

Loud Pedal

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MASTERS IN RESIDENTIAL CONSTRUCTION



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Photo: Doug Berger

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Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Be a Part of the Action Today

"How can I get as close to these drivers and race cars as I can?"

"What does it take to be one of the drivers, and how do I get out on the corners?"

Many of you would like to be more than a spectator this weekend at the Rose Cup and Champ Car race weekends, but you're not sure what to do. The answer is simple: join the Oregon Region SCCA, volunteer for one of the dozens of opportunities that are available to you, and get out on the track.

If racing isn't your cup of tea, then feel free to take part in the many rally, rallycross and autocross events held by the Oregon Region SCCA throughout the year. You won't meet a better group of people, or be a part of a more thrilling sport. Take my word for it. I really enjoy stick and ball games, but I love motorsports.

I've been directly involved for over 50 years and it's more exciting every day.

Just to prove the point, there are people in this sport who really feel they are part of a huge, extended family. Just take a look at Marshall Atherton and 99 West Trailers and 99 East Trailers who picked up the tab for the workers BBQ last race, and Gary Bockman & Son who are footing refreshments at the Champ Car weekend.

How about the Spec Racer drivers who are sponsoring the All Club party at the PRO DRIVE Independence Day Double Regional on July 1-3, and the Spec Miata drivers backing the worker BBQ at the Brewer Construction race in August? Then there's Monte Shelton Jaguar who are backing three race weekends and the worker BBQs at three Oregon Region SCCA races this season. Add in Gran Prix Imports and all they have done for the workers, race weekends and event sponsorships this year and last, and you have extended family worth bragging about.


Please send address changes to:

Oregon Region SCCA
4800 SW Macadam Ave., Ste. 110
Portland, OR, 97239

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*Please contact Dave Franks for Vintage Series Points.

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

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A BIG THANK YOU

Thanks to all who helped put together a great display at the ATV & Off-Road Expo on May 7th. We had lots of brochures, Loud Pedals, and other information to hand out to interested visitors to the booth. The "big draw" for our Oregon Region display was the beautiful rally car brought in by Steve & Kathy Greer.

The car attracted a lot of attention and we really appreciate Steve & Kathy's extra effort to get the car to us--in spite of the fact that they were leaving town for the weekend! Also, thanks a bunch to Win Casey for helping set up and to Bob Smethers for helping take down.

Bob had his own stuff to deal with (the TC Band was playing at the Expo), but he was most helpful in loading my pickup truck to take everything back home.

And, of course, thanks to Kolbe for providing the booth to us at no charge--and in a primo location, too!

Karen McCoy

ANOTHER THANK YOU

I discovered after being hospitalized for nine days, how important my racing family is. I didn't realize how many "family" members I had and how many people so concerned about my health.

There is just no way I can really thank the racing family for all the e-mails, phone calls, visits, and special thoughts. Both, SCCA, Oregon Region and Cascade Sports Car Club sent me flowers.

Cascade sent some at my house on a day that started out real lousy. So to the racing family.....THANK YOU!

Margie Swanson

GREETINGS FELLOW SOLOISTS

It is getting closer to the 2006 Tire Rack SCCA Solo Nationals – which starting this year will be held at Heartland Park Topeka (HPT) race track. Because it is a new venue and because it is very different from past Solo Nationals sites, there seems to be much speculation and many wild claims flying around the internet and Solo events around the nation. I hope to address some of these speculations and claims in this letter.

I should probably also mention that Karen Babb and Kevin Youngers, arguably two of the nation's best Solo course designers, have been assigned as the Course Designers for the 2006 Solo Nationals. All of us arrived a day prior to the 2006 SCCA National Convention to visit the site for mapping and planning purposes.

The following is taken from some excellent correspondence recently received from Karen Babb, and I wholly agree with her observations and comments: "I have never seen this good of a blacktop surface anywhere. Very close to flat, very smooth.

The HPT site is logistically completely different from Forbes, "New-Salina", or "Old-Salina" in that the courses will in essence be side-by side with a "buffer zone" between them, making it somewhat conceptually akin to a typical Pro Solo layout, but rather larger.

Yes, the overall square footage available to each course is not what it was at Forbes, particularly in comparison to Forbes-North. However, it must be remembered that only a fraction of the Forbes area was actually usable. Typically layouts had to tiptoe among the land mines, trying to use the best (or least bad) of the available surface. Routes were constrained, as



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were in most cases widths and directions. The actual usable square footage was probably less than 25% of the total area at the North end. The need for overlap and separation had to be dealt with as the surface allowed.

At HPT there are no such issues. No grates, poles, peaks, valleys, holes, frost heaves, snakes, etc. So the course can be routed wherever it needs to as the desired elements and separation requirements dictate, not as the surface dictates.

This offers considerable freedom in what elements can be used, how they can be connected, and how they can be oriented, even within the constraints of needing the Start and Finish on a particular end of the available area. This type of openness makes possible the use of a variety of space-saving methods that can if necessary compensate for a somewhat smaller overall area.

The route length on my 2003 South course was approximately 3650 feet; available route lengths in preliminary sketches on the left side of the HPT pad have yielded lengths of 3500-4000 feet. It's largely a matter of being able to make the best use of the available space. Many details (e.g. Grid locations and ingress/egress points) have yet to be finalized,

but it looks pretty good at this point. It should be remembered that a very big complaint year after year from members at the Town Meeting was about the deteriorating Forbes surface. The move to HPT was largely driven by this input. It seems counter-productive for members to assume the worst about getting something they asked for, even before they see the actual hands-on results of the change.

At this point I'd just ask that people stay tuned and have a little faith in the event Chairman, the course designers, the Nationals event officials team, and the National Staff to provide a Solo Nationals that won't beat their car to death, and will offer improvements they can all appreciate.

Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me." – Karen Babb

I would like to add to her comments that holding the Solo Nationals at a purpose built race facility, instead of a location designed and meant for other uses, really makes a positive impression. Everything at the site is about racing and competition. This means that HPT has erected buildings designed solely to function for the needs of automotive

competition. For example, the scales are permanently mounted and located inside tech/impound building – out of the weather. There are real toilets (flushies!), a paddock wide public address system, garages for rent, a registration building/parking lot that is on the way in. There is also a beautiful track that surrounds the paddock and Solo course area. Who knows – there may even be cars running the track while we are there! All of this adds greatly to the overall competitive feeling and gives credibility to what we do.

It only seems fitting that the Solo Nationals be held in a purpose built race facility instead of a parking lot – a place where the Nation's best will compete for a chance to earn their 2006 Solo National Championships.

If I may steal a line from Karen's correspondence above, I think it is worth repeating:

"Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me"

See you at the 2006 Solo Nationals

Roger H. Johnson (Houston, TX)
Solo Nationals Event Chairperson



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Double Regional July 1-3, 2006



Portland International Raceway



Top Dead Center

Jeff Zurschmeide, Regional Executive

Email: zursch@oregonscca.com

Welcome to the Oregon Region SCCA

Welcome to Oregon Region Sports Car Club of America (SCCA). This issue of our Loud Pedal magazine is designed to introduce you to the many opportunities for active participation in motor sports offered by Oregon Region SCCA.

As you look through this complimentary issue, remember that every one of our members is no different from you – we are regular folks with day jobs and families, who have made the decision that we want to be participants in the greatest sport ever devised. You can make that decision, too.

We offer the chance to compete in affordable racing competition through our Solo2 autocross series, which you can run in your daily driver. Or if you have a wild streak, try your hand in the dirt with SCCA RallyCross.

Do you have an ambition is to race like the pros? Get your start in our Club Racing series. If your preference runs more to an intellectual driving exercise, we offer RoadRally – a challenging game of driving the right course at the right speed on public roads. We welcome all drivers from age 16 on up. Always wanted to try racing? Here's your chance.

We also offer a unique opportunity to be part of racing without ever touching a wheel. You can become a racing official and get the best seat in the house for Club Racing, the Rose Cup, Champ Car and the American Le Mans Series. Our racing officials are highly-trained and dedicated specialists – without our officials, racing simply could not happen.

Please take a look at the opportunities presented in this issue of Loud Pedal, and consider whether SCCA is the club for you – if it's time for you to take your passion for racing and make it real.

See you at the starting line!



Get Real - Now!

If you've always wanted to try driving on track - with no minivans, no radar traps, and no red lights, this is your shot.

Just \$145 gets you on track.

You've got the ride and you've got the itch to drive, and now we're giving you the chance to drive the same track as the pros.

On Monday, July 3, SCCA is holding a Super Street School at Portland International Raceway.

At this school, you'll learn to drive your own street car on the racetrack with experienced SCCA race drivers there to coach you and show you the fast line.

To register for the Super Street School, fill out the form on the back side of this page and call us to reserve your space at 503-224-9469.

To find out more about SCCA, catch us on the web at

www.oregonscca.com



Super Street School Entry Form



About You:

Name _____ Date of Birth _____

Home Phone () _____ Bus Phone () _____

Address _____

City _____ State _____ Zip Code _____

Is this your first driving school? (circle) Yes No

List any previous schools or track experience (none required)

1. _____

2. _____

3. _____

Do you have an instructor preference? _____ (not guaranteed)

About Your Car:

Make: _____ Year: _____ Model: _____

Drive wheels (circle one) : Front Rear All-Wheel

Insurance Company: _____

Policy # _____

Convertible cars must have a rollbar - no exceptions.

Drivers without a competition license must enter a vehicle with a properly installed passenger seat for the instructor.

Helmets must be at least Snell M90 rated - loaners available.

Registration at 7:00am - Tech at 7:30am.

All cars must be inspected before entering the track. so be on time.

All loose items must be removed and cars must having working seatbelts.

For a pre-event tech information sheet go to www.oregonscca.com



Road Race Directions

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

Be Part of the Action with Oregon Region SCCA

The column this month is supposed to focus on what we like about racing. I guess I can give you my perspective. It's relaxing. It's not sitting in a hammock, working on a on-the-rocks margarita or ice cold Corona type of relaxing, but it is relaxing in that the ugly 4-letter word "W*rk" <editors note: Censored. This is a family publication!> doesn't enter into the weekend. Doesn't matter if I'm on the radio working something with Race Ops, or out in my SRF sliding thru T4, or spinning between T5/6 like last weekend L

I'm not dragging w*rk to the track and my mind is blissfully free of High Tech work issues. You too can experience this bliss by coming out and racing with us. It does not have to be driving a car (well, you could drive a Pace Car if not a race car). You can be crew, you can work corners, you

can work Tech, Pre-Grid, Driver Services, Registration, Emergency Crew, and you can become a Steward and help with the official conduct of the weekend. For a real challenge, Race Operations is it.

If you know how to herd cats your expertise will be much in demand! The really great thing about our race weekends.....much like exercise, it feels good when it's over. You know you have stretched the limits, you've done good and (most) people go home happy.

On a different note, completion of Rose Cup marks the 1/2 way part of our Oregon Region Racing Season. We've got 3 weekends down, RC is the 4th and then on to July/Aug/Sep and October. Attendance and participation has been good at our events so far, holding our own against previous

years entry counts. We sincerely hope you have enjoyed the season so far, that you thoroughly enjoy Rose Cup weekend and that you'll like the rest of the events this season as well. For July we have a Double Regional planned, 2 full races worked into the weekend on Saturday and Sunday, and on Monday, we have a HPDE (ok in formal SCCA-speak, a Time Trial). Pro Drive is sponsoring the Double Regional Event.

For the HPDE, we'll have 3 classes, Beginner, Immediate, and Advanced run groups. We'll need lots of instructors for the Beginner class so racers are encouraged to stick around for Monday after racing Sunday and work to hook some beginners into our sport. Look on pages 10-11 for HPDE schedules. That's all for now. Keep it shiny side up and pointed clockwise down the track.

Oregon Region SCCA is serious about training the next generation of racers.

That's why we offer a reduced membership price for people from age 16 to 21 who want to GET REAL and we call it

First Gear

Your First Gear membership gets you into all SCCA events - ANYWHERE you happen to be.

First Gear is your chance to get started on the ride of your life - for less than the cost of dinner and a movie, you can be out there doing what ordinary people only dream about. **SPORTS CAR CLUB OF AMERICA**



When you finally decide to get off the bleachers and into the driver's seat, we're here for you.

Our Super Street School on Monday, July 3 is your chance to drive on the same track as the Pros of Champ Car. For just \$145, you can drive your own street car with no slowpokes, no speeding tickets, and no stoplights

Oregon Region SCCA has a membership booth here at the Champ Car event, and we're handing out copies of our *Loud Pedal* magazine all weekend.

You can call us any time at 503-224-9469

Or catch us on the web at www.oregonscca.com

Isn't it time for you to Get Real - with Oregon Region SCCA?



SCCA RallyCross



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 ____ / ____ / ____
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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	

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

Visa/Master Credit Card No. _____ Expiration Date _____

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

Applicant's Signature _____ **Date** _____

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



Solo II Report

Michael Gatza, Solo II Director

Email: gatza@comcast.net

Be Part of the Action: Learn Autocross Driving on July 1

Wow, what a great start of the year we've had with several fun events and plenty of sunshine as well. Our last event kept the fun and sun theme going strong and it will hopefully continue. Thanks for everyone who came out to celebrate Mother's Day with us as we had quite a few families make the day of it.

This year looks to be a continuation of last year's class battles with many of the same people staying in the same classes. I've seen classes grow and shrink in the years that I've been doing this and I think it's great to have a good-sized class stay together and continue to compete against one another. AS is one such class with Chuck Spittal and Denis Cornforth trading wins and Tim Thomas and Josh Svoboda in close contention. DS is another class with repeat drivers and is currently tied between Denis DeLeon and Dudley Milders with two wins apiece. CSP returns with four drivers; Michael Soots, Al Hutchinson, Brett Gronemeyer all sporting wins and Shane Kienholz waiting for his turn.

DSP has Josh Hopwood and Aaron Mauldin in a tight race currently split by one point. Several of our Street Modified competitors have left the class and added to our STU class. James Paulson and Ryan Otis are running tightly together with James leading Ryan by three points.

I heard through the grapevine that there was some confusion about why groups run when they do and how we determine who runs in the morning. In order to clear up any confusion I wanted to explain how this setup works so everyone knows.

The schedule is developed for the next year during the September through December time frame. Typically the stock group will run in the afternoon on the last event and

we work backwards alternating weekends between stock and modified. We run stock in the afternoon of the last event because there is a fair bit of house keeping that occurs during the last event to winterize the trailer and do housecleaning in preparation for the upcoming year. By alternating weekends we do our best to allow each group to run in the warmer afternoon sun equally. We also alternate run groups so that each time you drive you alternate driving 1st or driving 2nd. The schedule is developed during our monthly meetings at the East Portland Community Center on the third Thursday each month.

EPCC is located at 740 SE 106th, our meetings start at 7:30, and everyone is welcome to attend. Registration for our July novice school is now open. This is a great opportunity for people that are new to autocross to receive some one on one instruction. You are welcome to attend if you have participated in less than 10 events, but that also includes people that have never autocrossed before. You'll receive instruction on driving and on coursework during the day that include two sessions of working and driving. Spots are limited so check our website to see if registration is still open. We'll remove the reg form from the website when the school is full.

Our next couple of events are up in Packwood, Washington where there is a wonderful expanse of open smooth pavement. The site at Packwood is larger than the sites in Portland and we are able to have some fast and open courses. Saturday's are practice days so that you can enter either the morning, afternoon, or both and maximize your seat time.

Novice Corner: Braking

As much fun as it can seem to go speeding into a corner at full speed this is frequently not the quick way around the course.

Typically you'll find that your car is pushing beyond the corner and adding distance to the course. By braking early you can get the car on the correct line and start to accelerate out of the corner earlier. Next time you aren't sure what to do to improve your time, focus on braking a little earlier and see if you can get on the gas sooner and have a higher exit speed out of the corner. Don't forget you will be traveling faster into the next corner than you were before, so remember to brake early for all corners.

How You Can be Part of the Action

Autocross is one of many forms of motorsports that puts you behind the wheel. In many ways I think that autocross is probably the easiest one to become involved with since you are able to use your own car with little or no modifications.

The emphasis of autocross is driving precision and having fun with almost all of the skill coming from between the driver's ears. Before the driving starts the autocross course is open for walking and you are able to walk the course as many times as time permits. Once the driving starts you have three chances to drive the course as quickly as possible without hitting cones. The courses are designed to meet specific safety guidelines for all participants. The courses are between 30 to 60 seconds long and consist of connecting basic elements such as slaloms and sweeping turns. The elements are marked with traffic cones (pylons) and the person responsible for designing the course can choose to put extra cones in places that will change the looks of these basic elements. Striking a cone while driving carries a 2-second time penalty that is added to the time it takes you to complete the circuit. As I mentioned earlier, autocross is a very easy sport to start participating in. Cars are as varied as the people driving them and they range from daily driven cars without any modifications

to cars that have been extensively modified. Cars are classed based on performance by SCCA. This creates a more even level of comparison so that you are not trying to equate two different cars such as a Corvette and a Mini. Since the emphasis is on driving precision, there really is no wrong car to autocross in although some cars definitely provide more zoom-zoom than others.

If you are planning on coming out for your first autocross, I advise you to come early. I would plan on arriving around 7am if you want to drive in the morning and 10am if you plan on driving in the afternoon. There's a lot of stuff that happens before it's your turn to drive and it's easiest if you have ample time and are not rushed.

For both the morning and afternoon sessions, there are 4 key things that you need to do;

1. Registration: We need to know who you are and what type of car you have.
2. Worker Assignment: Did I mention this is a participant sport?
3. Tech: We want to ensure that your car is safe. (Battery secured, Brakes good, Loose items removed from your car).
4. Course Walk: A moment to learn, a lifetime to master.

If you are at the event site early you'll quickly be through registration, worker assignment, and tech inspection. This will allow you to maximize your time walking the course and planning what you'll do when you are driving.

Before the event gets underway you'll be told if you are driving first or second. The entries are split into two groups based on class. One group of classes will drive while the other group is working the course and picking up any cones that are knocked over. After a specific amount of time the two groups will swap and those that were working course will be able to drive and the drivers become the workers.

As simple as autocross sounds it can also be quite addictive since the courses are never the same and the challenge is often a personal one. I hope to meet you out on the autocross course soon.

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Gran Prix Imports Festival of Speed



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Dust up in the Festival Curves



Pace lap for the exciting Spec Miata race.



Break time between track sessions.

Photos by thedigitalperspective.com

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Driving a race car may not be as sweat-intensive as hockey or football, but it's not too far removed – especially on hot days. Now there's a new service based in Portland that can remove the residues of all that sweating from your racing gear – including helmets, gloves, harnesses, driving suits and jackets.

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The process has been extensively tested and proven effective at cleaning and sanitizing all types of race gear. The company promises to deliver quick turn around and also offers repair and waterproofing services.

www.nwcleangear.com

EVENTS SCHEDULE

6/1	Board Meeting	7/20-22	American Le Mans Grand Prix of Portland @ PIR
6/3	Solo2 Practice, Hampton Mills, Packwood WA.	7/22	Solo 2 Practice, Hampton Mills, Packwood WA.
6/4	Solo2 Event #5, Hampton Mills, Packwood WA.	7/23	Solo2 Event #6, Hampton Mills, Packwood WA.
6/9-12	Rose Cup Races Presented by Temp Control	8/25-26	Brewer Construction Regional @ PIR
6/18-20	Champ Car World Series @ PIR	9/16-17	Monte Shelton Jaguar Regional @ PIR
7/1	Solo2 Novice School #2 @ PIR	10/7-8	Monte Shelton Jaguar Double Points Regional @ PIR
7/1-3	PRO DRIVE Independence Day Double Regional @ PIR		
7/6	Board Meeting		
7/7-9	Baxter Auto Parts Portland Historics @ PIR		



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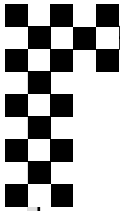
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BBQ for Rudy and family.

Photos by thedigitalperspective.com, John Brewer and Randy Unsbee



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Pro Drive conducted various high performance and competition driving schools for many years. In 1997, current Pro

Drive President, Todd Harris, purchased the company from founder Dane Pitarresi and began offering racing schools conducted in purpose built racecars.

Todd developed various racing programs designed for the aspiring race driver, as well as, the motorsports enthusiast who simply wanted to experience the thrill of driving a real race car.

Having enjoyed great success in racing the Spec Racer Ford himself, Todd felt it was the perfect race car for his school. The Spec Racer Ford is not a car built only for student training purposes, but instead is the exact same race car used in Sports Car Club of America's most competitive class.

By combining a full fledged racing school with high performance driving courses, SkidCar courses and corporate events, Pro Drive has become the premier driver training destination in the Pacific Northwest.

Pro Drive is passionate about driving and dedicated to training and entertaining everyone who loves to drive.

Todd Harris is the president of Pro Drive, Inc., and has been competing in a variety of motor racing events throughout North America over the past 15 years.

The son of an amateur race car driver, Todd was immediately attracted to the sights and sounds of competitive auto racing and started his racing career in go-karts.

Before moving into the world of car racing, Todd won many regional and state karting championships. The transition from karts to cars went smoothly for Todd, as he claimed many victories during his rookie season of car racing.

The Tigard, Oregon resident continued his success by becoming the Northern Pacific and Oregon Region Champion while setting track records at race tracks up and



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down the west coast. During a two year period, Todd won 17 races in a row while racing in Sports Car Club of America's most competitive class, Spec Racer Ford. In 1997, Todd was bestowed the award of "National Driver of the Year" by the Sports Car Club of America's Oregon Region.

In recent years, Todd has been competing and winning races in a wide range of race cars including sports racers, formula cars, and grand touring cars. If it has four wheels and a motor, chances are Todd is going to be fast in it.

This exceptional driving versatility was most recently evident when he entered races in a 125cc go-kart, a Mazdaspeed Miata, a Spec Racer Ford, and a 600 horsepower GT-I Camaro all within a few weeks. He finished with three wins and a second.

When Todd is not behind-the-wheel of a race car, he is coaching drivers ranging from amateur club racers to professional racecar drivers competing in the likes of NASCAR and Champ Car.

He can also be found on local television and radio stations offering valuable driving advice to motorists.

Todd is a graduate of Portland State University, an avid guitar player, and classic film buff. He and his wife Jennifer have two sons, Calvin and Taylor. They love to watch their daddy race!

Todd has combined his passion for racing with his extensive teaching skills and engaging personality to become a highly respected professional in the driving industry.

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

DATE: 5/4/2006

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Win Casey, Todd, Butler, Dave Franks, John Elkin, Michael Gatza

Members: Mary Thompson, Karen McCoy, Bob Smethers, Randy Unsbee, Paul Eklund

Absent: Jeff Zurschmeide, Judy Cox, Jim Daniels, Bud Mansur

CALL TO ORDER – Asst RE, Dave Franks called the meeting to order at 7:00

MEMBER COMMENTS – None

NEW BUSINESS – None

REGIONAL OFFICE REPORT – Karen reported 136 hours worked for the month of April. She mentioned that this will increase for the months to come which are her busiest ones in the office.

The ATV show is on Sunday and they are hoping for some cars to be on display from the region.

TREASURER REPORT – No report

LOUD PEDAL REPORT – The May issue has gone off to the printer at 24 pages for this issue. Randy is working on the June issue and anticipates printing some extra issues to hand out at Rose Cup etc.

He is still working to get sponsors for the upcoming events and appreciates those that have come forward already.

He suggested that the articles that are slated for the June issue be more targeted toward an audience such as spectators. Since we use this issue to promote becoming a part of the region and SCCA, this type of reading would be of greater interest to that sector.

Karen suggested that we still promote the region to existing members as well. She mentioned that pictures are always of great interest to both audiences.

BIG THANKS TO MONTE SHELTON JAGUAR for his April sponsorship!

COMMITTEE & DIRECTOR REPORTS: -

OREGON SCCA PROPERTIES REPORT – No report

RACE OP'S REPORT – Bob reported that Cindi Lux & Sean Hedrick have donated some t-shirts to be given out to workers at the May event.
BIG THANKS!

Beverage usage is on budget thru the last event.

Michael asked if people coming thru the tinker toy need to sign releases. The reply is no, we are covered by spectator insurance which does not require each person to stop and sign. It was suggested that perhaps more defined signage might help to convey this information. Bob will look into that issue.

Bob reports that there will be a Chiefs Mtg. On Saturday, May 20th at the Kenton Station.

DIRECTOR'S REPORTS –

SOLO II REPORT – Michael reports that all is good on the Solo front.

They had their 1st novice school and on Sunday hosted 141 participants.

They were also able to use this event to get some operational issues resolved before proceeding on to the rest of the season.

Next event will be May 13-14 at PIR.

Solo is planning to hold a novice school in conjunction with the all club party in July.

RALLY REPORT – As John's first order of business he passed on a check for their 5% allocation to the region. He was most happy to advise that their last event was almost a record breaker for attendance.

They continue to be able to use The Washington County Fairgrounds and have several events planned for there. They also have an event planned in Astoria at the fairgrounds there with The NW Autosports Assn.

They are hard at work on the Gran Prix Parkinson's Rally which will benefit those who suffer from this debilitating disease. This is a great event which includes a nice banquet as part of the entry.

DIRECTOR I REPORT – Absent

DIRECTOR II REPORT – Absent

ROAD RACING DIRECTOR REPORT – Todd reported that the last event was a good one even though there were some issues to resolve during the weekend.

He presented an overview of the P&L & P & L vs Actual. He feels that we are on track with the budget and should see increases in income with June on.

There will be a Rose Cup meeting in two weeks at which time all issues should be finalized for this event.

He mentioned that Chris Evans Group Inc., which builds NASCAR type cars on Swan Island may be interested in joining one of our future events. More information on this at a later date.

ASST RE REPORT – Dave spoke a little about the users meeting that was held at the track regarding the noise issue. He felt that it was good representation by all track users and some good discussions were held.

A suggestion was made that perhaps the users should all band together and form a political action type group. By doing so we could target the community and perhaps find a way to develop a relationship with them. This might include promoting their local business's, doing some clean-up in the area etc.

Dave also thought that we should look into having Or. Region signage put up on the Armco by turn 12 along with the other clubs. He will look into the requirements for this and report back.

Some web sites that may be of interest:
Ntl. SCCA web site now allows members to sign in and get membership info which is also downloadable. City of Portland web site has information regarding the noise variance issue.

PAST RE – No report

RE COMMENTS – Absent

M/S M/S (Michael/Todd) MP

Respectfully submitted,
Mary Thompson

Road Racing Meeting – Short discussion on sponsor accommodations at events that they host.



Where the Road Don't Go

John Elkin, Rally Racing Director

Email: johnelkin@comcast.net

Welcome to My World: Rallying and Rallycross!

Some of you continue to ask, even after all this time why my column is called Where The Road Don't Go? The inspiration was a song by Ringo Starr called Don't Go Where The Road Don't Go, off an album that Ringo laments when he sings the song at his All Starr Band concerts, "None of you bought." While the initial intent of his song was the road you travel to live a sober life, as a rallyist I found it good advice for not only stage rallying, which we no longer sanction through SCCA, but also rallycross and road rally.

We do sometimes go where the road don't go in some cases and do not want to stray from where it does go in others. In my Beatle saturated mind (focusing on George and Ringo and their solo careers mostly, John and Paul are so overrated) it makes perfect sense.

As many of you read this issue that you picked up at Rose Cups or Champ Car I'd like to welcome you to the world of rallying in Oregon Region SCCA. If you live in our general vicinity of Portland you are in a very rally rich environment including all disciplines of rally, TSD (or Road Rally) and Rallycross. Stage Rally is still alive and well in the area, just handled by a different sanctioning body, I would urge you to go to oregonrally.com for more information.

For most people all forms of rallying appeal and crossover is not unusual as stage rally teams use TSD events to work on communication, stage rally cars run rallycross as test sessions, TSD rallyists run rallycross to stretch the legs on their cars and so on, the combinations are unlimited.

Rallycross are the most popular events in sheer numbers. All you need is a car or unlifted pickup/SUV, a working seat belt and the desire to push your vehicles limits

in a safe and controlled environment. Rallycross is run on typically a grass field through a course marked by orange cones. The object is to complete your run (typically half to three quarters of a mile) without hitting a cone or missing a defined gate as quickly as you can. Most events give you four runs, you will never have less than three runs. Typical events bring out over 100 vehicles.

TSD (Time, Speed and Distance) Rallies are run on public roads in street legal vehicles trying to find your way through a course and happen along checkpoints at a prescribed time. It sounds simple but road rallies are every bit as challenging as any other type of rally event, maybe even more so.

On July 1st our region will present the first annual Gran Prix Imports Rally Against Parkinsons, an easy, fun road rally geared for the novice to not get them lost and yet challenging enough for the most experienced rally veterans. All proceeds will be donated to the local Parkinsons disease charities. This would be an excellent way to start you on your rally adventures with Oregon Region SCCA!

If speed is more your thing, some sideways action, some mud in your wheel wells, then see our rallycross director, April Smith, at event upcoming on June 11th, July 2nd and July 16th, see oregonscca.com for locations, or oregonrally.com.

Speaking of rallycross I was told our May 7th event came off despite some less than accommodating weather (I was down with the flu and couldn't make the event). A smaller field came out to the Washington

County Fairplex but we still managed over 80 entries, which is right in last years average range. March's monster entry had us hoping for more, and I am

sure they would have been there, but the weather seems to have been a factor. Rallymaster Doug Heredos made a wonderful course called Drifters Dream, which was universally applauded.

Congratulations to all the class winners at Drifters Dream; Steven Arychuk, Scott Kovalik, Kris Lilly, William Beers, Bill Wolfe, Dan Breene, Chris Sample and Grieg Pappas.

In some non-SCCA related news rally got a boost of public exposure during the late April running of the Oregon Trail National Rally, first from a prominent display at Pioneer Courthouse Square in downtown Portland, secondly from some lengthy news stories on local television channels. All rally exposure benefits the Oregon Region as eventually the people who want to get to stage rally inevitably come through us for other rally activities.

The rest of the season looks very good for rally as we start to get organized in the charity rally business as well as our rock solid rallycross program. I could not have done it this year so far without the excellent people working more for me these days than with me, April Smith, Kevin Poirier, Ben Bradley, Mark Tabor, Kristen Tabor (aw heck, every Tabor!) and Jeff Zurschmeide.

On a personal note, working two jobs these days and trying to wrangle my 10 month old son who crawls like A.J. Foyt could drive the Coyote has made these people I mentioned invaluable. Also special thanks to Pego Mack at Topeka for her understanding and guidance.

Next month we'll either talk about more rallying or Beatle trivia, I haven't made up my mind yet. :-)

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Huge Thanks to Our Extended Family

After our April event, the sponsor stopped by the social to have an adult beverage and share a movie review. The "Worlds Fastest Indian" is the best racing movie ever made. Even better than LeMans! Soon after, Monte, complete with leathers, mounted his Harley and was off to add another chapter or two to his legend.

The first tip-of-the-helmet this month goes out to long time NW racing patron Bob Ames who has helped organize the effort to stop the mayor's proposal to move P.I.R. The day after that fateful city council meeting, Bob and Oregon Region R.E. Jeff Zurschmeide were on the Lars Larson radio show explaining the absurdity of this plan.

In spite of their efforts, we still must recognize that the door has been opened. Relocating PIR is unlikely to be economically feasible. If the Mayor's proposal goes forward, it would most likely mean the end of a facility in the city of Portland that provides a home to road racing, motocross and drag racing.

PIR users who are residents or business owners in north Portland need to join neighborhood groups and make sure that our story is heard. You can use this link to find a neighborhood group: <http://www.portlandonline.com/oni/> The rest of us need to take every opportunity to make sure the Mayor, members of city council know that PIR has the support of the community.

It sure was great to see Margie Swanson out on pre grid at the May event. She is recovering from a lengthy stay in the hospital, but she and Gizmo were as feisty as ever. Let's hope that Richard Norlin's broken leg is healed in time to run the Rose Cup national – or at least get the car out for Patty. Condolences to Holly Remington, who lost her uncle just a few days before the May event.

In very late breaking news, Margie Swanson has been named Doernbecher's Outstanding Volunteer of the Year for her work with the Cascade Sports Car Club Doernbecher Weekend and in particular their silent auction. Margie has been in charge of the silent auction for several

years. She organizes volunteers, solicits contributions, and basically works her butt off to make sure it is a success. The honor and recognition are well deserved!

A huge tip-of-the-helmet goes out to folks who came together to staff the corners on Friday of the May event. Staffing is always difficult on Fridays, and even more so when we are only a few weeks away from the Rose Cup and Champ Car events. Ten corner workers showed up for the morning meeting on Friday. Just about half of the number of workers required to meet GCR staffing requirements running the Festival Curves configuration. But in the Oregon Region tradition, the corners were staffed. Stewards, drivers and crew members volunteered to help out. The team pulled together to make it happen!

Novices, PLEASE contact Karen at the regional office so you can get that GCR that you have already paid for. Did you see that color picture of Jerry Boone in the Oregonian recently? He was celebrating twenty-five years with the newspaper that has the second highest circulation on the West coast. Jerry has long been the BEST thing to happen to motor sports news coverage in the Northwest.

Huge thanks go out to the folks who stepped up to sponsor our April and May road racing events in whole or in part Monte Shelton, Gran Prix Imports (Mike Warn, Matt Crandall & the Gran Prix Imports gang), and 99 West & 99 East Trailers (one of our favorite T 2 Drivers, Marshall Atherton). Their sponsorship means that we can continue to enjoy Saturday night barbecues, beverages at the end of the day, trophies and all of the things that make an Oregon Region Road Racing weekend special.

And finally a tip-of-the-helmet goes out to former National Driver of the Year, Scott Culbertson, who is leaving soon to join the Marines. GOOD Luck Scott!



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90 Spec Miata. Cust. cage w/dash crossbar, Mazda Comp susp, Sparco seat, Sabelt harness, quick release, Italvo Lanti wheel, Auto Meter tach, shiftlight, oil and water temp gauges, Mazda Comp LSD, emerg cutoff switch, convex mirror, Naca Duc, heavy duty radiator, almost new clutch, new or rebuilt calipers, rotors, brake pads, slave cyl, stainless brake lines, Koseis w/ Kumhos, stock 14-inch alloy whls, 5-speed trans SPARES! 503-297-8906 hm, 503-358-5599 cell, fdbourland@msn.com

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

Race Cars For Rent

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

8 cars to choose from! ITC, CP2/EP, A-Sedan, SPM, even a circle track Dwarf car!! Arrive and Drive, Trackside Support, Per-

sonal Tutoring. Competition Motorsports 503-281-1579.

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

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

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

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

Tow Rigs & Trailers

1987 Ford E-350 Ex Chuck Shafer - Duane Davis - Bruce Sanders Tow Rig, Custom Built 460 Ford C-6 Transmission, 100 gallon fuel tank, 100 gallon race fuel tank. Roll out awning, Aluminum Wheels with Michelin Tires. Excellent condition inside and out \$8950.00 takes all Call Gary Bockman 503 209-6349

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

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

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

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

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



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Dispatches from the National H.Q.

At the May meeting in Topeka, the BOD is anticipated to approve a financial transparency statement. That statement should be posted on the NORPAC website by the time you read this column.

The marketing department has completed a new member demographics study. Two of the highlights - the median member age is now 45.3 (that is up from 43.8 three years ago); the average household income of members is up to \$128,000 (compared to \$105,800 three years ago). The study was based on 2,806 completed member surveys. I will receive the complete survey report at the May meeting, and will distribute it throughout Area 13.

The SRT Dodge program has brought 250 members into the club so far this year. A new "Get Real Fast" promotional video has been completed, and each R.E. should have a copy soon. There are 60 companies participating and offering benefits to SCCA members. On the ProRacing side, Sirius radio has signed on as a series sponsor for the MX-5 (Miata Pro) Cup. This offsets some of the loss of money from another company that defaulted on a signed contract. The MX-5 series ran its first race in at Laguna in May, with 21 cars participating. The television coverage will air later this fall.

All of the Regional charters for this year have been completed. The National Directory is now available for download online. 440 members attended this year's convention (about the same as 2005), but this number is expected to increase substantially in 2007 with the move to San Antonio. As of April 30, membership stood at 52,667 for a net gain of 208 members since the end of 2005. The same period last year showed a loss of 1,168 members compared to the end of 2004.. Five of the seven regions in Area 13 showed membership gains. Areas of interest breakdown to: Club Racing 57%,

Solo 29%, ProRacing 9% & Rally 5%. There has been no significant change in membership retention; approximately 73% of members renew each year.

Competition license issuance is ahead of this time last year with 3,740 national & regional licenses issued for the first four months compared to 3,447. Novice permits also increased by 15%.

Worker licenses YTD are 563 stewards, 350 Timing & Scoring, 278 Scrutineers, 984 Flagging & Communication, 380 Registrars, 163 Pit, 357 Race Control, 77 Sound Control, and 17 Radio Techs. There have been forty-two regional racing events so far this year, with an average car count of 108. The primary effort for the National Solo program this year is operational excellence, competitor satisfaction, as well as improving event presentation. Event sanctions for regional

events are tracking consistently with 2005. The National Tour is also about the same, averaging 251 entrants. ProSolo is also about the same, averaging 188 entries. But everybody is holding their breath as the effect of higher fuel costs is going to be felt soon. The Solo rule book will be updated in-house this year. The book will be reformatted for easier reading and size reduction.

The updated GCR should be posted to the website by the middle of May. (Rumor has it to be less than 100 pages) The club racing track inspection program is nearing completion, and a detailed outline will be made public soon. SCCA Foundation is almost finished with a community outreach program for teen driving safety. This program will be in partnership with the BMW CCA Foundation street survival program. Details to follow soon.

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Pro Drive Independence Day Double Regional

Double Regional w/Vintage July 1-2, 2006

Oregon Region SCCA

Portland International Raceway, Portland Oregon

SANCTIONS: Regional--06-RS-xxx-S and 06-RS-yyy-S **Draft Schedule 5/22/06**

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

Course is WITH Chicane

Track move in after 5 PM Friday June 30 via Turn 8 and Broadacre Entrance



Saturday, July 1, 2006			Sunday, July 2, 2006			STEWARDS		
Begin	End		Begin	End				
7:00 AM		Track Opens	7:00 AM		Track Opens	Chief Steward	Howard Allen	
7:00 AM	3:00 PM	Registration Open	7:00 AM	12:00 PM	Registration Open	ACS Chief	Steve Archer	
7:30 AM	4:00 PM	Event and Annual Tech	7:30 AM	2:00 PM	Event and Annual Tech	Chairman SOM	Hector McDonald	
9:00 AM	9:25 AM	Group C + G Practice	8:30 AM	9:00 AM	Group E Race 1	ACS Operating	Spencer Gorham	
9:35 AM	10:00 AM	Group V Practice	9:10 AM	9:40 AM	Group V Race 1	ACS Spec Miata	Pat Derouin	
10:10 AM	10:35 AM	Group H Practice	9:50 AM	10:20 AM	Group A Race 1			
10:45 AM	11:10 AM	Group B + D + E Practice	10:30 AM	11:00 AM	Group B + D Race 1			
11:20 AM	11:45 AM	Group A Practice	11:10 AM	11:40 AM	Group C + G Race 1			
11:45 AM	1:00 PM	Lunch	11:50 AM	12:20 PM	Group H Race 1			
1:00 PM	1:30 PM	Group C + G Qualifying	12:20 PM	1:30 PM	Lunch			
1:40 PM	2:10 PM	Group V Qualifying	1:30 PM	1:55 PM	Group E Race 2			
2:20 PM	2:50 PM	Group H Qualifying	2:05 PM	2:30 PM	Group V Race 2			
3:00 PM	3:30 PM	Group B + D Qualifying	2:40 PM	3:05 PM	Group A Race 2			
3:30 PM	3:50 PM	Track Crossing Break	3:15 PM	3:40 PM	Group B + D Race 2			
3:50 PM	4:20 PM	Group A Qualifying	3:40 PM	4:00 PM	Track Crossing Break			
4:20 PM	4:50 PM	Group E Qualifying	4:00 PM	4:25 PM	Group C + G Race 2			
5:00 PM		All Club Party!!!!	4:35 PM	5:00 PM	Group H Race 2			
			5:10 PM		Workers and Drivers Social			
Qualifying Sets Grid for Race 1							STEWARDS	
Race 1 Results Sets Grid for Race 2							Chief Steward <i>Howard Allen</i> ACS Chief <i>Steve Archer</i> Chairman SOM <i>Hector McDonald</i> ACS Operating <i>Spencer Gorham</i> ACS Spec Miata <i>Pat Derouin</i>	
Drivers meeting in Impound after Practice							Race Groups Regional A SM B CSR DSR S2 SS2 ASR FA FC FM FS C GT1 GT2 GT3 GTA EP FP GP HP SPO SPM D FF CF F500 FV E SRF G PCA1 PCA2 PCA3 PCA4 H CP1 CP2 CP3 ITS ITA ITB ITC ITE GTB RX7 CR SSB SSC T1 T2 T3 AS Pro7 SPU GTL RS V VP1 VP2 VP3 VF/SR	

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July 1-3, 2006

EVENT INFO	PLEASE CHECK ALL THAT APPLY	OFFICIAL OREGON REGION ENTRY FORM OREGON REGION SCCA	ORGANIZER USE ONLY
	<input type="checkbox"/> Regional or Vintage <input type="checkbox"/> National <input type="checkbox"/> Regional/National Combo <input type="checkbox"/> Double Reg or Vintage <input type="checkbox"/> Second Entry Date: _____ Event: _____	This event is sanctioned by the SPORTS CAR CLUB Of AMERICA, Inc. and is organized and operated By the OREGON REGION and held under the 2006 SCCA General Competition Rules.	GROUP # _____ CAR # _____ CLASS _____
		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 2006 Oregon Region Events <i>EXCEPT Rose Cup Event</i>				
Regional/Vintage	Early Entry (7 Days prior to Event)	\$220	Less than 7 Days or At Track	\$250
National		\$295		\$325
Reg/National Combo		\$395		\$420
Double Regional/Vintage		\$340		\$370
Second Entry: Same Driver/Same Car		\$130		\$160
Second Entry: Same Driver/Different Car		\$160		\$190

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

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

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



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