

LOUD



PEDAL

April 2004

Membership Magazine of Oregon Region Sports Car Club of America

Get Real Latitude

Oregon Region SCCA at the Alcan Winter Rally
Story and Pictures - page 6

\$2.00

On The Cover:

(L-R) Paul Eklund, Kala Rounds, and Gary Reid take a break as they cross the arctic circle on the 5000 mile Alcan Winter Rally.

Also In This Issue:

Oregon Region takes an important step towards owning our own track - page 5

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Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
			1 ORSCCA Board of Directors Mtg	2 Swap Meet at PIR & Portland Expo Center	3 NWR School/Regional @ Bremerton	4
5	6	7	8	9	10	11
12	13 ProDrive School at PIR	14 contact ProDrive for availability	15	16 CSCC Friday Niter Rally Pro-Drive Test Day @ PIR	17 Oregon Region School and Regional at PIR - North Paddock	18 Rally Highway Cleanup - Exit 99 WA
19 Deadline for the May Loud Pedal	20	21 ORG Mtg -TBA	22	23 PCA @ PIR	24 Oregon Region SCCA Oregon Trail Pro and Club Rallies Hillsboro, OR	25
26	27	28	29	30		

May 2004 Event Calendar

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
					1 OMRRA Races at PIR	2
3 ORSCCA General Meeting Sykart - Tigard	4	5	6 ORSCCA BoD Meetin	7 ProDrive Test @ PIR	8 Rim of the World Rallies Lancaster, CA CSCC Races at PIR	9
10	11	12 ProDrive School/Test at PIR	13	14	15 ORSCCA National/Regional @ PIR ORSCCA Solo2 @ PIR	16
17 Deadline for the June Loud Pedal	18	19 ORG Meeting	20	21 CSCC Friday Niter rally	22	23 NWR Solo @ BR
24/31	25	26	27	28	29	30 NWR Solo @ BR

Welcome New Oregon Region SCCA Members!

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The Carter Family, Wade III, Rebecca, Alli, & Wade, Woodinville WA

Loud Pedal

**The Membership Magazine of
Oregon Region
Sports Car Club of America**

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Taking Steps To Secure Our Future

By: **Holly Remington**, Regional Executive

EMAIL: re@oregonscca.com

Dear Oregon Region Members,

This column is to update you on the current status of our project to develop a new racing facility in our area.

In 2002, Oregon Region hosted a meeting of concerned users of PIR. We took the lead in the effort to build a new facility oriented around the needs of clubs and participant-oriented motorsports. At that time, the region impaneled a committee to research what it would take to build a new track, similar to San Francisco Region's Thunderhill Raceway.

The committee researched dozens of counties, cities, towns, and sites, from as far away as Medford and Pendleton to as close as Clark County and settled on the area around Goldendale, in Klickitat County, WA. Klickitat County is part of Oregon Region's SCCA charter.

The City of Goldendale actually contacted us before we contacted them. They are thrilled about the possibility of hosting Oregon Region and our sister

clubs in the area at a new racing facility. They are doing everything they can to help us make this facility a reality.

On Thursday, March 4, your board of directors voted to form a corporation to obtain land and construct a multi-purpose, motor sports park. The new company will be seeking investors this

"We are still a long way from realizing our dream of actually having a track"

year and hopes to build the track in 2005. The planned price for investment shares in the company is \$10,000 each.

The park will eventually include facilities for multi-venue use, including Club Racing, Autocross, Rallycross, and Performance Rally. We are planning a 3-mile track that can run in either direction or run as two 1.5-mile loops, similar to Buttonwillow Raceway or Thunderhill. We believe this facility will be used by many amateur racing organizations.

The new company will make a purchase offer on 700 acres of farmland just outside Goldendale. The site is convenient to

I-84 and is a two hours drive from the Portland area. The location offers the kind of terrain associated with world-class racetracks. Fantastic views of the Goldendale valley, Mt. Adams and Mt. Hood combine with low wind to make this an ideal location.

We are still a long way from realizing our dream of actually having a track, but this is an important first step.

One thing to make very clear is that we are not contemplating leaving PIR. Not now, and not in the future. We will continue to race at PIR, and provide staffing for pro racing events. This new facility is a means for us to secure our future.

If you would like to offer input on this process, or to find out more about investing in this project, please contact your Road Racing, Solo2, or Rally Director, or contact me or New Track Committee chairman Jeff Zurschmeide directly.

Thank you for being a member of Oregon SCCA.

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Ringers, Geeks, and Geezers

By: Kala Rounds

EMAIL: miatagirl13@yahoo.com

The days preceding the Alcan 5000 Winter Rally were full - full of excitement and anxiety for Team Subaru.

At the ice slalom practice on Barnes Lake in BC, I was happy to help us learn some valuable lessons before the Alcan began, like how to hook the tow strap onto the Baja's tow hook so it wouldn't fall out, and how maybe we should remove the fancy PIAA fog lights BEFORE we drive into snowbanks at the ice races.

Challenge Driving Events hosted a yummy 'last supper' for our team, friends and family at the Redhook Brewery Monday night. We listened to Rallymaster Jerry Hines' winter survival tips and Alcan tales of yore. We checked out each other's cars and websites like a team of Huskies sniffin' butt and called it a night.

Day 1 - Kirkland, WA-Quesnel, BC 540 miles

I learned a lot on this first day, still attempting to use the 'EZ Rally Timing Method.' I had the 'method' down, blindfolded with arms strapped, but the madness continued. I made a decision that would change my whole MO for the rest of the rally. The EZ Rally Timing Method was imperfect! Not by a lot, but this was a competition where we couldn't be

wrong. I decided I would calculate every TSD for the entire rally. In advance. In the bar every night while everyone else was having fun. Yay me. However, I can't say I regret piloting a calculator class car to third overall, chewing up and spitting out computer-aided navigators the whole way.

We ended the day at 'The Shark' bar and grill in Quesnel. That was the night I began to understand what the Barons Rene and Lionel von

"Gary and I got in the habit of celebrating with Gary's chocolate and a nip of my Fireball"

Richthofen were about. The German father and son team descendants of the Red Baron von Richthofen. No joke! It was nearly midnight, and the Baron pulled up in his Audi S4 with signature trailer in tow, waving his arms and exclaiming in his sexy German accent, 'Come on! There is the most fabulous discotheque downtown!'

Unfortunately, I had to decline his

gracious invitation, as I could feel the Alcan Plague creeping into my lungs.

The Alcan Plague is like a combination of the Grippe, the Dreaded Lurghy, and every upper respiratory infection you ever had. It's brought on by the cold dry air, unfamiliar germs, and fatigue. Avoid it if at all possible.

I was relieved to see the scores and find us in 3rd overall tied with our teammates in the STi, 6 points behind the leaders. The Baja was tied for 2nd.



(L-R) Paul Eklund, Kala Rounds, & Gary Reid with their Subaru Forester

The other top spots went to our best team competition in BMW X-3s with veteran TSD rallyists Ronald Ahrens, Garv Webb, and Peter Schneider in one car, and Oregon Region members Satch Carlson and Russ Kraushaar in another.

Day 2 - Quesnel, BC-Fort St. John, BC 400 miles

It's ice race day! We begin the day at Gold Pan Speedway, an icy oval track. The deal on these ice races is that each car gets four runs, no more than two per driver, so Paul and I each took two. The winning team gets a score of 0 (that's a good thing in TSD rally). We all battled it out with fractions of seconds, and my boy Slippery Paul took the win. I literally took the car for some spins and cheerfully jumped back in the co-driver's seat.

We were challenged by our first DIY (Do-It-Yourself) TSD section on this day. Paul and I have learned from experience to switch the acronym to

stand for Do Yourself In. This was our technique: Paul would fly by the landmark at a comfortable speed, hollering out the miles, tenths, and hundredths, and then take a wild guess on thousandths. Gary and I got in the habit of celebrating with Gary's chocolate and a nip of my Fireball, wondering how badly we'd Done Ourselves In. If anyone saw the Forester weaving back and forth across the WHOLE road during

a DIY, no one was driving under the influence of Fireball, it was just Paul adding mileage to our odo!



Team Car - Subaru Baja
Photo by Jake Engstrom



Tire Change on the WRX - Photo by Jake Engstrom

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We ended day 2 holding on to 4th overall position with high hopes to gain a spot in the days to come.

Day 3 - Fort St. John, BC-Whitehorse, YT 830 miles

I can feel the Alcan Plague coursing through my veins as I awake at four-frigging-something in the morning. Who? Why? How could they do this to us? I had no answers, so graciously drank the hot coffee Paul brought, grabbed some OJ for the road at the front desk, and strapped on my headlamp. Game On!

We made it through the early TSD in a bit of a daze, and I peeked ahead at the rest of the day's route instructions. My grittiness vanished when I saw 'Right to Liard Hot Springs Park.' I convinced the rest of the team via radio that we needed to pick up the pace to allow for time to enjoy nature's healing mineral pools.

We ran down the icy boardwalk to the hot springs. It was a wonderful reward, but our enjoyment was kept to a minimum by the time crunch.

We finally arrived in Whitehorse, checked in, and tried to hunt down a car wash. Paul was visibly perturbed at finding every car wash in town locked up for the night. I was ready for food and rest, and tonight I got my way.

Back at the hotel bar, over a delicious bowl of chili and shot of whiskey, I learned our messed up DIY was our best TSD score ever, but we were still stuck 4th place. I put my Alcan-Plagued self to bed early in a cozy terry hotel robe.

Day 4 - Whitehorse, YT-Dawson, YT 380 miles

We pressed on to the ice race at Fish Lake. The whole track was glare ice; most of us fell

on our asses trying to walk around, so driving was even more fun! Paul set top time on his first run, but got too excited on his second try and had back out of a snowbank to continue. Still damn quick, but even with my pirouette across the finish line we didn't have a quick enough cumulative score to take it this time.

It's officially road trip time now - no competition for the next two days. The countryside is getting whiter and more amazing as we head north. Wildlife sightings include a silvery-red Arctic

wireless hub in the bar. Everyone had their laptops out, checking e-mail and uploading pics and updates to their websites.

We were in the bar about midnight when Jake poked his head in and proclaimed the Aurora Borealis was out. We were out in a flash looking up at the night sky. The evening ended perfectly with a magnificent display of the northern lights. The massive green curtain of light was spread across the heavens and in constant motion. I felt so small, yet significant for having the opportunity to witness the spectacle. My mantra for the remainder of the rally became, 'What did I do right to deserve being here now?'

Day 5 - Dawson, YT-Inuvik, YT 570 miles

Here's how to start off the day on the wrong foot: It's still dark and the road's empty. Suddenly the Forester bucks and lurches under us and all the dash lights go haywire. Apparently the low-octane gas we've been putting in the car caused the engine to misfire, setting off the computer diagnostic system. You're lucky just to find gas up here, and anything better than 87 is non-existent. Octane boost is our good friend, but obviously not good enough. We unplugged the battery for awhile and the system reset. We were back on the road, but not without a few miles of raised heart rates and worry.

After our long trek up the Dempster Highway, Team BMW hosted a 'half-way' dinner that included local favorites of Musk Ox, Caribou, and Arctic Char fish. I'd heard that the Alcan Rally wouldn't be the same

without Satch Carlson, and he was our featured guest speaker for the evening, spinning yarns from the past and sharing sage advice for the future. He'd decided on a theme for our event: 'Ringers, Geeks, and Geezers.' Most

of us fit into a category: Hot-shot ringer driver, whiz kid geek navigator, or Alcan veteran geezer.

I had a few beers with another Team D pair, Rob Dunn and Nick Marcuse. I learned that they aren't interested in



Buffalo Along the Alcan Highway
Photo by Greg Hightower

"Wildlife sightings include a silvery-red Arctic Fox, several Moose, and numerous Buffalo"

Fox, several Moose, and numerous Buffalo digging in the snow along the highway for grub. We actually drove through a herd of caribou. Our PIAA lights were lifesavers, allowing us to pick out critters a half-mile down the road in the blackest of night, and sunset was coming earlier each day as we journeyed north.



The Team in Liard Hot Springs
Photo by Greg Hightower

It's becoming a real winter rally now with two cars out. A BMW had to stay behind in

Whitehorse and wait for a replacement control arm. Mike Miller, Paul Duchene, and Katy Wood hitched rides for the remainder of the rally and pimped out spare parts from their car, allowing their teammates to continue. What really matters is that everyone was able to make the trip to Inuvik and Tuktoyaktuk, even if their vehicles were not.

The coolest thing about Dawson was the high-speed internet connection and



Buying Gas in Tuktoyaktuk
Photo by Gary Reid



Paul and Kala at the Arctic Circle-Photo by Jake Engstrom

other rallies, they just live for running the Alcan in their Mazda 323. Talking to them drove home another of Satch's finer points: unlike some rallies, our fondest memories and stories of the Alcan will always be about the people, not who won.

Day 6 - Inuvik, NWT-Tuktoyaktuk, NWT-Eagle Plains, YT 570 miles

Wow, is it time for yet another amazing life experience? Ice highway, here we come! The only access to Tuk (as it's called) by car is during the winter on 100 miles of frozen MacKenzie River, which opens onto the frozen Arctic Ocean!

The highway is just a wide plowed path down the center of the river, snowbanks on each side, gently curving to keep traffic slow...Yeah, RIGHT! Hurtling across what's supposed to be an ocean is pretty amazing, especially when there's really no way to damage the car.

Tuk was indeed a remote village, and one thing that struck all of us was the lack of advertising. Everyone knows where the general store is, and

there's only one in town. Why have a sign on it? Same with the gas station. We tooled around for awhile before we figured it out. We had time for a quick photo op at the Tuk sculpture thing and a final gaze at the sundogs over the cemetery. The frozen ice crystals in the air reflect light on either side of the sun, and the really good sundogs in Tuk almost encircled it in a halo. Our return trip down the MacKenzie came too quickly.



Kala and Paul
Photo by Gary Reid

Day 7-Eagle Plains, YT-Destruction Bay, YT 600 miles

So far, this rally has been completely exhilarating, the people, the competition, the scenery, and even the exhaustion. Today our team took our first and only downer for the trip. It was obvious that somewhere along the way our Baja driver R. Dale had caught the Alcan Plague, way worse than I had it. We left R. Dale and his partner Francesca from the STi team at the doc's in Whitehorse. R & R and lots of antibiotics were



Changing a tire
Photo by Jake Engstrom



R. Dale Kraushaar
Photo by Jake Engstrom

the only answer, so Jake stepped up to drive the Baja for the rest of the rally. It saddened us all, especially considering all the hard work they put into making this team a reality, but we knew they continued with us in spirit.

Day 8 - Destruction Bay, YT-Fairbanks, AK 550 miles

Today I finally realized the rally was quickly coming to an end, and I was pissed. It didn't help that we took a few points at the last checkpoint of the morning's TSD.

Soon we were on the road to my home town, North Pole, Alaska and the Santa Clause House. Santa wasn't in, but we borrowed his sleigh for quick photo op, and continued our trek to the Ice Hotel in Chena. What a spectacular piece of gothic architecture! Everything is made of ice, the chandeliers, beds, bar, and barstools with reindeer pelts, which actually kept yer bum warm, or maybe it was my Bombay Sapphire Martini in the ice glass. Paul was first to belly up to the bar and order a drink.

I promptly followed his lead and was slightly taken aback by the \$18 price. But the ice martini glasses were huge, this was a very cool place, and our bartender FILLED them! It must've been at least four shots of booze, but we insisted on finishing them before the drive back to Fairbanks. We even managed to save the glasses, keeping them chilled on the roof rack.

Day 9 - Fairbanks, AK-Anchorage, AK 350 miles

It was an 'out at six am' morning, and I awoke vaguely recalling my drunken calcs from the night before, so did some quick checking of my math. Damn I'm a good navvie, they were all perfect! I found the 'End of day 8' results that Paul had brought back sometime after I passed out, and we'd held onto our 3rd place.

The early morning TSD had us stuck behind some traffic, which Paul handled brilliantly. By the end of the stage I was convinced that as a team, the three of us couldn't have done anything better, we were the be-all and end-all of calc class TSD rally. We stopped for gas, apologized to the local driver we'd passed on a blind corner,

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and hit the road for the Big Lake ice race. The transit took us through Denali National Park, where we witnessed another breathtaking sunrise over mist-shrouded mountains.

We were one of the first cars to arrive at the lake, welcomed by a big yellow sign with a skull and cross-bones that read 'Keep off thin ice!' with ribbons and cones blocking the track. Our trusty organizers showed up shortly thereafter and moved that bothersome stuff out of the way so we could go racing.

We had ample time to put on our two new spare tires sporting fresh studs to carry Paul swiftly across the ice for his grand finale. His stellar performance put us miles ahead of the competition. He doled out maximum penalty points to everyone and we each stuffed the car only once.

One DIY later, we descended into the Matanuska Valley, where one could spin in circles and never see a break in the magnificent mountains. We received a warm welcome at Continental Subaru in Anchorage, and Paul did cookies in the parking lot and made damn sure our ice martini glasses were busted up good. All I wanted was a hot cup of coffee and to give big ol' hugs to Jerry Hines for organizing this whole fiasco, and John Hubach for making our team possible by footing the bill. I sailed through the rest of the evening high on the experience, through the getting dressed up, banquet, and awards.

Oh yes, awards: Team Forester and Team Sti both took 1st in our classes, and Team Baja took 3rd in class. We ended up with the Forester 3rd, Sti 4th, and Baja 6th overall respectively.

The team trophy was the snazziest - a big ol' moose antler with a road map of our trip carved in it. We decided right then that Glenn and Greg would deliver it to R. Dale and Francesca in Whitehorse on their trip home.

Paul was feeling the onset of the Alcan Plague. We called it an early night. I dreamt of ice highways, sundogs, and the northern lights with endless strings of numbers running across them.



Schoolchildren with the Forester - Photo by Gary Reid

Epilogue:

It was discovered a few days after our return that Paul's plague had actually developed into pneumonia. Even though he was spitting up blood in the morning, he hadn't figured this out. Finally his trusty navigator repeatedly insisted he visit a doctor.

A few weeks, lotsa antibiotics, and one ClubRally later, he has fully recovered and still just coughs a little each day.

R.Dale and Francesca drove back to Arizona without incident just a few days after the end of the rally. The moose antler trophy that Team STi had delivered did cause a closer inspection at the Canadian border though: "Yes sir, we have a moose antler to declare..."

The View From Team BMW - By Russ Kraushaar

We've all experienced it, a flashback aroused by one of the senses; the smell of bacon takes you back to a childhood camping trip in the Ochocos, or an old song reminds you of a special rendezvous and those green eyes that captured you completely. Usually it's an unexpected diversion that sets your mind gently adrift. A mental journey that puts a smile on your face and reminds you that life is good - reminds you that it's probably time to plan your next vacation!

Oregon Region members were on hand for the 8 day, 4700-mile party. I was fortunate enough to land a ride in one of BMW's new X3's with Satch Carlson and Henry Joy, as part of a three-car team fielded by BMW North America.

BMW wanted to test the X3, get some spectacular pictures, and win the rally. I wanted to drive like a fool, drink some beer with my friends and refresh my memories of the great white north.

Despite a few difficulties along the way, we were both successful.

BMW X3's held the top two positions from day one and were never beaten. Not bad considering the cars were delivered to us just two days before the event. A bent lower control arm, caused by a moment of excessive exuberance on day 2, was our only challenge. When it snapped on day 5, our teammates Katy Wood, Paul

Duchene and Mike Miller in car 12, gave us theirs and hitched rides with the rest of the party goers. While they may not have finished the rally, Katy and crew didn't miss any of the adventure.

I strongly encourage you to do the same! Round up a few friends, get

some serious snow tires and check www.alcan5000.com for details.

Trust me, you need to do this!

After running my first Winter AlCan rally in 1992, I'm struck with one of these sensory triggers every year when the first frost hits us in late autumn. I step out the door to get the morning paper, draw in the biting

cold air, and recall the same crisp, burning sensation at minus 15, watching the northern lights in the Yukon. Life, indeed, is good. And it must be time for another road trip to the land of the midnight sun.

For 20 years now, rallymaster Jerry Hines and the hard working members of Rainier Auto Sports Club have orchestrated legendary road trips. They call it the AlCan Rally - a marathon time-speed-distance event that starts in Seattle and travels north of the Arctic Circle. This year a total of 16 teams gathered to celebrate the 20th anniversary and a few lucky



Navigator Russ Kraushaar discusses strategy with drivers Henry Joy (left) and Satch Carlson (right) at Fast Eddies in Tok, Alaska - Photo by Gary Reid



Satch Carlson prepares to race - Photo by Greg Hightower



It All Starts With Homework

By: Eric Purcell

EMAIL: efm@integraonline.com

The speed is out there. You may have to work for it though! In the past 25 years or so, there have been a few instances where we've found it. I say we, instead of I, because it always takes a team to find the speed...

We found the speed in '93 when Team Lucas won 32 of 36 races in one season, including the ACRL Drivers and Team Championship, and the S2000 National Championship. Or in '97, when Jeff Glenn and I took an unknown chassis and sorted it out during the season, winning the last four races of the year, culminating in the championship – decided just 10 laps from the end of the season.

My partner in crime and engineering mentor, Norton Gaston, has also found that speed a few times. As when he engineered Andrea Montermini to a podium finish at the Vancouver CART race in a 3 year old chassis. He also found a different kind of speed during the five Daytona 24 hour victories he's been a part of. But they all started in the same place...

Someone a great deal wiser than myself once said that the longest journey must first begin with a single step. So what's the first step toward finding speed? The same wise man might also say "seek the knowledge first, and the speed will reveal itself".

"You always need more knowledge than you currently have to improve the performance of your race car, or your race team."

Now, not to get all metaphysical on you guys, but that's always where I start. You always need more knowledge than you currently have to improve the performance of your race car, or your race team. I can't count the number of times that a car has come into either Norton's or my shop, and we've asked simple questions, like what is the spring rate front and rear, or how much toe is in the front?

If you can't answer these questions, and several much more difficult ones, it's time to get to work! To learn how

to go faster, you've got to learn about your race car. You're in luck - Portland has a wealth of talented people that can help you out – some of it even for free!

So you've got a spec Miata, or even a Formula Mazda. Why should you have to learn all this stuff? "I can't change the springs on my car, so why do I need to know what they are?" Because to really go fast (or at least faster than you were), you'll need to optimize everything that you can, including things that you "can't change."

On Formula Mazdas, for example, the "spec" front spring rates are supposed to be 750 pounds/inch. I have personally tested springs that were "legal", and didn't rate above 680 (there used to be a 10% variance allowed for the age of the springs). This car needs all the spring it can get up front, so just by buying a new set of springs for the car, we were able to boost the front spring rate by 70 pounds – which translated to just under a half a second!

Now, I'm not advocating any cheating here. Even in spec classes, you should be able to stay within the rules, and still be competitive. But you've got to know what you have to work with first!

Where do you start? You've got your nicely prepared Improved Touring Whatchamacallit Special, and want to take the first step in finding more SPEED!

If you don't own a copy of Carroll Smith's "_____ to Win" series, get the whole set. Read them all – and understand them. If you hit a concept that you are struggling with, ask somebody like Norton or myself, or other racing gurus that can at least point you in the right direction.

Start a discussion with your crew – just thinking about this stuff gets you going in the right direction! Other Great books are Paul Haney's "Inside Racing Technology" and his new book

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on tires. Joseph Katz's book, "Race Car Aerodynamics - Designing for Speed" is also an excellent resource. And the classic "How To Make Your Car Handle" by Fred Puhn is a great place to start.

Once you've read up on things like roll centers, motion ratios, dive planes and such, and your head is buzzing with ideas for the next Formula 1 car, it's time to start learning about your own race car. Start with the basics - such as spring rates, motion ratios, corner weights and such. Do a complete alignment (or have it done) to see where you stand, and if something is already out of whack. Pull the shocks off the car, and have them dyno'd.

Dynoing the shocks at all the available adjustments can result in some pretty interesting results, as on one "spec" shock Norton and I tested. This shock was supposed to be progressively stiffer from 1 through 5, yet ended up being the stiffest at 2, and the softest setting ended up being 4! The other shocks in the set all had equally unique characteristics. It can be frustrating to try to adjust around something if you don't know what the adjustments do.

Are you at minimum weight? Is that weight in the most advantageous place, or can some components be moved to improve the weight distribution? We'll get into weight and weight distribution in another column...

Even within the constraints of a very limited budget, there are always things

you can do to make your race car better. Some times all it takes is a little knowledge, and some time.

Next month we'll start getting into the real meat and potatoes of the setup, and how to come up with the things to tackle first.

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OREGON REGION SCCA BOARD OF
DIRECTORS MEETING MINUTES
APPROVED

DATE: 2/12/04

PLACE: China Bay Restaurant

PRESENT: Board Members: Holly
Remington, Cheryl Allen, Boyd
Campbell, Matt Tabor, Monika
Tabor

Members: Mary Thompson, Bud
Mansur, Chris Hale, Jeff Zurschmeide,
Bob Smethers, Gary Manchester,
Bernice Stanley, Tim Stanley, Howard
Allen, Joe Harlan, Ron Brown

Guests: Haley Nicole Tabor

Absent: Greg Bell, Doug Barrett, Kala
Rounds, Greg Bell, Karen McCoy

CALL TO ORDER – Holly called the
meeting to order at 6:50

MINUTES APPROVAL – Minutes were
corrected and approved. (Cheryl/Matt)

MEMBER COMMENTS –

NEW BUSINESS – Bernice Stanley
had agreed to be the Chairperson for
the 2005 Convention in Reno. She is
looking for ideas for workshops and
would appreciate any suggestions that
along that line. Howard suggested that
the SCCA DVD on safety be utilized and
all agreed that this would be very
popular.

COMMITTEE & DIRECTOR REPORTS:

REGIONAL OFFICE REPORT
– Presented by Mary for Karen

OFFICE STAFF & HOURS

Billed 51 hours in January, compared to
a forecast of 65.

Forecasting 75 hours in February.

2003 ROSE CUP INSURANCE

We have received check in the amount
of \$1,431 from PRFA for reimbursement
of 2003 Rose Cup insurance.

WORKER INCENTIVE 2003

Have paid dues of \$1,145 out of \$4,365
eligible. Total of 65 workers eligible this
year (processed 16 so far).

TREASURER'S REPORT – Balances
were presented and discussed.

Gary reported that the taxes have all
been turned in to the accountant except
for one of our groups.

He will plan and advise of the time and
place for the budget meeting

LOUD PEDAL REPORT – AWARD
WINNER EXTRAORDINAIRE, Jeff,
presented the 1st place trophy for

publications by a jumbo region, that
the LP won in Kansas City at the Ntl
Convention. ALSO on display was the
2nd place award for web sites.

Jeff thanks all of the members
and advertisers for giving him the
opportunity to achieve his goal and
produce the great magazine that the
LP has become. He said that he is still
having fun!

The payments for advertising have
begun to be mailed directly to Fallstaff
and Jeff presented the ones that he
had received to Gary for deposit. One
to particularly mention was advance
payment for a years worth of advertising
from Subaru

Jeff presented the idea of using 60#
paper instead of 50# in the production
of the LP. This would alleviate the
bleed thru that happens. The cost
would be approximately \$100 more per
publication. He also would like to go to
a glossy cover by 2005. His goal is to
have the majority of expense coved by
advertising.

A motion was made that we approve
Jeff to go to the 60# paper. M/S (Boyd/
Cheryl) After consideration Cheryl
withdrew her second and requested
that we table the issue until we have
representation from the Solo group in
attendance.

NEW TRACK COMMITTEE REPORT
– Jeff said that he has received calls
from interested parties concerning the
quest for a region track.

He also brought up for discussion the
issue of an SRF driver who knowing of
the problems that we are facing with
the conditions at PIR with our events,
is willing to work with all involved to
bring some resolution to some of our
problems. He has experience with
negotiating and would be willing to
bring that experience to the table.

Jeff asked for BOD approval to have him
head a committee with this purpose in
mind. Matt felt that we should meet
with him and hear his ideas before
going ahead with this. Jeff and Matt will
work on what any presentation should
contain and share this with our partner.
M/S (Matt/Monika) M/P

Holly suggested that Matt be a part of
this committee once that it is formed.

RACE OP'S REPORT – Bud announced
that there is a chiefs meeting planned
for 3/21/04 at 10am at Elmer's by the
track. They will hope to have all budget
requests by then.

Bob also advised that they are working

with the chiefs on their requests for
items such as corner boxes etc.

Bob and Bud would like to once again
do the Fred Meyer gift cards in lieu of
providing lunches for the workers this
year.

Bob attended the PIR Users meeting and
said that if Mark carries through on all
that he discussed at this meeting there
should be many improvements at the
track this year.

Gary asked Boyd if entry fees had been
established yet for the new season?
Boyd replied that he does not foresee
any changes to the entry fees.

Joe Harlan asked if the \$ will be the same
for every event this year? Boyd said that
providing that we don't have any major
losses or budget hits, he is hopeful
that the fee will remain constant. Any
changes would only occur if we have any
major hits to our treasury.

DIRECTOR'S REPORTS:

SOLO II REPORT – Absent

RALLY REPORT – Matt announced that
there would not be a Rally school in
March as had been planned. They hope
to re-schedule this later and will advise.

They are working on plans for The
Oregon Trail Rally and hope to hold a
portion of it at PIR. This event will still
be run in Vernonia and based at the
same hotel in Hillsboro as last year as
well as using the Hillsboro Stadium for
the start on Saturday..

Oregon Road Rally was announced
as, "The Region of The Year" at the
convention.

(Matt to provide some names for entry
here)

The Mt. Hood Rally was the runner-up
for, "Club Rally of the Year".

The Pendleton C of C has contacted
Rally to see if they have any interest in
reviving a hill climb that used to be held
in their area. Matt advises that they
are not sure that they are interested.
Howard said that if not, this would most
likely become a Solo I event.

The first Rally X of the new season
should be scheduled by the next BOD
meeting.

DIRECTOR I REPORT – Monika is
planning the All Club Party this year
for August the 14th. TC Band will be
invited to play at this event.

A possible new site for this year's

banquet has been identified. The Kingstad Center. Formerly The Nike Conference Center, has been made available for outside events. Monika is looking into its possibilities and will report back.

Monika attended the media coverage seminar at the convention and has brought back information. A professional team presented this and she found it a helpful tool that she will pass on to Kala.

DIRECTOR II REPORT – Absent

ROAD RACING DIRECTOR REPORT – Boyd is ready to go on the first three events.

There has been one change made to the Rose Cup Schedule. National Grp. 5 has been moved to run before lunch. This change was to accommodate Spec Racer event that will field 50 cars. This is a point's race with a \$10,000 purse.

Boyd presented the format for the 2004 Oregon Region Road Racing Championship (ORRRRC). (see LP for complete details)

Nasport has contacted Boyd showing interest in joining with us for our July event. He advises that he will look at July or Aug for such a possibility.

One of the issues that Boyd mentioned from the convention was the changes that are in effect this year concerning minor waivers. Complete details on this can be obtained from Sports Car, the LP or by contact the regional office.

The safety program that was presented at the convention impressed Boyd and he shared some points, one being an attachment that sticks on the back of the helmet that contains detailed medical information. As he mentioned, that way the info is right there and in the case of an emergency no one has to go looking for this info that is stored elsewhere.

PAST RE REPORT - Absent
ASST. RE REPORT – No report

RE COMMENTS – Holly will attend a Global Events meeting on 2/25. The CART and ALMS contracts will be discussed at this meeting. There is the possibility that we might opt out for track days in lieu of cash payment for the pro events. More information will be supplied at the next BOD meeting.

Holly asked what the BOD thought about making a donation to the SCCA Foundation that supports SCCA U, which put on the safety symposium at

the convention.

Cheryl suggested that we wait until after the budget committee meets before making any commitments. She also asked what benefits we would receive by making a contribution?

Howard replied that recognition would be one feature.

Holly did say that she felt they needed to be more pro-active with response to providing information on what they have to offer.
This will be re-addressed next month.

Web registration was discussed with Joe asking if all facets should not be under the same domain?

Jeff said that he totally agrees and will try to discuss this issue with Solo to try to align all three.

Holly presented one resume that she had received from marketing interns that are looking for summer placement. She expects to receive more based on contacts that she has made. She asked Cheryl to review these when available and to bring Kala into the process of the interviewing as well. Holly, Cheryl & Kala will meet over lunch one day to cover this issue.

Prized Possessions an award retailer that gives a healthy discount to SCCA was discussed. It takes a password to order on line and it was suggested by Joe that anyone wishing to order from them, present a PO to Gary and at his discretion he would order or approve and give the password.

Tim questioned the use of the Norpac logo. Holly advised that it could be used as long as there is to be no profit made by its use.

Howard brought up the issue of the new temp memberships. They are now considered trial memberships and are free. If we currently have any of the previous ones that the region bought, we will not be reimbursed for them. The "trial" memberships are good for 90 days and if the holder decides to become a full member they will receive \$15 off of the membership.

Monika felt that we should charge some fee for these and have a policy for their usage.

Other comments were:

1. Bob - They work well to encourage new members
2. Mary - In the past these were not usable for pro events. Many times they were just used as a ticket into the event.

3. Chris – Rally is now making some workers become members in order to work their events.

Holly has asked Monika to work with Karen on this issue and create guidelines of usage.

M/S (Cheryl/Monika) to adjourn M/P

Respectfully submitted,
Mary Thompson

Road Racing Meeting –

Bob spoke about the ambulance that currently is used by E-Crew. His suggestion was to try to turn a profit on it and then purchase two trailers that would provide more storage. One for E-Crew and the other for Tech.

Boyd suggested that Bob discuss this with Benny to see what his thoughts are.

Joe said that he would check on the value of the vehicle. He believes that it is worth much less than Race Ops thinks it is worth. He will also price trailers in the 6x12 size.

Boyd said that he is still waiting for Bob Grass to respond with the steward assignments etc. He will try to make contact again. Joe will also see if he can make contact.

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Stewards In Training



Skip Yocom Addresses the Meeting

All Road Racing participants should be aware that a couple years ago, SCCA implemented changes to the Stewards program. One of these changes includes mandatory on-going training for Stewards.

On March 13, over 20 Stewards from Oregon and NW Regions gave up a Saturday to improve their skills. First year Stewards to Stewards with over 30 years of experience participated.

After introductions and opening remarks, the group was informed about

the latest directives and guidelines from SCCA. For example, the new minor waiver program was discussed. Some time was spent reviewing basic concepts as a refresher prior to the commencement of the new racing season. The Stewards were reminded to be more thorough in completing and organizing our paperwork.

A significant amount of time was spent working through several exercises. At one point the group was broken down into teams of about 5 Stewards. These teams were given sample problems to resolve. The problems covered operation situations such as the handling of red flags and black flags, situations involving protests, RFAs and CSAs, and administrative situations intended to improve knowledge of procedural process. Happily all of the teams came to the same conclusions on all of the exercises. This shows the Stewards are achieving another goal of the new Stewards program, consistency.

Stewards from Oregon Region and NWR are committed to helping officiate Safe, Fair and Fun events!

- By Mark Schue

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Improvements Ready At PIR

By: Howard Allen, Competition Manager

EMAIL: howduck@qwest.net

I recently had a chance to play at our favorite city park with ProDrive, and discovered that Mark has been busy. The wall, driver's left just past the hot pits, has been moved back and the tires are now a permanent part of the track. They will have a "king condom" in front of them. The new ripples outside of turn twelve (driver's left) have come out excellently. Larry V and Todd "Hot Rod" Harris have tested them. NO more rock spray at turn twelve. THANK-YOU Mark!

Speaking of Larry Vollum, a little bird has told the Duck that "Monkey Boy" will soon be the owner of a Stohr DSR. Wow, with John Hill in Mark Jaremko's Runoffs winning car, and Carl Van

Austen (blue #77 911) joining them in a factory Merloy, DSR just could be the national class to watch this year. By the way, Mark J. will be in a Stohr CSR this year. Taking bets on who will win the Run-Offs in CSR?

"No more rock spray at turn twelve"

Speaking of which, I just heard that Dennis Pavlina, 2003 Run-Offs runner-up in S-2, is off to run a European S-2 series this year. WOW! Dennis, I sure hope you can send us a race report or two for the Loud Pedal? GOOD LUCK.

Delayed call: I forgot last month to give a shout out to "cover boy" for 'The Wheel', George Stevens, who graced last month's cover in his vintage open wheeler.

Now for school time. This is last call for instructors. Once again Greg Lund (complete with a Spec Miata) will run

the actual school on Saturday while I hold down the tower end. So let's give Greg the advance tip-of-the-helmet. The Alaskans are coming, the Alaskans are coming, is the theme of this year's school! We are expecting anywhere from five to nine folks from

the 49th state to attend the ProDrive school and our school with intent to race the regional that weekend. This has all been organized by long time Arctic Alaska region stalwart, Cheryl Babbe. Her significant other, Bill Deming, has purchased last years novice of the years winning 510 of "Bobcat" Keck who has "retired" back to T & S. Bill intends to race the entire season.

Now please look to the East and up the Gorge. I believe the sun and our future rises there. It is indeed our future. Stay tuned, film at eleven.

Duck-Out

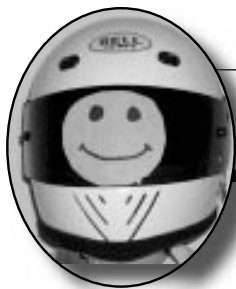
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The Case For Spokane

By: Anonymous

EMAIL: lp@oregonscca.com

Can you believe the season is almost here for the majority of us?

This month there is news of a special race opportunity. Team Continental is racing July 16th -18th at Spokane, and they are inviting ALL spec racers to join them there for a feature race. We could get up to four hours of track time for

\$350. You can't beat that with a stick, and what better place to use-up your 008's and have FUN while you do it?

"TC events are always the party weekend of the year"

As a survivor of Olympia, Tri-Cities and Port Orford, I can attest that TC events are always the party weekend of the year. It is guaranteed that a great time will be had by all.

I ran the Spokane track in '96 and will admit it is a little on the bare bones side, but it's a heck of a lot better than Pueblo. The track is sound, and with

some work could easily be on the SCCA schedule. It may well have the longest straightaway in the Northwest, and the best sweeper/carousel this side of Thunderhill. Be there or be missed. It will be a weekend for the record books - well worth the 360-mile tow.

Now for the local SRF gossip. The Mike Jackson car is green/white and will be driven by ProDrive graduate John Chism. The Paul Rosen real time painted SRF has gone south, while Paul awaits his new Stohr. Glad to see John Draneas is well and healed after a bumpy off-season. Word is that he will soon be sporting the new Butler device on his car.

Now it is off to Thunder Hill for the Double National. No doubt race reports will be forthcoming next month.



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Oregon Region SCCA SOLO II Year 2004 Schedule

Follows is the REGIONAL CHAMPIONSHIP SERIES schedule.

All events held at Portland International Raceway (PIR). Schedule is subject to change. Please keep checking the Oregon Region SCCA Solo II web site for updates.

Sunday, March 21	Championship Event.....(stock AM)PIR Pro Pits (aka North Paddock)
Sunday, April 18	Championship Event.....(stock PM)PIR South Paddock
Saturday, May 15	Championship Event.....(stock AM)PIR South Paddock
Sunday, May 16	Championship Event.....(stock AM)PIR South Paddock
Sunday, June 27	Championship Event(stock PM)PIR Pro Pits (aka North Paddock)
Saturday, July 31	Championship Event(stock AM)PIR Pro Pits (aka North Paddock)
Saturday, August 21	Championship Event.....(stock PM)PIR Pro Pits (aka North Paddock)
Sunday, August 22	Championship Event.....(stock PM)PIR Pro Pits (aka North Paddock)
Saturday, Oct 30	Championship Event(stock PM)PIR Pro Pits (aka North Paddock)

For schedules, updates and results, follow the Solo II link from the Oregon Region SCCA web site at <http://www.oregonscca.com> or go directly to oregonregionsolo2.com

2004 Test Days

March 12..... Chicane
April 16..... Chicane
May 7 No Chicane
May 13 Chicane
June 3..... Chicane
June 9..... Chicane
July 1..... No Chicane
August 13..... No Chicane
August 26 Chicane
September 10... No Chicane
September 23 Chicane
October 8..... Chicane

dates are subject to change

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A Visit To Thunderhill

By: **Boyd Campbell**, Road Racing Director

EMAIL: boyd@oregonscca.com

Finally, the race season is here! Of course my car isn't ready, but I hope yours is and that you will be joining us for the April School/Regional. I'm hoping to be ready for our May National/Regional, and I can hardly wait!

Both of our pre-season tech sessions were successful with 14 cars at the first one and close to twenty for the second one. Again thanks to Russ at Racetech and Fred, Chris & Garth at A n T Tire for providing space. Also a big thank you to Jerry, Rudy and the whole tech crew as well as Patty, Karen and Kathy for supporting the sessions with us.

As I write this, it is the Monday after the Double National at Thunderhill. A last minute decision found me driving down on Thursday afternoon to help Gary Bockman and Pat McFall run Gary's GT3 car. It was quite the experience driving out of last Thursday's storm and on into the sunny weather in Willows.

Once again, going to another Region's event makes me appreciate the absolutely great workers and chiefs

we have in Oregon Region. SFR did a credible job in producing the event, but we do it much better! There wasn't one big thing that makes the difference, it is a lot of little things all put together that make for a good experience, a smile here and there, or making an effort to help, even when you don't have to. These things get noticed and remembered,

In case you had not heard about it elsewhere in this issue, March's Board meeting resulted in our Region taking a real step forward in the new track project. Your Board of Directors voted to have the Region purchase the first share towards funding a new facility. The share will cost \$10,000 and will be used to set up the structure we hope will result in a new facility.

"My car isn't ready, but I hope yours is"

so keep it in mind when we greet our first "customers" in April. Thank you in advance!

Oregon Region was well represented at the event, along with Gary in GT3, we also had Larry Hansen; Mike Rocket in GT1; a swarm of SRF's, not to mention Lans Stout taking a National win in GT4; the Naykid team sweeping the top two places in T1 (with Scotty B setting a new track record). I know there were more, and I'm hoping Howard will fill in the details. Also in attendance were Mindy Allen, Katia Olson and Cindi Mitchell, and amazingly they were there as spectators not workers. I hear they enjoyed not having to be "green and ready" at 8:30 and having time to visit.

This will certainly be the biggest undertaking that our club has taken on, and we are not taking this step lightly, but the team we authorized to investigate this possibility advised that this was a time to act, and we did. It is very exciting, and seeing the latest additions to Thunderhill, reinforced the need to create a facility where we determine the policies, where we build the future of our club.

This is a very important project and I encourage all of our members to pay attention to the New Track reports in our minutes, to come to any Board meeting you can make, and express your opinions. All the Board members can be reached by email or phone and don't forget about the General Meeting in May! See you at the track!

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PIR, Portland

Aug 14/15

PIR, Portland

Oct 22/23

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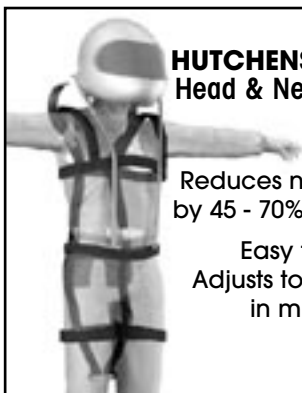
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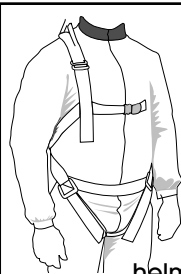
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The Line-Up For Oregon Trail

By: **Matt Tabor**, Rally Director

EMAIL: rally@oregonscca.com

RALLY EXTREMES

Well, now that the Doo Wops are over and April is upon us, the Oregon Rally Group's focus is set firmly on the Oregon Trail ProRally, scheduled for later this month. Things are coming together and here is a run down of how the weekend looks:

Friday – There will Tech Inspection out at Royal Moore Subaru during the morning and early afternoon hours, as well as Registration at the host hotel, the Red Lion Hillsboro. This tech and reg session is open to ProRally, ClubRally, and dual entrants; however ProRally entrants will have priority, as they will be competing in the evening.

After a mid afternoon break, tech and reg will again be taking place in the evening, for ClubRally only participants, while the ProRally teams will be running 3 total stages down at PIR. The stages are set to start at 7 PM, with a trip down the drag strip slated for around 8 PM. From there it's off to sleep as the teams get ready for the forest action of the next two days.

Saturday – Saturday morning will see all the teams out at Hillsboro Stadium by 9 AM for a Parc Expose. This will be the best opportunity to get up close and personal with the cars and teams before the competition begins in earnest.

“All Volunteers will receive a goodie bag and an invitation to join us at the finish banquet on Sunday”

From here the teams head to the forest for stages South and West of Vernonia. While the teams are out in woods, the service crews will head directly to Vernonia, where the service area will be. The teams run stages all day, two of which have spectator areas on them.

Spectator guides will be available Friday evening at PIR, Saturday morning at Hillsboro Stadium, and all weekend at the service area in Vernonia, as well as locations throughout the metro area in the weeks leading up to the rally.

Sunday – Sunday will bring more forest action, this time to the North and West of Vernonia. The service area will again be at the school in Vernonia. Spectators are welcome at the service area, and there will be opportunity to get rally information and by rally paraphernalia from this years, and past events.

There is still time to get one of the best seats in the house by volunteering. As a member of the team that puts together a round of the premier rally championship in the USA, you will get the opportunity to have first hand contact with teams before the event, get the best seat where no one else can go as a general spectator, and see the end results at the awards banquet.

All volunteers will receive an event shirt, a goody bag (with items from Oregon Region SCCA, Subaru Western Region, and other sponsors), and an invitation to join us at the finish banquet on Sunday. If you would like to be part of the 2004 Oregon Trail ProRally, just log onto the website at www.oregontrailrally.com, follow the volunteer link, and register today!

I hope you can join us for this years version of the Oregon Trail ProRally, in any way! Watch next month for announcement of RallyCross dates and possibly a RoadRally or two in our future.

Would you like more information about RoadRally? Have a big field you would like to see used for RallyCross? Curious about what happens inside of a rally car as it is screaming through the woods? You can contact me in one of the following ways:
via phone at (503) 638-7373 (days);

via snail mail at
P.O. Box 3511 Tualatin, OR 97062-3511;

or via e-mail at
rally@oregonscca.com.

See you down the road!!

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April 23-25, 2004

This year's Oregon Trail ProRally Presented by Hot Wheels and Subaru Western Region, is expanding to three exciting days! Friday evening will be a spectator extravaganza at **Portland International Raceway** with two mixed surface stages and a trip through the drag strip. As in the past, Saturday will start at the **Hillsboro Stadium**. Then it's off for two days of forest stages around **Vernonia**, which will host the service area.

Make your plans to join us for this year's



Visit www.oregontrailrally.com for more details!

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Laugh Track



There is no caption that can possibly do justice to this photo from the Alcan Winter Rally. For the record, that's R. Dale Kraushaar in the middle, Glenn Wallace on the left and Francesca Carroza on the right.

Photo by Katy Wood



Kumho Has The Hot Solo Tire

By: Doug Barrett, Solo 2 Director

EMAIL: doug@cascadetek.com

SOLO 2 REPORT

The Season has finally started and the weather is cooperating. As I mentioned last month some of us went to San Diego for the National Tour Event held March 13th and 14th. Then on March 21st we had our 1st Oregon Region event at PIR.

In San Diego the weather could not have been better, seventy degrees with a light breeze. Perfect! It was worth the 2,500 mile round trip. "A" stock was the biggest field with 25 cars competing. A truly diverse field, there were 8 Corvettes, 7 Porsche Boxster S models, 4 Honda S2000 (2004 models), 3 BMW M3's, 1 BMW M Coupe, 1 BMW M 5, 1 Mitsubishi Evolution and 1 Subaru

WRX, Sti. By Sunday evening, a Corvette was in first place, a Porsche Boxster second and a 2004 Honda S2000 was third. In fact the first ten positions were all Corvettes, Porsches and Hondas with the exception of a stray M3, which snuck in at number 9. I did not finish last and Jeff Sander my co-driver finished ahead of me. Jeff's comments after the event was "This was quit a humbling experience." Tom Kotzian was also in San Diego and is at the top of his game. After winning the Phoenix Tour in Super Stock, he turns right around and does it again in San Diego and then a week later took first place in Super Stock at the Pro Solo event in San Bernardino California. Although Tom didn't win the Super Challenge in San Bernardino he has won just about everything else and is having a phenomenal start to the season.

Our March 21st season opener at PIR was a perfect starter for our local season. The weather was warm but not too hot with high clouds most of the day. Perfect Autocross weather. I guess everyone saw the weather report Saturday or everyone has cabin fever. As a result we hit the cap in our morning group. All together we had a whopping 167 entrants, which, is pushing right up against our cap of 175 for both morning and afternoon groups.

Bob Sagara, formally of "A" Stock fame showed up with a brand new yellow (my favorite car color) Z06 Corvette. I'll miss not fighting it out with Bob in "A" stock. Bob immediately took the Super Stock win and ended up second fastest raw time of the day right behind the almost flawless driving of Jim Daniels. Jim's top time was 26.711. Speaking of top times, my old pal Chuck West was 5th fastest in JP Stein's Porsche 914/6. Chuck's time was 27.673. Chuck was right behind Curtis Eames in his Boxster. I like to see Porsche's in the top spots even if it's not my name next to them.

Back in "A" Stock we had a pretty good field of 12 competitors. Now that Bob Sagara is no longer in the field I thought I might have a better chance of being King of The Hill. Well I only have myself to blame. It seems besides the infamous Chuck Spittal, I now have a new pretty good driver to beat, my co-driver Jeff Sander. Jeff took second right behind Chuck Spittal followed by Jerry Martin Jr. and Roger Tooker.

In "B" Stock, Gary Hays smoked the class by over a second. This is Gary's first time out in his new bright red Boxster. I'd like to see Curtis Eames come out of PAX with his "B" Stock Boxster and duke it out with Gary. Would be a good show.

Hot Tip as picked up from the San Diego Tour event. Tom Kotzian has said on a couple of occasions that the new Kumho V710 tires are worth a 1/2 a second all things being equal. Tom beat the second place Corvette of Stacy Molleker by over a full second when the runs were totaled.

Top-tier driver Ron Bauer says, "The new Kumho's are worth 1 second all thing being equal. So if you're into sticky tires and you can find your size, the new Kumho V710 tires are the ones to get."

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Track News Will Be A Regular Feature

By: Jeff Zurschmeide, Editor

EMAIL: zursch@oregonscca.com

The new track project has really taken off in the past few months. In March, the region board voted to create a new corporation to pursue our own place to race. This is necessary because there's a piece of land outside Goldendale, WA that looks very promising. We need to have the corporation in order to take the next steps towards purchasing land and raising money to build the track.

We'll be talking more about the project in the coming months, for the simple reason that there's something to talk about now. Look in these pages monthly for updates. Please feel free to contact me or Holly about this project at any time.

Some of you have already heard, but others will be saddened to learn that Dr. Dick Buckingham of SOVREN was seriously injured over the winter at a race in New Zealand. Dr. Buckingham was in a coma for some time, and unfortunately, his recovery looks like it will be long and slow.

But you have a chance to help out. Pacific Raceways is sponsoring a benefit Test & Tune day on April 15 to help pay Dr. Buckingham's medical expenses. The cost is \$150, and interested drivers should contact Bill Deoneseus at Pacific Raceways for more information.

Last month, we reported on the upcoming Red Bull Driver Search going on at local indoor karting tracks. Well, there is still time. The search continues through July 18. The search is open to 13 to 17 year olds. There is no entry fee, the entrants pay only for track time. You can call 1-877-722-3968 for details or visit their website at www.HotTrack.com. Sykart in Tigard is also participating in this program. See www.sykart.com for details.

Finally, last month I neglected to thank one of the most important people who helped the *Loud Pedal* develop during 2003. When he's not driving the bumblebee-colored Corvette in Vintage, Eric Dolson is the Publisher of the Nugget News in Sisters, and his willingness to share his expertise with me has been central in bringing you the best regional magazine in the SCCA.

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- Jon Davies

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Fastrack News To Go Online

By: **Howard Allen**, Director of SCCA Area 13

EMAIL: hallen@scca.org

DIRECTLY DUCK

Well, members, let's get the BAD news out of the way right now. The greatest show in motorsports will no longer be known as the Valvoline Runoffs. What I learned out of the situation is that the contract was between Mid-Ohio and Valvoline. The track is actively pursuing new sponsors to replace Valvoline. I hope this comes to pass as I am concerned about the impact of this change on Mid-Ohio's bid for the Runoffs, which goes out this year. The current Runoffs contract with Mid-Ohio runs for two more years.

During this month's conference call, a vote was taken to remove the Fastrack news from SportsCar beginning in August. The vote FAILED, but it was close. Friends, this decision will be

made soon, and it appears that it is not if, but when. The move will save the club forty thousand dollars a year.

The rationale for removing the Fastrack news is that seven years ago the club projected that 77% of the members had access to a computer. Now they reckon that figure has risen to 97%. When the change is enacted (with a month's lead-in), you will be able to sign-up to

have been inundated with requests to make this change happen. At this point we do not know how this will impact the anticipated May roll out of the SportsCar redesign.

By the time you read this, hopefully Kevin Poirier will have been voted onto the Road Rally Board. THANK YOU Kevin for accepting the position, the board will be the better for it.

"The club financials look good - even Pro Racing is ahead of budget"

receive Fastrack news by e-mail. If you do NOT have a computer or access, you can receive it by mail. The club projects that about two thousand people will take the mail option.

In addition to the cost savings, you will be able to get the Fastrack news one month earlier, and the club will be able to implement rule changes one month earlier. For years the directors

So far this year, nearing the end of the first quarter, the club financials look good. With the Trans-Am deal coming on board even Pro Racing is ahead of budget.

Sorry I could not find the time to make the Doo Wop Rally this year, John. But I promise I will make it next year! I will try to make it up to you this Memorial Day when we meet again.

Director Duck

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PORSCHE 911, 1974 coupe roller. Black. Raced at PIR through 2001 in SCCA CP1, Conference BP, and PCA GT4. Full cage, double adjustable Konis F&R, very large swaybars, brake ducts, large oil cooler in fiberglass front airdam/bumper, ducktail, aluminum Fuel Safe fuel cell with professional bladder, aluminum seat, NACA ducts, lap timer, etc. Being sold without engine and transaxle. \$13,500. Ralph Plumb 360 673 3025 or 360 574 4060

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The ORIGINAL - Tom Colby's Team Speedwell Engineering Sprite. This car has won numerous races over the years. Dave Hubbard rebuilt 1380 cc engine/transmission. Tilton clutch, aluminum flywheel, racing axles with dual bearing hubs, 45 DCOE carb, aluminum radiator, real minilite mag wheels, Speedwell Monza front end, four wheel discs with power boost, right-hand drive. This car is very trick with numerous spares. \$16,600. Call Richard Ullian (raullian@uci.net) for more details 541-278-1150 eves, 541-966-0204 days.

VW Golf GTI White/Yellow #15 - What is there to say about this car that you all don't already know? This is the FASTCO Racing GTI built by Don Smethers and raced by Don, Bobby, and Greg Bell. This chassis has 8 championships in FP, HP, GT3, and RS. This is the current race lap record holder at PIR in Radial Sedan. This car won the 2003 RS championship and finished 1st at the 2003 Rose Cup Races. The engine is a 16-valve, 2 liter, professionally maintained by Ivey Engines. Shrick head and cams, JE pistons, forged crank, Carillo rods, 2-stage dry sump, SX fuel system, all Aeroquip, NEW Electromotive crank-fired ignition, Tilton, DPI brake recirc system, and much more. What needs to be done is engineer a better transmission solution and spend some time on the suspension. Everything else is prepped pretty damn well. This car has a ton of horsepower and the engine is worth twice what the

car's worth. The car with all its wheels, tires and spares goes for \$20K. The car with the beautiful FASTCO 24' TPD trailer goes for \$30K. I'll sell the car or the car and trailer, but don't ask me to sell just the trailer. Nope. Call me if you want to talk serious offers. Contact Greg Bell at (503) 804-3130 (leave message) or email at gbell@us.ibm.com.

1972 Datsun 240Z Conf. F-Prod, CP-2, VP-2, ex-Tanner Championship car, ran SCCA Vintage last two years. Well prepared, fast, and fun to drive. Harlan engine, McGriff cage, fuel cell. 2 Sets wheels with fresh Kumhos. Much recent work done, ready to race. \$6,900. Steve at 503-266-5234.

GT3/4/RS Rabbit. Built as GT4. Could be run in GT3, SPU, Vintage. GT4 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. See pictures and more details at: <http://gt4rabbit.home.comcast.net>. Jim Graffy 360-573-5307 after 6PM. gt4rabbit@comcast.net

Formula Vee - 1990 Tsunami FV, built by Jess Heitman. Two Motors, Wheels,tires and many spares. Ground up rebuild two years age. \$6,500. Call Noel Eriksen - 541-322-8761 or email to jneriksen@coinet.com

GT-1/Trans-Am Car For Sale. Camaro body, Weaver chassis, Weisman transmission, Chevy 310 engine, Penske shocks, 2 sets BBS wheels, 1 set Real Racing wheels, carbon fiber wing. For pricing contact Pro Drive at 503.285.4449 or prodrive@prodrive.net

1992 Swift DB5 CSR with Very Fresh Loyning YAC Complete off season rebuild from Tub UP with only 2 race weekends on it since. This car has to be one of the nicest SWift DB5's around. New Motorsports Kevlar Body in red GelCoat All updated suspension componets and Tub stiffeners Three sets of wheels Techno and OZ Two sets of rains 18 sets of hewland MK9 gears spare ring and pinion spare brakes calipers Penske shocks, just services and revalved Stack tach Two spare noses, one Carbon Two spare tails, one Carbon Spare right pod New sway bar adjuster, new push button style Complete Enduro package including; extra fuel cell, dry break filling with two dump cans, fuel valves, altenator, lights: all not installed New wheel bearings All brakes rebuilt, fresh hawk blue New MSD ignition New Fuel pump New Clutch New rotors New upper engine mounts (like atlantic) trick!! Lots of random spares, too many to list. All work done by Doug Esterbrook at Loynings Prep shop.

Doug can answer any questions. No hidden history, No worries. I can email pictures in detail. This car is a winner and no disappointments. Over \$30000 spent in last 12 months! \$33500.00 Will take street cars or trucks in trade. mcrandall@tonkin.com 503-255-7560

1999 & 2001 MONTE CARLOS, TURN KEY OR ROLLER CHASSIS, BIFFLE TUBE FRAME WITH UPDATES, WINTER QUICK CHANGE, WILWOOD BRAKES, SWEET POWER RACK, ATL FUEL CELL, PENSKE OR PRO SHOCKS, BOTH CARS HAVE RECENT REGINAL CHAMPIONSHIPS, RUN AS GT-1, SPO, OR NASCAR \$9,000 ROLLER TO \$35,000 COMPLETE (EACH). BRUCE VOLLSTEDT 503-639-0702 HOME

#92 yellow 1979 first generation RX-7. EP, SPU, VP-2, Regional GT-2 and GT-3 car. Very fast (1:18s), inexpensive to maintain and well sorted. \$13,500. Very low mile flat bed dual axle trailer with electric winch, \$1,700. Charlie Burrows, cell 503-706-8412, wk 503-350-4323

82 Reynard FF1600/Solo2 CM \$8800 12 Revolution wheels, single axle trailer w/electric brakes, winch and tire rack. Quick jack, folding stands, other spares. Chuck Jarvie 360-256-2995

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Elden Formula 3 UK Import, FIA papers, serious race car, can be run as an F3 with wing and slicks or FB with treaded tires and wing removed. Fresh 165BHP Lotus L block twin cam (all steel), 5 speed type 9, whole car is finished, set up, ready to compete. \$29,500 - **1971 Ensign Formula 3**, steel twin cam, FIA papers, slicks and wets, \$31,500 - **1973 Martin Formula Atlantic**, 3 race old BD, 220 HP, FT200, FIA papers, totally restored, 3 races on restoration, \$36,000
Call Bob Yarwood 541-895-2288 or yarwoodeng@earthlink.net

2002 Subaru WRX Pro Rally Car - Freshly prepared - Only 5 Rallies! Top 10 Pro Finisher. All the best. \$39,000 pauleklund@aol.com 503-624-2139

Race Cars For Rent

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

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

1988 Acura Integra Rental BE A CONTENDER---ARRIVE AND DRIVE, race in ITA, \$450/day Contact Paul for details at (360) 750-7375 or email pjrosen@dslnorthwest.net

Parts and Other Stuff

Spec Miata Wheels, new Team Dynamics, black, 35mm offset, \$400/set. Gary; H(360-446-6664), C(253-279-2790), Chinook@sccaracer.net

Shop space for rent to a responsible person. The person will have access to most of my Shop equipment, including, Drill press, band saw, lathe, sheer, brake, and mig and tig welders. I will require you to supply your own hand tools and material (lathe and Welders). Bender will be off limits. If you need specialty tools we can talk it over. You will need to supply your own jack stands, extension cords, work lights, etc. Hours of use will be 7 days, 8am to 11pm. You will have your own key once I feel the person is responsible (gut feel), I will require all personal info. I will allow enough space to work on 1 car inside with space for tools, tires and some spare parts. This is a perfect opportunity for someone living in a crowded house, Apartment or Townhouse. I will offer my labor if needed at a substantial reduce rate and all material at cost. If you or any of your responsible friends are in

need of space, have them e-mail me or call for details. russ@racetechfab.com 503-254-6706

Old SCCA SportsCar Magazines. Cleaned out closet. Nov. 69' - Feb thru Nov. 70' - All of 71' except May. Free! Also, seven year collection of "On Track" from 84',85',86',87',88',89',& 90' \$20.00 for the whole lot. I'm in Gresham, come & get em'. Phred Lembkie 503-669-8360

GT2 fully prepped 2.8ltr datsun comp motor - totally complete - 45mm carbs, headers, comp trans, crankfire, external oil pump, mallory ignition - all new - 0 time on motor \$3,000 Datsun comp close ratio 5 speed - new - \$1700. Both for \$4,000. John 503-709-8360

Race shoes size 7 black - new. My wife bought these for me a couple of years ago. They are the wrong size (too small) for me. She paid \$105 at Race Central. The box says "Jager." The shoes are black with a white strip. How about \$65? John 503-603-1629

Great Shop w/Attached House. Here's your chance! Need room to work on your cars? Covered carport with room for 5+ cars, 2 single-car garages with workbenches and lots of space for tools, outside of DEQ boundaries. Attached house sits on .7 acre, with 3 bdrm., 2 bath and 1,350 sq. ft., gas heat, all appliances included. Property is fenced in back, has mature fruit trees, plenty of room for gardening. Located in Warren, OR - an easy 30 minute commute to Portland. Asking \$160,000. OWC. Call Shane at 503-369-2491

35 yr. collection of racing memorabilia - Race Programs, race posters, motorbooks, magazines, badges, crew passes, etc. (Incl. Portland Indy programs and NW Historic programs.) Ph. or e-mail rgbarg@shaw.ca (604)721-1794

4 Goodyear BlueStreak Sports Car Special Race tires 5.50x15 on 15" 4-bolt wide steel wheels, full tread (barely used), nice and wide. Was on a racing SAAB 99 in 1980. Great for vintage show car or project, circa late '70's tires. \$15ea (503) 624-2139

2 BF Goodrich G-Force race tires. New, shaved, stored in bags. 245x50x15 size \$70ea. 2 very slightly used 245x50x15 G-Force race tires \$35ea. Also 4 very used ones-FREE. 4 used BFG Comp T/A R1 205x50x15 great tires with good tread \$30ea (503) 624-2139

Fox 5 wheels with Falken Azenis tires. 17x7.5, 35mm offset, 5 x 112 bolt pattern. Snap-in brass centering rings of various diameters available. As-new

condition. They have one autocross season on them and were only used in those events, not on the street. Less than 500 miles. Fit newer Audi and VW Passat models or any year (non-AMG) Mercedes-Benz C-class, SLK or CLK. May fit other models as well. Tires are 225/45-17 Falken Azenis Sports with some life left in them. \$500 Gary Hays (360)573-6397

Single axle enclosed trailer for formula Ford or similar car. Inside 116"L X 68"W (between wheelwells)94"W overall. Homebuilt w/3' sides and folding top. \$500.00. Gear sets for FF, 16/35, 17/33, 18/32, 20/30, 21/31, 22/29, 22/30, 23/28, 24/27, 25/26, 26/26, all with carry box, \$500.00. FF fuel cell 22"W X 9"H X 24"L (tapers from 9 to 3") \$75.00. Paul Ingram (541) 367-5024

4 used BBS three piece racing wheels. 15" x 7" Porsche 911 or 924 bolt pattern. Two with 2 3/4" offset. Two with 4 1/2" offset. \$600.00 OBO for the set of four. One new Tilton racing flywheel for Porsche 924. Set up for 7 1/2" clutch. Never used-never installed. \$200.00 OBO. Contact Rick @ Monte Shelton's. 503-224-3232

Dream Home. 5 to 7 car garage/shop (holds 5 suburbans or 7 sports cars) with attached 3500 SF custom home on private lake in Tigard, OR. 15 minutes from downtown Portland. \$469,500. Call Dennis or Pat Pillar @ 503-590-3132 or e-mail Pillar27@aol.com for details.

Autocross numbers, Magnetic or Static vinyl (for fiberglass or plastic cars). Don't wait for the season to start. Call Ed LaPlante (#13 red Camaro, F-Stock). 503-631-4213

Stuff Wanted

Donations Wanted - Outdated seatbelts, helmets and drivers suits. Also Formula Car Chassis and Totaled (unrepairable) Race Cars. Will pick up. Items to be used for Regional (NWR/Oregon/BC) F&C and Emergency Workers school at Pacific Raceways - Spring 2004. Contact Dan Miklovic, Chief NWR Emergency at dmiklovic@comcast.net or 425-557-0283 to arrange pickup.

VW Rabbit - street modified, SCCA-approved, Rabbit to compete with in Solo, TSD, possibly Club Racing. roger_hudnut@hotmail.com 503-891-0044

Street Cars For Sale

White 1966 Plymouth Satellite 318. Hard top, 2-door with console. 116,500 miles. Original owner. Excellent condition. \$7500. 503-236-0398.

1961 TR3-complete in Newberg, engine not broken, but hasn't been run for a while. Solid rims, body needs some detailing and painting. Top not all that old, but has a tear, upholstery needs replacing. \$1600. Contact Richard Mead at: allioop218@aol.com

1980 Ford E150 300ci 6cyl Cargo van interior (no rear seats) Receiver Hitch roof rack new exhaust Runs and Drives well. First \$700 takes it. 503-977-6374

1978 Red Corvette 25 Year Anniversary Model New 350 cc Engine, 350 horsepower 11:1 Compression Pistons, T-Top, Automatic Transmission, Power Windows, Headers, AM/FM Stereo Cassette, Lots of Engine Chrome. Body & Interior in Good Shape, New block, pistons, rings, rods, crankshaft, bearings, heads, camshaft, timing chain, distributor, cap, rotor, header gaskets, belts, hoses, plugs & wires, oil, fuel, & water pumps. \$6,500 (503)620-5647

1996 F-250 Supercab; 460 with 5spd; under 80K miles; matching canopy. I ordered this new to be the best hauler possible for it's size, and have meticulously maintained it. Unfortunately we've collected so much stuff that we need something bigger. This is a great truck and will run forever. \$12,000? Lans Stout 503/628-1208h or 503/443-3900w.

1995 Freightliner FL 70. Cummins 8.3 with aprox 2,500 miles on engine, new exhaust brake with heavy duty valve springs, 6 speed transmission and 3: 54 rear gear, 216 inch wheel base, air ride suspension, all 6 wheels polished

aluminum 22.5, 2 polished 100 gal fuel tanks, dual air ride seats, 54" Double Eagle sleeper, set up with 5th wheel hitch and reese hitch, wired for 7 way plug with electric brakes. Currently used as RV puller. Would make a great race car puller! Asking \$32,000 or best offer. would consider partial trade of full size P/U. Jack 541-751-0437 Freebirds@pocketmail.com

1959 Austin Healey "Bugeye" Sprite. Fresh hotrod 1275cc, Nissan 5-speed conversion, disks up front, Spax in back, Autopower roll bar, Schroth harnesses, fire extinguisher, MotoLita wood steering wheel, American Racing "Libre" wheels with new Yoko AVS Intermediates (perfect tire for Oregon!). New hood, side curtains work well, fresh tach drive gearbox, instruments freshened. Negative ground with Optima. Painted "Go Ducks" yellow with green stripe (inverse Lotus color scheme). Spares and misc niddly bits come with. Perfect for driver, track car, or with a VERY little more, vintage racing! See photos at http://photos.yahoo.com/stan_hanks then "Bugeye". Contact Stan Hanks at stan_hanks@yahoo.com or 503-704-7472. \$10,350.

1980 Porsche 930. White non-sunroof coupe, black leather. 41k miles, 10k on top end, 1k on new turbo. Euro car, all paper since import in '84. Passed DEQ, tags good through '05. Massively upgraded. Great street/track car, SCCA Vintage legal? Roll bar, window net, racing seat available. Email for details, photos. Stan Hanks, stan_hanks@yahoo.com \$29,000.

1991 Ford E-350 High Cube Van - Set up for Pro Rally Service with bins, lights, workbench, step bumper. new E4OD transmission and fully rebuilt 460 with RV cams, strong running tow motor. \$7250 pauleklund@aol.com 503-624-2139

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Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below and mail to: Oregon Region SCCA, 4800 SW Macadam Ave, Suite 110, Portland, OR 97239 or the SCCA Membership Dept, PO Box 19400, Topeka, KS 66619-0400. Make check payable to SCCA, Inc.

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

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

03 Name _____ Birthdate ____/____/____

04 Name _____ Birthdate ____/____/____

05 Name _____ Birthdate ____/____/____

06 Name _____ Birthdate ____/____/____

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

☐ Please send me a Crew License (check box)

PRIMARY INTEREST(S) IN SCCA:

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

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03	<input type="checkbox"/> Spouse Member	\$15.00	+	Spouse Member	\$ 5 = \$ 20
10	<input type="checkbox"/> Family Membership	\$85.00	+	Family Membership	\$ 30 = \$ 115
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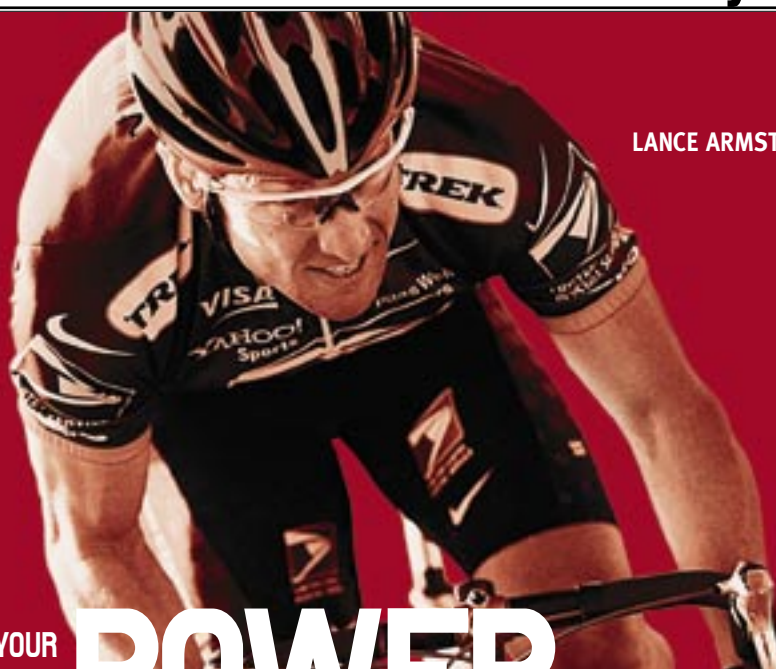
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