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Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, ABC
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What, me Vintage?

After the Star Trek Convention in Las Vegas I took in the Victory Racing Camp regional at Portland International Raceway in beautiful weather, and watched several of the points chases tighten up for class championships. Some of these guys need phasers and photon torpedoes to fend off the competition. A few weeks later was the penultimate round of the Oregon Region championships - the Monte Shelton Jaguar September regional, before the season ending Monte Shelton Jaguar Double Points Regional in October, (yes, I will finally get out this year. You see, buying a new kitchen kinda got in the way, but you know how that is.)

Along the way I took in the Columbia Classic and All British Meet at PIR and spent most of my time salivating. I spotted a few cars of the type I've raced here and abroad: Formula Fords, Super Vees and Atlantics along with a Lotus Elan, Mini Cooper, sports racers, sedans, etc. Of course, there were the ones I REALLY wished I had raced like Can-Am and Formula 5000 (had a series ride but the team fell through).

Of course, what hit me the most was that all of these really, really cool cars are all considered vintage. I mean, just because I was a young adult when racing some these, does that make me vintage, too? Geesh, I feel like I'm 20 or something and my wife and kids are convinced I act that way. Though, when I get up in the morning or have to change a wheel on the race car, I begin to feel closer to my chronological age.

Still, I don't think vintage is the right term for the cars or the rest of us who grew up with and drove these beauties. Instead of Vintage, how about the Mature and Mellowing race groups, or the Aging Gracefully classes? But, when I looked up "vintage" in the thesaurus I found the following: "antiquated, archaic, dated, dowdy, fusty, old-time, outmoded," etc. Oh well, never mind. I think my shields are down to 40% anyway.

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Rally Director: Charles Buren (nominated)

Road Racing Director: Todd Butler (nominated)

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Nominations close

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WORKING "E-CREW" AT CHAMPCAR

BY SHIRLEY SANDERS

Have you ever wondered where the race support for the big races comes from? They come from our regional SCCA and ICSCC members. The various pro teams travel rely on the local clubs to supply turn workers and emergency crews. The weekends are long, hot, extremely tiring and strictly volunteer. When offered the opportunity to either work turns or as emergency crew, I jumped at the chance to be up close and personal with the pro teams. Little did I know what I was getting into. I have a new found respect for the 'E-Crew' gang and especially Ben Hockman, the E-Crew Chief. The race is history and we all know Bruno Junqueira won pole position but A.J. Allmendinger won the race.

We had to enter through the back gate by 6:30 am before it closed. The E-Crew reported to the 'Pumpkin Patch' by 7 a.m. to receive our instructions and assignments. With four different race groups (Champ Cars, Atlantics, Formula Fords and USTCC), we expected to be very busy. Even with fire retardant suits and balaclavas, the methanol used by the Champ Cars was an added concern. Having seen videos of the invisible flames, I was a little nervous.

Drivers included 2005 Champ Car Series winner Sebastien Bourdais, his Newman-Haas teammate Bruno Junqueira, bad boys Paul Tracy and Mario Dominguez, and Katherine Legge (the only female to have the next best finish in an Indy race since Janet Guthrie's 5th in 1979. I was assigned to Bruno Junqueira's team and got to see Paul Newman, Carl Haas and Mario Andretti in the pits.

The fire and extrication crew moved between the Pro pits and the south paddock depending on the race location. It didn't take long to feel the heat and the trickle of sweat from forehead to ankles. The angelic support crew (Pit Angels) kept us supplied with cold water that was split between drinking and application directly to the body.

Our job was to vigilantly watch for fire and the need to help extract drivers from their race cars. Sounds simple but try standing for most of 12 hours, in the heat, fully covered while staying aware of everything going on around you except the races.

These are the tireless, little known heroes of the race hot pits. Volunteer E-Crew from other regions also came to help fill the need for support. The heroes that weekend were Pam & Ben Hockman, Ellen & Dan Holland, Margaret & Des Davis, Scott Goodrich, Ray Hare, Brad Berry, Larry Firth, Rick Johnson, Lyall Smith (Tumwater), Jim Collins (Vancouver), Adam Jacobson, Jack Spring, Steve Spring, Kathy Packard, the Canadian group of Bernice & Mike Zoziak, Rebecca Roy, and Cathy and Cyril Kwitkowski, Dan Mullin, Russ (pace car), Rob Brooks, Sherm Johnston (Boise), Dave Riehl, Mike Floyd, Caryl Forbish, Annetta & Mike Heyer, Melissa Riehl, Ricky Lee (Seattle), Will Johnson, John Skagen, Dick Jewell, Don Knapp, Amie & Scott Hockman, Jim Czmowski and Bob Plotts.

Although my Indeck Atlantic team won their race, it was my new education in and admiration for the E-Crew that impressed me the most. They truly are the unsung heroes of any race weekend. Silently, behind the scenes, they wait and watch, ready for fires and potential driver rescue before the paramedics can arrive. They put their own safety on the line, keeping the adrenalin pumping and the drivers/crew safe. I was proud to be on the E-Crew team that weekend. Cheers to you all!

I would highly recommend volunteering and/or taking the Fire School held during the Rose Cup Race weekend for the E-Crew experience.



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Solo II Report

Michael Gatza, Solo II Director

Email: gatza@comcast.net

Solo 2 Natls. Feature Many Top Oregon Region Drivers

They say time flies when you're having fun and we've certainly been having fun this year, and true to form, time is flying by. Our last Portland autocross went off without a hitch this past weekend, and I want to thank our event chairs Brian Clemons and Neal Stanley. You guys did a great job and ran a good event. The course was a change by running opposite our normal direction providing a different flavor to the course.

With our season coming to a close that means it's time for the National scene to heat up. The Packwood National Tour is part of a national series of autocrosses that provide people a taste of the Solo2 Nationals without traveling to Topeka Kansas. Unfortunately I was not able to attend the Packwood National Tour this year and I want to thank Morris Green for his article that you will find elsewhere in this LP.

The SCCA Solo2 Nationals will be held in Topeka near the end of September this



year. Each year several Oregon Region folks take the long road out to compete against the best autocrossers in the country. This year, a lot of our friends have a strong chance to earn trophies on their trip and a few have a real chance at a class championship.

We wish all of our friends that are attending Nationals, the best of luck. May you drive quickly and cleanly and avoid all the cones.

- From Oregon Region;
- Jim Daniels – CSP Miata
- Tami Daniels – CSPL Miata
- Andy Howe – ES Miata
- George Hudetz – BS RX-8
- Jerry Jenkins – ES Miata
- Tom Kotzian – SS Corvette
- Tristan Kotzian – BSL RX-8
- Duke Langley – BSP Corvette
- Kyla Latham – BSPL Corvette
- Kyra Lein – ESL Miata
- Paul Marshall – BSP STi
- Steve Wynne – DS SRT4

Each month on the third Thursday the Solo2 committee meets at 7:30 at the East Portland Community Center, located at 740 SE 106th, near Mall 205. These meetings are always open to everyone and I encourage you all to come and volunteer to help your club and voice an opinion on things that affect your club.

One thing that we'll be discussing over the next several months is potential changes to our Packwood events. We are looking to make changes to the format in order to boost attendance. These changes will affect everyone in our club and will not be made lightly so we want your ideas and input.

The committee is considering changing the Packwood events to a type of 'Double Regional' where you would be able to compete in two separate events on the same day and earn points for each event.

As an example the weekend could look like this;
Street Modified / Prepared Group:
Saturday AM – Event 1, Saturday PM – Event 2.

Sunday AM&PM fun runs.
Stock / Street Tire / PAX Group:
Saturday AM&PM fun runs.
Sunday AM – Event 1, Sunday PM – Event 2.

* The course is changed for each event

resulting in 4 different courses during the weekend and permitting fun runs before/ after your points event.

This idea was suggested because it tries to address some of the known concerns about Packwood; time away from family/home and over-running the same course during practice. By setting this format you would be able to compete in two separate events



on the same day and then return home if you wish. Additionally, since the courses are changing each time you would be able to fun run on the day opposite your points event.

As you can see, this would be a pretty substantial change and we will not make a change without considering all the ramifications. This change and others will be discussed at our committee meetings and the decisions will affect us all.

Packwood National Tour - Top Notch!

by Morris Green

Photos by Andrew Lee

I've been autocrossing for about 11 years now but have not been active in the "big events" like the Packwood National Tour, where lots of top-notch drivers show up from all over the west to compete. I'm not good enough, it costs too much, it's way over my level were all excuses I had used in the past. But when I talked with my racing buddies who had gone to a big event, all I heard about was how much FUN it was no matter how well they had placed and how much they had learned. So, ok, I thought, it's time for me to step up and go to this year's Packwood NT!

Packwood, Washington is a small lumber mill town about 30 miles from Rainier National Park. To get there you go 68 miles north on I-5, take the exit for Hwy 12 and go about 64 miles east. It's a nice valley surrounded by wooded hills. When you get up at the break of day, you notice that elk have come into town to munch on the grassy lawns. The Hampton Mills site has a huge steel building large enough to hold 200 competitors cars, so everyone's pits are inside out of the hot sun, it's just great! The asphalt lot for the course is about 10x larger than any of our local competition sites, so Packwood courses are much bigger with stranger elements due to fewer site restrictions: different angles, higher speeds, different designers of the courses trying out new things to make you think harder about what the best line is through the various elements. Bigger playground, bigger course, so it's harder to memorize all the different elements that make up the course and decide on your perfect line through them. Cool! The course is going to test my skills in lots of different ways!

The competitors are great, too. In my class we had 3 local guys, 2 from Montana, 1 from Bend, 1 from Boise, 1 from Seattle, and 1 from California. This is a much more interesting mix of cars and drivers! Everyone's very friendly and it's easy to

talk with them about their cars and racing experiences. It's also nice seeing friends from all over the Northwest gathering together to go racing again. Old friendships are renewed and new friendships are started. Hey, this is a lot of fun and we haven't even turned a wheel on the course yet.

The National Tour format is to take your best time from 3 runs on a course on Saturday and add it to your best time from 3 runs on a different course on Sunday. Lowest total time wins. You run with your class as part of a heat during one quarter



of the day and work an assignment during a different quarter. The other half of the day is time on your own to do whatever you want, which is usually watching other classes run the course and talking with other people about the racing going on all around you. It's total car racing immersion with lots of different opinions, and you get to sort out the bs from the gold, if you can! I love it!

Finally, the time to get the car into grid and ready to race comes. You check the grid sheet, note your numbered slot and move the car and your support equipment there. Check the tire pressures, adjust the seat, strap on the helmet and get ready to run. The grid control person notifies you when you're 5 away from starting, you fire up the car, and then get the signal to move up to the start line. There's a car starting every 25 seconds and soon you're at the

head of the line and the starter is looking at you giving you the green flag! You rip away from the line trying to remember everything at once. Total adrenaline rush as you push the car for all it's worth in each element, trying to get right up to the edge of adhesion in accelerating, braking, and turning as the course rips across the windshield in about 10x fast forward motion, never giving you even a tenth of a second to think about what you just did. Focus forward, look ahead, place the car just where you want it, oops, catch it, pull it back in line, pedal to the metal, lift, turn, back on full throttle, turn, brake in a straight line, turn, gas, trail brake, rotate the car, gas, thread the needle, keep it in line, tail's loose through there, drive through it, more brake, turn, wait for it, full gas over the finish full brake come to a stop... and breathe. Whew! My own personal roller coaster! What a kick! Get it back into grid and replay as much of the run as you can remember figuring out where you made mistakes, what you did and didn't do, and how to fix it. Then you get to go out and do it all over again!

That evening, you stroll down to the middle of town and go to the fire station where there's a huge picnic feed for charity. Wonderful barbecue, potato salad, corn on the cob, beans, cole slaw, soft drinks, beer and 250+ friends to enjoy it with. Sit down anyplace, doesn't matter, you're going to be surrounded with other racers talking about our favorite subjects, cars and racing. Great time to be with friends and new friends as people mix and introduce each other, talking over the latest in other racing series and what happened today. After a couple of hours, I realize I'm wiped out and head back to the hotel for a shower and bed. And as I lay there in bed, just before falling asleep, I grin and realize I get to wake up in the morning and do it all over again tomorrow! Does it get any better?

Cindi Lux to Challenge for SCCA Triple Crown at Topeka Runoffs

ALOHA, Ore., September 6, 2006 – Cindi Lux (Aloha, Ore.) has broken records and made history before but never to the magnitude that she can in 2006. Lux won her fourth Northern Pacific (NorPac) Division Championship this year in the Sports Car Club of America (SCCA) Touring One (T1) class. While an impressive and difficult achievement, it pales when compared to what it has given her the potential to do.

When the championship is combined with a victory at this year's June Sprints at Road America, her second in three years, she has two jewels in the SCCA's prestigious Triple Crown. The third prong, a victory at the National Championship Runoffs at Heartland Park Topeka (HPT), October 5-15, would make history for the driver of the No. 78 KUMHO Tires/Dodge Motorsports/SRT/ Nike/MOMO USA/Forgeline Viper.

If Lux was able to win the Triple Crown she would join an elite group of drivers to capture SCCA Club Racing's premier events. Of the nine drivers that have won the Triple Crown since its inception in 2001, none have come from the ultra-competitive T1 class. A victory would also add to Lux's long list of first for women in motorsports.

She would become the first female driver to win the Triple Crown not only in the T1 class but in the history of the SCCA.

"I really don't think too much about stuff like that," said Lux. "The team has worked so hard this year the results just show their efforts. I am just the lucky nut that gets behind the wheel of an awesome race car and pedals it around some of the best race tracks in the country. If all the stars align correctly and we don't get taken out by an overzealous competitor, it just might happen. The quality field of drivers at this year's Runoffs is pretty impressive and one of them happens to be my teammate, Scotty B. White who sat on the pole last year. This T1 class has been so dominated by GM for the past five-straight years that it sure would be sweet to bring this title home for Dodge and KUMHO. Granted, I would love to win this thing but, if for some reason I can't, my bet will be on Scotty."

Lux, who made history in 1999 by winning the inaugural American Le Mans Series' Women's Global GT Series, grabbed her fourth consecutive NorPac title as a result of six victories, seven pole positions and four track records over the span of 11 races. It was her second championship in the Dodge Viper SRT10. In her 2006 performance, Lux out-paced even her previous substantial successes. In fact, it would take both the 2004 and '05 seasons to match the success of 2006. In 2004, Lux had earned four wins and one pole position. She bettered that in '05 with two victories and three poles. Teammate Scotty B. White added to the impressive total for NayKid Racing's 2006 effort with five victories, five poles and four track records.

Lux and White to Topeka for Pre-Runoffs Prep Race

TOPEKA, Kan., August 28, 2006 – NayKid Racing comes to Heartland Park Topeka (HPT) on September 1-3 for the final event warm-up for the Sports Car Club of America (SCCA) National Championship Runoffs. The Runoffs, scheduled for October 5-15, will be held here at Heartland Park for the first time in SCCA history following several seasons at the Mid-Ohio Sports Car Course in Lexington, Oh.

The KVRG SCCA National will provide Cindi Lux (Aloha, Ore.) and Scotty B. White (Puyallup, Wash.) the opportunity to learn and fine-tune their Dodge Motorsports/SRT Dodge Viper SRT10s for the 2.5-mile Grand Prix layout of HPT. The event will hold particular importance for the team as they fight to overcome the SCCA's latest "performance adjustment" to the Dodge Viper SRT10.

The multi-time Divisional Champions in the SCCA's top touring class, Touring One (T1), learned on August 21, less than 40 days before the Runoffs, that the SCCA released a rules change directive adding additional weight to America's premier Supercar. The late season surprise places NayKid Racing in a very difficult position to compete with the Chevrolet Corvettes. The long-time rival enjoys a larger number of entries, including several with strong factory ties, and no competitive penalties on the National level. Effective September 1, T1 class Viper SRT10s must increase

their weight by 140 pounds, the only car in the class required to do so. NayKid is required to locate the additional weight in the coupe's passenger-side foot well.

That brings the total poundage for the few Daimler Chrysler products up significantly from their 2005 Runoffs fighting weight. NayKid took second (White) and fourth (Lux) at the Runoffs last year with White also earning the pole position with a new track record. The most recent penalty comes in addition to a previous weight addition and an intake restrictor. The penalties have been a constant challenge for NayKid Racing and Dodge Motorsports engineers. However, as they have done throughout the season, the group is committed to give it their all against the overwhelming legislative obstacles.

Scotty B. White: "Boy, oh boy. We have a daunting task ahead of us next month. This short, transitionintensive track really favored a lighter, more stiffly sprung car like the Ferrari 360C and the Corvette over our SRT10 Viper even when we were at 3560 pounds. But, somehow, the sanctioning body became convinced our SRTs needed an additional 140 pounds! I just don't know. At 3700 pounds it will be very difficult to keep pace with the Ferrari and Corvette; who both enjoy an 875 pound and a 420 pound advantage over us respectively. I know from our testing we will have a few tricks up our sleeve and we'll just have to see how it pans out. But honestly, I am less optimistic than I was last year at this time due to this late season 140 pound bombshell dropped on us!"

Cindi Lux: "I'm not going to kid anybody; these late penalties will be a challenge. But, like everything else this team does, we will attack it and go for broke. There is another domestic manufacturer in this class who really doesn't want their plastic hotrod to be beat by the Viper and they are pulling out all the stops this year. This [penalty] gets us even more fired up than ever! Having the support from the Dodge Motorsports Engineering department and the SRT group has been the backbone of our success. These guys have worked so incredibly hard with our team to fine-tune our cars. The results have shown their dedication. We just want to bring home the gold more than ever."

Events Calendar

- Sept. 16-17** Monte Shelton Jaguar Regional @ PIR
Sept 17 Rallycross # 7 @ Washington County Fairgrounds
Sept. 22-24 Primitive Performance Driving School, Washington County Fairplex, Hillsboro, OR
Sept 24 Rallycross @ Washington County Fairgrounds (part of Primitive Driving School Weekend open to all)
Sept. 23 CSCC @ PIR, Doernbecher Dash
Sept. 26-29 SCCA Natl. Solo Championships, Heartland Park, Topeka, KS
Sept. 27 Rally Board Meeting @ Busters BBQ, Tigard
Sept. 28 TC School
Oct. 1 Deadline for Board Nominations
Oct. 5 Oregon Region SCCA Board Meeting @ Canyon Pearl Restaurant, Beaverton
Oct. 7-8 Monte Shelton Jaguar Regional @ PIR
Oct. 8 Rallycross #8 at Washington County Fairgrounds
Oct. 9-15 SCCA National Championship Runoffs, Heartland Park, Topeka, KS
Oct. 21-22 CSCC Enduro @ PIR
Oct. 21 Oregon Region Mt. Hood Rally Stage Rally
Oct. 25 Rally Board Meeting @ Busters BBQ, Tigard
Nov. 2 Oregon Region SCCA Board Meeting @ Canyon Pearl Restaurant, Beaverton
Nov. 11 ICSCC Banquet
Nov. 18 SCCA Banquet @ GP Imports, Wilsonville, OR
Nov. 18-19 Wild West Rally, Olympia, WA

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May 10 Chicane	September 21 Chicane
May 11 Chicane	October 6 Chicane
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Regional Officers and Natl. Board of Director Elections

The regional elections are approaching, and our nominating committee has been selected and they are working to fill our ballot. If you're interested in running for regional office, please contact Judy Cox and let her know!

But there's another SCCA election happening this fall that is just as important to the future of our region, and that's the election for our representative on the SCCA National Board of Directors. As I write this, I don't yet know who else may be on the ballot, but I know I will be supporting Howard Allen for a second term as our Director.

Howard has served us very well on that board for the past three years. I've been RE for two of those years, and I have always found Howard to be 100% supportive of our region's input and a fierce advocate on our behalf. I know he has likewise been a fierce advocate for the other regions in our area – Howard is not just the Director from Oregon – he's been active in supporting every Area 13 region's interests in Topeka.

Throughout his first term, Howard has continued to compete in his SRF and work races whenever possible – you've probably seen him with a driver's suit on, or with a flag in his hand. Howard is in touch with the day-to-day experience of Club Racing's drivers and workers.

Howard supported making Spec Miata a national class, and carried our competitors' request forward and spoke for them – and this year we'll crown the first SM National Champion. It's my hope that the podium will be an Oregon sweep, with Gary Bockman, Kristina Etherington, Ken Sutherland, and Steve Zink taking the top four places - in any order!

Howard supported moving the Runoffs from Mid-Ohio to Topeka, cutting 1,000 miles each way off the trip for our drivers

and workers. There were powerful people who didn't want that change, but in the end I think it was wise and good for the SCCA. Right now, The Chairman of the Board has asked Howard to head up the committee to evaluate the Court of Appeals and make recommendations for improvement. Howard is deeply involved in improving the Club Racing program for all of SCCA.

Now he's bringing his experience and non-nonsense perspective to Pro Racing. Howard has been appointed to the Pro Racing board, and I'm confident he'll make the right decisions for the club and the membership there.

When the bean counters came to kill our ClubRally program, Howard again stood up for Area 13 against some very influential people – and he had the guts to vote to save our program even when it was clear that we would lose. He is also the Board liaison to the Road Rally Board and is now taking on the liaison job for the Rallycross Board as well – Howard has earned the vote of every Rallyist in Area 13 many times over.

Howard has traveled to the Solo Nationals every year of his term and to many of our local Solo events as well – and while he doesn't serve on the Solo national committees, he's been a visible, active supporter of Solo at the national level.

Folks, the ballot return count for these elections is astonishingly low for such an important position. In the next term, the Area 13 Director will have to make crucial decisions about the future of Club Racing, Solo, and Rally. And about Pro Racing, SCCA Enterprises, and the national staff. This is an important job, and I believe Howard Allen is the man best suited to represent us in Topeka.

It is my hope that every Oregon Region member will return his or her ballot, and that when you vote, you'll join me in voting for Howard Allen.

In my August column (written in July) I mentioned that a PAC was in the process of being formed. As time goes on, these things evolve and improve, and things have changed in this plan. I wanted you all to be kept up to date, and the important change is in the structure of the organization. The "Friends of PIR" is an Oregon non-profit for the purpose of protecting and enhancing PIR - it is not a PAC. Any City park can have a Friends organization, and this structure makes more sense with the grass-roots style of support we're looking for. Anyone will be able to join and support the Friends, and Oregon Region SCCA will be in the forefront of support for this organization. Right now, we have a basic website created at www.friendsofpir.com, where you can sign up as a Friend. I'll keep you up to date with more information as I know it.

Thanks for listening,

JZ

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Looking Ahead to 2007 and building a cash reserve

This column should be titled collections of random thoughts....

Victory Racing Camp sponsored the August event. I want to thank everybody, and I do mean EVERYBODY, for rolling with the punches at the last minute cancellation of the USERA Enduro and dealing with the Bonus races. It was a scramble, but it worked out pretty well. As far as I can tell the only guy that got hurt was some yoyo in a yellow SRF (#73) that came in on a hook after the Bonus races. Ah well J

August entries were at 126 with 4 no shows, for 122 total entries. This compares favorably with the average Dog-Days-of-Summer entries. We have in fact been more or less holding our own with entries at each event, a few more or a few less than 2004 and 2005, so our entries are pretty much steady state. We have 2 more events for the year, Sept 16-17 and Oct 7-8, both sponsored by Monte Shelton Jaguar to wrap up our racing season. Remember October is a double points race. NOTE: I've already had this question a few times so for the benefit of all, if you choose to substitute your out-of-region points in for October,

you don't get double points. You only earn double points for October if you race, not if you substitute!

You may have noticed, that as of the August event, Registration has now moved upstairs in the Infield Tower to the 2nd floor, opposite end from Timing and Scoring. This gives Registration more elbow-room, gives us more room to take care of drivers/crews registering and facilitates (5 cent word used a lot at my place of work) communication between Reg and T&S. In short, it's a good, long overdue, move. The old Reg trailer will be gainfully employed by the Stewards of the Meet and serve as a meeting place between Stewards and errant drivers.

We are on track with the budget and slowly putting money back in the bank account. Our intent is to be able to build a slight cash reserve for any capital expenditures needed in the future, as well as maintain enough of an operating budget to get us thru lean times. We may or may not be facing such next year. PIR finds out this month if they will be able to get the loan to repave in 2007. If repaving happens,

the track will most likely close down for about 2 months, Sept and Oct. That cuts significantly into the revenue of all the motorsports clubs using PIR and we'll have to factor that into an 07 Budget.

More 2007 thoughts. Starting work on a rough draft of proposed schedules for next year, in anticipation of PIR asking for this info soon. We'll try and front load the season as much as possible in the event of repaving, but otherwise look for about the same schedule. There will be 1 Drivers School counting for 1/2 of the SCCA track time. NW Region will *Not* be running a Drivers School in 07. Any potential students would be urged to work thru Pro Drive for more track time credit, Conference schools, or SF Region Super School in March. An HPDE is TBD. July 4th is a Wednesday in 07 so we may not actually have a 4th of July event for the first time in years. NOTE: We do try to keep a more or less 3-4 week apart consistent schedule between SCCA events, but given other clubs use of PIR and scheduling conflicts sometimes we're 2 weeks apart (April this year) and sometimes 2 months apart (July to Aug this year). Requested dates vs actual dates are 2 different animals. Finally, last but not least, we are still looking for good RE candidates for 2007. We need some willing volunteers. We can't keep doing this with the same faces that have always been doing it. If you are interested in *your* racing club, we need your help!

I'm running again for RRD and if elected for 07 would be looking for a good candidate to learn the RRD job and take over in 2008.

Take care, see you all at the track in October, I'll miss September 'cause I'm heading out for the Reno National Air Races (I'll try and talk to them about not scheduling on top of our road races for 2008!)

Todd Butler
SRF73

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Mountain Trials Rally The CarZero Chronicles

by Ron Sorem

Merritt, British Columbia, June 16 & 17, 2006. West Coast Rally Association presented their Spring BC Regional Stage Rally, Mountain Trials, featuring the roads overlooking picturesque Nicola Valley in Central BC's cattle country.

Spring rains settled the dust for days, then skies cleared, roads dried out and conditions were perfect to play in the woods for the 19 teams in Merritt. Mountain Trials is a "Recce" event. Reconnaissance reduces the "surprises" of a blind rally, allowing teams to write notes detailing as many of the bumps, jumps, twists, and turns as they can. Recce's detailed notes contain a running text to describe the route, with the Co-Driver narrating non-stop, to the Driver.

I ran Course Opening again for 2006, following two stints in BC for 2005, each with different "non-Co-Drivers". I enlisted fellow Driver and experienced Stage Rally Co-Driver, Lee Sorenson, to read the routebook while I tried my best to read the road.

We ran with a detailed organizers' course book, and added more notes, most notably the conditions over crests, and severity of dips, cattleguards, and ruts. "Slow down!" was added, and re-emphasized, after each bone-shaking landing.

Saturday morning brought tech inspection, and set-up for Service and Start, then a short transit to Active Mountain Raceway for two quick Spectator Stages. AMR claimed one gearbox (2nd gear only), bits and pieces of coachwork, and one close encounter -- EVO versus a wooden observation deck and stairs, following a tight hairpin uphill.

Next up for the rally were Nicola Lake Stages, North and South. The road surface here is crushed sandstone, very fast, and very precise. SS3 claimed one car, with mechanical problems. SS4 was almost trouble-free, the "stair killer" EVO suffered a minor off, and a broken brake caliper put them out of the event.

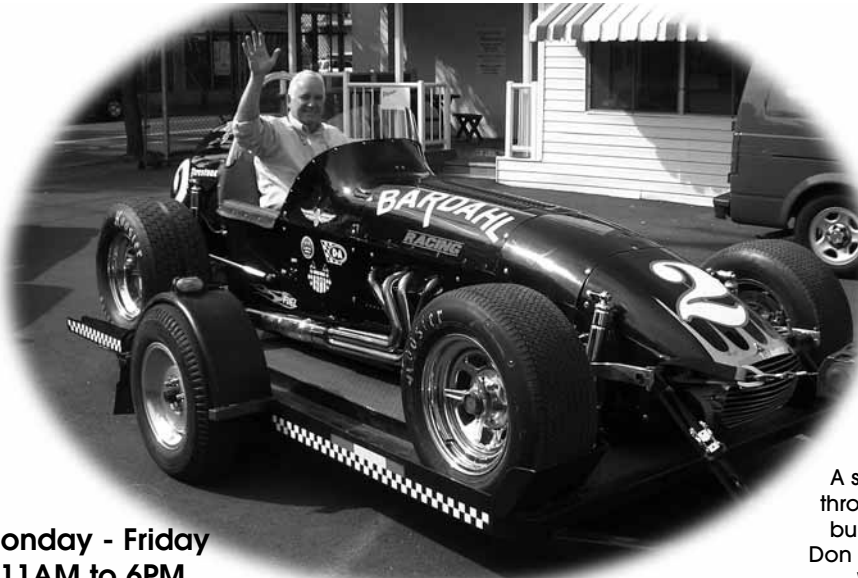
Precision driving is key in Stage Rally, and for Car 0 as well. I found an embedded rock on Princeton Cut-Off, within 2km of

the start, in the left wheel track, a nice little chicane with the rock cliff on my side and just air on Lee's side -- I'd made a mental note of it on Recce. On the first running of the stage, at a brisk pace, I found the same rock -- bent strut. We went on to hit that same rock all three times we ran the Princeton stage. I never saw it once. Lee suggested I hit more rocks with the right front to "even it up", but this never worked.

A major crowd-pleaser was the big jump over cattleguard at Princeton Spectator, just before "90 right onto pavement" downhill to Flying Finish. Car 1, Norm LeBlanc and Keith Morison, took top prize for improvised flight in their Impreza.

Princeton claimed several cars, ranging from minor "offs", to suspension, tires, and electrical. Fortunately none of the retirements occurred in the very narrow twisting exposures early in the stage. Aaron Neumann's third jump resulted in an overshoot of the corner, a five-minute delay. Assistance by Kris and Jaclyn Schofield, a half-minute act of true sportsmanship, cost the Schofield team a podium by 10 seconds! *(continued on page 21)*

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Where the Road Don't Go

John Elkin, Rally Racing Director

Email: johnelkin@comcast.net

More Rallies and Don't Forget the Banquet!

The end of the summer is neigh, but the rallying is still white hot in the Oregon Region! As you read this we have completed our first of two events in Astoria and hopefully will know where the final event in the rallycross will be. We are planning on Washington County again, but that depends on the fair board and their plans for the field we use there. We've enjoyed a wonderful relationship with Lisa and the rest of the people there and we hope that we can continue to utilize that field for a while to come. I know it comes at the expense of their expansion plans but in this case I don't mind being selfish.

This is a difficult article to write because of the way the year is scheduled. Last month we gushed about the Rally Against Parkinson's and the first rallycross at PIR. Since then we had the second rallycross at PIR, which was an excellent course from Ben Trujillo and quite well attended with 86 entries. Other than that everything is still coming up but by the time you receive this it has already happened. It's almost like an off-season article. What's a person to do? In a slight embellishment of a quote from Muhammad Ali, "Ramble, young man, ramble."

I can tell you that the end of the season rallycross awards will be handed out at the Oregon Region Awards Banquet on November 18th, at Gran Prix Imports in Wilsonville, Oregon. The awards section will be free to anyone who wants to attend, those who wish to stay for an incredible barbecue dinner from Uncle Wally and see the general region awards can pay \$22.00 each.

It really is quite a fun evening. While the tedium of hundreds of road racing trophies are doled out to the deserving we will be upstairs in a more intimate setting handing out our awards. Hopefully we will get more than two people to show up and accept awards this year. Then we will head downstairs to join the party, eat some incredible barbecue and enjoy the special awards handed out including our own Adelaide Zink Rally Worker of the Year.

Before I leave this position I really would like to make a rallysprint happen in Oregon Region; or at least get the wheels rolling toward that end. This would be for caged rally cars only on a more defined, open course than a rallycross. The SCCA has made it very easy for us to return to this kind of rallying. What we need is a preferably enclosed area,

or easily controllable to traffic, mostly visible from one location, and affordable. If you know of this piece of land please contact me.

Some of the advantages of a rallysprint is older cars can stretch their legs once again on dirt and they need not be street licensed since we are not on public roads. It is my sincere hope that you have taken some time this year to sample all different types of rallying we offer here in Oregon Region. A well rounded rally person cannot call him or her self a true rally person unless they have at least given proper effort to at least road rally, rallycross and work or spectate stage rallies if you do not want to compete at that level.

I know, stage rally ain't our bag anymore, baby. Well, yes it is, as long as our friends at the Oregon Rally Group continue with stage rally this region will offer whatever assistance it can. May I quote The Beatles? (You knew the Beatles were coming into this sooner or later), "I am he as you are he as you are me and we are all together." Rally people are rally people; some just need reminding that while the discipline changes the people are the same. There are plenty of opportunities to TSD rally, rallycross and stage rally still to

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come this year and it wouldn't be the same without YOU. Next month we'll have lots to talk about; the National Course events in Centralia, the first Astoria rallycrosses and hopefully some rallysprint plans.

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We recently completed our first ADVANCED RALLY SCHOOL and it was a big hit with the 11 intrepid drivers who braved the record breaking heat, jumped the yumps, flew through the trees, and learned to control their cars in full rally conditions with experienced instructors.

This school will be repeated in the late fall and again in the early spring. Watch for details and dates. And don't forget the ultimate Subaru Meet at SubieFest 2006 On November 18th at Pacific Raceways outside of Seattle, WA. There will be a Primitive RallyCross and School there too!

(continued from page 19)

At SS8 Helmer One, Car 0 was held by Net Control to cover delays on earlier stages. We ran the stage at a moderate rate and encountered LOTS of COWS. We added more cautions, and "long", "tightens", "drops", as appropriate. Car 0 was held again at SS 9, Helmer Two start. Car 19, the 1974 Colt was off, about 2km from the end of Stage 8, with electrical problems. The stage would be delayed. I tried to calculate how much time I needed to open the stage; I knew we could be safely quicker through the second running and still check all the Marshals, Spectators, and road closure banner. The entire field was assembling at Stage Start for Helmer and getting restless. The call finally came for Car 0 to start. We beat our first time by over a minute.

We pulled through Service in Merritt, for the latest gossip and conditions behind us -- Car 5 was off at 19.67km (now Warren Currie's second Helmer tree). There were

no further delays on the final running. Car 1 ran a 14:00 flat, taking big air on the jump at 155km/h. Car 3, Jamie Thomas and Ben Bradley took time to change a tire, costing one podium step, but running out on a fresh spare saved their 3rd place finish by seven seconds.

On the last running of Helmer, pushing harder yet, landing after one of the ever-deepening "dips", the Legacy's ABS light came on... When I asked about the ABS light, Lee's was a calm cool Co-Driver response -- "I don't know, but maybe you should test your brakes" -- before the "easy right, exposure" just coming into view -- the brakes worked and we continued. On leaving their last assignment, on Helmer, Washington's Steve Perret and Kathryn Hansen, encountered several cows blocking the road, then after the cows, another blockage, but different -- a bear! First place to Norm LeBlanc and Keith Morison, Car 1, WRX, by eight minutes. Second to Eric Grochowski and Leanne Junnila, Car 10, VW Golf. Third, only 1:02 back, to Jamie Thomas and Ben Bradley, Car 3, WRX Wagon. First Novice, Fourth Overall, seven seconds back, Martin Chung and Christa Monasch, Car 13 in the now Open Class Impreza. Complete, detailed results and photos at www.rallybc.com

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Watkins Glen - Yankee Stadium of Road Racing

The Watkins Glen racetrack is located 275 miles west of New York City and 135 miles east of Buffalo in the Finger Lakes region of central New York State, near Seneca Lake. It's an historic track that traces its roots back to 1948 when the Village of Watkins Glen hosted the first sports car race in the United States after the Second World War. The SCCA was a fledgling club that was active in hill climbs, acceleration and braking trials as well as match races. But no road races. The SCCA sanctioned the Watkins Glen race and 23 sports cars raced down the town's main street (Franklin Street) and around 6.6 miles of the beautiful Watkins Glen countryside. The winner of the first race was Frank Griswold Jr. in a 1938 Alfa Romeo 2900B (it is believed that Griswold's winning car currently resides in British Columbia and has participated in the Monte Shelton Rallye). After 1956, the race moved from the 6.6-mile countryside course to a 2.3-mile artificial course that forms the basis for the current, world-class layout.

Quoting from Brock Yates talking about the Watkins Glen racetrack: "This place is the Yankee Stadium of American road racing; hallowed turf where the Ruths and Mantles and DiMaggios of our sport have roamed its asphalt. Literally every great driver of the past 50 years, with the exception of Juan Manuel Fangio and Alberto Ascari, has competed here. The best Europeans and the best Americans, the best cars and the best teams have all tested themselves on these immortal stretches."

In 1955, Gary Manchester read in sports car magazines about Watkins Glen and its drivers including Briggs Cunningham, John Fitch and Carroll Shelby. Twenty years later, Jeff Niess read sports car magazines about Watkins Glen and drivers such as Niki Lauda, James Hunt and Mario Andretti. Throughout the succeeding years both Gary and Jeff had the de-

sire to go to Watkins Glen and drive on the same asphalt as their childhood heroes. A generation apart, but they shared the same DREAM.

Finally their schedules worked out so they could do it in 2006. They arranged to rent Spec Racer Fords from Motion Dynamics located in Conway, NH. Friday was a test day and the cars were ready and were in good shape. There were four sessions that day and they were paired with a few sedans and FVs. Learning the track wasn't difficult but there are two corners (#1 prior to the uphill esses and #11 leading onto start/finish) leading onto straightaways so they were critical. Prior to leaving Portland, Mark Goodman called Gary and told him that Mark's experience at The Glen was that #11 could be taken at much more speed than first appeared. Mark was right. Friday's weather was high overcast and the track was in good shape. Their times seemed to get better each session but it was hard to tell because each car lacked data acquisition and the Motion Dynamics three mechanics were not paying attention to lap times (where's Mike O'Callaghan when you need him?).

We were running the long 3.4-mile course that included the "boot". NASCAR runs without the boot and each lap is 2.45 miles for them (I suspect the "boot" is too narrow and tight for them). The "boot" includes four extra corners, all of which require an SRF to shift down from 4th to 3rd on the entrance and back up to 4th on the exit. Otherwise the course is all 4th and 5th gears. Lots of drafting, lots of speed, very little lifting/"breathing". By the end of Friday, Jeff and Gary were feeling pretty good. Both of them were faster than some of the "locals" but there were only twenty SRFs testing while 45 had pre-registered. The prospect of racing against 43 others sounded good, always someone to race against (the only familiar name on the entry list was Rob Reed from Ballston

Spa, NY who raced once in Portland this summer when he was visiting with friend/model/mechanic Amanda Hennessy).

Friday night, the friends arrive. SRF-driver Dan Hall (Camas, WA) drives up from Philadelphia (4 hours south) where he is working doing a new car "launch" for Nissan. He brings the new Versa his is "launching". Cute car. Five friends of Gary's also come up from Philly to support Jeff and Gary. We now have a quorum for Saturday night's dinner-for-eight in Corning and a cheering section for Sunday's race.

Saturday's forecast was for 70% chance of rain and it didn't disappoint. The first of two qualifiers started around 9:30 AM and the rain was steady with drops about the diameter of a #2 Ticonderoga pencil. Jeff and Gary were issued no umbrellas (boy, we miss you Mike!) and they were getting soaked in pregrid. When they were due to get the 5-minute warning, pre-grid workers came car-to-car saying there would be a 10-minute hold. The track was flooding in places. They waited the 10 minutes and Jeff and Gary were completely soaked. Gary had water dripping off his nose. Jeff was sitting in a pool of water in the standard-issue fiberglass SRF seat. The rain didn't let up a bit so pregrid turned us loose. So much for the flooding. How about FEMA?

The Goodyear rains performed well and Jeff and Gary were able to immediately start passing some of the 20-or-so competitors whom had the insanity (courage?) to qualify. I suspect the other 23 were in the paddock praying for a dry afternoon. The flooding is not an issue with only two places where we hydroplaned. Jeff and Gary passed a lot of cars and were not passed by anyone. Good sign or just luck? Surprisingly there was no black flag shortening of the session (something that happened half the time on Friday).

After the session, timing and scoring has Jeff 9th and Gary third in Q1! While in the trailer, removing racing suits so wet they could be wrung out by hand, Jeff and Gary resist showing their four Motion Dynamics “stablemates” their webfeet. Off to the hotel for lunch and the in-house clothes dryer. While the suits are tumbling in the dryer, the group-of-eight has lunch together and Jeff presents custom Watkins Glen T-shirts. Great planning, Jeff! Great heart.

The aforementioned 23 pray-ers get their wish, sort of. The afternoon is dry but threatening. We go out on dry tires on a track that is reported to have a dry line. It turns out the racing line is dry except for the instep of the “boot” which is wet enough to require substantial caution. Jeff and Gary know they have a slight edge because all the drivers not liking rain are not going to like the wet corner. The drivers get about four dry laps and the rain starts again. Jeff and Gary finish the session, return to the paddock and repeat the wet race suit removal process. Our session was not shortened even though Rob Reed stuck the nose of his SRF into the tire barrier at the exit of #11, the corner Mark Goodman referred to. Rob was able to get his car repaired and qualified 4th in SRF. All weekend Gary went through T11 thinking about Mark’s encouragement but never scared himself, an indicator that he could have tried more speed. Renting a car sometimes makes a driver more conservative.

By the end of Q2, Jeff and Gary are getting a little more respect, no more just the two yahoo’s motivated enough to travel 2,000 miles to LIVE THEIR DREAM and race The Glen. Timing and Scoring finally puts out the results. The four dry laps determine almost all the qualifying. In class, Gary is 5th and Jeff 15th, out of 40 SRF cars (our race Group 2 also had one DSR and two SPU tin-tops). They are very pleased, having only 6 sessions on a new track. LIVING A DREAM.

Sunday is dry, pleasant day. First there is a short warm-up session where groups are combined and thrown out on the track for 10 minutes. We decide to avoid this mish-mash of cars and finally our race time arrives. At the end of our pace lap someone

has a problem and we don’t get the green. Around we go again. Finally we get the green flag and we go through T1 three wide but no contact. Amazing!

Gary loses a position when the DSR ahead gets a poor start and holds up our line. Going into the “bus stop” Gary misses his 5th to 4th shift, something that had happened often on Friday and Saturday as he had difficulty getting used to his rental car transmission. Another position lost. Things go smoothly for a few laps when he again misses the 5/4 shift going into T1. This is very costly because Gary has inadequate exit speed and three cars draft past him at the top of the esses. Three positions lost. In desperation, Gary keeps the car in 4th going into T1 and the car revs to 5,700 similar to the entrance of T10 in Portland. On the next lap he is able to out-brake the car ahead into T1 but gets re-passed by that car going up the esses. It’s painfully apparent that T1 must be done properly to obtain adequate exit speed. Anything less gives cars behind the opportunity to motor past.

Jeff’s race starts cleanly with an amazing three wide through turn one. He is pushed out on the exit, but loses no momentum. Going into the Bus Stop Chicane at the end of the backstretch, he outbrakes a car for 14th place. Knowing that the tires will start to go away – he decides to attack the

first 4 laps and then hang on to the finish on lap 11. With each lap he takes another car as the cars enter the boot until he is sitting in 12th. Then he gaps the cars behind him and decides to watch Gary and 3 other cars swap positions for the next 6 or 7 laps. He says it was the best seat in the house and too crazy to add his car to the fray. At the starters stand one finger is given and Jeff realizes he is right behind Gary. With thoughts of a 2004 Schumacher – Bar-rachello U.S. Gran Prix photo finish, Jeff presses hard but cannot catch Gary for the all important photo op. Instead he pulls alongside after the checker and the two drive side by side, waving thanks and goodbye to the Glen. Going through the esses for the last time, they are struck with the notion that on this very asphalt, many of their childhood heroes – separated only by time – had fulfilled similar moments of passion and personal glory.

Gary finishes 11th, Jeff 12th. Not bad for first time on a new track. After the race, it is the usual bench racing and laughs, but soon it is time to pack up and make our way to the hotel and eventually the airport. But before heading out for the last time, they stop to drink in The Glen’s history, its beautiful setting and the newest chapter in the racing memoirs of Gary and Jeff. Who knows – maybe somehow Le Mans will find its way onto the racing calendar for next year...



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Victory Racing Camp Regional



Matt Crandall #3 gets cozy with Joe Siegel's Viper; Bill Duncan's #88 Mazda RX-7 leads Dave Franks' Sprite in the Vintage race (below left); Dave Isselhard #07 shows off his McLaren F5000 (below right); and Todd Lamberton #20 and Larry Vollum #5 pace the hotly contested Spec Racer Ford event (bottom). Photos by Doug Berger, Photosport Northwest, www.digitalracefotos.com.





Director Duck

Howard Allen, Competition Manager

Email: howduck@qwest.net

On the Way to Solo Nationals

First off I would like to start this column off with an apology to the Solo crew. I had every intention to make the national event at Packwood but a personal health issue kept me from keeping my word and catching-up with the group. The SCCA press release said it best, "Washington Women Dominate at Packwood."

I am looking forward to 07 in Packwood. By the time you read this fall will be in the air and time to talk about the Solo Nationals. As usual I will make the second half of the event and look to track down and meet many Area 13 competitors. Like Christensen Colby & Nick Coate who represent SW Montana or Ty Jackson from Montana region.

Or meet Stephen Hui to find out why he is in the Team Butt Heat car and not the Annie / Ron 944? But do not ask me whom I am cheering for in BSL Anna or Tristan. Or do I need to catch up with Glenn Austin to find out about his move. I also need to meet Kevin Dietz & Shelbi or Kyra Lein & Jerry Jenkins and try not to mistake Jim Daniels for Ron Bauer (again) and not to mention boring Karen in the lotus with my prattle.

Before we go much further a fact not lost on this director is that NW region is the third most winningest region in this club when it comes to the Solo Nationals. (And not that far away from NE region in wins). OK that one region to the South (SFR) is the runaway leader in wins.

The first tip-of-the-helmet (in advance) goes out to Karen Babb for being one of the Solo National course designers.

The Solo site acquisition committee has put together a storyboard for the CD they want to include in the updated site acquisition packet. They will huddle with marketing to finalize production after the big events of the fall are completed.

Imperial Marketing is the new merchandising partner for the SCCA. Bear Promotion went through a recent merger and it was determined that Imperial had better capabilities (especially the internet) to move our merchandise program to the next level. Speaking of marketing the member benefit rewards programs now has 65 companies that now offer discounts to members.

In early May 642 contingency claim forms had been processed for National Club racing and Solo programs. This compares to 320 for all last year. The breakdown is 405 club-racing claims (up from 267 for all of last year) 237 Solo and ProSolo claims (53 for all last year) have been paid out. In dollars this represents more than \$126k versus \$84K for all last year.

Sunoco has extended the World Challenge program through 2011.

The SCCA.com web site has continuous updates and tweaks to it and hope to embark on a total redesign in 2007. John Steflik has designed an all-new MX-5 web site (www.mx-5cup.com)

Some of the proposals before the BOD for the August meeting include an examination of the temporary / trial membership program (only 2% actually join. Possible new medical exam requirements for club racers (16-39 years good for five year / 40-49 three years, etc.

Also a revision of the competition license application form is underway. Also the option of a two-year license for national holders will be looked into. Stay tuned next month for the results.

As of the end of July membership stood at 52,448 compared to 52,459 at this time last year. There has been no significant change in the membership retention rate this year approximately 73% of the membership renews each year.

In Area 13 the regional numbers look like: Oregon the same, Montana down 9%, Northwest down 3%, Arctic Alaska up 6%, Snake River up 8%, SW Montana up 14% and Big Sky comes in BIG with a 24% increase.

The 2006 volunteer participation numbers for the first hundred race events are in. Emergency is at an average of 6.5 (unchanged) workers per event. F & C is 23.5 (down two points); Course is 2.0 (down 1/2 point), Grid 5.6 (down .3), Paddock 1.1 (down .3), Pits 2.8 (unchanged), Medical 1.8 (unchanged), registration 5.6 (unchanged), sound 1.7 (unchanged), starter 3.5 (down .3), tech 6.1 (down .2), T & S 8.1 (down 1.4).

The total average per weekend workers count is 68.3 down from 73.1 last year. The BOD and national staff have recognized this situation and will be addressing it soon.

National participation numbers are in for NORPAC's national races. For the seven races the averages are: SRF 18.57 then comes SM with 17.57 then surprise is FV with 9.71 then comes T-2 with 9.14 and FF with 9.14. The total national entries were 808, which meant an average of 115.43 cars per event.

This makes NORPAC sixth in divisional participation. SEDIV was tops with 1695 entries for an average of 188.3. The national total was 9201 for an average of 151 but for the rest of the country there are still eight national events before these figures are final.

Watch for your ballots in the mailbox this October and PLEASE be ready to vote.

Until next month

Duck-Out.

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.

INSURANCE

Home, auto, commercial, life, and race car/team insurance. Choose

an agent who races and is an Oregon Region Member.

Call Jon Davies at
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Non-Commercial Classified Ads

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

Race Cars For Sale

'73 Mazda RX3 road race car, perfect for rally, race tires, two sets of wheels, fuel cell, four nose pieces, 3 sets of left and right fenders, two hoods, left and right doors, 2 bumpers, 4 spd and 5 spd, misc brakes, new motor, \$1,000 Tom Ellis 360 314 5824

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

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

2001 T2 Camaro, Winningest T2 car on west coast, 03-04-05 Norpac Div. Champion, Ohlins shocks, Torsen Differential, Kodiak Wheels, 3 sets spare wheels, Rains + ample supply Kumho 710 tires, Race ready with no issues., \$18,500, Joe Hermes, 503-702-2178, joe@gpimports.com

New 1998 Race Ready Standard Formula Mazda. Raced Twice, 1st Log Book issued April 2006. Many Extras, 2 new extra sets tires & wheels extra nose & wing complete. \$28,000.00 Call Lloyd (541) 826-5508 or (541) 944-5845 (541) 899-8272
Email lstruckingaudrey@earthlink.net

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.

SRF #714. Professionally maintained. 1 year on rebuilt trans. with new 5th gear. Also, spare, never run, rebuilt trans also with new 5th. Penskes and Konis. 2 sets alloy wheels, 1 set Welds. CDS dash. \$19,500.00. Contact Greg at 503-285-3308 or gregmse@comcast.net.

GT/Production VW Rabbit. Built as GT4, can run GT3, SPU, Vintage. GTL with engine change. 1800cc. Spare 1800cc, Dual 45DCOE carbs, Accusump, Headers, four wheel disc brakes, 4-13x7 BBS wheels, 6-14x6 wheels, Tons more spares. \$8000. w/open trailer. Pix at: http://home.comcast.net/~gt4rabbit/. Jim 360-573-5307 after 6PM. gt4rabbit@comcast.net.

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

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

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

1984-87 "La-Z-Boy" Honda Civic Road Race Car #29. RS/SPU/P3 in SCCA/ICSCC. Holds qualifying and race lap records in P3 in the last 3 PIR enduros. Runs high 1:22's with a hot shoe and mid 1:23's with average driver. 2003 finished 1st in class, 2nd overall and finished over 45 minutes ahead of nearest competitor. Fresh bottom end (2004) B16A engine 180+hp. S1 close ratio gearbox. All the popular engine bolt ons. BIG brakes, 3 sets of wheels, Digatron, 18 gal cell with dry break and 2 quick dump cans. Spares.... like you'll ever need 'em though. Car runs on super no lead all day long. \$9500 obo. Call Steve at 503-936-0620 or email at hershberger.family@verizon.net

(continued on page 28)

(continued from page 27)

1963 Austin Healey Sprite, Mk II, Vintage Race Car, 1098cc Engine (New Rebuild), A.P.T. Race Cam, Venolia Pistons, Trailing link rear suspension w/ coil over shocks, Front Carrera shocks conversion, SCCA Racing History, spare Full Race 1098 Engine, spare 1098 block, 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, dmcbain@apsco-inc.com

NorPac Division Champion Vintage/Sports Racing class for 2004 and 2005 -Red Lola 342 FF. Loyning engine. Spares include gears,frame, body parts and molds plus factory manual and spare tires.

Everything to get started and stay there, consistently. \$11,500, negotiable. Enclosed trailer also available (see ad) package price is \$14,500 -- phone 503.838.0239 or 503.559.0813.

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

THANKS

GENEROUS DRIVERS

A few weeks ago, a request went out for drivers to donate funds to send a worthy worker to the National Championship Runoffs.

To date, about \$3500 has been raised, and many workers who could not otherwise afford to go will be keeping our drivers safe and showing the Oregon Region flag at the Runoffs.

Thanks to all who contributed!

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

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, Personal 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.

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.

48' Race Transporter w/ hydraulic liftgate - Truck and trailer combo are registered as an RV so no CDL required and no stopping at weigh stations! Trailer has a hydraulic beavertail on upper deck to accommodate very tall/large cars so it is very versatile. Can haul up to three cars! If you are looking for that "big, professional team" appearance for the cost of a good used diesel F350 and 30' tag trailer then this is it! Probably the best deal on a race transporter in the U.S.

Truck: 1997 Volvo tractor w/ 640,000 miles, 400HP S60 Detroit Diesel, 10sp Eaton Fuller transmission, Air ride suspension on seats, Aluminum rims, Tires are 90%, Major service just completed this year, Sleeper with add'l upper bunk, Everything on the truck works perfectly and no deferred maintenance.

Trailer: 1980's 48' Kentucky w/ Competition conversion in the late 80's, Air ride suspension, Upper and lower deck, Hydraulic Liftgate, Hydraulic beavertail on upper deck, Air-conditioned lounge with kitchen and bathroom, On board air compressor with outlets everywhere, 220v outlet for welder, Lots of cabinets and countertop workspace, Built in vice and grinder, Upper deck has winch, 12v and 110v lighting throughout the lounge and trailer, Pre-wired for generator and 110v. Price for semi/trailer combo is \$42,000.00 Contact me at (360) 674-2040 or (360) 471-8566 with any questions. Or email at raymond@position1.net

OREGON REGION SCCA BOARD OF DIRECTORS MEETING

MINUTES - APPROVED

DATE: 8/3/2006

PLACE: Canyon Pearl Restaurant

PRESENT: Board Members: Jeff Zurschmeide, Dave Franks Win Casey, John Elkin, Todd Butler, Jim Daniels, Judy Cox

Members: Mary Thompson, Karen McCoy, Andrew Howe, Bud Mansur
Absent: Todd Butler, Randy Unsee, Paul Eklund Bob Smethers, Michael Gatzza
CALL TO ORDER – Jeff called the meeting to order at 7:10

MEMBER COMMENTS – Lew Scott, long time Region member and steward was in attendance to present to the BOD a new award that he would like to create for the region. Lew would fund this award up to \$50 yearly for 10 years. His idea for the, Individual Achievement Award, is to recognize some one who shows great achievement over diversity or does much with little recognition. Any Oregon Region member would be eligible for consideration.

This award would be governed by a five-person committee of which would include the following: Race Driver, Race Worker, Solo Member, Rally Member, and BOD Director I. This committee would self-elect their replacements each year. The BOD discussed this award and graciously accepted Lew's generous offer. M/S (Win/David) to create this as a perpetual award to be named as follows: M/P The Lew Scott Individual Achievement Award. Lew will secure the perpetual trophy with the replacement one to be considered a part of the yearly awards purchasing.

NEW BUSINESS – None

REGIONAL OFFICE REPORT – Karen reported spending 110 hours in the office in July. She presented the P&L, Budget vs. Actual thru July. Discussed with no changes suggested. Karen wanted to thank the following individuals for their help during her stint at The Lemans event as the, Membership booth:

Marshall Atherton for providing the space for the trailer.
Bob Smethers for having the trailer in place with a canopy
Todd for assisting her answering questions & handing out information.

TREASURER REPORT – Absent

LOUD PEDAL REPORT – Absent (report sent via e-mail)

Working on getting August issue of LP to printers in next few days, advertising up again slightly, issue will include American LeMans, Star Mazda, MX-5 races, August regional preview, recent regional race photos.

Most all sponsorship fees have been collected now. Final payment coming up soon on August regional sponsorship. A wire service press release will be distributed for the Victory Camp Regional as we did with the Pro Drive Independence Day regional.

COMMITTEE & DIRECTOR REPORTS:

OREGON SCCA PROPERTIES REPORT – Jeff reports that Lans Stout is still actively seeking property and has prepared an RFP (request for proposal) to put into The Oregon Daily Journal of Commerce stating our needs etc.

RACE OP'S REPORT - No report

DIRECTOR'S REPORTS –

SOLO II REPORT – Andy Howe, (subbing Michael) gave a report on their hot weekend in Packwood. With the temperature at 105 degrees and competing events that were scheduled for the same weekend, this event was poorly attended. He was happy to report that they did find some covered paddock space and a little shade. Jim Daniels mentioned that there would be pro events this weekend and next at the Packwood site.

RALLY REPORT – John spoke about the two Rally X's that they held at PIR in July. The July 2nd they hosted 71 entries and July 16th saw them move up to 86. Both good events. Their June event had 107 entries and John presented Karen with a check for \$330 as their 5% contribution to the region.

John's pride showed when he spoke about the Parkinson's Rally that they put on to benefit this debilitating disease. There were 34 entries but as John pointed out the donations far outweighed the entries,drum roll,\$3,000! He expressed great thanks to both the Solo folks and Gran Prix Imports who once again proved just what OR Region supporters they are.

Upcoming are: Aug 19th, The 41st annual Mountains To The Sea (non SCCA) which runs from Portland to Long Beach and culminates with a BBQ on the beach. This being a well designed Kevin Poirier course.

Aug 12/13 Nationals will be held in Centralia, WA.

Aug 20th = Rally X at Astoria Fairgrounds with 2 complete courses set up.

Sept there will be a repeat Rally X as above in Astoria. Rally has plans to hold the season ender Rally X in Oct, probably at WA County Fairgrounds

DIRECTOR I REPORT – No report

DIRECTOR II REPORT – Judy has secured the services of Uncle Wally's to provide the food for the November awards banquet.

She is also working on some manner of covering to protect the floor at Gran Prix Imports from any chair damage such as we experienced last year. So far the estimates have been beyond our budget so she will continue to look into this issue. She is also working with her nominating committee to gain some candidates to run for the BOD for the upcoming year. She has prepared information to be included in the LP regarding this.

ROAD RACING DIRECTOR REPORT – Absent (report sent via e-mail)

Hopefully, if we did not get our wires crossed, Karen will have a summary RR budget vs. actual report for the BOD. In a nutshell, thru the end of July we are about \$20K over budget (good!). This was with payment still outstanding from Global and all major bills paid thru the end of July. Part of this is an error on my part. I had budgeted for Insurance for Rose Cup and forgot that was a PRFA expense that weekend. Entries have been holding level with last year, we caught a break with the HPDE with Monday pricing for PIR vs. weekend high \$\$\$, and the specialties have been doing a great job watching budgets and spending. We have still been taking care of workers courtesy of sponsors.

Biggest issue: Need ACTION on Region Office. Either re-up the lease and modify to get more room, including get storage space, or locate a new office within a suitable budget range. At July race, Randi Miller-Graffy, Chief T&S tendered her resignation as Chief effective after the September OR regional. Race Ops and the RE are in the loop on this and working on replacement T&S Chief. In Todd's absence, Karen presented the Budget Report. The BOD felt that the numbers looked good and promising.

One of Todd's action items was to find someone to see if they could secure a more desirable space for the region office. Don Smethers has agreed to look into this and report back before our lease expires at the end of October. Both more room and better working conditions are what is being sought without a large increase in cost. It was suggested that perhaps something in No. Portland would be a step toward creating better relations within that neighborhood

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

RE COMMENTS – Jeff talked about the Sept 9th Gran Prix benefit event and the silent auction that they are planning to have. Road Race, Rally and Solo will all provide either items or event entries to be used for this auction. What a great way for the region to give back a little to our generous friends. Also - I'm spending some region money to register and host the following Internet domains: www.friendsofpir.com, www.friendsofpir.org Probably up to about \$250 - to be paid from the region account. I'll front it and submit receipts to Karen for reimbursement Thursday.

This is for the new 501(c)3 corporation that's being created to hold the PIR Foundation. It's part of Oregon Region's donation to the organization. Just so you know, John Draneas is donating his time, expertise, and the filing fees to form the corporation, and others are similarly donating in-kind services to get this thing in motion.

The official name will be: Friends of PIR, Inc. The kicker text that goes under it is: "A foundation dedicated to the enhancement of West Delta Park" Turns out this way is better than a PAC to gather friends, money, and influence - but the information I gave you before about being ready for our venues to donate to it still stands. There's a starting board for the foundation that includes: Dave Pollock, John Draneas, Greg Baldwin, Gary Bockman, Verne Naito

Bob Ames and I are functioning as advisors to this board. Note that this board was selected without regard to club affiliation and with extreme regard to political influence and connections in the City of Portland. Every member of the board is committed to preserving and enhancing PIR, and that's all that matters. There will be a large Advisory Group that will include representatives of all the user clubs, so no one will have cause to feel slighted. Needless to say, this is a VERY good and smart move for our future at PIR.

Finally, things are going well with the Ferrari Challenge race coming up this w/e, and I expect to execute a contract tomorrow with Global Events Group for our participation. We'll be paid \$10,000, out of which will be paid expenses for the weekend (which will be significant, see below) and then we'll split the residue with Cascade 75/25, with ORSCCA getting the 75% share.

I expect to spend somewhere around \$3,000 to \$4,000 on the workers this coming weekend. This will be for grocery store gift cards, purchased lunches each day at the track, if-not-unlimited-then-close-to-it beverage tickets each evening, a big fancy BBQ on Saturday, and perhaps some cool Ferrari schwag for those that turn out. This event is above and beyond the call of duty, and the people who step up deserve everything they will get. And withal, we'll still bank probably \$4K at the end of the weekend, and Cascade will bank \$1500 or more. A good weekend! SCCA is buying us some Directors and Officers insurance - but I have to sign this statement:

Jeff asked if any member of the BOD disagreed with the below statement that he will send to National SCCA regarding the insurance. "I am Regional Executive for Oregon Region of SCCA. This will confirm that I and the officers and directors of the Region are unaware of any fact, circumstance or situation involving the Region or its officers and directors that we have reason to believe might result in a future claim." There being no comments he will submit as written. M/S to adjourn (Dave/Judy) M/P

Respectfully submitted,
Mary Thompson

Road Racing Meeting – None



Monte Shelton Jaguar

Double Points, Single Regional w/Vintage October 7-8, 2006

Oregon Region SCCA

Portland International Raceway, Portland Oregon

SANCTION: Regional--06-RS-145-S **Final Schedule 9/6/06**

MONTE SHELTON JAGUAR

*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 10/6 via Turn 8 and Broadacre Entrance

Saturday, October, 2006			Sunday, October 8, 2006			STEWARDS	
Begin	End		Begin	End			
7:00 AM		Track Opens	7:00 AM		Track Opens	Chief Steward	<i>Jeff Niess</i>
7:00 AM	3:00 PM	Registration Open	7:00 AM	12:00 PM	Registration Open	ACS Chief	<i>Cece Papa</i>
7:30 AM	4:00 PM	Event and Annual Tech	7:30 AM	2:00 PM	Event and Annual Tech	Chairman SOM	<i>Ken Jones</i>
9:00 AM		Group H Practice	9:00 AM	9:20 AM	Group H Qualifying 2	ACS Operating	<i>Don Smethers</i>
9:40 AM	9:30 AM	Group V Practice	9:30 AM	9:50 AM	Group V Qualifying 2	ACS Spec Miata	<i>Pat Derouin</i>
10:20 AM	10:10 AM	Group B + D + E Practice	10:00 AM	10:20 AM	Group E Qualifying 2	Race Groups	
11:00 AM	11:30 AM	Group G + C Practice	10:30 AM	10:50 AM	Group B + D Qualifying 2	Regional	
11:40 AM	12:10 PM	Group A Practice	11:00 AM	11:20 AM	Group G + C Qualifying 2	A	SM
12:10 PM	1:10 PM	Lunch	11:30 AM	11:50 AM	Group A Qualifying 2	B	CSR DSR S2 SS2 ASR FA FC FM FS
1:10 PM	1:35 PM	Group H Qualifying 1	11:50 AM	1:00 PM	Lunch	C	GT1 GT2 GT3 GTL GTA EP FP GP HP
1:45 PM	2:10 PM	Group V Qualifying 1	1:00 PM	1:30 PM	Group H Race		SPO SPM
2:20 PM	2:45 PM	Group E Qualifying 1	1:40 PM	2:10 PM	Group V Race	D	FF CF F500 FV
2:45 PM	3:05 PM	<i>Track Crossing Break</i>	2:20 PM	2:50 PM	Group E Race	E	SRF
3:05 PM	3:30 PM	Group B + D Qualifying 1	2:50 PM	3:10 PM	<i>Track Crossing Break</i>	G	PCA1 PCA2 PCA3 PCA4
3:40 PM	4:05 PM	Group G + C Qualifying 1	3:10 PM	3:40 PM	Group B + D Race	H	CP1 CP2 CP3 ITS ITA ITB ITC ITE GTB
4:15 PM	4:40 PM	Group A Qualifying 1	3:50 PM	4:20 PM	Group G + C Race		RX7 CR SSB SSC T1 T2 T3 AS Pro7
4:50 PM		Workers/Drivers/Crew Welcome!!!!!!	4:30 PM	5:00 PM	Group A Race	V	SPU RS
			5:10 PM		Workers and Drivers Social		VP1 VP2 VP3 VF/SR
<i>Drivers meeting in Impound after Practice</i>			<i>Race Grid based on best of 2 qualifying times</i>				

Please Stay afterwards and enjoy the Social each day

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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.	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:		Date:	ENTRY \$ _____
Entrant Signature: (If other than Driver)		Date:	SRF \$ _____
Drivers E-mail address:		(Signature required at Registration Check In if submitting via Web or E-mail)	SM \$ (compliance) _____
			WORKER \$ (optional) _____
			SM \$ (optional) _____
			TOTAL \$ _____

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

Credit Card Information	SRF F/SCCA Mandatory Fee \$10/Sanction	\$	CASH \$ _____ CHECK \$ _____ CHECK # _____ VISA/MC \$ _____ ENTRY # _____
Full Card Number:	SM Mandatory Compliance Fee \$5/Sanction	\$	
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		\$	



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