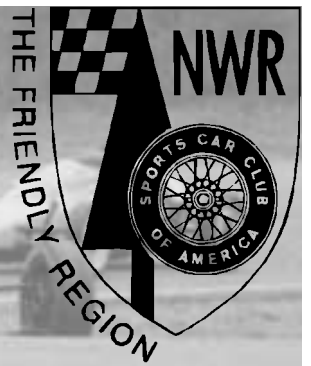


NORTHWEST Sports Car News



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Great Turn Out for the 2002 Running of the Doo Wops Club Rally

by Jamie Thomas Photos by Sherri Sicks

Beautiful, sunny and crisp near-spring weather saw 44 cars and loads of spectators come out into the hills of Hoquiam, Taholah and Montesano for another running of the Doo Wop Club Rally Series and the first NW Region Club Rally of the 2002 season! A variety of entrants contested this series with cars entered from all up and down the west coast, as far away as Nevada and British Columbia to many that reside right here in the NorthWest. This event also saw quite a few class-3 rookie drivers step up for their first taste of the "Brooklyn Tavern Stage!" And of course no Doo Wops Series would be complete without some "famous rally veterans" returning to try to set their mark once again, the likes of Janice Damitio, John Lane, and Carl Jardevall were all rearing to go after the Brooklyn stage record of 6:42 set in 1998.

Day one claimed several victims in the tight and twisty sections of the Taholah stages. No personal injuries, but some rally cars were not feeling so well! Day two saw even more fall victim to the twisting turning and changing terrain! Stage one, car one, the Evo 4 of Jardevall/Trowbridge, 1/2 mile into the stage found

themselves on their side and out of contention for the rally series win! But in true rally fashion and spirit, they did not pack it up, but continued on and finished the event, including their attempt at the Brooklyn stage record!

When all was said and done, the Brooklyn record stood firm! Although the Jardevall/Trowbridge team in their newly acquired Mitsubishi Evo 4 gave it a shot, they came up just a few ticks shy of the record with a running of 6:46! Next fastest was the team of Nat T-Stow and Ben Bradley with a running time of 7:08. To see all of the stage times, results and action please visit: <http://www.nwr-scca.org/rally/doowop.html>

Class winners were as follows: Production - Jamie Thomas & John Reed; PGT - Andy & Julie Sharples; Gp2 Todd Hartmann & Shawn Callahan; Gp5 Dave & Rick Hintz and winning the Open class, as well as the Overall win went to the team of Nat T-Stow and Ben Bradley.

Next event is the Oregon Trail Pro Rally held



Nat T Stowe in car #275

in Hillsboro, OR April 19th -21st. Volunteers, workers needed! You can now register on line at the Oregon Trail Rally Website! Please see: www.oregontrailrally.com for more information and event updates.



Todd Hartman in car #201



Andy Sharples in car #255.

Fastest Brooklyn stage times recorded in 2002:

- Jardevall/Trowbridge 6:45
- T-Stow/Bradley 7:08
- Eklund/Huhn 7:11
- Damitio/Nielsen 7:12
- Hintz/Hintz 7:14

The record is still held by Paul Choiniere & Jeff Becker in a Hyundai Tiburon in 1998 with a 0:06:42 stage run. Todd experienced overheating and was not able to beat the record this year.

Intro To Racing Seminar

Park Place Rentals provided the location for the Intro To Racing Seminar on February 23. Topics covered included purchasing or renting a race car by Brad Belcher of T&B Racing, preparations and selection of safety gear by Andy Collins of Armadillo Racing, Vintage racing by Dan Feagan, support personal or Race Officials by Mike Evans, and Hector McDonald explained how the stewards oversee an event. The highlight (besides having Krispy Kreme donuts) was having Jason Fiorito of Pacific Raceways discuss the plans for the track and then take questions from the floor.

Thanks to NWR member Noel Wade for providing this recap of items discussed.

Hit the seminar on beginning racing in Bellevue today just to hear Jason F. talk. Was very informative and VERY nice to hear how committed they are to this whole thing (between the audience, we drilled him pretty thoroughly on a lot of questions; and their commitment and hard work became really obvious!)

It sounds like they've done a fair bit of drainage and re-

paving / grading work in areas as well, to help get water off the track faster now than ever before as well (Jason said something about it being a 1% "sideways-grade" on the track to get the water to sheet off and into drain-fields.

The plans to change the track layout significantly have been dropped for now; though improvements will be ongoing.

Jason mentioned his extreme gratitude for the community's (both racing community and general community) support that's being shown; and briefly said that he was getting some positive support from a few bureaucratic and political channels / officials as well.

Some people might be bummed to know that the restroom BUILDINGS were left standing to keep costs down this year; and to keep from having to re-do the whole property with new septic lines (new Health department codes apparently). HOWEVER, the buildings were apparently gutted and completely re-done on the inside with 100% new appliances and interior surfaces.

And for those that haven't seen all the pics, they've widened the run-off areas CONSIDERABLY around almost every turn; and added a big sand trap (which is now level and something like 50-feet wide he said), and a 42" tall wall around the Turn 5a area; to keep cars from sliding

cont. on page 4...

Inside this issue of

NORTHWEST Sports Car News



Regional Perspective	2
2002 PAX Index	3
Double Nationals Announcement	4
Doo Wop Results	6
SCCA Membership Application	7
Speed Freakz	8
SOLO II Event #1 Results	9
Classifieds	11