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RE's Report

by Mark Senior

Based on a quick look at my calendar, it appears that NCR's 2006 season has finally come to an end. However, I'm having mixed feelings. I'm not sure whether to be depressed because there are no more races to run until the spring or whether to breathe a sigh of relief for the break until the next season begins. I'm sure our Registrar, Ginny Condrey, and all our other hard working volunteers fall into the latter category.

Based on Richard Franklin's reports during the year, the Solo2 program has had an outstanding year with record participation, new sites, and stronger relationships formed with the folks in the military at the New River Air Station. Hopefully Richard will have an opportunity to jot down a year end summary.

The Region's last 2 Club Races were great successes. We had a good turnout for the Goblin's Go event and the weather cooperated. Being an even year, the club races took place on the North Course while the Solo1 drivers enjoyed the opportunity to compete on the challenging South Course (historically, the Region alternates Full Course and North Course every other year to allow the Solo1 guys a chance to run at VIR). While driver turnout is typically lower than when we host this event on the full course, my personal opinion is that those who stay at home don't know what they are missing. The North Course may be shorter and does not possess the "aura" of the full course but it is extremely challenging, flows very well, and favors driver talent over sheer horsepower. The Production Festival continues to grow. Participation approached the 40 car mark this year and surely would have surpassed that had the event been run on the full course. The Board has committed its support to make the Production Festival a "jewel" in the Region's crown and is working with the festival's organizers to make it bigger and better next year.

The Region ended the year on a very positive note with a record turnout for the Kumho Charge of the Headlight Brigade 13 Hour Enduro. 80 cars took the green flag representing everything from thundering V8 T1 cars and high strung ITE machines all the way down to a pair of brave ITC cars including yours truly (I think I still have tendonitis from pointing 20+ cars by per lap!). I've also heard that we had 5 countries represented as well. As a result of the large turnout, this was also our most profitable enduro to date. With any luck, one of the drivers/teams will take the opportunity to write up something on the event for this or next month's newsletter (hint, hint!). As a driver on the "Team Shoestring" (also known as Team Moving Chicane) ITC Nissan Pulsar, I can report that everyone at the event appeared to have a great time. A special camaraderie seems to develop during these enduro events and brings out the best in both drivers and workers alike. Speaking of workers, my endless thanks go out to all the corner workers who braved the abnormally cold weather and stayed on station for the duration of the event. This last event is always a strain on our dedicated F&C folks as the weather is frequently chilly and this event represents the last of 3 events worked in the last 6 weekends. Not sure if this is really viable, but I've thrown out the idea of drivers/teams supplying the corner stations with kerosene heaters for this event in the hopes of making them more comfortable. I for one have just such a heater gathering dust in my crawlspace that I would be happy to bring out for this event next year. I'm sure there are many others out there that could be put into service!

Since our Region cannot survive without the continued support of skilled volunteers, let me make my annual plug on their behalf. Due to the increased demands of the Grand-Am Enduro weekend and possibly the addition of PDX and TT type track events, there will be an acute need for new workers and a continuing need to retain our pool of current workers. The Board of Directors is continually working to identify ways to support the workers but we would love to have your suggestions. From what I've gathered, what the workers need most is simply more workers so that they can take breaks during long endurance races. With that in mind, I would like everyone to make an effort to "inspire" friends, enthusiasts, or anyone else they can think of to come out and give corner working or one of the other specialties a try or at least come out to an event just to watch. We can get them passes to get into the events and even temporary memberships. However they won't come if they don't know about what we do. I think we all recognize that we are very good at putting on events but we are not so good at promoting ourselves. I'm hoping we can change that over time. I will also continue to push for drivers to step up and volunteer to work at least one event each year in support of the Region that provides them this great opportunity to play and in support of the workers who give of their time so they can compete.

Overall, it looks like we had a very successful Club Racing season this past year. We put on a record number of events and while the final numbers are not yet in, it looks like the Region turned things around and had a profitable year. Looking towards the future, it appears that despite our best efforts, a double national event at VIR won't be possible in '07. We have been assured an April date in '08 for this event and all of us on the Board will be pushing to make this both a reality and a resounding success. Based on the enthusiasm and support from drivers across the east, I'm sure this will become a premier event.

Last but not least, the final event for this season will be the Annual Awards Banquet and Meeting on Saturday, January 13th. This year the meeting will once again be held at the Clarion Hotel State Capitol in downtown Raleigh. The festivities start at 5PM with a cash bar and socializing followed by a wonderful dinner, a brief (and I mean very brief) annual business meeting, the awards ceremony, door prizes, announcement of the new officers for 2007, and ultimately the evening culminates in more socializing and dancing. For those who have never attended, please consider coming out and joining your fellow members. This is not some stuffy formal occasion. Everyone really has a good time. Next time you see them, please thank the volunteer Banquet Committee; Trish Deffenbaugh, Barb Gallimore, and Heather Powers for volunteering to take on this challenge again this year.

You should be receiving a ballot for officers as well as notice of the annual awards to be presented this year. Please take the time to complete the ballot and also let either Heather Powers or your Chapter Coordinator know of those you feel are deserving of an award.

As always, your leadership is continually looking for ways to improve the Region so if you have any ideals, please feel free to share them with the Board or your Chapter Coordinator.

Happy Holidays and hope to see you at the Awards Banquet January 13!

The Dawn of a New Beginning

by Chuck Stanley

With every sunset there is a new sunrise, and so it be my final epistle of what has been a wonderful 7 seasons as the NCR Flagging & Communications Chief. Many people have made these seasons so special, so many memories and great friendships made by all. Let me start, at my age, with the most recent memories and work backwards, as long-term memory fades daily.

The last time I wrote to you all, we had just completed the Oak Tree National and had the final 3 races staring at us. The Grand-Am weekend will long be remembered as the crappiest 3-day weather weekend we probably have had. As bad as the weather was, the folks who came out to brave the elements were treated to very good racing, long days, and a memorable raffle on Saturday night that never would have happened had it not been for Ute Zettlitzer from Texas. Ute spent hours groveling through the paddock, made 4 trips to me with arms full of freebies, and did we have fun raffling after a very long, cold and wet day and night. Then 4 p.m. on Sunday broke, the sky became blue with white fluffy clouds, and even after all we had put up with it then felt like "Let's go racing". Well, racing we did and at the

end of October we hosted a bunch of Goblins, our second annual Production Car Festival, and decent weather to boot. Lastly, below freezing weather, 6 layers of protection to challenge bodily functions (men, you know what I mean), and GREAT racing in another extremely successful 13 Hour. Anyone read any of the forums, the drivers' reaction to how the NCR puts on a race, the smiles, friendly atmosphere and warm hospitality? Great job everyone, as hard as 13 hours is to remain on station, in tech, at Control, in Timing, on Pit Road, wherever you may have been, every team and every driver appreciated what you did. And we appreciate the show, back to all drivers, so let's get psyched for the 2007 version....

Let me take a moment to reflect now back on 7 seasons worth of being the NCR F&C Chief, just for a moment. Let me start by saying the transition underway to a chief pool involving Pete Jones, David Turner, Mark Biamonte and Eric Danielsen, is probably the best thing I have been able to orchestrate. These guys bring into the specialty a dedication, enthusiasm and willingness to pull up their shirt sleeves which is unmatched. The F&C specialty is in great hands and will continue to move forward into 2007 and beyond with this wonderful team.

Looking back, as a specialty, F&C, because of people just like those above, have made jokers like me look good. Remembering back to the 2000 season we began with a bunch of enthusiastic and "willing to learn" folks who in most cases never held a flag. We did have a few folks those first weekends that had some experience, but for the most part everyone started out on level playing ground. Just think how far we have come, and think about those folks in the early days who are still with us today, as they too emerge as our teachers and leaders. Some folks transitioned to other specialties, and that's good too, while in some cases F&C was blessed in getting some folks from other specialties also. All in all, it takes a whole lot of good people to support each and every one of the races we put on, and the NCR has been blessed over the years in having the highest level of professional folks any region in SCCA could have. Each and every one of you who have come out in any specialty and race is so very much appreciated and we look forward to your returns in 2007 and beyond.

I have too many people to thank to be all inclusive, but I will try. To start, as I said above, first and foremost are all the folks who came out to play at the specialty of their choice. Yes, I am a F&C guy and always will be, but it takes more than F&C and each area is as important as any other, watch what happens if a specialty is not staffed. Don Hill, who has worked side by side with me since the mid-90's, returned to be with me in my last event as F&C Chief on station 17, that was a special moment for me I will not forget. All the great voices out of control, Mike, Bob, Kaye, Ken, Stacey, Sarah (you cannot claim rights to "Rookie" anymore), and James who helped start us out in the beginning. You each have a special place in me, and great appreciation for all your contributions in the chair. Special buddies I look forward to bantering with every time I come to the track, Pete, Dwight, Scooby, and even Mo... Yep, Mo... I love especially doing the Pro events with ya, when is the next one pal? I could never forget another aspect that makes the NCR unique, in calling out and saying, "Thanks" to all the drivers and their families who come out and work when they can. I have driven and worked in 5 different regions in my 28 years in SCCA, and never have I seen a region like the NCR that has this special aspect and group of individuals as we do. Take a bow!

And the Stewards...What can I say? There is not a specialty chief who gets called into the tower more than a F&C Chief does. In 7 seasons I cannot recall a single incident where I was ever greeted with less than a professional approach. Did we always agree? Mostly. What happened if we didn't? We respected each other's view and went back to work. Do I like working with some over others? Sometimes, but usually one of us were having a bad day, the other realized it, shared a story or two, shook hands and went back to work. Terrific group of people who truly appreciate and understands everyone it takes to put a race on. They sometimes have a tough job, and they do it well.

So, I have mixed feelings in stepping down from being the F&C Chief for NCR. However, I feel very good about the pool of new chiefs we have established. I know they are busting at the seams in their enthusiasm to create their approach, and do good things for the region. I truly enjoyed my time as chief, but my wife and I now need to focus our attention on our journey to the coast and the preparation required to accomplish all we need to for that. I will remain active on the corners, hoping I can spend some time training new folks and assisting our flag chiefs that way. So be kind to me if I get assigned with you, I may need some training of my own! ☺

Triangle Chapter Notes

by James Shanks

Wednesday, November 1st, was the date of the most recent Triangle Chapter meeting at our favorite grub-and-gab spot, the El Rodeo restaurant in Raleigh, just off Highway 70 at Pleasant Valley Road. We had a special guest appearance by the Region's newest and probably youngest member, Olivia Piner, just six weeks old. This charming little lady was accompanied by proud papa Doug, his lovely wife Kim, and big sister Carly, who is only two herself. Welcome Olivia! In addition we were entertained by in-car video provided by RE Mark Senior of his exploits from the previous weekend, first in the Carolina Cup race and then in the Goblins Go. Great stuff, Mark! Thanks! I was afraid we'd never find an excuse to cease watching more of Pepe's archives. I just kept hoping that his mother hadn't transferred any home movies to video tape because we just kept going farther and farther into his past.

The meeting talk centered around the upcoming 13-hour enduro, of course, but there were a few sidebars about "the Go". It was announced that Assistant RE Rex Deffenbaugh achieved a fourth place finish in IT-7, which may have been his best finish ever in that class. The bad news was that volunteer coordinator and Flag Chief, Chuck Stanley, reported that we were still short-handed for the enduro and that the forecast was C-O-L-D. Only time will tell how that goes.

In old business it was announced that we very nearly broke even on the National race in August, losing just \$472.98, thanks to having the Carolina Cup and Pro-IT races along with it. Thanks to everyone who participated and made that event a success.

In new business, we were all reminded that it is elections time again, with two Member-at-Large seats, as well the Treasurer's office and the position of Assistant RE up for grabs. Nominations will be closed the third Wednesday of this month, probably by the time you read this, but as they used to say in Chicago, where I grew up, vote early and vote often. Some volunteer positions on the Competition Board, which decides on our Supplemental Regulations and generally determines how we will conduct our racing events, also need filling. We are looking for a steward to volunteer as the Steward's Liaison and a driver to volunteer as the Driver's Liaison to represent the interests of those groups when the Comp Board meets, which is only a few times a year. Anyone interested? Please contact any of the officers to volunteer. It's also time to be thinking about annual awards. If you have any deserving candidates in mind, please e-mail Heather Powers or contact your local Chapter Coordinator.

In sad news it was announced that plans for an early-season Double National at VIR, which were well-underway, having garnered all the required approvals from SCCA and a spot on the schedule, had to be canceled when the track discovered that they had a discrepancy in their books and had already rented that date to Skip Barber. We were assured that, while it's too late for 2007, every effort will be made to secure a firm date for 2008.

The final item of interest for the evening was the announcement by Long Road Racing's principal and founder, Glenn Long, that his team was upgrading their radio system, and as a result they had a very nice used set-up for sale: 5 hand-held VHF radios with 12 in-car converters, enough for running two cars simultaneously, all for the bargain price of \$1000. Can you say "Christmas"? Well, the next meeting of the Triangle Chapter will be just a couple of weeks before Christmas, on December 6, so why not come on out and drink a frozen Margarita in honor of the season? See you there . . . or at the races!

West Chapter Notes

by Ed Wentz

We met at Grand Prix Greensboro, the new indoor go kart track owned by SCCA members John Gaither and Matt Richmond. In attendance were about 27 people including a couple of new faces, some we hadn't seen in a while, and some kids who don't normally come to our meetings. We were glad to see everyone! Also attending was our favorite Central Florida Region member, Lee Hill, who had raced at both our Goblins Go and 13 Hour race (1st in class in SRF).

A catered barbecue dinner was served, just about everyone said the BBQ was very good, however no beverages were served. Whenever I have been to any function where BBQ was served, there was always sweet tea and maybe other beverages served.

Afterwards many partook of the go karts and had smiles on their faces. John Gaither graciously gave us a special rate of \$15 per person (typically \$18 for members, \$24 for non-members). I saw some interesting battles on the track, especially between two brothers who had a private war going on. I don't know who won the battle, but it allowed me to get around them! Thanks, Rusy and Gentry Matthews!

I was impressed by one of our non-racers on the go kart track, Melinda Hooper. She is into horses rather than cars. She wasn't the fastest in her group, but she wasn't the slowest and had a good race line. When I went to pass her, she held her ground and didn't just give up the position. By the next turn we were side-by-side and again she wasn't giving any ground! I finally got around her, but had to earn it. Good job Melinda! Maybe her husband Brian will put her in his ITC CRX?

We had brief discussions about the recent races, including the Runoffs. The consensus of those who ran at the Runoffs at Heartland Raceway was that they would probably NOT return for future Runoffs to that track. Apparently, they did not care for the track. Somewhere I had heard that a GT1 driver said the track is too busy for the fast cars, never giving them a break (I would suppose that the back straight at VIR would be considered a break, though much less for GT1 than ITC!).

Most people spoke highly of both the Goblins Go and 13 Hour Endurance races. However, a common complaint among the classes that don't qualify to run in the ECR is that there was not sufficient practice time.

It was announced that nominations for the various offices are due. No nominations were presented at the meeting. The deadline for nominations was also announced.

Heather Powers has 'volunteered', more specifically 'was railroaded', to be the Awards Committee Chairperson, and is needing suggestions for awards.

Some old business that we covered was the NCR Chapter Challenge that was brought to the Board in October to gauge the Board's interest: we said that the 'instigators' should bring us a proposal with dollar figures. There is some mis-information going around about the Chapter Challenge: some members from the Triangle area thought our meeting was part of this challenge (it wasn't) and that we were handing out trophies (we weren't)!

Other business discussed was our Double National in April that was on, then off again due to VIR not holding the date as they said they would. There was great disappointment at this announcement, as it was felt that a Double National in April at VIR would be a great event that would draw a large number of participants.

Our next meeting will be on Tuesday, December 5, at our regular meeting place, Cooper's Ale House on Market St. in Greensboro.

I hope to see you there!

December Bench Talk

by Richard Franklin

2006 Season Re-Cap

Mar 5 UNCW Spring Fling - Autocross

What a way to start the new season. 59 entries thrilled a big spectator crowd under beautiful sunny skies. This was the first event with 6 total competition runs. The morning session started with 3 runs for each Group (A and B), then a break for lunch, then each group ran 3 more. Finish time was approx 3:45pm. A course design with more overlap will go a bit quicker. In the end, we had time for a few fun runs and packed up the equipment by 5PM. Thanks to all who came out and made this event such a success.

Apr 15 TopGun Challenge Autocross

A wide variety of cars joined us for our 2nd Annual Top Gun Challenge at Smith Creek Center/Wilmington Ind. Park. 59 competitors took to the starting line and enjoyed the longest and most challenging course designs ever set up at this site. Runs were averaging well over 52+ seconds which allowed plenty of overlap between cars.

May 21 Twin Rivers Mall Mayhem Autocross

The weather was hot and so was the competition at the Twin Rivers "Mall Mayhem" autocross event. Approx. 50 drivers battled it out on the nicest day that this May has had to offer yet. The event was co-sponsored by Family Tire and Auto Service of New Bern who had an information tent set up. They also gave away free t-shirts, free oil changes to all class winners and a free lifetime wheel alignment to the fastest time of the day which belonged to Jeff Eng. A good time was had by all and many thanks go out to all who were responsible for what was truly an automotive event.

June 4 Sounds of Freedom Autocross

Put another stellar event in the bank for the Cape Fear Chapter! With awesome weather and huge expanses of tarmac & concrete to play with, competitors had a field day. Speeds were the high and lap times were well over a minute on course. Fast Time of the Day went to the NC State University Formula SAE open wheel car at 61.151 seconds. With the event running so smoothly, we agreed to include another competition run for everyone in the afternoon. Cash donations were received at registration and during fun runs to benefit the Single Marine program. The entire SCCA event staff showed great professionalism and we hope to return to New River Air Station later in the year.

July 15 Gatorcross Autocross

Well, we tried to beat the summer heat and 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 and Timing & Scoring equipment while risking life and limb in the storm. Despite the event being shortened, we have met the requirements of an "official" event by running 3 runs in the early session.

August 12 Riverfront Grand Prix Autocross

The day started gloomy with plenty of sprinkles, but as promised by the weatherman, the skies cleared and we were treated to a nice sunset over the Cape Fear River. In addition to the dampness, the racing surface was a bit slick due to recent blacktop sealer applied just a few months ago. Traction was at a premium and the advantage went to the 4 wheel drive cars such as Subaru WRX's, Mitsubishi EVO's and VW R32's. As the night went on, negotiating the tricky course became even harder as headlights and street lighting were all that illuminated the site. Revving engines and our PA system reverberated Downtown Wilmington until we finished at 9:50pm. We are looking forward to doing another Night Finish next year....If you have never autocrossed at night; make your plans to join us in August 2007!

September 23 2006 Indy @ The Park

The 3rd Annual Indy at the Park was a smooth running event! This was one of our best ever at this site. Many thanks to the hard work of the course designer who put together a fast but flowing course that rec'd high marks from many competitors. We were fortunate to have quite a few SC region SCCA members visit our events this year and this event was no different. A nasty red Corvette from Irmo, SC won the Fast-time-of-the Day Trophy with a time of 40.292 sec.

Oct 22 2006 Rumble@The River Autocross

What a great weekend! It started bright and early Saturday morning where SCCA members performed a Safety Plan and further developed a fast but challenging course. We had the free Novice class where 15 drivers received instruction from experienced SCCA Solo 2 Members. All participants enjoyed plenty of seat time. Sunday (Race Day) was a mixed bag of partly cloudy skies and a few light sprinkles in the early session. Most drivers did get at least 3 official runs in the dry before lunch. As clouds rolled in, it was clear we would be running in the wet. Surprisingly, the concrete had more grip and many drivers were caught out in the concrete-to-tarmac transitions and braking for Chicago box near the finish line.

Nov 5 2006 Back To Twin Rivers Autocross

What started out as a brisk fall morning with temps in the low 50's quickly warmed up to the 70's as the sun came up. The temperature wasn't the only thing that was heating up though. With the Back to Twin Rivers event being the next to last event of the year the competition for season championship points was also getting hot. A few classes are still up for grabs and will come down to the last event in Wilmington. A stock class saw the battle between first and second decided by 7 one thousandths of a second. There were over fifty competitors with quite a few new faces. A great time was had by all. Many thanks go out to all involved in putting on this event.

Nov 19 2006 CFCC RiverView Grand Prix

A cool morning kept the B-Group competitors searching for grip on the newly sealed surface. As the temperature rose some A-group cars were actually running quicker than most of the modified entries. Located in Historic Downtown Wilmington, this Autocross site attracts many spectators and they were treated to some impressive driving. The overall atmosphere was very relaxed but a few championships were on the line so not all drivers were taking it easy.

That caps off a successful season, now on to 2007!

Congratulations to the 2006 Class Champions!

A Stock	Richard Franklin
B Stock	Tim Pierce
E Stock	Walt Driver
G Stock/PAX	Ken Porteous
H Stock	Derek Pickett
B Street Prepared	Robbie Collins
C Street Prepared	Mike La Bor
D Street Prepared	Chris Deen
E Street Prepared	Jason Green
Street Touring Sport	Brad Draughon
Street Touring Sport 2	Doug Jackson
Street Touring Xtreme	Kevin Williams
Street Touring Ultra	Dave Jenkins
Street Modified	Clay Martin
Street Modified 2	Jeff Eng
LAD Class	Kelly Brookshire

At the December 5th, Wilmington Chapter Meeting

All 2006 Class Champions will receive a nice Laser Etched Trophy, the full-sized version of the Season Champion poster above and a Class Champion magnet for their car.

Note from the Cape Fear Coordinator

As you can see from the recap, we have enjoyed a fun, competitive, & safe 2006 Autocross season.

Many thanks to everyone involved for your help in making this Solo program successful.

I also want to say that I value the personal friendships which have been formed through my involvement with the NC Region of SCCA – Cape Fear Chapter.

I sincerely hope you can say the same.

Thanks,

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

Tales from the Fray or the 13 Hour Charge of the Headlight Brigade

by Don Knowles

Well, the 13 hour Charge of the Headlight Brigade at VIR is over. The NCRSCCA has again pulled it off—a great endurance race (this from someone who has run 30 to 40 races of 24 hours length), well organized and run, full of fun cars, good drivers, and a worthy challenge for us all.

Driving a BMW 330, our 2-car team finished first and second in class, and 2nd and 3rd overall.

I co-drove one car with Jeff Lucas (a good friend, a DC region member and a guy with whom I have taught at the DC region SCCA drivers schools), Spencer Trener (see <http://www.fantasyjunction.com/about-us.php>), and Manny Matz. We finished 1st in class and second overall to a second generation RX7.

Our other team car was driven by team owner Alan Himes, Bruce Trener, Mitch Piper, and Jim Briody. (As an aside, Jim Briody has run the 24 Hours of Nurburgring 6 years now and his description of it has reinforced my goal of getting there someday).

81 cars started the race. Our car was classed as an ITE, which means??? (I really should learn more about these cars, huh?). It was faster than most cars--there were tons of spec Miatas, Spec Racer Fords, SSB Miatas, and other assorted stuff, including a Mercedes (driven by Chuck Hemmingson), a fast Firebird, no Porsches, 2 SSC Neons (driven by Chris Brannon and Kris Wilson), a Nissan 350 (driven by Curt Omensetter and Rob Hines), a BMW Z4 fast car by Bimmer World (Bimmer World is in Radford, VA, next to Blacksburg, VA) which broke about an hour into the race, leading to a great tailgate party thrown by that team of Virginia Techies for the whole rest of the afternoon! I love their attitude!), and an ITA Miata team including Gene Felton, Buzz Marcus, Derek Bell, and Tony Adamowitz.

As one can imagine, traffic was heavy--think rush hour, with a particularly virulent strain of road rage prevalent. The spec Miatas ran around in packs, three and four wide, dive bombing each other and causing all sorts of collateral damage. Frequently, one had to simply lift and wait until they caused enough contact that a space opened up and one could go through. The fast cars (like the Firebird and several RX7s) were pretty fast, but the BMW was faster than anybody all day through the fast turns. The only way to drive this race was to adopt a Zen-like acceptance of delay, and then go like crazy when possible. Really, though, the driving was pretty respectful—after the first hour or so, things settled down and there was a pretty quick learning curve—the slower guys learned it was better to help the fast guys by, and the fast guys learned to wait a turn or two for help from the guys ahead.

We had only one small incident--Manny was hit in the right rear during a full course caution--apparently, the guy behind him was caught out by the accordion effect of all the cars stacking up behind the pace car. The good news was that changing the bent wheel and pulling the fender off the rear tire was accomplished during the same yellow, so all we lost was some track position, no laps. The other team car had one unscheduled stop for a loose coil wire, losing 1 or perhaps 2 laps.

The team did a great job. I have long been aware of Alan and his major domo, Rick Stewart, as they have done endurance races for years. Most of those years, however, I have been in different classes and cars. They had a good grasp of what to do—not only did they have lots of experience, last year they were on the lead lap of the 13 hour until the last hour, when a failed differential cost them a podium finish. Crew Tim and Vance did a great job on the refueling and also the tire changes, as well as cooking great chicken for meals, while Pat Briody provided entertaining commentary on most anything imaginable.

Not only was our car fast and well balanced, it was outstanding in several other areas important in endurance races. One, Spencer had done a great job setting up the lights--they were perfect, and I am very picky about lighting. Second, the car stumbled when it was out of gas--and it stumbled in turn 1, giving all of us adequate warning to prepare for a pit stop--and when it stumbled, it still had enough gas to get in--very important. Three, the seat and belts were just right so all 4 of us could get really comfortable. And finally our radios were the best I have used in a pretty good while--we could communicate with the pits, and vice versa, from the Oak Tree turn, the farthest point on the track from the pits.

Spencer, Jeff, and Manny all did really good stints. No contact (well, almost none), no off course excursions, plenty fast, easy on the brakes, attentive to fuel mileage when it was important, etc. It was strange, because it worked exactly like we planned it. How rare is that? Usually, any race plan involving 4 drivers goes out the window when the green flag waves, at the latest, and most times it is forgotten as soon as the cars leave the false grid.

I was able to drive 3 stints, each between an hour 20 minutes long to an hour 35 minutes in length. I started (the race started at 9:15 am, with the temperature at freezing--the 2 pace laps did little to help warm things like tires), ran a stint in mid afternoon, and then finished. Our fast lap was on our 299th lap, about 15 minutes from the end of the race. By that time, Alan's promise of \$50 bucks for a lap in the 2:14's loomed large, so I cranked off 2 in a row, leading to a \$100 "tip" after the race. A typical lap was in the 2:17 to 2:21 range, depending solely on traffic.

All in all, it was a fun weekend. Both cars could be driven back into the trailer, always a mark of the successful conclusion of an endurance race. I think I learned (or was it re-learned?) some things about VIR, which was, after all, the goal.

And only my neck was a little sore the morning after, the car was very easy to drive, light efforts on the controls, great brakes, flat (truly flat) through the high speed esses, and it had an adjustable heater--no getting cold during this run!

When I got home at 1 am, it only took several hours to calm down into an intermittent sleep!

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
April 27-29	Grand-Am Rolex Series - VIR 400K
May 12-13	AI 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 5-7	Grand-Am Koni Challenge Series (formerly Grand-Am Cup) Two 6 hr. races
October 27-28	“Goblins Go” 2008 SARRC/2007 ECR/CCPS – VIR
November 3	“Charge of the Headlight Brigade” 13 Hour Enduro - VIR

Annual Tech : Clarification of upcoming rule change

Some questions have recently arisen about the upcoming change in anniversary format to our annual technical inspections – specifically, the point in time at which a 12-month cycle supercedes a calendar year cycle.

So that we are all on the same page, and so that we can begin to capture seatbelt/harness expiration dates, the annual tech protocol should be as follows:

1. Annual Technical Inspections performed ON OR AFTER 1 NOVEMBER 2006 will contain entries for the seatbelt/harness expiration date, and will be good for one year from that date.
2. Annual Technical Inspections performed BEFORE 1 NOVEMBER 2006 will expire on 31 December 2006.

Bill Pichardo, NA Scrutineering

Attention Workers!

Remember that worker incentive reimbursement requests must be received by December 31st! Each "punch" is equivalent to \$30. Be sure to include your worker card, receipts to cover the number of punches you have and the form with your name, membership number and address where you'd like the check mailed. Don't lose out on those credits because you don't get them turned in before the deadline!

For those who would like to share, the banquet committee welcomes donations of worker credits. These are used to purchase door prizes for the upcoming annual banquet (January 13th). Even one worker credit is valuable to their efforts. Please note on your form if any of your credits are to be donated and thanks again for giving back to the region in so many ways!

It's (Still) Time to Vote

Although the national elections have come and gone, NCR still needs to seat some Board members for the 2007 calendar year. This year, the region will be electing the Assistant RE, the Treasurer and 2 Members-At-Large.

Did you know that your ballot HAS TO BE VALIDATED? What's this, you ask? Well, you may have seen reminders to **sign** the back of your envelope and write in your **membership number**. That is what validates a ballot--ensures that a current region member is casting a vote. These envelopes are separated from the ballots **BEFORE** the votes are counted so your vote is still cast in secret. Unfortunately, **blank envelopes are immediately set aside as invalid ballots so your vote doesn't count if you don't validate the ballot**. This year, we're trying to make this process even more simple, but we wanted you to understand the reasoning behind it. Hopefully, this will help each of you make sure that your ballot is **cast AND counted!** Thanks for voting and validating your ballot envelope!!!

Letters

Hi Ginny - once again - SUPERB EVENT!! Dang - I wish I lived nearer to VIR.....:)

Viren.

SRF # 01

Wonderful event, we really had a great time. Please give our praise to everyone involved. I think we will have raised around \$2600.00 for St. Jude when all said and done. Thanks for letting us put our jars up, we really are very appreciative. During our driver's meeting, the other lady, I am not sure what her name is, asked about suggestions for improvements for the event. I think everything is handled very well, from pre-registration to registration to pretty much everything. My only suggestion would be is to have more practice and qualifying time especially in the daylight hours for the new drivers. I know there is a test day on Thursday, but not everyone can take that much time off. Even if we had to pay more for the entry, I am sure that we would be willing to pony up. I almost think that it is dangerous to throw new guys out there at dark in a new car. Once again, the event was awesome, everyone is ranting and raving about it and we look forward to coming back. Have a good holiday season and we will see you next year.

Chad Zahniser, #47, ITA

I would just like to say thank you to all the workers involved in the North Carolina region for a successful racing season in 2006. My hat is off to each and every one of you. Everyone from timing and scoring, grid, corner workers and chiefs and especially the race chairs for taking care of us all. You all were there during the heat, cold and darkness to perform your duties so that the NCR could function as a prominent SCCA racing region organization. Your sacrifices do not go unnoticed. Drivers know that without us, nothing works.

During the off season, please talk up the NCR region to recruit new members. New blood is the life line of any SCCA region. New blood brings new ideas, which we, as a SCCA region, need to survive to make it into the future. New ideas and new ways of operating any SCCA event can only contribute to making us successful in the racing community. We are watched by many and what we do is taken by example to advance the success of the SCCA. We, as a region, have passed on many ideas that have been or are being implemented.

Keep up your good work and your dedication to NCR and this will enable us to continue to set a good example for the rest of the organization.

See you in 2007.

Thanks all,

Pete Jones
F&C Co-Chief

21st Annual Piedmont Racing Expo & Auction

The 21st Annual Piedmont Racing Expo & Auction will be held at the NC State Fairgrounds, Raleigh NC, Jan. 19-20, 2007. This will mark the 21st year that promoter and auctioneer Phillip Walker of Hillsborough, NC, the "Piedmont's Racing Auctioneer" has conducted this trade show and auction and the third year at the North Carolina State Fairgrounds. With the 50,000 sq. ft. Exposition Center opening last year at the fairgrounds, Walker had space to enlarge his trade show and attract new vendors. The 2007 trade show is expected to be even larger. "We waited several years for an open weekend at the fairgrounds and now that we're here in a large heated venue, we're looking to increase vendor participation and present the largest oval track trade show ever in the Carolinas and Virginia.

The feature events of the Expo are the Piedmont Racer's Auction and the Oval Track Tradeshow. Racers from several states can buy and sell used racing parts, engines, race cars, tow trucks, trailers, and engines. They can also see what's new for 2007 by visiting the Oval Track Trade Show where vendors will have the latest in racing technology, equipment, and new parts on display.

"Vendor agreements have already started coming in reserving space for the trade show. I encourage all vendors to contact me as soon as possible about exhibit space as we'd like to include as many as possible in our pre-event advertising and press releases.", Walker stated. "We hope to have exhibits and fun things to do for everyone...not only the hardcore racers but also their kids, their fans, and racing spectators", Walker added.

This event by far will be the largest and best Piedmont Racing event in the 21 year history of the show. It will be the perfect place for racers to showcase their cars and sponsors, buy and sell cars and parts, pickup new merchandise from the oval track trade show, and for racetracks and speedways to promote their 2007 schedules and rules.

Consignments are needed for the auction. Racers are urged to pre-register parts and rolling stock for the auction. Consignments will be accepted at the Exposition Center on the fairgrounds from 10am-8PM on Wednesday, January 17 and from 10AM-6PM on Thursday, January 18. No consignments will be accepted on Friday. Exhibitors can setup anytime Wed- Friday Noon.

The Expo opens at 1PM on Friday, with the parts auction starting 5pm, selling lots 1-300.

Saturday's Parts Auction starts at 9am and rolling stock will be sold at approximately 2pm on Saturday. There will not be a separate memorabilia auction this year, but there will be some memorabilia sold on Friday night along with the parts.

Admission is \$10 per day general admission and doors open at 1PM on Friday, January 19, and 8AM on Saturday, January 20. More information can be obtained from Walker's website at www.phillipwalkerauctions.com or contacting him directly at 919-732-7024 or via email at: pwalker@phillipwalkerauctions.com.

"Goblins Go" - October 28-29, 2006

Inserted at this point are podium pictures for all 8 races and the names of those pictured.

In addition to the races taking place on the North course this weekend, Time Trials were being run on the South course. Below are listed the 20 winners by class:

SSC - #15, Glen Thompson, Miata

Special 2 - #45, Brian Kraus, RX Midget

Formula S - #47, Jason Hawkins

Vintage - #44, Allen Goode, TR4

Hillclimb Special - #11, George Bowland, Shark

A Street Prepared - #181, John Mashburn, Corvette

B Street Prepared - #55, Steven Rankins, Subaru STi

C Street Prepared - #54, John Haff, Miata

E Street Prepared - #2, Robert McManus, Camaro

Showroom Stock B - #2, Sid Brayton, Miata

ITC - #7, John Champion, Rabbit

Formula Continental - #32, Richard Adams

Street Mod - #72, Joe Ippolito, Mistu Evo

D Sports Racer - #08, Kurt Eikenberg

Formula Vee - #48, Bill Hawkins

GT1 - #40, Thomas Richardson, Corvette

GT3 - #46, Paul Behofist, Golf

F Prod. - #177, Keith Taylor, Fiat X-19

Club Ford - #62, Barry Durham, 78 Crossle

Formula Ford - #94, Dave Cutchins

North Carolina Region Awards Banquet

January 13, 2007

Clarion Hotel State Capital

(The round hotel in downtown Raleigh, formerly the Holiday Inn)

320 Hillsborough St. Raleigh, NC

For room reservations call 832-0501

Be sure to say you are w/SCCA Awards Banquet

5:00-7:00 Social/Annual Meeting - Cash Bar

7:00-9:00 DINNER/AWARDS/DOOR PRIZES

9:00-11:00 Dancing!

Dinner \$20.00

Rooms \$79.00

Invitations will be coming out soon

**Be sure to put Jan. 13, 2007 on your calendar
for a good time with friends!**

Seasons Greetings

Wishing you a Merry Christmas

and

Happy New Year

from

*the Board of Directors and Staff
of the NC Region SCCA*

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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 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**