

Taste Hawaiian hospitality

BY SHERRI MASTERSON
Contributing editor

BREMERTON — Northwest Region and Big Island of Hawaii Region invite you to the Trans Pacific Exchange July 28 and 29 in Bremerton.

This event is co-sanctioned with Big Island of Hawaii and it's the first co-sanctioned race event in SCCA to be held with two regions from different divisions.

Everyone is invited to the Saturday Hawaiian social.

This is a Double Regional with Track Trials and Vintage SOVREN Grids at

Bremerton Motorsports Park.

The schedule is posted at www.nwr-scca.org/Race/2007/2007_July_28-29_Sched.pdf.

Find a race entry form at www.nwr-scca.org/Race/2007/2007_NWR_July_Entry.pdf. Please remember to check the "I Accept" box.

If you want to know who's coming, check the entry list at www.nwr-scca.org/Race/2007/EntryList_7-07.htm.

For the Test-n-Tune on Friday, July 27, use the same entry form as the Race entry form above.

If you're interested in dabbling with

track time without racing, try the Performance Driving Experience and Club Trials, also on Friday, July 27.

Follow this link to the PDX schedule: www.nwr-scca.org/Race/2007/2007_July_PDX-CT_SCHED.pdf.

For the entry form for the Performance Driving Experience and Club Trials, follow this link: www.nwr-scca.org/Race/2007/NWR_2007_July-27_Club_Trials-PDX_ENTRY.pdf.

NOTE: All race groups have been rearranged to accommodate Vintage groups.

Early bird registration prices are good until Friday, July 20.

Regional racers save Memorial Day

This year we had a reasonably successful Double National over Memorial Day weekend.

The committee extends its thanks to all those who came out to help put on the event. However, we must note that had it not been for our regional races, we would have lost money on the event. So thanks to those regional drivers who also participated.

Coming up is our July event at Bremerton, which is a Double Regional with SOVREN-Vintage and Track Trials and is co-sanctioned with Big Island of Hawaii. We are told by national office that once again NWR has managed a first. This will be the first co-sanctioned

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ASSISTANT RE, RACE

event that also crosses divisional boundaries as Big Island of Hawaii is part of SOPAC.

We will have a Hawaiian-themed social on Saturday to which everyone (drivers, crews and workers) are invited. We will have appetizers, pork and chicken, coleslaw, sweet potato balls and cookies. There is also a Performance Driving Experience, Club Trials and Test-n-Tune on the Friday of the

event. The price for the Test and Tune is \$50 for 45 minutes of time. The PDX-Club Trials will cost \$100 for either or \$150 for both.

Also remember that we are having a Double Regional at Bremerton in September this year. We had requests for an event later in the year and we have found a date. Please show up and support the race program for both these events.

Finally our banquet will be Nov. 17 this year and we are still working on the location. If anyone has any suggestions for something relatively cheap and centrally located, please let Sherri know by the July event.

Play safe and have fun.

Plan needed now to leave Bremerton Raceway

BY FRANK MANLEY
Northwest Region archivist

Back when race management was firing a most experienced chief is the time we should have identified an evacuation chairman.

We all know the FAA is going to take over our Bremerton playground. It may be two years, maybe more. The job of removing and locating all of our logistics is tremendous. I know, I did it at Olympia in 1988. I had taken us in there in 1980 for 12 fun races, the last

being a joint sanction with TC. And then the FAA wanted us out.

I had bought 24 racing barriers from Barriers West, the same as I did for Bremerton. These weigh 8,700 pounds, are 10 feet long, and can go only four to a truck compared to eight Jersey barriers. We also have the timing trailer and drivers' services trailer to move. We MIGHT tow the drivers' services trailer away (to where?) although the axle is weak. We also have a gaggle of heavy tires. Back to Olympia, I could not find a home for

the barriers; Jim Rokstad would not let me store them at SIR.

With a small stroke of genius I gave the barriers to George Yount, the very cooperative Olympia airport manager, who cut off 400 feet from the active runway for our race course. If you go to the Olympia airport, you will see the governor's airplane securely protected by a semi-circle of racing barriers.

You know where they came from. I don't think this will work at Bremerton.