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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

Greetings fellow club members! The past month has been a little slow on the club event side of things, which has allowed me to catch my breath from the rather hectic previous month. This serenity will likely be short lived as we have a very busy October-November coming up! Take a look at the Region's calendar and you'll see what I mean. Please look over the list of remaining events this year and consider joining us as either a participant or an observer. We'd love to see you!

On the personal side of things life has been a little more interesting. For those who don't know it, when I'm not racing in a sometimes "overly enthusiastic" Spec Miata class, one my other pastimes is playing soccer in an adult league here in Raleigh. Based on my recent experiences, it appears there are certain undesirable similarities between the two sports.

As fate would have it, in a soccer match the week before the SIC race in Savannah, I had what we refer to in club racing as "metal to metal contact". Not intentional but this "racing incident" resulted in significant "body damage" in the form of a cracked rib. Not serious and not too painful but regrettably it forced me to miss the SIC (SARRC Invitational Challenge) event and the competition, camaraderie (and wonderful food found on the Savannah riverfront) that I look forward to each year as part of this event. Hopefully we will get some reports about this event from those from our region who were able to attend.

Unlike a car, where the dents can be banged out with a hammer and made like new with some Bondo and paint in a day or two, I've been told that a rib takes from 4 to 6 weeks to completely heal. This should be just enough time for me to get ready for our region's next race, the October 28-29 "Goblins Go" SARRC, CCPS, ECR, and TT. One other unfortunate consequence of the injury, painfully noted while attempting to diagnose an elusive grinding/squeaking noise on my son's Corolla, is that broken ribs really don't appreciate rolling around on the ground under a car. Looks like working on cars will have to be put off for a while and Rex at "Happy Jap's" may get a little extra business. On the other hand, maybe this is a good opportunity to justify that car lift, I've been wanting for so long, to the wife. "Yea, that's the ticket"! And maybe a new compressor and impact wrench so I don't strain myself unnecessarily. Very unlikely, given that my wife, Lynn, invariably responds to any and all of my soccer injuries (including a much more serious collar bone I broke a few years back) with a standard "I told you so" followed by the even more ego bruising, "don't you think you're getting a little old for contact sports". On the bright side, she is supportive of my racing activities. Well, maybe tolerant is a more accurate description....

Getting back to racing, we do have National Championships coming up in Topeka, Kansas. This will include both the Club Racing events and the Solo events. Please join me in wishing the competitors from our Region the best of luck. Those who I'm aware of include:

In Solo:

Donald Barnes	AS	Subaru STi	Charles Frank	GS	Celica
Aaron Buckley	BS	RX8	Catherine Tegeler	SML	BMW M3
Eric Peterson	CS	Miata	Adam Breakey	SS	Corvette Z06
Donna Frank	HSL	Mini Cooper	James Feinberg	STS2	CRX
Justin Barbry	FSP	Protege			

The Solo competition will be over and the winners crowned by the time you read this so hopefully we will have some champions to recognize in the next newsletter!

In Club Racing:

Buddy Norton	EP	Caterham 7	Dan Robson	GTL	Mazda MX3
David Bryson	FP	Miata	Wayne Quick	GT3	Probe
Keith Church	GP	Corolla	Tray Ayres	SRF	SRF
Mark Coffin	GP	Scirocco	Chris Ingle	T1	Corvette

For the first time that I'm aware of it looks like the Solo folks outnumber the Club Racers! I think that's great and while many of these NCR drivers actually honed their skills with the Tarheel Sports Car Club, maybe the strong NCR Solo program that Richard Franklin and the Cape Fear Chapter have developed will lead to many more National caliber Solo drivers within our region.

If there are other National Championship competitors out there, please let me know so we can recognize them and wish them the best. Also, we would love to hear your impressions of the championship events so please consider submitting an article for the next newsletter.

For those who don't check the calendar, upcoming events include the twin 6 hr Grand Am races at VIR October 6-8. Due to the duration of this event, any and all workers will be welcome and should be well entertained by the intense competition of this series. Due to the success of the previous event (and good behavior of our participants) the folks at New River Air Station have graciously allowed us to return to host the "Rumble at the River" Autocross on October 21-22. This will be a 2 day event with a Novice School on Saturday and the Solo competition on Sunday (see the flyer elsewhere in the newsletter). Our next Club Race is the "Goblins Go" race on the North Course, along with an East Coast TT on the South Course at VIR, October 28-29. Since we will be using both courses at the same time, additional workers will be needed. If you have not flagged an event before, this will be a great opportunity to learn since the TT activities on the South Course will be a little more laid back than a typical race weekend.

The Club Racing year will finish in grand style with the 4th running of the "Charge of the Headlight Brigade" 13 hr Enduro. Due to the duration of this event, the fact that many of our regular workers will be tired from the previous weekend, and the fact that most of the racing is over for the season, the Region is encouraging any and all drivers to come out and help in Flagging and Communication (F&C) or some other capacity. As our F&C Chief has noted, our Region has one of, if not the highest, number of drivers who also volunteer to work events, so lets make an effort to keep that claim alive.

It appears your RE, Assistant RE, Member at Large, Scott Gallimore and at least one other driver will be making a "shoe string" effort to dominate the ITC class as we did in the 1st running back in 2003. That said, if anyone has any used 185 or 205 x 13 inch tires they want to get rid of (such as old Spec Racer Ford tires, please let us know. We could really use a few!

That's it for this month.

13 Hours of Heaven On Earth

by Don Batson

Several years ago, I took a road trip from D.C. down to Virginia International Raceway. I'd never seen the place and I wanted to eyeball this racetrack personally and visit a friend who had relocated from Denver to work at the track. To be truthfully honest, I couldn't understand why someone would move from the beautiful mountains to an area that is the mecca of oval racing. After all, my friend was a seasoned road racer, so the whole scenario made little sense to this Texan. I simply had to see what's up. So, I scheduled my flight to drive in the 12 Hours At The Point, but budgeted an extra day for my trip to VIR.

I knew little about VIR and didn't know what to expect. I had preconceived notions and visions in my mind of a makeshift road course with long straights, banking, and oval style U-turns encased in a tri-oval. After all, this is the land of NASCAR. Isn't it?

I had the darnedest time finding the track. There were plenty of directional signs, but my mind expected to find a big empty field with a gravel parking lot just East of Danville. Instead, all I found were trees, trees, trees and a twisty road that switched back on itself umpteen times making you wonder whether you were in Virginia or North Carolina. All of a sudden, I round the corner and there's the entry to VIR. It appears out of nowhere. I thought to myself, not much to it, but a guardhouse and a dark road leading into trees. Hmmmm?

After signing my paperwork, the Guard at the entry politely pointed me toward the Raceplex on the right. That's where I was supposed to go and pay my visit.

I was far more curious about what lay ahead down the dark roadway into the towering trees. So, ignoring the guard's instructions, I soldiered straight ahead and ignored the boring garages on the right. As I got deeper into the recesses toward the infield I had flashbacks of my days competing in Europe. Road race facilities throughout Europe are designed similar to VIR. Instead of plowing down trees to make way for concrete and asphalt, designers in Europe carve their tracks among the trees and integrate the facility with the surrounding landscape. They basically carve a work of art out of the landscape. And lo-and-behold when I arrived at VIR that day, I had truly arrived at a work of art!

At the bridge into the infield, I left my rental car and took to foot. I spent 45 minutes exploring the track and enjoyed watching a Formula Mazda, in a private test, rip through the esses and disappear into South Bend numerous times. I truly had found a gem. What a hidden secret! I knew I would find a way to come here and race. I was truly amazed by the entire facility and it was a case of "love at first sight" for this road racer.

Since that day, I've managed to make the annual trek to VIR in the Fall for some absolutely fantastic club racing with the "Goblins Go" events and the spectacular 13 hour "Charge of the Headlight Brigade". With the changing weather and trees, the environment for these events are truly special. I look forward to it all year long. I think Paul Newman sums VIR up the best..."If there's a heaven on earth, it's VIR." November 4th, a lucky group of racers will get a slice of heaven for 13 Hours straight.

My motivation and passion for this facility, people and the events has caused me to put together a driver and team organizer forum this year for the 13 Hour. For those of you who have taken the time to visit and register, you have had the opportunity to view the work of a talented photographer who portrays the event in a very creative fashion. The photographer is Jerome Leveque and he has volunteered his efforts photographing the event and our team over the past two years. His photography brings the event to life online. Jerome will be shooting the event again this year and he will be contracting with a handful of teams (probably 3 or 4) to help cover his expenses. Teams that are interested in photos this year can send an e-mail to photography@vir13hour.com. He will only be shooting for 3 or 4 teams so he can maintain his creativity with the photos.

(Check out the examples of Jerome's work displayed on page 11. These pictures and more can all be seen online on the VIR 13 Hour Forum at www.vir13hour.com --Ed.)

This year I'll be racing with Puskar Motorsports and I'd like to take this opportunity to thank Danny Puskar for this opportunity to drive with his team. The team will field a Spec Miata with Carbotech Performance Brakes and Race Engineering as the title sponsors. Additional support comes from Rapid2way (radios and communication), Red Line Oil, Hoosier, ABS Auto Body Supply, Don Barr Homes, Sparco, SafeRacer, Mazdaspeed, and Motorsports Ministries.

Triangle Chapter Notes

by James Shanks

The September meeting of the Triangle Chapter was held, as usual, at our favorite watering hole, the El Rodeo restaurant on Pleasant Valley in Raleigh. We had a great time. New in-car video was provided by RE Mark Senior. We saw him racing his Spec Miata at VIR, with some shots in the rain, and a great save when he found the track partially blocked by another car at the bottom of the roller coaster. Was that fellow Triangle member Jeff Young? No matter. We watched knuckle-biting footage as Mark had to dive off-line towards the curbing at 17 to avoid a collision and then catch the car and right it before he wound up in his own mishap. It was unnerving watching the guard rail, and corner workers Brian and Emily Huff, getting larger and larger in the windshield while Mark sawed at the wheel, but it all turned out right in the end. Nice driving, Mark!

We had several new attendees. Brian Hooper from the West Chapter showed up at our meeting because he was in town. We always welcome those from other chapters who stop by to see how we do it. Good to see you, Brian! Rob Kupper and his wife Johanna had recently joined the Region. Rob has a new Acura RSX Type S and recently competed in his first autocross with the Cape Fear Chapter. He admits to being bitten hard by “the bug”. Johanna says her dream is to own a vintage Triumph, TR-2 to TR-6, I think. Anyone know of one for sale? New member Eric Vossen attended with his wife Claire (hope I got that spelling right!). Eric worked turn one for the Oak Tree National, his first event (nice introduction!), and has ambitions to drive. Gary Hines attended for the first time with his good friend, and long-time member, Ken West. They came all the way from Fayetteville. This is Gary’s first season competing in IT-7, and if I heard it right, he has eighteen (yup, 18!) races under his belt already. You gotta love a guy with enthusiasm! Gary Gentry was there too. He’s building an IT-7 car, I believe. And Bud Burton from Raleigh came out to his first meeting, as well. He’s recently purchased a Spitfire to run in the production classes. Now there’s a guy who is jumping in with both feet! Good luck, Bud! And welcome to the club, folks!

In old business, it was announced that we raised \$1243 for the Ronald McDonald House at the Oak Tree National. Way to go, team! It was also reported that due to an oversight on our part, there were no trophies available for the Carolina Cup race that weekend, but that situation is being rectified and the winners will receive their trophies by mail. In new business it was noted that the Region’s Board had voted to give \$800 towards a fund to install concrete curbing at Rockingham so that our future events there might be safer. Also, a lively discussion ensued, both formally and informally, among some of the members, about the rule requiring Spec Miatas to pit every 37 laps, which is part of the Supplemental Regulations for our upcoming 13-hour enduro, “The Charge of the Headlight Brigade”. It was pointed out that this would probably clog the pits and also prevent SM drivers from sharing a pit stall. The upshot was that the members present voted unanimously to send a resolution back to the NCR Board of Directors urging that this rule be rescinded, even though the “Supps” have already been approved and now the SOM would have to vote to change them. *(This rule has since been removed from the Supps. –Ed.)*

In other news, Mark Senior announced that a fun rally is being planned, tentatively for next June, to support MADD (Mothers Against Drunk Driving), and that semi-retired pro-rallyist Anders Green will be chairing that event. Way to go, Anders! You can count on this writer to help out manning a checkpoint or whatever else you might need doing. I hope others will volunteer as well. I’m impressed with your dedication, and frankly surprised that we have anyone who was formerly involved in Pro-Rally who is willing to do anything for this Club, ever since pro-rallyists were summarily disenfranchised by the National Board of Directors in 2004 without so much as a public hearing or even having the opportunity to object. Good thing you don’t carry a grudge the way I do, Anders! Thanks for stepping up! I encourage everyone else who reads this to support you as well.

Well, that was all for this month. Most of us finished our dinners, beers and Margaritas, and headed home. But, some lingered late, still watching the in-car video and sharing the magic of bench racing. Wanna see what it’s like? Why not come out to the next meeting of the Triangle Chapter on October 4? See you there . . . or at the races!

Bench Talk, October 2006-09-30

3rd Annual “Indy @the Park” Autocross:

Our 3rd “Indy @ the Park” took place Sunday, Sept 24th at Wilmington Industrial Park/Smith Creek Centre.

This was one of our best events yet at this site. Many thanks to the hard work of course designer Brad Draughon 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. The Red 2000 Corvette of Charles Bifano of Irmo, SC won the Fast-time-of-the Day Trophy.

BE SURE TO ATTEND OUR NEXT EVENT!

Sunday, October 22 - “Rumble at the River” New River Air Station - Autocross - 70 Cars Max

SATURDAY OCT 21ST TEST/TUNE/NOVICE SCHOOL

7:30AM BEGIN SECURITY PROCESSING onto base via South (Hwy 17) Entrance

8:00AM END OF SECURITY PROCESS onto base

9:00AM Course set/up Safety Plan

10:00AM Test & Tune for SCCA Members

12:00 Noon LUNCH

1:00 PM Novice School/Autocross Orientation

3:00PM End Novice School

SUNDAY OCT 22ND RACE EVENT SCHEDULE

7:30AM BEGIN SECURITY PROCESSING onto base via South (Hwy 17) Entrance

8:00AM END OF SECURITY PROCESS onto base

Registration 8:00 - 9:00am

Tech Inspection 8:00 - 9:00am

Novice Meeting/Walk Course 9:15AM

Drivers Meeting 9:30AM <--Required Attendance

First Car Off 10:00AM

Note from your Cape Fear Chapter Coordinator

FOR ALL ATTENDEES OF THE RUMBLE @ THE RIVER:

DUE TO U.S. MARINE CORPS BASE SECURITY CONCERNS, WE WILL BE MEETING AT THE SOUTH GATE OFF HWY 17 THE MORNING OF THE 21ST AND 22ND BETWEEN THE HOURS OF 0730 AND 0800 FOR PROCESSING ON TO THE BASE. PLAN ON BRINGING PHOTO I.D., NC REGISTRATION AND PROOF OF INSURANCE

Thanks,

Richard Franklin

Honda S2000 “11 A-Stock” Black/Red

Derek Bell joins Past Champions at VIR

Senior Team driving 13 hours to raise awareness for Cancer

BOCA RATON, FLA (Sept 20, 2006) -- Cheer on some of the most decorated champions of the sport as a team of Senior Drivers contest the Virginia International Raceway 13-hour on November 4, 2006.

The five-time Le Mans 24 hour winner and two-time World Sports Car Champion will join former champions Tony Adamowicz, Gene Felton and Buzz Marcus as well as co-sponsor and co-driver Paul Mears, Jr. (Mears Motor coach) to raise awareness for the American Cancer Society. The team will compete in a BSI Racing Mazda MX-5.

"We hope that this team of racing legends will both raise money for cancer research and inspire race fans and drivers of all ages," says Buzz Marcus, team founder and cancer survivor.

ABOUT THE DRIVERS

Derek Bell, 64, is a 5-time 24 Hours of Le Mans winner, 2-time World Sports Car Champion, TV personality and world spokesman for Bentley Automobiles.

Gene Felton, 70, is a decorated SCCA and IMSA driver with 45 IMSA and 5 SCCA Pro wins, with 4 IMSA Championships. Gene has also won at the Daytona 24-hour, Sebring 12-hour, and won Manufacture Championships for Buick and Chevrolet.

Tony Adamowicz, 65, has competed in all forms of Sports Car racing including driving for Ferrari at Le Mans, competing in the Can-Am and Trans-Am series and driving in the Indy 500. He is a 1968 Trans Am champion and 1969 Formula 5000 Champion.

Buzz Marcus, 66, has won more than 50 races in his 45-year career. A 3-time SCCA Champion, other notable wins include the first IMSA 6-hour Enduro at Mid Ohio and the Vineland 4-hour in a Lola T-70. Marcus has also competed at the Daytona 24-hour and the Sebring 12-hour and is currently an instructor for Justin Bell Blue Planets Events.

Paul Mears Jr., 60, is a long-time car-lover but relative newcomer to the sport. President of Mears Transportation, he has experience in SCCA and has driven an RX-7 with the Speed Source team and competed in the Grand-Am Cup with a Porsche 996. Mears is currently racing a Daytona Prototype Riley Pontiac in the Rolex Cup.

Introducing: *The Bulletin Lite*

If you have limited or slow access to the internet, then you've probably had to endure long waits for *The Bulletin* to download from the NCR website. Now, your long waits are over! Introducing, *The Bulletin Lite*. It is a simplified version of *The Bulletin*, leaving out the things which make the full version file so large, resulting in a file size that should be much easier and less time-consuming for those with dial-up connections and the like. All articles are presented, in their entirety, using a continuous, full-page, single column, with each article finishing up before starting the next one. Gone are the photographs used to illustrate articles, the impressive full-page ads for our autocross events and the pictures of the NCR Officers and Staff. As always, anyone who has input as to how *The Bulletin* can be improved, your suggestions and comments are welcome. Just send a note to me at: racestarter@hotmail.com. Thanks!

Bruce Dover
Editor, *The Bulletin*

Important Info about Permanent Numbers

The application form for 2007 SEDiv Permanent numbers will not be mailed this year. The form is posted and can be downloaded from www.SEDivRacing.org.

If you want to apply for a new permanent number or renew your current number, you must fill out the form and mail it, with your check or money order for \$20, so it will arrive by December 15, 2006. There will be no grace period. No fax or telephone applications will be taken.

The \$20 fee will be used for mailing your number confirmation (if new) and the other administrative fees associated with permanent numbers. Any excess will be used by the SEDIV for other administrative programs as directed by the SEDIV REs. Please note that the same number is assigned to more than one driver based on the tracks at which that driver may compete and whether a driver competes on the national level or regional level. This will make the numbers go much further in several of the groups that have far more cars than numbers available for assignment. Due to the volume of cars in Group 5, no one will receive a number assignment for both north & south tracks.

Numbers will be assigned on the following priority basis when duplicate number requests are received at the same time:

1. Renewals should have competed in four sanctioned races.
2. National competitors having attended the Runoffs
3. SARRC competitors attending the SIC
4. National competitors not attending Runoffs.
5. ECR competitors.
6. SARRC competitors not attending the SIC.
7. All other competitors on a first received basis.

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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, 1/4 mile east of the Mazda dealer or
just west of Taberna
Vern Geddings*, Chapter Coordinator

Dan River Chapter - Danville, VA

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

Triangle Chapter - Raleigh

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

West Chapter - Greensboro

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

NCR Board Meeting - Hillsborough

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

Remaining 2006 NCR Schedule

Oct	6-8	GT LIVE/Grand-Am Cup Twin 6 Hour	
	21	FREE Autocross Novice School - <i>Space is limited</i> - Contact Richard Franklin	
	22	“Rumble at the River” New River Air Station - Autocross	70 Cars Max
	28-29	“Goblin’s Go” – SARRC/ECR/CCPS/TT	
Nov	3-4	“Charge of the Headlight Brigade” - 13 Hour Enduro	
	5	Back-to-Twin Rivers New Bern Twin Rivers Mall - Autocross	60 Cars Max
	19	CFCC “RiverView GP” Auto-X Series Finale - Autocross	60 Cars Max

2007 NCR Schedule

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