCA Club Racing contingency programs must be properly claimed via fax or postal mail. Click here for registration and claim forms.

For questions regarding SCCA-administered contingency programs, contact SCCA Marketing Communications Specialist Jenny White at jwhite@scca.com or 800-770-2055. For more information about SCCA Club Racing or any of SCCA's other competition programs, visit www.scca.com.



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Digging Out Packwood

by Michael Gatzka

Several autocrossers headed to Packwood again on Sunday November 19th, only this time it was not to spend a fun day autocrossing. Andy Howe, Van Havig and I went to Packwood to help the local community dig themselves out of the muck the Cowlitz River had left in their lives. The heavy rain that we had several weeks ago in Portland that had done a fair bit of damage in our coastal range, also left extensive damage up north, including flooding the Cowlitz River in and around Packwood.

Some facts that I learned while we were up there; 11' above normal is flood stage for the Cowlitz, the recent flooding found the water 14' 11" above normal. 7 miles west of Packwood, near the campground, Highway 12 was under 6 feet of water and according to information from Mt Rainer National Forest, the region received 18 inches total rain in 36 hours.

We arrived in Packwood about 10 am and met up with other autocrossers from Northwest Region SCCA and Sand and Sage Sports Car Club from the Tri-Cities. Assignments were doled out at the local relief center by the Sheriff's Deputy.

The assignment for Andy, Van, and I was to help a local resident, Gene, start to get his life in order. When we arrived at Gene's house we met John, a friend and neighbor, who put us to work removing mud from Gene's living room on the ground floor. The river had found its way through and around Gene's house with the water line approximately 24 inches up the walls, and left 3 to 4 inches of mud as a reminder that it had been through.

We got to work and shoveled mud for about four hours. With the help of John, we managed to get Gene's

living room free of mud and the back porch cleared. The porch would allow a place to store furniture while it dried, protected from the rain. We also cleaned the wood stove inside the living room so that it could be used to further dry the house.



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Gene told us that the river had risen very fast, at a rate of 18 inches/hour, and caught him by surprise. He made a 911 call for help around 10 pm and was rescued by military personnel from Fort Lewis.

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When they arrived the water was surrounding Gene's house so they used a boat to get him out of the house while the soldiers walked next to the boat in the flooding river.

Oregon Region SCCA Solo2, along with Northwest Region SCCA and Sand and Sage Sports Car Club will be making financial contributions to help with the continued recovery of those affected by the flooding.

The following people worked in Packwood on the weekend of November 18th and 19th in Packwood Washington to help the community recover from the flooding.

From NWR-SCCA:
 David Lewis and son
 Dieter Beldi
 Karl Coleman
 Amy Olson
 Kim Littke
 Drew Hanft

Keith Brown
 Tim Irwin
 Ron Bauer
 Sean Green
 Brianne Green
 Alan Dahl
 Jerry Lamb

Sand and Sage Sports Car Club:
 Mitch Lewis
 Lynn Rogers

 OR-SCCA
 Andy Howe
 Van Havig
 Michael Gatz.



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 and return, with payment to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____ / ____ / ____
Address _____ Telephone (____) _____
City _____ State _____
Zip _____ County _____
E-mail _____

Have you been an SCCA member before? No Yes: Year ____ Previous Member # _____
 Single Married Spouse's Name _____ Birthdate ____ / ____ / ____
Spouse Member Number If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children **under age 21**:

Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____
Name _____ Birthdate ____ / ____ / ____

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 Rally Solo

To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

Annual National Dues		Annual Regional Dues		Total	
<input type="checkbox"/> Individual Member	\$ 60.00	+	Individual Member	\$ 20.00	= \$ 80.00
<input type="checkbox"/> Spouse Member	\$ 20.00	+	Spouse Member	\$ 5.00	= \$ 25.00
<input type="checkbox"/> Family Member	\$ 95.00	+	Family Member	\$ 30.00	= \$ 125.00
<input type="checkbox"/> First Gear	(you must be age 21 and under)			\$ 45.00	

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Applicant's Signature _____ **Date** _____

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OREGON REGION SCCA BOARD OF DIRECTORS MEETING MINUTES

DATE: 12-7-2006

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Dan Halloran, Dan Mullin, Jeff Zurschmeide, Todd Butler, Andy Howe, Nick Fluge
Members: Mary Thompson, Karen McCoy, Bob Smethers, Bud Mansur, Randy Unsbee, Paul Eklund, Don Smethers, Dave Franks, Lans Stout, Michael Gatza, Shirley Sanders

Excused: Judy Cox Absent: Charles Buren

CALL TO ORDER – Dan called the first meeting of the new BOD to order at 7:00. MEMBER COMMENTS – None

NEW BUSINESS – None

REGIONAL OFFICE REPORT –

Billed 90 hours in October

=Billed 27.5 hours in November

=Forecast 20 for December plus 24 hours PTO (44 total)

=In order to meet budget, office will be closed week between Christmas & New Year's

=Financial reports are provided for your review

=All bills have been paid

=Bank balances are:

Road Race \$76,756.10; Region \$2,110.35; Properties \$3,627.55; CD \$10,000

=Renovation of region office has been completed--it's great!

=A HUGE thanks to Don Smethers for his work on researching the best solution for the region Office.

=Thanks a bunch to Win Casey, Judy Cox, Dave Franks, Michael Gatza, Dan Halloran, and Bob Smethers for their assistance in getting everything moved out & back in for the remodel.

=Please stop by to see your new office!

TREASURER REPORT – Paul would like to have each venue to submit to him by 12/31/06 their balances, payables, receivables and an estimate of their assets.

LOUD PEDAL REPORT – Randy needs every ones' columns as he is just about ready to go to press. He once again thanks all of those who so graciously sponsored the region to the heights that they did this year.

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – Lans Stout spoke at length about the past three years efforts on the behalf of the committee for this project.

This committee has traveled and talked with many site owners and town administrators to try to find a suitable site at a price that is within the guidelines set up for this project. Several times it seemed that they were on a viable path only to find inconsistencies or costs that did not make them within our specs.

Lan's recommendation was that we might be best served to try to partner with a developer with the idea that OR Region would be the anchor tenant of a venture that they might be considering ie: hotel etc.

Dan felt that with the limited resources that we have and to move more dramatically with this project to see if our search is reasonable, that we try Lan's suggestion and actively seek out a developer within the next 6 mos.

A motion was made to go forward and see where we stand in 6 months time. M/S (Jeff/Todd)

RACE OP'S REPORT – Bob advised that Randi Miller-Graffy has agreed to be the New Worker Ambassador. She will work on job descriptions for each specialty and assist new members to find a spot at the track that interests them.

DIRECTOR'S REPORTS –

SOLO II REPORT – Andy advised that he was working on dates with Mark for the new season. He also mentioned that he would like to see their group go back to issuing trophies for the end of the year award ceremony. He will work toward this goal.

RALLY REPORT – Absent

Jeff advised that he knew there were plans for a multi day rally like the old Port Orford Rally as well as a 3-day event over the Cascades and the Rally Round PIR, Parkinson benefit to be held in conjunction with the All Club Party on June 30th. Their schedule has yet to be finalized.

DIRECTOR I REPORT – The banquet appears to have been a great success. We had more people than food, and tables and chairs!! I would like to thank the

guys at Gran Prix Imports, who felt sorry for me and helped with the set up of the tables and chairs.

We do seem to be in a bit of negotiation with Uncle Wally's about the bill. When we realized that we had more people arriving and paying at the door, we had to stretch the food. I spoke with Maria with Wally's and she said we should be ok. About 2 days after the banquet was over, I received an additional invoice for the "extra" people. I am disputing the additional bill, Wally's did not bring in additional food, and we made due with what we had so there fore I do not feel we should have to pay for those additional people. I also was not told by Maria at the banquet that there would be an additional charge. I have not heard anything more from them. I will keep the board informed of any additional information as it becomes available

DIRECTOR II REPORT – No report but looking forward to the season.

ROAD RACING DIRECTOR REPORT – Todd advised that there will be a track rental increase but at this time he does not know just what that increase is. It is possible that other costs will increase as well ie: ambulance, security, porta potty's etc.

All of these increases are passed on to each user of PIR and that is what necessitates any increase that will occur in entry fees. Todd is hopeful that these will be minimal and thus not create a hardship for our drivers.

Todd discussed financials a little and will start getting ready for the new budget meeting that will be forthcoming. He tried to generate interest in co-sanctioning a double regional in Sept. with NW Region but there was no interest by them in doing so. Todd has encouraged the Grass Valley track creators to try to obtain SCCA certification. That would offer another site for our drivers to run in addition to PIR.

Todd also spoke about utilizing an on-line registration system, which is currently used by SF Region as well as Porsche Cars and others. This would be a great asset for the drivers and would make registration much easier & quicker. The must be correlation with T&S if we do utilize this in the future and he will schedule a mtg with the chief to discuss this issue.

PAST RE – No report

ASST RE REPORT - Dan #2 is ready to get the season going.

RE COMMENTS – Dan wanted to use this first meeting to define the following questions:

- What do we want to achieve this next year
- Why do we do what we do
- How do we survive....environment, finances etc
- How do we keep happy
- How do we keep members
- How do we manage ourselves

Some of the replies to his questions were:

- We need to have financial stability and accountability
- We need to find out why novice drivers return is not in better numbers
- We need to find out how to solve worker burnout...more education? New blood?
- We need more racers....need to work on enticing new drivers
- We need to make members feel more like members

One comment was that drivers that race both find the following:

- SCCA makes you be more prepared with your car and has more rules and regs
- Conference is more forgiving

Todd suggested that the top 3 on his list would be:

1. Financial status
2. Ambassador for new drivers & members
3. Member retention and recruitment

Jeff felt that his top 3 would be:

1. Financial responsibility
2. Worker retention
3. Driver development

M/S

Respectfully submitted,
Mary Thompson

Road Racing Meeting – Jeff mentioned that several drivers mentioned that they would like to see driver end of year awards reviewed.

Commercial Classified Ads

Commercial classified text and display advertising as a very affordable way to reach our readers. Text ads are \$5 for the first 20 words and 10-cents per word thereafter. Display Classified ads are as little as \$5 per column inch. Submission deadline is the 10th day of the month prior to publication. Please contact the editor for further information.

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To place a non-commercial classified ad, email the editor: lp@oregoncca.com. Limit ads to 50 words. Free to Oregon Region SCCA members selling personal property.

Race Cars For Sale

GT1 TransAm Camaro. For photo and details log onto GT1DA.com, Click on “Cars and Parts”. Click on “Cars”, scroll down to “Riley & Scott TransAm Camaro”. Mike Rockett.

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. If you want to win here it is. \$19,500. Dave Palmer 503-720-7711 dprotor@comcast.com

1998 Ford Contour, Ex-World Challenge car. Eligible for USTCC, SCCA ITE or similar, fresh 3.0 liter SVT engine w/ zero time, quafe LSD, pro-level chassis with custom control arms, spherical bearing joints, double adjustable remote reservoir dampers, Wilwood brakes, lightened steering rack, cockpit adjustable sway bar and brake bias, World Challenge-quality 8pt roll cage, dual fuel pumps, fuel cell, spare set of panasport rims, and much more. This car is always a favorite in the paddock with fans and drivers. Cost to build was likely close to \$80k. Asking \$10,500. Located in Port Orchard, WA. (360) 471-8566 anytime.

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IMSA GTO space-frame Corvette. Carbon fibre/kevlar body panels. Complete set body

molds. Spares. Best Offer. Pictures available upon request. Pat Ushr 503-805-5252 sunset engine@comcast.net.

#92 yellow 1979 first gen. RX-7, Built to E Production specs. Also runs SPU, Vintage VP-2 and GT-3. 6 time regional championship car. Three set sets of wheels including Hoosier rains. Very well sorted and inexpensive to maintain. \$12,500. Email charlieburrows@comcast.net for pictures or call 503-706-8412.

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

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

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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 Car-

ra shocks conversion, SCCA Racing History, spare Full Race 1098 Engine, spare 1098 block, heads, 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 rearend, fuel cell, MSD ignition, roll cage, exhaust pyrometers, Panasport wheels, 2002 Paciifc Raceway record. Pix available. \$8,000 OBO.206-617-9921, dmc bain@apsco-inc.com

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

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Tow Rigs & Trailers

2000 Ford F250 Super Duty Super Cab Long Bed - Lariat - V8 7.3L Turbo Diesel - 10,000 lb. towing capacity - 75,000 miles - \$18,250 - Sports Car Shop - Contact Joe or Bob at #541-683-6101

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