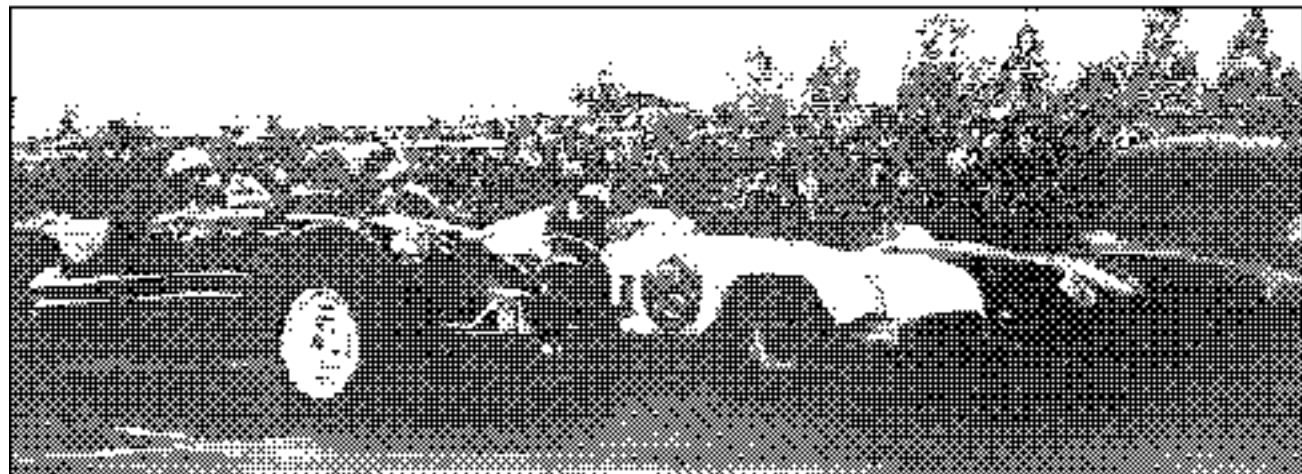




Fabulous Fifty



Bremen Sun photo

Tom Carstens, Phil Hill, Carroll Shelby and Ken Miles (left to right) line up for the 1956 Seafair sports car races at Kitsap County Airport in August 1956.

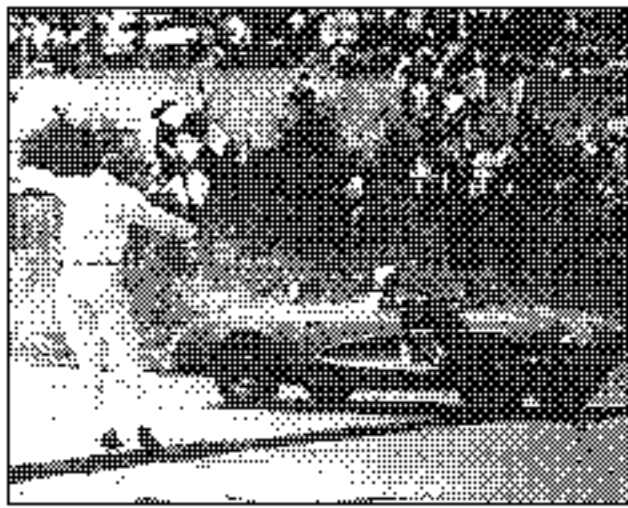
BY JOHN FORESPRING
Regional Executive, Northwest Region

Most of us do not get to celebrate many, if any, 50th anniversaries.

I was around for my company's 50th anniversary. I was much younger then and it didn't hold the significance that our region's anniversary does.

Years ago people did not live long enough to celebrate a 50th birthday and for sure not a 50th wedding anniversary. Now days folks live longer. While many 50th birthdays are celebrated, very few 50th wedding anniversaries are when over half of marriages end in divorce. The same is true for businesses. Today it is mergers and takeovers by the giant conglomerates with only the name being the same.

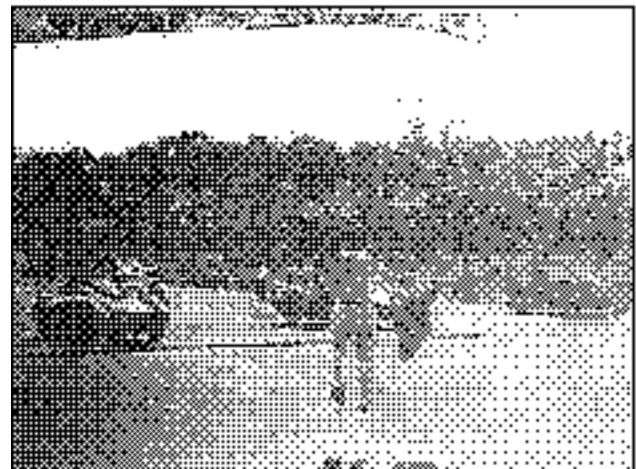
It was an honor to be part of the national office's



Bremen Sun photo

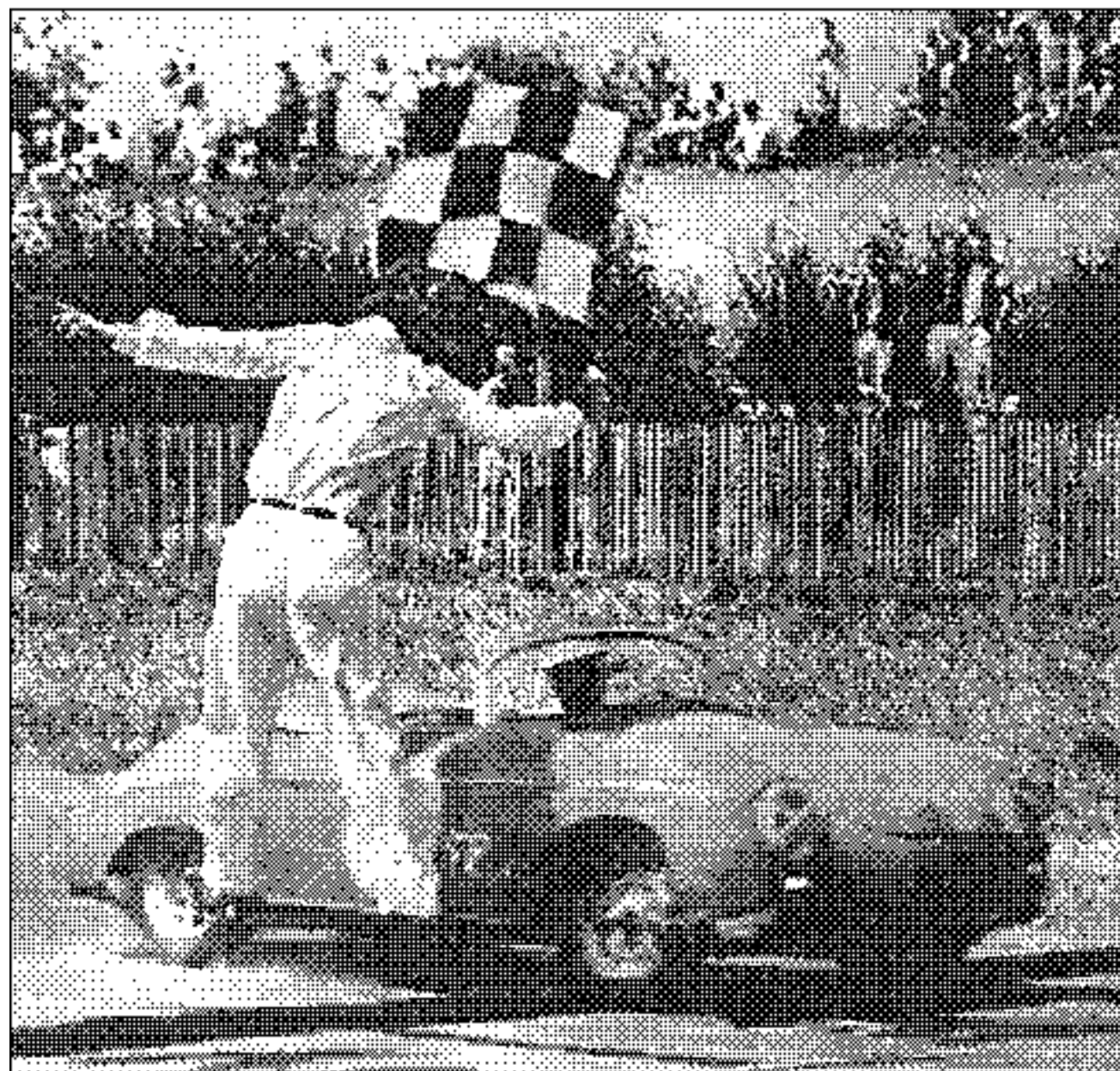
Flagman Larry Dale gives Dick Thompson the checkered flag after battling Paul O'Shea's Mercedes-Benz 300SL on Aug. 12, 1956.

celebration of their 50 years as a club and to reflect on the changes that have taken place over the years. It is a greater honor to be the RE for our club's 50th anniversary. I have been involved with the SCCA and the Northwest Region since the early '70s, joined, left and rejoined. I have tried to be part of the solution process rather than the complaint department. I



Bremen Sun photo

Larry Dale waves the green flag to start the 1956 Seafair Trophy race at Kitsap County airport. Carroll Shelby (far left) won in John Edgar's 4.9 Ferrari.



Bremen Sun photo

Flagman Larry Dale signals victory for LeRoy Caverly's Porsche Speedster in the under-1500 cc Seafair Trophy race on Aug. 12, 1956.

DON'T MISS THE THRILLING SEAFAIR

SPORTS CAR ROAD RACES

SUNDAY, AUG. 8
at the KITSAP COUNTY AIRPORT

7 1/2 HOURS OF RACING THRILLS!!!

The Northwest Region will have a special event for the 50th anniversary of the SCCA. The event will be held at the Kitsap County Airport on Sunday, August 8, 1956. The event will feature a variety of sports car races, including a 7 1/2 hour endurance race. The event will be a great day for all sports car enthusiasts.

Practice and time trials begin at 8 a.m. Race starts at 10:30 a.m. Total time for the 7 1/2 hour race will be approximately 7 1/2 hours.

Adults: \$1.00 Children: 75¢
Total for family of four (two adults and two children) \$3.50

For more information contact: District 10, Kitsap County, 10000 1st St., Everett, WA 98203



Bremen Sun photo

For the July 1955 Seafair sports car races, Jeff Adkinson (left) entered his Jaguar XK-120 and Hank Tubman (right) entered his Austin-Healy. Ben Chandrow (center) entered a 1908 Wilcox in the five-lap vintage car feature.

believe in doing whatever I can to help the club and its members and having as much fun as possible while doing it.

I am starting my second two-year term as the RE and will continue to try and keep the region moving forward with as many Races, Rallies and Solos that are possible. I also will try to make the events I am responsible for good and fun.

I will not micromanage the venues. First because I do not believe in that management style and second because the venues have sent very talented people to the region board to serve as the assistant regional executives. They, along with the other talented members of the board and administrative folks, will give us a great start on the next 50 years. You can help with that by making sure all of the events in your venue make the 50th anniversary an important part of the event.

The region is already off to a fast start on the 50th anniversary celebration. Northwest Region, for the second year in a row, hosted the NORPAC Divisional Convention in Reno. Chairman Mike Lawler and his committee put on an event that was described by many of the 123 attendees, including National Office staff, as the finest divisional convention they had ever attended. SCCA University had an excellent class for all and then the venues had their meetings, which were followed by a Sunday morning town hall. We hosted two of our many parties on Friday and Saturday evening. I, once again, was the friendly barkeep on Saturday with assistance from Lou Ann Christensen. Small room, big crowd, lots of bench racing. Great weekend.

While at National Convention this year, I was astounded to accept graciously the Region Achievement Award — first place Jumbo Region for Northwest Region. This is an unprecedented seventh year in a row that we have received this award and the first in the Jumbo Region size. Thank you all for your participation and time in making us the best region in SCCA.





Rally Round
 BY JOHN NISPEL, Assistant RE Rally

Well I guess I better get my act together on this column now as we now have a new newsletter editor. Welcome to Kurt Batdorf, who comes to us as a copy editor at the Everett Herald and the editor of the annual Whidbey Island Race Week. He should do a great job sprucing up the NWSCN.

Rally season 2003 got off to a great start with Doo Wops 1 and 2, two rally sprint events held in an abandoned log sorting yard at the Port of Hoquiam. Due to the fact that the site became available at the last minute after an earlier rejection, there wasn't as much advance notice as we would have liked.

As a result there was a smallish field of 15 cars at the start on Saturday. Many of the competitors couldn't get their cars ready two weeks earlier than planned and there was also the competing Canadian TSD, a challenging snow rally in the interior of British Columbia, in which many rallyists, the writer included, have competed in previous years.

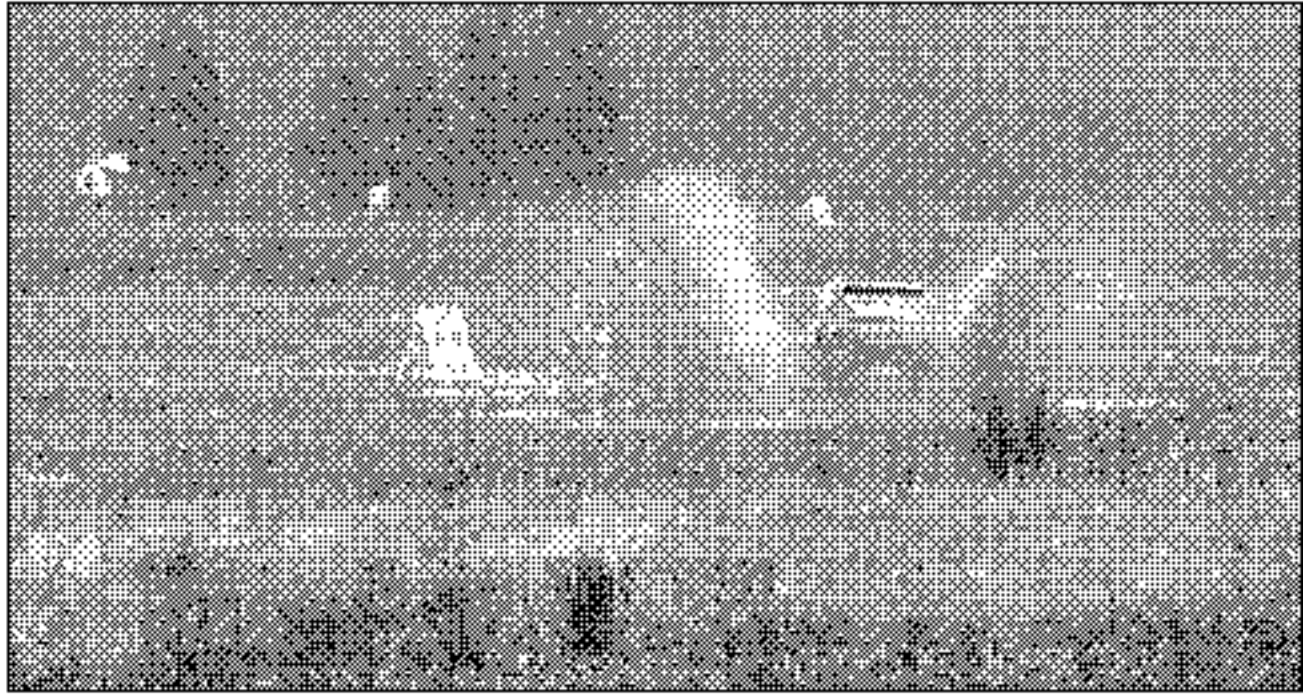
A few competitors who did attend this event reported working into the wee hours of Saturday morning getting their vehicle ready and one, the Dave Hintz Group 5 entry, didn't arrive until the fun runs at the conclusion of Saturday's event.

The facility was truly massive and included an open ended pole building that allowed all of the cars to service under cover, out of the elements, and had plenty of room left over for spectators. Ron Barker designed the challenging 1.4-plus-mile course. It included straights, chicanes and broad sweeping turns as well as 90 rights and lefts and a hairpin over a concrete road at the end of the scale house ramp.

The weather was mostly cooperative for Saturday with light showers giving way to sunshine and back to showers before more of both producing some spectacular rainbows over the course.

It didn't take long for disappointment to strike the crew of Gary Cavett and Chris Miller, whose first run produced a holed piston or dropped valve or some other form of terminal engine malady. The same engine fate awaited the '02 Subaru WRX of Nat T-Stow and Ben Bradley, but not until they completed their domination of the day's runs both overall and for Open class, with a margin of more than 42 seconds over their nearest competitor, the team of Jamie Thomas (Subie Gal) and Tyler Washburn in their new '03 Subaru WRX wagon, who also were winners of the Production GT class. The '96 VW Golf of Scott Fuller and Jeff Call, the Group 2 winner, was another five seconds back.

Sunday's course was essentially the same course run in reverse, with a couple of added loops. According to at least one competitor, Sunday's layout was even more fun than Saturday's. The addition of Dave Hintz with co-driver Joni Hettick, brought the number of starters back to 14 for Sunday's Doo Wop



"Subie Gal" Jamie Thomas and Tyler Washburn slog through the muck in their new Subaru WRX at the Doo Wop 2 rally sprint in Hoquiam.

Jim Culp / www.prorally.com

2. The weather however was most uncooperative with heavy rains dominating most of the event and added to the heavy overnight rains created a real swamp with plenty of standing water on the course.

The absence of T-Stow and the water on the course helped the all-wheel-drive Subaru WRX of Subie Gal to a convincing 17-plus-second over all win over Hintz and Hettick who nonetheless were the Group 5 class winners. Fuller and Scott once again third overall and the Group 2 class winners.

The overall win combined with the second place on Saturday gave Subie Gal and co-driver Tyler Washburn the series championship for the Doo Wop

rally sprints.

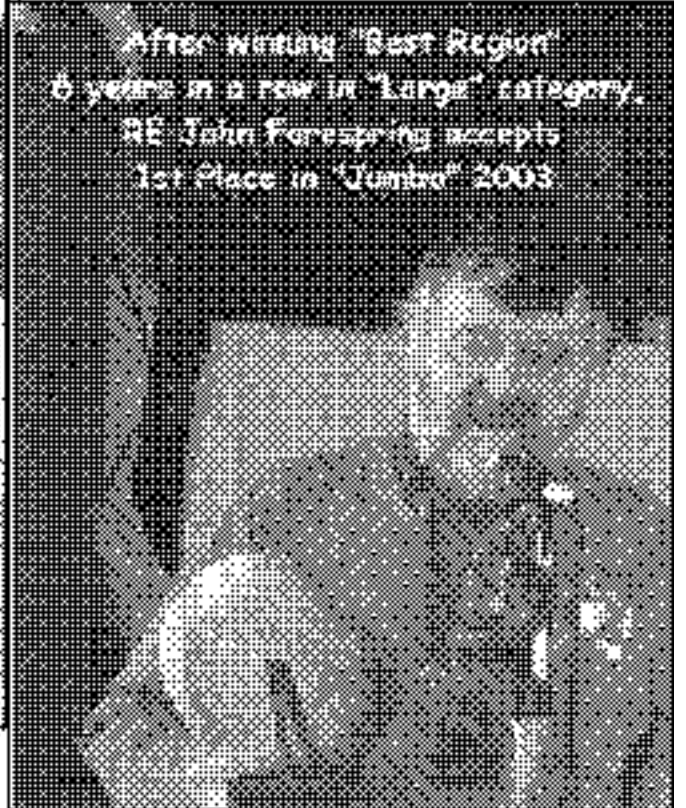
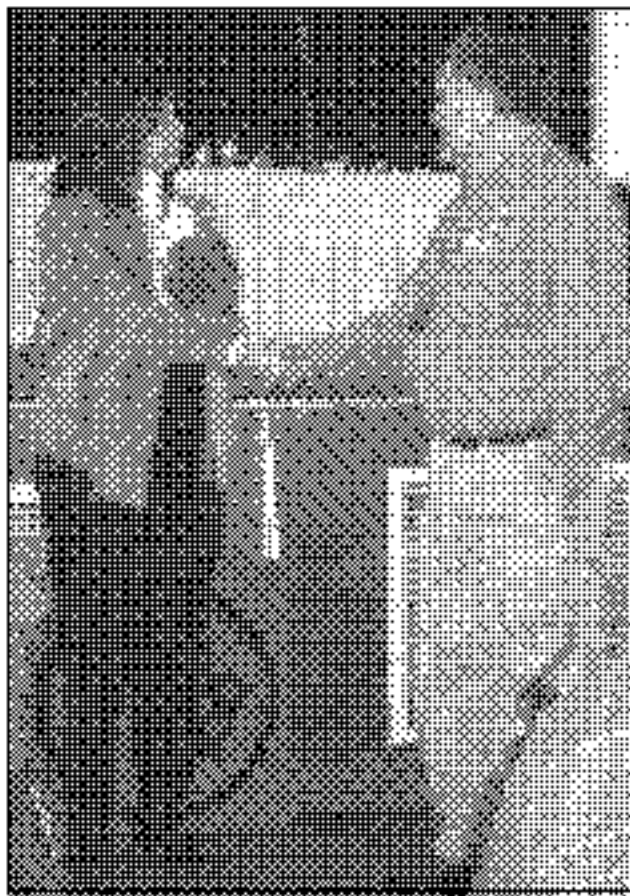
Overall this was a great event in an exceptional venue. If you had a good time on these sprints, either as a worker or competitor, take a moment to drop a line to the commissioners of the port of Hoquiam, telling them how much you enjoyed the event and would like to return for future events.

Next up Doo Wops 2 and 3, March 1 and 2, in the traditional venues of the Hoquiam watershed and the Quinalt Reservation on Saturday and the Montesano watershed and Brooklyn and Smith Creek roads on Sunday.

See you in the woods.

Northwest Region wins "Region of the Year" again!

After winning "Best Region" 6 years in a row in "Large" category, RE John Forespring accepts 1st Place in "Jumbo" 2003



Information Contacts

Oregon Region SCCA (OR)
 Karen McCoy
 4800 SW Macadam Ave. Suite 110,
 Portland, OR 97201
 (503) 224-9469

San Francisco Region SCCA (SFR)
 P.O. Box 966, Willows, CA 95988
 (530) 934-4455

Bremerton Sports Car Club
 (360) 479-0248 or (206) 869-5680

Hill Climb
 Ken Richins - (509) 762-3404
 e-mail krichins@basig.com

Western Washington Sports Car Council
 Information line - (206) 255-0658 -
 Bred Dodson - (206) 760-1668

International Race Drivers Club (IRDC)
 Roxann Vine - (360) 825-2770
 Fax (360) 825-7208

Track Phone Numbers:

Pacific Raceways	(253) 631-1550
Portland International	(503) 285-6635
Thunderhill Park	(530) 934-4455
Sears Point	(707) 938-8448
Laguna Seca	(831) 648-5111

NORTHWEST Sports Car News

The Official News Source of SCCA's Northwest Region

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Now Hear This

BY JOHN MARTINSEN, Area 13 Director

As the new year begins the Board of Directors has established its officers and committees for 2003.

Included in the 2003 Board are three new directors. Bill Weston replaces K.P. Jones in Area 3. Bill lives in Florida. Erik Skimants replaces Pete Hylton in Area 4, but Hylton remains the SCCA Historian. In Area 11, Southern Pacific Division, Andy Porterfield replaces JoArne Jensen, last year's Chairman of the Board.

Much of the work of SCCA is governed by a committee of some sort. Some of these are called "boards." The Board of Directors also has some internal committees to conduct activities with a smaller group than the Baker's Dozen (there are 13 Areas with one director each). All of these boards and committees have been reconstituted for 2003, some with major changes and some with no changes. So let's

take a look at some appointments for 2003.

First of all, at the SCCA national level, the following will guide the club as the officers of the SCCA: Tom Campbell is chairman of the BoD, Ken Patterson is vice-chairman, Kathy Barnes is secretary, and Gary Pitts is treasurer. Having Pitts as treasurer will give us in the Northern Pacific Division something to crow about. This position is a lot of work and very time consuming. Good luck, Gary.

The Budget and Finance Committee is just about what you would think it should be, making fiscal policy and looking after the finances of the club. Pitts as treasurer is chairman of the B&F. I was appointed as one of the members of B&F. As treasurer Pitts is also chairman of the Compensation Committee.

I am continuing in my assignment as chairman of the Race Track Committee, which tries to foster new facilities and revive old ones. We have some new initiatives in this area to assist facilities being planned, developed or being brought online.

Members of the BoD also get assignments to act

as a liaison between the SCCA BoD and subsidiary boards and committees. This role is to improve communications both ways between the two groups. For 2003 my assignment as liaison is the Club Racing Court of Appeals.

We elected these officers and made the 2003 assignments at our December meeting in Topeka, where we held our first BoD meeting in the new national headquarters building. What a nice facility! The floor plan of the building will facilitate the efficiency of work groups. And the space and surroundings are conducive to productivity. It's a really nice layout. There are also classrooms for SCCA U. We used one of these for our BoD meeting. And it has a great looking exterior with lots of parking. I hope you all get a chance to visit the office someday — you will be impressed. It is something that we can all be proud of. And the Solo II National Championships are just out the back door, and from the office you can see Heartland Park only a mile or two down the road.

Race Report

BY KIRK SALVATORE, Assistant RE Race

The Amadillo Northwest Region SCCA Solo 1 Series is getting closer to the first two events in April.

And in May Solo 1 will again take the stand on Memorial Day as part of the Double National Weekend with NWR Racing and Vintage.

Solo 1 will run seven regional events and an opportunity to run outside of region at Mission Raceway

Park or NHA Hillclimb. Also an SCCA Solo 1 Hillclimb is being planned at Pendleton, Ore., in August.

All regional racers are welcome to run this hill and the possibility of it being a NWR points race is being determined. Information on Solo 1 was available at the NWR Racing Seminar in February at Park Place Motors and again this year on the www.nwr-scca.org after February.

Please think about coming out to Solo 1. Even without running the Amadillo Series NWR Championship

Series, Solo 1 can be good test and track time for any regional racer. Also the Solo 1 provides Flat Out track time for newbie regional members looking for a place to start out racing.

And do not forget there is Solo 1 school coming up on April 4 at Bremerton Raceway. Get a jump start on your SCCA Solo 1 license by running the school and the two events that weekend.

See you at the track this spring. Until then keep working on those cars and doing your homework. The 2003 season is just around the corner.

Around The Pylon

BY KARL COLEMAN, Assistant RE Solo II

I'd like to start this year by saying a very large THANKS to Ron Bauer for all of his hard work and dedication to our Solo II program here in great Northwest Region! Next time you see Ron, be sure to thank him for his contribution.

You'll have plenty of opportunities to bump into Ron because not only will he still be autocrossing like a madman, he'll also be out road racing his Spec Miata again this season.

We recently held the Coneheads awards banquet. It was a huge success. Thanks Gretchen Everett and Jodi LeCocque for arranging the SCCA trophies. The banquet was orchestrated beautifully by Susan Collicott, the 2003 WWSOC president. After the awards were all handed out, our very own Kevin Dietz, with help from Kala Rounds, provided music and rallied a bunch of folks for some high energy dancing. It was the largest group of dancing autocrossers I think I have ever seen.

By the time you read this we will have held the SCCA Region Banquet celebrating the 2002 season for Race, Rally and Solo and kicking off the Northwest Region's 50th Anniversary year. If 50 years isn't enough to make you celebrate uncontrollably, then how about this? We recently won region of the year for an unprecedented seven years in a row! This year we did it as a jumbo region. How's that for awesome? We'll keep promoting these items throughout the year. Hopefully many of you made it to the banquet, enjoyed the festivities and got a chance to hear Steve Johnson speak.

Fordahl Motorsports will be the title sponsor of the 2003 SCCA Solo II Championship Series. Greg Fordahl has been sponsoring the Solo II program for longer than I have been autocrossing. He not only helps us financially, but is constantly helping with his experience and technical knowledge. Thanks for the support, Greg.

Jim's Detail Shop will be sponsoring our Novice program again this year. Kevin (not Jim) Dietz will be working closely with our new Novice co-chairs providing awards and encouragement to our newest competitors. Thanks, Kevin.

We have a complete lineup of Specialty Chiefs to make sure our 2003 season is a success. Chief of Course is Karen Babb, Chief of Grid is Trevor McDermott, Co-Chiefs of Registration are Gretchen Everett and Erika Cowan, Chief of Scoring is Jodi Fordahl, Co-Chiefs of Timing are Kelley Picasso and Steve Roberts, Chief of Workers is Nash Johnson, and Novice Co-Chairs Tom and Jodi LeCocque. Thank you all for your commitment to the 2003 season.

Finally, let's discuss the upcoming schedule. By the time you read this we'll probably have just had our first event on March 9 at Bremerton Motorsports Park. Event #2 will be at the Yakima

SunDome on April 6. If you haven't made the trek over to Yakima for one of these events (about two hours from the eastside), you should. Many of us head over to the Yakima area early on Saturday. Wine tasting at local wineries seems to be a popular way to pass the time before we all converge on the site for course setup. Then it's off to dinner at Grants Brewery.

The next morning we autocross at the fantastic site. Did I mention that the weather always seems to cooperate? After the event we all head back over the mountains with different groups forming numer-

ous caravans. We hope to hold event #3 at the nice Port of Seattle site. More news to follow. We'll be shooting for the last weekend in April.


Then we're headed back to Bremerton for event #4. We plan to have a full eight-race season this year, along with the Bremerton National Tour, a couple of Novice schools, a lineup of Evolution schools and even a practice or two. Remember to check for updates on the Hotline at 425-255-0658 or online at www.nwr-scca.org/solo or www.wwscc.org.

I'm looking forward to the 2003 season. I can't wait to start scaring cones after the winter hiatus.

Seventeen years ago Andy Collins was standing in turn 3 at the old Westwood track in Canada with a bad cold and a worse attitude. He was burned out and sick of standing in corners watching racers go by having fun. All he wanted was to get into the pits and hang out around the cars and drivers. So he bought some performance oil to sell, then racing fuel, next some parts took him to the track to sell and suddenly, he was in the racing parts business. That was in 1986.

Today, Andy is quite well known in the Northwest racing community as he and his business service all the sports car events at Bremerton and Pacific Raceways. For 17 years Andy has been listening to the drivers and their wants and needs. Thus when a racer comes by to see Andy on a race weekend and desperately needs a part, there is a very good chance that Andy has it.


Moreover, Andy brings to his business the same enthusiasm he displayed as a turn marshal for 12 years. The same passion for racing and the club that earned him numerous honors including the International Race Driver's Club Turn Marshall of the Year; the Prestigious Bob McDaniel Award and the coveted Steve Phillips Memorial



ARMADILLO RACING

Trophy. With passion he served the Northwest Region as Regional Executive and helped the Region win the first ever Region of the Year Award in 1994.

Andy moved to here from Texas and is a graduate of the University of Texas; hence the name of his business is Armadillo Racing Enterprises. If you are new to racing, rallying, or Solo II or if you are an old hand call "Armadillo Andy" he has what you need and will give you simply the best service in the Northwest if not the country. If he doesn't have what you need, he'll tell you and even tell you where to get it if he knows. Yep, over 25 years of serving the racing community and still going strong, you have a true friend in "Armadillo Andy".



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2003 Northwest Region Elected Board Members

Regional Executive:	John Forespring
Assistant RE:	Frank Hamilton
Secretary:	Aranda Siverts
Treasurer:	Kim Craddock
Members At Large:	LouAnn Christensen
	Dick Willy
	Kevin Dietz
	Bob Flynn

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— ROSE CUP RACE —




For Information Call
Gregor Region SCCA Phone: (503) 292-3757

NorPac convention sets records

The 2003 NorPac Convention in Reno has drawn to a close after setting new records in attendance and fund-raising events.

The convention held at the Atlantis Casino Resort was ably shaped into reality due to the hard work of Mike Lawler (NWR), chairman; Jay Bratton (NWR), sponsorships; Sherri Masterson (NWR), Web page, program et al; Barbara Baldwin (SFR), San Francisco Region liaison; Kim Craddock (NWR), sponsorship/financial; David Deborde (RE Reno), Reno liaison and 2004 convention chairperson; John Forespring (RE NWR), silent auction/raffle; J. Tom Masterson, sponsorship; Esther Sicks (alias MUM, Sherri's mother), professional consultant, Bemice Stanley (NWR), hospitality; Margie Swanson (NWR), seminars; and Gary Van Horn (OR), NorPac Board chairman.

There was a host of others who helped throughout the weekend. SCCA is truly family.

The whole format of the program was education and fun. Leading in education was SCCA University Part 1, as presented by Barbara Lundquist, National Leadership Director. This was a 3-hour seminar that had a full room interested. Lundquist's dynamic and thoughtful approach to LS 101 soon had the class actively involved. All spoke enthusiastically about what they had gained in knowledge and are ready to further explore the offerings of SCCA University. The courses in leadership are not currently accredited but stay tuned, for that's in the works.

The above was the only seminar offered on

Saturday morning. After lunch you had a choice of official's licensing and upgraded Ask Your DA, presented by Bemice Stanley, NorPac Flagging and Communications.

Or you could attend David Deborde (RE RENO) Annual Tech Pilot Program SOLO II. Then there was JoAnn Jensen's (SCCA chairman emirate) seminar, We're All in This Together — Working With Your National Staff. Jeff Niess (ICISF Certified Critical Incident Stress Interventionist) presented Incident Briefing and Track Trauma.

After the afternoon break you had three more choices. Racing Forum moderated by Phil Clarke, SCCA Director of Club Racing; Rally Forum, moderated by John Forespring, NorPac Club Rally Steward (NWR); or a SOLO II Forum moderated by Tasha Goodale, SCCA Director Solo Road Rally.

All of the forums had lively discussions as the participants delved into their favorite subjects keeping the moderators on their toes.

On the fun side of the ledger all participants were greeted by smiling faces at the registration table on Friday night. "Mum" is credited with an excellent job of keeping things moving along. As you went through registration, you received a full-color, 36-page program filled with information and sponsor partners ads. This was the work of Sherri Masterson.

Along with the program you received a plastic registration packet that had your name and region on it. (No lost notebooks, cool huh?) Inside was your pro-

gram and lots of goodies. Once registered you walked into the hosted welcome party. Yes, I said hosted.

Starting Saturday morning was a breakfast sponsored by Subaru and the beginning of a weekend long raffle with 100-plus goodies given away. This continued at lunch and breakfast on Sunday morning. As you can imagine everyone won something.

The silent auction was held Sunday morning during and after the Town Hall Meeting. More than 100 items were auctioned off to the tune of \$2,200-plus raised for the NorPac treasury.

The convention with the generous help of Subaru, Western Division, was a financial success. It allowed us to allocate funds for NorPac Chairman Gary Van Horn's trip to National Convention. It has established a fund in support of the new Vintage Race series that will cover six weekends plus seven venues up and down the West Coast.

It also left more than enough for operations funds for next year's convention.

Subaru and our many other financial partners' commitment to NorPac Division made all of the financial success possible.

The icing on the cake was the national staff saying that this was a top-notch convention and taking back to Topeka some of our ideas and presentations to use as a model for the National Convention. They lauded the food, the hotel and our program along with the cooperation shown among the attendees.

— J. TOM MASTERSON

NorPac Vintage Racing Series announced

It was announced at the Northern Pacific Division SCCA Convention in Reno, Nev., that a Vintage Series has been established. The schedule will be:

- May 23-26 at the Northwest Region SCCA Memorial Day Double National Races at Pacific Raceways in Kent, Wash.

- June 13-15 at the Oregon Region SCCA Rose Cup Regional-National Races event at Portland International Raceway in Portland, Ore.

- Aug. 16 and 17 at the Oregon Region SCCA Regional Races event at Portland International Raceway in Portland.

- Aug. 29-31 at the Team Continental Labor Day Weekend Races event at Thunderhill Park in Willows, Calif.

- Oct. 24-26 at the San Francisco Region SCCA Vintage Races event at Mazda Laguna Seca Raceway in Monterey, Calif.

The NorPac Vintage Racing Series will provide an opportunity to race as part of a series that emphasizes participation over finishing position at the premier racing sites of the Northern Pacific Division — from Monterey to Seattle. The tracks involved are both historically significant as well as being newly developed and updated. Keeping more cars and drivers active in sports car road racing over a longer period of time is recognized as vitally important to our sport.

The NorPac Vintage Racing Series will utilize a common set of rules that support these philosophies.

The four clubs involved wanted to get these dates announced early in the season so individual planning for event attendance could take place. Work is under way to finalize details for the series and that information will be available shortly.

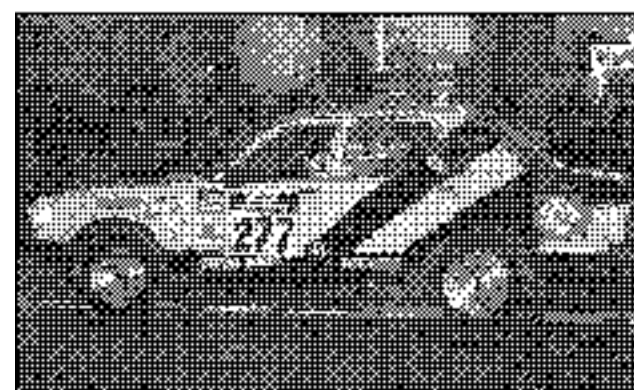
To get on entry mailing lists right away and for more information, you may contact:

Dan Carchano, Northwest Region: Dan@waterfrontconstruction.com

Dan Mullin, Oregon Region: darn356@yahoo.com

Steve Leonard, Team Continental: info@crownautoental.com

Bruce Goronsky, San Francisco Region: BAGoronsky@aol.com



Delighting the crowds at the Shelton Christmas Parade were, among others, Rick Schmelling in his Datsun 510 and John Lane in his Volvo 242. Frank Hamilton had his Dodge Rabbed truck too (below).

Rallyists delight Shelton parade

On the evening of Dec. 7 in Shelton, there was the annual Christmas Parade, with first-time participation by Northwest Region, Sports Car Club of America.

Rick Schmelling organized NWR's entry and was accompanied by his co-driver Dick Kastin. John Lane had his 700 hp (so the local paper said) rally car too. Shadd Foster and his co-driver Ben Wellemeyer brought their rally car. Allen Perry suited up and walked route through downtown Shelton and waved to the throngs. Frank Hamilton brought his tricked

out '92 Dodge flatbed and sported the SCCA banners ahead of rally cars. The cars did burnouts and flashed rally lights for the crowds.

The spectators cheered the crew on. Little boys jumped up and down every time one of the cars lit up its tires. The mayor came out and shook Frank's hand and insisted that they come back next year.

It was a cold but clear and a dry night that brought a whole town's folks out to watch. Mrs. Kastin took digital photos of NWR's entries as the parade was about to start.



2003 SCCA Solo 2 schedule set

Here is the SCCA Solo 2 schedule as it currently stands.

We are hoping to have three additional events, labelled "TBD" for the time being. If we get sites for all three events, then Nov. 2 will become a practice. Event numbers will be adjusted accordingly.

March 9, SCCA #1, Bremerton

April 6, SCCA #2, Yakima Sundome

April 20 or 27, TBD

May 25, SCCA #3, Bremerton

June 22 or 29, TBD

July 26/27, National Tour, Bremerton

Aug. 10 or 17, TBD

Aug. 31, SCCA #6, Bremerton

Oct. 19, SCCA #7, Bremerton

Nov. 2, SCCA #8, Bremerton

NASPORT drops 'NAS' at NASCAR's request

LOS ANGELES — After 16 years, NASPORT will be changing its official series name to the "National Sports Sedan Championship".

This is being done at the request of NASCAR, which has stated that the use of "NAS" is no longer in their best interests. NASCAR originally granted the use of "NAS" in 1987 to the NASPORT Series sanc-

tioned by the SCCA.

With NASCAR's growing popularity and its own journeys into road racing "NAS" has become too valuable to be used by a competing sanctioning body. The new name will serve the competitors and long time supporters of the second oldest Road Racing Series in North America far into the future.

PCRRRC changing direction

BY DAVE ALLEN
SFR Director

We have changed the name and format of our end-of-year championship in an attempt to boost attendance from out-of-region racers.

Last year's PCRRRC had only 17 percent of its participants from out of region. That percentage is somewhat overstated because we discouraged and turned away many from our own region (the qualification requirements excluded almost no one from out of region, but many from SFR) and several in the 17 percent live in SFR, but have other regions of record.

We want to get the event to be a season's goal for regional racers, much like the ARRC, or a Mid Ohio Runoffs for regional racers, without the giant tow and 10-day commitment. So, we've made a number of changes to the format.

1. 3 single-class feature events (Spec Miata, Spec Racer Ford and 40-year birthday party for Formula Yee — we may also be able to run a vintage Yee group). We are working on special awards and perhaps \$\$\$ for these feature events.

2. Rewards to top finishers from out of region (first in class gets full entry fee back, second gets 50 percent back, third gets 33 percent back).

3. Elimination of the qualification requirement. This was a logistical burden that only reduced the event's total entries. The event will be a success with the racers when there is top competition, not less competition. Y'all come to the shootout!

4. Elimination of classes with minimal entries. (The 2002 PCRRRC had some class with zero entries and others with only one, two or three. T1, T2, SSA, SSB, SSC, RS, CP, ITD, CSR, SS2, FC, GT2, GT4, GT5, EP, HP, AS, BG, CF will likely be added to other (faster) classes if they do not have sufficient entries. The specific car count requirement has not yet been determined, but we don't think 20 classes with only two cars each makes for a premier road racing event to crown the Western States Champion.)

5. Discount on the Thursday test day for early entries.

6. Expanded contingency prizes.

7. A collection of special events with a western theme (BBQ at the track, live country music and dancing, sporting clays shooting at neighboring range...)

8. The Racing Drivers Club's 4-hour enduro is planning to add some extra class awards for their event that runs Sunday afternoon.

We looked at pulling the date into October, but were unable to do so this year as we would have been asking our volunteers to contribute four weeks in a row. We'll look at an earlier date in 2004.

The PCRRRC has not died, we are saving the name for potential future use. But we are working hard to modify our season-end championship event to build prestige, competition and participation. Until we have extensive entries from our neighboring regions, we've not put the right product on the market. We're going to keep trying until we get what the racers want.

Solo II builds on successes of 2002

BY RON BAUER
2002 Solo II RE

Building on our many achievements of the past years, the Solo II program in the Northwest Region again had a successful year in 2002. We've continued our rebuilding process with new sites, with another great season of events.

For 2002, we again had an eight-event series. This series was balanced with the other local competition groups of Western Washington Sports Car Council, Bremerton Sports Car Club and Porsche Club. Between these three groups and SCCA, our competitors were able to run almost every weekend from early March through late October, just in the Seattle area.

The SCCA series has continued to bring people in and our total entries were once again very good! Over the eight events, we averaged 157 competitors. Not only did we have a long season, but we also ran at four different locations this year. We again hosted events at Bremerton Motorsports Park and the Boeing Everett plant, while adding an event on the east side of the mountains in Yakima, and one at a new location at the Port of Seattle.

The Northwest Region again hosted a National Tour for 2002, continuing our string of one per year since the inception of the National Tour concept. We had a total of 229 people compete in our National Tour. Kumho Tire was back for the fifth year in a row to be the title sponsor of our event, and was once

again a great sponsor, providing support at the event as well as giving away some tires at our Saturday banquet. Competitors competing represented 14 states and two Canadian provinces, with people from as far away as New Jersey, New York, North and South Carolina and Arkansas.

The Evolution Autocross Schools were once again a hit for 2002, bringing in instructors from the eastern half of the country as well as some local talent. We again held six schools over three days the week prior to the National Tour. This year brought a new school to the area, the Dial-In School, where students were able to learn how to tune their car using a skid pad and various other maneuvers. These students were also treated to a two-hour discussion the night before on the technical elements of dialing in a car.

Realizing the potential to attract and keep new competitors, we held a Novice School early in the season. The school was held prior to Event #1 in early March, and considering the time of year, it went very well. The format was similar to past schools, with time divided between a classroom session and hands-on driving with instructors. The students got plenty of runs, and came out with a lot more knowledge than they went in with.

Answering a cry for more seat time, we held three open practices. The formats of the practices varied some, but all of them allowed the students an excellent return on their entry fee. Basically they could take as many runs as they wanted within their allotted time. This was helpful for a number of people to

test changes to their cars in a controlled environment, and allowed some car swapping. The additional benefit was that passengers were allowed, which meant people could ride with each other to pick up different ways of driving. Some people ended up stopping before their time was up because they were so tired. When have you seen that before?

We have a number of very dedicated autocrossers in the Northwest Region. As usual, we had a large contingent attend Tours, Pros, Divisionals and Nationals. Normally we have anywhere from 20 to 30 people attend these events, and inevitably, we bring home a number of the trophies. This year was no different.

We attended about eight out-of-town events from California to Kansas. Our ever-increasing size keeps sending more people to Nationals. This year we had approximately 60 people attend, with 26 people bringing home trophies and seven people bringing home National Champion status.

2002 was also another great year for "bonding." Not only did we have large numbers attend out-of-town events, but we had socials following every event, practice and school. Additionally we conducted 11 meetings, with a number of additional meetings being held by our Site, Trophy, National Tour and other various committees.

2003 promises to be another great year for the Solo program, with some new sites again on the horizon, and a number of committed workers supporting our hobby.

SCCA, Tire Rack renew national Solo partnership

TOPEKA, Kan. — SCCA and The Tire Rack recently announced the renewal of their partnership, supporting The Tire Rack SCCA National Solo program, with a new three-year agreement that includes the option of two additional years.

Initiated in 2000, the National Solo program combines the three types of national-level Solo events, Solo 2 National Championships, Solo 2 National Tour and ProSolo National Series, into one branded entity, The Tire Rack SCCA National Solo program. Through this three-tiered program, The Tire Rack has been successfully integrated into the top levels of Solo competition, the fastest-growing segment of SCCA, helping to create brand awareness and loyalty with Solo participants.

Under the new agreement, The Tire Rack continues as the title sponsor of the program. In addition, it will receive an increased presence on the SCCA Web site, an expanded event signage package including both National and ProSolo events, improved communications efforts and a cohesive Solo brand identity with a Solo-themed advertising campaign.

Other program enhancements include an expanded schedule in 2003 with two new Solo 2 National events, as well as a new ProSolo round, an expanded Street Challenge program and an increased focus on manufacturer participation.

"We look forward to the continuation of a great partnership with the SCCA," said Matt Edmonds, marketing director for The Tire Rack. "The program has reinforced The Tire Rack's position as America's leading high performance tire and wheel distributor and will allow us to showcase our broad range of

About The Tire Rack

The Tire Rack is America's oldest and largest online performance source for tires, wheels, springs, shocks, brakes and accessories for domestic and imported automobiles, SUVs and light trucks. The Tire Rack has more than 2,300 recommended installers to install purchased products. For more information, visit www.tirerack.com.

new products in suspension, brake and accessories. "We have been able to expand our support of grassroots motorsports through this program. The Tire Rack was established more than 20 years ago to serve the Solo community — our product diversity, along with the education and experience of our sales team, allows us to fulfill the tire, wheel, suspension and brake needs of these enthusiasts and their friends for both the track and the road."

In the first two years of the program, The Tire Rack SCCA National Solo program experienced substantial growth in the competitor base and overall participation levels, with the Solo 2 National Tour increasing eight percent, ProSolo increasing 15 percent and the National Championships increasing 22 percent.

In addition, the SCCA Solo program has aggressively pursued the popular sport compact and import tuner marketplace through the creation of new street classes — Street Touring S (STS), Street Touring X (STX), Street Modified (SM) and Street Modified 2 (SM2) — accounting for approximately 15 percent of National Solo participants.


"The substantial growth of the National Solo pro-

gram can be attributed to the great partnership we have with The Tire Rack," said Steve Johnson, SCCA president and CEO. "We look forward to continuing a relationship that has not only helped grow the series but fostered an intense loyalty for The Tire Rack with the Solo competitor base."

"We are very excited to continue the partnership with The Tire Rack," said Tasha Goodale, director of Solo. "The National Solo program has experienced incredible growth since The Tire Rack came on board. Its continued support will allow the Solo program to continue on this path of growth and help expose a new audience to the Solo program."

"The Tire Rack is the ideal partner for our Solo program," said Garret Mudd, vice president of marketing. "Its commitment to the series and interest in growing the brand has made this a very successful partnership, benefiting all parties involved."

For more information on The Tire Rack SCCA National Solo program, please visit www.scca.com.



Membership Application

Sports Car Club of America

PLEASE PRINT OR TYPE

Name: _____ Address: _____
 City: _____ State: _____ Zip: _____
 Phone: _____ E-mail: _____

MEMBERSHIP INTERESTS IN SCCA:

Club Member Pro-Racing Division Race Prom Other

Account/Divisional Group	Current Registration Group	Price
17 Regular Member	Regular Member	\$25.00
18 Sports Modified	Sports Modified	\$25.00
19 Sports Modified	Sports Modified	\$25.00

Check Payment to:

Signature: _____ Date: _____

Payment should be made to: SCCA National Solo Program, P.O. Box 10600, Topeka, KS 66602-0600.

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Race News Editor
 (this position open)

Northwest Region turns 50

Like so many regions and SCCA itself, our club had modest beginnings from folks who were autosports enthusiasts with a desire for competition and camaraderie. To that end, nine SCCA members held an organizational meeting at the home of Tom Carstens on Feb. 19, 1953. The Northwest Region was successfully established with Region dues set at \$5 per person.

The first officers elected were: Regional Executive Tom Carstens, Secretary/Treasurer Joe Henderson, Activities Chairman Herb Williams and Assistant Activities Chairman Ed Griffin.

Throughout the first year, autocross and rally events were held as well as dinner meetings and social events. Membership increased to 40 by December 1953. The early years of the club were spent building the membership and focusing on the only game in town...Road Racing.

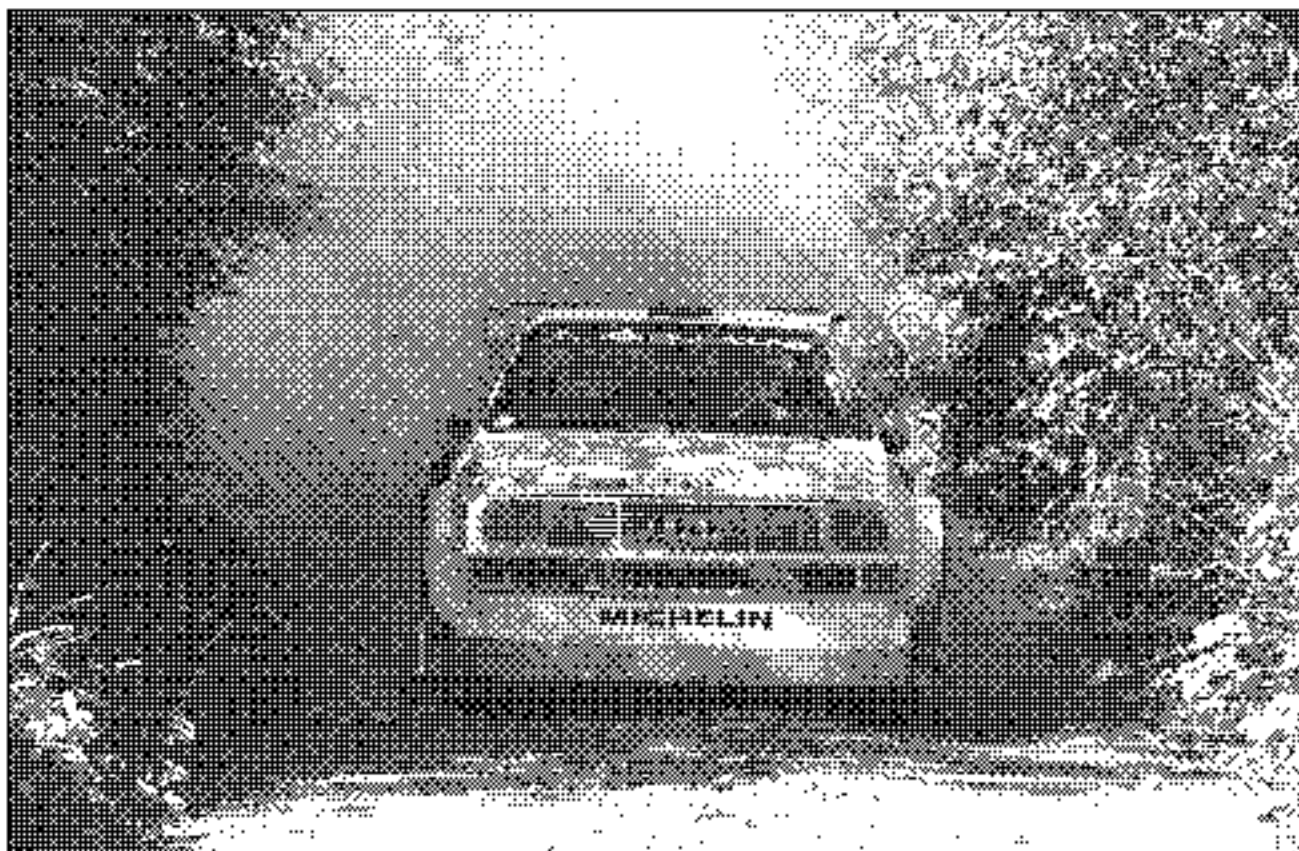
During these early years, membership increased by leaps and bounds. New members brought new interests and enthusiasm for new venues of competition, which were experiencing growth within SCCA. Thanks to the geographic diversity of our wonderful region, the Rally folks found plenty of places to play in the woods with their rally cars.

Then, in the late '70s the SCCA Solo II program found places to play with their autocross cars, thanks to the paved parking lots of the Boeing Company. Because each of these venues has been an important part of the development and success of Northwest Region, their histories have been recounted separately and follow.

As each venue (Race, Rally and Solo) began to flourish, the Region administrators realized the importance of maintaining and developing a club that would support them all. As a beginning in providing member value, a very modest newsletter was produced. It began with two pages printed on someone's borrowed mimeograph machine and was mailed to the members. That same newsletter (Northwest Sports Car News) is now professionally published in a 12-page monthly newsprint/tabloid format, and has received several SCCA National awards.

The Board of Directors and Officers eventually became a representation of all the venue interests. The by-laws of the Region were expanded to include voting positions for Assistant Regional Executive of each venue as well as independent financial responsibilities. Growing pains were evident for a few years, but the club grew and developed, sanctioned competitions and unsurpassed social events, and became known as "The Friendly Region". The Northwest Region has worked very hard to gain and maintain that reputation. Even though our membership numbers put us in the Large Region category (between 651 to 2,500 members) we support all three venues of racing!

We are also one of only two "full service" regions, as defined by the National office. It is notable to mention that the other "full service" region is a jumbo size with 2,500-plus members! We may be somewhat limited by our membership numbers (around 1,500) compared to our geographic size and limited venue resources, but we have also come to call ourselves "The Obsessive/Compulsive Region". This has been best represented, most recently, by the presentation of the SCCA National Regional Achievement Award for five consecutive years (1996-2000).



Jlm Culp / www.pccalpbk.com

Former world rally champions Hannu Mikkola and Arne Hertz take on the Olympus Rally in 1985 in the awesome Audi Quattro Sport Evolution.

south to Thunderhill Park in Willows, Calif., after losing SIR.

Also during the '80s the Northwest Region held two professional Trans Am races hosting such luminary drivers as Paul Newman, David Hobbs and Lynn St. James. In our ever-expanding web of experiences, street races were added; with two in Spokane and one through the streets surrounding the Tacoma Dome. This event had a world-class vintage Formula One grid that included Sir Jack Brabham and Ronnie Bucknam.

Northwest Region has always been undaunted when faced with adversity and so Regional Races have been held in several different venues such as the Shelton Airport, Olympia Airport, Bremerton Raceway at Bremerton Airport, Monroe Speedway and Mission Raceway in British Columbia, Canada.

The roots of this Region began with Race from which it grew and prospered. The Race program has had challenges from the very beginning and probably always will. However, without the roots, nothing grows, and for that reason Northwest Region will forever support Race and those who love it with a passion.



Jlm Culp / www.pccalpbk.com

Grant Whiting and Ray Danillo were 1991 Northwest Region champs in the Page Racing Dodge Colt.

RALLY

Rallying has existed in the Northwest Region from the get-go, but in 1972, the Pro Rally program was brought in when SCCA National office formulated a program and sanctions for these true performance rallies run on controlled roads.

We had several clubs that organized good Time, Speed, Distance events, but two local clubs grabbed hold of this new program and developed the now infamous Nor'Wester and Olympus PRO rallies. We were blessed with landowners who understood the positive economic impact the rallies had on the host communities. This allowed us to hold events on various Weyerhaeuser, U.S. Forest Service, Washington State Department of Natural Resources and Simpson Timber Company lands. The National PRO Rally series was a great success for the SCCA members and a large group of PRO Rally competitors.

Eventually the groups merged and formed a group called Rally Week Northwest. This group was responsible for two National PRO Rallies in two weekends and continued until they gained sanction for the FIA World Championship Olympus Rally from 1986 through 1988.

At about the same time, a Divisional Series, sanctioned by SCCA, was put in place to create a lower-cost, lower-profile venue for the beginning Rally driver. This program is still active today because of the great success and on-going need for such a venue.

Sadly, the Rally Week Northwest group lost the world championship event to Australia. At about the same time, the NWR SCCA added an assistant regional executive Rally position and a local rally committee began building and budgeting for its own unique programs and schedule.

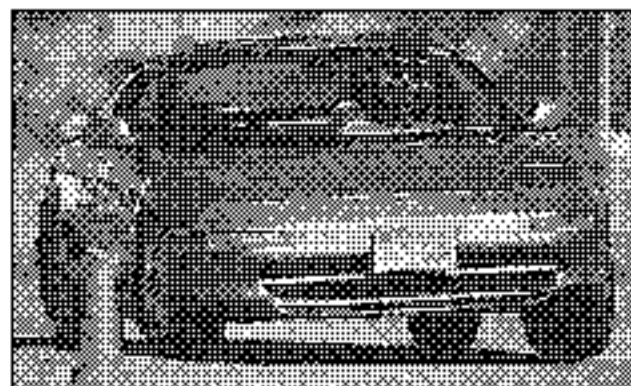
The rest, as they say, is history. And some of that history includes:



Jlm Culp / www.pccalpbk.com

Gene and M'ls McCullough jume dust in their Datsun 240 at the 1992 Shilpoke Rally through the Capitol Forest near Olympia.

- Northwest Region was awarded Club Rally Region of the Year in 1986, 1987, 1990 and 1992.
- The National Pro Rally of the Year award in 1984 for the Olympus International event.
- The Club Rally of the Year award in 1986 for the John's River Lodge event.
- The National Pro Rally of the Year award in 1987 for the Wild West event.
- The National Pro Rally of the Year award in 1989 for the Michelin Pacific Forest event.
- The Divisional Club Rally Program of the Year award in 1990, 1992 and 1994 for the Divisional Series.
- The Club Rally of the Year award in 1994 for the Twin Peaks event.



Paul Peck photo

Tom McCullough's CS Toyota MR2.

SOLO

SCCA members and fellow Boeing employees, John Martinsen and Bud Bohrer, brought the Solo II program to life in the Northwest Region in 1972-73. Other local sports car and marque clubs were in place and SCCA Solo II became an eager participant.

By 1975, the small core group hosted two regional events at the Kent Boeing Spacecenter in preparation for the Norpac Divisional. All of this helped support the first big road trip to the Solo II Nationals in Kansas in 1975 with a huge group of five or six making the journey. This annual trek of 1,700 miles one-way now draws 20 to 30 NWR members!

Northwest Region Solo II hosted the only Solo II Divisional event in the Region for the next few years while developing a strong local program. By 1981 a larger core group, headed up by Ron Babb and Wayne and Sharon Reuter, grabbed hold of the reins to take the Solo II program to the next level. Within a few years, Solo II went from sponsoring three or four events of 40 participants each to a 10- to 12-event sponsored, Regional Championship series and Novice schools which drew record breaking attendance (and still does!). National office soon took note of the cutting edge development in the NWR program and scheduled the new National Tour format for Seattle in 1992. It has been back every year since.

After 25 years of regular use of the Kent Boeing Spacecenter parking lot, the Solo II group found themselves without a place to race when the site property was sold by Boeing. Handling this adversity in typical NWR style, the group bought themselves a small bus, loaded up their equipment and gear and have been putting on events from one end of the Puget Sound to the other.

The Northwest Region Solo II group has gained much respect and many kudos from the National office of SCCA for its growth and support of the administration of events as well as the impressive level of competition here. Northwest Region members hold many National Championship titles and have received various National awards of recognition.

They are a very big part of the "Obsessive/Compulsive" as well as "Friendly" piece of this club. And the beautiful, graphics covered traveling Solo II bus has given rise to the additional nomenclature of the "Gypsy Region"!

— ©2001 NORTHWEST REGION SCCA



Paul Peck photo

Dawn Maxwell gets on three wheels in her HSL W Golf.



Jlm Culp / www.pccalpbk.com

The grid lines up for racing at SIR in 1972 (above). Two Formula B cars hit SIR's back straight in 1971.

RACE

At a meeting in early April 1953, discussion was held on the possibility of holding a sports car race in connection with SeaFair Week in August. With the assistance of the Puget Sound Sports Car Club and the sports car clubs in British Columbia, races were held at Shelton Airport and at Paine Field in Everett prior to the race held for SeaFair.



In 1961, the first contract was negotiated with Pacific Raceway, Inc. (whose name changed to Seattle International Raceway and is now Pacific Raceways again) for race events. This was only the beginning of a long and varied association, which was interrupted in late 1998, when the SCCA National office decertified the race track due to safety issues.

A Double National event was started in 1980 at SIR and has continued, despite the odds, for more than 20 consecutive years. For 1999, 2000 and 2001, we simply moved the event 750 miles and two states



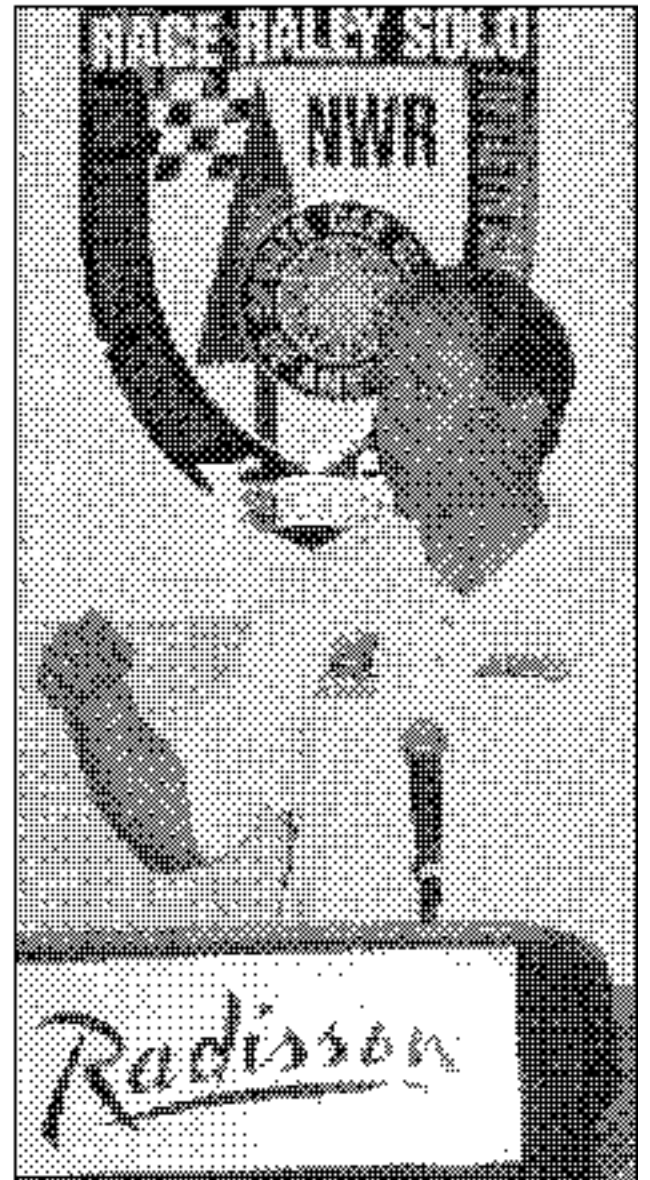
A Porsche 911 chases a Shelby GT350 at Bremerton Raceway in the Double Regional on April 7, 2002.

Annual banquet kicks off celebration year



Kux Baidorf / NSCN

Karen Babb was stunned to receive the Northwest Region's Joe Henderson Memorial Award for her long and meritorious service to SCCA National, Divisional and Regional organizations. Presenting the award is the Region's first Joe Henderson Memorial Award recipient, John Martinson, who won it in 1983. Other recipients have been Frank Manley (1988), Glen Wilhelm (1991) and Peter Brand (2000).



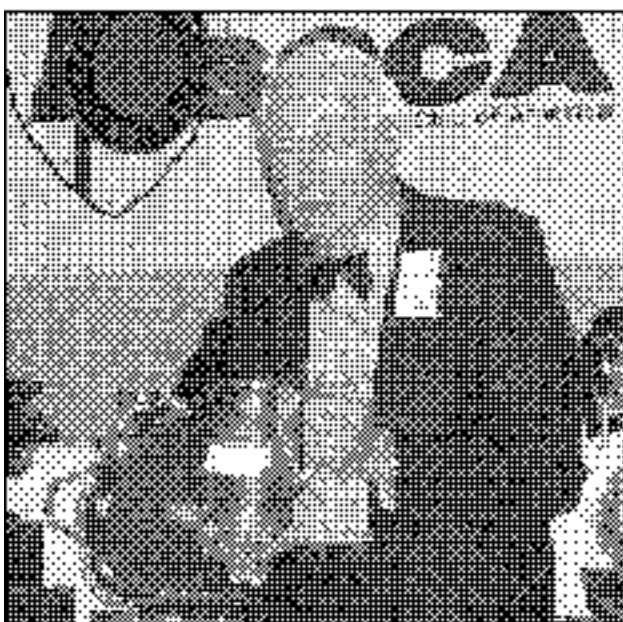
Kux Baidorf / NSCN

SCCA President Steve Johnson overcame rental car misadventures in Florida and a broken airplane in Washington, D.C., to speak at the Region's 50th anniversary banquet at the Radisson Hotel in SeaTac Feb. 22. He spoke humorously and enthusiastically about the bright prospects that lie ahead for the club.



Kux Baidorf / NSCN

Dan Carohano (right), assistant RE for Race, accepts the crowd's applause after receiving the Region's Bernie Doud Sportsmanship Award.



Kux Baidorf / NSCN

Now the Region's archivist, Frank Manley was honored for his 48 years of membership.



Kux Baidorf / NSCN

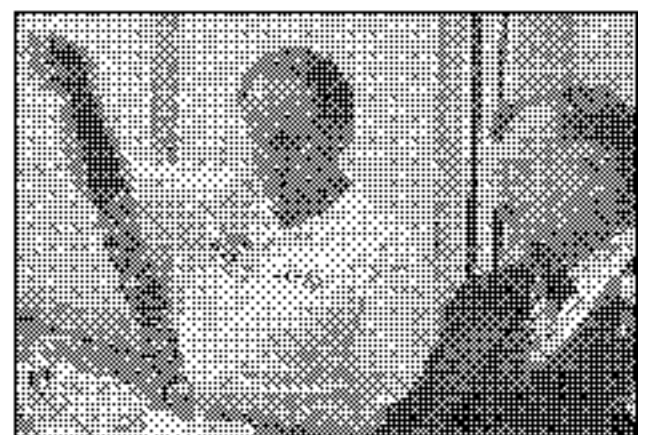
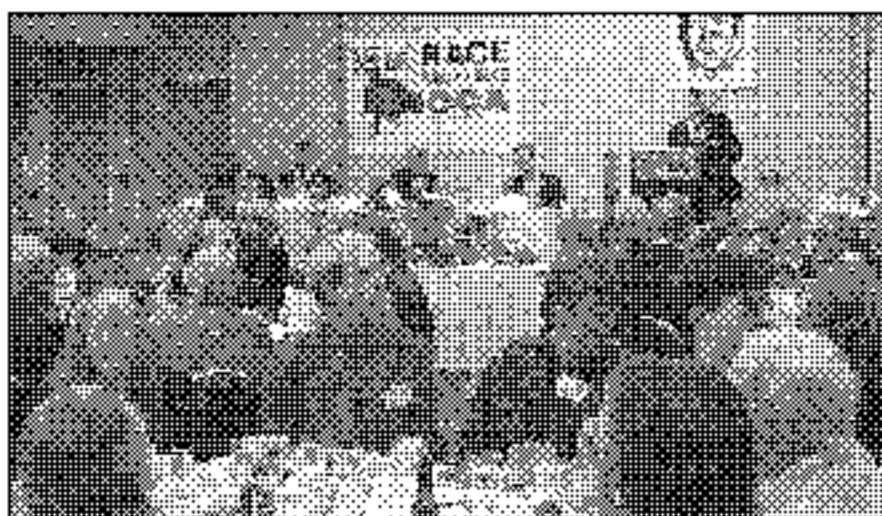
Region members Jodi and Greg Fordahl won the Stan Burnett Inspirational Award for exhibiting the determination, loyalty, sensitivity and love that Burnett showed in his life.



Linda Mklavik photos

Mmmm, dinner and conversation (above and above left). For all his trouble getting from Florida to SeaTac via Washington, D.C., John Forespring gave SCCA President Steve Johnson a necktie (below).

Heads turn as Regional Executive John Forespring boosts the bidding on the quilt he wanted to win. Forespring eventually paid \$330 for it. Other auction items included a Borla exhaust system, calendars, rides at the Wild West PROBABLY, a wash mitt and car wax, an SCCA desk clock and Solo entries.
Linda Mklavik photo



Thunderbird offers a wild ride

BY RON SOREM
Subaru RX Rally Team

MERRITT, B.C. — The weather is fairly clear and hovering around the freezing level, with the wind-chill causing a leaning toward winter apparel.

The 32nd Thunderbird Rally will depart Merritt on Saturday morning, but early registration and technical inspection will take place in the evening dark and cold. There is a good mix of early arriving new Subaru WRXs and vintage BMWs, a 1967 Volvo, a '67 Austin 1800, a '69 Cortina, a '68 VW Beetle and several '68-70 Saabs.

Saturday morning is clear and sunny, just above freezing and the first car is out at 11:00. As we approach 48 km into the opening Transit there is the notation that the next fuel is 261 km, that's just short of 330 km from the start, and not a concern for us, yet.

The first Regularity section is smooth gravel and uneventful except for the views coming down off the mountain, overlooking the lake, and sharing the hillside with a pair of bald eagles, playing in the wind.

A short Transit west on Highway 1, then into the hills to run most of last year's 115 km section in the opposite direction. The Red Lake Regularity begins on dry dusty gravel, with hairpin after hairpin steeply climbing the mountainside, and with the temperature gauge climbing as well, we begin to reach snow level and forward motion slows only slightly in the muddy thawing roadway.

As the snow begins to cover the road we pass the first control, start our descent, and meet a snowplow coming up hill at speed spreading gravel. The next few kms are very slippery and we begin having impulse problems. The Odo is very erratic. The next control shows us off distance and we take a 12 late. As we traverse the ridge, slowly climbing and falling, the cattle guards give us a chance to double check the odo and we zero the next control.

We encounter the first big "off" of the weekend, as car 9, R.J. Carroll and dad Ren, have straightened an "S" corner and taken a nose dive into the ditch. The Subaru RX is only a year newer than ours and I can tell the nose has taken severe damage, but the crew is out and waving us on, they are OK. (We would later find that one of the checkpoint cars had gone off in the same soft spot but was able to back out and continue. The RX had pushed the bumper back into the tires and steering was impossible except for straight ahead. Sweep extracted the car but it would have to be trailered out.)

A couple of kms later we begin the hill climb of mud. There are 1.6 kms of exposure on a steep grade with thick soupy clay and intermittent frozen clay sharp corners. Our Odo is again very erratic and we corrected at the CG only to find we were 24 late at the control. Max worked on the factor but came back to the original and just tweaked the odo.

A few more hard points and the odo seemed OK and we zeroed the next control but found our selves a little too fast coming into a double right turn where we suspected a checkpoint. The road surface at that point was loose slushy snow over ice and several cars took very interesting lines into and through the virtually "U" turn with cameras and checkpoint crew enjoying the show.

We were too early coming in, couldn't get slow enough to hook the right, slid to a stop then slowly turned right, and tried to accelerate out of the following right, only to find that we had gone from 4 early to 4 late in a couple of car lengths. A rather large divot proved to be the imprint of car 5 who had parked it in this corner for five minutes. The following 11 kms were smooth and rolling through open countryside and we were able to recover for a zero to end the 73-km section.

Another short Transit and we begin the Watching Creek Regularity, which was the winter wonderland of the day. Beautiful snow and scenery for 19.5 kms to an Acute Left and a checkpoint. A lot of cars had trouble with this hairpin, including late questioning, "which bumper of the car was timed first" at the checkpoint. I still can't place the corner, so I either did it right (slowly, at 2 late) or totally screwed up and have a memory lapse. Five more kms into the section and strangely, the snowmobilers wave at us. (In past years there has been a conflict between two users of the road.) Could this be kindred spirits playing in the snow? We work our way out of the section with a 0, a 1, and a 5 early.

The gas break is in Kamloops and we reach our turn

Thunderbird results

First Unlimited, #11, Lee and Rod Sorenson, 1989 Subaru 2.3i 5, 23pts

First Calculator, #1, Roy Lima/John Rapson, 1991 Subaru Legacy Turbo

First Paper, #40, Dan and Stuart Feak, 1989 Subaru XT6

First Novice, #58, Clint Hay/Justin Maillet, 1988 Nissan Sentra, 231

First Historic Equip, #26, Fred Arkeny/John Joyce, 1970 Saab 96, 177

First Historic, #21, Mike Welland/Gordon Pasamone, 1974 BMW 2002, 338

Full results at www.rallybc.com

at the pumps nearly empty. It's time to uncover the rally lights and move the car numbers to the quarter windows so that they can be read through the mud.

With a refreshed crew and full fuel we head into the woods with renewed zest for snow... a little too much zest as we take a 6 early on the timed section.

The following Transit takes us to Johnson Lake regularity, which has a Plan A and a Plan B. Plan A is scrapped after the course-opening car with Rally Master Paul Westwick is stuck in the mud at about 10 km into the section. The first 11 cars start the section but must turn back and we all go to Plan B... the Bypass. This has a built-in 50-minute pause to allow checkpoint crews to get to their positions ahead, and an additional 10-minute pause is added, "by word of mouth" but it all works out. We use this time to correct a power problem for the computer—as soon as I hit the high beams the first time, the odo quit sending pulses to the computer. We have the ALFA for backup and switch over with a "maybe" factor.

Both Max and I recognize the next Regularity and compare mental notes from last year. There are several kms of hill climb on gravel, turning to scattered snowy sections, before the downhill through hairpins and sharp cautioned exposures. Just short of 18 kms I'm running a little early downhill and we miss a speed change down, rolling into a control very early while trying to recover the Odo.

The next Transit and Regularity are just a blur and mostly uneventful with fortunately low scores. We ran 53 kms with only two penalty points; good for us, as a relatively new partnership and with new types of equipment, still in the learning process.

For the closing Transit to Kamloops, I'm caught by Greg and Nora Hightower at about 10 kms, and for 17 km cars 15 and 16 have a fun little run down off the mountain in the bright moonlight to the gas stop. This is the same Salish Road ESSO from last year's event and again, they cannot do enough in their efforts to make everything right for the rally crews — full service, windows washed, big smiles — great place to stop.

We proceed to the Coast Canadian Hotel in Kamloops for the overnight, with a warm welcome, a pub, and a restaurant, and free security parking for all the rally cars. Rally Sweden was scheduled on the big screen in the pub, but most crews conked out before showtime.

Day Two begins with light cold rain as we leave. We have decided to undergo a quick learning curve on the ALFA and hope for the best as a stand-alone computer.

As we await our out time at the first Regularity, Glenn Wallace steps out of his WRX and proceeds to slide a couple of feet down grade, confirming the road is icy. As we climb into the clouds, fresh snow and frost cover the trees and the road with a blanket of white and Thunderbird lives up to its reputation for snow.

We manage to drive through our first ALFA section with the Odo right on the mark and only one point error in two checkpoints. But the long downhill and 21 km of left foot braking present big-time brake fade and a cloud of smoke at the Stop sign. We will now be in brake saver mode.

The Eileen Lake Regularity will be the stuff of legend for 2003. The section began with a narrow rutted track with very little opportunity to get early. We take a 2 late at the first control, then get later... (after this section cars 15 and 16 had exactly the same quote — "I know we are late 8, but this is as fast as we can go here!")

At 18 to 20 km into the section, car 13 has an "event"

and is deep into the apex ditch of a downhill hard left. Shovels are out and at work.

Eileen Lake is now snow over ice over frozen ruts. Steering is as much luck as skill. The light freezing rain has made the surface even more slippery. Several kms from the end we are downhill medium right and already out of shape before the turn! We recover for the next left and skid through safely.

A short level straight and a wave to more snowmobilers and a long downhill left will get the car out at over 45 degrees with full opposite lock — power on, power off, tap left foot braking, right foot modulate power, looking out Max's window and ... and ... we recover. Now we can breathe. If you touched the brakes here I'm sure you actually accelerated by losing any hope of grip.

As the hill steepens the surface turns to gravel coming into an intersection with a control car. The computer thinks we're down because of wheel lock, so we power slide past the checkpoint and cross the cattle guard, resetting the odo only to find that we are actually early 4. Some fairly brisk wet gravel takes us to the Transit through Chase.

Max and I get out to stretch, and are joined by Greg and Nora Hightower... our recounting of "being 8 late and not being able to recover" and retelling of the downhill sleigh ride are eerily similar. We would later learn that nearly everyone had a very close call or two on the downhill.

China Creek Regularity begins with a note: No checkpoints for first 6.5 km. Of course there is a control at 6.92 but despite meeting local traffic in a narrow intersection, we can see the control and make up the lost time. China Creek is another section of varying conditions, on two-lane and single-lane tracks through the woods, with snow, ice, gravel, mud and local traffic for 66 km.

We are running smoothly and feel pretty confident in the ALFA. We take two zeros, a one and two more zeros into the gas stop in Falkland. The following Westfold Transit takes the rally past a pioneer community founded in 1864" and to the beginning of the Douglas Lake Regularity.

Douglas Lake began on pavement, to gravel, to snow, twisting through the little canyon and climbing rapidly to what looked like an excellent place to put a camera crew and checkpoint. We decided to try to come into the corner just under one early and take our chances on where in the acute right they mark the clock. We managed to get close enough to take the late side of zero, but not late enough for a one. Very lucky. We didn't see the next checkpoint but apparently they marked us zero also.

Coming up to 40 km I found I couldn't follow the road and the driver display with the sun coming in the windshield. The control was visible for 500- to 600-km but I thought we were early so I began to slow... luckily Max caught my mistake and "suggested" I speed up. We hit the CG at well over the CAST but I think we made up the time.

Minnie Lake Regularity was mentioned in the driver's meeting as being "either frozen or huge water splashes". Huge had been defined as "not nearly so deep as a Sonnet's windshield" and proved to be true. Most of the big splashes were taken at 50 kmh with spectacular spray patterns. We zeroed the first control, but at 20.90 the engine quit, 100m before a CG and we coasted to the side, trying to restart. I reinstalled a turbo-to-intake hose, restarted, then the car stalled on the CG and wouldn't restart. Cranking the motor with the tranny in reverse cleared the CG so I could try the repair again. The second, better repair worked and we finished the section at speed only to find there was no control. We zeroed the section.

This year marked the re-establishment of a team trophy for Thunderbird. Sponsored by Savoia Aero SA, the 2003 award went to Team Fugawi, comprised of car 11, Lee and Rod Sorenson of Sacramento first Overall, 1999 Subaru RS; car 15, Ron Sorem and Max Vaysturd of Renton and Redmond, 1987 Subaru RX; car 19, Steve Brown and Dave Glassman of Seattle, 2001 Audi S4 Avant; and car 58, Clint Hay and Justin Maillet from Chilliwack, B.C., first Novice, 1988 Nissan Sentra (2wd). The rest of the team decided that the trophy and the prize money were most deserved by the Novice members of the team, who we met Saturday morning and hope to see at future events.

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www.thunderhill.com



2002 NWR rally season in review

BY JOHN NISPEL
Assistant RE Rally

In addition to the rallies, NWR's rally group is involved in other areas of "volunteerism," which now includes an "adopted" 2-mile section of I-5 in the Adopt-A-Highway Litter Cleanup program. If you're in the area, look for our sign at about Milepost 99 in the northbound lanes of I-5 just south of Olympia.

The "Rally Cafe," a fundraiser for rally, provides superb food at reasonable prices for participants at Solo's National Tour stop in the NWR. Thanks to the volunteer workers and rallyists, events like the Workers Barbecue at the ORV Park Sprints can be provided without expense to the Region.

The NWR sponsored or cosanctioned 10 rallies during the year, including two full national PRORallys.

The first event of 2002 was the NORPAC Convention in Reno, Nev., hosted by the NWR. Rallyists were well represented at the convention, with competitors and officials in attendance.

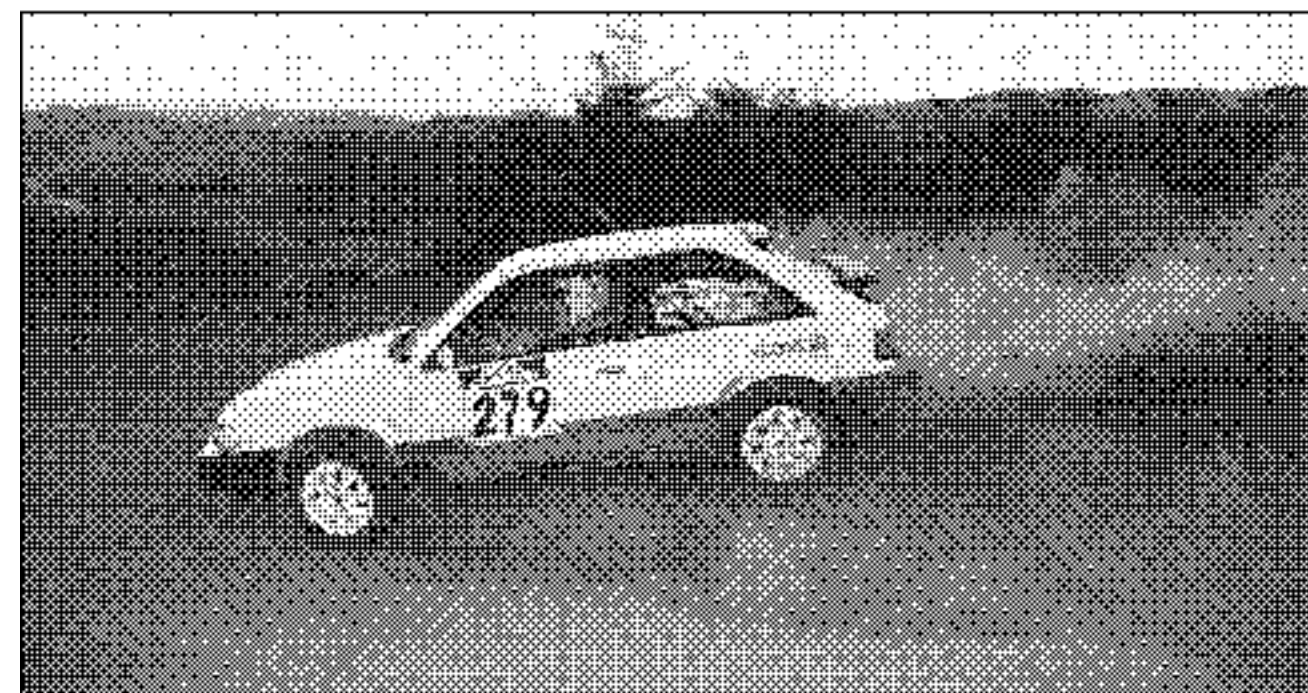
The traditional Workers Appreciation and Rally Awards party was once again held the Saturday before the Super Bowl. This continues to be a popular and appropriate way to say thanks to all those who make our rally program successful as well as providing a venue to recognize the achievements of our competitors.

The first events of the year were the famous Doo Wop rally, now a two-event series, held March 2 and 3. Doo Wop 1 featured a brand new stage in the Hoquiam watershed and a short (1-mile) pavement stage before finishing the day with three stages on the Quinalt Reservation. A pizza feed at the headquarters hotel in Hoquiam for workers and competitors followed the ceremonial finish at the Quinalt Casino on the Pacific Ocean.

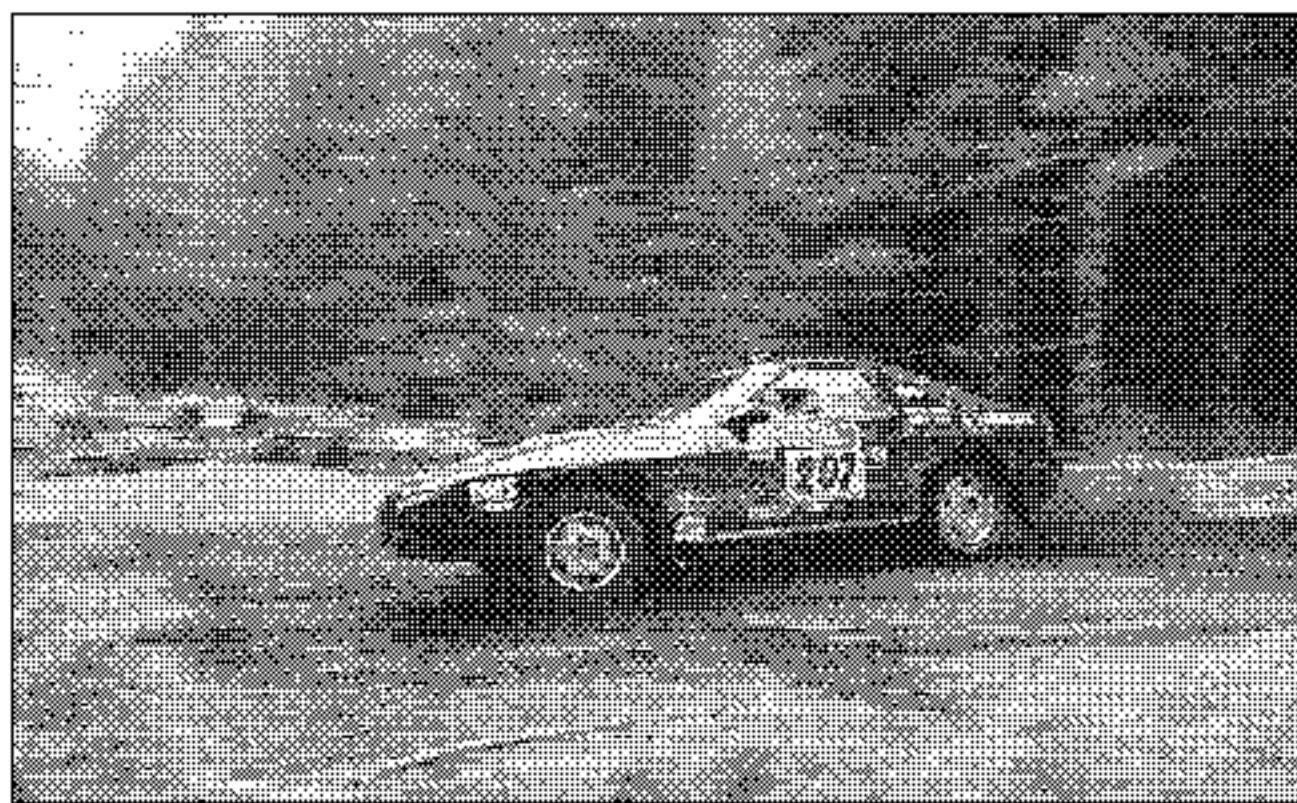
Doo Wop 2 again featured stage roads in the Montesano watershed and the Smith Creek stage and finished with the now-famous Brooklyn Tavern stage. The finish party and awards banquet for workers and competitors was again held in the Oakville Grange. The Oakville Food Bank is one of the primary beneficiaries of the Doo Wop rally series and the rally contributions provide the majority of the funding for that local charity.

The next events were the Oregon Trail PRORally run in conjunction with the Oregon Trail and Trails End ClubRallies, organized by the Oregon Rally Group and co-sanctioned by the NWR. Oregon once again provided a well-organized event with great roads.

The traditional twin ClubRallies, The Shitpoke and Dryad Quest, were scheduled for mid-June, and for a change occurred without a hitch, with two competitive events. The event previewed some of the stages that would be seen on the Wild West PRORally event in September.



The Wong Brothers drift through the Brooklyn Tavern Stage on Doo Wop 2.



Jim Culps / www.prorallypk.com

Dave and Erik Hintz are the 2002 Group 5 National Champions in their RX-7 (above). Todd Hartmann and Sean Callahan took up dust in their Group 2 VW Golf (right). Nat T-Stow and Ben Bradley are a team to be reckoned with (bottom).

The Thurston/Grays Harbor Counties ORV Park was once again the site for the Region's Rally Sprints. The two events held on Saturday and Sunday also featured a quarterly general membership meeting for the NWR and the worker appreciation barbecue, following Saturday's session.



overly exuberant driving and mechanical failures limited the finishers.

It was nonetheless a challenging and competitive event and featured several brand new stages. Two ClubRally events, the Sou'Wester and the Wild West, were held in conjunction with the national rally. The awards banquet for competitors and workers following the event was held at the Little Creek Casino was well attended and featured an excellent buffet. Competitors and workers agreed it was one of the best post-rally feeds ever and everyone had a good time.

The NWR's only national event, the Wild West National PRORally was this year scheduled for early September, and once again under-dry conditions threatened to close the forests to the rally. Dust was the major feature of the press stage on Friday and was a topic of discussion at the welcome party that evening. Although a cloudburst during the first special stage at the ORV Park dampened that stage, which had already been well dampened by the water truck, the rest of the day remained dry and was characterized by dust that required two-minute intervals between cars. Rains arrived after the start on Sunday and eliminated the dust, but attrition caused by both

featured several brand new stages. Two ClubRally events, the Sou'Wester and the Wild West, were held in conjunction with the national rally. The awards banquet for competitors and workers following the event was held at the Little Creek Casino was well attended and featured an excellent buffet. Competitors and workers agreed it was one of the best post-rally feeds ever and everyone had a good time.

The final event of the year, the Mt. Hood Rally ClubRally, was another Oregon region event co-sanctioned by the NWR. This was the first exposure of rally to the National Forest in the Mt. Hood area. The event was very well received by the forest managers and the local community and plans are being made for next year's event.

All in all, it was another good year in Rally for The Friendly Region.

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2003 Doo-Wop 1 Rally Sprint results

P Pos	Class	Class	Reg	Seed	Car #	Driver/Co-Driver	Driver/Co-Driver Info	Make/Model	SS1 Time	SS2 Time	SS3 Time	SS4 Time	SS5 Time	Day 1 Total
1	1	O	1	2	275	T-Stow, Nat/Bradley, Ben	Duvall, WA/Wilkauckie, OR	02 Subaru WRX	0:02:02 0.74	0:02:00 0.41	0:02:00 0.57	0:02:18 0.21	0:02:17 0.83	0:11:09 0.76
2	1	PGT	2	5	215	Thomas, Jamie/Washburn, Tyler	Kirkland, WA/Kirkland, WA	03 Subaru WRX	0:02:03 0.62	0:02:00 0.40	0:02:02 0.38	0:02:01 0.73	0:02:01 0.70	0:11:22 0.83
3	1	G2	1	3	286	Fuller, Scott/Call, Jeff	Eugene, OR/Kirkland, WA	96 VW Golf GTI	0:02:02 0.32	0:02:02 0.01	0:02:07 0.82	0:02:08 0.23	0:02:08 0.62	0:11:27 0.00
4	2	G2	2	5	225	Durley, Mark/Schuler, Erik	Sanmamish, WA/Copykum, BC	01 Ford Focus ZTS	0:02:05 0.71	0:02:05 0.34	0:02:04 0.09	0:02:02 0.01	0:02:09 0.82	0:11:29 0.97
5	2	O	3	7	218	Rea, Travis/Rea, Gary	Keizer, OR/Keizer, OR	88 Mazda 323 GTX	0:02:04 0.65	0:02:05 0.91	0:02:03 0.18	0:02:08 0.41	0:02:09 0.64	0:11:26 0.79
6	3	O	3	8	11	Woodward, Jay/Lane, Camie	Camalion, WA/Issaquah, WA	88 Mazda 323 GTX	0:02:07 0.97	0:02:03 0.20	0:02:02 0.14	0:02:08 0.92	0:02:03 0.02	0:11:26 0.25
7	4	O	2	7	202	Hirata, Naot/Swier, Don	Lynnwood, WA/Longview, WA	90 Toyota Celica	0:02:08 0.95	0:02:05 0.64	0:02:03 0.06	0:02:02 0.42	0:02:05 0.51	0:11:26 0.57
8	3	G2	1	5	253	Third, Noah/Lane, Jason	Portland, OR/Bumaby, BC	88 VW Golf	0:02:07 0.36	0:02:05 0.56	0:02:04 0.45	0:02:04 0.15	0:02:04 0.96	0:11:27 0.48
9	1	P	3	8	295	Buren II, Charles/Holen, Teresa	Albion, OR/Beaverton, OR	86 Toyota MR2	0:02:05 0.95	0:02:02 0.55	0:02:07 0.43	0:02:05 0.88	0:02:04 0.73	0:11:30 0.54
10	2	PGT	2	5	271	Tabor, Matt/Tabor, Janice	West Linn, OR/West Linn, OR	88 Mazda 323 GTX	0:02:03 0.00	0:02:03 0.61	0:02:05 0.02	0:02:05 0.53	0:02:05 0.86	0:11:31 0.02
11	5	O	1	3	1	Lane, John/Langacher, Tina	Issaquah, WA	88 Mazda 323 GTX	0:02:04 0.89	0:02:03 0.50	0:02:04 0.50	0:02:01 0.41	0:02:07 0.64	0:11:31 0.94
12	4	G2	3	7	239	Ellis, David/Langacher, Tina	Portland, OR/Beaverton, OR	77 VW Rabbit	0:02:03 0.13	0:02:04 0.98	0:02:03 0.62	0:02:04 0.93	0:02:03 0.17	0:11:34 0.83
13	5	G2	3	7	277	Schmeling, Rick/Kasten, Richard	Shelton, WA/Shelton, WA	78 Datsun 510	0:02:00 0.34	0:02:06 0.93	0:02:03 0.78	0:02:07 0.80	0:02:09 0.57	0:11:40 0.42
14	1	G6	3	7	229	Wellemeier, Ben/Foster, C. Shadd	Lacey, WA/Olympia, WA	84 Mazda RX7	0:06:03 0.33	0:02:07 0.37	0:02:03 0.99	0:02:03 0.11	0:02:04 0.25	0:11:62 0.06
15	6	O	1	4	288	Cavell, Gary/Willer, Chris	Kirkland, WA/Redmond, WA	95 Subaru WRX	0:02:05 0.16	DNS	DNS	DNS	DNS	DNF

2003 Doo-Wop 2 Rally Sprint results

P Pos	Class	Class	Reg	Seed	Car #	Driver/Co-Driver	Driver/Co-Driver Info	Make/Model	SS1 Time	SS2 Time	SS3 Time	SS4 Time	SS5 Time	Day 2 Total
1	1	PGT	2	5	215	Thomas, Jamie/Washburn, Tyler	Kirkland, WA/Kirkland, WA	03 Subaru WRX	0:02:00 0.40	0:02:07 0.89	0:02:04 0.75	0:02:01 0.29	0:02:01 0.90	0:11:25 0.63
2	1	O	1	3	207	Hintz, David/Hintz, Joni	Olympia, WA/Bolton, WA	87 Mazda RX7	0:02:07 0.51	0:02:03 0.19	0:02:00 0.89	0:02:04 0.91	0:02:05 0.81	0:11:31 0.11
3	1	G2	1	3	286	Fuller, Scott/Call, Jeff	Eugene, OR/Kirkland, WA	96 VW Golf GTI	0:02:01 0.70	0:02:06 0.77	0:02:03 0.98	0:02:05 0.15	0:02:04 0.99	0:11:32 0.99
4	2	G2	2	5	225	Durley, Mark/Schuler, Erik	Sanmamish, WA/Copykum, BC	01 Ford Focus ZTS	0:02:02 0.21	0:02:05 0.33	0:02:07 0.40	0:02:00 0.32	0:02:09 0.36	0:11:39 0.12
5	1	O	2	7	202	Hirata, Naot/Swier, Don	Lynnwood, WA/Longview, WA	90 Toyota Celica	0:02:03 0.71	0:02:05 0.30	0:02:06 0.00	0:02:00 0.94	0:02:01 0.82	0:11:37 0.17
6	2	O	3	7	218	Rea, Travis/Rea, Gary	Keizer, OR/Keizer, OR	88 Mazda 323 GTX	0:02:05 0.08	0:02:01 0.49	0:02:09 0.14	0:02:07 0.16	0:02:07 0.00	0:11:39 0.96
7	3	O	3	8	11	Woodward, Jay/Lane, Camie	Camalion, WA/Issaquah, WA	88 Mazda 323 GTX	0:02:00 0.47	0:02:09 0.39	0:02:09 0.30	0:02:06 0.13	0:02:05 0.99	0:11:39 0.87
8	1	P	3	8	295	Buren II, Charles/Holen, Teresa	Albion, OR/Beaverton, OR	86 Toyota MR2	0:02:02 0.51	0:02:03 0.97	0:02:03 0.90	0:02:05 0.03	0:02:04 0.45	0:11:39 0.76
9	2	PGT	2	5	271	Tabor, Matt/Tabor, Janice	West Linn, OR/West Linn, OR	88 Mazda 323 GTX	0:02:00 0.35	0:02:00 0.00	0:02:09 0.53	0:02:01 0.92	0:02:00 0.69	0:11:40 0.98
10	4	O	1	3	1	Lane, John/Langacher, Tina	Issaquah, WA	88 Mazda 323 GTX	0:02:09 0.77	0:02:04 0.19	0:03:09 0.51	0:02:04 0.00	0:02:01 0.73	0:11:40 0.09
11	3	G2	1	5	253	Third, Noah/Lane, Jason	Portland, OR/Bumaby, BC	88 VW Golf	0:02:05 0.19	0:02:02 0.25	0:02:02 0.22	0:02:06 0.88	0:02:04 0.60	0:11:41 0.14
12	2	G6	3	7	229	Wellemeier, Ben/Foster, C. Shadd	Lacey, WA/Olympia, WA	84 Mazda RX7	0:02:09 0.73	0:02:01 0.98	0:02:09 0.03	0:02:07 0.19	0:02:04 0.30	0:11:41 0.23
13	4	G2	3	7	277	Schmeling, Rick/Kasten, Richard	Shelton, WA/Shelton, WA	78 Datsun 510	0:02:03 0.89	0:02:05 0.42	0:02:00 0.63	0:02:03 0.04	0:02:02 0.28	0:11:42 0.05
14	5	G2	3	7	239	Ellis, David/Langacher, Tina	Portland, OR/Beaverton, OR	77 VW Rabbit	0:02:05 0.21	0:02:09 0.95	0:03:00 0.47	0:02:00 0.81	0:02:01 0.03	0:11:46 0.37

Introduction to Road Racing generates interest

BELLEVUE — This year's Introduction to Road Racing was held, as in the past, at Park Place Rentals, Ltd., and was attended by 23 potential new drivers. Krispy Kreme donuts and coffee awaited the attendees as they arrived.

Assistant RE for Race, Dan Carchano, began the meeting shortly after 9 a.m. and introduced Hector McDonald, who discussed SCCA's racing program and covered competition rules, licensing, event management, insurance and the levels of racing competition, locally and nationally.

Team Seattle was well represented by the region's competition director, Dave Gaylord, and Don Kitch Jr., who owns ProFormance Race School. Gaylord discussed what it takes to earn a competition license; Kitch covered driving schools and the road leading to professional driving. That Kitch and Gaylord took first and second in class at this year's Daytona 24-Hour was an added and distinct pleasure for all in attendance.

Andy Collins, owner of Amadillo Racing, talked about the equipment need for driver and car safety equipment. Following him was Dan Miklovic, chief of emergency for the Northwest Region, who covered the details of where to place safety equipment in the car and how to mark extinguisher and kill switches.

After lunch, Bill Deoneseus, office and road course manager for Pacific Raceways, talked about the continued improvements that are taking place at the

track. He announced that NASCAR will be back at the track (after a long absence) with the NASCAR Raybestos Brakes Northwest Tour, sponsored by the Silver Dollar Casino on Aug. 23 and 24.

Greg Fordahl spoke on racecar preparation, and explained many of the intricacies involved in setting up a competitive automobile.

The region's chief of flags, Mike Evans, discussed the various flags that are used in racing, and encouraged those in attendance who might not be ready for our first race weekend in April to come out and work a turn. "A great way to learn the best line through a corner," Mike said.

Never at a loss for words, Kirk Salvatore talked about our Solo 1 program and its growing interest level.

Carchano wrapped up the afternoon session by covering our race formats, entry fees and championships at the regional level. After answering several questions from the floor, everyone went next door to Fordahl's shop for a hands-on look at car preparation.

A special "thank you" must be given to Dave Bingham, owner of Park Place Motors, and Crag Elkins, general manager of Park Place Rentals, Ltd., for so graciously giving us the space to conduct this seminar each year.

— JAY BRATTON

NWR's annual tech day is successful

On Jan. 11 we held our Annual Tech Inspection Day. Every year we seem to have more and more interest and participation. This year we issued 11 new logbooks and performed annual inspections on over 20 cars. It was a very successful day all around.

We would like to acknowledge and publicly thank the guys at SPEEDWARE. They made their parking lot and shop available for us, provided an awning and a table and generally were most welcoming. Thank you guys, you made our day a pleasure.

We would like to continue this little party in 2004 and we will make our announcement sometime in the fall of 2003.

In the meantime, if you need to get an annual inspection, the next available date will be at Bremerton, April 3-5.

Many thanks to all those who turned out to get their cars inspected and for your patience on a rather chilly day.

— MIKE CURRIE

Solo 1 2002 Championship Winners

Sherm Johnson, FF, 1st Place
Kirk Salvatore, ITE, 1st Place
Mark McClosky, ITB, 1st Place
Dan Carchano, ITB, 2nd Place

December NWR board meeting minutes

DECEMBER 2, 2002

The meeting was brought to order by John Forespring, RE, at 7:05 p.m. at the Olive Garden in Federal Way, Wash.

Attending: John Forespring, Frank Hamilton, Ananda Siverts, Dick Willy, Dan Carchano, Linda Miklovic, Kevin Dietz, Ron Bauer, Karl Coleman, John Lane, John Nispel, LouAnn Christensen

Guests: Denik Bottles and Val Korry
November 2002 minutes were approved as read. (Dan C./Dick W.)

Treasurer's report: The treasurer's report was read to include P&L, Balance Sheet, Check Register, Actual v. Budget for each month of 2002. Report was approved as read. (John L./Dick W.)

Venue reports: Race — Schedule for 2003 is set up. Supps/Budget meeting is set for Saturday, Dec. 7, 2002 at Andy's Diner.

Rally — ORV Park is closed indefinitely.

Solo2 — Solo2 Banquet is set up for Dec. 1, 2002. Packwood site is still being worked on by committee. Evolution School — issue with raising site rates. John F. asked that a meeting be set up to negotiate rates (John F., LouAnn, Karl and Ron to attend). John F. will ask Sherri to set up. (Solo2 report attached)

Newsletter: Proposed rates were discussed and Kim will rework the numbers and e-mail members for a vote. Discussion regarding need for new computer/programs to support newsletter design. Motion:

Allow NWR to purchase the necessary equipment and software to prepare newsletter — not to exceed \$1,750 maximum. (Kim C./Frank H.) Approved.

Web site: Site is up and running. 50th Anniversary Invitation/registration is up and running.

Bremerton Motorsports Park: Scheduling is finished, but the site rates are in question.

Membership: The board has asked that the quarterly membership meetings be advertised on the web. Discussion followed.

2003 Reno convention: Report was given by John F. on the progress of the event.

50th Anniversary: Kim reported that several tasks still need to be completed in preparation of the event. Venues were asked to submit and participate in the program, and asked to support the newsletter for February. Kim asked for bio's of the members, suggestions for articles on past members, advertising in newsletter and program, etc. The PayPal option is now set up and available, along with the credit card machine option. Suggestion for the committee to look into using commemorative coins, or something similar.

NWR editor position: Sherri Masters on has resigned effective today. She agreed to finish the December newsletter. John F. will speak to her regarding the region employment. The board has asked that the position be advertised on the Web (Kim will ask Joe Goetze to put ad on the web). Discussion followed that the new computer/software

will make the editor's position more cost effective. Bids are being taken and a summary will be forwarded to each member of the board for consideration.

Region end of year information: Kim distributed packets to each member of the board for review on completing the end of year information.

NWR National Achievement letter: Each venue is to submit the summary and detail club information regarding their activities to Kim before submission deadline to National Office before Dec. 31, 2002. Discussion followed as to format and process.

2003 budget: Kim presented the 2003 budget for review to the board. Discussion followed regarding events and region plans for next year. Kim is to rework employment and newsletter numbers and resubmit to the board for approval.

Puyallup Corvette and High Performance Show: Feb. 8 and 9, 2003, are the dates for this event. Val Korry gave a presentation and asked for support from the members to work the show. Banners, calendar information and volunteers were discussed. The Region will support this activity — contact person is Val Korry.

Installation of new board members: John F. presented the new members of the 2003 board and thanked the outgoing members.

Meeting adjourned at 8:59 pm (Frank H./Dick W.)
Respectfully submitted,

— KIM CRADDOCK, RETIRING SECRETARY

January NWR board meeting minutes

JANUARY 6, 2003

Attendees: Dick Willy, Bob Rygg, Kim Craddock, LouAnn Christensen, Linda Miklovic, John Forespring, Ananda Siverts, Karl Coleman, Kevin Dietz.

Minutes from December 2002: Approved as corrected. (Dick W., Bob R.)

Treasurer's report: Report read to include P&L, Balance Sheet, Check Register. All regions made money in 2002 and the end of year report is almost completed. Report was approved as read. (Dick W., Bob R.)

Venue Reports: Solo2 — Banquet has been scheduled for Feb. 1, 6 p.m., at Maple Valley Golf Course in conjunction with WWSCC. Five out of eight event sites have been established so far. Packwood facility prices are being set for 2003.

Race — Contracts have been signed for May and Race is working on the Double National Schedule. Race has added a vintage grid to each race, which SOVREN is using as points. NASCAR event for Race is in the planning stages.

Rally — Invitations have been mailed out for the

Rally Workers Party located at Fort Lewis Golf Club. Ray Dimitio has a site picked out for the DooWop Rally event mid-February. Reno/San Francisco/Oregon regions are working on a rally race in Reno sometime in April.

Bremerton Motorsports Park: Bremerton has a new Web site. So far, there have not been any complaints on the new prices and Solo was able to get their requested dates.

Membership: Membership is at a 1,515 members, and 15 Dual Memberships. More teamwork is needed to get 2002 members to renew and to push Dual Memberships. Rally workers will have license numbers in 2003 from National office.

Reno Conventions: At this point we have 126 attendees. Motion for Region to purchase plane fare, registration, and hotel costs for Division Convention expenses for Kim Craddock approved. (Dick W., Bob R.)

50th Anniversary Celebration: Champagne glasses have been ordered with a special 50th Anniversary NWR-SCCA black print logo. The first 50 Commemorative pins are numbered. 25 hotel rooms have been reserved for \$70 a night. A special 50th

anniversary newsletter edition will be published but Linda is having trouble getting content material. Assistant REs can provide some more info of 2002 championship winners and annual award winners. Plus some more historical articles would be nice. Ad deadline is set for Jan. 13.

NW Region Editor: Two applications were submitted for the editor position. Dawn Glasco was appointed on a 90-day trial basis as editor for \$500 a month plus 25 percent commission on any ads. (Bob R., LouAnn C.) Sherri is still looking for an editor computer with the necessary programs.

National Convention: John Forespring will be attending the National Convention, any information to pass on should be relayed to him.

Corvette Show: Every venue should provide volunteers to work this event. Please contact Val Korry for arrangements. Linda mentioned offering some raffle prizes such as a free ride-along or a novice drivers school.

Meeting Adjourned at 9:06 pm (Kim C., Kevin D.)
Respectfully submitted,

— ANANDA SIVERTS, SECRETARY

SCCA corner worker bear now available

TOPEKA, Kan. — SCCA has introduced a new licensed corner worker bear, named CW, which is now available through select retailers.

The plush bear commemorates motor racing's unsung heroes — the volunteer corner workers and marshals who are the backbone of every road racing event in the United States. SCCA corner workers and marshals ensure that drivers are safe throughout the event, and have been recognized by the industry, most recently Champ Car, for their efforts as the experts.

To recognize the heroic efforts of these individuals, SCCA has licensed Charleston, S.C.-based ProPac, Inc. to produce the product. Corner Worker Bear, or "CW," is cute as can be and comes complete with the familiar white worker overalls, sun visor, ID lanyard



and, of course, tools of the trade — a caution flag and a passing flag.

"This is a truly unique product," said Garret Mudd, SCCA vice president of marketing. "There have been many products on the market depicting drivers, but never the people who devote their time and efforts to give the drivers an opportunity to race and do it safely."

"I've always admired the dedication of the workers at any SCCA event," said Gordon King, ProPac president. "Corner Worker Bear is a way for us all to say thanks and at the same time help raise the public awareness of this vital group."

CW is available through several national distributors, including: Safe-Grip (800-247-4260), Wine Country Motorsports (800-708-7223) and directly from ProPac (800-345-3036).

Solo 1 & 2 contacts

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Gever19022@aol.com
425-277-6044

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SOLO 1

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Susan Richins
425-746-7079

Solo 1 Tech
Michael Currie
(see Race - Chief Scout/tee)
Solo 1 Web Master
Jeff Winchell
jef@winchell.com

From The Editor

BYKURT BATDORF

A hearty "hello" to all of you Northwest Region members of SCCA. My name is Kurt Batdorf, and I'm the new editor of Northwest Sports Car News.

I almost can't believe I'm doing this: working with words and cars, my occupation and my avocation. I've been a newspaper reporter and editor since I graduated from college in 1986, but I've been a car nut forever. In first grade, I could recite the displacements of most Detroit's engines (since they were often advertised on the front fenders in lovely chrome numerals). I've been a subscriber to Road & Track since August 1976 (when you could "Redecorate your driveway for \$3,995" with the new Honda Accord).

When I think of all the cars I've owned since I bought a frighteningly unsafe 1969 Datsun 510 in 1981, I need time and a big sheet of paper to recount all of them. In my head, they were always rally or autocross ready, at least in theory. In college one



What's not to smile about? I'm in my Miata for two days of instruction at Thunderhill.

year, I had a red 1967 Saab 96 two-stroke so I could think of myself as Erik Carlson. I put a Weber carb and KYB rally struts in my 1980 Plymouth Champ. I put in stiffer struts and springs in my 1988 Mazda 323 SE so I could feel like I was driving the 323 GTX I aspired to then. Saabs had my attention for a long time, with a 900 SPG (that blew its transmission), a 79 900 Turbo (that blew its head gasket) and a 78 99 Turbo (that I rescued from a cow pasture for \$100

and sold for roughly half of the value of the new parts that I put into it, and it still looked really ratty).

That only scratches the surface.

Now my daily driver is a 1994 Mazda Miata, which at 3-1/2 years is the longest I've ever owned one car that runs under its own power. I always wanted a Miata and now I can't imagine living without one. Astro has taken my wife and me on camping trips to New Mexico and happily lapped at the Team Miata Performance Driving School at Thunderhill last year. Astro's taking me to the Team Miata school again at the end of March. Now that Astro has a roll bar, maybe I can get more tips from the school's deep pool of instructors.

I'm really looking forward to sharing our collective automotive enthusiasm. Feel free to share your tales of tracks and trails with your fellow NWR members through Northwest Sports Car News. E-mail me at kurtbatdorf@earthlink.net and I'll do my best to print your stories and photos.

Before I sign off, I want to thank past NSCN editor Sherm Masterson for her incredible help in feeding me stories and columns for the issue you're reading today. I can't thank her enough for her assistance.

Welcome, new NWR members

JANUARY 2003

- Scott Amato, Spokane
- Bruce Bahnsen, Tacoma
- Ryan Bulyca, Snohomish
- Kris Carson, Federal Way
- Demian Crumb, Issaquah
- Ryan J. Dann, Seattle
- James Dillhoff, Leavenworth
- Abe Douglas, Tenino
- Mark Ellis, Seattle
- Reiner Firk and Alice Finch, Mercer Island
- Marty Grabias, Gig Harbor
- Jacob D. Hartough, Olympia
- Nate Lewis, Sammamish
- Justin Libby, Redmond
- Carol Logan and Lucas Meek, Mercer Island

- Stacie Marriage, Port Orchard
- Eva Nachmanson, Seattle
- Justin Ordonez, Seattle
- John Osborn, Gig Harbor
- Alec C. Osenbach, Langley
- Chris G. Pallis, Mercer Island
- Carol and John Peters Jr., Seattle
- Mark and Jo Powell, Sammamish
- Matthew Raffaele, Tacoma
- Scott Richey, Seattle
- Erik A. Schippers, Kent
- Jeff Scoggins, Bremerton
- Jim L. Sharp, Spokane
- Aaron Spencer, Seattle
- John and Sandra Tupper, Olympia
- Joshua C. Uffman, Seattle
- Steven Wort, Kirkland

April issue deadlines

Tell your fellow Northwest Region members what's happening. E-mail stories and high-resolution photos to kurtbatdorf@earthlink.net. The deadline for the April issue is Monday, March 10.

Buying or selling car stuff? The deadline for classifieds is Friday, March 14. E-mail your classified ad information to kurtbatdorf@earthlink.net.

For display advertising, call Kurt Batdorf at 360-293-2226 (mornings) or e-mail kurtbatdorf@earthlink.net.

RACE CARS FOR SALE

1983 Mazda RX-7. Set up for autocross. Not used for several years. Stock engine and 5-speed but many other improvements including header and muffler, springs, sway bar, limited slip diff with discs (plus a whole extra unit), body work and paint, two sets of wheels (wide and extra-wide). Asking \$1400. Mike Petersen, 509-526-8012, or e-mail designservices@charter.net 03/03

Vintage Racing Package: 1969 Winkelmann WDF-1 formula ford, 20' Haulmark trailer w/spare, tool chest with tools, 12 gear sets, formula jack, stands, two weekends on Ivey engine, gas cans, Weller steel wheels and set of mags, one weekend on new dunlop spec FF tires, EZ up canopy, misc. other items, excellent condition. Finally retiring. Complete: \$24,500. Contact Dan Feagin at danfeagin@earthlink.net, (360) 897-2731 (home) or at work: (425) 396-1213

For Sale, 1998 Formila Mazda 98-113. Many upgrades. Excellent condition, fast, reliable car. Spares include extra nose, 2 sets wheels, one w/sticker tires, unmounted rains, gears, alignment bar, wired for radio etc. Car is in Seattle Offered at \$27,500 OBO. Contact Doug Evans at devans4612@attbi.com or 206.522.9337. Pictures are available at home.attbi.com/devans4612. 11/02

Reynard 93H: Ex-Marconi car. Loyning injected motor, PI dash, High/Low down force tunnels, Penske's, Mono shock option, lots of spares, \$34,500. Call Lee (425) 844-1189 e-mail hotlasers@hotlasers.com 10/02

Design your own package deal! 1998 Hallmark 24' trailer - wired for 110v & 12v, cabinets, tire racks, fueljug (4) rack, door pit caddy. \$6,500. Call Dave (253) 846-1688

1998 Chev CK1500 Silverado, extended cab, line X bed liner, Shugtop bed cover, all set up to tow trailer above. \$20,675. Call Dave (253) 846-1688

1998 Formula Mazda. All updates, radio system, 3 extra set of wheels, tons of spares & equipment. \$32,500. Call Dave (253) 846-1688

Also available, 10 X 20 EZup blue, Neon roll cage, engine & trans, assorted parts. RX7 rebuilt trans, limited slip rear axle, & assorted parts. Call Dave (253) 846-1688

STREET CARS FOR SALE

1994 Mustang GT Roller, Factory black paint, fully caged, 300 miles on new Bilstein shocks (6), Eibach springs, 3.73 gears, subframe connectors, body mint shape, \$6000 USD or \$7500 Cdn. Steve Freitenburg (604) 572-7410, clearain@dcnet.com 6/02

Northwest Garage Sale Classifieds



1995 ACR Neon, Dealership maintained in excellent condition, spares available \$5,000. Contact Don 235-630-5130 12/02

1995 Plymouth Neon Sport Coupe, DOHC; 5 spd; 80K; Strut tower braces front/rear; Mopar 22mm rear antisway bar; Stock 14" alloys & 16" Enkei Racing alloys with 205/45 Nitto NT450; AFx underdrive pulley; power, tilt, AM/FM/CD. \$4495 OBO. Jeremy 425-401-4149 or zuluniner@hotmail.com 6/02

PARTS FOR SALE

Four OEM 16" Fuchs for 911: 6" and 7": Blk anodized, xnt, \$800. Four Michelin Pilot Sports: 205/55ZR16 & 245/45ZR16; <5k miles; asking \$400. 88 911 bumpers, front and back \$150 ea. Caseyjones99@earthlink.net or 360-638-2489 10/02

Help...Summer Garage Clearance... must make room for my new acquisition!! 185 70 x 15 BF Goodrich Comp TA R1s: 4 ea "stickers", 5 ea 50%+ tread remaining and 4 ea 50%- tread remaining (stickiest!) ... \$750 for the lot.

Model A Ford frame (excellend), axels, suspension, springs, friction shocks, sprint car tail, cockpit cowlng, radiator cowlng and misc. stuff for a good start on a pre-war sprint car \$500 or offer (need this stuff out of my garage!!)

1965 Alfa Romeo Giulia Sprint GT w/factory steel sunroof (prototipo). Beige/red/dark gray in excellent condition. Fresh 1750 seats, roll bar make easy conversion to 'Vintage Racer!! \$7500 (firm) as a "roller."

Lots of 1600 cc Alfa Romeo stuff ... blocks, cranks, heads, etc. available. Call Terry Larson @ 253-627-2355 evenings. 09/02

TOW VEHICLES/ TRAILERS FOR SALE

20' Haulmark trailer. Trailer has racks and cabinets installed and includes the hitch and a spare tire. Price is \$5750. The whole package, FM car (listed under "Race Cars for Sale") and trailer is available for \$32,750 or \$33,750 including radios. Contact Doug Evans at devans4612@attbi.com or 206.522.9337. Pictures of both are available at home.attbi.com/devans4612. 11/02

MISCELLANEOUS

SPEC RACER FORD RENTAL: Coaching and instruction on driving and car setup included if requested. Call for rates. Chris Jackson: 360-698-3094 or e-mail racing@lightspeed.nu 03/03

Four (4) Tires/Wheels. 2 TOYO 800 Ultra Premium Touring Radials M&S P185/65R14 Tires and Wheels. Less than 6 months old. Excellent Condition. 2 UNIROYAL TIGERPAW Radials M&S P185/65R14, 2 years old. All 4 mounted on Steel Rims. 4-bolt Mazda pattern. \$100 for all includes wheel covers. Contact Sherri Masterson 360.479.6082 evenings or email: kc7wec@yahoo.com 03/03

DP Impressions Alloy wheels, 5 spoke, 14 inch, 4X70mm pattern fits Nissan, Honda; Kumho 205/55-14 V700 AX tires (4), barely used; Bell SP-Pro helmet size 7 - SA 95, new, never used; any reasonable offers considered, (360) 352-2149, paulpeck@orcalink.com; pictures at www.geocities.com/paulpeckoly 6/02

Set of Goodyear Rain Slicks, Two 22x10x13s and two 20x8x13s. \$90 for all four. Can bring over to Western Washington. Kenny Fichins 509.764.7257 eves. 509.762.3404 days or krichins@bossig.com 11/02

5 Goodyear ATS tires mounted on 9.50 x 15 alloy rims with 5 on 4.5 bolt pattern. \$300/OBO Dan Mklowic 425-557-0263 dmiklowic@attbi.com 08/02

Trying to locate my old 1975/1976 LOLA "Formula Super Ford" chassis number HUB42 / 201 - ran northwest SCCA, ICSCC, CASC events 1976 to 1978 - was sold to Tom Coyle of Seattle, Wa., then???? [Tom are you out there?] Had sportcar nose / front radiator, mono-post rear wing, 8" and 10" 3-piece GOTTI gold center wheels, bodywork very similar to LOLA T-360 and then current F. SuperVee. Please call Bob Scheib 509-783-3126 or e-mail ROBERT.SCHEIB@gte.net 9/02

WANTED 34-36 FT TAG TRAILER. Must have good chassis to be converted into Timing/Control center for NWR Region Racing. Budget small so donation greatly appreciated. Contact Tom Masterson 360.479.6082 or e-mail: kd7cyu@yahoo.com 11/02

Do you have something to sell?

NWSCN non-commercial ads are free to NWR members. Please submit ads by mail to: NW Region SCCA, 1405 Harrison Ave. #203, Olympia, WA 98502. Mark ervelepe "Classified Ad". All written ads must be legible and must include name, membership # and phone number. Please limit to 40 words or less. Your ad will run for two consecutive issues. For commercial ad rates e-mail Sherri Sicks: kc7wec@yahoo.com. Non-member or out-of-region member ads are \$5 each for two issues for up to 40 words. Payment must accompany ad.

Meetings

The Board of Directors meets at 7 p.m. the first Monday of the month at the Olive Garden in Federal Way.

The Solo Committee meets at 6:30 p.m. the second Tuesday of the month at McGowan's in Renton.

The Rally Committee meets at 7 p.m. the second Thursday of the month at the Mayan Restaurant in Lacey.

The Race Committee meets at 6:30 p.m. the fourth Tuesday of the month at Andy's Diner in Seattle.

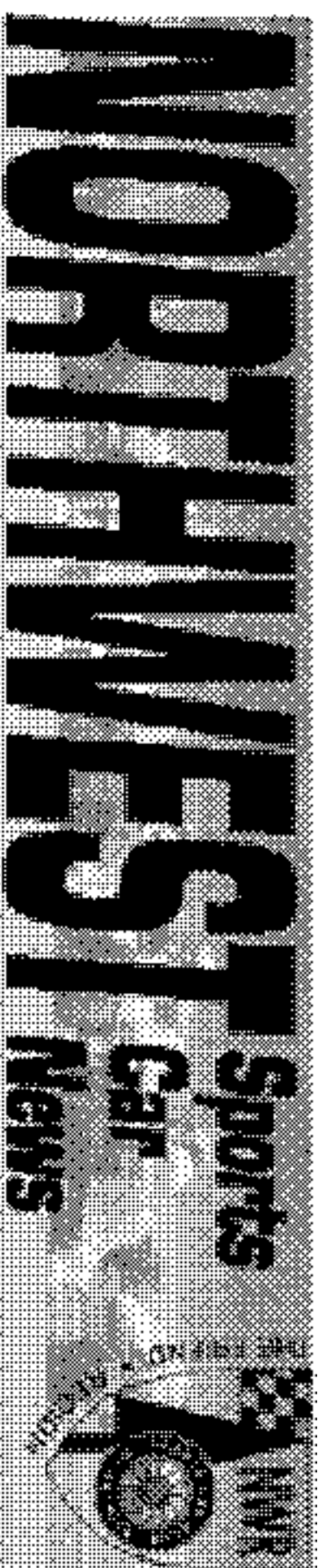
All SCCA members are invited to attend the meetings listed here. Please call 206-292-0500 to confirm meeting times and dates.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
MARCH						
2 Doo Wop 2 Club Rally	3 Board Mtg.	4	5	6	7	8 1Doo Wop 1 Club Rally
9 Solo II Event 1	10 Solo Mtg.	11	12	13 Rally Mtg.	14	15
16	17	18	19	20	21	22
23	24	25 Pace Mtg.	26	27	28	29
30	31					
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
APRIL						
6 Double Rgnl. Races, Solo II Event 2	7 Board Mtg.	8 Solo Mtg.	9	10 Rally Mtg.	11 4Hgh Perf. Car Clinic and Drivers School	12 5D Double Rgnl Races
13	14	15	16	17	18	19
20 Solo II Event 3	21	22 Pace Mtg.	23	24	25	26 Double Rgnl. Races
27 Double Rgnl. Races	28	29	30			



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The Northwest Region is stronger than ever as it celebrates its golden anniversary

