

## NORTHWEST REGION, SCCA, PRESENTS

## OUR ANNUAL ROAD RACING SEMINAR

At this seminar we will discuss everything you need to know to become a Racing Driver: Such as driving school requirements, required safety equipment and how to prepare your car. We will also cover the different car classes and provide information on the local race tracks.

Location: Park Place Rentals  
13730 NE 20<sup>th</sup>, Bellevue (425-562-7200)

(Located behind **Park Place Motors, Ltd.**, 13710 NE 20<sup>th</sup>, Bellevue)

Look for the **SCCA** banners.

Date: February 23, 2000. 9:00 a.m. to 3:00 pm

Cost: Only \$25, which includes lunch.

For more information see our web page at [www.nwr-scca.org/race](http://www.nwr-scca.org/race) or call or send e-mail to Dan Carchano, evening phone: (206)938-0094. Email: [blackwolfms@email.msn.com](mailto:blackwolfms@email.msn.com)

Complete this coupon entry form and mail to: Jay Bratton, 11674 132<sup>nd</sup> Ct NE, Redmond, WA 98052, along with your check for \$25, payable to the Northwest Region, SCCA.

Name \_\_\_\_\_ Phone: (\_\_\_\_) \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

E-mail address \_\_\_\_\_

Purpose in attending the seminar:

Prospective Driver \_\_\_\_\_ Car to be driven \_\_\_\_\_

Driver crew member \_\_\_\_\_ Race Worker (Official) \_\_\_\_\_

# Road Racing Seminar



## The Solo1 Program:

by *Kenny Richins*

### New Ideas for the Coming Year.

This past season has been good for the Solo1 program. We have had steady growth, good participation at regional events, and as always very keen competition. We have witnessed the development of a Solo1 program at Mission Raceway in British Columbia, Canada that is based on the Solo1 program developed here in Northwest Region SCCA. Sover invited our Solo1 drivers to participate in their hillclimb held on the historic Maryhill Loops Road and those that made the event did very well. This was an excellent season.

The question is what do we do for 2002? There is the possibility that Pacific Raceways (old SIR) will be available for NWR use and Solo1 could be part of that program. The hillclimb at Maryhill was fun and exciting, should the Solo1 program explore other hillclimb venues? Should the NWR Solo1 program have a point's series with the Solo1 program at Mission Raceway? Should the Solo1 program pursue having some stand-alone events?

These are just a few of the questions that face the growth of the Solo1 program. I will be distributing a questionnaire to the Solo1 drivers that will focus on the above questions as well as other questions that will effect the growth and direction of the program for the next season and beyond. Your participation in the questionnaire is encouraged. I plan to e-mail the questionnaire to the drivers in the Solo1 program during the month of December. Drivers and everyone interested in the development of the program please send me your current e-mail address so that I can get the questionnaire to you. Please send that information to [krichins@bossig.com](mailto:krichins@bossig.com)

There is just one other development that everyone should be aware of concerning the Solo1 program. The duties of the regional Solo1 Chairman have been divided between Kirk Salvatore and Susan Richins. Kirk will continue to facilitate the Solo1 program at the events and Susan will attend all of the Race Committee meetings and will vote on those issues that concern the Solo1 program. Susan will also be writing some Solo1 articles for NWSCN. I really appreciate the hard work and dedication that Kirk has given to the Solo1 program the past seasons. Thank you Kirk!

Kenny Richins  
NorPac Divisional Solo1 Steward

## CART on Ropes, But Not Down for Count, Yet

By Team Ford Racing Correspondent

Indianapolis (Dec. 6, 2001) — If you're keeping score, perhaps the most dramatic off-season week in Championship Auto Racing Teams history wound up with one win, one loss, one no-decision and a leader to be named later.

Foremost this week was the decision by CART's corporate board of directors (a/k/a the Delaware board) to oust Joe Heitzler from the president and CEO positions he held in conjunction with his chairman of the board slot. Heitzler, insiders say, was given the opportunity to resign the president/CEO slot or be terminated when the board met Tuesday in Phoenix. He chose the former, effectively ending his reign one year and one day after he was introduced as the man who would lead CART into the next millennium.

Heitzler will remain in all three executive positions until his president/CEO successor is named, but that appears to be only a matter of time. From the moment that major CART shareholders Jon Vannini and James Grosfeld initiated the movement to dump Heitzler, their intent has been to replace him with renowned Long Beach Grand Prix promoter Chris Pook.

Pook was a candidate for the position a year ago when Heitzler was hired, but removed himself from consideration when it became clear he would not be given the latitude to operate without answering to two boards (corporate and owners). His renewed interest in the job indicates CART may finally be willing to give its leader the autonomy necessary to guide the organization in what are certain to be its most critical era the next few years.

Uncertainty about future engine regulations and suppliers, loss of major teams and sponsors to the rival Indy Racing League, a questionable new TV contract and instability of the economy in general are casting a pall over CART's future. The insertion of the highly respected Pook into the body's presidency would undoubtedly instill new optimism within the series' ranks, not to mention stockholders and analysts.

The stumbling block in adding Pook to the CART roll appears to be his contract with Dover Downs Entertainment, the company that operates the Long Beach race. Sources say Pook's deal with DDE is a lifetime pact and it will take considerable negotiation (re-

buyout bucks) to free Pook from it. That's on top of what would in addition be a hefty salary and benefits package to get Pook to leap to the helm of what could be a sinking CART ship.

### No decision on engine package

If Pook takes the job, his first priority will be finalizing CART's engine regulations for 2003 and beyond. The franchise board (the owners) approved a vague format for a normally aspirated engine of up to 3.5 liters displacement in early October. At that time, the series' new vice president of operations, John Lopes, and team owner Derrick Walker were charged with compiling details of options under that platform. They promised to present those options within 60 days.

Wednesday in Phoenix, some 62 days after announcing its intention for normally aspirated power, Lopes and Walker presented their facts to the owners in Phoenix. The discussion was long and intense, with owner Chip Ganassi reportedly storming out of the meeting. No decision on engine specifics was reached, which bodes well for the Cosworth spec turbocharged engine option that remains on the table for '03.

In 12 months, any CART engine suppliers for '03 will need to be testing their product. Considering the series has yet to even agree on the parameters by which the 3.5 engine will be designed, it leaves precious little time for development of a totally new product. By continuing its indecision, CART is only digging itself a deeper hole for getting the 3.5 engines up and running in time.

That's where the Cosworth 2.65-liter turbo could save the series, at least for '03. Since the engine would be nothing more than a detuned version of the Ford-Cosworth XF that will be in competition in '02, minimal reworking and development would be necessary. And Cosworth has already assured CART it can supply the entire field.

### Kool is in, Marlboro is out

CART drew a split this week from cigarette-sponsored teams debating whether to dump it in favor of the IRL. Thursday, Team Penske made it official it was moving its two-car Marlboro effort to the IRL, taking with it two-time reigning CART champion Gil de Ferran and current Indy 500 winner Helio Castroneves.

CART had hoped Penske would retain at least a single-car presence in the FedEx Championship Series so de Ferran could again defend his title. There was even

unsubstantiated talk CART and Honda had secured a sponsor for Penske to do so, but to no avail.

"It was a decision made with our principal sponsor based on our collective business interests and objectives for 2002," said Tim Cindric, president of Penske Racing.

The loss of Penske and Marlboro, while not surprising, is still another major blow to CART. Both were instrumental to the series' growth and IRL founder Tony George was quick to trumpet Penske's defection to his series.

Earlier in the week, however, CART learned that the Kool brand of Brown & Williamson would remain as sponsor of Barry Green's two cars in 2002. Green cited commitments from title sponsor FedEx and tire supplier Bridgestone as keys in swaying Kool to stick around at least one more year.