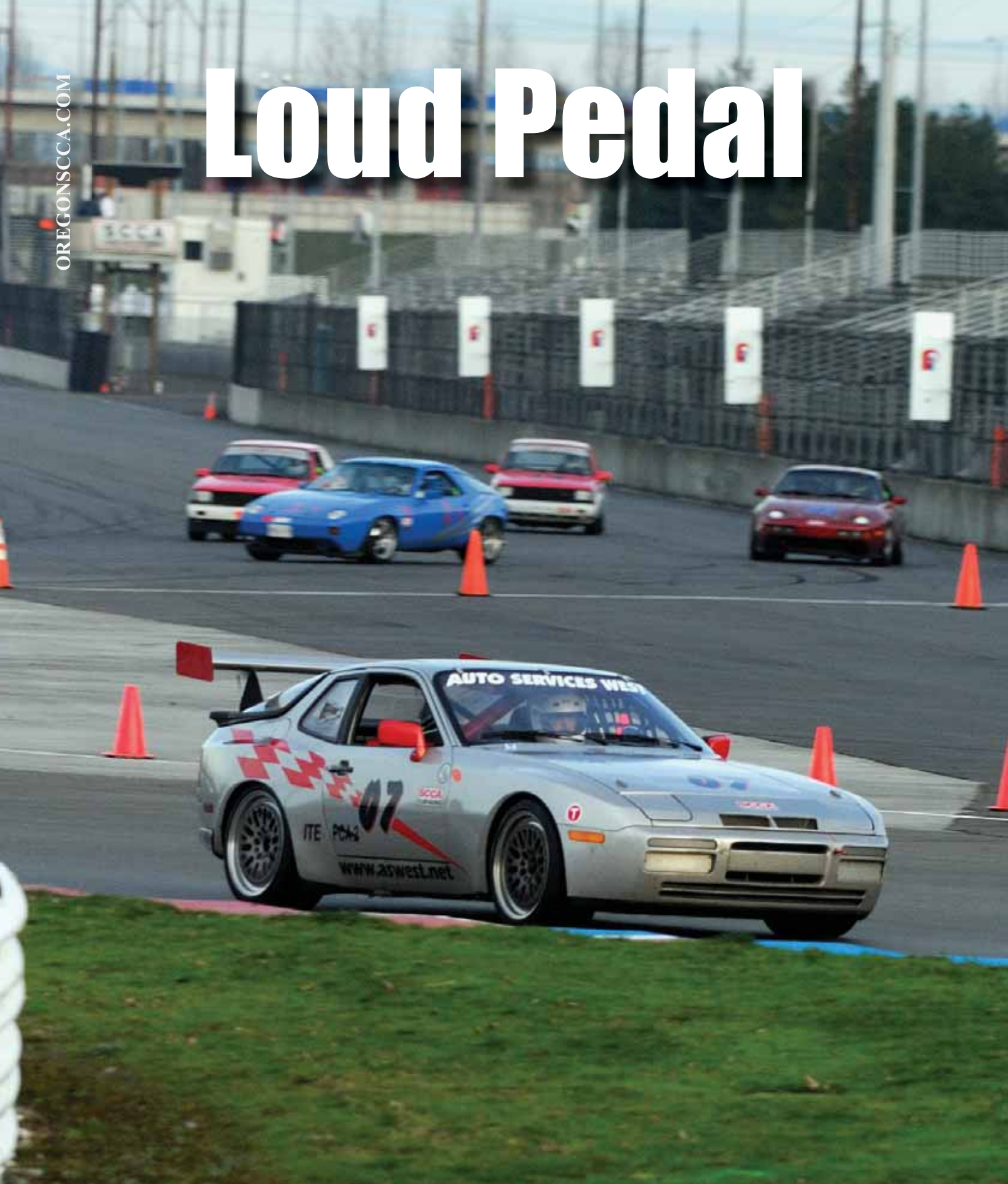


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NOTICE!!!! Track move in after 5PM Thursday May via T8 Broadacre Entrance around track Clockwise to T12

Friday May 11

7:00 AM Track Opens
7:00--3:00 Registration Open
7:30--4:00 Event and Annual Tech Inspection
8:30--8:55 Group 5 Practice
9:05--9:30 Group 2 Practice
9:40--10:05 Group 1 Practice
10:15--10:40 Group 3 Practice
10:50--11:15 Group 4 Practice
11:25--11:50 Group 7 Practice
11:50--1:00 **Lunch**
1:00--1:25 Group E Practice
1:35--2:00 Group V Practice
2:10--2:35 Group H Practice
2:45--3:10 Group B Practice
3:10--3:30 *Track Crossing Break*
3:30--3:55 Group A Practice
4:05--4:30 Group C + G Practice
4:40--5:05 Group D Practice

Saturday May 12

7:00 AM Track Opens
7:00--2:00 Registration Open
7:30--4:00 Event and Annual Tech Inspection
8:30--8:55 Group E Qualifying
9:05--9:30 Group V Qualifying
9:40--10:05 Group H Qualifying
10:15--10:40 Group B Qualifying
10:50--11:15 Group A Qualifying
11:25--11:50 Group C + G Qualifying
12:00--12:25 Group D Qualifying
12:25--1:30 **Lunch**
1:30--1:55 Group 5 Qualifying
2:05--2:30 Group 2 Qualifying
2:40--3:05 Group 1 Qualifying
3:05--3:25 *Track Crossing Break*
3:25--3:50 Group 3 Qualifying
4:00--4:25 Group 4 Qualifying
4:35--5:00 Group 7 Qualifying

Sunday May 13

7:00 AM Track Opens
7:00--12:00 Registration Open
7:30--2:00 Event and Annual Tech Inspection
8:30--9:05 Group 5 Race (23 laps 30 Min)
9:15--9:50 Group 2 Race (23 laps 30 Min)
10:00--10:35 Group 1 Race (23 laps 30 Min)
10:45--11:20 Group 3 Race (23 laps 30 Min)
11:30--12:05 Group 4 Race (23 laps 30 Min)
12:15--12:50 Group 7 Race (23 laps 30 Min)
12:50--2:00 **Lunch**
2:00--2:25 Group E Race
2:35--3:00 Group V Race
3:10--3:35 Group H Race
3:35--3:55 *Track Crossing Break*
3:55--4:20 Group B + D Race
4:30--4:55 Group A Race
5:05--5:30 Group C + G Race

Race Groups: Regional

A SM
B CSR DSR S2 SS2 ASR FA FC FM FS
FSCCA F1000
C GT1 GT2 GT3 GTA EP FP GP HP SPO
SPM BP ST
D FF CF F500 FV
E SRF
G PCA1 PCA2 PCA3 PCA4
H CP1 CP2 CP3 ITR ITS ITA ITB ITC ITE GTB
SSB SSC T1 T2 T3 AS Pro7 SPU RS DP GTL
V VP1 VP2 VP3 VF/SR

Race Groups: National

1 SM
2 CSR DSR S2 FA FC FM F1000 FSCCA
3 GT1 GT2 GT3 EP FP GP HP BP ST
4 FF F500 FV
5 SRF
7 T1 T2 T3 AS GTL SSB SSC DP

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International
Raceway



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On the cover: The first road race of the year as captured by Chris Klein of thedigitalperspective.com. Contents page photo by Wayne Flynn, www.pdxsports.com.

Loud Pedal

The Membership Magazine of Oregon
Region
Sports Car Club of America

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Editor's Desk

Randy Unsbee, ABC
Email: info@sponsorpr.com

What jet lag?

Okay, seeing the Donnington Car Collection in England again was a blast, and checking out the palaces, pubs and a real English football game were the highlights of England, but Paris and Rome were beyond expectations. But the plane flight, or should I say flights (3) on the way back took their toll and I'm glad there's a few weeks to rest up before the Monte Shelton Jaguar Regional Races at the end of the month.

I'll be sharing some pictures of the unbelievable racing sculptures from Donnington in the next couple of issues so sit tight, and in the meantime enjoy some great pictures from our first road race of the year at Portland International Raceway. The May issue will definitely be out sooner in the month than this one, as I won't have international travel, jet lag, income tax filing and developing a major marketing program for an IT company to slow things down.

The Sponsor PR & Marketing Dodge Neon ACR ran great and thanks to mylaps.com I was able to see that the little red bomb ran some of its fastest laps ever and on a very consistent basis. The weather was beautiful and we had a great weekend. It was surprising to see the nice new pavement in the North Paddock at PIR near the refreshment stand and picnic area. I can't wait for the new race paving to go in this Fall, and a full road race season next year.

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The first Rallycross of the season was held as well and was a great success. We should have some pictures of that event in the next issue, and hopefully some news on the first road rally of the season. Any of you aspiring journalists want to write a report for any of the season's activities, please let me know at info@sponsorpr.com. Take a few minutes to check out Chuck Jessup's recounting of his time in SCCA road racing in this issue.

We're always open to contributions from the membership, and the only real limitation is space in each issue. So, if you send something in and it's not used right away, be patient. We'll get to it.

In the meantime, be sure to patronize and show your appreciation to all the advertisers in this publication. Thanks to them, a lot of what we do in this region is possible.

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Some of the race winners from the Fluge Global Adventures Regional Races, the first road racing event of the season at Portland International Raceway, include Ed Iverson, #11 RS Miata from Gig Harbor, WA; Jay Audia, #71 Panoz from Bend, OR; and Ken Sutherland, #94 Miata of Sherwood, OR. Photos by thedigitalperspective.com

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Magic #10

by Chuck Jessup

It just dawned on me that I have finally completed my 10th season racing my #10 1995 Chevy Camaro Z28. So, now seems as good a time as any to ramble a bit about what it is like growing old with other race car drivers, race workers, race organizers and race fans in amateur level racing these days. Plus, I figure this might be a good way to take up space in one of my favorite publications with some "lessons learned" from someone other than the normal contributors we seem to hear from month after month. So, here goes...

I started racing on June 22nd, 1997. I'm pretty sure this was at a Sunday Solo II (autocross) event at the Boeing assembly plant parking lot in Everett, Washington. But, to be honest, after all the spins I've taken in my yellow and red Camaro (and a few other race cars), I can't be sure of anything any more. I do recall that in those days my fully loaded Z28, with T-tops, etc., cost me \$22,715.31 out the door. [Lesson #1: Fast sports cars cost a LOT more now days.] By 1997 I had mounted some rather expensive OZ wheels and wider tires on all four corners, improved the sound effects by replacing the exhaust with an after market kit, mounted up some much better Baer Alcon front brakes and, I think, I had swapped out the stock springs and shocks for some better handling parts. Most of these parts and a rear spoiler are still on my car to this very day... along with a truck load of other expensive after market parts and a couple 480+ HP engines it has consumed over the years. [Lesson #2: You definitely need a lot of extra CASH and horse power to have any chance of winning races when muscling around a car as heavy as a Camaro (3470+ lbs) against the more exotic, light weight stuff from Europe, Japan, etc.]

Back then I was also a member of the newly formed NW F-Body club (F bodies being GM Firebirds and Camaros). Several of us club members decided to gather at a NW Region SCCA Solo II event to see who the hot shoes of our club might be. It was suppose to be a fun way to spend half a day smoking some rubber and playing around while meeting new people and creating some fond memories. Everyone at that NW Region SCCA event ran the show with style. After four runs through the cones, following a course walk with a novice instructor, I had managed to place 7th out of the 14 novice drivers I ran with that day. I decided it had been a long, LONG time since I had that much fun on a summer weekend. [Lesson #3: Needless to say, it's very easy to



Photo by Doug Berger, Photosport Northwest

get hooked on the autocross adrenaline rush of the day and became an SCCA member soon after.] I ended up attending 18 autocrosses that year, mostly NW and Oregon Region events, including several days at the 25th Anniversary Solo II Nations in Topeka, KA running in E Street Prepared class against the likes of John Ames, Tim Koch, Rob Pickrell and about 30 other top guns in that class alone (I wonder what ever happened to those folks). Coming home 28th in class out of 34 drivers was a humbling experience, to say the least. I also recall that Ed LaPlant (a well known Solo II hot shoe from Oregon Region) had run his 1995 Camaro in F Stock and had beat my accumulated score by about 2 seconds. So, obviously, I still had a lot of learning to do.

[Lesson #4: What better way to learn performance driving than autocross.]

Through the end of that season I continued on my new diet of racing in autocross events. My friend, John Kelchen, and I also decided to check out what was going on at Bremerton, WA after we heard a rumor that there was something called Solo I (Time Trials now days) where you could take a street car with a roll bar and fire bottle and perhaps just a race suit and helmet and go have fun on a road course without all the cones, or other cars, to bump into. After watching just one group of

(Continued on Page 15)



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The Season is Here!

We can finally say, “The season is here!” The School and Regional races came off rather well, and we all took the opportunity to knock off the rust that accumulated over the winter.

Just like the first robin of spring or opening day at the ballpark, there is something special about seeing the new cars and new paint jobs at the first event.

For example, Neil Shelton’s Swift DB-6, which formerly belonged to Park McClung, is back from Texas, and Keith Delaney was out in a new yellow C-6 ‘vette. Both rate a WOW. Is Keith’s new C-6 the real reason Nick Fluge lost fifty plus pounds in the off-season?

Then there is the great new blue paint job on Johnny Humphreys’ #71 SRF. But I suspect Johnny’s mind was more on his granddaughter Nicole, who took and passed the school with flying colors.

Hands down the best quote of the weekend came from instructor Frank McKinnon who instructed Gary Ryan from Florida in the former Hermes #22 Camaro. “This is as close to a Chevy as I have come without denting it!”

Another long distance student was Mike Daugherty who came in from Green Bay and was instructed in a SRF by his cousin Jeff Neiss.

Boone is BACK, and thanks Jeff Z for loaning him your car until his is done. Stay tuned to the pages of the Oregonian for updates.

Our SRF winner for the weekend, Bryan Ward, really should thank Dr. Chris “Action” Jackson for that trackside physical. (Don’t ask).

The first tip-of-the-helmet this month goes out to Jim Brassfield for his great letter in the March SportsCar. Just a Pro telling it like it is, caring and professional, just what TFPD is all about.

Another huge tip-of-the-helmet goes out to the Spec Miata mob for stepping up and instructing. Messer’s Sutherland, Brinkley, Cochran, Bourland, Newton and Towey were the core of the instructor crew. This could be the beginning of big things for Mr. Brian “Dent Devil” Towey, so stay tuned.

The Spec Miata group grew by two, with the addition of Richard Hindman and David Young, a long time NHRA competitor and protégé of Ken Sutherland, who passed the school and raced their Spec Miatas on Sunday.

Ken Garchow and Peter Clark (in the red S-2) came to us via the Mincheffs, who I am told now have a fleet of 17 cars including another T-70 Lola. Jacquelyn Mincheff won all hearts with her drive in the 389 ci Lotus 30. Hopefully they will be able to correct the sound issue before the next event.

Paul Hodge took the school and raced in the Pro Drive rental. He plans to run the season in SRF. Jace Romaine, in his #77 Ralt FA, got the “most improved” student of the weekend nod from the worker net.

Maybe the “throwback award “ should go to James Kirkham, who drove his Gray BMW M3 to the track and home (just like the old days). We are hoping that his clutch issues will get worked out so he can race in April.

Peter Nunnenkemp, a former SFR sedan racer in his first open-wheel outing, took the school in a Competition Motorsports rental along with TCO (Touring club of Oregon) stalwart Mark Carpenter, who prom-

ises to have his ‘57 Alfa done soon to join the vintage crew.

There is nothing like the Saturday night social to tell you the season is here. Listening to Dan Walkowski talk enthusiastically about joining up with the vintage group makes you know all the work is worth it.

Welcome to our former announcer, Dave Shiveley, who is the newest S.I.T. and worked the corners during the March weekend. It was GREAT to see Lew Scott (with family in tow), Sam Eggli and Bob Mead out to work in March because they are truly the heart of our steward corps.

Maybe one of the special rites of spring should be to sit down with Win Casey and listen to his stories. Ask him about pheasant under glass!

Glad to see Condolences from the region go out to Cheryl “Mikey” McIntyre who recently lost her father, and to Ric Farrar who lost Cassie.

Gordon Jones on his feet again at the T.C. school after being down with a case of bad back. Condolences from the region go out to Cheryl “Mikey” McIntyre who recently lost her father, and to Ric Farrar who lost Cassie.

The final tip-of-the-helmet for this month goes out to Todd “Hot Rod” Harris who won both of the SRF Double Nationals at Thunderhill.

Until next month

Duck-Out



Road Race Directions

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

March Driver School and Regional a Success

First Event: Well, first event has come and gone, second event April 21-22 still seems a long ways away. First I want to say thank you to all the workers in all the specialties who helped make our March drivers school and first regional a success. And also all the drivers and crews who either helped out with the students Saturday and or entered the regional Sunday.

It was a tough weekend, trying to fit in the required school track time and deal with a compressed regional schedule. Everybody deserves a tremendous round of applause for putting up with a tough schedule. That said, I promise...we *won't* do that again! I think we are going to have to come up with a dedicated school weekend and a dedicated Regional weekend. Mixing the two is tough.

Driver Training: We have started discussing how we train drivers vs the SCCA requirements and the options available to us in the great Pacific NW. We have a bit of a handicap in that we have only 1 official SCCA driving school, it's early in the year and technically it counts for only 1/2 the formal requirements.

We actually do leverage other avenues to help out, Pro Drive racing school, other racing schools, ICSCC driver training and experience, extended novice license (eg 3 races to sign off vs 2) etc.

For example, I had the opportunity to train at the recent Team Continental Driver School, and I was instructing a prospective SCCA Vintage driver who just needed a little more time due to car troubles encountered in our SCCA school. We'll count this as credit towards his Novice license.

So if you have ideas or thoughts on the matter of driver training, please contact myself, Howard Duck Allen, or Dan Halloran.

Getting Oregon SCCA Online: We are continuing to tweak the online registration system (<http://oregonscca.motorsportreg.com>) to make it easier and more intuitive.

There's some quirks and we're working with the developers to add feature enhancements. SF Region has many of the same issues/requests so we are teaming together to request enhancements.

As Dan Halloran mentions, we reviewed the new SF Region website underdevelop-

revamp our oregonscca.com web site. This won't happen but at least we are underway with the process of revamping it.

May Event: Draft Schedule for the Regional/National are in this LP on page 2.

All for now.

Todd Butler
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Solo II Report

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

What a Great Afternoon

The season is officially underway. I'm back from our first event and can say it was a success. For those that ran in the morning run group, thank you for braving the weather. For those that ran in the afternoon group, what a great afternoon!

The event chairs, Denis Cornforth and George Wilder, put on a good event. The morning was damp and unpleasant but things started drying out around 10:30. By early afternoon, only a few puddles remained. Everyone got four runs on a challenging course.

Naturally, the afternoon group was setting the quickest times, but Neal Stanley showed us that his A Modified car is coming together well. I don't have the results, but I suspect he took the top time of day.

As for the rest of us... I know many of us wished we had driven better. I'll say that it was nice to knock the rust off - and if you drove like I did there was plenty of rust to go around.

Overall, attendance was good. I hear that the practice event drew attendance good enough to pay the bills. Amazing considering the weather.

Points Event #1 had a decent turnout in the morning group and the afternoon group was well attended. It seems that the membership is more willing to stand out in the sunshine than try to keep warm in the drizzle. Even Oregonians have their limits, I guess.


Some of you may have noticed that a couple of our regulars were not in attendance for this event. I noticed that at least five of our Oregon Region members headed down to southern California for the San Diego National Tour and the El Toro ProSolo. We should congratulate Tom Kotzian on a sweep in Super Stock.

He piloted Doug Barrett's (remember him? Three years ago he was writing this column!) Porsche 911 GT3 to victory at both events.

Others in attendance were Jim and Tami Daniels (driving Ron Bauer's '07 Miata in CSP) and Tom McDaniel in his A Stock Corvette.

Upcoming: Novice School on April 21st. If you want to help out at the school, drop me a line. Volunteers are always appreciated. Points event #2 on April 22nd, South Paddock. Stock gets to run in the afternoon... here's hoping they get to see some dry pavement.

Finally, I wish to extend my thanks to Fluge Global Adventures. Nick Fluge and Fluge Global Adventures have stepped up and sponsored our second points event (April 22nd in the PIR South Paddock). Nick's generosity is appreciated. With luck we'll get Nick out to one of our events this year so we can thank him properly. Nick... you're welcome to drive my car anytime.



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Possible Changes for the Runoffs

During our last conference call, the Board was informed that Heartland Park is seriously considering the possibility of changes to the track. This is primarily due to the results of the participant survey, which were published in the May SportsCar. Stay tuned for more information as it becomes available. In addition, the Board has reduced the late entry fee for the Runoffs from \$500 to \$200.

While on the subject of the Runoffs, the stewards handled 145 actions. These broke down to 90 chief stewards actions, 11 requests for action, sixty-three protests with ten appeals, and 78 and tech actions. These actions resulted in two drivers being put on probation. Reprimands and loss of time or position were the most frequently applied penalties. Membership is currently holding steady at just over fifty-one thousand (down twelve-hundred from a year ago), but licensed drivers have increased by four hundred during the same period.

Financial reserves have increased by \$800,000 over the last year, in line with the goal of building adequate reserves for an organization of our size. Membership is still on target to have licenses and membership renewal available on line by the end of the year.

Technical services used fifteen GPS/accelerometer-based data recorders during the Runoffs.

They are now in the process of reviewing the data with an eye to building a database. The database will include the information that the Club racing Board and its advisory committees use in their decision making process for classifications and competition adjustments. I would not be surprised if this was expanded to the Solo Nationals this year. Bob Barnard held a great track

review program at the national convention for the executive stewards. This should get the track inspection program back up to speed.

Dan Halloran and Todd Butler were very excited after seeing San Francisco Region's revamped and soon-to-be launched web site. They came to me with a great idea. Their suggestion is to use the SFR website as a template and have National make the template available to all Regions. This program could have an a la carte type menu, potentially with many levels of service all the way to hosting the sites for the regions. Something to think about until the May sit down meeting.

Next month, when everybody's sea-

son has started (club racing, solo, rally & rallycross), I will return with more news.

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Letters

I just got my Loud Pedal for March in the mail. It reminded me to say thank you to you for all of the hours of volunteering that you give to the SCCA. I for one am very appreciative of all of the time that people like you, Todd Butler, Gary and others put into the organization so that individuals like myself (and family) have a place to race. I also wanted to say how nice it was to get back into the "club culture" in the March Single Regional Event. Experiencing the sense of community that Club Racing provides is a definite contrast to the "Pro" environment.

Thanks again,
Phil Fogg, Jr.

Hey Drivers! Every once in awhile you need you're E-crew. Now you're E-crew needs you. We need to update, up-tool, and maintain our equipment. There's always room for sponsorship on our trucks. Many people see us in action all over the track, sometimes other venues as well. Please call Ben Hockman at 503-645-4755, or Scotty Goodrich 360-606-9447 to let us know how you can help. Or stop by the base of the tower at you're next race at PIR.

SCCA members when you work on your car truck or race car a HUGE discount awaits you at all BAXTERS AUTO PARTS. Thanks from you're E-Crew. See you in the paddock.

Thanks,
AC Scott.

(Continued from Page 7)

Solo I racers, along with a large collection of regular SCCA Club racers put on a great show that day the NW Region SCCA way, we were both hooked again.

I bought my first SCCA and ICSCC rule books and began my research while thinking maybe some day, some how, I'd also try out some SCCA and/or ICSCC road racing. Next, I installed my mail order 6 point roll cage (more than required for Solo I events) over the winter and purchased some safety gear. I also took a left turn into supercharger land, in a quest for more power under the hood. I have no idea how much money I spent learning how to race from March 8th of 1998 on. But, before I knew it, I was carving corners and hitting top speeds of around 130 mph at Bremerton, Seattle, Mission and Portland Raceways, where I thought I had died and gone to heaven.

[Lesson #5: It wasn't long before I realized that superchargers without intercoolers did not mix well with summer time road racing conditions.] I blew my first of two engines at a Portland road race. So, I sold the spinner to pay for the engine rebuild and dropped back to a good old reliable, naturally aspirated, 355ci Chevy EFI LT1 V8 with a stronger bottom end. By the end of that season I had competed in six autocross events and another six Solo I events, where I collected enough points to win my first season Solo I championship in the ITS class. As if that weren't enough, I had also run in no less than eight novice and area level ICSCC road racing events; two at Port Orford, OR put on by Team Continental, another car club of which I am still a proud member.

The summer of 1998 is one I will never forget. I turned a lot of corners and learned more than I ever cared to know about turning wrenches. [Lesson #6: Thanks to the intense ICSCC Novice racing program, I also found out what really goes on behind the scenes as a corner worker, grid worker, timing and scoring helper and you name it.] [Lesson #7: I soon knew what a green flag, yellow flag, black flag and a checkered flag was too.] It was a year of endless learning and white knuckle winning... and losing... combined. Luckily I was young enough, single, well employed and had plenty of vacation time racked up. So, racing nearly every weekend just seemed like a no-brainer to me.

Now that I think of it, I even learned one or two other lessons, via "the school of hard knocks". During the October 1998 rainy season at Bremerton I made a lasting impression on one particular corner worker when chasing a certain black AMG around. My car hydro-planed at around 100 mph and began to head for the turn 1 worker station while drift racing the front straight (not exactly the

same as the sport of drift racing now days). I remember the word S H I T going through my head before wondering just how strong my roll cage was going to be while watching a corner worker dive out of his safety barrier and into the trees!! Luckily, the tires found traction at the last second and the car just barely tagged the barrier before spinning 3 full times through the infield grass and mud, coming to rest at least 100 yards away on the other side of turn 1, heading down the back straight. [Lesson #8: That was probably the closest I've come to dying in a race car, taking a short cut vs. paved corner, to make a pass and still recovering with any grace.] Several years later that same corner worker remembered me and my car clearly when he said, "Hi. Remember me? I'm the flag station worker you nearly ran over at Bremerton in the rain back in..." as he happily hook me up to a flat tow at Seattle after I had wasted the ring gear in my rear end that day. They never let you forget do they. Anyway... October 1998... one week later, again in a rain race, I managed to pull a similar stunt when I spun in turn 9 at Seattle and put my Camaro on TOP of a hot pit wall right in front of the crowd. [Lesson #9: Thank God for corner workers, race officials and tow truck drivers.] Those were the days alright. And yes, the 12 year old Camaro still rocks and rolls no matter how many times it has collected bumps or bruises along the way... [Lesson #10: "Chevy Tough" you might say.]

Date: 04/11/99. This year I decided to chase after a season championship in a new regional ITE class I had just found out about from a big, friendly guy named Jeff Zurschmeide in Oregon Region SCCA. I had been running in SPO class in Oregon, Washington and British Columbia when I road raced in various ICSCC races. [Lesson #11: I found out that a somewhat street legal Camaro, even though it was faster than most, wasn't up to the task of running with SPO cars forever.] So, logic dictated that the Oregon Region SCCA ITE class, with class rules that supported a large amount of "street racer" creativity, was for me. Over the years this class has seen more cars entered in it, of all shapes and sizes, than nearly any other class out there, even SRF or Spec Miata. Although, I must say, the days when most of the cars are high horse powered beasts has come and gone in Oregon Region. So, the past couple years I've also been hunting for much faster competition farther south, in San Francisco Region, instead. But, I digress...

Before long I became an SCCA Club Racing convert. I still ran a few NW Region SCCA Solo I events and ICSCC road races, when I got a chance, but thanks to the better competition in Oregon Region's ITE venue I started focusing my efforts in that direction. I woke

up one day at the Rose Cup races in Portland, Oregon surrounded by more race cars than I thought existed. [Lesson #12: Apparently I had not been in heaven the prior year after all. It just keeps getting better and better.]

I had difficult practice and qualifying sessions. So I landed out in the 13th row, 25th spot, for the Saturday 52 car "Festival Trophy" race. I got a great start, passing half a dozen cars going into the Chicane. After a couple laps I had moved up to the 14th spot. About half way into the 30 minute race I had moved up near the top 10 spots with another ITE class Porsche 944T and a 911 in hot pursuit. I was running 3rd in class with two more ITE cars holding down the 1st and 2nd place slots, perhaps half a lap up on the rest of us (I'd figure out a year later how to drive as fast as those two guys). Tires fade. Spins and full course yellows happen. Next thing I know I'm crossing the finish line 16th over all and in 5th place in class. [Lesson #13: Every race is one more learning experience not soon forgotten.] After that there's only one thing that ever keeps me from running a Rose Cup race weekend... the lack of a running race engine under my hood! 2001 was the only year between 1999 and 2006 when I haven't been entered in at least one race during Rose Cup race weekend, even if I did have to rent a Miata, and learn how to drive all over again, for the 2004 season to do it. [Lesson #14: Spec Miata is one very, VERY tough class to win in, let alone finish in the top 5.]

I never managed to win the ITE class championship in 1999, like I had planned. I was in contention for it until my left front wheel went AWOL in turn 5 at PIR one day. Luckily, the car skidded to a stop near a turn worker station on dry grass; September 13th. The grass caught fire under the car thanks to the hot headers sitting too near the ground. Before I knew it, a couple turn workers were running around emptying their fire bottles and a couple ice chests full of ice water under my car to save it from burning to the ground. [Lesson #15: Once again the corner workers saved my race car and racing career!!] But, it took too long to get the car repaired and I was forced to wait until the 2000 race season before I finally squeaked out an ITE class championship by a margin of 189.5 points vs. the 184 points Mike Belzer collected in his 944T Porsche. Every race I've run against Mike has turned out to be one for the log book too.

Each region seems to have a hand full of classes where, I've learned, it is never easy to stay up front in or to collect enough points in to add another championship by your name. [Lesson #16: Your lap times are never fast

(Continued on Page 21)



From the R.E.

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

Miscellaneous Ramblings from the R.E.

One of the goals we have established for this year is to improve the quality of our interactions with members. Many of you have said you would like to see an improved web site as part of that goal. Our Web site may have been state of the art 5 years ago but now it needs some major work to current expectations. In addition we want to make maintenance and updating easier so we can keep the information fresh.

While a number of us (about 30) were down at Thunderhill for the Double National in Marc, Todd Butler and I reviewed the new SFR website and talked with their RE, Mike Smith. We are discussing a joint project with them. We are also looking at some local resources. If any of you have suggestions about features you would like to see, both information and functionality please let me know.

We want to be sure our efforts meet your expectations.

Our 2007 Club Racing season got off to a great start with a larger than expected field early in March. The weather cooperated with clouds clearing early on Saturday morning and no rain for the weekend – something to be thankful for in March in Portland. The only major incident or the weekend was at turn 1 lap 1 race 1 of the Spec Racer Ford race. Red and white car 58 managed to forget to brake spinning the number 2 qualifier, Jim Flynn. Luckily Jim recovered to finish 3rd. Number 58 was last heard mumbling “braking is highly overrated on a race course.”

Our new online registration got off to a great start. Over 30% of the competitors used the service and most comments were very positive. At least take a look when you think about registering for the next race. What is nice is that you fill all of your information in once. For each subsequent event you only have to click on the event, enter your credit card information,

and you are registered – fast, efficient and easy. SFR and Reno events are also in the same system. Give it a look. I think you will find it makes the registration process much easier. Kudos to all the Oregon Region drivers who participated in the March Thunderhill Double National. There were about 30 OR Region drivers participating and we did exceedingly well. It shows the depth of talent we have.

Race 1

SRF-Todd Harris won handily.
DSR-Mark Jaremko set a track record in qualifying and won the race.
SM-Will Schrader 1st, K. Sutherland 2nd
SSB Steve Zink won.
FF-Neil Shelton 3rd, Larry Bangert 4th
FV-Quinn Posner 1st

Race 2

SFR-Todd Harris 1st, and 4 of the top 8 positions won by OR Region drivers
SM-Will Schrader 2nd, Brian Towey 3rd, Ken Sutherland 4th, John Mafford 5th, and Fenn Bourland 7th
FF-Neil Shelton 2nd
FV-Dennis Andrade 1st, Quinn Posner 2nd, and Leroy Coppedge 4th
ST-Keith Delaney won and set a new track record, Roger Stark 2nd
FM-Mel Kemper, Jr. 1st, Matt Kurcock 2nd, and Lucian Pancea 3rd
GT2 Mark Powel 1st

Quite an impressive showing for Oregon and NW Region drivers – 10 first place finishes, 5 second place finishes and two track records. Remember we have a shortened season this year so if you want to get your racing fix now is the time to get signed up. Here are some upcoming races.

April 21/22 Regional race at PIR
May 11-13 National/Regional at PIR
June 1-3 Rose Cup!!

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Have you been an SCCA member before? No Yes: Year ____ Previous Member # _____
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IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children under age 21:

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- Club Racing Pro Racing Rally Solo

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

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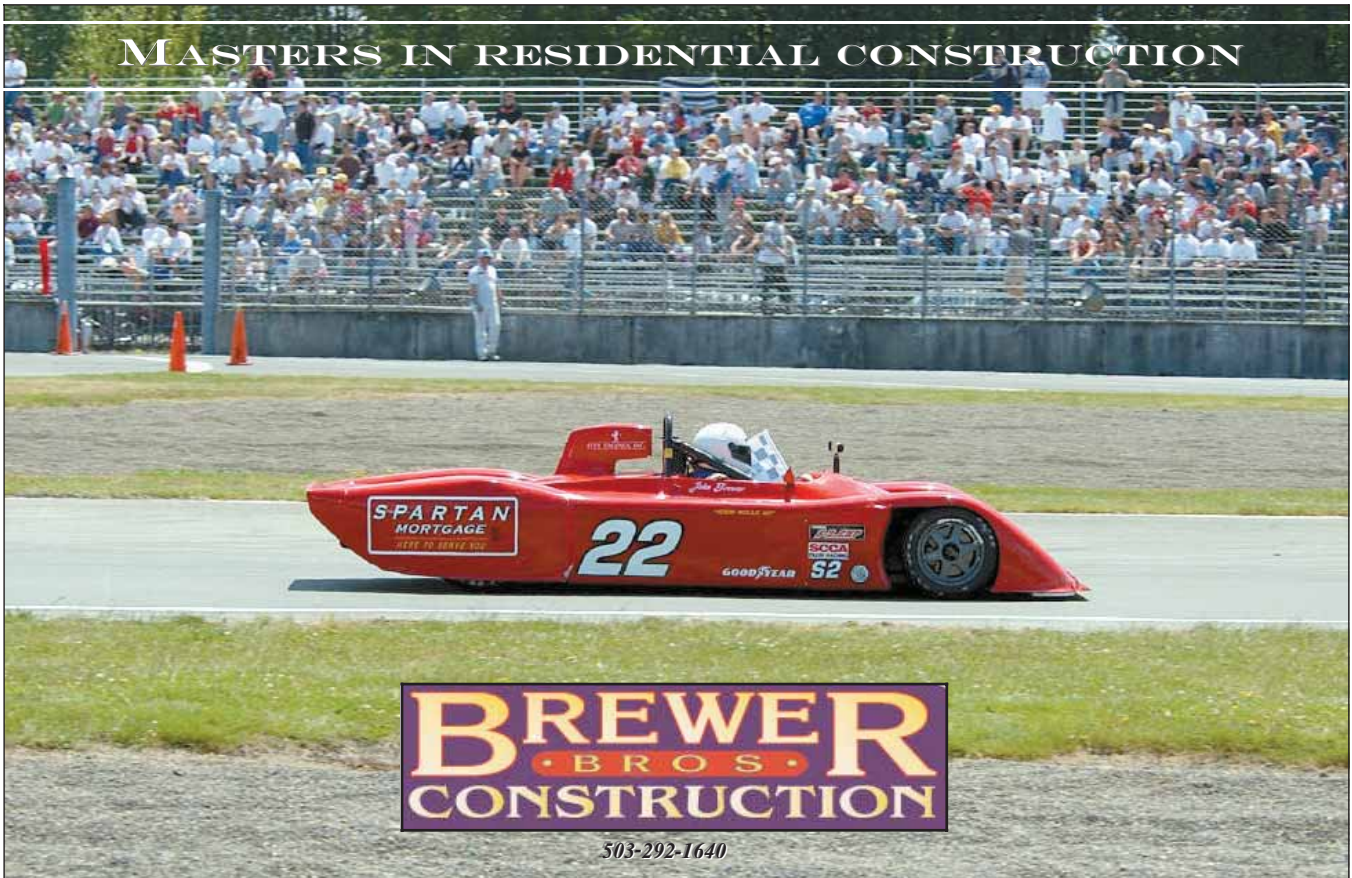
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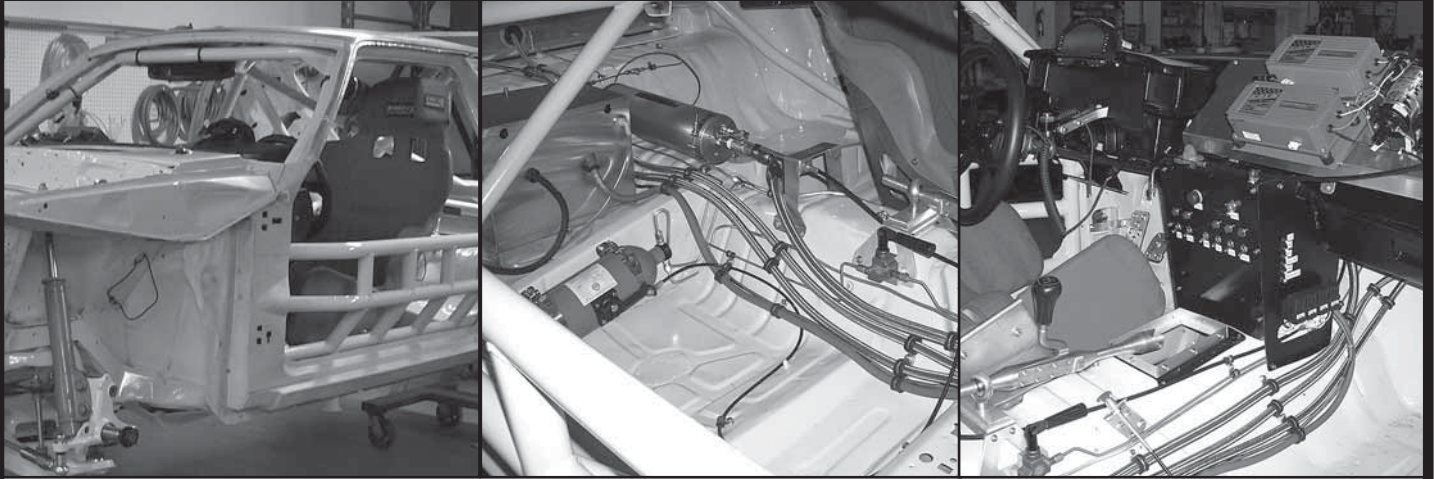


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OREGON REGION SCCA BOARD OF DIRECTORS MEETING MINUTES APPROVED

DATE: 3/8/07

PLACE: Canyon Pearl Restaurant

PRESENT:

Board Members: Dan Halloran, Dan Mullin, Jeff Zurschmeide, Charles Buren, Todd Butler, Andy Howe, Judy Cox, Nick Fluge
Members: Karen McCoy, Bob Smethers, Mary Thompson, Win Casey, Ben Bradley, and Gary Manchester
Guests: Teresa Buren

ABSENT: Randy Unsbee, Bud Mansur, and Paul Eklund

CALL TO ORDER – Dan H. called the meeting to order @ 7:05

MEMBER COMMENTS – Win Casey expressed thanks to Race Op's for the storage cabinets that they obtained and installed on the 2nd floor of the tower for the use of Registration. This is a great benefit that will eliminate having to carry supplies and equipment up and down the stairs each event.

NEW BUSINESS – None

REGIONAL OFFICE REPORT – Karen reported 136 hours worked in Feb. This is 36 more than previous year due to our having an early March event.

The Region budget was discussed. The March event bills have not been paid yet but we appear to be in better shape than last year at this time. Account balances are: Road Race \$99,943.75, Region \$ 4,818.16, Properties \$ 3,627.55, CD \$10,000.00, Total = \$118,389.46.

Todd advised that on the Road Race budget some items noted were actually a part of the 2006 budget that have carried over.

TREASURER REPORT – Absent

LOUD PEDAL REPORT – Absent

COMMITTEE & DIRECTOR REPORTS:

PROPERTIES REPORT – Lans is currently looking into some available property to the north and will advise on his findings.

Dan advised that The Grass Valley Group is in the process of restructuring their business plan. We will continue to support their efforts and plan to utilize their site if SCCA approved.

RACE OP'S REPORT – Bob reported that the March event went well with a good schedule and new chiefs in place.

Thanks to those who gave a hand in Tech: Dave Franks, Frank McKinnon and Todd Butler. Your help was greatly appreciated.

Thanks to Margie Swanson for sharing her experience in hot pits.

The new concessionaire, Ovations, was not expected to be operating this weekend so we served our own pizza and beverages. An anonymous donor provided \$300 worth of \$25 gift cards for the worker drawing. There were many happy recipients of these at the end of the day.

Todd mentioned that it would be nice if we could do something like this at each event to thank our volunteers for the fine jobs that they do. Nick Fluge graciously stepped up and donated the funding for this for the balance of the season. **BIG THANKS, NICK!**

DIRECTOR'S REPORTS –

SOLO II REPORT – Andy advised that they had purchased 2 sets of much needed timing lites for \$536.

They have been contacted to provide support for "Subiefest". This event is slated for Subaru drivers and will be held 4/7/07.

Dan H. mentioned that we have received a request for the rental of our T&S equipment and transponder system for

this Subaru event. Jeff Z. would be the responsible party for controlling the use of this equipment. The BOD unanimously agreed to this with the stipulation that any damage is the sole responsibility of the renting group. M/S (Dan M/Andy) M/P

Andy spoke about up-coming events as well as their annual banquet, which will be held 11/10/07 at a place yet to be determined.

RALLY REPORT – Charles explained the Rally Organization to the BOD and just how it functions within the region.

He was pleased to report that we have received the Natl. award for the Best Rally Cross Program. This is the Gold Standard award and something that they are very proud of.

He filled us in on upcoming dates of events and some proposed ones that do not have dates attached as of yet.

Charles thanked Fluge Adventures for their contribution to Solo, Rally & Rally X.

DIRECTOR I REPORT – Judy reported that she has scheduled the General Membership Meetings so that they will be a part of the regular season. One will be the all club party and the other will be the annual awards banquet.

DIRECTOR II REPORT – The PR Committee (Matt Crandall, Bill Lowblad, Randy Unsbee, Todd Harris, and Nick Fluge) held their monthly PR committee meeting at GPI on Thursday, February 22, 2007.

A donation was secured to run a small ad in the Oregonian sports section on Sunday, March 4 to tell the PDX community about the SCCA race (utilizing the OR Region Logo). While the committee believes there are even better ways to publicize the events, this particular donation money was earmarked for use in this Oregonian Sunday advertisement.

A 'pre-event' press release will be put forth on the wire services before the race, and results will be given to local newspapers following the event.

The committee will work with Dan and Mark Wiggington to try to provide support to the youth of North Portland in some manner.

Sponsorship was secured to assist Oregon Region and NW area drivers Cindi Lux and Scotty B. White for their first Speed Challenge event in Long Beach in April. While the main sponsorship (and financial assistance) is separate from Oregon Region SCCA work or funding, Cindi and Scotty have agreed to run small Oregon Region SCCA decals on the fenders of their Speed Challenge Cars. While a small PR enhancement for the Region, it remains a major opportunity for these local drivers to compete in this national event and also to sport OR Region decals on their cars.

A \$1000 donation has been secured and earmarked for OR Region Solo for 2007.

A \$1000 donation has been secured and earmarked for OR Region RallyCross for 2007.

A \$1000 donation has been secured and earmarked for OR Region Rally for 2007.

One individual event sponsorship has been secured for the OR Region Solo event to be held in April. One individual event sponsorship has been secured for the OR Region RallyCross event to be held in either April or May.

ROAD RACING DIRECTOR REPORT – Todd reported on the March event that had the following results:

21 students and 107 regional entries. This was up 10 entries (School plus Regional) over last year. 37 people used the new on-line sign up. This being 30% and the first event that this option was available was a good start for this process.

There were multiple problems in T&S. These were mainly due to unusual scheduling (combined qualifying session A&H). The next event should see a smoother operation in this area.

Held first Drivers meeting with Groups C & H attending. Good attendance, good feedback from drivers on scheduling.

Sprint races OK, although some requests for double qualifying, don't invert starts (for these guys), some drivers like longer races, some shorter.

Decision made to move GTL out of Group C to Group H.

April schedule has been drafted and circulated; will work with Karen to submit next week.

A driver mentioned to Todd that there is a project that we might want to look at called, "Friends of Portland Parks". This might be one of those groups that we could offer support to in our quest to be community partners. Win volunteered to look into this and report back.

PAST RE – Jeff spoke about the origination of the PDX Racer website and just how it got going. It has now been revamped and he encourages all to take a look at pdxracer.com. Subiefest on 4/7 will require some corner workers and he advised that Ben Hockman is handling this portion of the event.

ASST RE REPORT - Dan M. advised that after checking with the Vintage Drivers they decided they are only interested in receiving flags for the Rose Cup Event.

This group is also planning a worker lunch for one of the events. TBD

Dan also mentioned that they are looking into having Vintage make an appearance on Champ Car Weekend. He will advise more as and if plans develop.

RE COMMENTS – Dan H. spoke about communication that he has had with both the Reno Division and Thunderhill. They both have asked us to look into any interest that we might have in joining with them on some race dates. Dan will pursue this and advise back on any interest that we may generate.

The workday at the track promoted by Friends of PIR had a healthy showing from SCCA. By continuing to support events such as this will only further promote the longevity of our facility.

Dan brought up the issue of freshening up the website.

Jeff said that he would be willing to give some help to a willing volunteer. Discussion followed with some suggestions ie: looking into a unified SCCA web site, finding a developer who could give us a quote (Judy will check on this).

Todd suggested that if we do incur some expense on this project that it should come from the LP budget. Also discussed was having the LP as on-line only and forego the printing and mailing each month. This met with opposition for several reasons. Ie: not having access to computer, and some felt it is nice to sit down and read it in the magazine form.

M/S to adjourn (Jeff/Judy) M/P
Respectfully submitted,
Mary Thompson

(Continued from page 15)

enough, even when they notch downward 2 to 3 seconds each year.] I've also found out that tracks farther south, in California, such as Infinion (Sears Point), Mazda Raceway at Laguna Seca and Thunderhill, to name a few, seem to generate more and more hot shoes, and more fun, than my wallet can keep up with at times. [Lesson #17: The best way to make a small fortune in road racing is to... you guessed it... start with a LARGE fortune.]

More recently I've started getting involved as a mentor and driving instructor, time permitting, to help teach others the fine art and good clean fun that comes from performance driving. Teaching car control, threshold braking, under steer, over steer, early apex, late apex, smoothness, concentration, etc., etc. is just

about as much fun, and perhaps more satisfying, as racing itself. [Lesson #18: One of the best ways to learn how to drive better is to show and tell others as much as you can as often as you can.] Plus, I've been working with a team mate hoping one day she'll take the seat behind the wheel of the Camaro, which year after year seems to get faster and faster. Our race team did collect one more Oregon Region ITE class championship in 2005. In a good season I still manage to collect 8 or more podium finishes. [Lesson #19: There are still a few good laps to be had even when you think maybe it is time to hang up the race shoes.]

Time marches on. Maybe you are lucky enough to watch others race at the Runoffs or you get a ride in an endurance race such as the

(Continued on Page 23)

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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

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

1970/71 Ford Pinto Race Car, 2.0L motor built by Dan Hall with only two races on it. Recent work by Jess Heitmann. Been in storage for a year. Hasn't been run for months and has a dead battery. Full cage, accusump, fuel cell with dual fuel pumps, Panasports and both slicks and treaded tires. A bunch other parts. Needs to go, storage costs are too much. Retired and poor. \$2500 (Motor worth way more than that). Call Robb at 503/492-8512 (no calls after 8:00 please) or e-mail at rp1201@pcez.com. Can send pictures.

1992 Mazda Miata, spec suspension kit, new brakes, ss brake lines, tires, battery, plugs and wires. Bolt in roll cage, Kirkey seat 5pt seat belt. Hardtop. 4 panel rear view mirror. \$6995. Roger/Ryan 775-852-4535

For Sale: 2001 Neon ACR. Marren motor, Sky-Tek rollcage, Twelve wheels, three sets of used raced tires plus rain tires, lots of spare parts. This car was the fastest qualifying Neon at 2005 Runoffs and this years 2006 Great Lakes Regional Champion. Photos available on request at larryray42@sbcglobal.net (see page 28 of Sep/Oct Observer Stand). Car has minor body damage but passed Runoff's and 2006 annual inspections. This great race car can be yours for \$7500 OBO. Larry Ray 330-497-4456. E-mail address: larryray42@sbcglobal.net

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

1981 E Production RX 7 multiple regional champion E-Prod /GT-3/ SPU. Best RX 7 you will find. Ready to win. Digitron dash, G Force suspension, 22 gal pro fuel cell, Torsen diff, Miata gear set. 8 point cage, 12 wheels, MSD, tear port and bridge port motors, much more. To many spares to list. If you are a Oregon region member you know this car. If you want to win here it is. \$19,500. Dave Palmer 503-720-7711 dprotor@comcast.com

1998 Ford Contour, Ex-World Challenge car. Eligible for USTCC, SCCA ITE or similar, fresh 3.0 liter SVT engine w/ zero time, quaipe LSD, pro-level chassis with custom control arms, spherical bearing joints, double ad-

justable 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.

#60 Spec Miata, 1990 1.6L, two sets Panasport-wheels and Toyo tires, AIM Data aquisition, fast engine, fresh transmission, all updates and go fast parts, \$13,500. 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., \$15,500, 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 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.

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

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

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

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

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

Spec Racer Ford Rental - Arrive and drive with professional coaching. Schools, test days, and race weekends available. 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.

Tow Rigs & Trailers

For sale, small tire trailer with large plastic lockable tool box. New condition. Great for hauling tires, tools, helmets, etc to autocross event. Asking \$400. Call Doug 503-347-7168 or doug_raynekat1@yahoo.com. Can send pics

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

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.

Cars For Sale

2000 Subaru Impreza RS 2 door, wh/gray leather, 104,000 mi, good cond., \$7,000 OBO (707)480-8502 (541)536-6263

1990 Lincoln MKVII, one owner, original window sticker MSRP \$35,000, owners manual, collectible, low miles, luxury and performance, must go to make room for more race cars, \$3,900. info@sponsorpr.com, 503-544-5944.

New: 2 DBA Gold cross-drilled & slotted rear rotors Fits 1990s Subaru Legacy Turbo, Price: both for \$150. Used: 4 BBS forged wheels from Subaru's SPT line. Excellent shape, will not fit on STI Size: 17" x 7" Bolt Pattern: 5/100Off set: 55mm Weight: 6.8kg (15lb) Price \$1000 OBO. Phone: 360-721-0124

(Continued from Page 21)

8 Hours of the Cascades or give some kids a spin around the track and light up their life at the annual Doernbecher Dash to raise funds for the children's hospital. You win a few and you lose more than a few others. You meet all sorts of new and interesting characters and you catch a few more races on TV for good measure. And you can always replay your own race tapes any time you get bored around the house. You wish you could be as fast as one of your favorite deep pocket racers such as Dale Earnhardt, Ron Fellows, Jeff Gordon, Michael Schumacher, Oliver Gavin, Boris Said, and/or John Heinricy. [Lesson #20: No matter what you do, there never seems to be a dull moment in the world of road racing.]

The longer you race the more it gets in your blood. It eventually just becomes part of your nature, something you have to do year after year. There are lessons to be learned, character (and plenty of great characters) to be found, memories to share and friendships to be formed around each and every twist of each and every race track all across the country, and around the world. I suppose the same can be said for any sport you take seriously and work long and hard enough at. But, something about racing, the rush it gives you and the people you meet around you, eventually takes control and... well... I guess what I'm saying is this past 10 years have been an experience beyond anything I could have hoped for. I appreciate all the folks who have helped me learn the ropes, maintain my car, whom I have had a chance to race against, whom have saved my bacon on many occasions and whom I have had the opportunity to share my knowledge with. There is no better place to spend a weekend than at one or another race venue someplace around the country. The people who put on these events are THE BEST and racing really is WHERE IT'S AT. Everyone... keep up the good work. It's worth every minute and all the effort spent to make road racing what it is today.

Chuck Jessup
#10 ITE - Oregon Region SCCA
<http://www.nti-racing.com/>

P.S. When I die, would someone please put me in my race suit, stuff my head in my helmet, strap me in my race car and make sure they bury me in it. THANKS!



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