

NORTHWEST SPORTS CAR NEWS



The Official News Source of SCCA's Northwest Region

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Gremlins dog Team Seattle

Racing luck bedevils pair of Daytona Prototypes

A drowned electrical system and a spate of engine failures cut short Team Seattle's two-car Daytona Prototype effort at the 42nd annual Rolex 24 Hours of Daytona.

Team Seattle driver Don Kitch Jr. offers this report, courtesy of www.teamseattle.com.

Jan. 29 update

Our day started with cool but sunny Florida skies. Both Team Seattle cars practiced successfully in the morning session then prepared for afternoon qualifying. The 20-minute qualifying session went smoothly, putting both cars solidly in the field for the 42nd running of the Rolex 24 Hours of Daytona.

"It is always a big relief when qualifying is completed and we can then focus on race set up and strategy," Kitch said.

Night practice is always beautiful and thrilling as the Florida sun sets in the west. Both Team Seattle cars participated in the night practice. The #15 car experienced a motor failure as the drive belt common to both water pump and oil pump dislocated itself from its pulleys. Because the race motor experienced oil deprivation, a new race motor is being installed in the garage tonight.

Both cars will practice Friday.

Jan. 30 Update

Both Team Seattle cars spent the morning in the garage getting their final race preparation.

The installation of the new race motor to the 15 car

See **Team Seattle**,

Continued on page 6

SPEED World Challenge drivers sweep Daytona podium positions

SCCA

DAYTONA BEACH, Fla. — While the SCCA Pro Racing SPEED World Challenge season is still nearly two months away, several of its drivers got a jump on their 2004 seasons at the Rolex 24 At Daytona Feb. 2, resulting in a sweep of the podium for series regulars.

Andy Pilgrim will return to the SCCA SPEED World Challenge GT Championship this year with

See **24 Hours of Daytona**,

Continued on page 6

A day in the life of NORPAC



Photo courtesy of Sherri Masterson

John Nispel (seated left), SCCA CEO Steve Johnson, San Francisco Regional Executive R.J. Gordy (SFR RE), Northwest Region Assistant RE Frank Hamilton and Jim Gandy from Reno Region (seated right) have a discussion at the NORPAC convention.

Weather doesn't deter convention

BY SHERRI MASTERSON

By any standard the 2004 NORPAC Convention was an outstanding success. Like they say, "Ya needed to be there". And we were there for all the fun and networking.

Before I tell you all what you missed, let's review just what NORPAC is or does. First of all it is you, that is right. YOU. Every member of the eight regions, Northwest, Montana, Snake River, Reno, San Francisco, Big Sky, Oregon and Alaska, is a member of NORPAC and of course, SCCA. Your board of directors is your region's regional executives. These are the voting members of the Board of Directors. Additional officers include Gary Van Horn as chairman-secretary (Oregon) and Jeanne Loyning (Oregon) as treasurer. They are both non-voting members. There you have the basic structure of NORPAC. The Area 9 and 13 directors and the NORPAC executive steward, who are non-voting members, may also attend meetings.

Your Executive Convention Committee, mostly NWR members, consists of Mike Lawler as chair, Jay Bratton, Sherri Masterson, Esther Sicks and the new addition as of this past convention, Dave Deborde, RE for Reno. This committee now handles all the hotel

arrangements and financial disbursements for NORPAC. Of course their actions are all subject to board approval.

Back to convention and what you missed. First of all, FUN, followed by a huge choice of seminars. The fun was the welcome reception on Friday night, hosted by the stewards of NORPAC. This is a night of registration and the renewal of old and the start of new friendships with a few libations, hosted, and lots of laughter. On Saturday night, Subaru hosted the party with food and drink and a guest speaker from Shelby America, Gary Patterson. It also featured the conclusion and awarding of 109 items from the silent auction. This is the third year Subaru has been the keynote sponsor of the convention.

The seminars ranged from SCCA University's Barb Lundquist's presentation on volunteer motivation to technical seminars on camshaft design and selection presented by Mr. Gasket Performance Group and Erson Cams or engine setup and race tuning by C&C Fuel Injection. On the non-technical side there were seminars for licensed workers related programs including licensing all specialties, rally spectators, entertainment and safety, worker incentive programs and Solo II safety. All told there were 15 separate topics to choose from.

All day Saturday, outside the east entrance of the Atlantis Casino Resort was a display of eight late model Subarus and one brand spanking new Shelby Cobra with a proper 427 straight from the Shelby American factory in Las Vegas. It had a whopping 55 miles on the odo and it sparkled like a jewel. Way cool.

Inside on Saturday morning, almost three-quarters or more of the attendees were absorbing the SCCA University presentation on volunteer motivation or they were having a nose-to-nose chat with Steve Johnson, CEO of SCCA, or with other national staff members. You know what, they are enthusiastic members just like you. And boy howdy can they answer your questions and if you happen to stump them with a question they will work hard to get you an answer.

Thrown in to the mix are the two breakfasts and luncheons along with the town hall meeting on Sunday morning. For you members not familiar with a town hall concept, this gives you an opportunity to express your views, concerns and questions to national staff and NORPAC BOD.

My suggestion to all of you is that you mark your calendars for next year on the second weekend of Jan. 7-9 for a trip to Reno and the 2005 NORPAC Convention. You will be happy that you did.

I look forward to seeing you there.

Forespring hits the road again

Last month I wrote my article while sitting in Matt Sweeney's Special Effects shop. This month Kurt caught me at the airport on my way to the Westin Crown Center in Kansas City for the SCCA National Convention. That means that, once again, I am unprepared to type an article. But I have never let that stop me in the past so here goes.

I usually read last month's article before I write the current one but I do not have the newsletter with me so I may repeat myself. Sorry if I do.

The great committee from the Northwest Region once again organized the Divisional Convention in Reno in conjunction with the Reno Region. The event was a great success with many attendees and a large group from the National Office. There were programs for Race, Rally and Solo and another session of SCCA University. The Oregon folks got kudos for working the hardest to get there. Something about ice storms.

The Race Committee has set their schedule with a possible special race replacing the August NASCAR event. Rockets in the air, news at 11.

The Rally Committee has started their weekly Tuesday meetings at my office with the first event being the

Regional Perspective

JOHN FORESPRING, REGIONAL EXECUTIVE

Doo Wops in March. An earlier weekend of sprints in Hoquiam had to be cancelled because of lack of information regarding cost.

Sob is trying to figure out what to do with the possibility of four sites and their schedule, which may be done by now.

Rallycross!

I said in an earlier article that Race, Rally and Solo were getting together to put on rallycrosses. It looks like they are really going to happen with the first event at Pacific Raceway, Feb. 29.

Watch the Web site for updates and come on out and see if you can turn in the dirt.

Editorial comment

The rally community had Ralph Kosmides, chair-

man of the Performance Rally Board (PRB), and Howard Duncan of the National Office attend a meeting in Shelton prior to the annual award and workers' party. Kosmides came to explain the cancellation of the Wild West as a ProRally and Duncan to represent the National Office.

Kosmides blamed most of the problems on a lack of communication and the PRB's understanding of how rallies are organized in the Northwest. He also stated he had no experience in organizing rallies. He promised better communication in the future and said if we followed the new guidelines and had a rally observed it should be no problem.

I agree with Kosmides on the communication issue, but at this point in time I do not see any reason for the Northwest Region to put on a National ProRally. One reason being that we asked for a one-time filing for our standard exceptions to new rules since we put on some many events and were told this was not possible.

I went around the room at the end and asked everyone's opinion. Most were hopeful for a better future but took a wait-and-see attitude.

The club's not broke, the club's not broke ...

A great man said to me, "The club's NOT broke, so don't smash it." And that, my friends, will be my mantra in the next three years. SCCA is on sound financial footing. It has a strategic business plan in place, and it is gaining momentum. In his year-end report, President Steve Johnson praised us as an industry leader. After everything I saw in Topeka, I have NO reason to doubt that.

Everyday there are more corporations coming on board to support us. The news will soon be out that Cadillac is fielding a team in Speed World Challenge, and promises to give the club commercial exposure comparable to that of its former ALMS program. There are currently two open-wheel series negotiating with the club to come under its sanctioning umbrella. As you may already know, Formula Russell has already come over to the SCCA from USAC.

It is a matter of public record that our two for-profit subsidiaries, Enterprises and ProRacing, have been a drain on club racing resources, but the outlook for Pro is sunny in 2004 with the Tran-Am licensing agreement signed and in place. There is little doubt that the recent loan to Pro will be repaid by its due date at the end of 2004. Enterprises did incur a loss of \$12,000 for the year.

However, with the departure of the former president, Andy Porterfield took charge on an interim basis. With Porterfield at the helm conducting business, many things will improve. And it appears that there may be an excellent candidate just around the corner to fill the job on a long-term basis. In addition, a streamlined business plan for Enterprises and ProRacing has been proposed, so their future also looks much brighter.

Enterprises expects to deliver a total of five to six new formula cars a month next year, with close to 100 orders in hand as we speak. That means if you were to order one today, it would be mid-2005 before you could accept delivery.

As the cost of business increases so does the cost of racing. Sanction fees increased by \$50, and insurance cost went up \$1 per car for next year. However there is also good news. Beginning in January, the novice permit will be good for two years. And, for the time being at least, there is no increase in price.

By the way if you question the value of ProRacing to this club: the Speed World Challenge TV package includes the Run-Offs coverage. That package will save club racing \$350,000 a year for the next five years.

Directly Duck

H "DUCK" ALLEN, AREA 13 DIRECTOR

At the December Board of Directors meeting, I was assigned to the two most influential committees: Planning and Budget and Finance. I am also pleased to report that I have been assigned to the spot vacated by John Martinsen on the Track Committee. Area 13 will continue to have the representation on that committee that we have all recognized is critical.

Speaking of Martinsen, he is due a huge tip-of-the-helmet for accepting the assignment to the Club Racing (formerly Comp) Board. His expertise and leadership abilities will be fully utilized there, and the entire club-racing program should reap the benefits.

It was also my honor, at the Board of Directors meeting, to move to accept Costa Dunias' recommendations for the executive stewards.

Another tip-of-the-helmet goes out to NW solo chair/national champion Ron Bauer for his appointment to the Solo Events Board. Hopefully, working together, we will be successful in our effort to find a venue for a ProSolo tour stop in 2005. Finding a venue is one of my goals for Area 13. With five national solo champions in the NW region, it seems a crime that the Pro tour will not stop here in 2004.

The final tip-of-the-helmet goes out to Gary Van Horn, Mike Lawler and the Reno Region folks for organizing and presenting the mini-convention.

In January, I had a chance in Reno to sing the praises of the national staff.

It has been a little over a year since the move from Denver to Topeka. Not only is the cost of business cheaper in Kansas, but the work force there is highly motivated and inspired. Building on this strength, President Steve Johnson has instituted an "adopt a region" program for the national staff. So when the regional officials of Area 13 contact headquarters they will have a designated contact.

The financial health of SCCA Inc. is sound. A professional business model is in place, as is a strategic business plan (after the vote of the board in the December meeting). It is safe to say that not only does this club have a future, it also has a plan. Our resources are being budgeted and placed to reach goals and achieve

new heights for our club.

The next challenge for the Board is to help get the two subsidiaries on a better business footing. ProRacing has once again lost money for the club. Its future is being looked into as we speak. The uncertain future of CART and its relationship to our licensed product, Trans-Am, obviously could have a huge impact on the bottom-line for 2004. You can stay tuned along with yours truly on this subject.

Enterprises is in better shape than it has been in five years. Successful businessman Andy Porterfield has stepped in to help run the day-to-day affairs of this concern since the resignation of its president. The Spec-Formula cars sales have exceeded 120 units, and this year they are promising to deliver five to eight cars a month. Forty-five have already been delivered, including one to Tony Opheim here in the Northwest.

I was asked this month to be the liaison for the board to the Court Of Appeals. Congratulations to Bed Bradley, who has been appointed to the Pro Rally Board.

Steve Johnson recently signed a 10-year deal with Haymarket publishers for SportsCar magazine. This deal promises to save the club \$100,000 a year. With the hiring of a new editor, it is the intent of Haymarket to upgrade the look and content of the magazine to bring the product to the newsstand in the near future. I will be working with Eric Prill and Garret Mudd of the national staff as a board liaison for this project.

Hopefully many of you have signed up for the upcoming national convention. This is the one not to be missed. Barb Lundquist has put together a safety symposium that played to rave reviews at the recent PRI show in Indy. The show will feature three videos of the sled tests for the helmet restraint systems. Mr. Butler of seat fame, Bob Hubbard inventor of the HANS, Dr. John Melvin, and an engineer from Mercedes-Benz being sent by FIA will be there to discuss the state of the union of safety in club racing. Please join me there.

With the recent additions of Russ Dean (former head of the AMA, now promoter of the SEMA shows) and Cary Agajanian to the board of ProRacing our club has begun to get the respect it deserves and has earned in the motorsport industry.

When you stop to think of it, SCCA is older than CART, the IRL, USAC or NASCAR.

So maybe our time finally come?

Until next month, Director Duck out.

ClubRally will have to satisfy region for now

As I said last month, I attended the 10th Annual Northern Pacific Convention of the SCCA in Reno. It was an interesting convention, with Steve Johnson and many of the SCCA Board of Directors and staff in attendance.

Many of the national representatives, including Steve Johnson, "got an earful" from both John Forespring and myself, about the despicable way the Performance Rally Board treated the NWR. While most were sympathetic and agreed that the PRB had handled the situation poorly, there was no way to reverse the decision. There was general agreement that the national office would work with us to improve rally. The bottom line is we're just going to have to live with the decision, no matter how arbitrary and capricious, and move on. What's done is done, and bemoaning it any further is not going to accomplish anything.

After I came to that realization, it seemed clear to me that our only remaining option was to move forward with putting on the best ClubRallies in the country. Be-

Rally Round

JOHN NISPEL, ASSISTANT RE RALLY

tween us and the Oregon Region, we have a goodly portion of the program. Given the withdrawal of Mitsubishi and the Air Force and now Subaru, it's not clear how much of a circus we're really missing anyway. Everybody at the national office that I talked to said their energies were focused on ClubRally this year, and there's no reason why the NWR shouldn't be at the forefront of that effort. At the moment, the only insurance package that makes any sense, for both the competitors and the organizers perspective, as I understand it, is the SCCA package, so at least for the moment, we need to continue to work within the SCCA.

As far as working with the national office is concerned, the appointment of Ben Bradley to the PRB is a positive first step. We all know Ben and can count on

him to work in the best interest of rally. Sue Robinson, the new Performance Rally director, was on hand to explain the newly issued Safety and Operations manual for performance rallies. While much of what is required in the "new" manual are things we have been doing in the NWR for years, but there are new requirements that will take some time to digest. Robinson reinforced the idea that the manual is a "work in progress" and will be modified over time to reflect what actually works on the ground to have rallies that are safe and fun for competitors and spectators alike. She also stressed that exceptions that made good sense and were within the spirit of the manual would be routinely granted.

Planning for the Doo Wops is under way. This year the first day will be the Montesano watershed, Brooklyn Tavern and Smith Creek stages. Sunday, the Hoquiam watershed, a new stage north of Hoquiam and the traditional Taholah stages will be run on Sunday. Should be fun.

See you in the woods.



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A busy year lies ahead for the Region's racers

The Reno NORPAC convention was a good time had for all! Getting together with the other regions in NorPac and discussing the 2004 race season is always very informative.

I really enjoyed the SCCA University course Volunteer Motivation put on by Barbara Lunquist. This year there were several seminars for drivers and crew like engine setup and race tuning put on by C&C Fuel Injection, chassis set-up, spring and shocks by Jay Morris of Ground Control, and camshaft design and selection by Mr. Gasket Performance Group. Hopefully next year they will continue with these types of seminars and we will be able to get more drivers and crewmembers to come to the convention.

Our annual "Everything you need to know to go racing in the Pacific Northwest" seminar is coming up on Feb. 28 at Park Place Rentals in Bellevue. If you know anyone interested in getting started in racing make sure you let them know about this event. They can contact me at dan@waterfrontconstruction.com or call me at 206-938-0094.

This season between NWR and Oregon Region there will only be two drivers' schools. NWR's will be on April 4, with the ground school on Friday, April 3. Oregon Region will have their drivers' school on April 17. If you have no prior race experience you need to complete two drivers schools to get your novice li-

Race Report

DAN CARCHANO, ASSISTANT RE RACE

cence. Another option is to take the SCCA drivers' school at Proformance Racing School at Pacific Raceways. They will be holding schools on March 15, 16, 29 and 30, April 19 and 20, and May 17 and 18.

The complete schedule for NWR and Oregon Region will be:

April 4 Drivers' School, Test & Tune, High Performance Car Control Clinic, NWR at Bremerton Motorsports Park

April 5 Regional, Vintage, Solo 1, NWR at Bremerton Motorsports Park

April 17 & 18: Drivers' School, Regional, Vintage with Chicane, Oregon Region at PIR

April 24 & 25: Double Regional, Vintage, Solo 1, NWR at Bremerton Motorsports Park

May 14-16: Regional, National, Vintage with Chicane, Oregon Region at PIR

May 29-31: Double National, Restricted Double Regional, Vintage, Solo 1, NWR at Pacific Raceways

June 11-13: Rose Cup Regional, National, Vintage with Chicane, Oregon Region at PIR

July 2-4: Double Regional/Vintage, Oregon Region at PIR

July 30-Aug. 1: Double Regional, Vintage, Solo1, SOVKEN, Test & Tune, High Performance Car Control Clinic, NWR at Bremerton Motorsports Park

Aug. 14 & 15: Regional, Vintage, Oregon Region at PIR

Aug. 21 & 22 (tentative): Restricted Double Regional, Vintage, Solo 1, NWR at Pacific Raceways

Sept. 11 & 12: Regional, Vintage, Oregon Region at PIR

Oct. 9 & 10: Regional, Vintage with Chicane, Oregon Region at PIR

As you can see from this schedule between the two regions we will be having two Drivers' Schools, seven Regionals, five Double Regionals, two Single Nationals, one Double National, 15 Vintage Races, nine Solo 1 events, four NorPac Vintage Championship races, and two High Performance Car Control Clinics. To pull this all off and for it to be successful for both regions, it will take a lot of effort and coordination from all of our race officials and really good turn out and support from our all of our drivers and entrants.

I wish all of you a great 2004-race season. So Ladies and Gentlemen, "Start your engines!"

So until next month keep the shiny side up and the rubber side down.

Coneheads are ready to come out and play

On Saturday Jan. 17, we held the NWR SCCA banquet at Bison Creek Pizza. Ananda Siverts, NWR Secretary, did a great job coordinating the banquet with the owner of Bison Creek, Mike Rasmussen. The region banquet was well attended this year. I know I ate my \$10 worth of pizza and salad. Yummy. Scott Miller from Solo won the Mary Pang Unsung Hero Award for all his contributions to the Region in 2003. Thanks Scott! You worked your tail off.

On Saturday, Jan. 31, we held the Coneheads autocross banquet at the Mountaineers Club in Seattle. Big thanks to Karina Miller, Kelley Picasso and Susan Collicott for orchestrating the event. We had over 100 attendees and all the folks I spoke with loved the event. The food buffet was excellent. You can't go wrong with creamy mashed potatoes, herb roasted chicken, prime rib and who'll ever forget that chocolate dessert. The trophies presented by WWSCC and SCCA were well received. We also raised a bunch of food for a local charity. See the list-

Around The Pylon

KARL COLEMAN, ASSISTANT RE SOLO II

ing below this column for the 2003 SCCA Solo II trophy winners.

The first Event of the 2004 Fordahl Motorsports Regional Series will be at Bremerton Motorsports Park (BMP) on March 7. Since the first event is an odd numbered event, Stock will run in the a.m. and Non-Stock will run in the p.m. Scott Miller will be our Event Chair. Thanks Scott! More than likely we'll be having a Novice School on March 27. Keep an eye on the Web site for more info. Event #2 of the 2004 Fordahl Motorsports Region Series will be on March 28 at either BMP or Packwood. We need an Event Chair for Event #2. Please let me know if you are interested.

There are some fairly significant changes to the NWR SCCA Solo II Supplemental rules for the 2004 season. The largest of which is some class consolida-

tion. Please read the article by Mike Leuty elsewhere in this issue for more info. You'll also find the official 2004 Solo II supps posted to the Web site soon.

Terri Johnson has volunteered to be our Specialty Chief of Workers for 2004. We now have all of our Specialty Chief positions filled for the 2004 season. Yeah! We have an awesome 2004 core team. We've added some new Specialty Chief positions this year to allow for even smoother event management. It should be the easiest year ever to be an Event Chair so step up and help us out. So far Aaron Pailthorp, Gretchen Everett, Jerry Lamb, Kevin Dietz, Scott Miller and myself have agreed to chair or co-chair events for the 2004 season. We still need a bunch more folks to chair events and practices so please contact me to let me know which event you'd like.

Get Involved: Come to the monthly SCCA Solo II committee meetings. We meet on the second Tuesday of every month at McGowans in Renton starting at 7 p.m. Everyone is welcome and encouraged to attend.

'03 Solo II NWR trophy winners

Here a listing of the 2003 SCCA Solo II Fordahl Motorsports Regional Series

- SS:** 1st Nathan Provo, 2nd James Winstead
- BS:** Jerry Lee
- CS:** 1st John Henderschedt, Brett Wilson, 2nd
- CSL:** Erika Cowan
- DS:** Kimball Ayer
- HS:** Stephen Halladay
- HSL:** Kristi Brown
- ASP:** 1st Jared Floyd, 2nd Steve Downing
- CSP:** Scott West
- DSP:** 1st Brad Greco, 2nd Bob Forsberg
- ESP:** Jeff Winchell
- FSP:** John Galfano
- FSPL:** Kathryn Hansen
- SM:** 1st Jerold Lowe, 2nd Steve Attwood, 3rd Tony Lemon, 4th Nash Johnson, 5th Geoff Clark
- SM2:** 1st Dieter Beldi, 2nd Denny LaPlante
- STS:** 1st Jason Spore, 2nd Scott Gratton, 3rd Roklan Deguzman
- STX:** Ed Iverson
- STSL:** Kim Little
- EP:** Quinn Campbell
- EPL:** Lou Ann Christensen
- DM:** Ron Babb
- DML:** Karen Babb
- PAX:** 1st Mike Lillejord, 2nd Glen Hernandez, 3rd Joe Goetze, 4th Kevin Dietz, 5th Keith Brown, 6th Abe Douglas
- PAXL:** Jodi Fordahl
- Non-Stock PAX:** 1st Jim Daniels, 2nd Trevor McDermott, 3rd Sean Green
- Non-Stock PAXL:** Brianna Green
- ST:** 1st Dan Barnes, 2nd Tim Irwin, 3rd Scott Dawson

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Northwest Region sets annual road racing seminar

At this seminar you will learn everything you need to know to become a racecar driver or track official. We will cover driving school requirements, required safety equipment for the driver and the racecar, how to buy and prepare a racecar, what it takes to become

a professional racecar driver. We will also provide information on the different racing clubs and race tracks that are available in the Pacific Northwest.
Date: Feb. 28, 2004, 9 a.m. to 3 p.m.
Location: ParkPlace Rentals, 13824 Northrup Way, Bellevue (425-562-

7200)
Cost: \$25, which includes lunch
For more information contact: Dan Carchano, 206-838-0094, or e-mail dan@waterfrontconstruction.com
 Registrations are accepted at the door.

Mail to:
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Credit Card # _____ Exp Date ____/____ Amount \$ _____

Name on Card _____ Signature _____

Test and Tune Day for club racers, Solo I

BY DAN CARCHANO
 Assistant RE Race

It is that time of the year again to bring the racecar out to the racetrack and see if all of those modifications you have made during the off season have made any improvements on your lap times. Besides, what better time to do it than the day before our first Double Regional of the season?

All you need is to be a current SCCA competition licensed driver and your car needs to pass Tech. So get a jump on the weekend event and come join us on Friday for a \$100 entry fee. Now if you would like to only pay \$50 for the test and tune, I need drivers to volunteer as instructors for our High Performance Car Control Clinic on the same day. It is really a lot of fun instructing people who are interested in getting into our sport and show them why we enjoy it so much.

So just fill out the High Performance Car Control Clinic and Test & Tune entry form and I will see you all April 3 at Bremerton Motorsports Park.

If you don't know if your car will be ready in time you can register at the event. Just bring the form filled out with you.

HIGH PERFORMANCE CAR CONTROL CLINIC AND TEST & TUNE ENTRY FORM Northwest Region SCCA

COMPLETE ALL BLANKS - PRINT WITH BLACK INK
 MARK OFF BOX THAT APPLIES:
 HIGH PERFORMANCE CAR CONTROL CLINIC
 TEST & TUNE AND INSTRUCT FOR CLINIC
 TEST & TUNE

FAX entries with Visa or MasterCard
 Only to: Jay Bratton @ (425) 822-8346
 Or mail to: Jay Bratton
 11674 132nd Ct. NE
 Redmond, WA 98052
 Make checks payable to: NWR SCCA
 Previous School Experience: _____

CAR OWNER (If different than driver)
 NAME _____
 Address _____
 City/State/Zip _____

DRIVER:
 NAME _____
 Address _____
 City/State/Zip _____

Current Medications _____
 Allergies, Prostheses, etc. _____

DAY PHONE (_____) _____
 STATE DRIVER LICENSE # _____
 CAR MAKE _____
 Year _____ Model _____
 Color _____ Engine cc's _____

Last Tetanus Shot (Approx. Date) _____
 In case of an emergency _____
 PHONE# (_____) _____

MODIFICATIONS, IF ANY _____

ENTRY FEE AMOUNT \$100.00

Have over helmet SA-90 or MA-90 or later specification? YES NO
 A driver must be 18 years of age and possess a current valid driver's license issued by his or her state of residence. If a driver age is 16 or 17 and is a current SCCA licensed competition holder, he or she is eligible to Drive. 16 and 17 year-old participants (non-SCCA license holders) can ride only with an SCCA driving instructor. All participants, including drivers, workers, crewmembers and guests must sign the SCCA Release and Waiver of Liability, Assumption of Risk and Indemnity Agreement form. All participants (as above), if under the age of 18 must present the regular a fully completed Minor Release and Waiver of Liability and Indemnity Agreement form. Any driver found to have driven on the course in any vehicle before having properly completed the waiver signing process will be disqualified from the event with no refund of entry fee and will be removed from the premises. I have read the instructions and entry form, and I hold the appropriate license for the event. I fund or hold harmless the sponsor(s) and its workers and officials for damage to my vehicle(s) and equipment.

COMPLETE IF PAYING BY CREDIT CARD:
 Circle one: Visa MasterCard
 Card Number below: _____ Expiration Date _____
 _____/_____/_____/_____

Signatures:
 DRIVER _____
 OWNER (if other than driver) _____

OFFICE USE ONLY:
 Paid by: Cash CC Check No. _____
 Date Rec'd _____ Amt. _____

SCCA annual inspection

We will be conducting 2004 SCCA annuals, and anything else we can to get you on the road to racing with SCCA for 2004.

Date: Feb. 28, 2004
Time: 10 a.m. to 2 p.m.
Location: Fordahl Motorsports, 13821 Northrup Way, Suite F, Bellevue, WA.

Cost: \$20 US per car. This is for the traveling tech fund to cover transportation and processing (new logbook and decals extra).

Bring the following: Racecar, Logbook, and safety equipment, (this includes suit, helmet ('95 or newer), socks, shoes, gloves, head sock, underwear etc.)

For further information contact: Michael Dean (kemide@foxinter.net), Dan Carchano (dan@waterfrontconstruction.com) or Cece Papa (CAPapa2@msn.com).

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New class structure for regional Solo II

The change is to better spread out the competition

BY MIKE LEUTY

New class structure? Why? What's wrong with the way it is? Good questions. If you subscribe to the Northwest Autocross List (nwautocross@wwscc.org), you saw some discussion last fall about how to increase participation in the regular classes (as distinguished from classes such as PAX and Street Tire). Participation, and therefore competition, is concentrated in just a few classes.

Currently, only three classes account for nearly half of the participation and 19 classes average one competitor or less per event. Why is this a problem? Well, it means there are a lot of classes with no participation, or very little. Most people don't think it's fun to run unopposed. Sure, you can get a jacket or nice trophy at the end of the year for winning your class, but the "victory" is hollow when you haven't had to earn it. And without competition your own abilities don't grow as quickly. So, in order to find competition, people gravitate to the classes that already have plenty of participation, like PAX, Street Tire, Street Mod and Street Touring.

A little history

Maybe a bit of history can help put the current "dilemma" in perspective. Until the PAX class was adopted in 1988, the NWR strictly followed the SCCA Solo II class structure, except for the addition of Novice classes. The NWR has always had a good nucleus of exceptional and above average drivers, including a fair number who traveled to Divisionals and Nationals. These "national caliber" drivers dominated their classes at regional events, so it was a bit daunting to break into autocrossing and be beat by Bill Buetow or Chuck Hanson or Mark Snell (to name just a few) by 5 or 7 seconds or more. To give mere mortals more of a chance to take home a trophy, the PAX class was created.

There were a couple of other perceived benefits to the PAX class. It gave those national-caliber drivers a way to compete directly against each other; by having to try harder to win, they improved their already considerable skills. It also created a sort of progression of skill: start in Novice, move to a regular class, and, when you start dominating your regular class, move to PAX. In fact, a few people had to be shamed into running PAX to open up their regular class for new people.

Comparing then and now

In 1995 (as far back as results go on the WWSCC web site), the largest class in the SCCA Solo II Regional Series (open plus ladies) was CS, followed closely by ASP, and then PAX. These three classes accounted for 35 percent of entries (excluding Novice). Interestingly, every class had participation and 15 of the 25

The growth of PAX

The following table compares the 1995 vs. 2003 class participation numbers:

Factor	1995	2003
Participation, top 3 classes (open + ladies) as percent of total	35%	48%
Percent of open classes with regular competition (2 or more avg. entries)	58%	46%
Participation, PAX classes (open + ladies) as percent of total	9%	26%

open classes averaged two or more entries per event. The significance here is that well over half of the open classes had regular competition.

Comparing this to 2003, the largest class by far was PAX (stock plus non-stock), followed by SM with about half as many entries, and then STS. These three classes accounted for nearly half (48 percent) of the entries. Only 16 of the 35 open classes averaged two or more entries per event. If you're running PAX and finishing 15th, are you really getting the incentive of competition? Probably not.

The last line of the accompanying chart shows how much the PAX classes have grown. The reasons for that growth and the effect of it on participation in the regular classes were the subject of much debate.

Without going into too much detail, it was felt that quite a few people were competing in PAX instead of their regular class because they had no or very little competition in their regular class. Of course, the more people deserted the regular classes, the less competition there was. Besides the competition factor, it was felt that the relatively recent change that allowed PAX class competitors to ride as passengers before their runs was a significant incentive luring people to PAX.

Summary of changes

The first change to induce more people to run regular classes was to change the passenger rule. For 2004, competitors in all classes are allowed to ride as a passenger before their competition runs (novice drivers can only have instructors as passengers). There is a feeling among some that the regional series should be a training ground for Divisional and National competition and that allowing competitors to ride with other competitors will be a good learning experience. The danger, of course, is that prerunning a course is not allowed in Divisional and National competition, so you could be at a disadvantage in those events if you become too accustomed to prerunning the course.

The second change, and the primary reason for this article is a new class structure that is an attempt to reverse the trend toward running PAX and present some options for those who would like to compete against

people of similar experience, in cars of similar performance.

Basically, the new classing structure combines several regular classes into new regional classes, based on similar types of cars. Within the regional classes, trophy positions will be determined by applying the PAX/RTP factor. Here is a breakdown of the new class groupings:

Stock 1 (S1): SS, AS, FS
 Stock 2 (S2): BS, CS, ES
 Stock 3 (S3): DS, GS, HS
 Non-stock 1 (NS1): ASP, BSP, ESP, BP, CP
 Non-stock 2 (NS2): CSP, DSP, FSP
 Non-stock 3 (NS3): AP, DP, EP, FP, AM, BM, CM, DM, EM, FM, all karts

Several classes obviously don't have a problem with competition and they were left as standalone classes. These classes are Street Tire, STS, STX, SM, SM2, PAX, and Nonstock PAX. For every open class there will be a parallel ladies class.

The practical aspects

I suppose the next question is, "What, now I have to get new class letters?" The answer is no. You'll use your regular class markings, the same as you do now (AS, ES, CSP, SM, SSS, HST, etc.). The timing cards will have boxes to mark your regional class (S1, S2L, NS2, SM, PAX, T, etc.) and to mark your SCCA class (AS, ES, CSP, SM, SS, HS, etc.) that is used to apply the appropriate PAX/RTP factor.

To help you remember which regional class you run in, the classes will be printed on the back of the timing card. In addition, a handout will be available at Registration explaining the new system and this article is available on the NWR Solo web site. And finally, you can get your questions answered on the Northwest Autocross List.

It will take a while to see if these changes have the desired effect of rekindling participation in the regular classes. After the season, the changes will be evaluated and either retained, revised, or abandoned. Remember that the reason for the changes is to enhance your autocross experience.

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 Marino
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 France
July 11: 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

2004 NWR Race event calendar

Feb. 23: Race Committee Meeting, Andy's Diner, 2963 Fourth Ave S, Seattle. 6:30 p.m. NOTE: The Race Committee meetings begin promptly at 6:30. If you would like to enjoy dinner while you are there, you might want to arrive around 6.

Feb. 28: Introduction to Road Racing Seminar, Park Place Rentals, 13824 Northrup Way, Bellevue. 9 a.m. to 3 p.m. Lunch included.

Feb. 28: Annual Tech, Fordahl Motorsports, 13821 Northrup Way, Suite F, Bellevue, WA. 10 a.m. to 2 p.m.

March 22: Race Committee Meeting, Andy's Diner. See note.

April 2: Ground School, Holiday Inn Express, Port Orchard.

April 3: Drivers' School, Test & Tune, High Performance Clinic, Bremerton Motorsports Park

April 4: Regional Races with Solo 1, Bremerton Motorsports Park

April 24-25: Double Regionals with Solo 1, Bremerton Motorsports Park

April 26: Race Committee Meeting, Andy's Diner. See note.

May 24: Race Committee Meeting, Andy's Diner. See note.

May 29-31: Double Nationals with Solo 1 and SCCA Vintage, Pacific Raceways

June 28: Race Committee Meeting, Andy's Diner. See note.

July 26: Race Committee Meeting, Andy's Diner. See note.

July 30: High Performance Clinic, Test & Tune, Bremerton Motorsports Park

July 31-Aug. 1: Double Regionals with Solo 1; SOVREN points both days. Bremerton Motorsports Park

Aug. 21-22: Restricted Regionals, Pacific Raceways

Aug. 23: Race Committee Meeting, Andy's Diner. See note.

Sept. 27: Race Committee Meeting, Andy's Diner. See note.

Oct. 25: Race Committee Meeting, Andy's Diner. See note.

Nov. 22: Race Committee Meeting, Annual Supps meeting, Andy's Diner. See note.

Dec. 4: Annual Race Awards Banquet, Bison Creek Pizza, Burien.

The Northwest & Montana Regions, SCCA



Present The

24th Annual Double National Races

at

Pacific Raceways
(formerly S.I.R.)
May 29-31, 2004

with

Regional Challenge
Vintage Series
&
Solo I

(* Regional Challenge will include the following classes:
all IT, all SP, PCA, & Spec Miata)

Entry Fees	National	Double \$435.00, Single \$310.00
Prior to May 15:	Regional	Double \$350.00; Single \$275.00
	Solo I	\$155.00

Entry Fees	National	Double \$470.00, Single \$345.00
May 16 - May 28	Regional	Double \$385.00; Single \$310.00
	Solo I	\$165.00

If registering at the track, add \$50.00.

Drivers: Mail your entry to Jay Bratton at:
Double National
 11674 132nd Ct NE
 Redmond, WA 98052

Entries may be faxed to Jay Bratton at (425) 822-8346
 Questions? Call Karen McCoy at (971) 544-1378,
 or e-mail: mccoylekaren@aol.com.

Entry forms (when available) may be downloaded from Northwest Region's Web page
www.nwr-scca.org

April NSCN 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 April issue is Wednesday, March 10. The deadline for classifieds is Thursday, March 11. E-mail your information to kurtbatdorf@earthlink.net, or snail-mail to Kurt Batdorf, NWR Editor, 11220 Walker Road, Mount Vernon, WA 98273.

Team Seattle: Gremlins dog Daytona Prototypes

Continued from page 1

was completed. Both cars participated in the afternoon practice as scheduled. In the final minutes of the practice the #15 car experienced another massive motor failure. It was determined that the timing chain broke causing massive damage to our second motor.

"Robert Yates builds good race motors," Kitch said. "They are as frustrated at this point as we are but are confident that this bad luck is behind us as we start the race with another fresh engine." Car #5 is making good progress for the preparation of their race strategy.

Weather forecast at this point indicates a portion of the race will be run in the rain. Should make for some interesting viewing.

Late Friday afternoon we practiced driver changes in the preparation for the race start at 1 p.m. Saturday. Team Seattle and its 70+ supporters enjoyed a lovely evening at the Chart House restaurant on the Halifax River.

Jan. 31 update

Our race report holds good news and bad news. First the bad news. Car #15 retired from the race at 8 p.m. with another failed Ford motor. "Our motor challenges were in no way related to driver error. Obviously Robert Yates knows how to build race motors. Car #15 simply got hit with the worst luck I can remember. This place and race either loves you or hates you..."

Team Seattle at Daytona

Official finishing order: #5 is 12th in class, #15 is 17th in class
Car # 15 completed 149 laps
Car # 5 completed 335.
Winner completed 535.
\$175,000 raised for Children's Hospital

it will break your heart."

Now the good news, our race day morning dawned clear and dry and 75 of our Seattle supporters were at the race track with open hearts and open wallets. The team cars jumped from \$225 per lap to \$256 per lap in the morning hours.

The race got off to a clean and dry start with Dave Gaylord behind the wheel. Car 15 experienced minor electronic management systems problems upon restart following a drivers' change from Gaylord to Kitch. As Kitch started his stint the Florida skies opened with heavy rains. He was in the car for a double stint totaling 2.75 hours driving in some of the worst Daytona conditions in recent history.

"I am pleased with my performance during my stint," Kitch said. "I was committed to running good times in the rain. Prior to changing to wets, my times on slicks in damp conditions were comparable with the leaders, according to team manager Michael Gue."

24 Hours of Daytona, 2004

Continued from page 1

the newly-formed Team Cadillac after a several year absence. A previous class winner at the Daytona endurance race, Pilgrim captured his first overall win in dramatic fashion with teammates Forest Barber, Christian Fittipaldi and former SPEED GT ace Terry Borcheller. They inherited the lead in an ailing car from NASCAR star Tony Stewart, who lost a wheel and retired with less than 20 minutes remaining.

Mike Fitzgerald, who has run more SCCA SPEED World Challenge races (61) in the last four years than any other driver, led the Orbit Racing Porsche team to a second-place overall finish, first in the GT category. In a race that was marred with multiple hours under both caution and red flag conditions due to torrential rain, Fitzgerald's team, which also included Porsche factory driver Johnny Mowlem, may have won overall, given the fact that they ran laps 20-plus seconds faster than the hobbled winner in the late stages of the race.

Finishing third overall, and nearly taking second in the closing stages, was SCCA SPEED World Challenge career-wins leader Peter Cunningham, who, with former SCCA SPEED GT race winner Johannes van Overbeek, made up part of Flying Lizard Motorsports. After leading early from the GT pole, the team dropped to 12th in class as it began to rain. Cunningham got in the car as the sun set and made a furious run from 12th to third before the race's midpoint. Despite making up two-plus laps that Orbit was ahead, Flying Lizard came up just over six seconds short, following a late charge in the rain by

Porsche factory driver Mike Rockenfeller.

Other SCCA SPEED World Challenge drivers that experienced success during the race, but didn't have the finish that they'd hoped, included:

Max Angelelli (Pilgrim's Team Cadillac teammate), who led overall and set the race's fastest lap before mechanical failure sidelined the team.

Defending SCCA SPEED GT Champion Randy Pobst, who started from the pole in the SGS class and finished second in class.

Former SPEED Touring Car Championship runner-up Hugh Plumb, who led the early stages of the race in SGS before eventually finishing seventh in class.

SCCA SPEED Touring Car driver Charles Espenlaub, who ran in the top three in SGS before finishing fifth in class.

SCCA SPEED Touring Car Champion Bill Auberlen, who, along with teammates, and World Challenge veterans, Boris Said, Nic Jonsson and Justin Marks, ran second in GT before mechanical failure forced them from the event.

The Rolex 24 At Daytona was the first round of the Grand-American series. The SPEED World Challenge season will make its first standing start of 2004 at Sebring International Raceway for the fourth consecutive year as part of the 52nd Mobil 1 12 Hours of Sebring week March 17-20. In 2004, the series will visit Lime Rock Park, Mid-Ohio Sports Car Course, Infineon Raceway, Portland International Raceway, Mosport International Raceway, Road America, Road Atlanta Motorsports Center and Mazda Raceway Laguna Seca.

The next driver change showed continued electrical challenges and late in the stint the motor failure occurred. As of 10 p.m. EST our team car #5 is making laps and carrying our banner. Currently the car is in seventh in class and ninth overall.

Feb. 1 update

Extreme weather conditions created a history-making 42nd running of the Daytona, with at least three hours under yellow behind the pace car and a two-hour red flag period.

Team Seattle car #5 was continuing to lap in the top 10 of its class but extreme water built up in the interior of the car took its toll on the electronic management control system. Repeated attempts to fix and replace finally resulted in the #5 car being retired at 6:30 a.m.

"As I have said in the past, victory shows itself in many different forms," Kitch said. "Team Seattle always wins at the Daytona 24 as we estimate we will generate somewhere near \$175,000 for the care of the kids at Children's Hospital."

This afternoon will bring planning and strategy meetings for next year's 24 as it will take one year to prepare and rebuild for our ninth effort.

To all of you, thank you so much for your support, and commitment to Team Seattle and its drivers. We plan to be back in 2005 with a bigger team and lady luck on our side.

Club Racing alters waivers for minors

2004 SCCA Club Racing minor waiver registration guidelines summary, effective Jan. 12, 2004

A. 2004 Changes

1). No more "permanent" minor waivers effective 5/1/04. The "pink" minor photos ID cards will no longer be valid after that date.

2). An "annual" minor waiver form will need to be completed each calendar year for each minor. A new optional "yellow" minor photo ID card is available from Risk Management and may be issued by the region. Fees for this may be set by each region.

3). A new minor waiver form (#MS-2A) which can be witnessed OR notarized is available and will replace the MS-2A form. Existing MS-2 forms may still be used. This will be a 2-part rather than a 3-part form. This form also has a box checkoff for sole custody/guardianship situations. The MS-2A form will also be available on the SCCA Web site if an original MS-2A form is not available.

4). It is no longer necessary to have an adult accompanying the minor(s) at the track sign the adult waiver form (MS-1) "for" or "on behalf of" the minor(s).

5). NOTE: There are NO changes to the "hot" ("W" credential) licensing program administered through the National Office for minor drivers and workers.

B. Annual Minor Waiver Requirements

1). Must be signed by BOTH parents or legal guardians.

2). The parents' or guardians' signatures must be witnessed by a SCCA Registrar or the waiver form must be notarized.

3). If there is only one parent or guardian (or a parent has sole custody), the appropriate box so attesting must be initialed by the parent/guardian on the MS-2A form or, if using the MS-2 form, a Certificate of Sole Custody/Guardianship (available from Risk Management), must be completed.

4). The "event location" and "event dates" blanks at the top of the waiver should be filled out "ALL SCCA EVENTS" and "ALL DATES" respectively.

5). This ANNUAL waiver is optional and is NOT required. You may also use a per event waiver as specified in "C." below.

6). Completed forms are to be retained initially by the region, but may then be sent to the National Office for filing IF desired, BUT ONLY on an annual basis. Do not send them to the National Office multiple times through the year as the forms are completed. A list of names of the forms being sent must be included. If not sent to the National Office, forms are to be retained by the region until the minor reaches 18 plus another 2 years.

C. Per Event Minor Waivers

1). Must be signed by at least ONE parent or legal guardian. Friends, relatives, brothers, sisters etc. may NOT sign the waiver on behalf of the minor.

2). Signature must be witnessed by a SCCA Registrar or Steward either at or away from the event site OR it may be notarized on form MS-2A.

3). Per event minor waivers are NOT to be sent to the National Office.

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Timmy Walker
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Northwest Garage Sale Classifieds



RACE CARS FOR SALE

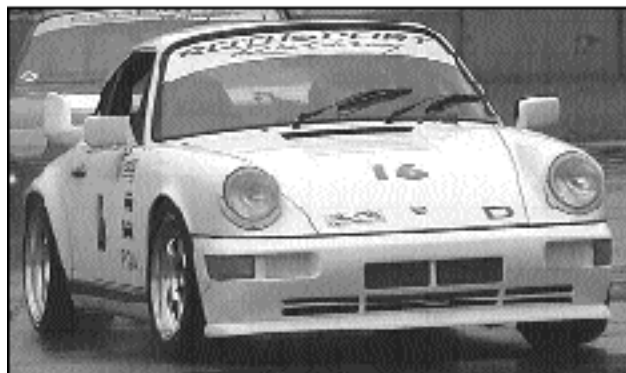
1981 Datsun MP 21 Formula Ford with 20-ft. enclosed aluminum car trailer. Prep work has been done by Andy Williams at IDART Enterprises in Boise. Improvements include reset suspension, (legal) high energy ignition, external battery connection, high performance Hawke brake pads, new CV joints last winter 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. G/P. 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 enduro 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



1988 Porsche 911 Racer. Prepared and maintained by Rothsport. 3.2 motor overhaul 3/03. PMOs. Big Reds. JRZ & Moton dbl/adj dampers. ZF limited-slip. Needs nothing. Winner 2002 PCA4, SCCA Oregon and Northwest Regions. \$39,000. Details, pics: www.jones-racing.com/for_sale.htm, e-mail Caseyjones@centurytel.net; 360-638-2055. 02/04

TIRES & WHEELS

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

FOR SALE

RX7 parts: Two (2) Mazda 12A peripheral port motors, both with lightened and balanced rotors and shaft assemblies (by Drummond). One motor with carbon seals, one with ceramic seals. Have approx. 4 races on each motor. Both sold as short blocks. \$5,000 for carbon, \$6,000 for ceramic.

Two (2) complete rear axles out of tube frame RX7. Speedway Engineering Mini-Stock Quick Change differential with spool, 4:11 R & P \$1,200 each. Mini-Stock quick change gear sets with mahogany case. \$500. Bud Reichard, 206-285-7304 or e-mail reichard@netzero.net 02/04

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

Arizona Region 2004 Schedule

- March 6-7,** AMP, Regional/National
- April 2-4,** PIR, Fifth Annual 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

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TROPHIES:

Joan Manley
301 160th Ave. NE
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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 April issue is Thursday, March 11.



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 member participation 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

<input type="checkbox"/> Club Racing	<input type="checkbox"/> Pro Racing	<input type="checkbox"/> ProRally	<input type="checkbox"/> RoadRally	<input type="checkbox"/> None
Annual National Dues		Annual Regional Dues		Total
01 <input type="checkbox"/> Regular Member	\$ 00.00	Regular Member	\$ 20.00	= \$ 20.00
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 D

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 _____

The Official News Source of SCCA's Northwest Region

February-March 2004

Meetings

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 Lahey.

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
7 Doo Wops 3	8 NWR Board Meeting	9 Solo 2 Committee Meeting	10 Deadline for submissions for April NSCN	11 Rally Committee Meeting	12	13
14	15	16	17	18	19	20
21	22 Race Committee Meeting	23	24	25	26	27
28	29	30	31	MARCH		
APRIL						
4 Regional Race, BMP	5 NWR Board Meeting	6	7	8 Rally Committee Meeting	9	10
11	12	13 Solo 2 Committee Meeting	14 Deadline for submissions for May NSCN	15	16	17
18	19	20	21	22	23	24 Double Regional
25 Double Regional	26 Race Committee Meeting	27	28	29	30	



Northwest Region, SCCA
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Olympia, WA 98502

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Northwest Region honors its members' efforts during 2003

BY JOHN NISPEL
Assistant RC Rally

The Northwest Region's annual awards banquet was held Saturday night, Jan. 17. It was a return to its roots for the club as the event was held at Bison Creek Pizza in Burien.

Bison Creek is a local pizzeria, whose owner is also a motor sports aficionado. He routinely opens his establishment to watch live European F1 races at 4 a.m. He serves excellent pizza and an outstanding selection of micro-brews.

About 40 region members attended the event to enjoy the pizza and camaraderie.

John Forespring, MC'd the evening which saw the Mary Pang Unsung Hero Award given to Scott Miller for his service to the Solo community and Tom and Sherri Masterson (Sherri for the second time) awarded the Manley Ethelstun Trophy for their service to the region and each of its venues, particularly Race and Rally.

Rally elected to award its trophies, the Jorge Mesa trophy and Rosemary Tindall Inspirational Award at its venue banquet, the Rally Workers Party, on Jan. 31.



Scott Miller won the region's Mary Pang Unsung Hero award.



Sherri and Tom Masterson accept the Manley Ethelstun Trophy for their service to the region.