

NORTHWEST SPORTS CAR NEWS



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Ken Strandley photo

Pat Newton hustles his Spec Miata around the track at his first track school

Racing newbie is pleased he finished every race he entered

BY PATRICK NEWTON

My 2003 season in Spec Miata can be summed up with three numbers: Eight weekends, 16 races, zero DNFs. Oh, and zero podiums. Still, I call that a pretty successful first race season.

My first season of SCCA Club Racing was even better than I had hoped. From my virtual travels in the NorPac forum of specmiata.com, I knew the local SM crowd was a good bunch of people, but they surpassed all of my expectations. From setup advice, to wrenching help, to driving tips, my fellow Spec Miata competitors made this newbie's first season a true pleasure. I hope I can do the same for another new person next year.

The 2003 race season was full of highlights for me. But all year, one theme rose above all the others — competition. All of the Spec Miata races were hard-fought, with huge fields. Our smallest grid was nine cars at Pacific Raceways in May, and the largest was 24 Spec Miatas (in our own SM-only race group!) at the July Oregon Region double regional at PIR.

Having never turned a wheel in a nonspec racing class, I might be biased, but I have been hanging around and watching racing for a few years, and Spec Miata has some of the best competition I've seen. Most of the year, the first through fifth qualifiers were covered by just a few tenths, and everyone had to drive

the wheels off their cars all year just to keep up, as the entire field got faster with every passing weekend. I personally cut 2.5 seconds off my best Pacific Raceways lap time between the May race and the September race, and improved my Portland times more than two seconds between May and September. Trouble is, everyone else did too! This class really teaches you how to drive, that's for sure.

I spent much of the year in the "back half of mid pack" and had some great battles throughout the season with my NWR friends Annie Bauer, Jim Boemler and Garth Stein, as well as Kevin York, who tried Garth's car on for size during the September restricted regional in Kent. We had a great dice, and my grin was a mile wide when the checker came out, even though Kevin finished ahead of me. I hope he joins us full time next year.

I am particularly pleased that my colleague from the "Puget Sound Miata Gearheads" club, veteran racer Carl Hatfield, finally came to his senses late in the season and joined us for the September races at Pacific and Portland. Once his newly-built car is dialed in, Carl should be a force to be reckoned with for the 2004 season.

See **Newton**,
Continued on page 6

Spec Miata: Class of 2003

A tale of two racers



After a 10-year hiatus, Carl Hatfield jumped back into racing with this theft-recovery Mazda Miata. It's a bit slower in the straights than his lamented RX7 Challenge car, but it's so much better at cornering and braking that the lap times between the cars are comparable, Hatfield says.

With a little work and a little luck, an old RX7 driver shakes off the cobwebs

BY CARL HATFIELD

2003 has been a very exciting year for me. I built a race car, and am back into racing after 10 years off. It feels great, too! I didn't realize how much I missed it until I started doing it again.

From 1983 to 1993 I raced in International Conference of Sports Car Clubs (ICSCC) races, winning a few class championships along the way. I started out with a Datsun 1200 that ran in I-Production class (slow), and later raced a first-generation RX7 that competed in the RX7 Challenge class. The two cars were polar opposites, the 1200 handling and braking very well, but

slow down the straights. The RX7 was fast down the straights, but a pig in the turns, and very under-braked.

Along the way, I got married, had a daughter, got involved in major home renovation projects, and ended up being short of time, energy and money for racing. Sound familiar? So in 1994 I sold the RX7. It killed me to do so, but it was one of those "adult decisions" we all have to make sometimes.

In 1998, I raced a 125cc shifter kart, and while it was

See **Hatfield**,
Continued on page 6



Carl Hatfield's truck was ready to tow his Spec Miata, and he was lucky enough to have a good friend loan him a trailer on which to tow it.

New year brings region challenges

By the time most of you read this, we will have celebrated the holidays, returned some unusable or unusual gift and broken at least one of our New Year's resolutions. In my final year as the Regional Executive (RE) I will try to finish accomplishing the goals I set three years ago when I became the RE.

The region has grown greatly thanks to the new WRX owners and the fine programs that Race, Rally and Solo have going. As I said in an earlier article, I have not done a good job of retaining the WRX owners. I think the Region Board will attempt to contact every new member and let them know about the many opportunities to get involved and have fun there are in the Northwest Region. Hopefully the WRX owners will want to get involved with the new region Rallycross program or the great Solo program. We hope in the future some will move from Rallycross or Solo II to Performance Rally or Race.

Race and Solo I

Dan Carhano and the Race Committee have moved forward with their program and have a full schedule for 2004. They and the Montana Region held the traditional and successful Double National in May. They have some issues in building their fields to make the program work, but with the addition of the NASCAR weekend in August and a possible SCCA Pro Race in September they will attract more interest and see growth in their fields.

Regional Perspective

JOHN FORESPRING, REGIONAL EXECUTIVE

Solo II

Karl Coleman and the Solo II Committee have worked long and hard since the loss of the Boeing Solo II site. They had a successful 2003 without a permanent site or sites and hosted their usual National Tour event at Bremerton in July. With the efforts of many folks they now have several new venues and plans for a full season.

Rally

John Nispel and the Rally Committee meet every Tuesday almost year around to put on the many events that happen each year. As a result, the Northwest Region has always been "The Performance Rally Region" in SCCA. We have in the past hosted as many as four National ProRallys and kept the program going when the times for Performance Rally were at their lowest point.

As I have mentioned in previous articles, the region rally program suffered a huge financial loss when the ClubRally program was suspended after we had committed to and spent a great deal of money for our June twin ClubRallys. When the program was reinstated we put on ClubRally sprint to show the country that SCCA

was indeed back in the Performance Rally business and we lost money on that event. We then hosted our National ProRally and FIA International Rally but the lost revenue from the other events and expense involved with an International and National event put us in the red.

The crowning glory was after all of that and the financial losses we suffered, the Performance Rally Board rewarded us by ending a 30-year tradition of keeping the program going in the good times and the bad times by canceling our National ProRally status for 2004.

They seem to have forgotten that at one time we were almost 50 percent of the entire program and we still, along with California and SOPAC, represent around one half of the series. Most of the California events and a number on the East Coast have left SCCA for another sanctioning body. At this writing it looks like the first events in the Northwest may also use another sanctioning body. It is a sad state of affairs for SCCA.

Final comments

I am sitting in Matt Sweeney Special Effects shop writing this article and trying to meet a deadline having just returned from the Laughlin rally. I intended to write about the new members of the board but have gone on too long already. Next month I will tell you about the new members of the BOD and our 13-year-old new membership chairperson.

Solo takes a breather while planning for 2004

Well it's officially the off-season so this month's Around the Pylon article is mostly administrative stuff.

Be sure to mark your calendars for these upcoming events.

The Northwest Region Banquet will be at Bison Creek Pizza on Saturday, Jan. 17. This is where Race, Rally and Solo get together for some food and drink great times. Come see the perpetual awards be handed to their newest recipients. NWR Secretary Ananda Siverts is putting in most of the work to pull together this event. Thanks, Ananda. Check out the Web site for details.

The Coneheads banquet is two weeks later, on Saturday, Jan. 31. This is where NWR-SCCA Solo II awards and WWSCC awards are presented. Thank you Karina Miller, Kelley Picasso and Susan Collicott for pulling together the Banquet. Thank you Gretchen Everett, Jodie LeCoque and Annie Bauer for your help with the SCCA trophies. Check out the Web site for additional banquet details. This is a party you shouldn't miss.

The NorPac convention will be in Reno on Jan. 9-11 and the National Convention will be in Kansas City on Feb. 5-7.

The 2004 SCCA Solo II regional schedule is coming together. We'll be at Bremerton Motorsports Park (BMP) on March 7 for something. We're not exactly sure if we'll be holding a practice, novice school or our first event, so stay tuned.

We'll be having a school or practice on March 27 and

Around The Pylon

KARL COLEMAN, ASSISTANT RE SOLO II

an event on March 28 at either BMP or Packwood.

April 4 we'll be headed over the mountains for an event at the Yakima SunDome.

May 23 and 24 we'll be back at BMP. May 30 we'll be conducting a joint event with the Bremerton Sports Car Club (BSCC) at BMP.

July 20-22 we'll have the Evolution Performance Driving School back in town for some instruction. July 23-25 is the Bremerton NT.

Aug. 15 we'll be conducting another joint event with BSCC at BMP.

Sept. 5, Oct. 10 and Oct. 24, we'll be at BMP. Along with all this we may be able to do something in Shelton and possibly have an additional date at Packwood.

Keith Brown will be returning as our specialty chief of tech in 2004. Steve Roberts returns as specialty co-chief of timing. Aaron Pailthorp will be working with Steve as the other specialty co-chief of timing. Both Erika Cowan and Gretchen Everett will be returning as specialty co-chiefs of registration. Jodi Fordahl will be back as our specialty chief of scoring. Trever McDermott will return as specialty co-chief of grid. Glen "Hurricane" Hernandez will be working with Trever as the other specialty co-chief of grid. Tom & Jodie LeCoque will return as our novice cochairs. Scott Miller will be our 2004 specialty chief of course. Shelbi

Zigler will be our 2004 specialty chief of waivers. We still have an opening for specialty chief of workers. If you are interested please contact me.

In addition to being a specialty co-chief of registration, Gretchen Everett will be returning as Solo II secretary, insurance coordinator, safety steward coordinator, and bus driver coordinator. LouAnn Christensen will be back as our Solo II treasurer. Did I mention that Kevin Dietz, Scott Miller and Dick Willy, all from Solo II, will be serving on the Northwest Region SCCA Board of Directors in 2004? Now that's what I call involvement. Thank you all for your continued commitment to the SCCA Solo II program. We could not have the high quality events and organization without you.

Wanted: Event chairs for 2004! If you are interested in being an event chair in 2004 please let me know ASAP. Aaron Pailthorp has already agreed to chair one event for the 2004 season. We'd like to have all event chairs identified for the entire season before the season begins, so step forward. We want you! This will make it a much more enjoyable season for all. With the quality specialty chief team we have in place, chairing an event isn't as scary as it may seem. Just ask 2003 first-time event chairs like Tim Irwin, Jodie LeCoque, Steve Roberts, Jerry Lamb and Aaron Pailthorp.

Get Involved: During the off season we plan next season. Come to the meetings and help out. The Solo II committee meetings are held on the second Tuesday of every month at McGowans in Renton starting at 7 p.m. Everyone is welcome and encouraged to attend.

Money talks when it comes to moving Runoffs

One of the comments I frequently hear concerns our SCCA Valvoline Runoffs where we crown national champions in Club Racing. The comment I am talking about is the concept to have the Runoffs alternate between East Coast/Midwest and West Coast tracks. I think I can explain why that won't happen in one word: MONEY.

Any track hosting the Runoffs would need to make a profit, or "crack the nut" as they say. Let's take a look at what it takes to host the Runoffs.

First let's take a look at the costs for hosting the Runoffs. In order to select a site for the Runoffs, the SCCA runs a competition, a bidding competition. The Club issues a request for proposal every three years. This invitation to bid includes the ground rules for bidding and selecting a winner. Some of the ground rules are paddock space for 800 (or so) competitors in the paddock, many with large semi-trailer rigs, and adequate facilities for race operations, T&S, impound, press and so on. And facilities for 1,000 to 1,500 persons who will make the track their home for seven to 14 days: competitors and crews, race officials and spectators who will camp at the track in motorhomes, trailers and tents.

SCCA's expenses for the Runoffs must be covered by the bidder. And the bidder must bid a sum to be included in the tow fund. The bidders are encouraged to make this contribution as large as they can to enhance their win chances.

These items cost money and require facilities. Paddock space for that many competitors is not available at every track, let alone adequate space for all the other requirements. And not many tracks can handle

Now Hear This

JOHN MARTINSEN, AREA 13 DIRECTOR

Tracks from the West have not bid recently either because they don't meet the facilities requirements or they don't think they could make money even if they had the Runoffs every year. If they won't bid on an annual contract, they surely won't bid on an every-other-year contract. With only three bids last time it is obvious that most tracks in the country don't think they could make a buck with the Runoffs.

becoming a "city" of up to 1,500 people for a couple of weeks. Most tracks don't have restroom and shower facilities for such a large group. And don't forget the fresh water and holding-tank pumping requirements of the trailers and motorhomes if hookups are not available. These services must be delivered without moving the RV. If the track can meet all these criteria then the ability to crack the nut must be considered.

To operate the track for two weeks, think of all the personnel the track requires: gatekeepers and ticket sellers, security, janitorial, groundskeepers, traffic and parking directors, spectator control, and concession personnel. Some of these areas need to operate 24

hours per day. This adds up to hundreds of track personnel required every day.

Promotion and advertising to attract spectators is also expensive. Just ask a track operator how many dollars they spend per spectator they attract.

What does this all add up to in dollars — \$2.5 million? \$3 million? More? I could be low but it is something like that.

These costs must be offset by spectator dollars. In order to attract spectators the track wants a traditional date — every year the same weeks, because spectators are creatures of habit. Even then it is difficult to attract enough spectators to break even. Tracks won't bid on every-other-year opportunities given the difficulty to break even.

Last time bids were received only three were submitted. And none were from tracks west of the Mississippi River. And you can't make a track the winner if they don't bid. Most of our tracks in the West don't have the facilities to host the Runoffs so they are non-competitive without major upgrades.

Tracks from the West have not bid recently either because they don't meet the facilities requirements or they don't think they could make money even if they had the Runoffs every year. If they won't bid on an annual contract, they surely won't bid on an every-other-year contract. With only three bids last time it is obvious that most tracks in the country don't think they could make a buck with the Runoffs. And they are probably right.

So don't look for the Runoffs to show up out here anytime soon. The most we can hope for is for the Runoffs to move a little closer.



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Rally isn't getting help from National office

Hope you all had a joyous holiday season and that Santa brought all the rally goodies on your wish list. As you have undoubtedly heard, the ProRally Board pulled the Wild West from the 2004 schedule. The board provided a list of alleged deficiencies from the 2003 and 2004 Wild West and a series of "conditions" that will have to be met before they would again grant ProRally status to the event. Interestingly, the alleged deficiencies of the 2003 were never mentioned to the organizing committee until the PRB was asked to justify their decision to pull the Wild West from the 2004 schedule, which decision, rumor has it, was made long before the 2004 event.

Rally Round

JOHN NISPEL, ASSISTANT RE RALLY

The organizing committee responded to the issues raised by the PRB and posed a series of questions to the PRB about their operation of the ProRally series. Unfortunately the PRB did not have sufficient time to respond prior to this writing, but I suspect that the essence of their decision will not change. The national office of SCCA and the PRB are supposed to support the organizers of ProRally and ClubRally events.

This past year the national office has been nothing but an impediment to rally in the NWR, from the knee-jerk cancellation of the ClubRally events in the spring to this latest blow with the Wild West sanction. I hope for better things in 2004 and to that end, we have an extensive series of performance rally events planned for 2004. Whether they will be SCCA events or some other sanctioning body remains to be seen. I will be attending the annual Northern Pacific Convention in Reno, Jan. 9-11. Perhaps the PRB and other national office representatives will have some positive news for me to report on at the rally workers' party at the Little Creek Casino at the end of the month. See you there.

After 2003 awards, Race is ready to start 2004

Well the 2004 race season is upon us already. I hope that everybody had a great Holiday season! The Race awards party at Bison Creek on Dec. 6 was a lot of fun. Some of the trophies that were awarded: Greg Fordahl won driver of the year, Annie Bauer got the novice driver of the year, Matt Chambers was awarded the most improved driver of the year, and Karen McCoy received the race worker of the year award. Congratulations to all of you who finished in the top of their class or were recognized for an outstanding contribution that you made to our race program.

Race Report

DAN CARCHANO, ASSISTANT RE RACE

July 30, 31 and Aug. 1 at Bremerton, which starts with a High Performance Car Control Clinic and test and tune on Friday, followed by a Double Regional with Vintage, Solo 1 and SOVREN on Saturday and Sunday. This is always one of my favorite weekends. For the Race program to be successful in 2004 we will need good driver turnout for the events. This year Bremerton Motorsports Park will cost \$5,000 a day and at Pacific Raceways the cost is \$15,000 a day. I know a lot of you do not like racing at Bremerton, but the more of you who come to race at Bremerton the better the chance that we will be able to afford to race at Pacific Raceways. During the 2003 race season we tried to add a couple of Pro events to our schedule (NASCAR and Pro SCCA) to make additional money, but because of the late scheduling causing a poor turn out we lost

money on these events. So what does this all mean? If we have the same turn out in 2004 that we had in 2003 for all of our events we will finish the year \$10,000 in the red. So it is up to you the racers to decide whether we will be successful or not. Two things that we need to raise money for are a new Timing and Scoring facility. The trailer that we are using now has rotted away, the roof is leaking and it is basically falling apart, and we need our own AMB timing system. We have been renting the AMB system from Oregon for the last two seasons. The AMB system will cost us about \$8,000 and the Timing and Scoring facility we figure we can do for about \$3,000. Both of these items we need before the start of the 2004 season. The Race committee has received very little input on the 2004 Supps. I will take that to mean that everyone is happy with them, so we will make a few changes and go on from there. Thank you to everyone who helped out with the 2004 Supps. Well that's all I for this month so until next month keep the shiny side up and the rubber side down.

Kitsap County race track plans proceeding

Ken Mahan, chairman of the Board of Directors of The Bremerton Motorsports Park (BMP) nonprofit association recently announced the endorsement of the racing facility that is being proposed for Kitsap County by International Speedway Corporation. Mahan said "The recent news that ISC was considering locating a track in Kitsap County will not prevent BMP from proceeding with the multipurpose track," Mahan said. "There are a number of racing associations that have a need for this type of a track such as sprint cars, midgets and modified, just to name a few." BMP was formed in January 2002 to manage motor sports on the unused runway area at the Bremerton National Airport through a contract with the Port of Bremerton. Prior to the contact with the Port, the airport staff was responsible for the day-to-day management of more than 20 organizations using the inactive runway. The port commissioners asked the various organizations to form a non-profit management company for the purposes of managing the leases with users of the site. The port commissioners wanted to have one company in charge to ensure that insurance requirements were

met, safety programs were developed and any capital improvements made would have Port approval. The Commissioners also wanted to see that the various groups using the facilities for the past 50 years would continue to have a place for their activities in the future. The master plan for the future airport development will not include an area for any motorsports venues and the new corporation has accepted the responsibility of finding alternate sites once motorsports activities are prohibited on the airport site. Bruce Fields, secretary/treasurer, said "the purpose and long-term goal of BMP is to provide a facility for all motorsports related activities." BMP thinks a first-class facility should bring a favorable amount of tourism and tax dollars to Kitsap County. The new site will start with a dragstrip to replace the track that Handlers Racing Association has used for the last 40-plus years. They are the major client of BMP and an important piece in the development of a new facility. The site will be designed to facilitate use by several

clients at the same time. The concept of a multipurpose facility also includes a RV park for users of the facility. The new site will require at least 500 acres and several locations are being considered. BMP is working with a local developer to search the area for possible sites. There are no proposals before the board at this time. The board is working on conceptual drawings for the design of the project and hopes to have them completed soon.

Solo 1 rules meeting Jan. 24

There will be a 2004 Solo 1 Supplemental Rules meeting from 1-4 p.m., Saturday, Jan. 24, at the Bellevue Public Library, 1111 116th Ave. NE, Bellevue. All participants and interested parties are encouraged to attend.

SCCA names new Performance Rally chief

SCCA

TOPEKA, Kan. — The Sports Car Club of America, Inc. announced today that Sue Robinson has been named Manager of Performance Rally and will assume many of the primary responsibilities formally held by the Director position. Prior to joining the SCCA staff in November 2002, Robinson served as director of the California Rally Series from 1999 to 2002. Overall, she has been involved in various roles in rally (competitor, organizer, stage worker and instructor) since her first SCCA event in 1982 at the Reno International Rally.

Correction

The steward articles that ran in the December issue of Northwest Sports Car News were incorrectly attributed to Carol Wilhelm. The "Stewards Top 10" article should have been attributed to Mark Schue. The "Stewards keep racers and racing moving" article was written by Skip Yocum.

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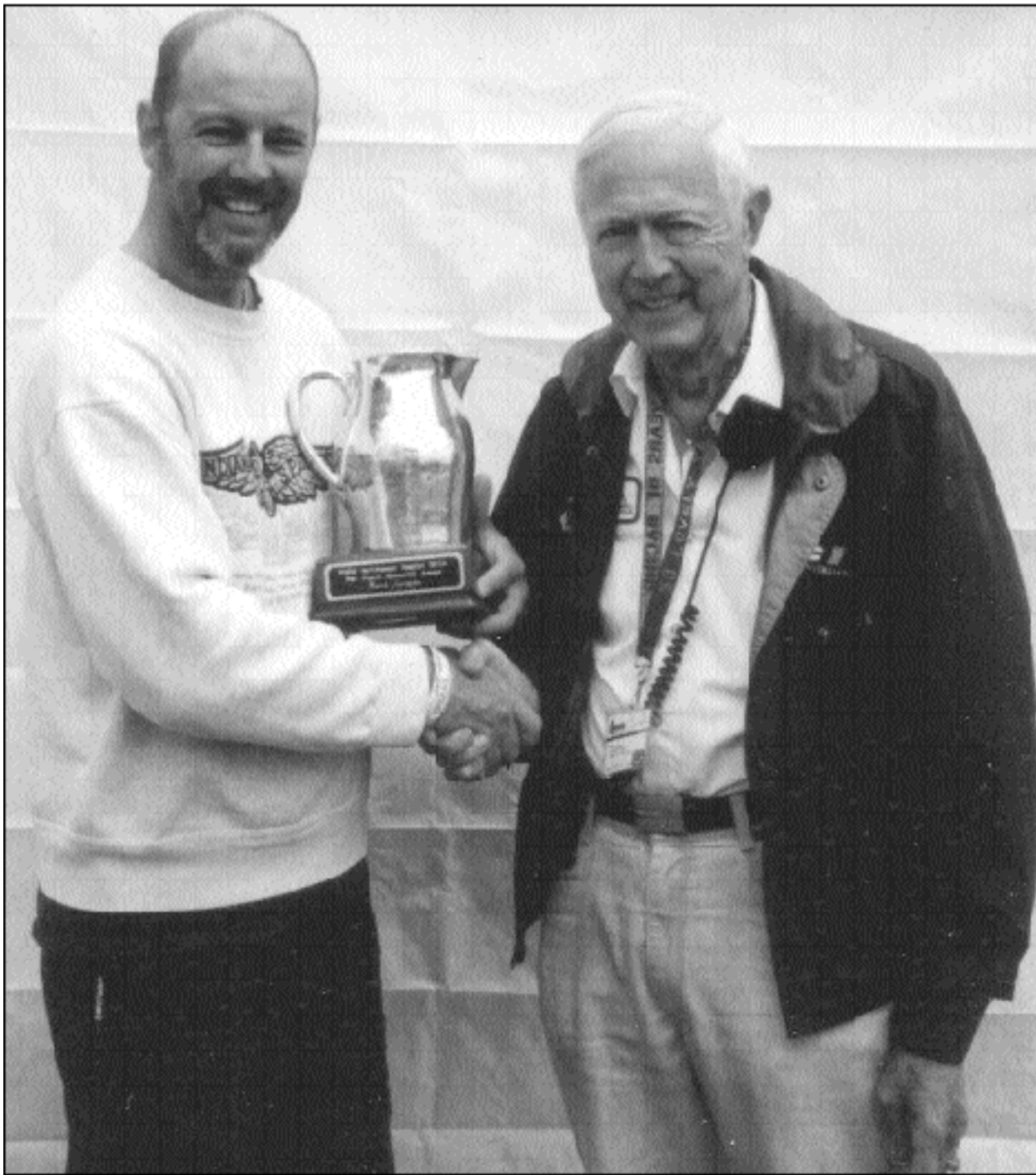
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Pat Pigott award winner



Jaremko claims trophy second consecutive year

BY FRANK MANLEY
Race Chairman Emeritus

In 1963, this trophy was given to the Northwest Region by the family of Pat Pigott, who was killed while driving his Lotus 23 in a race at Riverside in 1962. It is to be awarded to an outstanding West Coast driver who competes in an under-2-liter car. At the Northwest Region 2003 Race Awards Party on Saturday, Dec. 6, this trophy was awarded

to Mark Jaremko of Spokane, 2003 DSR National Champion. This was an unprecedented back-to-back award for Marks since he was also the recipient of the award in 2002. Mark was unable to attend the 2002 Region Awards function so the presentation was made at the NWR Double Nationals last May. The accompanying photo shows Mark receiving the 2002 award from Frank Manley. Since Mark was not present Dec. 6, a later presentation will be scheduled.

Northwest Region race events for 2004

- April 3:** Drivers' School, Bremerton
- April 4:** Regional races with Vintage and Solo 1, Bremerton
- April 24-25:** Double Regional races with vintage and Solo1, Bremerton
- May 29-31:** 23rd Annual Double National races with a possible regional grid, Pacific Raceways
- July 30:** High performance car control clinic, Bre-

- merton
 - July 31-Aug. 1:** Double Regional races with vintage and Solo 1, Bremerton
 - Aug. 21-22:** Tentative NASCAR weekend with a possible regional grid, Pacific Raceways
- All Race Committee meetings are on the fourth Monday of each month, except December. We meet at Andy's Diner, Fourth Avenue S., in Seattle at 6:30 p.m.

Dutch timer AMB perfectly times advance in U.S. market

BY FRANK MANLEY
Race Chairman Emeritus

Kevin Oonk, a wily Dutch engineer is a remarkable person. He is president of AMB-US and responsible for worldwide sales for the company.

Seven years ago, he came over here from Holland with a couple of systems to try to get a foothold in American timing. Now with 10,000 systems out there, the rest is history.

We met him five years ago at an SCCA convention where he was trying to get his system accepted. He was bucking DbComm at the time. We helped him a bit with the people he needed to convince and a friendship grew. I coaxed him here for a demo for ICSCC, and particularly IRDC. I picked him up at Sea-Tac on a Friday in October and, by the time we got to his motel, it was 4:30, getting cold and dark.

We went to SIR, found the loop at start-finish broken, so he sent me to Kent for logistics. He went to work, later by headlights from the rental car. When I arrived Saturday morning at 8:30 everything was A-OK. He sat by the guardrail on a chair with a card table, one notebook computer, decoder and a pop up to keep the sun off the computer screen. He timed three perfect groups, alone, with results available when the last car arrived in the paddock. Folks have been convinced ever since.

The system this year for Indy F1 times to 0.00001 of a second, but FIA needs this. AMB just got the contract to time the Summer Olympics, a real challenge. They also have the go-ahead to design and install the timing system for the Shanghai Formula 1 track for the 2004 race. I won't say what this cost!

Dec. 4-6, Kevin visited us and stayed at my house. He arrived Thursday and I managed to reach him at the airport via cell phones. (This was the day of the big windstorm and we were without power from noon on Thursday until 5 p.m. Friday.) We told him to get an airport motel and not to try the blackout condition in the dark. He arrived Friday morning, with the help of the Hertz GPS in the rental Volvo.

The power outage did not help my schedule for him. However, we had a great session at Pacific Raceways with Jason Fiorito, who plans sector timing for the track when he can swing it. A timing symposium was held Saturday with timers from all clubs hereabouts, including Northwest Region, EuroKarts, SOVREN and ICSCC. Dan Carchano had a chance there to discuss a TranX260 system for the Region. It is only a matter of time.

Club racing has indeed come a long way since Joan and I timed with stopwatches. Kevin showed me a procedure you can do also.

Go to "MyLaps.com" (Part of Orbits software from AMB) and you can see the qualifying, race results and lap charts of any race using AMB that has uploaded their data to MyLaps. If you have a transponder number you can get the individual lap times for that car. Some local races uploaded to MyLaps are the Double Nationals, Rose Cup and our regionals at Bremerton. Also available is the rest of the world of every kind of racing: dogs, runners, horses, etc. Kevin went to a link for live timing and tracked the laps LIVE for a driver of interest in an ongoing race in Japan!

As I said, timing has come a long way. Soon, Track Timing/AMB will let you post timing data directly to the Internet, live.

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Californians conquer Totem Rally

Sorensons plow through snow to take first place

BY RON SOREM
Subaru RX Rally Team

The final round of the Yokohama B.C. TSD Rally Championship and the final round of the Pacific Coast Challenge (Washington, Oregon, Vancouver Island and B.C. mainland) took Totem Rally entrants from Cache Creek to Williams Lake, B.C., on Nov. 15 and 16.

Thirty-one cars left the Bear's Claw Lodge in Cache Creek Saturday morning, intent on seeing 466 km/290 miles of varying conditions before dinner in Williams Lake.

The Transit section north on Highway 97 was dry. Turning onto Big Bar Road, teams found that earlier light snows left a thin covering over the gravel. Further into the Regularity fresh deeper snow had covered icy roads, some sanded, some not. Leg 1 toured through forest and prairie, past working ranches and the Big Bar Guest Ranch, and finished with a loop into Clinton for food and fuel.

Big Bar claimed two cars. The Audi 4000 Quattro of Reno's Dennis Gunn and Rebecca Rocks was carrying three zeroes when it suddenly lost all coolant and heat. The crew walked about 6 km back to where one of Clinton's tow-truck drivers was extracting a 2003 WRX with all-season radials from a moderate "off." Also, at 70-odd kilometers into Big Bar, Car 24, a caged Suzuki Swift, caught an edge in one of the ruts, got side to side, eased completely over, and with what was described as a pirouette on the hood, regained its wheels and came to a stop within sight of the checkpoint crew. After collecting a detached mirror and clearing the snow from the grille, the teams continued on to complete day one.

Somewhere between the end of Big Bar and the beginning of Meadow Lake, the Historic Equipped class '89 VW Beetle of William McRae and David Harms suffered a broken throttle linkage. Now being operated with string through the window to the engine, presumably by William, they decided on the prudent route and took the main roads to finish day one in Williams Lake, at the Laughing Loon Inn.

Leg 2 left Highway 97 on Meadow Lake Road with smooth gravel, covered with light snow. In the front of the rally, Meadow Lake

was fairly clean. By the passage of 29 more cars, the open areas were loose surface, the shaded areas polished smooth.

At 25 km/15.5 miles into the Regularity, the route turns onto Dog Creek Road, less traveled, deeper snow. Twelve km/7.5 miles into Dog Creek, Car 3, (my Subaru RX), suffered an "assisted off," courtesy of a big blue SUV traveling against rally traffic, into the right side ditch. (Remember: Winter roads, summer ditches.) The detour found a rock had detached the toe-adjustment link on the right rear. Steering was now in three different directions.

Navigator Max was already unbelted and running down the road with a triangle in hand as driver Ron grabbed scissor jack, lug wrench, and a big hammer to begin repairs. After clearing a bit of space between metal and tire, radioing their position to the Zero Car and Sweep Car, the crew waited for the rest of the rally to pass, then returned to Clinton for a "real" repair.

(Compliments of Wayne Wach at Jim Wach Repair — shameless plug. Thanks Wayne! We were second in line though... he HAD to finish work on the Clinton Fire Truck before he could fix the Subaru — probably some kind of local rule).

The '87 Subaru RX was able to rejoin the rally, bypassing the end of Leg 2 and the beginning of Leg 3 to check-in on time at the final control, and as Max has stated often, "with numbers instead of letters in our score".

At 63 km/39 miles a double-90-left brought an increase in the instructed speed, but also a significant increase in the snow depth! Of the first 14 cars, 12 were AWD (and 10 of those were Subaru). The course at this point had recent tracks, probably that of the ever-present F250 pickup, and Paul Westwick's AWD Turbo Impulse opening the route.

Car 1, Greg Hightower of Bellevue, with Russ Kraushaar of Battle Ground, said the '98 Impreza RS was "floating" on the skid plate more often than not through most of the deep snow, making steering an adventure. Car 2, Eric Horst of Shoreline and Steve Wiley of Seattle in the BMW 325ix, fared a bit better given the extra weight of the BMW, and of course Paul and Greg's fine effort at clearing the road. Car 4, Subaru Legacy Turbo with son R.J. and dad Ren Carroll from Kamloops, B.C., were caught by Car 5, '02 Subaru



Ken Sorem photo

Totem Rally entrants line up at the start of the Brigade Regularity, the last timed leg of the rally.

Outback Sport with Steve Richards of Everett and Gary Reid of Olympia, who were in turn caught by Car 6, '99 Impreza RS with Lee Sorenson and Rod Sorenson, managing a mere 19 late at the end of Meadow Lake Regularity. Lee and Rod came up from California for their first Totem, having won Thunderbird '03 in February.

As the AWD cars cleared a path, the mid-pack two-wheel-drive cars encountered just enough snow, not quite enough traction and too little room for passing, resulting in several "groups" forming for the next controls in nearly bumper-to-bumper fashion, the later AWD cars learning the term "force majeure" and eventually accepting their extra points. Recall that Canada recognizes both French and English, but the phrase "time dec" does not appear in either.

Meanwhile, midway through Meadow Lake the '74 VW Beetle of Garth Hales and Mike Palm broke an axle shaft and ended the VW versus Saab competition for Historic Equipped class. The '68 Saab Sonett II of Teresa Davenport and Brian Hackney, and the '70 Saab 96 of Fred Ankeny and Satch Carlson, later recovered from the deep snow delays and finished both days.

Eventually the deep snow gave way to smooth roads with moderate speeds through Helena Lake Regularity and into the break at Lac La Hache. During Helena Lake, a checkpoint and turn were mislabeled, the turn coming up before the odo. This made for some spectacular recovery attempts ranging from "straight through then turn around" to "well executed pendulum turns at the last instant" covering the control worker with snow, to "drive on looking for more information" only to return later. The control was eventually dropped from scoring, with the provision that penalties from that control to the next would remain.

Leg 3 circled east of Lac La Hache to Spokin Lake Regularity, north to Mountain House Regularity, then south into the finish at Williams Lake.

Day Two began with the announcement that due to the deep snow problems of day one and additional (continuing) new snow, Alkali Lake and Exeter Regularities would be dropped from the morning activity. Unfortunately this eliminated instructions such as "Caution! Exp L" "Caution! Exp R" "Hairpin R" and "Caution! Exp R for 2km". An uneventful 95-km/60-mile Transit in light snow from Williams Lake to 100 Mile House replaced Leg 4.

Leg 5 began with the Bonaparte Lake Regularity on smooth roads with fresh snow. The twisty little bits were separated by just enough straight roads to make up lost time. One long straight contained a surprise. The week prior to Totem this section had been muddy. It seems the new snow had covered a large rut, in the middle of the long straight, which threw most of the cars sideways at speed without warning. The latter parts of Bonaparte Lake became a bit more challenging due to the deep snow, blind corners, blind crests and oncoming traffic.

At the final checkpoint nearly every car found a different line through the corner sliding through snow banks at the apex left, and also outside right. Car 4 nearly caught Car 3 after a "deja vu" moment with another truck. Car 9 and Car 8 were bumper to bumper,

the checkpoint reporting just a cloud of snow with two cars in the midst, then one red Alan McColl rear-drive RX7 and one white Paul Eklund AWD Impreza TS leaving the corner. There may have been something to be said for the Imprezas — Car 1 red '98 RS, Car 14 red '95 L with Martin Chung and Christa Monasch, and Car 22 black '02 WRX with Casey Woodrum and Benson Miller were the only cars to zero this control, and it was Casey's first snow rally! The universal comment from drivers was that there should have been video at the checkpoint.

Bonaparte II followed a 45-minute regroup break, to allow Saab maintenance, lots of photos and stories, a snack and time to relocate the checkpoint crews. The Regularity began downhill, into long uphill, into gradual downhill through twisty roads on deepening snow. Eighteen km/11 miles into the section, teams encountered "Caution! Exposure L, Watch for fallen rocks next 0.5km, 0.3 mi" and it was all of that. Car 2 and Car 6 caught a much closer view (as well as someone ahead of Car 1, but no one is saying much about that — it could have been a local, right?). The hard right was in sunlight and getting more "slippy" with every car. The following hairpin left was in the shade, could be planned for quite some distance, and actually afforded good grip.

Two more checkpoints and a 3.2 km/2-mile transit brought the rally to Brigade Regularity. This is the last chance to do well or to do poorly. Speeds of 65k, 70k and 72k kept drivers' attention, then the path narrowed after the checkpoint, speed dropped to 60k, and some found overtaking a horse trailer to be a bit troublesome. The driver was friendly and willing just nowhere to pull out. Speeds dropped from 45 to 40 to 30 to 20k for "Caution! Exposure L" and "Caution! Car Breaking Cross Ditch" as the rally descended the ridges into the valleys and out of the snow. The wide smooth gravel passed ranches, pasture and campgrounds.

A right turn onto Deadman-Cache Creek Road brought out another local traffic highlight. The ever-present F250 slowed to 20k, in a 53k CAS and meandered left and right for quite a distance until a point where he could no longer physically block the entire road... At that point, each car passed slowly, waved (right?), and tried to make up a minute, ...at double the CAS. Later teams encountered firewood across the road, compliments of the F250 and another local resident. These small distractions brought teams up to the Yawning Pit of Death.

YPD is a bit exaggerated but has collected more than a few cars. The "hard left downhill, 180 right, into double apex left," is either fun or fearsome depending on what one has been told of the turn. First-timers were briefed on the corners, cautioned to keep a couple of seconds early so as to be on time for the control surely hidden just beyond... A twist for 2003 was another control just before the turn, as well as the expected one after the turn. Next year perhaps a series of lawn chairs up and down the hill, some as checkpoints, some as photographers, and possibly some as style-points judges.

Teams finished a short transit into Cache Creek and the Bear's Claw Inn for prime rib and trophies. There was no further attrition on day two. With 26 starters and finishers, Overall scores ranged from 28 to 2,856, covering 310 km/194 miles on day two.

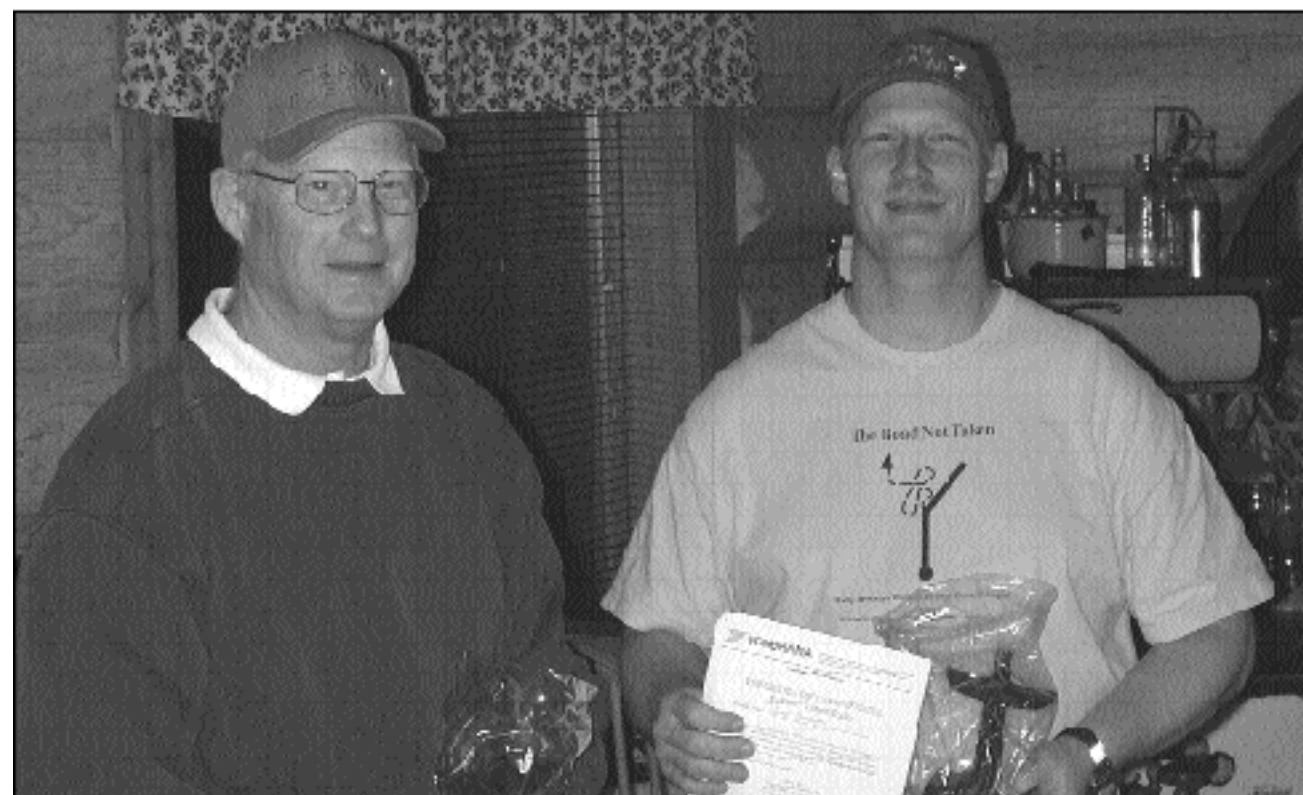
Dan and Stuart Fealk in their '89 Subaru XT6 saved 27 points to beat Casey Woodrum and Benson Miller for SOP/Paper class honors. Calculator class went to Martin Chung and Christa Monasch, 65 points ahead of Paul Eklund from Tigard, Ore., and Kala Rounds from Portland, Ore. Historic Equipped went to Fred Ankeny and Satch Carlson in the Saab 96. Historic went to Richard Childs and Helen Welter over from Calgary, Alberta, in the '74 BMW 2002Ti. Novice went to Kevin Freisen and Erin Freisen from Williams Lake, B.C., in their '97 Outback — just a little jaunt around their back yard.

In complete contrast as to distance traveled to the event, from Fair Oaks and Elk Grove, suburbs of Sacramento, Calif., Lee and Rod Sorenson took First Overall/Unlimited with 28. Eric Horst and Steve Wiley were second with 33. Greg Hightower and Russ Kraushaar were third with 54 after their snowplow duties. (Our 76 would look OK if it didn't have a 2,400 in front of it from the "off").

In the Pacific Coast Challenge standings, series class wins were won and lost at Totem. The overall champions needed only a Third-in-Class to accumulate enough for their win. Running in Calculator class, Jeff McMillen in his WRX and Marvin Crippen, both of Seattle, are the 2003 PCC Driver/Navigator champions.

On the Web

Full results, articles and photos at www.rallybc.com.



Lee and Rod Sorenson were overall winners at the Totem Rally.

Hatfield: 10 years off makes skills a little rusty

Continued from page 1

intense and fast, it wasn't as much fun as racing cars. It was much cheaper to race, though. But after nearly killing myself in the kart in 1999, I quit racing it.

Unfortunately, the year 2000 brought a divorce, and I traded the wrecked shifter to a friend for a 1994 Mazda Miata that was a theft recovery. The car was great therapy following the divorce. Soon, I was autocrossing it, and by 2002 was doing track days in it. It was soon evident to me that track days weren't enough — I wanted to race! The same friend whom I traded the kart to was racing a Spec Miata, and I thought the class was really a great concept. They are relatively inexpensive cars to race, and the very restricted rules put most of the emphasis on driving — at least in theory. Those of us that have been in racing for very long know how things like that usually end up!

So this spring, that same friend found another theft recovery Miata at an insurance auction. I ended up buying it for \$2,100, and I had a race car again! The car was actually in excellent shape with no body damage, and it had never been wrecked. My luck continued, as I was able to sell the entire interior out of the car immediately.

It turns out my membership with Mazdaspeed (the Mazda competition parts support department) from the days of racing the RX7 was still active, so I started buying parts. Since the Spec Miata rules are based on Showroom Stock rules, there are few modifications that can be made to the car. Basically, the major mods that can be made are to the suspension and exhaust. All cars must use the Spec Miata suspension kit, which you have to get from Mazdaspeed, and they sell an SM exhaust kit that works well, too, so it was very easy to get started on the project.

My goal for the year was just to get the car out on the track, so I did the minimum to get the car completed. The suspension, exhaust, race seat, brakes, required



Carl Hatfield will be working on his Spec Miata over the winter to make it more competitive.

safety gear and Autopower bolt-in cage were all installed with little drama. I found a hardtop for \$700, which is a good deal these days. The cost of used hardtops has gone way up since there are so many SMers building cars in the last few years (it is estimated that nationwide there have been 600 and 700 Spec Miatas built or being built to date!).

As luck would have it, my pickup truck was suitable for towing, and a good friend loaned me his race car trailer, so that important piece of the puzzle fell into place.

Having had previous racing experience in ICSCC, I got my license through them. They required me to run one novice race to prove that I could still drive, and I ended up finishing the race without any problems. ICSCC granted me a senior license. Back in business!

After that, I raced at the Double Regional at Pacific Raceways in September, and another Regional at PIR. The Oregon Region races have been attracting 20 to 25 Spec Miatas every race, and Spec Miata even got their own race group at one race meeting.

Since I had done the bare minimum to get my car

prepped for racing, I got beaten like a drum at the races. Plus, I was just plain rusty, and discovered that starting out at the end of the race season, I was competing against drivers who had been hard at it all year.

Still, I've found that the car is a blast to drive. Miatas are really reliable, fairly cheap to operate, and since there are so many, there are usually other cars to mix it up with, regardless of how competitive you are. My lap times are comparable to my old RX7, but the Miata is going 35 mph slower down the straight, so you can see how well the Miata handles and brakes.

This winter will be spent getting the car into more competitive shape. I will be freshening up the engine, as it was pretty slow. A compression test showed that it was running on three and a half cylinders, so that needs to be addressed. Other projects will include installing a limited slip differential, and replacing the bolt-in roll cage with a custom fabricated one.

For the 2004 season, my plans are to get an SCCA license, and to run as many races as possible. The Spec Miata racers are a great group of folks, and I look forward to racing with them. See you at the races!

Newton: Spec Miata newbie quite pleased to finish all races

Continued from page 1

My 2003 season went pretty smoothly, with only one very minor "contact" incident and one mechanical failure — a dropped valve that happened during the August ITE race at Portland. Luckily, a friend from my street Miata club had a fresh head for sale cheap, and the head replacement made a great Labor Day weekend project for my crew chief (Dad) and me. Incredibly, the car actually fired up and ran when we were finished, and made great power for the final two race weekends of the year. The fact that nothing else blew up on a 101K-mile Miata is testament to how well-built these little Mazdas are.

Personally, my family's biggest racing challenge

for 2004 will be finding room in the tow vehicle for the baby seat and all the baby "stuff" we'll need to bring our new baby (due in March) to the races! The Spec Miata pit crews are growing — at the first race next year, the pits will include two babies from the Oregon Region, and our as-yet-unnamed baby boy, who will be 1 month old at that time. Should be exciting!

As successful as 2003 was for Spec Miata in the Northwest, 2004 should be even better. Lots of new folks are building cars, and rumor has it that some of the best local RX-7 hotshoes are making the jump to Miatas. Spec Miata 2004 should be quite a scene in Northwest Region and Oregon Region. Look for us buzzing up a storm at a track near you!

Five elected to SCCA, Inc. board

SCCA

TOPEKA, Kan. — The Sports Car Club of America, Inc. elected five new members to its Board of Directors today.

Robert E. Introne, Michael Engelle, Michael Sauce, James Christian and Howard Allen were all elected in, and will join their outgoing directors at the December BoD meeting before taking over the positions at the beginning of 2004.

The final results:

Area 1: Robert E. Introne Jr., 634; Peter Roberts, 409.

Area 5: Michael Engelle, 790; Ken Patterson, 592.

Area 7: Michael Sauce, 298; R. David Jones, 287; Richard Miller, 273; C. Hearn (write in), 3

Area 8: James Christian, 1.

Area 13: Howard Allen, 523; John Martinsen, 340.

The SCCA, Inc. Board of Directors is comprised of 13 individuals voted on by the SCCA members of their particular Area. Areas are a collection of SCCA Regions nationwide.

The 2004 SCCA Board of Directors will be:

Area 1: Robert E. Introne Jr.

Area 2: Brian Holtz.

Area 3: Bill Weston.

Area 4: Erik Skirmants.

Area 5: Michael Engelle.

Area 6: Charlie Clark.

Area 7: Michael Sauce.

Area 8: James Christian.

Area 9: Gary Pitts.

Area 10: Tom Campbell.

Area 11: Andy Porterfield.

Area 12: Phil Mellor.

Area 13: Howard Allen.

2004 F1 schedule

March 7: Grand Prix of Australia

March 21: Grand Prix of Malaysia

April 4: Grand Prix of Bahrain

April 25: Grand Prix of San Mar-

ino

May 9: Grand Prix of Spain

May 23: Grand Prix of Monaco

May 30: Grand Prix of Europe

June 13: Grand Prix of Canada

June 20: Grand Prix of the United

States

July 4: Grand Prix of Great Britain

July 25: Grand Prix of Germany

Aug. 15: Grand Prix of Hungary

Aug. 29: Grand Prix of Belgium

Sept. 12: Grand Prix of Italy

Sept. 26: Grand Prix of China

Oct. 10: Grand Prix of Japan

Oct. 24: Grand Prix of Brazil

Champions never stop learning

Ross Bentley, Jeff Braun and Bob Earl Headline 9th Annual High Performance Racing Seminar

Take your race program to the next level by learning and applying racing secrets to improve your mental, driving, and race preparation skills. Secrets that top teams and drivers don't know and would gladly pay a fortune to learn. Secrets that can be used even if you are on a strict budget.

Ross Bentley, Bob Earl and Jeff Braun will be featured at the 9th annual Armadillo Racing Seminar to be held February 7, 2004 in Tacoma, WA.

Bentley, author of 3 "Speed Secrets" books and recent winner of the 24 Hours of Daytona will speak on the mental aspects of racing. "I heard Ross speak several years ago at the seminar and I was scribbling notes as fast as I could, he presented incredibly valuable information that really helped my racing program."

Bob Earl is perhaps America's premiere driving instructor. In addition to winning 24 IMSA GTP races, Earl was chief driving instructor for Bob Bondurant for 14 years and established the program for the Deek Daly School in Las Vegas. His talk at the 6th seminar was hugely popular. "I never knew how much more there was to learn about driving."

Jeff Braun is not only an authority on racing shock absorbers but is a highly regarded race engineer. He co-authored "Inside Racing Technology," as well as working with great racers as Alan Kubicki, and Michele Alboreto. Legendary race engineer Carroll Smith regarded Jeff as one of America's top race engineers. His talk on racecar preparation will take your racing program to the highest level.

Here's what attendees have said about previous seminars:

"I'm not the type of person who usually regularly attends seminars and classes of this nature. Boy was I pleasantly surprised. Not only were there a lot of friends to bench race with, I actually learned quite a lot from the presentations. I guess you can teach an "Old Dog" some new tricks." Ken Dye, Owner DND Fabrication, Puyallup, WA

"Armadillo Racing is the racer's friend. The annual seminar is the best bargain around for learning about racing." Dale Beuning, Bainbridge Island, WA

"This was my third year of attending Andy's seminar and I am never disappointed with the wealth of information that I leave with." Dan Carchano Ass't RE Race, NW Region SCCA and Mercedes Solo 1 competitor

"Great Program, Excellent speakers, Timely Subjects." Rog Stark GTI Corvette

"I always look forward to the Armadillo boot camp. Not only is it a great way to start the season but there is always some new information that you can apply to your car." George Burgess Datsun S10 and Club Ford

"The knowledge in the room was overwhelming." Brett Leahy BMW 2002

"Great speakers. You can't help but learn something from these guys." Steve Pfeifer RX-7

"I felt like a kid with my hand in the cookie jar of racing knowledge." Martin Spanberger Crew Kahn Team Racing



Do not get left out! Mark your calendar and plan to attend this exciting event. Registration opens soon. You'll not want to miss this tremendous racing event. More speakers will be added in the near future. Complete details will be available after October 18th at www.armadilloracing.com, or by calling Armadillo Racing Enterprises Toll Free (USA & Canada) 1-888-211-9129.

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February deadlines

Tell your fellow Northwest Region members what's happening. E-mail stories and high-resolution photos to kurtbatdorf@earthlink.net or editor@nwr-scca.org. The deadline for the February issue is Wednesday, Jan. 14. The deadline for classifieds is Thursday, Jan. 15. E-mail your information to kurtbatdorf@earthlink.net, or snail-mail to Kurt Batdorf, NWR Editor, 11220 Walker Road, Mount Vernon, WA 98273.

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I must have been nuts to bolt like that

Suspect or counterfeit items

THE TECHNICAL SIDE
By Dr. Denton Fender, PhD

Elsewhere in this issue you will find a story that would be funny if it were not so true. I imagine this idiot not suspecting the reason those bolts were in the trash bin in the first place was that they could not sell them even at "going out of business" prices. Here is what my research has indicated to me: Public Law 105-234 and PL 101-592, the Fastener Quality Act of 1990, indicates clearly the guidelines for quality assurance in the \$1.5 billion a year business of aircraft quality nuts, bolts and fasteners.

Generally speaking, items may be suspect when any of the following are present: Poor fit between assembled items. The configuration is not consistent with other items from the same supplier or varies from that indicated in the drawings or literature supplied from the country of origin (required to be available wherever high quality fasteners are sold to manufacturers or to the general public.) Heat discoloration. Evidence of marring, tool impressions, traces of Prussian blue or lapping compound or other evidence of previous attempts at fit-up.

You can also look for markings that look altered, photocopied, silk-screened, painted over, show incomplete data or markings. Obvious attempts at beautification, such as excess painting or wire brushing, evidence of hand painting (touch-up), stainless steel that is painted, non-ferrous metals (copper, brass, bronze, etc.) that are clean and bright indicating polishing. Evidence of handmade parts. Crudeness. Check the configuration of similar fasteners not consistent with others in the same shipment or container. Price, if the item is offered unusually lower than the competition.

Now, here is where my \$100,000 education comes in. A few words, if you will, as only a professor could provide, on the subject of the Fastener-Joint Theory. In basic terms, toned down so you groundlings can understand them; a threaded fastener is used to hold two or more mating parts together until we decide they should come apart. To be somewhat successful, the fastener must provide an excess of clamping force to withstand external loads found in the vigorous operation of an automobile. In simple terms, the fastener is in tension, or stretched, when it is installed. This stretch is called "preload."

You might think the external stress on the joint that could result from heat, vibration, leverage or internal pressure would tend to make the threaded fastener work harder or increase the likelihood of its failure, but that is not the case. Actually, as the external load increases, all that is happening is the excess clamping force of the joint is decreasing. In theory, and that is what holds many cars together, theory; the fastener will not see any additional load, so long as the force pulling the joint apart is less than the preload.

Given this theory, and the fact that fasteners will fail at stress levels much below their rated strength when subjected to a cyclical load, it should be obvious that the optimum design will have the fastener tightened until just before the fastener yields, or breaks. In theory, so long as the preload is greater than the greatest load in the cycle, the fatigue life would be infinite. Unfortunately, this theory only holds true if the stiffness of the joint is much greater than the stiffness of the fastener. A good rule of thumb is to make the joint eight times as stiff as the fastener.

Male-threaded fasteners come in several classifications. A bolt is a threaded fastener that, when installed, goes completely through the mating parts and is secured with a nut. Screws are threaded fasteners that are installed into blind threaded holes. Both screws and bolts come in a variety of head types. The most common bolt is the hexagon, or six-sided head.

On English cars it is not a common practice to use a nylon-locking nut or female threaded insert-type nuts. And never use aluminum nuts or bolts if you can avoid it. Nylon locking nuts will lose holding power every time they are disassembled and will not tolerate elevated temperatures, so they should never be used on brake assemblies. Washers perform many tasks in a threaded joint. Washers protect the critical under-head fillet of threaded fasteners from being crushed against the edge of a threaded hole. A washer also serves to distribute the clamping load over a greater area and may serve as a bridge over any gap between the head of the fastener and the mating parts. Washers protect the mating parts from damage and can provide a spring-like tension on the head of the fastener to reduce the tendency to loosen when subjected to vibration.

Fasteners are defined as Metric or English. Take the English fastener for example: We will use the designation "5/16-18x1 UNC." The fastener is a 5/16ths size with 18 threads per inch and the thread pitch is Unified Coarse. The fastener in this example is 1-inch long. In the English system, every fastener size has a coarse, UNC or UNF (fine) thread. Coarse threads are more resistant to "cross-threading" and stripping out because the coarse thread is deeper than the fine thread. However, fine-pitch threads can withstand greater loads than an equally sized coarse-thread fastener, but are more prone to failure by stripping threads.

Now here is where our resident idiot in that other story came to grief. A graded fastener is required by law (see above) to meet the strength level for that grade and must also display the manufacturer's registered name/symbol on the head. And, a little known consumer fact for all car owners who do their own work, you have the legal right to question the "Country of Origin" papers or documents for any graded fastener in any business selling those graded products. And yes, Ace Hardware would have had to produce said document upon request, but since they were out of business... well you see the implications with that dumpster business.

The obvious lesson here is look carefully at any fastening device you purchase or place on your car or motorcycle. As a layman's rule of thumb, no head markings mean little or no load should be placed on this fastener. Three hash marks may indicate a Grade 5 fastener, used for common light to moderate loads. Five to seven marks, in addition to the manufacturer's markings, should indicate a Grade 8. True "aircraft quality fasteners" are not available from an aircraft surplus store as the liability factor is too great. These must come from the supplier or the manufacturer themselves. No Dumpsters!

It was a day like any other, I suppose. I was in the right place at the right time. And not just once but several times. Let me explain.

As many readers know, it seems to be the duty of big business to eat up small business; it's the American way, unless you work for the small business and are going to lose your job? But I digress. I was passing through an alley behind an Ace Hardware store which had recently gone out of business, seems a Home Depot went in within walking distance to the Ace, you get the picture. As I am driving slowly in the alley I glance to my left and spot a small dumpster with the lid up and from my lofty vantage point in the driver's seat of my 3 MPG city/2 MPG highway Ford SUV (Suburban/Urban Assault Vehicle, pronounced, "suave") I notice the bin is overflowing with bolts of all sizes and shapes.

I stop.
I look closer.

They are all Grade 8 bolts! I have made the discovery of the decade and I grab every container I can find in the Ford SUV. I have a choice of old grocery bags, a long-discarded gallon jug that has been used at various times to obtain water for a starving radiator or two, or something to pee into while on a long drive and/or a "semi-sterile" container in which to carry drinking water. I forget which came first, it has nothing to do with the story anyway, good grief!

I scoop, dig, grab, pull, gather, harvest, collect, yield, acquiesce, drag, draw, haul, clutch, claw, grasp, snatch, capture every nut and bolt in that dumpster. I am Dumpster Diver! And I found it first! Mine, all mine! The cost figures of Grade 8 bolts on the open market are running through my mind. I have saved hundreds, no, several hundreds of dollars with this find. I no longer have to save money I find in the washing machine, steal my daughter's lunch money or panhandle at the corner of Central Avenue and the freeway anymore to buy Grade 8 bolts. This is a Scotsman's dream come true. If I were Irish it would be akin to capturing the Leprechaun and he has to give me the pot of gold before I let him go.

Flash forward a couple of years: A friend of mine who has at least 40 Bugeye Sprites is taking me on a tour of his facilities and over in the corner I see a pile of roll bars, all of them fit a Bugeye Sprite. My friend noticed my sudden interest in the pile.

"Do you want any of those roll bars in that pile?" he asked knowingly.

"Well, actually, yes," I replied. "Last year the Guest of Honor at the Healey Rendezvous, John Sprinzel, wanted to navigate in my red Bugeye POS. During the course of the rally he commented on the fact I had only a single hoop roll bar on the POS. He said he hoped if we went up the side of a mountain and down a cliff into the Rogue River, caused by my driving with my knee for half the event, that it would be adequate for his safety as well. So, yes, that double bar would be great," I said.

"It's yours!" He cried. "I'm building some new ones anyway!"

So I took it back to the junk pile I call a garage, to sand it, primer it and paint it a nice glossy black. I took out the single bar and fitted up the double. Made for it! Let's see now... mounting bolts. AHA! I have millions of them in boxes scattered everywhere in the garage.

I found the ones I needed under a pile of greasy shop rags, just beside the 40 gallons of racing fuel in glass jugs on a part of the concrete floor I recently, accidentally, burned with the oxacetylene torch when I set it down while it was still aflame, after I caught one of my

From the Back of the Garage

CRAIG K. ANDERSON

sandals on fire while welding up the fuel tank supports on the race car. You never know where you are going to find Grade 8 bolts, do you!

Well, I gathered everything I needed and found to my dismay, I only had three of the proper nuts for those bolts. Last time I saw the nut box it was shoved under the freezer my wife lets me use as a workbench. At least I think it's still a freezer. Yes, it is! I remember using it to freeze some pistons that wouldn't go into the cylinder bores on my last engine rebuild and by golly, freezing them made them fit after all. Never could get that motor started, however. I have to take it apart again someday and find out what's wrong. Probably doesn't have any Grade 8 bolts in it and it refuses to turn over because of that fact.

So I went down to the local hardware store, and it was not HD. (Home Depot is for "Homes," silly readers, and they don't sell many "Grade 8" nuts for cars. Everyone knows this fact!)

I found the nut and bolt department and located the nut section and found the bin with the size and thread of my bolt. After all, I am a professional and I measured the bolts AND I brought my sample. And I am a man who is not afraid to ask directions either.

As I introduced the nut from the bin to the grade eight bolt in my hand, the nut went about three turns and stopped. I took it off and looked at the bolt. Gee, that's funny; it has a few threads missing from the bolt. I looked even more closely. WOW! There are even threads I haven't screwed up to yet that are galled, notched, missing! These are new bolts! This can't be! These are aircraft quality bolts, aren't they?

I noticed a bin next door to my section with the label, "Grade 8 Bolts." I took one out. It looked somewhat like mine but it didn't have all those marks on it. DIDN'T HAVE THOSE MARKS ON IT? I grabbed another nut from the bin. I put it on the other bolt from the bin. It didn't wobble when I screwed it on like mine did. I checked the bolt head from the bin, "8 -/-/-/8" etc. all around the head. I looked at mine. I could barely read the markings on the head. They were stamped in during the forging process and were not raised like the other one. Hmm! Wonder what I do have!

I found the section manager and showed him my findings.

"Son, you've got a counterfeit bolt here. Where'd you get this thing, out of a garbage can?"

Gentle Readers, I have been chewed out by four-star admirals, had my butt chewed by the CEOs of seven car companies and been kicked out of a state by the governor of that state; but never have I felt so low, so humiliated, so stupid in my life. Here I had several tons of "Grade 8" bolts at my house filling every nook and cranny, and these things don't even make good boat anchors.

So I spent my laundry money, added to it with some of my daughter's lunch money and when I got home I went through the cushions in every chair and couch in the place, and bought a full compliment of "real" Grade 8 bolts.

I feel better now and I know John Sprinzel is resting easier now, too.

At least until he sees what I had to do to make it fit in the car.

Oh, well, that's another story, I'm sure.

Northern Pacific Division Wants You..... to come join the fun, and excitement!

When: January 9-11, 2004

Where: Atlantis Casino Resort, Reno Nevada.

Who: Officials, Drivers, Crews, and Members EVERYONE! Everyone that is involved in SCCA.

What: the 10th Annual NorPac Divisional Convention!

The Northern Pacific Division of SCCA Convention is designed to meet the needs of those who make SCCA happen. Without VOLUNTEERS, there would be no races, rallies or solos, with out Drivers, Stewards, Divisional Administrators and all the other folks who volunteer at higher levels than most of us know about there are no events. EVERYONE VOLUNTEERS TO DO THIS. Read on!

Why: The Convention will host once again the Satellite SCCA University Campus. Participation of SCCA University to the 2004 Convention will provide significant advantages for program development to the NorPac Regions and YOU. We have selected topics of seminars to reflect the down to earth everyday VOLUNTEER, "In the trenches". **Barbara Lundquist**, Director of the SCCA Foundation and University has once again developed a special presentation. Will you learn something for your region and yourself...you bet! Saturday afternoon will be devoted to concurrent seminars in each of the following areas: Administration, Road Racing, Solo and Rally. Divisional Administrators for all venues and specialties will attend these forums. Special guest speakers include **Steve Johnson**, President & CEO. You will have one on one time available with Steve and other National Staff members, meetings and discussions with your peers. **Sue Robinson**, Manager Performance (Rally, Howard Duncan, Director of Program Development, **Garrett Mudd**, Vice President of Marketing.

How Much: Note: Once again Friday and Saturday night stays are **ONLY \$49 per night** with a 12% tax rate, and an energy charge of \$3.00 per night at the Atlantis Casino Resort 800-723-6500.

Registration: You asked and we listened. "This is the 5th year prices have remained the same!" Remember that the registration price includes **ALL Seminars, Breakfast Buffets** (both Saturday and Sunday mornings), **Lunch** on Saturday and Sunday, **Breaks** (Liquid Refreshments and Snacks), **Welcome Reception** on Friday night, **Subaru Social** on Saturday evening, **Registration Packet**. All of this for **only \$75.00 Early Bird Special!** If it were not for the sponsors we have acquired you would be paying much more. Take advantage of this great price **sign up now!**

For additional information visit our web site
www.nwr-scca.org/convention

**Don't Forget
NORPAC 2004
Convention**
Reno Nevada
January 9-11, 2004
visit our website:
www.nwr-scca.org/convention



10th Annual Northern Pacific Convention
January 9-11, 2004
Please use a separate form for each individual

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Email: _____
Phone # () _____ Day/Evening
SCCA Member # _____ Region of Record
Area of Interest: Race _____ Rally _____ Solo _____
Specialty License Level _____
Special Positions (RA, Chair of Specialty, RA, etc.) _____

REGISTRATION
Only \$75 Special \$75 (includes breakfast, seminar, buffet, etc.)
After December 8, 2003 \$100.00

PAYMENT OPTIONS
Please check payment to NORPAC. PhotoCard & Visa Accepted!
Total amount \$ _____
Exp. Date _____ Total Amount \$ _____
Name on Card _____
Signature _____
MAIL TO: 10000
NO REFUNDS AFTER JANUARY 20, 2004.
A \$20.00 FEE WILL BE APPLIED FOR CANCELLATIONS BETWEEN DEC 16 - 20, 2003.
Hold reservations **MUST** be made directly with the Atlantis Casino Resort (800) 723-6500, or by using their online form by following the link from our convention webpage. **PLEASE** use our registration form to the 2004 NORPAC as the website is UNRELIABLE. Call Club of AFFORDA when calling the hotel.

Taxer House Rates are: \$150/2 per night, Friday - Thursday
\$95/2 per night, Friday - Saturday
\$95/2 per night, Friday - Saturday
\$95/2 per night, Friday - Saturday
\$95/2 per night, Friday - Saturday

All rates are subject to Nevada County taxes (as currently set at 12%... The rate is based on occupancy, however a \$20.00 charge per person will apply should more than one person occupy the room. Correctly an average fee is added of \$1.00 per night.

Hotel Use Only
Date paid/received: _____ Amount received: _____ \$1 _____ \$2 _____ OTHER _____

Northwest Region Board meeting minutes

Jan. 6, 2003, meeting minutes

Attendees: Dick Willy, Bob Rygg, Kim Craddock, LouAnn Christensen, Linda Milkovic, 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

Solo 2: Banquet has been scheduled for Feb. 1, 6 pm, 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.)

March 3 meeting minutes

Attendees: Dan Carchano, Karl Coleman, Lou Ann Christensen, Kim Craddock, John Forespring, Frank Hamilton, Linda Milkovic, John Nispel, Ananda Siverts, Dick Willy, Guest: Wendy Fee.

Minutes from February 2003: Approved as corrected. (Frank H., Dick W.)

Treasurer's Report: Report read to include checking and savings, bills outstanding from 50th Anniversary Banquet.

Venue Reports

Rally: Doo Wop 1 & 2: Doo Wop 1 & 2 was held at the Hoquiam Sort Yard, a brand new venue, and provided some great facilities for future use with the possibility of having a night time stage.

Doo Wop 3 & 4: Doo Wop 3 was held at the Hoquiam Watershed and Quinault Reservation, Doo Wop 4 was held at the Montessano Watershed and Smith Creek.

Solo: 50th Anniversary logo has been added to an SCCA Solo 2 ad to appear in the WWSCC rule books. Solo bought a generator and computer printer (HP 1200), and a bus battery was donated by Interstate Batteries for the Solo Bus.

One more co-chair has been filled by Karla Rounds at the last Board meeting. A trophy committee has been formed.

Race: Race Seminar had 21 attendees and good speakers. Bremerton Motorsports Park is requiring 45 day advance payments against industry standards. Dan Milkovic is donating the truck to Northwest Alternatives and getting a new truck with transferable graphics for Region use. Dan would just like gas reimbursements.

Newsletter: Kurt Badorf is the new editor and just completed his first newsletter. He would like those writing articles to get in the habit of submitting articles on a timely basis. The 10th of each month is the cut-off date. Handouts will be distributed at the Board meetings.

Web site: Web site did not do well during the web-site competition. John asked Karl Coleman to get Web masters together for improvements.

Bremerton Motorsports Park: Future events will require a 45-day payment advance. Region should lobby the Park to make changes to this policy because it goes against industry standards.

Membership: Linda Milkovic passed out 3-inch disks containing National Information, Dual Membership, and recipients of free newsletters. Any requests for people to receive a free newsletter should submit a request to John Forespring.

2003 Reno Convention: Kim Craddock is still working on bringing money in and paying bills. Motion for Esther Sicks membership fees and organizing committee recognition certificate expenses to be charged to Convention budget (Frank H./ Dan C.).

50th Anniversary Banquet: 155 people attended. Venues should purchase leftover commemoratives (pins, champagne glasses, banners, etc.) for sale to their members. Assistant Regional Executives should

write Steve Johnson thank you letters for going through painstaking means to make it to the Banquet. Discussion regarding moving the Banquet earlier in the year, Assistant R.E.s will have a decision made by April's Board meeting.

WRC Status: John is going to the Corona Rally in Mexico to view their rally and have meetings. John thinks the sponsor seeker can raise the necessary funds for a US WRC event, a report is pending.

New Business: New legislation requiring race schools to pay fees discussed. The definition of "race" needs to be clarified as it applies to Race, Rally and Solo venues, which could pose future problems if this is not done.

Board Assignments: Retention of Subaru members and other new members was discussed.

Board Members should make a "welcome" phone call to new members and open a dialogue of common interests. Hopefully we can steer them to the right venues. Motion to call Home Office and see if they have a scanner, if not, Region offers to buy one for them (Dan C./ Frank H.). Committee formed by Frank Hamilton and will present plan by April's Board meeting.

Corvette and High Performance Car Show: 11,500 attendees, no summer show planned this year. Val Korry does not want to head this booth next year, but would like to participate on securing show cars for the booth. Will this be a Marketing Committee duty?

Discussions regarding possible exhibitions for SCCA attendance and membership recruiting.

Meeting adjourned at 9:08 pm (Karl C./ John N.)

April 8 meeting minutes

Attendees: Dan Carchano, LouAnn Christensen, Karl Coleman, Kim Craddock, Kevin Dietz, Wendy Fee, Frank Hamilton, Linda Milkovic, Bob Rygg, Ananda Siverts, Dick Willy.

Minutes from March 2003: Approved as corrected. (Kim C., Dick W.)

Treasurer's Report: Kim Craddock e-mailed reports to Board Members.

Report read to include P&L, Balance Sheet, Bills outstanding for 50th Anniversary Banquet and awards. Venues still need to sell 50th Anniversary merchandise to avoid a loss. One outstanding phone bill. Newsletter is being paid, everything else is struggling.

Passed Motion: Remove the SCCA hotline from Race.

Passed Motion: Tie tack tags to be issued when a member reaches 20 years and receives another every 5 years afterwards. (Dick W., Dan C.)

Kim Craddock is pursuing a position out of state and is limiting her involvement, she can only afford five hours a month as Treasurer.

Passed Motion: Pay \$1,875 for an auditor Kim Craddock recommends. (Kim C., Dan C.)

Board is now taking recommendations for the Treasurer's position. A "wanted" ad may be placed in the newsletter.

Venue Reports

Race: Race had their first event, which included a ground school on Thursday, drivers school run by Performance on Friday, wet racing on Saturday, and drier weather on Sunday. Dan would like some more help setting up the tracks before and after the event.

Solo: Solo held a novice school at Bremerton on March 8 with 140 attendees. The Yakima event had 142 attendees. The next Solo event will be held on Easter and hoping to use Terminal 5 at the Port of Seattle. Solo installed a new stereo in the Solo Bus.

Rally: Rally representatives were currently returning from the Reno Rally as the Board met.

Web site: Sherri sent an email to Joe notifying him that the Web site is acting funny. Some links are not working correctly.

BMP: Linda M. asked if anyone on the board knew who owned the small trailer parked in the SCCA/NWR Race area. Frank Hamilton would investigate. Dan C asked that the owner be notified to clean up area or abandon ownership of trailer & contents.

NWR Outdoor Coalition: There is a remote chance the ORV park could be opened for us. The Coalition is proposing becoming a non-profit organization to run the ORV Park. Frank is writing an article for the next newsletter.

Membership: Frank created a draft letter to be sent to WRX owners and would like some suggestions for improvement. Assistant RE's to place follow-up phone calls to WRX owners. 46 new members, 165 renewals. Military membership will be extended and a "Thank You" article will be added the newsletter, thanking renewing members.

New Business: Solo is participating in a high school car show in Kent. Karl Coleman is concerned with BMP making a decision before meeting with SCCA regarding Evolution School and race prices. Solo prepared a letter and BMP decided to maintain current rates without discussing them. This is an open issue to be discussed.

Meeting adjourned at 8:45 pm.

May 5 meeting minutes

Attendees: Dan Carchano, Kim Craddock, Kevin Dietz, John Forespring, Frank Hamilton, John Nispel, Ananda Siverts, Dick Willy

Treasurer's Report: Checking and savings read, member and advertisement payments received for the month of April, Kurt Badorf is receiving a check from advertisement sales.

Venue Reports

Race: Second Bremerton race was a success. Double Nationals is next. Scrutineers resigned and someone from San Francisco Region will come up for Double Nationals to take their place. Dan is working on getting someone trained.

Old pace car could be raffled off. But a liability form must be completed before any ownership changes.

Solo: Practice event at the Port of Seattle on Easter weekend. Atwater Pro Solo takes place on May 10 and 11. Dick Willy has not heard from the Shelton airport for Solo and is going to find out if SCCA can use it. Packwood site did not pan out.

Rally: Reno was a success with 19 starters and eight finishers on the first day, and 10 starters and eight finishers on the second day. Rally is planning for the Dryad/Shitepoke Rally on June 7 and 8. Litter pick-up was last Sunday along with All-City Rally.

NWR Newsletter: Brand new newsletters are

going in the mail very soon. Board members found a few corrections to be fixed by the next newsletter and will be communicated to the Editor. Board members would like each Venue to send the Editor new list of contacts for the next edition. It was pointed out that the current format is the cheapest, no changes necessary.

John Forespring asked each member to supply a list of contacts to refresh the free newsletter distribution list. Please e-mail the information to Ananda Siverts at ananda_sw@hotmail.com. Afterwards, we will supply the list to the Chronicle.

Passed Motion: Chronicle should use the current mailing list until a new one is supplied with current addresses. (Dan C., Kim C.)

BMP: John sent an email to Karl to get together with Lou Ann. He would like all receipts for negotiations for a better deal for the school. John would like to get this resolved as soon as possible.

Membership: We are at 1552 registered members.

Activities of Board Members at Large: Frank has not received any suggestions for his letter to send to new members from last meeting. Frank will resend to board members for critique.

WRC status: John Forespring was in Las Vegas for a meeting with the RSNA and other officials. FIA will be providing an international observer and two stewards will be supplied from Mexico and Canada for a prototype event next year. Two major sponsors have committed if Rally group succeeds in securing roads and receiving cooperation from the City of Seattle. John has a tentative okay from DNR and is working on Snoqualmie.

Workday: Gig Harbor Inn sent a letter John to host the Board's retreat. Ananda is going to look into it and report back. By next meeting, Board members should come back with all available Saturdays for June and July to coordinate our retreat.

New Business: Request to link: Board members are going to check out motorzoo.com/links.htm to see if we want to link our site with theirs. Requests for other sites to link up to are welcome.

Adjourn at 8:52 p.m. (Frank H., Kim C.)

June 2 meeting minutes

Began at 7:40 p.m., May minutes approved as corrected. (Kim C., Karl C.)

Attendees: Lou Ann Christianson, Carl Coleman, Kim Craddock, Kevin Dietz, John Forespring, Joe Goecke, Frank Hamilton, Linda Milkovich, John Nispel, Ananda Siverts

Treasurer's Report: Checking and savings read. Kurt Badorf is receiving a check from advertisement sales. 2 out of 3 venues have submitted payment for audit, which is currently proceeding slowly. Treasurer is accepting suggestions for charities to donate to.

Venue Reports

Race: Double Nationals netted \$40,000 with 235 entries. Discussion about sound control ensued.

Solo: Equipment bus having problems pulling trailer and needs more power. New timing sensors, displays and poles for antennas have been ordered. Port of Seattle has discontinued use of Terminal 5. Solo has formed a Strategic Planning Committee to submit a plan to National Office after NWR Board approval.

Rally: National office suspended standalone ClubRally events. Dryad/Shitepoke is now a TSD/Gimmick/Poker Rally.

Web site: Joe will ask the newsletter editor to PDF the newsletters for posting on the Web site. Past approved board minutes will be placed online. Ananda has offered to work with Joe to improve the Web site graphics.

Membership: We are at 1,556 registered members. Discussion on bounced check procedures.

WRC status: Foreign observer will be coming to Wild West. Stewards will be coming from Mexico and Canada.

Workday: Board will wait until October for a retreat.

New Business: Race venue truck is at Frank Hamilton's house. Other car clubs have asked NWR to donate the truck to Bremerton Motorsports Park for a support vehicle. Pacific Raceways would like to keep the pace car and is willing to leave SCCA decals on the car. Motion: Give race venue pace car to Pacific Raceways. (Kevin D., Karl C.) PASSED

Send any links or suggestions to Joe Goecke.

Motion: \$150 per month paid to Sherry Masterson for services rendered. (Kim C., Karl C.) PASSED

Adjourn at 9:20 p.m. (Kim C., Karl C.)

July 7 meeting minutes

No quorum present.

Attendees: Dan Carchano, Karl Coleman, John Forespring, John Nispel, Ananda Siverts

Venue Reports

Race: Dan is thinking Double Nationals will be shortened from Four days to three.

Solo: Still looking for solutions to cool the van. Shelton may be a possible new Solo site. Solo Report has been submitted to SCCA home office. Evolution school has been moved to Cheney Stadium due to BMP triple booking.

Rally: Gimmick Rally was a success with 26 entries. Rally Cafe takes place at the end of July. Stew Johnson will attend the Oregon Trail to discuss ClubRally program.

Membership: Membership is down to 1,512, WRX owners are not renewing memberships.

Other Business: Possible new Board meeting place at Bison Creek in Burien?

Board retreat, October 2003

Attendance: John Forespring, Kim Craddock, Lou Ann Christianson, John Nispel, Ananda Siverts, Dick Willy, Dan Carchano, Karl Coleman, Kevin Dietz.

Wild West: The Wild West Rally has been removed from the 2004 Performance Rally Schedule. Causes for removal may have resulted from the Club Rally suspension, which cost the Rally program valuable Wild West funds, and from perceptions of when a contingent fire plan was in place or not. John Forespring is trying to identify the decision makers on the PRB and to develop a plan of action to return Wild West to the schedule.

Rallycross: A Rallycross program supported by the

CONTINUED ON PAGE 9

2003 Northwest Region Board of Directors meeting minutes

CONTINUED FROM PAGE 8

NWR venues has been created to support venue cooperation and to raise funds for the NWR Region. The Oregon Region has expressed interest in assisting the new program. A location needs to be established for a possible event between January and March. Pacific Raceways has been proposed as a possible location.

Rally Cross Event Chair Assignments:

Sob, Event Chair: Kevin Dietz or Dick Willy or Ron Bauer

Race, Co-Chiefs of Registration: Kim Craddock and Lou Ann Christianson

Race, Chief of Workers: Julie Anderson

Sob, Course Design: Kevin Dietz

Race, Site Establishment: Dan Carchano

Rally, Grid: John Nispel

Sob, Timing: Karl Coleman

Rally, Tech: Open

Rally, Insurance and Safety Steward: John Forespring

Newsletter and Budget: Kim passed out the 2004 budget profit and loss overview, and a 2003 profit and loss report for comparison. Kim says we are slowly losing members every month resulting in lower newsletter postage. However, the current newsletter contract with The Chronicle states we must maintain 2,000 copies in order to keep current rates. Therefore Kim proposed finding a new printer and John Forespring will ask an acquaintance in the printing business for a bid. All newsletter printing bids are due by the December Board meeting. With a new printer the Board can explore possibilities of reducing the number of issues or the number of pages to cut costs. Kim mentioned we need to make money on two issues to break even.

Kurt Badorf is not receiving enough content and is growing more concerned. Please make sure all venues are submitting articles and by Kurt's deadline.

Linda Miklovic will resign as Membership Chair to be a consultant at the end of 2003.

Dan Carchano said we should be mailing a supply of newsletters to a number of places, such as Mission Raceways and every performance and tire shop in the area.

The Board had a discussion over raising family memberships by \$5 and the per-car-Region-fee with the decision to leave both rates alone.

Filling open Board and Venue Committee Positions: John Forespring will write a newsletter article to fill the Board Treasurer and Membership Chair position. Lou Ann Christianson and Dick Willy's positions are up for re-election and would like to return. Bob Rygg has failed to consistently attend Board meeting and John Forespring has asked Dan Carchano to ask Bob to start showing up or resign.

Membership Chair Description: The Board reviewed the Membership Chair description as it appears in the bylaws and offered possible candidates. Assistant RE's should try to pull someone from their ranks to try filling the position.

Web site: Ananda will work with Joe Goeldke to create a new Web site and design using more photos.

Review of Region Employee: We do not have a current region employee. However, the region still owes Sherri Masterson money for work done through August and September. We currently pay her \$150 a month.

MOTION: Rewrite Board Policy and Procedure section for Region Administrator as a part-time employee to a contract basis (Dan C., Dick W.) PASSED

MOTION: Termination of Sherri Masterson as a regional employee at the end of October (Dick W., Kim C.) PASSED

When we write the contract the regional employee duties will be specific.

Communication and Marketing of Venue Events: We need to do a better job getting of distributing excess newsletters to area businesses. Someone could contact managers of tire and auto stores to see if they would take some. Board meetings can also be a good place to hand out newsletters for disburse-

ment. This can also be a duty of the Board Members at Large.

Region Bucks: We need to put something in the Policy and Procedures manual on how Region Bucks work, how much one can accrue, and what it can buy. Expiration should be set for one year.

Treasurer has to keep track of them for reports and audits, which can cause problems with income and taxes. Accounting books have to reflect issuance of "play money." Kim will rewrite the Region Buck paragraph in the bylaws.

Can someone donate Region Bucks to someone else? This question tabled until next meeting.

Bylaw changes: Any reference to Speed Freaks needs to be changed to First Gear.

Kim is going to rewrite the bylaws and bring them for Board approval.

Nispel will see if the Region is still a Northwest Rally Council member.

Venue Reports

Race is planning their award party. Ananda will check past minutes to find discussion regarding the decision over tenure pins and recognition.

Solo is working on the City of Packwood to hold a Pro Solo event. Pro Solo events should be increased to three events since they are very popular.

Kim is working on a new Rally budget for 2004.

All venues should support the re-election of John Martinson for the National SCCA Board.

Notes to National Office: We would like to see more promotional materials from SCCA and a list of media contacts for the Northwest area.

Week of Aug. 21, SCCA booth should be held outside of the paddock area for more exposure to NASCAR fans.

Solo needs help with site procurement from National Office including materials and/or people.

Respectfully submitted,
Ananda Siverts, Northwest Region Secretary

New members join region's ranks

Welcome to all the new members of the Northwest Region. All these enthusiasts came on board in May 2003. Glad you're with us.

Joshua Vonahlefeld, Mercer Island, WA
Jeff Fry, Bothell, WA
Tony Throop, Kent, WA
Russell Harvey, Freeland, WA
Mark Godsoe, Kent, WA
Heidi Godsoe, Kent, WA
John R. Rongerude, Kirkland, WA
Mai Rongerude, Kirkland, WA
Shane Klingenstein, Federal, Way, WA
Eric Wallin, Olalla, WA

Douglas K. Folsom, Hillsboro, OR
Guiseppe A. Morella, Auburn, WA
James Bray, Snohomish, WA
Robert R. Rendon, Puyallup, WA
Brett Klaassen, Puyallup, WA
Jamie Del Palacio, Mexico
Ryan Dolby, Tumwater, WA
Matt Manspeaker, Shoreline, WA
Steven R. Weyant, Bonney Lake, WA
Jody Olson, Oak Harbor, WA
Doug Thurmon, Seattle, WA
Chuck Harrington, W. Richland, WA
Dave Quekett, Snoqualmie, WA
Timothy Hollenbeck, North Bend, WA

Arizona Region 2004 Schedule

Jan. 16-19, PIR, Test/Double National

Feb. 14-15, FIR, Double Regional

March 6-7, AMP, Regional/National

April 2-4, PIR, Fifth Annual Spring Racing Invitational. Restricted regional for invited groups; this event benefits the Phoenix Children's Hospital

May 1-2, PIR, Phil Clark Memorial Double Regional

Oct. 15-17, FIR, Double Drivers' School/Regional (Friday: East Course; Saturday: Main Course; Sunday: Main Course)

Nov. 13-14, AMP, Double Regional

Dec. 4-5, PIR, Double Regional

Race PIR and California Speedway SoPac Winter National Series

Snowbird Nationals Phoenix International Raceway

Registration - Thursday, January 15, noon - 8 p.m.

Test Day - Friday, January 16, 8 a.m. - 5 p.m.

Races: Saturday, January 17, 8 a.m. - 5 p.m.

Sunday, January 18, 8 a.m. - 5 p.m.

Monday, January 19, 8 a.m. - 5 p.m.

Social banquet - Saturday, January 17, 6 p.m.

Registration Information: Registrar Jean Munn

Voice: 623-877-8250 - FAX: 623-877-2205

e-mail: azbluflg@aol.com

On-line registration: www.az-region-scca.org

California Dreamin' Reg./National California Speedway

Test and practice day - Friday, January 30, 8 a.m. - 5 p.m.

Races: Regional - Saturday, January 31, 7:30 a.m. - 5 p.m.

National - Sunday, February 1, 7:30 a.m. - 5 p.m.

Registration Information: Registrar Sue Cannon

(562) 693-4110 - FAX: (562) 693-4460

e-mail: cscclub@earthlink.net

On-line registration: www.calclub.com

**Fly home
between events!**

**Get a jump
on the 2004
National season!**

**Race rig
storage available
in Arizona and
California!**

**Head south and
dodge the
winter chill!**

**Complete event information can be found at
www.az-region-scca.org and www.calclub.com**

Scott Trinder, budding rally champ

After campaigning his own cars, the talented Vancouver driver now hopes for a paid ride

BY BILL WESTHEAD

Recently I had a chance to catch up with Vancouver, B.C.-based rally driver Scott Trinder. At age 28, Trinder is already an accomplished competitor with 12 years of international rally experience under his belt. So far, his rally career has taken him on adventures from as far away as Panama to national events across the United States and Canada.

Trinder has earned his place in the North American rally community by developing his talent through low-horsepower cars. He has also attended and instructed for internationally renowned rally and race driving schools. Furthermore, he is a proven crowd favorite at events, using the entire road while aggressively sliding his car through the corners at top speed.

Throughout his career, organizers, competitors and spectators have made similar observations about him. Scott is quick — very quick, in fact. Recently, at an international rally in the United States, he won his class by more than 7 minutes. Just one event later, Scott won the Mountain Trials rally in Merritt, B.C., overall.

These results are not an uncommon occurrence for Scott. He frequently wins his class and sets stage times on par with competitors in substantially more powerful cars.

It's widely acknowledged in rallying circles that, to be a consistent driver and to finish events, a rally driver must be smooth, fast, and (most importantly) easy on the equipment. During Scott's career he has seldom failed to finish a rally due to car breakage caused by overaggressive driver behavior. In his words, his technique is as much a mental approach as it is a physical one.

Bill Westhead: Welcome and thank you for spending some time with me today.

Scott Trinder: No problem.

BW: Scott, how would you describe your driving style?

ST: (pauses)...I would describe it as committed.

BW: What do you mean by that?

ST: Well, I don't hesitate — I have learned in rallying and other sports that hesitation is a very dangerous reaction. You have to go for it, to be successful at this you must understand the workings of your car and how it reacts and most importantly the workings of yourself and how you react under pressure.

BW: What do you think is the most important aspect of rally competition?

ST: The mental side is definitely the most important aspect. Understanding the car, being confident, knowing your limits and being able to quickly assess situations.

BW: What do you mean by "quickly assess situations"?

ST: Well, if it's super foggy and slippery on the course, these conditions exist for everyone. The key is not to make a mistake, even though you may feel like you're going too slow — everyone else faces the same challenges, so patience and control are the dominant factors, not raw speed.

BW: You say the mental side is the most important aspect. How do you prepare for an event personally?

ST: I think the key is not to worry about your competition. A good driver knows their own limits; driving to those limits without making a mistake is what gives me true satisfaction. When you've completed a stage knowing that you couldn't go any faster, it will show in the stage times.

BW: Sometimes at events I've heard you say that you were in a zone. Can you explain this?

ST: (laughs)...I can summarize this, but a full explanation would take some time.

BW: Why?

ST: Well this is, in fact, the key to rallying for me...

BW: OK, how would you summarize it then?

ST: I would first define a zone as a level of concentration that makes you feel as if you are a passenger in the car.

BW: How do you get into a zone?

ST: Well, I was taught early on, or should I say: "told," at the Bill Guine Rally School, that your talent is worthless unless you can control it. In order to control it, you must monitor your actions at every moment throughout a rally. My personal interpretation of this is to stay focused on being concentrated.

BW: OK, but what do you mean by that?

ST: For example, if you notice a bird fly by or a branch sticking out on the side of a tree high up, for that split second you weren't focused on the task of concentrating only on the things that pertain to driving the stage.

BW: I see, but how does this qualify as a "zone"?

ST: At some point the level of concentration becomes so great that everything becomes surreal. All of a sudden you don't hear the rocks pounding on the bottom of the car anymore. You stop hearing the roar of the engine. And, most alarmingly, sometimes you even don't even hear the co-driver! It's sort of like all of these inputs merge into one and go straight through into the car. Once this happens I feel like a passenger. It's a very strange feeling.

BW: You've driven a wide variety of cars in your career. One of the cars I often hear about is your old



Chris Scrut photo

Scott Trinder took a shot at Pikes Peak in 2002 in the Knight Racing Subaru Impreza.



Wayne Ryan photo

Scott Trinder charges through a corner at the 2003 Wild West Rally.

Suzuki Swift. What was the deal with that particular car?

ST: Well, for a small car the Suzuki was quite incredible. It was lightweight, nimble and very, very fast. That car actually really helped me develop as a driver.

BW: How did it help you develop?

ST: First of all, it was front-wheel drive. In order to be quick in this car I had to apply certain techniques, such as left foot braking and frequent use of the handbrake. I drove that car for almost five years and the techniques I learned while competing in it are directly applicable to rallying in a much larger four-wheel-drive car.

BW: You've also driven a few other cars over the years. Would you care to list them?

ST: Sure. As I said earlier, my first rally car was the front-wheel-drive Suzuki Swift. From there my father and I bought an old Datsun 240Z and did a marathon rally in it from Panama to Alaska. After that I built a four-wheel-drive turbo Toyota Celica GT4. Then we traded the Celica for an ex-works Toyota Corolla GTS. Nowadays I drive Patrick Richard's first rally car, his old Subaru Impreza 2.5RS.

BW: What's your favorite rally car and why?

ST: I think I would have to say it's the Subaru 2.5RS. Pat and Dave Clark built the car — it's so well balanced, the handling is just amazing.

BW: What is the fastest rally car you've ever driven?

ST: (grins)...In 2002 I did a condensed season with a team called Knight Motorsports based out of California. They'd built a 400+ horsepower Subaru Impreza 2.5RS Turbo and that car was extremely fast.

BW: What happened and how did you do with Knight?

ST: When I joined the team the car was in the final stages of development. Our first event was the Rim of the World ProRally in 2002. Against some of the best teams in the U.S. we set a few fourth fastest stage times, but unfortunately the car had intermittent power problems that ended up costing us a lot of time. We ended up finishing eighth overall and it wasn't until the Wild West ProRally in 2002 that the car was mostly sorted out. At Wild West, my co-driver Paul Westwick and I were headed for a podium finish when the car's main power wire to the coil came out, dropping us from fourth to eighth overall within sight of the finish of the very last stage!

BW: Sounds heart wrenching...

ST: It sure was!

BW: What happened after that? Have you raced with the Knight team since that time?

ST: I totally love the entire crew and the Ryther family, but unfortunately they decided to take a break from the sport to re-evaluate their position within it.

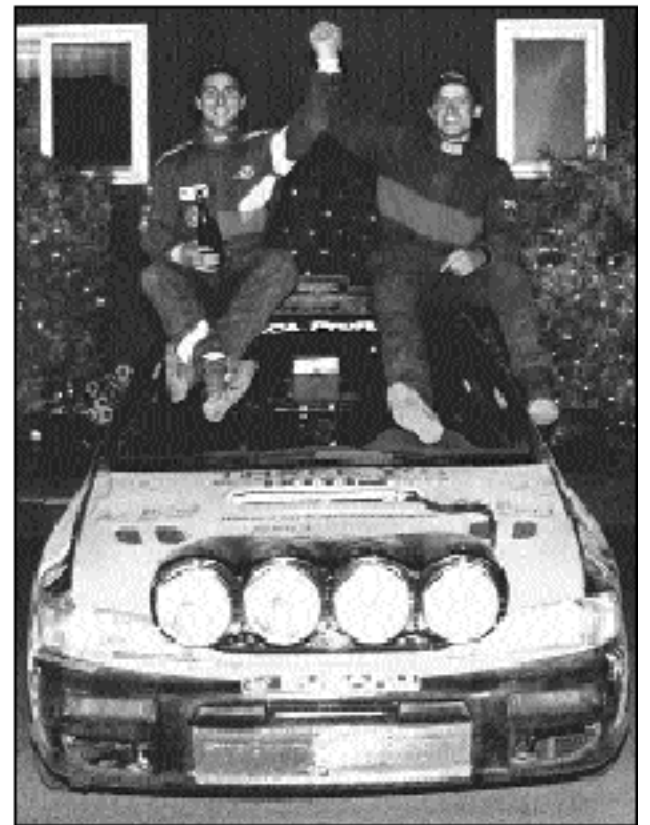
BW: Do you think they'll be back someday?

ST: I'm confident that they'll be back, they're super dedicated. I think this break will allow them to come back and surprise quite a few people.

BW: Do you think they would ever ask you to drive again?

ST: I hope so. I had a lot of fun with them all and everyone on the team was super nice and cool to be around.

BW: While you drove for Knight Motorsports in the United States in 2002 you also managed to secure the Western Canadian Rally Championship overall, and in



Shayne Morrow photo

Scott Trinder and his co-driver celebrate after the 2001 Pacific Forest Rally.

class. Last year must've been a busy year for you.

ST: It sure was a busy year, for both my father, and I. We were lucky that the events in the U.S. didn't conflict with our local championship. Our Subaru ran flawlessly that year and its reliability was definitely a major factor in our results.

BW: You recently won the 2003 Western Canadian P4 Rally Championship again and placed second overall to some strong open class competition. Unfortunately, due to a mechanical failure, your final result in the North American Rally Championship (which Trinder is leading) and the Canadian National Rally P4 Championship (where he sits in second place) will be in the hands of your rivals. Would you care to elaborate?

ST: I'm stoked that we were able to win the Western Canadian Rally Championship in our class again. I'm also happy with our second overall, as our main rival was in an open class car with twice the horsepower. In regards to the North American and the Canadian P4 Championships, we were supposed to compete at the Tall Pines Rally in Ontario on Nov. 23 to defend our position, but at the Kanaraskis Rally the rear differential seized and we did not have the right parts to get it together to have the rally car on the train to Toronto the next day. It puts our team in a "wait and see" position, as our finish in these two championships will now be based on how our competitors finish.

BW: I've heard that it's a tough sport in which to find sponsorship. Are you sponsored right now?

ST: Yes we are. RSport Rally is very fortunate to have a great network of companies that offer us sponsorship in their areas of expertise. Most of these sponsors have been with us since day one and, without them, we wouldn't be where we are today. However, like most teams we've also been unable to secure a cash sponsor to help with entry fees and logistical costs.

BW: So, what do you have planned for 2004?

ST: Well, I'm going to sell the Production class Subaru, and will be approaching several teams for 2004.

BW: Do you think a team would hire you?

ST: I hope so! My goal is to win a National Championship overall and the only way I can attempt that financially is by driving for a team. Unfortunately, building and running an Open class car at the national level is a goal that is beyond my reach, financially speaking.

BW: I must say that you've certainly proven to be an intelligent, fast and consistent competitor, I wish you all the best.

ST: Thanks Bill.

BW: Thank you for your time.

Scott's team can be found on the Web at www.rmt-contracting.com/rsport

Jamie Thomas closes the season early for Subie Gal Racing

After a successful year of building, learning, finding the right teammates and really getting a feel for the new car and how to attack with it, Jamie Thomas's team Subie Gal Racing has had to call it a year due to lack of funding — this with the Western States Rally Championship well within their grasp.

The team currently leads the WSRC by 50 points

with one final event remaining. Team would need to finish fourth or better to earn the championship title — this is nearly a given as the team has done no worse than third in class all season long.

Unfortunately the final event is Ramada Express in Nevada, an international rally with international entry fees of \$850 to enter, plus special licenses, plus tow

fees.

Simply put, the team is on a limited budget, thus the team has decided that it was a successful year and a building year, and it was time to call it a season. And a good season at that.

We hope the experiences of 2003 will lead to more excitement and challenges in 2004.

Northwest Garage Sale Classifieds



RACE CARS FOR SALE

1981 Datsun MP 21 Formula Ford with 20-ft. enclosed aluminum car trailer. Prep work has been done by Andy Williams at IDART Enterprises in Boise. Improvements include reset suspension, (legal) high energy ignition, external battery connection, high performance Hawk brake pads, new CV joints last winter and auto-cross gears. Trailer has new tires, brakes, wiring. Car is faster than the driver, hence the sale. Spares include: SCCA log books, driver suit, no-mex underwear & balaclava, shoes, external battery & cart, spare internal battery, extra gears & transmission parts, 3 sets of wheels and tires and much more, plus manuals and numerous parts catalogs. Tow vehicle negotiable. 1993 GMC Sierra XLT 1500. Car only \$8,500, Trailer only \$4,000, Package \$11,500. Car available at end of this season. Contact Ray James at 208-465-6085 evenings or tubadent@msn.com 01/04



American Sedan 1984 Camaro. Pro Built engine, Ford 9-in. diff., 12 wheels, 4 corner adjustable, Pro Cage, Dbl. Adjustable F and R shocks. Regional/National winner \$13,900. All the best parts. Many spares included, will separate. Call for list. E-mail: ronmcduffie@comcast.net or call Ron McDuffie, 206-542-1966. 01/04

1970 Datsun 510 GT4 or Conf. GP. Lots of Northwest history, non-tube frame (could be vintage B/S). 2-door, full race, cage, cell, Accusump, fire system, alloys, 4-wheel discs, 1,600-cc, twin Solex, 11:1 endurance engine approx. 150 hp. 1:43's at Pacific Raceways, 1:23's at Mission (both times on old tires). Trailer available. Car in Seattle area. Price dropped to \$2,800 US. Robert Barg, 26-2865 Glen Dr., Coquitlam, BC V3B 6S1. 604-942-6685. 01/04

1991 Pontiac Firebird Trans Am Ex-Canadian "Players GM Challenge" series and ex-"Canada Challenge Cup" enduro series. Balanced and blueprinted 305, GM 5-speed, cage, cell, fire system, etc. Similar to A/Sedan. Price dropped to \$5,800 US. Robert Barg, 26-2865 Glen Dr., Coquitlam, BC V3B 6S1. 604-942-6685. 01/04

Fiat X/19 D production. Kirkey seat, 5-point harness, roll cage, removable steering wheel, 6 Goodyear Eagle slicks on Diamond racing wheels, front and rear sway bars. Engine built by Shadetree Engineering, Texas. Call Ken Jackson, Ken's Auto and Brake Service, Renton, WA. Cell 206-355-8986; shop 253-631-1332. 11/03

TIRES & WHEELS

New Spec Miata wheels, Team Dynamics, \$110 each. Gary, 253-279-2790. 01/04

4 Hakkapelitta 1, 195&0R1 486T M&S tires on Mazda GTX alloy wheels. Used one season. Like new. \$500. Will throw in 4 steel rims that fit GTX as well. Buy one, take all. Contact Ken Ungbloom at 360-733-8897. 11/03

WANTED

Donations Wanted: Outdated seatbelts, helmets and drivers suits. Also Formula Car Chassis and totaled (un-repairable) race cars. Will pick up. Items to be used for Regional F&C and Emergency Workers school at Pacific Raceways, spring 2004. Contact Dan Mirkovic, Chief NWR Emergency at dmirkovic@comcast.net or 425-557-0283 to arrange pickup. 12/03

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Selling something?

NWSCN non-commercial ads are free to NWR members. E-mail ads to kurtbatdorf@earthlink.net or snail-mail to: Kurt Batdorf, 11220 Walker Road, Mount Vernon, WA 98273. Mark envelope "SCCA Classified Ad." All written ads must be legible. All ads submitted must include your name, membership number and phone

number. Please limit to 40 words or less. Your ad will run for two consecutive issues. For commercial ad rates e-mail kurtbatdorf@earthlink.net. Non-member or out-of-region member ads are \$5 each for two issues for up to 40 words. Payment must accompany ad. Make checks payable to Northwest Region SCCA. The deadline for the February issue is Thursday, Jan. 15.



Membership Application

Northwest Region
50th Anniversary 1953-2003



Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest membership automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
Address _____ Telephone (____) _____
City _____ State _____ Zip _____ County _____
E-mail _____
 Single Married Spouse's name _____ Birthdate ____/____/____
Spouse Member Number If Current Member _____

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

03 Name _____ Birthdate ____/____/____
04 Name _____ Birthdate ____/____/____
05 Name _____ Birthdate ____/____/____
06 Name _____ Birthdate ____/____/____

Have you been an SCCA member before? No Yes Year _____ Previous Member No _____
 Please send me a Crew License (check box)

PRIMARY INTEREST(S) IN SCCA:

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

Club Racing Pro Racing Pro Rally Road Rally Solo

Annual National Dues		Annual Regional Dues		Total
01 <input type="checkbox"/> Regular Member	\$ 60.00	Regular Member	\$ 20.00	\$ 80.00
03 <input type="checkbox"/> Spouse Member	\$ 15.00	Spouse Member	\$ 5.00	\$ 20.00
10 <input type="checkbox"/> Family Membership	\$ 85.00	Family Membership	\$ 25.00	\$ 110.00
<input type="checkbox"/> First Gear	\$ 25.00	First Gear (Reg. dues)	\$ 20.00	\$ 45.00

(you must be under 21)

National Office Use Only
C- _____ \$ _____
C- _____ \$ _____
C- _____ \$ _____
Source

Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH

VISA MC No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and its Northwest Region # 027 Region and agree to abide by the bylaws.

Applicant's Signature _____ Date _____



Meetings

NEW LOCATION: The Board of Directors meets at 7 p.m. the first Monday of the month at The Milton, 7320 Pacific Highway E., Milton (253-922-3340).

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 Monday of the month (except December) 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
JANUARY						
4	5	6	7	8	9	10
NORPAC Convention, Reno, NV	NWR Board Meeting	Solo II Committee Meeting	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31
						Rally Year-end Banquet, Core-leads Solo Awards Banquet
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
	NWR Board Meeting	10 Solo II Committee Meeting	11	12	13	14
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
FEBRUARY						



Northwest Region, SCCA
 1405 Harrison Ave. #203
 Olympia, WA 98502

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The Official News Source of SCCA's Northwest Region

Team Seattle Targets Daytona

NORTHWEST SPORTS CAR NEWS

Team Seattle returns to Daytona, Fla., for the Rolex 24 Hours of Daytona, looking to at least repeat their success of 2003.

Northwest Region members Dave Gaylord and Don Kitch Jr., Team Seattle founder and driver, will be at the race, which runs Jan. 31 and Feb. 1.

Team Seattle will field two identically prepared Multimatic Daytona Prototypes powered by Yates Ford motors in the 2004 Rolex 24 Hours at Daytona. The team finished first and second in class in 2003.

More than winning the race, however, Team Seattle wants to raise money for Children's Hospital and Regional Medical Center through race lap pledges.

Team Seattle's goal is to go to Daytona with \$350 per lap in pledges and to complete 700 laps. Pledges will be based upon the most laps completed by one of the Team Seattle cars, or the combined total of laps completed by both cars, not to exceed 700 laps. As of Dec. 12, pledges stood at \$655 per lap.

All pledge proceeds go directly to the Team Seattle for Children at the Daytona 24 Endowment at Children's Hospital. The endowment is permanently invested and the income it produces each year will be used to provide support for cardiac research, education, and training at Children's Hospital.

In seven years, Team Seattle has donated more than \$1.4 million for kids, making the team's fund-raising the most successful ever single-team motorsports charity effort.

Children's provides care for children with complex medical needs, regardless of their ability to pay. Last year, more than 40 percent of the kids treated at Children's received uncompensated care worth more than \$24 million.

24-hour race facts

Track length: 3.5 miles, 11 turns, banked as much as 31 degrees. Drivers shift gears 15 times per lap.
Average speed: More than 120 mph, top speed of over 200 mph.
Race distance: About 700 laps or 2,450 miles — the distance from Seattle to Houston, 24 pit stops.
Consumption: During the 24 hours, each car will consume 48 tires, 2 sets of brake pads, and 500 gallons of gas.

Children's conducts research in the development of new treatments for childhood illnesses and diseases. Its affiliation with the UW has helped Children's become a renowned research center and to serve as an academic resource for teaching future health care providers. There are several ways to help the Team Seattle effort. All are tax deductible and eligible for corporate matching gift funds. All help Children's Hospital help Northwest families get the medical care they need.

You can pledge a donation for each lap Team Seattle racers complete — like a walkathon. For example, if you pledge 10 cents a lap, and the cars complete 600 laps, that is \$60. We've had donations as large as \$13 per lap and as small as a penny per lap. Any donation amount is welcome.

After the race you will receive an invoice from Children's Hospital. The official race results will be used to calculate the pledge amounts.

The Speed Channel will have broad coverage of the Rolex 24 from 9:20 a.m. to 6:00 p.m. PST Saturday, Jan. 31, and again on Sunday, Feb. 1. Both the Team Seattle cars will have in-car cameras giving you an opportunity to be personal and up close with our drivers.

Fur Rondy Grand Prix '04 seeks entrants

January 2004

All racers and vehicles meeting Alaska Sports Car Club, Legends, Baby Grand, or NASCAR regulations are invited to enter "The Oldest Street Race in North America" through downtown Anchorage on Feb. 21 and 22.

Ran groups and classes will be determined based upon entries to provide close competition and spectator interest. Drivers of vehicles that don't meet the listed regulations should call for eligibility.

The track: Approximately 1.15 miles long. Course will be clockwise in downtown Anchorage starting on Third Avenue at Gambell Street, turning right at Eagle, winding down First Avenue to a right turn onto Cordova and right again onto Ship Creek Avenue, then east over the railroad tracks, turning right onto Ingra and right again onto Third Avenue.

Entry costs: \$50. Pre-registration, non-refundable, payable to Greater Anchorage Inc. and delivered to: Greater Anchorage Inc., Attn: Grand Prix Entry Coordinator, 400 D St., Suite 200, Anchorage, AK 99501. Full entry costs are anticipated to be approximately \$300. (Last day for entry is Feb. 2, and must be paid at Rondy Headquarters, 400 D. St., Suite 200, Anchorage, located on D Street between Fourth & Fifth avenues.)

Contact: Jim Sloan at 907-272-5522 (work), 907-248-0851 (home) 907-277-3025 (fax) or e-mail sloament@webtv.net. Jim Sloan is the race coordinators/entrants contact for all racing groups and individuals desiring to compete. Responsible for track/pit design, race workers, scheduling, all entrant/race car issues, prize distribution, day of race operational issues and banquet. Any and all questions regarding the event should be directed to him or to Fur Rondy Headquarters at 907-274-1177.