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Editor: Bruce Dover  
Approving Executive: Mark Senior  
Printer: Chapel Hill Printing & Graphics

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## RE's Report

by Mark Senior

The end of July and beginning of August have been a very busy time for the Region and its officials. This period has included our Region's first ever Performance Driving Event (PDX) held July 29-30 on the road course at Rockingham (North Carolina Speedway); the SEDIV Mid-year meeting July 29<sup>th</sup> in Atlanta; and the Region's Oak Tree National August 12-13 at VIR. You may receive this Newsletter later than normal as your RE was a little overloaded with all these activities and because I felt it would be valuable to provide important information from the Mid-year meeting to our members at the earliest opportunity.

First, the PDX: I will have to provide a full report on how the PDX at Rockingham went in the next newsletter since it's still taking place as I'm writing this month's article. Based on what I do know, turnout for the event was light but those that attended had a lot of fun. Many thanks to the Chief Steward Sara Snider, Safety Steward Clyde Kiser, F&C Chief for the weekend Mark Biamonte and his small but dedicated crew of corner workers, Grid Chief Jon Messick, Chief starter Bruce Dover, Chief Instructor Chris Schimmel and all the other volunteer instructors, Classroom Instructor Ron Spencer, Richard Franklin who helped promote the event and create a registration page, Heather Powers who helped with registration as well as instructing, and of course our Chief Registrar Ginny Condrey who does so much more than just registration to help put on our events and keep our Region operating. The Region anticipates running at least one PDX next year and I will try to do a better job of promoting it to the membership since these are really "not to be missed" events that give everyone the opportunity to find out how much fun it can be to drive on track at speed. The more participants we get, the cheaper we can make the entry fees! I will be looking to put together a focused team to develop, organize, promote, and run a PDX and Time Trial program for the region (much as we have established focused "boards" for Club Racing and Solo2). So, if you are interested in this form of Motorsport, please let me know so that we can get started on this now for next year. I really think this will be great opportunity for the Region and its members.

Along the same lines, the Region has been fortunate to have had at least 2 very successful rallies this year and there is strong interest in expanding the rally program. In order for this to happen, the Region will need to establish a Rally Board to develop and promote these events. I think we have some enthusiastic members already, so we may be well on the way to making this a reality.

The plans have been laid and everything is in place for our Region's annual "Oak Tree" National Race at VIR August 12<sup>th</sup> and 13<sup>th</sup>. National events provide the opportunity for SCCA's premier drivers to compete for a National Championship and to qualify for the nationally televised annual SCCA Runoffs to be held this year at Heartland Park in Kansas. It also provides an opportunity to show drivers from outside our region the kind of event NCR can put on and what a wonderful track we have to play on.

The big event of the month, at least for me, has been the annual SEDIV Mid-Year meeting in Atlanta, Georgia. This is the time when all the RE's and Officials of the SEDIV get together and hash out the race schedule and rules for the next year's racing season. This meeting requires quite a bit of work and preparation on the part of your Region's

officers to work out a race schedule and to determine how the Region will vote on rule preferences for the coming year. This year's topics included: spec tire rules for Spec Miata and IT7 classes; loaning money to the Buccaneer Region to repave the track at Roebing Road; and a very refreshing and candid report of what's going on at the National level from Area 3 Director KP Jones. A more detailed report on the meeting should follow in next month's newsletter but let me quickly cover some of the more important items here:

- The Club Formula Continental (CFC) class has been dropped as an official SEDIV class due to lack of participation. It may be revisited if participation picks up.
- The IT7 rules will remain the same as for last year so the Toyo Proxes will continue to be the spec tire for IT7
- The SEDIV will continue to specify the same spec tire for Spec Miata (SM) as the National class but will allow any DOT rain tire
- A more thorough process for determining driver preference regarding spec tires and other class rules will be instituted for future meetings
- There were some minor rule changes for SPO/SPU and GT America (GTA)
- SCCA has published a financial report clarifying the profits or losses in all of the major categories of racing. KP noted that the picture is not pretty. The organization is losing money and the reserves are not where they should be. He noted the National BOD has some difficult decisions to make to get the budget back on track.
- On the positive side, membership is going up and Club Racing is going strong
- KP noted that National is just considering the sale of Enterprise. Whether it will actually be offered for sale has not been decided!
- KP indicates he will vote against mandatory head and neck restraints (but anyone who opposes mandatory restraints needs to write their Director and the National Board if they don't want this to follow the path of the 2-year seat belt rule)
- 24 races are anticipated at the Runoffs but what classes will be included in those 24 races is still up in the air
- Rick Mitchell replaces Fred Schmucker as SEDIV Executive Steward and Fred thanked Sara Snider for her help at the Double National at Roebing Road
- The SEDIV approved loaning the Buccaneer Region \$50,000 for repaving the Roebing Road track at 6% interest. The SEDIV appears to have around \$145,000 in the budget but the Treasurer was unable to attend the meeting, so this could not be confirmed.
- The SEDIV formed a committee to pursue the idea of 2 double nationals in the SEDIV, one in the south early in the season and one at VIR later in the season
- The Holiday Inn at Jekyll Island has been sold and torn down so the annual meeting and awards banquet will be held at the Buccaneer Hotel which is just up the road from the old site

At the urging of the ECR Administrator, NCR has proposed repeating last year's ECR schedule with a double ECR in March and a single ECR in October. This will require the ECR Committee to approve a waiver.

That's all the highlights. Look for more details in the next issue.

Hope to see you all at an event soon,  
Mark Senior

## Plans Finalized for GT LIVE Weekend at VIR

Alton, Va. (July 25) – Plans are now complete for one of the most unique and ambitious motorsports events ever to be staged in America, the GT LIVE Weekend at VIRginia International Raceway scheduled for October 6-8.

The weekend will feature the first-ever East Coast appearance of the phenomenally popular GT LIVE, an interactive festival for tuner-car and sport bike enthusiasts that is the wave of the future for young motorsports enthusiasts. Sharing the track with GT LIVE will be the Grand American Road Racing Association's Grand-Am Cup Series, the hottest production-based sports car racing series in America, which will end its 2006 season and determine the championships for its two classes with a pair of six-hour endurance races, the longest races in the series' history. Also on the bill will be the season finale for the United States Endurance Racing Association (USERA), whose Carbotech Endurance Championship will contest a pair of three-hour enduros.

GT LIVE is an event unlike any other ever held in the eastern United States. It offers a non-stop list of interactive attractions for fans of Japanese tuner and GT cars and sport bikes. GT LIVE will utilize both the 3.27-mile Full Course and the 1.1-mile Patriot Course. The Patriot Course will host drifting competitions and Tarzan's Lap Battle, an amateur time attack event that gives tuners a safe and exciting environment to test their machines against each other in a one-up, timed-lap format. The top three lap times in each of the six categories (Honda, Mazda, Nissan, Subaru, Mitsubishi and Ford) will have the option to turn their cars over to the capable hands of world-famous time attack king and Tsukuba Circuit Champ, Tarzan Yamada, who will attempt to beat the winning time set by the car owner in their own car.

On the Full Course, GT LIVE will present the GT Track Attack Championship, in which some of the world's fastest modern-day Asian muscle cars will battle for fastest lap time honors; GT Sim Race, in which fans can ride around the circuit in Japanese GT or Grand-Am Cup race cars at full speed; and the U.S. Stunt Riding Championship, an invitation-only freestyle motorcycle stunt competition to determine the best stunt rider in the country. In addition, GT LIVE will offer fans an opportunity to drive racing karts on VIR's state-of-the-art 5/8-mile paved Plantation Valley Kart Track and to experience Rally-X on special gravel rally stages, plus the first-ever Spoon Sports festival (celebrating famed Honda automobile tuner Spoon Sports Co., Ltd.), professionally judged sport-compact car & sport bike shows, a mini-SuperMoto competition, a 50cc mini-Stunt competition, music & vendors.

"We're really excited to bring GT LIVE to VIR, and to give east coast fans a chance to experience what west coast enthusiasts have already seen and enjoyed," said GT LIVE founder Randy Grube. "VIR is an awesome facility, and will lend itself perfectly to our 'motorsports theme park' concept. The combination of GT LIVE and the Grand-Am Cup Series is a natural match, and we can't wait to drop the green flag on what we think will be an historic occasion."

The Grand-Am Cup Series' season finale will be comprised of two six-hour races on the VIR Full Course, one for the Grand Sport (GS) Class featuring high-performance coupes such as Ford Mustangs, Porsche 911s and BMW M3s and Nissan 350Zs, and the other for the Street Tuner (ST) class, which is populated by smaller high-performance coupes and sedans such as Chevrolet Cobalts, Mazda RX-8s, BMW Z4s, Acura TSXs and BMW 330s.

The Grand-Am Cup was originally scheduled to run a 12-hour enduro, but the decision was made to run each class for six hours due to very large car counts in recent events. When the series visited VIR in April, more than 100 cars were entered.

VIR has been an important part of the Grand-Am Cup Series since its inception in 2001. The Southside Virginia track hosted a three-hour stand-alone race in June 2001, and the Grand-Am Cup has accompanied the Rolex Sports Car Series at VIR every year since. A six-hour endurance race on the picturesque and challenging VIR circuit will pose a very tough test for the teams, whose cars and drivers will have to adapt from the series' customary 200-mile, 2.75-hour race format to face the demands of a grueling six-hour event. With championships on the line, car preparation will be of utmost importance and a drama-filled weekend is guaranteed as teams battle for last-minute points to determine driver, team and manufacturer titles.

"With as many cars as we've had throughout the Grand-Am Cup season, it only makes sense to split our season finale into two six-hour races, while still delivering the 12 hours of racing that we and our partners at VIR have promised to

the fans,” said Grand American president Roger Edmondson. “This will ensure that our fans and competitors will get the kind of close and exciting competition befitting of a season finale. We expect an action-packed weekend as our Grand-Am Cup championships are decided at VIR.”

The USERA Carbotech Endurance Championship is an entry-level, nationwide, professional endurance racing series in its inaugural season featuring four classes of cars. Their visit to VIR will be the season finale, and will consist of two three-hour nighttime races that will see non-stop, fender-to-fender racing.

“USERA is excited to be hosting the final two races of our inaugural 2006 Carbotech Endurance Championship at VIR,” said USERA president Ken Grammer. “VIR is a fantastic racing facility, and we expect the championship battle to go down to the last corner of the last lap of the last race. Racing at night will challenge both our drivers and pit crews to be at their best during both races. The fans are going to love this weekend!”

The on-track action will be almost non-stop all weekend, with GT LIVE, Grand-Am Cup and USERA sharing the Full Course from 8:00 am to 12:00 midnight on Friday and Saturday and from 8:00 am to 8:00 pm on Sunday, while the GT LIVE action on the Patriot Course will start at 8:00 am each day and will end at 9:00 pm on Friday, 8:00 pm on Saturday and 6:00 pm on Sunday.

“The GT LIVE Weekend is going to be the busiest event in VIR’s history,” said VIR general manager Josh Lief. “With GT LIVE’s many activities, plus two six-hour races for the Grand-Am Cup Series and two three-hour races for the USERA Carbotech Endurance Championship, we’re going to be flat-out all weekend. There will be so much to see and do for fans that it may be impossible to take it all in. There has never been an event like this in the eastern United States, and we’re really excited to be hosting what we hope will become an annual tradition.”

Advance three-day Super Tickets for the GT LIVE Weekend are priced at \$40, with advance single-day tickets for Saturday and Sunday priced at \$20. At the gate, three-day Super Tickets will be priced at \$50 with single-day tickets priced at \$20 (Friday) and \$25 (Saturday and Sunday). VIR is a family-friendly facility, where children 12 and under are admitted free with a paying adult. Spectator camping is available. Call 434-822-7700, ext. 116 or 300 for advance ticket sales.

For more information, visit the track’s website at [www.virclub.com](http://www.virclub.com) or contact VIR at 434-822-7700.

For more information on GT LIVE, visit their website at: [www.gtlivetour.com](http://www.gtlivetour.com).

For more information on the Grand American Road Racing Association, visit their website at: [www.grandamerican.com](http://www.grandamerican.com).

For more information on the USERA Carbotech Endurance Championship, visit their website at: [www.usenduro.com](http://www.usenduro.com).

John Gardner  
Director, Public Relations  
VIRginia International Raceway

## **New Classes on SCCA Club Racing Horizon**

*CRB Recommends Prepared Category, New IT Class, Realignment of Touring and Motorcycle-Powered Formula Cars*

**TOPEKA, Kan. (July 6, 2006)** – In the July FasTrack<sup>®</sup>, the official member notification bulletin for Sports Car Club of America, Inc., it was announced that the Club Racing Board has recommended a number of new classes for the 2007 season. Highlights include a place for SCCA Pro Racing SPEED World Challenge cars to race, a home for ultra-high performance sports cars in Touring, the next level of performance in Improved Touring and a new motorcycle-powered formula car class.

Designed to fulfill the need for highly race prepared production-based automobiles, the “Prepared” category (which the CRB calls a working title) has been recommended, with B Prepared designated for SCCA World Challenge GT cars and D Prepared designated for SCCA World Challenge Touring Cars. Classes “A” and “C” may be created at a later date to fill the performance level gaps above and between the new classes.

“The creation of Prepared is a necessary and somewhat overdue step forward in the Club Racing division,” SCCA President and CEO Jim Julow said. “At the moment, there is not a real place for modern performance, GT and touring cars to compete in race preparation. The new category is similar to the current production category, in that it involves cars that were once street based prepared to a high level. What is different is the relevance of the cars to the current marketplace.”

Only cars produced since 1990 will be initially classified. The CRB’s goal is to maintain these classes as the marketplace progresses. Each car will reach a certain point, after it is out of production, that it will no longer receive positive competitive adjustments within the class.

“The historical similarity of having, for instance, a ‘BP’ on the side of a baseline Corvette is not a coincidence. It’s the natural evolution, with a 20-year or so gap in the middle. However, lumping the new category, which will run on DOT-approved tires and will likely have approved aerodynamic devices, into the current Production name is not the correct course of action,” Julow said.

Recognizing the missing performance level beyond the current Touring 1, the CRB has also recommended the realignment of Touring classes, moving the current T1, T2 and T3 classes down one number designation to T2, T3 and T4. A new Touring 1 class will be introduced for vehicles with performance levels similar to the Corvette ZO6 and a large number of exotic sports cars.

“Throughout history, there has always been on performance level higher than that of the current Touring 1 category,” Julow said. “Call them supercars or exotics—they beg to be raced. In reality, when the realignment of Touring occurred a number of years ago, this probably should have been the result, with the current Touring 1 being the second performance level.

“Additionally, realigning the Touring names in this fashion gives Club Racing a logical progression for the racer who buys a car, builds it to Touring specs and then wishes to further develop it into a Prepared car. While there will always be exceptions, the intention is for a T1 car to progress into AP, T2 into BP, T3 into CP and T4 into DP.”

Like Touring, the Regional-level only Improved Touring category will have a new class to recognize cars with a performance level too high for the current classes (S, A, B and C). ITR has been added to include cars with stock horsepower levels around 200, like the 1997-1999 Porsche Boxster, 1989-1996 Nissan 300Z, Honda S2000, V6 Chevrolet Camaro and a variety of BMWs.

Finally, recognizing the popularity and practicality of motorcycle engine power in racing, the CRB has recommended the creation of Formula 1000 for regional competition. Formula 1000 will include chassis eligible, or similar to, Formula Continental, but with a restricted 1000cc motorcycle engine.

“The Club Racing Board has taken a lot of input and developed a cohesive plan to move our racing classes into the future,” Julow said. “I applaud their efforts and look forward to seeing these classes move from the conceptual phase into reality.”

All of the classes are subject to Board approval at the August 2006 meeting. Each of the new classes would receive “Regional-only” status for the first year, with the possibility of being recognized as a National class in 2008 (excluding ITR), should numbers qualify it as such.

## **Triangle Chapter Notes**

*by James Shanks*

The July meeting of the Triangle Chapter was held the day after Independence Day, but we still had a big enough turn-out of our members to call it a success. Unfortunately, the factory DVD that Asst. RE Rex Deffenbaugh brought with him about the HANS device would not play in the old player that Pepe provided, so Rex couldn’t give his presentation about it, as had been planned. But, we had a lively discussion anyway, since Sam Fouse and Glenn Long, who both wear one when they race, were on hand to offer their insights and opinions as to its efficacy.

Glenn said that it is easy to get used to and seems quite natural in a short time, once you have it on, and that it doesn’t feel restrictive at all when you are driving. And, considering that it lasts forever, the benefits far outweighed the cost.

He recommends them without reservation to his renters. Sam indicated that the window in his MX-3 is so tiny that if he had to exit the car that way in an emergency, he'd have to remove the HANS, so he purchased a quick-release with his, but he also noted that it is much more comfortable than the old "horse collar" he used to wear, and greatly improves his ability to look around while inside the car. He, too, is convinced of its worth. Their opinions dovetailed nicely with an article that had appeared in Speed just a few days before in which Joey Hand, who crashed and flipped end-over-end during the Grand-Am race at Mid-Ohio the previous weekend, credited the HANS device with saving his life for a second time. It should be noted that Rex is now a dealer for the HANS device, as are some other members of the Region, and he's available for consultation at future meetings and the paddock, if anyone is interested.

In Region business, it was announced that the Board of Directors was so disappointed in the low entry count for the Driver's School at Rockingham, which had to be canceled as a result, that they have decided NOT to schedule one for next year. In new business, proposals have been made to the Board of Directors to move the National from August to March and perhaps to partner with Central Carolinas Region. With regard to the 13-hour enduro in October, "The Charge of the Headlight Brigade", the problems imposed by refueling were discussed. One suggestion is that a lap limit be imposed on SM and SRF cars, so that they will not be tempted to store excess fuel in an illegal or unsafe manner on board. Fuel spills in the pits for that race will incur increasing penalties and overhead re-fueling rigs are being encouraged, with dry breaks being optional. The idea is to concentrate the fuel as much as possible rather than have so many small jugs being carried around. Glenn Long suggested that the limit in the pits be raised to 25 gallons per car rather than 25 gallons per pit stall, since most stalls are shared, this would allow one 55-gallon drum to service two cars, replacing many smaller fuel jugs. If anyone has an opinion about these suggestions which they want the BoD to consider, please make yourself known to any of the officers or your Chapter representative.

The rest of the evening was devoted to a discussion of the underhanded goings-on with regard to the Southeast Division IT-7 rules. For those of you who weren't involved, let me recount the events which led up to this. Last year, our esteemed Chapter Coordinator, Blair "Pepe" Stitt, approached the IT-7 rules committee, of which there were two members, about the possibility of adopting a spec tire for the series. The two committee members, Lee Graser, who had been on the committee since the beginning, and Stan Hines, informed Pepe that this would require a vote of the participating drivers. So he got a mailing list of all the drivers in the Southeast, and matched their names against the entry lists for IT-7, and sent all those drivers a ballot. The ballots were returned and the count verified by the IT-7 rules committee members. A large number of drivers responded, 69 out of 90-some, and of those who responded, they voted in favor of the spec tire, a Toyo, by a margin of five to one. This did not sit well with some folks who live south of here and whom had tire deals with other manufacturers. And those people complained loudly to some of our Divisional officials. Now, in an incredible turn of events, a new Divisional Administrator of Scrutineering (Tech) has been appointed in the Southeast, and this person has expanded the IT-7 rules committee from two to five members, and then appointed the three most vocal opponents of the spec tire rule to those new positions. It is the opinion of the new DA, we are told, that the vote on the spec tire was somehow invalid, and that the newly reconstituted IT-7 rules committee should "re-evaluate" it based on postings from the IT-7 forum. Those postings, of course, are largely negative and written by the very same new committee members who are now being asked to "reevaluate" the rule. So it appears that this is nothing more than an attempt to overturn a vote without taking a new one. I personally would call it another typical SCCA political scandal, in which our officials, elected and appointed, deliberately ignore the will of their constituents for their own reasons or benefit. But, whether you agree or not, many of those in attendance at the Chapter meeting were initially shocked, and then angered, by this turn of events. Suffice it to say that some members will be going to Savannah for the next race looking more for answers than for racing trophies. So stay tuned as this saga unfolds.

Why not come by the next meeting of the Triangle Chapter, August 2, and see how it all turns out? Surely by then someone will bring some more interesting video than the highlights of Pepe's racing career from six or seven years ago. Heck, if you have some more current videos, please bring them. I can guarantee a receptive audience. I hope we'll see you there . . . or at the races!

## West Chapter Notes

by Ed Wentz

I'm writing this since having come back from instructing at our first PDX at North Carolina Speedway. Gauging the ear-to-ear smiles of my students, Robby Collins in his Nissan 350 Z and Lee Kaelin in his Honda S2000, it was a fun event!

Both students did great, especially Robby after he had an off-course excursion in Turn 3 which takes you from the banking to the infield course. He found the limit of the car in that turn, and then some, using the sand trap there. Fortunately, neither sand wedge nor tow truck were needed, the car had some minor air dam damage. I waved off his apologies since finding the limit is part of performance driving. I also knew he would need these apologies later since we had a mandatory invitation to meet with the Chief Steward after this incident, who strongly suggested finding a lower limit.

Remember the first time you went off the track (and I don't mean just dropping a couple tires off the edge)? It shook you up, but you realized that you made it out alive; the best medicine for that is to get back out on the course, which is what Robby did, and progressed from there through the rest of the weekend, greatly improving.

Lee's S2000 is something else! I've never been in one before. Anyway, the Honda has a 9,000 RPM redline! I don't know what modifications were done to it, but it sounded evil (in a good way) on the track. It had a different sound compared to the other S2000 running.

What impressed me about Lee was that he definitely had a feel for the car. Good reactions when the line wasn't quite right. Consistent driving with good judgement. Now he'll be getting a big head after reading this! If he wants to "cross over to the other side", I believe he would do well in Club Racing, Time Trials, etc.

Also had the pleasure a few weeks ago of running the "Rally in the Piedmont", which was a Time-Speed-Distance (TSD) Road Rally. I navigated for my better half Nancy. And we still remained married after the rally! We did get the 'stupid' stuff out of the way early when we missed a very obvious turn in the directions (take Rt. 86 exit from US29). I thought I had told her to turn there, meanwhile I was reading ahead in the directions when I noticed Rt. 86 was passing over us. Doh!

Luckily the first stage didn't count against you, so we increased our communication and did much better throughout the event. It was entertaining to find cars entered in the rally coming from another direction when you were correctly on course. One of the funniest moments was to see Heather Powers in Bill Foster's Mustang going the other direction at a good rate of speed. Yup, they messed up. We were wondering if we were going to see them again! But they did show up at the next control point.

There was a Toyota MR2 that started the rally, but never finished it. Not even sure they made it to the first control!

The main complaint was the heat. Southside Imports in Danville, VA graciously let us use their garage and had tables set up for sandwiches. If this was October it would have been pleasant, I think someone forgot to turn the thermostat down on the sun!

Several people from West Chapter participated and had a great time. We were all curious when the next rally would be held!

Thanks to Dave and Fran Lumpkin for organizing the Rally, and thanks to the Old Dominion Region for loaning equipment and workers.

Except at the coast, which has several autocross events, typically this time of year the West Chapter doesn't have much on the schedule, though the "Oak Tree National" at VIR is approaching fast. It was nice to have some additional events for participation, as well as having the opportunity to see our friends and make new ones.

My apologies to those who went to our 'new' meeting place in July only to find it has been closed. Yes, the NASCAR Café in Greensboro is no more. I tried to get the word out through the ncrscca.com website and emails, but I still didn't reach everyone.

We went to a previous meeting place, Coopers Ale House on Market St. in Greensboro and had good service. John Gaither of Grand Prix Greensboro gave us a PowerPoint presentation of his new indoor go-kart track located on Gallimore Dairy Road (about a ½ mile from the Gallimore Dairy Rd. exit from I-40 in Greensboro). They will be opening on August 14. He was nice enough to give us free ride cards! We may consider having a meeting there in the future.

I hope y'all have a fun, safe summer. Come on out to our Chapter meetings in Greensboro on the first Tuesday of each month.

## **On-Line Registration Recommendations**

*by Clyde Bales*

*SEDiv DA of Timing & Scoring*

Now that the DLBRacing on-line registration system is being widely used in the SouthEast Division, I would like to offer some perspectives that may help make life easier for all of us.

1. Be sure the information you enter is correct, especially the member number and transponder number. Although it is a hassle for T&S when the transponder is wrong, we can at least figure it out when you go on track. The points-keeper has a much greater problem with incorrect membership numbers – usually requiring contact with Topeka. The incorrect numbers often appear to just be careless errors. A couple of examples: transponder 449436 gets entered as 499436, or 234666 is entered as 2346666.

Also, with membership numbers, SCCA is no longer using the -01 extension. If you have a number that requires an extension (such as a family membership) it should be entered with an underscore. For instance, instead of member number of 12345-01, it should be entered as 12345\_1

2. Try to use proper capitalization. It doesn't impair our operation, but it can make results look sloppy, and reflects on your attention to detail. For example; some drivers enter their name in all-caps (JOHN JONES), others use no caps at all (john jones). A better entry would be John Jones.
3. Always avoid commas when working with anything that is going to involve a database, since they are often used as delimiters. In fact, the Post Office requests that you do not use commas in addresses. This most often shows up in names and hometowns. For instance, if a name is entered as (John Jones, Jr) it will show up in our database as (John "Jones, Jr"). Worst case (depending on the system) it may move the Jr to another field – you could be entered with a car in class Jr! Just enter without commas – John Jones Jr at Miami FL.
4. Avoid late registration! Not only does it cost you extra money, it is one of the major problems for both registration and T&S. If you even *think* that you might want to run, go ahead and enter. If you don't show up, it doesn't cost you a cent. Late entries at the registration window are a hassle, and then they have to send a photocopy of the entry to T&S. We cannot import electronically! This means we have to manually enter the information into both our primary and our back-up system during a time when we are busy trying to get accurate times on cars that are already on the track. Also, the handwriting is often very difficult to read, and re-typing itself opens the door for errors. The bottom line – go ahead and get your data into the system even if you don't show up to race. Removing no-shows is a LOT easier than trying to add entries on the fly.

Finally, although it is not a registration issue per se, clear numbers *on the car* is still essential. The transponder system is only a tool. In fact, their name is "AMB-it" – the "it" is for identification and timing – they do not claim to score correctly. Our tapes are the most critical part of the T&S operation, and there is seldom an event that we do not have to go back and review tapes to determine accurate finishes.

Thanks for your help – and we'll see you at the track.

## **Wanna Be a Star?**

Spike TV is looking for drivers and their cars to compete in Bullrun, Spike TV's reality show that will redefine the American car rally!

Are you a fearless driver with a badass car who wants to leave the others in the dust as you master your way to the next checkpoint? If so, Spike TV wants you to drive hard by day and party hard by night during this once-in-a-lifetime television event! Guys and Girls, if you love the sound of a well-built motor then you need to apply! Spike TV's Bullrun will be an epic journey, an action packed adventure and a ride to remember for those lucky enough to compete.

If you are 21 years of age or older, have a passion for your car, know someone who could be your co-pilot and have a good driving record, go to [www.bullruncasting.com](http://www.bullruncasting.com) and tell us all about you and your car OR contact me directly at the email/number below. IF you choose to do this through the website, Please list my name (HOLLAND) somewhere on your application.

Thank You!

Holland Striplin, "Bullrun" Casting Director

323.802.0633

[hollands@rocketsciencelabs.com](mailto:hollands@rocketsciencelabs.com)

## **Bench Talk, Aug. 2006**

### **July 15th, Saturday Nite Gator-XCross**

Well, we tried to beat the summer heat & we succeeded. Unfortunately, severe lightning and rain cut the event by half. In the interest of safety, it was decided that we cancel the night portion of the event.

Thanks to all who helped load up the cones, T & S and other equipment while risking life and limb in the storm. Despite the event being shortened, we have met the requirements of an "Official" Points Event by running 3 runs in the early session.

### **1<sup>st</sup> PDX for the NCR Region was a success!**

After a bit of a late start, the Region put on its 1st PDX (Performance Driving Experience) under sunny skies at the legendary Rockingham Motor Speedway. With only 30+ cars, there was plenty of track time. Students experienced their cars potential like never before. Expert classroom instruction and the comfort of having an experienced track instructor ride along; allowed Novice/Intermediate and Advanced drivers learn new skills.

### **Think you want to move up to the next level?**

### **An autocrossers view of our NCR-SCCA PDX:**

I first heard of a PDX while researching Time Trials rules at the SEDIV meeting in Jekyll Island, GA. At one of our board meetings, our RE, Mark Senior, proposed a few dates that were open at "The Rock". Once the July 29/30 date was determined, I delved into the Level-1 PDX rules...only to find my S2000 would need either a SCCA Roll Bar or factory hard top. I'm bummed; I really wanted to do this! Oh well, I'll be there to support the Cape Fear Auto-X'ers. Thankfully, Jeff Angell; a fellow S2000 owner, offers to lend me his sweet Berlina Black factory hard top. This was something I could not refuse! I order the necessary hardware & Jeff helps me with the top install. For peace of mind, I pick up extra brake pads & change the oil.

Fast forward to the morning of the event; 7:15AM and the Wilmington caravan arrives. I'm pleased to see we will be using the NASCAR garages. Although it is warm, there is a nice breeze; This is not going to be like a boiling hot Parking lot! First Registration, then to Classroom instruction where Safety Procedures, Flags, Passing Zones, and Driving Etiquette are all explained. Finally, I get to meet my great Instructor, Oscar White, a fellow Honda owner. We suit up & head out on to the track. Then I find out I'm going to barrel into NASCAR Turn 1 at 90+mph! The infield at Rockingham is technical, but not too hard to find the right line. Oscar is telling me to keep both of my hands on the wheel & use the far outside edges of turns 3 & 4 before committing to the apex. I find my natural tendency was to tighten up the turn too much. I'm all tensed up physically, my shoulders & wrists ache from not being able to relax. I try walking, lying down which helps a bit. A few more 20 minute sessions are followed by more classroom debrief. I'm getting braver and more comfortable at speed. The next day I had a great 1<sup>st</sup> session, I'm much more relaxed and Oscar signs me off to run by myself.

Did I set any track records? Heck no...but I passed some people and they passed me. It was a great experience that I thoroughly enjoyed, and it has made me a much better driver. I had reached my goals. I also brought my car and Jeff's hard top back in one piece. So the question is, will I move away from Autocrossing? No, I still love to put on successful Solo events & compete for just \$20 bucks. Will I participate in the PDX next year? You bet. I've already offered to help with the planning and will absolutely, positively attend next year...and with my own hard top.

**Our Next Solo Event is the RiverFront GP in Downtown Wilmington, Saturday Night Aug 12<sup>th</sup>. Be sure to join us!**

Richard Franklin - Cape Fear Chapter Coordinator  
2002 Honda S2000 "11 A-Stock" Black/Red

# NC Region SCCA Board of Directors and Contacts

<http://www.ncrscca.com> 800-342-7390

<http://www.scca.com> 800-770-2055

## NCR OFFICERS

### Region Executive Mark Senior

3313 Corsham Drive  
Apex, NC 27539-8335  
H- 919-662-7502  
W- 919-890-3826

Mark.Senior@ci.raleigh.nc.us

### Assistant RE Rex Deffenbaugh

233 E Johnson Street  
Cary, NC 27511-4046  
H- 919-542-1457  
W- 919-467-2884

happyjap@mindspring.com

### Secretary

#### Jerry Pell

4615 Charlottesville Road  
Greensboro, NC 27410-3619  
H-336-855-6419  
pelljerry@aol.com

### Treasurer,

#### DA Race Administration Sara Snider

2012 Yawl Place  
Oriental, NC 28571-9796  
H- 252-249-6520  
C- 252-670-3638  
Ssnider30@aol.com

## NCR OFFICERS (cont'd)

### Members At Large (4)

#### Buddy Matthews

2319 Albright Dr  
Greensboro, NC 27408-5415  
H- 336-288-7744  
C- 336-312-8858

redstarracing@triad.rr.com

#### Heather Powers

419 Hillside Drive  
Greensboro, NC 27401-1930  
H- 336-691-0127  
C- 336-707-1344

happyfacerracing@mindspring.com

#### Joedy Pennington

2225 Briar Glen Rd.  
Winston Salem, NC 27127  
C- 336-971-3772  
H- 336-650-1248

jpennington@triad.rr.com

#### Scott Gallimore

701 Old Kestrel Drive  
Apex, NC 27502  
H- 919-362-0429

sgallimo@nc.rr.com

### Past RE, Area 12 Director,

#### DA Grid & Pits

#### Kaye Fairer

145 Fenton Place  
Danville, VA 24541-3633  
H- 434-793-4235 (Local)  
F-434-793-3684

kfairer@adelphia.net

## CHAPTER COORDINATORS

### Cape Fear Chapter

Richard Franklin  
6400 Strawfield Drive  
Wilmington, NC 28405  
H-910-790-8587  
richardfr@earthlink.net

### Dan River Chapter

Searching for a volunteer...  
Who wants to step up?

### Triangle Chapter Coordinator,

#### SEDiv SARRC Rep.

#### Blair Stitt

3906 New Bern Avenue  
Raleigh, NC 27610-1333  
H- 919-231-1777  
racerpepe@yahoo.com

### West Chapter

#### Ed Wentz

5305 Willard Road  
Oak Ridge, NC 27310  
H- 336-643-9356  
SpeedRacerRX@cs.com

### Web Master

#### Lee Wagner

5568 Teakwood Road.  
Hickory, NC 28602  
H- 828-294-6248  
W- 828-901-6965  
info@ncrscca.com

## SPECIALTY CHIEFS

### Registrar, Office Manager

#### Ginny Condrey

4455 NC Highway 87 North  
Pittsboro, NC 27312  
H- 800-342-7390  
H- 919-542-5388 (local)  
F- 919-542-5384

ginnycondrey@hotmail.com

### Pits

#### Richard Wilcox

6700 Buxton Court  
Greensboro, NC 27406  
H- 336-674-7623  
wilcoxrichard@bellsouth.net

### Grid

#### Janet Bruce

5650 Marshview Court #99  
Shelby Twp., MI 48316  
C- 336-253-6005  
JLAWYO@aol.com

### Scrutineer/Tech

#### Jeff Lengel, Co-Chief

#### with Buddy Matthews

1013 Ivy Lane  
Cary, NC 27511  
jfl@deltaforce.net

### Starter, Bulletin Editor

#### Bruce Dover

559 Saplin Branch Road  
Timberlake, NC 27583-9026  
H- 336-364-8231  
C- 919-423-6015  
racerstarter@hotmail.com

## SPECIALTY CHIEFS (cont'd)

### Flagging & Communications

#### Chuck Stanley

3412 Apple Meadow Drive  
Fuquay-Varina, NC 27526  
H- 919-552-0228  
sccafoolishrat@earthlink.net

### Fire/Rescue, Medical, Course Marshal

#### DA Emergency Services

#### Rick Moser

2929 Firewood Drive  
Matthews, NC 28105  
H- 704-845-9218  
rmoser@carolina.rr.com

### Sound Control

#### Tom Gilmore

103 Lake Valley Lane  
Durham, NC 27703  
(301) 607-6681

### Timing & Scoring

#### Anna Crissman

805 Nivison Court  
Fuquay-Varina, NC 27526  
H- 919-215-7255  
abneave@earthlink.net

### Licensing Chair

#### Peter Krause

8613 Barefoot Industrial Road  
Raleigh, NC 27613-4704  
C- 919-740-1871  
W- 919-781-1871  
pkrause@attglobal.net

## Where NCR Meets

### Cape Fear Chapter - Wilmington

First Tuesday of the Month 7:00 pm  
McAlister's Deli Meeting Room  
740 South College Rd (Across from Kmart)  
Richard Franklin\*, Chapter Coordinator

### Cape Fear Chapter - New Bern

First Thursday of the Month 7:00 pm  
Family Tire and Auto Service  
Hwy 70, ¼ mile east of the Mazda dealer or  
just west of Taberna  
Vern Geddings\*, Chapter Coordinator

### Dan River Chapter - Danville, VA

Dan River Chapter is currently not meeting due to  
the resignation of the Chapter Coordinator. Any  
Dan River area members interested in reviving the  
chapter, please contact RE.

### Triangle Chapter - Raleigh

First Wednesday of the Month 7:00  
El Rodeo Mexican Restaurant  
Hwy 70 at Pleasant Valley  
Blair "Pepe" Stitt\*, Chapter Coordinator

### West Chapter - Greensboro

First Tuesday of the Month  
Dinner at 6:45, Meeting at 7:30  
Cooper's Ale House  
5340 W Market Street  
Ed Wentz\*, Chapter Coordinator

### NCR Board Meeting - Hillsborough

Third Wednesday of the Month  
Dinner at 6:00, Meeting at 7:30  
Occoneechee Farm Steak House  
378 S. Churton St. **All Welcome!**

## **Remaining 2006 NCR Schedule**

<b>Sept</b>	2-3	Historic Sportscar Racing	
	24	Wilmington Ind. Park 2nd Annual "Indy at the Park" - Autocross	60 Cars Max
<b>Oct</b>	6-8	GT LIVE/Grand-Am Cup Twin 6 Hour/USERA Twin 3 Hour	
	14-15	Open For Havelock Or New River Air Station TBA - Autocross	60 Cars Max
	21-22	Open For Havelock Or New River Air Station TBA - Autocross	60 Cars Max
	28-29	"Goblin's Go" – SARRC/ECR/CCPS/TT	
<b>Nov</b>	3-4	"Charge of the Headlight Brigade" - 13 Hour Enduro	
	5	Back-to-Twin Rivers New Bern Twin Rivers Mall - Autocross	60 Cars Max
	19	CFCC "RiverView GP" Auto-X Series Finale - Autocross	60 Cars Max

## **2007 NCR Schedule**

January	13	Annual Meeting/Awards Banquet - Raleigh
March	3-4	Performance Driving Experience (PDX)/Time Trial (TT) – Rockingham (tentative)
March	17-18	"March Memories" SARRC/Double ECR (tentative)/CCPS – VIR
May	12-13	Al Fairer (Double)SARRC/(Double) MARRS Challenge (2 day) – VIR
June	23-24	PDX/Regional (tentative) – Rockingham
July	28	SEDIV Mid-year meeting – Atlanta
August	11-12	"Oak Tree" National/CCPS/Pro IT – VIR
October	27-28	"Goblins Go" 2008 SARRC/2007 ECR/CCPS – VIR
November	3	"Charge of the Headlight Brigade" 13 Hour Enduro - VIR