

NORTHWEST Sports Car News



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Pacific Raceways is Back

The track is back! Importantly, Pacific Raceways will remain a motorsports facility and the owners are Dan and Joe Fiorito. Under their stewardship, Pacific Raceways will once again become the premier motorsports facility in the Pacific Northwest. Pacific Raceways will recapture its past glory to be the hub of the Northwest's motorsport industry. Right now, numerous clubs, corporate programs, events and racers support the track.

Pacific Raceways will work to enhance the relationships with those who've been devoted to the track all these years and to provide them with a world-class facility. To accomplish this, improving the safety of the track is a top priority. Along with developing a better track for the drivers, Pacific Raceways will be spectator friendly. For instance, Pacific Raceways will provide race fans with a facility in which families can enjoy the beautiful scenery, racing activities and exciting environment. The Fioritos also believe in giving back to the community and encourage community involvement. Right now, the track provides a forum for a charity race benefiting Children's Hospital. Pacific Raceways will continue this tradition, as well as add some of their own. For instance, Pacific Raceways will support and sponsor events for CureCancer, an organization set up through Swedish Hospital to coincidentally enough cure cancer. We encourage the public to help turn Pacific Raceways into a positive community asset. As such, we will be providing a forum for your comments on the website <http://www.pacificraceways.com> in the near future.

Jay Bratton receives a message from Phil Pausmer, Subaru of America

Read at the NORPAC Convention, 2001

My apologies for not being able to attend. It was my intention to be there today but the Christmas flu has interfered and I hate to share my misfortune.

Subaru of American Western Region is pleased to be a sponsor of your meeting here in Reno. In this regard, we would like to introduce our 2002 NorPac and CRS/SoPac Club Contingency Program. My experience has been primarily with SCR/SoPac and specifically the Rim of the World Rally organizers. Though the last five years we have supported them with various contingencies to Subaru finishers and support for components of the Rim Rally and other rallies.

This new program will get to the heart of the grassroots competitor and provide a far better level of support to those competing in Subaru automobiles.

This is what we plan to offer to 2002:

a. The top five finishing Subarus in Open Class as well as GT Class will share in the payout. This will encompass the 10 NorPac and 8 CRS/SoPac 2002 events as scheduled. (18 events total)

b. Class qualification will be determined by NorPac, CRS/SoPac.

c. This contingency program is in addition to the SCCA ProRally contingency support offered by Subaru of America but limited to club event entries only.

d. Payout will be as follows for both Open and GT classes: 1st \$400; 2nd \$300; 3rd \$200; 4th \$100, 5th \$75. This will amount to a budget of \$2,150 per event.

e. Any year / model Subaru qualifies.

f. The Subaru competing vehicle must have the Subaru graphics sticker as required by the SCCA ProRally contingency. This must be displayed on a prominent location on the car.

g. We plan to offer an annual Subaru Cup for Open and GT class in both Regions. This will consist of a

NorPac 2002 Summary

Mr. Phil Pausmer, Fixed Operations Manager for District 7, Subaru of America, Inc., provided a Platinum Sponsorship for the Convention, providing sound financial footing for the event. While he was unable to attend due to illness, Jay Bratton of Northwest Region, on Phil's behalf, announced a major rally support program for top finishers in SCCA events who are driving Subaru vehicles of any age.

The Division's members attending the Divisional Convention in Reno had a significant opportunity to meet and talk with major players in SCCA — something that is much harder to do at the National Convention. They included: Chair of the SCCA Board of Directors, JoAnne Jensen and NorPac Board members John Martinsen and Gary Pitts. Those three individuals are responsible for representing Northern Pacific and Southern Pacific Divisions on the National Board of 13 representatives. Also attending from the National Office were Steve Johnson, President and CEO, Kurt Spitzner, the head of the SCCA Rally program and Howard Duncan, head of the SCCA Solo program. Jensen, Spitzner and Duncan all conducted seminars during the Convention as well, affording a wonderful opportunity to get to know these leaders up close and personally.

SCCA Double National Races at Pacific Raceways

Glen Wilhelm, Executive Steward of NorPac (Northern Pacific Division SCCA) confirmed that Pacific Raceways will be the site of the 22nd Annual Double National races "barring unforeseen circumstances".

Subaru special trophy and possibly a cash award. We are formulating this program at this time and it will be announced as soon as we have it together. The intention is to offer these as separate NorPac and SoPac trophies. Points earned out of the home Region would not apply.

h. The administration of the awards will require the assistance of the organizers input as to the event, class winners names, addresses, phone nos. and the usual W9 forms. These would be submitted to Brent Gunderson at the Portland Region for processing and payout.

We sincerely hope this program will support the grassroots racers and assist in expanding club event participation. Thank you

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Everyone took advantage of the opportunity.

Steve Johnson, SCCA President and CEO, was Keynote Speaker at lunch on Saturday for the second year in a row. Based on the popularity of his presentations, according to evaluation forms, it is hoped he will be able to continue in that capacity for coming years. During his presentation on Saturday, Steve reviewed the tremendous progress being made by SCCA in line with their Long Range Strategy (which he previewed at this meeting last year). Significant progress has been made in securing corporate sponsorship for SCCA, including Subaru, SUNOCO Oil, Fram, etc. Membership in SCCA has increased to nearly 65,000 and more importantly, member retention (year to year) has increased from 73 percent to 83 percent. What that means is we've gone from a pretty average volunteer retention level to a phenomenal one. Steve also reported that the focus on increasing the value of an SCCA membership continues and that details for the planned SCCA University will be unveiled at the National Convention in January. He addressed the issue of the planned move to SCCA and the positive aspects of that move for both the immediate and future financial benefit of the Club, and outlined many of the investments made during 2001 to improve the financial outlook on a program by program basis in the coming years.

NorPac Board Meeting Summary

by Gary Van Horn

The Northern Pacific Division Board met during the Divisional Convention in Reno on January 5, 2002. All members, except Snake River Region, were present.

Convention attendance was up for 2002 with 98 bodies materializing out of 104 pre-registered participants (up from 84 in 2001). All sessions and seminars were well attended. The Town Hall meeting on Sunday morning had 81 members present, and provided an opportunity for the Division's members to ask questions directly to Steve Johnson, SCCA President and CEO, and JoAnne Jensen, Chair of the SCCA Board of Directors. Others on the Round Table panel included Area Directors John Martinsen and Gary Pitts, along with the seven Regional Executives present.

The current balance in the Division's Treasury was reviewed. Those funds represent proceeds from the 1999 regional assessment of \$.25 per member and surplus revenues from prior conventions. Expenditures were minimal during 2001 and no expenditures have yet been budgeted for 2002.

There were two action items considered by the Board. First was to review the format, location and host-

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