

Race venue presses on despite difficult finances

Our first two race events are now history, a double regional at Bremerton and our Double National at Pacific Raceways. I want to give a BIG thank you for those workers who supported us and to those drivers that participated and continue to support our race program.

I would also like to offer my heartfelt thanks to all the members of the race committee board of directors who have helped me to find my way in this new position.

Unfortunately, the bad news is that we lost money on both events. We realize that the Bremerton event was in conflict with a conference event at Pacific, but our drivers indicated they would support us. As you may not know, the dates we get at the tracks are beyond our control, so we are bound to at times run into this kind of conflict with other race groups. We would love to do a Double Regional at Pacific, but with the cost of renting the track, we are looking at a potential loss of

RACE REPORT

**CHUCK HUFFINGTON
ASSISTANT RE, RACE**

\$30,000 if we don't get a good turnout. Please let me know if you would support this event next year. We have a group of dedicated racers and workers that support us in all the races, but we really need to broaden this group.

It was great fun and encouraging to see the good turnout and watch all the closed-wheel group racing at the restricted regional at Pacific.

Now for the next event, the Double Regional with vintage and Big Island of Hawaii at the end of August at Bremerton. Remember a couple of years ago the luau and fun racing? It is happening again and all are invited to participate. The luau will be Saturday night after the racing is over. Sign up now so you can enjoy more good racing, good food and of course,

good company.

The subject of driver's schools comes up at least on an annual basis. Many regions are dropping the schools because of the cost when only six or 10 drivers participate. The cost of the track is the same as putting on a national race and the worker staff is essentially the same. National is currently working on plans that will allow Time Trial experience to substitute for some of the schooling. These plans are still in the early stages but at least are being discussed. We will continue to encourage and help as much as we can.

Please remember that your input is needed to make all of our programs better so feel free to let us know what you think. Contacts can be found on our Web site, www.nwr-scca.com. Comments can be to any member of the race committee or board member.

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Pigott Award humbles 2008 winner

The following is a letter received by Tom Masterson for the Northwest Region members.

I was elated when I read in the May SportsCar that the Northwest Region had awarded me the Pat Pigott Award. This turned into awe and humility when I did some research and read about who Pat Pigott was and his exploits. I then called Joan Manley. Joan graciously explained more about Pat and the history of the award to me. I cannot describe how honored and humbled I am to be no forever associated with the great drivers that have won the prestigious award. I hope you will accept my sincere thanks and pass

along my gratitude to those on the board that have presented me with this accolade.

I have been very fortunate to meet a lot of great people in racing. Even more fortunate to work with some great teammates that have made it possible for me to win so many races and a couple of RunOffs medals. Some are no longer around to share this with me. My current teammates were thrilled to hear the news.

We have had a very good 2009 so far. Unfortunately we are not making our Northwest swing this year. We're focusing on the Run Offs and the three national races at Road America. For the remainder of the season we will be based out of

Elkhart Lake starting from the June Sprints. This award has really inspired us. We're determined more than ever to represent the West Coast will and live up to the legacy of Pat Pigott.

Yours faithfully,
Jeff Jorgenson

(This trophy was given 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 annually to an outstanding West Coast driver who competes in an under-2-liter car. Jorgenson is a San Francisco member who drives a Formula 500 and was awarded the Pat Pigott Award for 2008.)