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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

A lot has transpired the past month and there's a lot coming up so let me see if I can remember it all. Several of us attended the S E Division meeting in Georgia and the National Convention in San Antonio. I don't want to take up a bunch of space here since some folks may not be too interested in hearing about these meetings but you should find summaries of those meetings elsewhere in the newsletter. However, I would like to note for everyone that I was rather impressed with the new leadership at the national level. I got the impression that they are very sincere about satisfying the needs of the existing members as well as making the club more attractive to potential new members.

The BOD met in February to discuss a variety of region business. This year's banquet and possible changes for next year's banquet were discussed. Most felt the banquet was a success and that the food was good (but maybe not as good as last year). Yours truly is pushing for more entertainment (slide shows, videos, skits, etc.) to make the banquet more fun. There was discussion about the possibility of holding it somewhere other than Raleigh next year. If so, volunteers for a new banquet committee would be needed in the host area to organize it. Please let your chapter coordinators know if you have comments on the banquet or are interested in having it somewhere other than Raleigh next year. Charities for the coming year were reviewed. The current and future budgets were discussed and were referred to the Budget and Finance committee for analysis. There was a great deal of discussion regarding what can be done to retain existing workers and to enlist new workers. This was a hot topic at both the National and SEDiv meetings as all regions are experiencing worker shortages. Possible causes include competition from other sanctioning bodies and competition from activities other than racing. A change was made to the operations manual regarding who serves on the awards committee. The board approved a one-time allowance for CCR to host a divisional Solo event at Danville airport (which falls in NCR's jurisdiction).

The region has also been busy trying to finalize our race and worker schedules for the coming year as well as getting a start on next year so as to avoid the last minute changes we experienced this year. As of this moment, all of our standard club races at VIR are confirmed with the exception (of course) of the March event, which has been moved to Rockingham. Based on conversations with VIR, there is a good chance we will get the March date back next year along with the much-anticipated double national. In regard to working non-SCCA races, it appears that the Grand Am events will be the only "contract" events NCR will be working at VIR this year. The region had planned on a combined PDX and regional event in June at Rockingham but we may have to re-think that weekend as many of our workers and race administrators will be down at the double national that same weekend in Savannah. An up to date calendar should be listed in the newsletter and on the website

By the time you read this, our March Memories event at Rockingham will likely be history. Many of our members have been putting in overtime making sure everything is in place to put on our first race at this track in many years. It's kind of like trying to get an old racecar running after pulling it out of the garage after storing it for many years. Many things need to be checked out to make sure it will crank up. For example, much of the equipment that the region has in place at VIR is lacking at Rockingham (like a copying machine, PA system, scales, etc) so we either need to get that equipment there or make do with what we have. Many thanks to Ginny for doing the brunt of the work; to Sara Snider for making a list and checking it twice as Race Chair; to Mark Biamonte for following up on what the F&C folks need; to Phil Hennrich, Buddy, Kaye, Jack Rafferty and Phyliss Setliff for loading up the equipment needed at VIR and hauling it back to Raleigh; and many thanks to Anna Crissman for running down to the track with me to wire up and test the timing loop for the AMB transponder system. Also thanks to Ron Munnerlyn who lives near the track for finishing up painting the curbing and for working with Richmond County to line up potential perks for SCCA returning racing to "the Rock".

The following club racing event will be a Performance Driving Experience (PDX) and Club Trials event at Rockingham the weekend of April 21-22. This event is open to anyone with a valid driver's license (a temporary membership will be required for non-SCCA members), and involves driving on the track at speed with an instructor providing guidance on how to drive the car properly. This event will also include timed runs on Sunday as part of an optional Club Trials competition. Street cars are allowed so bring out your daily driver and find out what all the fun's about. Unlike previous PDX events, this event is open to club racecars and most other competition cars (including open wheel) provided they meet the required safety standards and can pass tech inspection. Registration and other information should be available on the

website shortly if it's not there already. We are anticipating a large turnout, so get your registration in early. The region will also be looking for qualified instructors (who get to run for free!) as well as corner workers and other volunteers. Specifics on the event are included on the registration form as well as in the supplemental rules.

As always, the Solo group has a full slate of events this year so check out the calendar and sign up for a few. It looks like there are several Rallies planned as well.

Hope to see you at one of our events soon.

2006 SEDiv meeting summary

A number of NCR members made the long drive down to Jekyll Island, Georgia the end of January for the annual SEDiv meeting and awards banquet. This weekend includes numerous informational sessions and formal meetings covering all of the SEDiv Solo, TT, Rally, and Club Race series, all worker specialties, the Stewards, as well as SEDiv business. The event is capped off with a Saturday night awards banquet where all of the winners in the wide variety of competitions are recognized. Attendees from the National office included, Jim Julow (President), Terry Ozment (Director Club Racing), and Howard Duncan (Program Development and Operations).

My weekend started off with an RE's social Friday evening where just the RE's get together to discuss issues and to get to know one another better. Hot topics were the overly full SEDiv race schedule, PDX/TT rules, and the lack of recognition of regional racing in SportsCar magazine (as compared to Pro and National events).

The next morning started bright and early with welcoming remarks from our SEDiv Area Directors, Kaye Fairer and K.P. Jones. This was followed by sessions on timing and scoring, F&C, Pit/Grid, and Tech. I attended the F&C session along with our Co-Chief Eric Danielsen and Emergency Services (ES) Chief Rick Moser. The hot topic was worker shortages; what causes them and what can be done about it. It was recognized that this is a national problem. Folks are drawn away by other competing interests and more \$\$\$ from other organizations. The feeling was that more \$\$\$ was not the solution but that we need to improve the experience for the workers (more fun and more exciting). Many suggestions were expressed and hopefully our region will be able to implement some of these in the coming year. Other discussions included having a separate radio channel for ES (all agreed this was a great idea), training standards for ES staff, computer logging in control, and the recording of race communications.

Next up were Stewards meetings (which I think ran all day), Drivers School, ECR, Publicity and Web Site development, and Time Trials. I sat in on the ECR meeting along with Buddy Mathews who serves on the ECR Committee. New items include: a \$5 increase in ECR fees for 2008; a revised hierarchy for trimming cars when oversubscribed; a clarification (know as the Sebring Clause) regarding races shortened due to hazardous conditions (such as weather); rule that pit must be completed prior to display of checker; and a clarification on how results and appeals should be handled. It was noted that the ECR program is losing a little money primarily due to drivers not signing up for the series and paying the series dues. The Committee does not want to make this mandatory (yet) and noted that someone in Spec Racer Ford lost out on over a thousand dollars in prize money simply because they did not register for the series!

Next came the SARRC, Solo, Rally, and Registration meetings. I attended the SARRC since the Region's SARRC rep could not make it. It was noted that we had a good turnout for the SIC. Everyone liked the new track surface at Roebing. Still trying to find a way to give everyone victory laps. The new GCR classes for next year were noted to be included in the rules and a split start for IT7 was approved for the 2007 SIC. Alabama is expecting a new track in 2010. There will be a race at Barber July 6-8. A number of waivers were approved to allow S. Carolina and others to run events that did not fully comply with the SARRC rules. I would note that there was less conflict among the regions than in the past (most of this has been due to scheduling conflicts). It was reported that the SARRC program lost money this year.

Next, was Race Administration, more Rally and Solo, Emergency Service, and Time Trials (TT). I sat in on the TT session. Hot topics were cleaning up the rules (which were recently written and still need some tweaking); the complexity of the rules (there are now 4 levels of TT); trying to make sure the safety requirements don't drive folks away (since most other sanctioning bodies have less stringent safety requirements); and discussions on TT Safety Stewards and their responsibilities.

Saturday evening, representatives from the SEDiv Stewards and NCR had a private meeting to discuss concerns with our computer logging system. It was a rather lengthy meeting but the outcome was that we could continue to use the computer system provided we take steps to insure the data cannot be changed once entered. We also discussed the possibility of using digital voice recording to log communications in control. This seemed viable but was referred to National to check on any possible legal constraints. Overall, this meeting was useful as it helped build understanding and improved communication between our race staff and the Stewards.

Saturday evening brought the much awaited (but rather lengthy) awards banquet. I'll try to list the winners here but please forgive me if I miss anyone. Along with the standard competition awards, several NCR members received special awards for their contributions to the club. These included Buddy Mathews who received a \$500 cash award given annually by Charlie Guest to outstanding SEDIV workers and Kaye Fairer who received the Worker of the Year Award for Grid/Pits. Also, a very excited young Sarah Grammer won the Laura Cone Memorial Award "Junior Member Award of Excellence".

2006 SEDiv award winners

National Racing SEDiv Champions

GP	Mark Coffin	1st
GTL	Dan Robson	1st

<u>ECR</u>		
IT7	Don Vincini	1 st
	Bob Mitchell	3 rd
ITC	Mathew Douglas	2 nd
	Brian Hooper	3 rd
SSC	Emmitt Stanley	1 st
<u>SARRC</u>		
GTA	Stephen Macgowan	2 nd
T1	Steve Epley	1 st
EP	Dwight Cooke	1 st
FP	Antony Kipling	5 th
GTL	Sam Fouse	1 st
FV	John Mascho	1 st
FV	Shannon Jones	2 nd
FV	William Hall Jr.	5 th
FS	Tilden Kinlaw	4 th
CF	CC Walker	2 nd
CF	John Gaither	3 rd
IT7	Blair Stitt	2 nd
IT7	Robert Mitchell	4 th
IT7	Charles Hines	6 th
ITA	Rick Thompson	2 nd
ITB	John Wilkins	5 th
SM	Jason Owenby	2 nd

The last official business was the SEDiv business meeting. I don't yet have the minutes of the meeting but the general consensus was that the Division is in pretty good shape with some minor exceptions such as recording an overall loss in the budget and the continuing need for a SEDiv exclusive website.

2007 National Convention Summary

Every year, representatives from across the country gather to discuss the club's business and to share ideas. This year Mark Senior, Rex Deffenbaugh, Sara Snider, Kaye Fairer, Richard Franklin, and Clyde Kiser traveled to San Antonio Texas in February to represent our region. Like the SEDiv meeting, the National Convention is a mixture of business meetings and information sessions on a variety of topics.

The first session Rex and I attended was about membership and demographics. Essentially, National had looked at our incoming, current, and outgoing members to find out what makes them tick. What we found was that: 39% did not renew because they simply were no longer participating; 17% had a beef with SCCA; 18% said membership (participation?) was too expensive; 11% had a conflicting life change; and 10% said they were no longer competing. It was also noted that 20% or less of the club is made up of "members". The rest consider themselves customers expecting a service. Essentially, we have moved from being a club to being a business in many respects.

Next came a business meeting with the National BOD where new officers were introduced. Noteworthy items included the statement that all SCCA operations, including Pro and Enterprises, made a profit this year (although Pro apparently borrowed \$130,000 from SCCA Inc); membership was down by 1,400 (many from the Subaru free membership with purchase deal) for a total of 51,083 but retention of members had improved.

Next came the Town Hall meeting where the floor is open to anyone with comments or questions. This was much tamer than it had been in the past. I noted that there was an intent to look at revising the track layout at Heartland Park; and that the club is interested in bringing in younger drivers.

Next was the PDX/Time Trial session. The general consensus was that this is an area of tremendous potential growth for the club, but that we need to keep it simple and flexible so that SCCA can compete with other clubs that also host these kinds of events. For this year, sanctioning fees have been reduced to help attract participants. The rules are being revised to improve them and they are considered a "work in progress". There was a great deal of discussion regarding possible rule changes and clarifications as well as many comments about how to run a PDX (insurance, entry fees, etc).

Next, we sat in on the Club Racing Board (CRB), which was both enlightening and entertaining. I got the feeling that all of the members on this board were very serious and dedicated to improving the program. However, this group is faced with many technical and political issues and has a very difficult job. Comments from the audience ran the gamut of sealing motors for Spec Miata and roll bar rules to the number of classes in the runoffs, class consolidation, and how someone was able to get their license and run a national race without knowing what the flags meant! One interesting topic was how to incorporate newer cars (and new members) into our program without driving out the current cars (and members). The CRB summarized their philosophy as "general stability with cautious evolution". Another very controversial topic was allowing younger drivers (14-16) to compete. Some felt this was a great idea, others thought it would be a disaster. One thing that may come as a relief for many is that they confirmed that head restraints would not be mandated any time soon. They noted that drivers may make their own decision.

The next session I sat in on was on Timing and Scoring and while I can safely say I'm generally computer literate and have a good technical background, most of what they discuss was way over my head. I now have a completely new appreciation for what the folks in T&S do. I also determined that we had better start training back ups 'cause if Anna or someone with a working knowledge of the timing software is not available, we are in deep trouble as there is no way someone can just step in and expect to understand how to use the software. Anna assures me it can be learned in a weekend but I have my doubts!

This meeting was followed by a session on registration. Hot topics included a general dislike for temporary memberships. The feeling was that since there was no good way to track them, drivers and their crew were taking advantage of them and using them for every event. However all supported their use for workers. The other hot topic was on-line registration. While this is nothing new for our region, many regions are just now making the move from paper registration. It was interesting to note that many regions are signing on with a service known as OBN (40 out of 80 racing regions). I'm not sure this will become the de-facto "standard" but it looks like there is a good chance.

That's all I had on the business side of things. However, the National Convention is much more than that. It's an opportunity to get to know the national staff and members from other regions and to share ideas, concerns, and just communicate.

Triangle Chapter Notes

by James Shanks

The Triangle Chapter kicked off the 2007 season with a meeting on February 7th at our favorite watering hole, El Rodeo restaurant in Raleigh. Pepe (our illustrious Chapter Coordinator, Blair Stitt) provided us with pre-dinner entertainment in the form of in-car video from the driver's seat of his RX-7 at the various venues he raced last season. Hey, it was pretty good! Blair was second over all in IT-7 last season! But the most-viewed graphics weren't on video. Dave Page turned up with a few jumbo color prints of interesting shots he'd taken trackside while working the Rolex 24 Hour enduro at Daytona. Beautiful stuff, Dave! And two of them featured NC Region's own aspiring pro driver, Tom Long, in the number 99 Florida Fresh car. Proud poppa Glenn Long was so pleased to receive them as a gift that he bought Dave's dinner. There's club spirit for ya. We are a club, after all. Why was Glenn, as well as his wife Alana, so pleased? Well, for those of you who missed the sidebar in last month's *Bulletin*, Tom qualified the car 4th out of 103 entrants for his new team. But a couple of mishaps avoiding wrecks meant they fell back during the event but managed to finish a still-quite-impressive 17th. Way to go, Tom! And Dave regaled us with a few colorful stories to go with the pictures of the action he witnessed first-hand on Turn 5, the one captained by Region member Pete Romanowski. Daytona was a busy place that weekend!

As far as Region business went, Mark Senior gave a first hand account of the two major events he had just attended, the SEDIV annual meeting at Jekyll Island, Georgia, and the SCCA National Convention in San Antonio. Mark will provide detailed write-ups elsewhere in this issue, so I won't try to recap them here. Suffice it to say that his overall impression at the National Convention was that the President, Jim Julow, and the current SCCA Board of Directors, seemed far more enthusiastic and eager to help the various regions get things done than the past administration. That was welcome news to us all. Assistant RE Rex Deffenbaugh added a few observations of his own to go along with Mark's, but it was clear that he was far more preoccupied with what he had yet to do the rest of the week than what he had done last month. You see, the upcoming weekend was to mark his son Justin's debut at Driver's School in Savannah, and there was still a lot to do to get the car, and the famous Deffenbaugh bus, ready for the trip. That school will be history by the time you read this, so here's hoping Justin did well.

Under new business, we talked a lot about how a scheduling glitch at VIR had resulted in us moving the date of the March Memories event up a week to March 10 and 11, and changing the venue to Rockingham. Track management has assured us that it won't happen again. But the Rock ain't VIR. It's only 1.5 miles long, which limits it to 42 cars per run group, so get those entries in early, folks. Register on-line at the NCR web site, <http://www.ncrscca.com/drivers.htm#calendar>. We also discussed some of the initiatives under discussion to improve what is becoming one of our signature events, the 13-hour Charge of the Headlight Brigade. There's even talk of having an enduro series composed solely of events 12 hours and over. Whew! That'd be a lotta laps! So if you have any input, be sure to let one of the officers know. They'll get it passed on the Region Comp Board for consideration. Finally it was announced that one of the new tech rules of note was that, beginning this year, window nets must drop from the top. No more bottom-only unfastening mechanisms will be permitted.

The last item of business, if you can call it that, was to share in the first wedding anniversary celebration of John Uftring and his wife, Natasha Euliss-Uftring. They brought cake for the occasion. Congratulations to you both! John confided that he had more intimate dinner reservations for later in the week, but Natasha added that celebrating at a Chapter meeting only seemed appropriate since John had proposed at a race at Summit Point.

We closed the evening with an announcement from Pepe that there was a new class at the Wake County Speedway called "U-car" for just about any 4-cylinder FWD car with a basically stock motor. I think it sounds like there's hope for Scott Gallimore's old ITC Pulsar to find success on the racetrack yet one more time. Hope springs eternal, so let's hope he finds a buyer!

And let's hope I'll see you at the next Triangle Chapter meeting, March 7th, at the usual spot. See you there . . . or at the races!

West Chapter Notes

by Ed Wentz

It is the beginning of March as I write this, and our racing season is about to begin! I think everyone is aware of the fact that we will be at Rockingham rather than VIR for our March Memories weekend. I have also heard some grumbings from members about this. Since VIR had decided to give away a date we have had since the track re-opened in 2000 (in fact, if memory serves, the March Memories weekend was the *first race weekend* that VIR had in 2000 since it went into hibernation in the '70's), your Board of Directors had to make a quick decision: race at Rockingham, or not race at all until May. We think we made the right choice, as racing is better than not.

Our first meeting of the year in Greensboro was held at Coopers Ale House in Greensboro. This will be our location for the rest of the year, though the exception may be a couple of meetings at Grand Prix Greensboro (indoor kart track); stay tuned. At the time of the meeting, there was not much news, so the meeting was short. We welcomed Jim Wray to our meeting for the first time, he is an ITB driver of a VW...Golf? If I'm wrong, I hope he will correct me. He did his schools last year, racing at Nashville and VIR North on our Goblins Go weekend. Jim, we hope to see you at future meetings and the track.

In addition to our March Memories weekend, we have a couple of fun events coming up:

The Foothills Frolic TSD touring Road Rally and PDX/Time Trials (Track Trials).

The Rally is on Saturday, April 14, starting at Bur Mil Park in Greensboro (registration at 9:00 AM). It will also end in Greensboro. This is a fun event, just bring your street car and significant other or friend, and the \$20.00 entry fee (\$25.00 for non-members).

For those of you not familiar with a rally, your navigator is given a set of instructions which are sometimes cryptic, for you to drive a course on public roads. The object is to get to each checkpoint as near to the time allowed as possible. Time penalties are given for arriving early or late. Teamwork and communication are essential in a rally.

I participated in my first rally last year with my wife, and we ended the rally still talking to each other!

Our next meeting in March will have Dave Lumpkin, our local Rallymaster (the evil genius who designs the rally) as a guest speaker, giving instructions and tips on how to participate in the Rally. I wished we had done this last summer before my first one!

The PDX/Track Trials will be held at North Carolina Speedway in Rockingham on April 21 & 22. This is a great experience for the inexperienced driver, or for someone who wants to get some track time on a racetrack. My understanding is that the structure of this event (unlike last year's PDX) will allow higher performance race cars on the track, while still having separately-run novice classes.

If you have a crewperson or family member who wants to get on the track, this is a good way to get them started. Novices have an instructor ride with them to instruct. On that note, we need as many instructors as we can get.

For our April meeting (Tuesday, April 3rd), we tentatively have Kurt Roehrig of Roehrig Engineering as a guest speaker. His company specializes in racing shocks and their applications, and he will do a presentation on this. He may also have a racecar (CSR?) with him to display, though car availability and weather could hamper this. Thanks to Todd Gerkin and Buddy Matthews for helping to arrange this.

I hope to see you at one our meetings, and/or a racetrack soon!

Minutes from monthly Board Meeting - December 20, 2006

Present: Mark Senior (RE), Rex Deffenbaugh, Ed Wentz, Heather Powers, Blair Stitt, Joedy Pennington, Buddy Matthews, John Uftring, Bruce Dover, "Scooby" Little, and Ginny Condrey. Present for the meeting via telephone – Scott Gallimore.

1. The meeting was called to order at 7:49 p.m. by Mark Senior, RE.
2. Motion (Stitt/Deffenbaugh) to approve the Minutes of the November meeting. Passed.

Reports:

1. Chapter Reports.

- A. West Chapter: Ed Wentz reported that 17 attended the last meeting and that several items were discussed (Attachment A), of which was concern over SEDiv contacting Triad to put on a National Solo 2 event and information that CCR has been co-hosting an event in NCR territory without permission.
- B. Triangle Chapter: Blair Stitt reported that 22 attended the last meeting. They discussed the upcoming banquet and shared information about Bob Huff being diagnosed with pancreatic cancer.
- C. Cape Fear Chapter/Solo Program: No Report.

Committees:

- A. Banquet: Rex reported that the DJ was going to cost a little more than last year. Donations in the amount of \$400 had already been given in worker credits for door prizes.
- B. Awards: Heather indicated that nominations were still needed.
- C. PDX/TT: This committee is still being formed.

Competition Board: The Comp. Board met in November. The Region has lost the March date at VIR and will switch hat event to Rockingham on March 10th and 11th. A date for a PDX in April is still needed and a race is scheduled for the end of June. The Comp. Board had several recommendations for changes to Supplementary Regulations for future events.

Motion (Deffenbaugh/Gallimore) to limit the 13-Hour to 80 cars based on the order of receipt. Passed. It was decided that the Supps will specify that spots will be given away should the Team Entry Form not be received by the specified date.

The 2007 club racing schedule appears to be:

March 10-11 SARRC/ECR/CCPS at Rockingham
April 22-23 PCX/TT at Rockingham
May 12-13 Double SARRC/MARRS at VIR
June 30-July 1 CCPS/USERA/Regional at Rockingham
Aug. 11-12 National/Double CCPS (if schedule allows – also check for USERA) at VIR
Sept. 8-9 PDX at Rockingham
Oct. 27-28 SARRC/Double ECR at VIR
Nov. 2-3 13 Hour at VIR

Treasurer: No Report

Ginny indicated that the full 2006 audit would be ready at the next meeting.

Old Business:

1. We need to follow up with Jerry on the insurance from SCCA before canceling our other policy.
2. SEDIV & National Conventions – It was discussed as to who would be attending each convention.
3. Trophies—Buddy Matthews provided several trophy samples that he had received.
4. Chuck's ATV: Ginny still needs to contact Phil Hennrich to check on any prior payment for the ATV. The asking price is \$3000 and will require normal maintenance and tires.

Motion (Deffenbaugh/) that the Region offer \$3000 for the purchase of the ATV. The motion was withdrawn until further information about the initial purchase could be obtained.

5. MADD Rally: Anders Green may no longer be interested in organizing the event since the MADD organization had indicated additional requirement well above and beyond the initial expectations.
6. Rockingham: The curbing is complete; painting is to be done Jan. 6th.

New Business:

1. Production Car Festival: The Prod guys have indicated that an additional \$200 donation will be made to the worker fund. The Competition Board feels that we can arrange a winner's lap and racing before lunch as well as a paddocking together.
2. Pace Car: Ed Wentz has been approved as the pace car chief. Ed clarified that he will report to the Race Chair.
3. CCPS: Martin Bartlett has contacted Mark with concerns about CCPS not providing financial information to him and concerns about payouts. CCR will not host any CCPS events in 2007.
4. VIR: Mark stated that we must make ourselves more attractive to VIR or risk losing more dates in the future.
5. Motion (Deffenbaugh/Pennington) to adjourn the meeting at 9:59pm. Passed
6. Mark asked everyone to stay for one additional item. He noted that Ginny had not received a raise in two years wanted to request that the Board consider changing that.
7. Motion (Wentz/Pennington) to give a 10% raise to Ginny as the Region's Office Manager. Ginny argued that it was not necessary at this time. Passed.

Pace American To Give Away Trailer To SCCA Racer

SAN ANTONIO, Texas (Feb. 2, 2007) - Sports Car Club of America, Inc. and Pace American, Inc. announced today that Pace American, the Official Trailer of SCCA, will award a trailer valued at more than \$14,000 to one lucky racer in 2007.

Awarding precision driving throughout the season and at Championship events, the Pace American Hot Pursuit Challenge will qualify 28 Soloists from the 2007 Tire Rack[®] SCCA Solo National Tour and National Championships and 25 drivers from the SCCA National Championship Runoffs[®] Presented by AT&T. Following the final qualifying session for the Runoffs on Oct. 11, one name from the qualified drivers will be drawn for the grand prize—a 2008 Pace Pursuit[®] trailer valued at more than \$14,000.

"Pace American is excited to give something back to the SCCA members who have so loyally supported us during our first 20 years in business," Pace American Marketing Manager Peter Calhoun said. "This truly is an award for all participants, as it does not matter where you finish."

At each Tire Rack SCCA Solo National Tour event, as well as The Tire Rack SCCA Solo National Championships, the driver with the least time variance from their fastest run to slowest run on either course will be named the Pace Hot Pursuit Challenge event winner, taking home a Pace American eligibility certificate and earning a spot in the grand prize drawing.

Similarly, at the Runoffs, the driver with the least variance between their fastest three qualifying laps of the week from each class will earn an eligibility certificate for a spot in the grand prize drawing.

"Most contingency type awards are based on the quest of winning the competition," SCCA VP of Marketing and Communications Eric Prill said. "We've worked with Pace American to develop a prize package that everyone competing in these events has an equal opportunity to win, regardless of if they traditionally finish at the top, middle or toward the bottom of the time sheets."

To be eligible for the award, drivers will need to sign up for the Pace Hot Pursuit Challenge program and carry the required decals. Each driver will need to run their times within 120 percent of the leader or polesitter's fastest time. A driver may only qualify once for the award.

Should the winner require a different layout trailer (gooseneck, multi-car, etc) or desire additional options, they may apply the value of the prize toward their purchase.

Registration details for the Pace Hot Pursuit Challenge will be available soon at www.scca.com.

2007 NCR Schedule

- March 10-11** "March Memories" SARRC/ECR/CCPS – Rockingham
- April 14** "Foothills Frolic" TSD Rally - Greensboro, NC
- April 15** "Top Gun Challenge" - New River Air Station, Jacksonville, NC
- April 21-22** PDX/Club Trials at Rockingham
- April 27-29** Grand-Am Rolex Series - VIR 400K
- May 12-13** Al Fairer Double SARRC/Double MARRS Challenge (2 day) – VIR
- June 3** Sounds of Freedom Invitational - New River Air Station, Jacksonville, NC
- 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
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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 Welco**