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Deadline for editorial submissions is the Monday following the monthly NCR Board of Directors meeting, which is held on the third Wednesday of each month.

RE's Report

by Mark Senior

I hope everyone has had a productive June. Personally, I took an opportunity to track down what seemed to be an electrical gremlin in my Miata while instructing at a driver school down at Roebing Road in Savannah, GA (wonderful new pavement but the front straight wall is still a car magnet as it claimed a highly prepared BMW M3 which appeared to be totaled). After changing out everything electronic on the Miata from the plugs back to the computer (thanks to Glen Long, Carl Cason, and Rex Deffenbaugh for their help and loaners), it turned out the intermittent miss appears to have been due to a clogged fuel filter (which was supposedly new). I sure hope it was that simple.

I also took a departure from my normal racing activities the end of June to try a new form of racing. Not open wheel. Not even hill climbs. This time I was on the water in a 23' sailboat in a regatta on the Neuse River. This event takes place just off shore from our Treasurer, Sara Snider's hometown of Oriental NC. This was my first sailboat race so I'll spare the embarrassing details and just say that I should probably stick to racing cars. On a more positive note, racing must run in the Snider family as Sara's son-in-law won the top class! With any luck, I will be able to get a picture of the regatta in the newsletter for a change of racing scenery.

At the June meeting, in consideration of outstanding performance and the heavy demands the large SARRC/MARRS turnout placed on the workers, the BOD approved an additional gift on behalf of the NC Region as a special thanks to all those who volunteered their service at this year's event. This is the Region's largest and most profitable event and we can't pull it off without the help of lots of dedicate volunteers both from within and outside of our region. Since they went above and beyond the call of duty in many cases this year, we felt it was the least we could do.

As I noted in the last newsletter, we are in the process of putting a club racing schedule together for next year. One exciting item we are still working hard on is a date for a double national at VIR. It appears an April date is likely if all the cards fall into place but there is an outside chance that we might even be able to get the Memorial Day weekend for this 3 day event. This is a big unknown right now and will require a shuffling of dates at VIR as well as working out a deal with Central Carolina Region since this has traditionally been a 3 day race weekend for them. We still have to "sell" the idea of a double national to the SEDiv and SCCA National since their approval will be required. We probably won't have anything definite until some time after August when VIR begins to finalize their schedule.

Looking ahead, plans have been laid for this year's Annual Meeting and Awards Banquet which, based on past successes, will once again be held at the Clarion Hotel in Downtown Raleigh. The Banquet Committee has been able to get the same deal as last year, so costs should be about the same. We will add more details in future newsletters but we would welcome ideas and volunteers for additional entertainment. I would really like to find someone interested in putting together a slide show or video highlighting the past year's activities. Once again, many thanks to Heather Powers, Trish Deffenbaugh, and Barb Gallimore for their continuing efforts as the Banquet Committee.

Please note that the Mid-year SEDiv meeting is coming up fast and will take place in Atlanta the end of this month. This is the annual planning meeting where rules and schedules for next year's South East Division events are put together. The agenda includes Summary Reports from the Treasurer, ECR, SARRC, Time Trials, Solo II, Road Rally, Class Review Board, event Scheduling, Executive Steward Report from Rick Mitchell, the Directors Report from our own Kaye Fairer and a discussion of old and new business including the continuing need for a SEDiv website (other than the SARRC web page). A sure topic will be the spec tire classes for next year. We will likely be taking a vote on whether to continue to have a spec tire and, if so, what it should be, for both the Spec Miata and IT7 classes. If you have participated in either of these classes, Ginny Condrey or myself may be contacting you to get your opinion. If you have not run before, but are planning on running in one of these classes next year, we would also like to hear from you to make sure our vote reflects the desire of our region's drivers. If you have any other comments, suggestions, or concerns, regarding any of these SEDiv topics, please get them to me or to your Chapter Coordinator so that I may include them for discussion.

The next club race will be our Region's one and only National race which takes place August 11-12 at VIR. This year we will be trying something new with a double CCPS race. This will give the regional drivers an opportunity to race and will help cover the weekend's expenses. If you can't race, we would love for you to come up and help out in one of the specialties. Since this is our Region's National race, we always want to put our best foot forward and stuff the corner stations with lots of enthusiastic volunteers! All of the Region's races are spectator events so if we can't convince you to work, come up to watch and bring your friends! Just remember, the best seats in the house are at the corner stations!

Once again, please take every opportunity to spread the word about our September PDX at Rockingham. We still have plenty of room for students, instructors, and volunteers. Registration is open so please don't wait to the last minute as we have to match instructors to the number of students. On a positive note, the National Board approved allowing street cars that came with functional factory roll bars to participate in PDX events effective immediately (see the June FasTrack for details). This means that certain cars such as the Honda S2000 can participate without having to add an SCCA roll bar or factory hard top. The approval had a restriction on cars with "pop up" type roll bars so it would be wise to contact our Chiefs of Tech, Buddy Matthews or Jeff Lengel to verify its legality prior to the event.

One last interesting item, I received an email from a Rob Rossen who is trying to track down the logbook for a 1984 Reynard FF1600 that he recently purchased in Scottsdale AZ. The previous owner purchased the car at an auction and did some Solo events and some track events at Phoenix International but never raced it competitively. The car has a stamp on the roll bar with the #55-296 which means it probably started its life as NCR car. Anyone who may have a lead on past owners is encouraged to contact Mr. Rossen at rosson2@cox.net

That's it for this month. Don't forget to attend one of the Region's events either as a participant or a worker. Between the Club Races, Autocrosses, PDX, Rallies, and Chapter meetings, the Region has so much to offer. If you have not attended an event recently, you really don't know what you're missing.

F1 Road Trip

by David Page

The two North American Formula One races (now known as the Lewis Hamilton Invitationals) were held in Montreal and Indy this June with astounding success. I promised not to take photographs at the Canadian Grand Prix, so all of the car photos are from Indy. The photo of me (*right*) was taken and posted by the CGP Black flagger and our corner captains made movies, but a promise is a promise.

Grand Prix Du Canada

The rookie, Lewis Hamilton surprised few when he cleaned house on the “Circuit Gilles Villeneuve”. Young Mr. Hamilton was the class of the field as he dominated both qualifying and the race. I drove my van from Durham to join Dave Turner and Mark Biamonte who have marshaled this race several times before. We stayed at a modest three bedroom apartment just two blocks from the Metro station, and between the Latin and gay sections of this multi-cultural town. We joined over 100 marshals before 6:00 a.m. Friday on “de L’ILE NOTRE-DAME”, a man-made “I’ile” in the middle of the St. Lawrence River. They were from Quebec, English Canada, Europe (including Monte Carlo) and Australia. With rivers you get river rats. There, they are called marmots, are about the size of ground hogs, and have a deadly curiosity about all the noise that has invaded their island. The visiting track workers were well received by the race officials and the host flaggers. Communications were surprisingly efficient with two thirds of the stations calling in French. Race Control (called “Central” there) switched between languages like a pro and was a joy to work with, even when I called for a flat tow, a term that he had never heard of. They call them “rope” tows and in French, no less. I was happy to run across Doc Anson, from Montreal who flagged the Daytona 24-Hour with me in January. Sadly, the unlimited quantity of beer provided at the end of each day was from race sponsor, Budweiser! Dave and I were assigned together at 7A on Friday and 10A (diss-ah) on Saturday. Mark joined us at the Senna corner (2A) with a Canadian, Arlene Chase, for the race on Sunday. We were never told over the radio when to throw a flag. We were trusted and treated as professionals. All blue flaggers, Mark was ours, did wear the back-up radio so they could communicate directly with Control about drivers ignoring their Blue.

The race was spectacular! A record four full course Yellows were called. One was for a horrific high-speed incident in which many were surprised that BMW driver, Robert Kubica, escaped alive. The 140 MPH, 75 G force crash resulted in only a sprain and slight concussion which prevented his appearing in the USGP. That exciting day had something for everyone, with Hamilton winning his first of what will be many F-1 races. From our position, at 2A, we could see that Hamilton got a four second lead on three of the four restarts.

We had marmots, more crashes, Alonso driving a very expensive lawn mower, cars being Black-flagged and a winner’s podium that had no Ferrari representation. My most memorable image is of how genuinely thrilled Lewis Hamilton was to be there and his appreciating the support of the sold-out crowd. Like many I was his fan even before the race. The flaggers were allowed on the track as the drivers were paraded, on the back of Austin Healey 3000s, a couple hours before the race. Lewis acknowledged each of us while many of the drivers were just sullen. In my exuberance as Lewis approached, I started pumping my fist and chanting “GO, GO, GO” as he waved my way. He responded by pumping his fist in unison with mine. On his cool down lap after his victory, I did a proper English bow from my yellow flaggers scaffold and tipped my hat in respect. He saw me and started pumping his fist just as we did earlier. I felt as giddy as that tire changing lifter, Lugii, in the movie CARS when Schumacher visited the tire store. It’s still a thrill!

Indy

A thousand mile drive later, I joined Tom Bullington, who flew in to camp with me just outside F-1 Turn 1 of the venerable old Indianapolis track, as we has done twice before. Dwight Pardee and Vicki Wilson, using better sense, chose motel rooms and a swimming pool as a base before joining us for some of that great Canadian beer I brought back with me. On Friday we caught up with Eric Danielsen and found out that he would be in turn 7 all weekend. James Shanks was also marshalling the race (corner captain at turn 6), but we never saw him. Every flagger there looked the same in their pretty blue jumpsuits that would melt on you in a fire.

Late Thursday, the four of us toured the Indy museum at the incredibly low price of \$3.00 a head. Everything at Indy was reasonably priced, except by scalpers and opportunists outside the track. Our great seats, from which we could see half the main straight all the way thru turn seven, were only \$85.00 (as opposed to \$250.00 plus at the sold out Canada race.

Food was reasonable and the Indy staff was friendly and helpful. The town on the other hand was as bland as Montreal is exotic. The big pre-race news was the Bernie and Tony show over the need for a United States Grand Prix any more. Bernie stated that India would be a better venue and Tony said that he could make more money with motocross instead. The Newspapers were fussing about Bernie's many insults including reportedly staying in Chicago because there is not a good enough quality hotel in Indianapolis. Based on the increased crowds since the six car F-1 race embarrassment of two years ago, I predict there will be another US Grand Prix and it WILL be at Indy, not Las Vegas.

Qualifying and the race were great. We sat at 'pit out' for qualifying and watched the scramble and a bunch of crazy fans from Brazil from the shade of the lower deck. Vicki had to make a cell phone call to her son and hold the phone out for the deafening roar as the cars screamed down that canyon in their effort to hit 210 miles per hour before braking for the 60 mph right hander that is turn 1. The 23 seconds of full power from turn 11 thru 13 and down the main straight is the longest acceleration period in all of Formula One.

Race day had us packed into row PP of section 17 with 10,000 of our closest friends. Fainting was the order of the day as the temperature reached 97 degrees in the shade. AND THERE WAS NO SHADE!!!

The race was all about a race. No full-course yellows here. There were actually three great races in one, an interesting sidelight and the obligatory first turn crash. The interesting sidelight was Sebastian Vettel, a 19-year-old kid who drove the #10 BMW Sauber car in place of the injured Richard Kubica who wanted to drive sore legs and all. Kubica did not pass a required medical test for Indy but was back and doing well in the French Grand Prix. The youngster, Vettel, qualified seventh and finished seventh becoming the youngest F1 Driver to grab points in his first race.

In my three years of sitting near turn 1, there has never been a clean first lap. This year three cars retired, one being carried away to the Indy Car turn 4 junkyard. This time I photographed the beginning of the mess by ignoring the first group of cars.

The first two races-within-the-race were hotly contested intra-team scrambles between Hamilton and Alonso followed by Massa vs. Kimi. It was clear early on that the McLaren-Mercedes were going to end the Indy dominance of Ferrari. Then further back was the big race to be the best of the rest. WOW an \$80 million Honda customer team beating up on an \$800 million Honda factory team! An embarrassed Honda sported a brand new car for the French GP. Kimi Raikkonen improved greatly from his Canadian Grand Prix effort, as he must have seen the disgruntled Ferrari fans with the big flag that said:

"HELP The Iceman has melted! Call 1 (800) Schumacher"

Kimi went on to win the French Grand Prix. Alonso was almost desperate in his efforts to pass Lewis Hamilton in Lap 1 turn 1 as well as later in the race. Hamilton was once again so smooth on a track he had never had driven. Alonso also avoided a repeat of his Canadian grass mowing adventures. There was a lot of good racing and passing in the middle of the pack. The race stayed interesting down to the end, which helped us survive the scorching Midwest heat. As you all know, Hamilton won again, convincingly, and was a gracious winner hugging Alonso and thanking his team.

Like Lewis Hamilton, I was just thrilled to be there – At the birth of a new dynasty!

Triangle Chapter Notes

by James Shanks

We opened the June Meeting of the Triangle Chapter with in-car video from RE Mark Senior in his Spec Miata at the Al Fairer SARRC-MARRS Challenge. Thanks Mark! It was very entertaining, though not as entertaining as what we saw at the close of the meeting (read on for details). Several members brought their spouses, some for the first time. I met Sam Fouse's wife Barb and his college-age son Adam. Hmm, wonder if he's getting bitten by the bug? Mike Spencer was back and he brought his wife Dotty, perhaps a first for her too. Welcome, all!

Many regulars were in attendance, too, and we were happy to welcome back a couple who had been away for awhile. One long time member who came back for a swan song was Dick Peterson. Dick retired last year and he and his wife were moving to Winston-Salem to be nearer to their grand kids. Because he was cleaning out his closets, Dick brought a lot of great racing memorabilia which might find its way into the door prizes for the next Annual Dinner. Who knows? We wished Dick well and urged him to get involved with the West Chapter. We also welcomed back Tom Long, who was enjoying a little visit home before the next Grand Am KONI Challenge Touring Car Race. Tom and his co-driver David Russell recently competed in the event at Lime Rock, and even led the race for awhile, but had to settle for a disappointing 7th place finish overall, after a pit strategy decision to take on just fuel and not tires backfired in the closing laps. Tough break, Tom. Better luck next time. Tom also competed in the 2007 Cannonball One Lap of America challenge recently, finishing 6th overall with his co-driver, Tony Fralick. Tom told us that the experience was both unusual and satisfying. They crossed the country in a big loop, stopping to compete at 8 tracks in as many days. After each day's competition, which was usually a couple of time trails, they'd load up the car, a stock BMW M6, and drove 500 to 1000 miles to the next venue. Sounds like a wild time.

In old business, it was announced that we raised \$1108 from the drive-arounds at the SARRC-MARRS event for Angels Among Us, the fund-raising arm of the Brain Cancer Center at Duke. It was also announced that the Cape Fear Chapter made a donation to the Single Marine Fund after their April event at New River Air Station in Jacksonville, but that they had to cancel the event scheduled for June 3 at the same location due to a mix-up over base maintenance scheduled for the same time.

New business was all about racing. Several interesting questions were raised. One was, "How can we get more open wheel drivers to participate in the SARRC-MARRS?" Another was whether we should continue to schedule racing events at Rockingham even if we get our all our projected dates at VIR. Another question was raised as to whether we should offer to co-sanction CCR's event at Lowe's Motor Speedway in 2008, since they deemed it too risky to go it alone and have cancelled their June event this year? And the blockbuster question of the night was, what to do about a proposal from DC Region about changing the SARRC-MARRS event back to three days with more groups, since some of their people feel that they don't get enough racing in crowded groups with drivers who are too aggressive. That proposal stunned us all, and the gist of the response was that apparently WDC Region doesn't understand that this would add more than \$12,000 dollars to the cost of the event, with probably fewer cars to spread it over, based on our history from the previous year. Entry fees would have to rise substantially to cover that cost. RE Mark Senior said that discussions with WDCR would get underway as soon as practical on this issue. As for the others, if you have an opinion on any one of them, then please contact your Chapter Representative or anyone on the Board of Directors and let them know how you feel. It's your club and no officer wants to make a decision without your input, so please give it.

The last item of new business was a suggestion to the Comp Board by Glenn Long, that we alter the supps for the 13-hour race in November to be more like those of the 12-hour at Summit that he just attended. They didn't time the entire pit stop, he said, just the time from "cap off to cap on again" during refueling. By making that a simple one-minute requirement, during which time nothing else could take place, they slowed down the most dangerous part of the refueling process and reduced the number of spills. Asst. RE, Rex Deffenbaugh, head of the Region's Competition Committee, agreed to take that suggestion forward for the Committee to consider.

And with that we closed the meeting, though not without more in-car video from the SARRC-MARRS. Only this time, it was footage provided by Chapter Coordinator Blair "Pepe" Stitt of a lurid spin by Chuck Hines in IT-7 during the small-bore IT race. Chuck looked chagrined but took the ribbing from the assembled multitude with a smile and

good grace. That's what the sport's all about folks!

Why not join us for the July meeting of the Triangle Chapter, held on July 11th, postponed from it's usual first Wednesday of the month to allow us all to celebrate Independence Day, the 4th of July. Take some time to give thanks to all those who helped make this the great country it is, and for giving us the freedom and the chance to race motorcars in our pursuit of happiness. See you on the 11th . . . or at the races!

West Chapter Notes

by Ed Wentz

Thanks to those who came out for our July meeting on the third, I didn't expect to see many due to the Fourth Of July holiday the next day!

Our focus in the meeting was about the upcoming Performance Driving Experience (PDX) in September at Rockingham. Some of our West Chapter members are getting the word out to local car clubs (thanks Heather Powers and Brian Hooper). We hope that everyone will help get the word out to help make this a successful PDX.

We are finding out also that many people aren't familiar with the requirements of a PDX. Almost any street legal car is eligible (convertibles are the exception, unless they have a hard top or roll bar, please contact us for specifics), as well as these race classes: Show-room Stock, Touring, Improved Touring. You don't need race type seat belts or harnesses, BUT:

Keep in mind that you need to have a passenger seat for the instructor. There is also a requirement that the passenger seat and seat belts must have the same configuration as the driver's. For instance, if the driver has a five-point harness, the passenger side must also. This might be a challenge for Improved Touring type cars since the passenger seat is among the first items to be jettisoned when building the car.

And you do not have to be an SCCA member for the PDX, but it wouldn't hurt, either.

Other topics of discussion were next year's schedule. If we get our Double National next year, our schedule will be altered. In fact there could be a big break from our region's racing from May until October. However, we are looking for suggestions from our members to see what other events might interest them. Additional races at Rockingham are a possibility (depending on the outcome of the recently announced auction of the facility this fall, stay tuned). The question is what type of races do we want?

Anyway, I hope y'all are enjoying your summer. Be safe and hope to see you at our next meeting and at VIR for our National Race weekend in August.

Bench Talk – July 2007

JOIN US AT OUR NEXT EVENT!

Gatorcross July 15, 2007

Also, due to Myautoevents changing their pricing policy, be sure to Pre-Register at our new Online Registration partner. www.motorsportreg.com

IMPORTANT NOTICE!

Well, 6 months into my last year as Cape Fear Chapter Coordinator and it has been suggested that I provide a list of duties that a typical Coordinator performs. If you are unaware, or under a rock, I have announced that 2007 is my last year.

A new Chapter Coordinator will need to be elected at the Year End Awards Meeting on December 4th, 2007. We are hoping to have plenty of willing candidates, so I do not want to scare anyone away by posting all duties here..... 😊

I am asking interested Chapter Coordinator candidates to contact me or Vern Geddings directly for a copy of the typical duties. These will be available hardcopy at future Chapter Meetings throughout 2007 season.

Candidates may prepare an announcement paragraph by October 31st, 2007 for publishing in the November Bench Talk and November issue of the NCR *The Bulletin*.

As it stands, I hold the titles of Cape Fear Chapter Coordinator, NCR-SCCA Board Member, NCR Solo Chief, UNCW-East Columbus-Ind. Park Event Chairman, Solo Safety Steward, PDX/TT Committee Member and all around B.S. Deflector 😊

I hope to retain the Solo Chief, Solo Safety Steward roles and eliminate most of the others while I pursue driving PDX/HDPE's w/my Honda S2K & SCCA Time Trials & Club Racing w/my Reynard Formula Ford.

I've thoroughly enjoyed the experience, but it's time to move on.....

Here's to an interesting election & successful transition!

Thanks!

Richard Franklin
Outgoing Cape Fear Chapter Coordinator-

My term expires 12/4/07 😊 Yahoo!
richardfr@earthlink.net

2002 Honda S2000 #11 BSP Black/Red
1987 Reynard Formula Continental # 81 Orange

www.ncrscca.com

Minutes from monthly Board Meeting May 16, 2007

Present: Mark Senior, RE, Jeff Lengel, Bruce Dover, Richard Franklin, Glenn and Alana Long, Rex Deffenbaugh, Blair Stitt, Buddy Matthews, Heather Powers, Joedy Pennington, John Uftring, Ginny Condrey, and Jerry Pell.

1. The meeting was called to order at 7:34 P.M. by Mark Senior, RE, at Rudino's Pizza and Grinders, 4911 Central Park Lane, Durham, NC.

2. The RE recognized guests: Jeff Lengel, Bruce Dover, John Uftring, Glenn and Alana Long.

3. Motion (Deffenbaugh/Stitt) to approve the Minutes of the April 18, 2007, Board of Directors meeting; Passed.

Reports:

1. Chapter Reports.

A. West Chapter. Mark Senior read a report from Ed Wentz, West Chapter Coordinator, a copy of which Chapter report is attached to these Minutes.

B. Triangle Chapter. Blair Stitt, Triangle Chapter Coordinator, reported that 22 members attended the last Chapter meeting, which viewed videos of Blair's race at Rockingham, in March. Following Blair's remarks, the Board entered into a discussion as to issuing special recognition stickers for drivers, to put on their vehicles, which stickers will recognize a driver (team) for providing a worker for a race event and/or in recognition of a financial contribution by a driver (team) to one of the charities which the Region supports. Motion (Deffenbaugh/Pennington) that the NCR investigate the feasibility of putting on our race entry forms a check-off box by which a driver can make a financial contribution to the Worker Fund; Passed.

C. Cape Fear Chapter/SOLO Program. Richard Franklin reporting on behalf of the Cape Fear Chapter and the SOLO Program, advised as to the autocross makeup event, and that the upcoming autocross event at Kinston TransPark (airport), scheduled for the 19th and 20th of May, has 54 pre-entries; Richard also reported as to another upcoming autocross event, scheduled for June 3rd, the Sounds of Freedom autocross, to be held at the New River Air Station. Richard requested authority for the SOLO Committee, on behalf of the Region, to make a small contribution to the Single Marines Fund in view of the cooperation of the Marine Corp in allowing the multi use for autocross events of their facility at New River Air Station. Motion (Deffenbaugh/Stitt) that the Region contribute the amount necessary to fund a \$200 total contribution to the Single Marine Fund, which contribution by the Region would be the amount needed above the amount collected from the participants at the autocross event at New River Air Station, to be held on June 3rd, to total to \$200; Passed.

2. Committee Reports.

A. Advertising: The RE suggested that the Committee check on the advertising for the Region's 13 hour enduro event scheduled for VIR, which advertisement is scheduled to run in Sports Car, so that it appears in apt time to allow early registration for the November, 2007 event. Bruce Dover reminded the Board that the Region needs additional paid advertising for the Region's Newsletter and that the advertising rates are printed in the Newsletter.

B. Banquet Committee: Rex advises that the Committee has secured the date of January 12, 2008, at the same hotel in Raleigh, for the Region's Annual Banquet; further, he advised that the cost of each meal will remain the same as the last banquet (\$23.95), but that the menu will change slightly.

C. Budget and Finance Committee: The Committee advises that it has not met recently. The RE advises that the response from CCPS was that they were ok with increasing the CCPS entry fee per car, so long as there was not a reduction in their portion of the entry fee (\$75), which portion funds their cash prize program, based on points. The Budget and Finance Committee is to come back to the Board of Directors with a recommendation as to the entry fee to be charged to CCPS, taking into consideration no reduction in the portion (\$75) paid to CCPS; the CCPS is also to advise the Board of Directors as to their position as to the amount of an increase in the total CCPS entry fee. The Board discussed various potential adjustments in said entry fee, but made no decision. An increase of between \$40 to \$75 was discussed, as well as a blended amount considering the entry fee charged to SARRC, National and ECR race entries.

D. Charities Committee: Ginny reports that approximately \$1,098 was collected at the Al Fairer SARRC/MARRS Challenge event in May at VIR, for the benefit of the Angels Among Us charity, for Duke Hospital.

E. Competition Board: The Assistant RE advises that the next meeting of the Comp. Board will be held within a

month at Ginny Condrey's home in Pittsboro.

F. PDX/TT: A draft of a flier for the Rockingham PDX event to be held September 8th and 9th, 2007, at Rockingham was circulated. It was reported that said PDX event is now listed on both TrackSchedule.com and on MyAutoEvents.com websites.

3. Finance

A. Treasurer's Report: Attached to the Minutes are the Treasurer's report covering the period April 19 through May 16, 2007, entitled Profit and Loss Report, which report also includes a Balance Sheet for the Region, as of May 16th. Ginny reports that there were approximately 375 cars entered at the recent Al Fairer SARRC/MARRS Challenge of 2007 at VIR in May, 2007, most of whom ran both races.

B. Audits. Ginny reports that she will have an audit (P&L Statement for the event) of the Al Fairer SARRC/MARRS Challenge ready for the next NCR Board of Directors Meeting; further, she advises that the Top Gun Challenge, an autocross event held earlier, generated a profit of about \$250.

Old Business:

The RE advises that the CCR has cancelled both their June race event scheduled for Lowes and the scheduled CCR Hill Climb event.

New Business:

1. Double National: Mark advises that the tentative schedule, at VIR, for the Double National is for April, 2008, with the possibility that if VIR can accommodate us on Memorial Day weekend in 2008 and if CCR agrees to give up their 2008 Memorial Day weekend event at Carolina Motorsports Park, for another date, that it is possible that the NCR could hold the Double National at VIR, which is a 3 day event, on the Memorial Day weekend in 2008. The RE, however, did not think that this was a likely scenario, because the availability of VIR on the Memorial Day weekend in 2008 is not likely.

2. Rockingham event in 2008: The Board discussed its feelings towards holding a race event, or events, in 2008 at Rockingham. The Board indicated its desire to attempt to have some race event and/or other type of events at Rockingham in 2008, with further consideration as to same to be given after the Region's dates at VIR, in 2008, become clearer.

3. Special Gifts for SARRC/MARRS Workers: Motion (Stitt/Pennington) authorizing the NCR to expend up to \$1,500 for special thank you gifts for the workers who worked the Al Fairer SARRC/MARRS Challenge event in May, 2007, at VIR, and that the Region confer with Janet Bruce about her recommendations as to the type and cost of said gift; Passed.

4. SafeQuip: The Board discussed the issue as to SafeQuip's efforts to be a vendor at VIR during the Region's Al Fairer SARRC/MARRS Challenge event in May, 2007.

5. VIR Track Manager – Josh Leif: The RE discussed the meeting between Josh Leif, the VIR Track Manager, held on Friday of the Al Fairer SARRC/MARRS Challenge event, at VIR, in May, 2007, and the positive dialogue that resulted therefrom and the Region's hope that the additional cooperation between VIR and the Region may result in our obtaining the dates the NCR desires at VIR in 2008.

6. Cables for sound: The Board was advised that sound control needs 2 additional (replacement) sound control cables and 2 working mikes. The Board authorized the acquisition of the additional needed cables and another mike, if needed, to provide a backup mike and the required additional cabling.

7. Policy on replacement purchases: Motion (Matthews/Pell) that the RE or the Assistant RE is authorized to buy replacement items (equipment) at up to \$500 for each replacement item, without the approval of the NCR Board of Directors; Passed.

8. Paddock: The Board discussed the problems with the paddock (parking) and the control thereof, during the Al Fairer SARRC/MARRS Challenge event, at VIR, in May, 2007.

Motion (Pell/Stitt) to adjourn the meeting at 9:08 P.M.; Passed.

NCR Helps out SCCA Pro Racing

by David Page

“LIFE IS TOO SHORT TO JUST DRIVE IN CIRCLES” so, late this May, SCCA Pro Racing came to Lowe’s Motor Speedway and put a couple hitches in their Gitty-up.

A group of NCR flaggers, led by the race Flag Chief, Eric Danielsen, joined our CCR region friends to work the SPEED World Challenge Race as part of the NASCAR Speed Week at Lowe’s Motor Speedway. It was an all day Thursday affair as practice and qualifying occurred before noon for the evening race. Tire barriers were setup just before turns 1 and 3, in order to add some excitement and slow the cars down. The turn 1 deviation was created with a left hander toward the end of pit row followed by a quick right on to pit out and then right again onto the top of the entrance of turn one. The turn 3 nightmare consisted of two tire walls. The first forced the cars to the bottom of the track followed in short order with another tire wall forcing the cars back to the top of the track as they entered turn three. It made for some interesting and scary racing and flagging. The pit out cement wall was designed to protect from sideswipes not head on attack. A standing start for the race made it interesting for the roundy-round fans. A respectful distance from the wall was practiced. The morning runs went well with only a couple of cars scaring the Flaggers at turn 1 and 1A. Turns 3 and 3A were much busier as tires were hit and scattered and cars spun.

We were using the CCRs brand new radio system and no one knew exactly where channel one and two were located. Flag Chief Eric offered a prize for anyone who could find the frequency and share it with those of us with scanners. James Shanks won the prize, which was a portrait of himself with the national President of SCCA, Jim Julow, who was in attendance. Just as the photo was being made at lunch three pit puppies from Toyo Tires came by to spice up the shot. Honeybaked Ham catered the lunch. There was nothing to do till about eight, so we could wander around, check out the NEXTEL Cup cars that were qualifying before our race or go chase pit puppies. Most of use spent a lot of time in the SCCA PRO Racing series hospitality tent. We were instructed that our race would take place only nine minutes after NEXTEL qualifying. That was as quick as the SCCA racing turns could be reconstructed.

The Buzz of the day was that NEXTEL Cup racers, Kayce Kane and Jimmy Johnson were to run the SPEED World Challenge. The factory Caddy team was complaining that their cars had too much handicap weight in them, but to no avail. Immediately thereafter Jimmy Johnson announced that he would not drive his Caddy since he could not be competitive. That bogus ploy did not sway SCCA. The Caddys went on to win the race and Johnson’s car took second without him. SCCA Pro racing threw us a feast for dinner. When was the last time you ate Artichoke and black olives at a workers feed? The rest of the meal followed suit.

There was an advantage to the nine-minute rule as our flaggers had trackside seats for NEXTEL qualifying so we could be close to our stations. With the stands full of fans there to see NASCAR qualifying we quickly started our race. The dreaded first turn fiasco was avoided as the cars had laid down a good coat of rubber earlier in the day and the drivers had figured out the quickest and safest way through. Luck did not last long as there was a major mess in turn 3. After too many Yellow flag laps to clean the track, tow cars and rebuild the tire walls, we got underway again with a race that featured a quick handling Porsche vs. the Caddy’s superior breaking ability. There were no NASCAR Yellows but plenty of regular ones, as turn 3 was never mastered in the race with many problems keeping the Marshals busy. In the end, the fading Porsche brakes led to the Caddy sweep minus Jimmy Johnson, who I hope dropped out under team orders, rather than poor sportsmanship.

2007 NCR Schedule

July 15	“Gatorcross” - East Columbus H.S., Lake Waccamaw, NC (near Whiteville)
August 11-12	“Oak Tree” National/Double CCPS – VIR
August 12	RiverFront Grand Prix - Downtown Wilmington, NC
September 8-9	NCR PDX/Club Trials/CCPS or Regional at Rockingham (tentative)
September 23	Indy at the Park - Smith Creek Centre, Wilmington, NC
October 5-7	Grand-Am KONI Challenge Series (formerly Grand-Am Cup) - VIR
October 21	Rumble at the River - New River Air Station, Jacksonville, NC
October 27-28	“Goblins Go” 2008 SARRC/2007 Double ECR/CCPS – VIR
November 3	“Charge of the Headlight Brigade” 13 Hour Enduro - VIR
November 25	RiverView GP - Downtown Wilmington, NC - Auto-X Series Finale!

Note: all VIR events are full course

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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 lack of a 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 – RTP/Durham

Third Wednesday of the Month
Dinner at 6:00, Meeting at 7:30
Rudino's Pizza & Grinders
4911 Central Park Lane, Durham
(919) 474-8833 **All Welcome!**