

The Elder passes as season begins

Our first event in Bremerton went well and had a good turnout. On Saturday we actually had 14 cars in the Group 4 race (PCA-Miata) and made for really good racing! With groups that size we could keep entry fees down and attract more workers and drivers.

Groups were a bit smaller on Sunday, especially with a threat of showers, which did show up in the afternoon. Despite that, there was still some really good racing action going on. My thanks to those who showed up to compete and to work. I also need to thank the stewards for providing their barbecues and the cooking for the Saturday night hamburger feed. We pulled the tables and chairs out of the building and sat outside turn six in the sun — yes, I said sun — and drivers and workers alike had a good time.

Someone asked our chief steward Jim Graffy whether we were trying to become a Solo-only region. (This is probably because I keep harping on the fact that we need drivers and workers to turn out to support our races.) The answer to that question is that it is up to the drivers. The Board of Directors doesn't want to lose race as a venue, but it does want to know that the drivers support the program. The only way they can judge the support is the turnout of the event. Your support is needed to keep race in the Northwest Region.

We do have problems competing against conference events at Portland

Race Report

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and Pacific, but that is an uncontrollable part of scheduling. So let's get out and continue to support our region race program. We are working on other venues like Evergreen and River's Edge, but we'll continue to use Bremerton as it is the most affordable track we have.

Your participation may be part of the influence required to help Bremerton Motorsports Park decide if they want to pursue building a new and better facility for when, not if, the current one goes away. We, as a part of the motorsports community, need to stand up together and let our voices be heard.

That leads to other news. My father, Tom Masterson (The Elder), passed away the day before the April event. For those who don't know, he was known as The Elder because his true name was John Thomas Masterson, though like me, he always went by Tom. He was a great supporter of Bremerton and often said if he could afford to run a car again he would love to drive that course. Based on his history when racing, the corner workers would have gotten to wave a yellow at least once at their corner for a spin. He always said you don't know where the limits are until you try them.

Elder was also a great supporter of mo-

torsports in general including road racing, drags, motorcycles, oval track and almost any other form you can think of. He understood what many of us fail to see, that if the motorsports community does not support each other we will cease to exist. That it takes all of us to influence the politicians, track owners, and the people who want to see motorsports in general go away.

Elder always said, we all have our differences in what we want and which part of motorsports we most like. So when you see a drag racer or an oval-track driver or an autocrosser or whoever it may be, stop and talk, learn about their form of the sport, tell them about your form, and invite them out to an event. Do your best to encourage the good ones, and when you find some bad ones, remember that your branch of the sport has bad people as well and don't become one of them.

A memorial lap at this year's Double Nationals (Memorial Day weekend) in memory of Elder will be held on Saturday just before lunch after Group 5 qualifying. It will comprise a Porsche and a Formula 5000, which were the two cars my father raced in, and the international flag wave. He was instrumental in getting the event started and the co-sanctioning with Montana Region. The current plans are to name next year's event for him.

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Masterson praised for Street Survival efforts

The first tip-of-the-helmet this month goes out to Sherri Masterson for her tireless effort in putting on Area 13's first Street Survival school. By all accounts, this event was a hit with even former national champion and Pro-Series runner-up Andrew Cadell in attendance as an instructor.

Street Survival is one of two new programs that should give this club the shot-in-the-arm it needs. Not only will it help recruit new members but it will improve this club's public image and enhance our standing in the community. The program is currently structured to be almost loss-free to the regions. Street Survival is tailored and made to order for small re-

Directly Duck

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gions. Please contact Howard Duncan in Topeka for further details.

The other program that is revitalizing the club is RallyCross. Over the years, the Rally department has generated about a \$100,000 loss in the club's bottom line. The BOD feels that as RallyCross rolls out across the country it may well erase the traditional red ink. RallyCross is the easiest event you can put on in this club, with the least amount of ef-

fort and financial risk. Like the aforementioned Street Survival, it is the best tool we have to recruit for Solo and it helps extend the Solo season by months. It is also the least expensive way a competitor can join us in the club. Contact Pego Mack in Topeka for the details. It is my goal to have more than half of the regions in Area 13 sanctioning RallyCross by the end of 2008.

Another Tip-of-the-helmet goes out to former NWR BOD member John Martinson, who has been appointed series steward for the VW TDI Cup.

Road Rally will have a photo contest this fall; be sure to watch the Web site for details.