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Editor: Bruce Dover
Approving Executive: Glenn Long
Printer: Chapel Hill Printing & Graphics

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

RE's Report

by Glenn Long

Hello all. What a hectic few months it's been! I hope that you've been having as much fun at the NCR events as I have.

Our "March Memories" races were very well attended and our workers and volunteers put on an outstanding event. We tried a few new things at that event that were well received by our 'customers'. We had many prospective new members attend and take a tour of the VIR facility, as well as being introduced to some of the SCCA worker specialties. This was due to the efforts of John Lindquist, Heather Powers, Ed Wentz and Brian Hooper. They had recruited prospective members at a car show and invited them to attend the event as NCR guests. From those efforts, I understand that NCR will pick up a few new members. Well done!

The Double National...where should I start?! Beginning on Wednesday night, the NCR team was busy lining the paddock, getting the hundreds of participants (customers) parked and settled in. For many of the racers, this was their first time at VIR. Not only were they impressed with the facilities but, given the many conversations and post-event notes, the NCR hospitality and utmost professionalism shone through as folk's primary memory of the event.

Visiting us from the National office in Topeka were, Jim Julow, SCCA President and Terry Ozment, Vice-president of Club Racing. Their attendance was a pleasant surprise! They roamed the paddock, spoke to many folks and were duly impressed. The question that they were asked most often was, "Would VIR ever get the chance to host the Runoffs?" I asked them this as well and as it turns out, Jim and Terry are visiting several future Runoffs track candidates and they will then report their findings to the SCCA BoD. The Board will then select the track for the 2009 Runoffs. Jim and Terry also mentioned that the plan is to have the Runoffs move from location to location every few years. Jim said that he was most impressed with VIR as a world-class circuit, outstanding facilities and most impressed by the NCR Region's ability to host and execute the Double National in such grand fashion. I'm sure that last comment could be interpreted as another positive regarding the possibility of the Runoffs coming to VIR.

I'd like to thank each and every one who participated as a volunteer, worker or participant in our events to date. I'd also ask you to please continue coming out to our SOLO and Club Racing events and bring a few friends with you to share the wonderful sense of family that we all enjoy.

Mother Nature Plays Around at the VIR Oak Tree Double National

by Jameson Jones

ALTON, Va.—The inaugural Oak Tree Double National at Virginia International Raceway was run on April 11-13, as each of the three days saw different types of weather conditions with temperatures near 80 degrees on Friday, rain and thunderstorms on Saturday and temperatures near 60 degrees on Sunday. These conditions did not stop drivers from all over the United States and Canada who competed in this new tradition.

Group One Saturday (CSR, DSR, FA, FB, FC, FE, FM, S2)

Tallahassee, Fla.'s Ken Tyrrell set a fast qualifying time of 1:48.586 in his Stohr WF1 as he lead Alpharetta, Ga.'s Jean Luc Liverato and the rest of the 61-car field to the green flag under rainy conditions. The start was at a snail's pace, as most of the field went into Turn 1 at their pace lap speed due to the wet track conditions. Even with the slow pace in the beginning, the action picked up as Liverato pulled out to as much as a five-second lead at Lap 8 before the Formula Atlantics of Keith Grant and Steve Forrer entered the battle. Forrer, from Germantown, Wis., drove his Swift 014A into the second position on Lap 10, passing Tyrrell, who was caught up in lap traffic. Forrer then set his sites on Liverato as they engaged in a nose-to-tail battle on Lap 12. Forrer then passed Liverato on Lap 13. In the end, Forrer took the overall and Formula Atlantic wins by 41.462 seconds.

Tyrrell finished second overall and first in D Sports Racer. The C Sports Racer class win went to Canada's Jacek Mucha in his Swift JMS014 and Franklin Futrelle from Augusta, Ga. won Formula Mazda. The Formula E class win went to Melbourne, Fla.'s Mark Eaton who finished 12th overall. The Formula Continental class win went to Rossella Manfrinato of Alpharetta, Ga. in a Tatuus RC97 and John Fergus, of Powell, Ohio won Sports 2000 in a Carbir CS2.

Group Two Saturday (SRF)

Rain may have washed away the racing line for Saturday's race, but it did not wash away Richard Spicer's qualifying time of 2:15.556. Spicer, who resides in Laurel, Md., lead the 38-car Spec Racer Ford field to the green flag ahead of Vero Beach, Fla.'s Jordan Gore. Brian Schofield of Lakeland, Fla. wanted to make sure that Spicer and Gore were awake, as he made the front half of the field three-wide going into Turn 1. The race got hairy in the early laps as multiple packs of cars attempted to go three-wide on the front straight, which might have led some cars into being forced off of the track or out of the race. Once the mud finally settled in the opening laps, four cars were nose-to-tail in a heated battle for the win. They included Cliff White of Vail, Colo., John Greene of Gainesville, Ga., Tray Ayres of Cumming, Ga. and the pole sitter, Gore. Ayres, who started fifth, obtained the lead on Lap 13, but lost it on the final lap to Lee Hill of Brandon, Fla. Hill won the race by 1.776 seconds, followed by Ayres and Gore.

Group Three Saturday (SSB, SSC, SM, T3)

The start of the Showroom Stock, Spec Miata and Touring 3 race was a Honda show with the S2000's of Rob Hines, who resides in Arlington, Va. and Don Himes, who resides in Falls Church, Va., on the front row as they lead the field down to the green flag. The two fought it out throughout the entire race while the Chevy Cobalt of Joe Aquilante from Chester Springs, Pa., the Honda S2000 CR of Lee Niffenegger from Delaware, Ohio, and the Saturn Red Line of Michael Kramer from Lewisburg, Tenn., battled for third. In the end, Hines took the overall and T3 win by 29.423 seconds over Niffenegger and Aquilante. Hines also set a new track record in Touring 3, with a lap time of 2:17.311. Yet another track record was set in Showroom Stock B as Chad Gilsinger of Marysville, Ohio had a lap time of 2:20.563, while claiming the class win. Todd Lamb from Atlanta, Ga. won Spec Miata and finish ninth overall with the Showroom Stock C victory going to Roanoke, Va.'s Jeff Wendell in a Dodge Neon.

Group Four Saturday (DP, EP, GP, HP, GTL)

Greg Ira and Kevin Leigh are no strangers to battling in a VIR National. The two fought for the E Production and overall win in the 2007 Oak Tree National, last August, with Leigh getting the better of Ira after winning by 1.515 seconds. Ironically enough, Ira claimed the E Production and overall pole by a similar margin of 1.695 seconds and lead the Group Four race down to the green flag. From the beginning of the race until the end, it was a three-car battle between Ira and two F Production Acura Integras driven by Mark Carpenter of Burlington, Conn. and Thomas

Lyman of Maywood, N.J. When the checkered flag flew, it was Ira beating Carpenter and Lyman by 22.404 seconds overall, as well as taking the E Production win while Carpenter won F Production. Ira had to earn this victory after hitting a piece of debris at Turn 6 in the morning qualifying session and tearing up his front end, thus causing him to rebuild it in time for the race. GT Lite saw a new lap record after John Montague of Manakin Sabot, Va. set a time of 2:14.145 in his Toyota Tercel that led him to the class win. The H Production class win went to Tim Pitts of Louisville, Tenn. in a VW Golf and the G Prod class win went to Kevin Brydebelle of Gainesville, Va. in a Nissan 510.

Group Five Saturday (AS, BP, GT1, GT2, GT3, ST, T1, T2)

John Schaller brought about true American horsepower as the Fort Myers, Fla. resident took the overall pole position by one second in a Chevrolet Camaro. He lead the 49-car field to the green flag ahead of Placida, Fla.'s Mike Canney in his Chevrolet Corvette. Schaller lead the first lap, but Canney passed Schaller on lap two and slowly begin to pull away. Canney left William Gray of Springdale, Ark. and his Chevrolet Corvette in the dust with the GT1 win. In GT2, Bob Thumel of Denver, Colo. in a Porsche 996 beat James Goughary of Houston, Tex. in his Nissan 350Z, even though Goughary set a new lap record of 2:01.462. The Touring 1 victory went to Newman, Ga.'s Chris Ingle in a Dodge Viper while Pete Peterson of Lumberton, N.C. took the GT3 victory in a Toyota Celica. The lone BP of Thomas Wilson from Dacula, Ga. finished 10th overall in a Dodge Viper while the lone ST of Steve Epley from Maysville, N.C. finished 17th overall in a Corvette Z06. In addition, Hooksett, N.H.'s Michael Lavigne took the American Sedan class win in a Ford Mustang even though Jason Von Kluge from Ann Arbor, Mich. set the class track record with a 2:10.014. Finally, Robert Hines of Hanover, Pa. set a Touring 2 lap record in his Nissan 350Z with a time of 2:12.515 and also won the class.

Group Six Saturday (FF, FV, F500)

The last race of the day had the "Little Wings" take to the 3.27-mile Virginia International Raceway as Ticonderoga, NY's Jeremy Treadway lead the 21-car field to the green flag in his Swift DB 6 Formula Ford after posting the fastest overall qualifying time of 2:02.915. Treadway made the rest of the field tread rubber as he took the overall and class win by 30.979 seconds.

The battle was on in Formula Vee, as three cars swapped positions the entire race. They included the Womer EV 3 of Ed Womer from Morningside, Md., the Racer S Wage N A of Stevan Davis from Powder Springs, Ga. and the Caracal of Dennis Andrade from Brush Prairie, Wa. On the race to the checkered flag, Womer slingshotted passed Davis on the outside of the frontstretch to beat him by one-tenth of a second. The Formula 500 victory went to Basil Marchi of Raleigh, N.C. in a QRE Invader.

Group One Sunday (CSR, DSR, FA, FB, FC, FE, FM, S2)

After victory in Saturday's wet race, Keith Grant headed into Sunday's Group One race wanting to prove that the Atlantics could still dominate the Sports Racers, but with Dorian Foyil and Jacek Mucha in their D Sports Racers, they wanted to prove that closed-wheel cars can dominate the 69-car field at the start. Grant and fellow Atlantic driver Steve Forrer only proved the adage "history repeats itself", as the two pulled away from the rest of the pack. Those two drivers, as well as Mishael Abbott of Palm Beach Gardens, Fla. driving a Ralt RT 41 fought for overall and Atlantic supremacy. The ultimate factor was overtaking lap traffic without it affecting the race for the win but, in the end, it was Grant who captured the overall and Formula Atlantic victory by 8.72 seconds. Jean Luc Liverato of Alpharetta, Ga. returned to his VIR glory by claiming the D Sports Racer class win in a Stohr WF1. The C Sports Racer victory went to Jim Downing of Atlanta, Ga. Rossella Manifrinato again claimed Formula Continental as did Franklin Futrelle in Formula Mazda. John Fergus swept the weekend in S2000 while Mark Eaton took top honors for the second time in the weekend with a win in Formula Enterprises.

Group Two Sunday (SRF)

After capturing the Spec Racer Ford victory on Saturday, Richard Spicer hoped to sweep the class victories for the weekend. He had some tough competition due to his 4th starting position, which placed him behind Tray Ayres, Jordan Gore and pole sitter Brian Schofield. Schofield, from Lakeland, Fla., had a qualifying time of 2:14.312,

allowing him to lead the 41-car field to the green flag. At the start, it was a virtual drag race between Schofield and Gore, which continued through the first two laps. On lap 3, Ayres took the lead and held on to it until losing it on lap 5. He was forced out of the race on lap 8 when he was involved in an incident with Vail, Colo.'s Cliff White and Gainesville, Ga.'s John Greene. Schofield inherited the race lead after that incident and held onto it until Lap 11 when Spicer overtook him. They swapped positions again on Lap 13. The two then tangled at Turn 14, handing the lead and win to Gore. Gore won the race by a margin of 1.425 seconds with Schofield finishing second and Spicer finishing third.

Group Three Sunday (SM, SSB, SSC, T3)

After a victory in Saturday's race, Robert Hines hoped to continue his success in his Honda S2000, but had to chase down Bushnell, Fla.'s Bret Spaude in his Chevrolet Cobalt. The 49-car field included 30 Spec Miatas. At the start, it was Spaude who lead, but Hines passed him on lap 2 and never looked back. Spaude retired from the race on Lap 4 due to mechanical failure. Hines took the Touring 3 and overall win by 7.841 seconds over Don Himes in his Honda S2000, even though Himes reset the Touring 3 track record. Lee Niffenegger finished third. The Spec Miata battle went nose to tail throughout the entire race as Todd Lamb and Matthew Pombo were constantly battling for the class win with Lamb coming out victorious. Chad Gilsinger claimed Showroom Stock B honors for the second time of the weekend, while Kolin Aspergren claimed the Showroom Stock C class win.

Group Four Sunday (DP, EP, GP, HP, GTL)

Greg Ira hoped to continue his success after winning the E Production class race on Saturday, even though he faced stiff competition from Kevin Leigh and Mark Carpenter again on Sunday. Omer Norton from Pelham, N.C. in his Caterham 7 lead the 42-car Group Four field to the green flag. On the start, Norton and Ira were even going into Turn 1. After the first lap, Norton pulled away and Ira faded back to finish fifth overall. Norton fought off Mark Carpenter and won by 15.801 seconds, thus claiming the E Production and overall wins. Carpenter ended up finishing third overall and winning the F Production class. The true battle was in GT Lite, as Saturday's class winner, John Montague battled against Moore, S.C.'s Robert Lentz in his Nissan Sentra SE R. The battle was close until the penultimate lap, as Montague dropped out of the race with a mechanical failure, thus giving Lentz the GT Lite victory. Kevin Brydebelle took the G Production class win while Jay Griffin of Titusville, Fla. claimed a new track record and the H Production win in a Honda CRX.

Group Five Sunday (AS, BP, GT1, GT2, GT3, ST, T1, T2)

After success in the GT1 class on Saturday, John Schaller hoped to wave the American flag with his Corvette again with a second class victory in as many races. He had a friendly battle with fellow Corvette drivers William Gray, Mike Canney, as well as Jaguar XKR driver, William Thumel in the early laps of the Group Five race. The four had trouble just getting through lap traffic and Schaller was eventually forced out on lap 9 with bodywork damage. From there, it was between Gray and Thumel for the win as Gray took the overall and GT1 victories by 24.529 seconds. Bob Thumel reset the GT2 track record and claimed the class win while finishing fourth overall. Russ Snow captured B Prepared honors and Chris Ingle took T1. Jason Von Kluge captured the AS class win while resetting the class track record. In GT3, D. Richard Bushey of Virginia Beach, Va. took the class win in a Nissan 350Z while Marty Grand of Manassas Park, Va. took T2 honors in a Mitsubishi EVO. The lone ST of Steve Epley rounded out the finishing order in Group Five.

Group Six Sunday (FF, FV, F500)

The final race of the weekend ended up having two close finishes out of the three classes. In Formula Ford, it was a three-car battle to the checkered flag between Lawrence Hendricks in a Swift DB 6 from Pottstown, Pa., Steven Maxwell in a Piper DF 5 from Middlebury, Vt. and Thomas Schwietz in a Piper 06 from Winchester, Va. The three swapped the lead every lap until lap 14 when Schwietz had the lead coming out of the final two turns. Hendricks used the draft of Schwietz coming down the front straight before slingshotting past Hendricks and beating him by a nose to claim the class and overall wins. The official margin of victory was 0.063 seconds. Not to be outdone by their Formula Ford counterparts, Stevan Davis and Ed Womer wanted to prove that history can repeat itself by having another close finish in the Formula Vee race. As in the Formula Ford battle, the two drivers swapped the class lead

throughout, despite being a lap down to the overall leaders. It was Davis who earned poetic justice on Womer by winning the Formula Vee class by one-tenth of a second. The Formula 500 win went to John Jack Walbran of St. Louis, Mo. in a Scorpion 2005.

Complete race results from the Oak Tree Double National

Saturday, Race Group 1; Classes: CSR, DSR, FA, FB, FC, FE, FM, S2

Number Of Starters: 55; Race Length: 14 Laps; Margin Of Victory: 41.462 Sec

Number Of Finishers: 43; Overall Average Speed: 86.413 mph

Fastest Lap: Car #40, Keith Grant, 2:09.611, 90.826 mph; Time Of Race: 31:47.212 min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	17	FA	1	Larry Connor	14	Ralt FA
2	12	DSR	1	Ken Tyrrell	14	Stohr WF1
3	40	FA	2	Keith Grant	14	Swift 014A
4	34	FA	3	Steve Forrer	14	Swift 014
5	2	FA	4	Georges Forgeois	14	Ralt RT 41
6	8	DSR	2	Jean Luc Liverato	14	Stohr WF1
7	07	CSR	1	Jacek Mucha	14	Swift JMS014
8	63	CSR	2	Jim Downing	14	Peach Day 01
9	97	FM	1	Franklin Futrelle	13	Star Mazda
10	7	DSR	3	Kevin Allen	13	Mallen Alley PP1
11	30	FM	2	Joseph Colasacco	13	Star Mazda
12	92	FE	1	Mark Eaton	13	SCCA FE
13	73	FE	2	Paul Schneider	13	Van Diamen FE
14	36	FA	5	Mishael Abbott	13	Ralt RT 41
15	00	S2	1	John Ferguson	13	Carbir CS2
16	10	FC	1	Rossella Manfrinato	13	Tatuu RC97
17	47	FE	3	Joseph Rome	13	Van Deamon FE
18	28	FM	3	Victor Seaber	13	Star FM
19	37	FM	4	Joe Garner	13	Star Formula Mazda
20	91	FE	4	Jim Swain	13	Van Diemen FE
21	51	FE	5	Jon Bennett	13	Van Diemen FE
22	79	FM	5	Kenneth Denault	13	Star Formula Mazda
23	77	FE	6	Alex Gaines	13	Van Dieman FSCCA
24	82	FE	7	Mike Davies	13	Van Deimen FE
25	72	FM	6	Sam Lockwood	13	Star Mazda
26	68	FM	7	Steve Jenks	13	Star Mazda FM
27	33	FE	8	Tilden Kinlaw	13	Van Diemen FE
28	39	FE	9	Matt Schneider	12	Van Dieman DPO6
29	49	FE	10	Keith Field	12	Van Diemen FE
30	88	FE	11	Thomas Green	12	Van Diemen FE
31	19	CSR	3	Jack Willes	12	Sea Sca
32	11	FE	12	Keith Mcdonald	12	Van Diemen FSCCA
33	3	DSR	4	Dorian Foyil	12	Stohr WF 1
34	41	DSR	5	William Maisey	12	Cheetah SR1
35	75	FM	8	Dale Swope	12	Star FM
36	52	FM	9	George Smith	12	Fm FM
37	81	FE	13	Jack Corthell	12	Van Diemen 3108
38	14	FE	14	Wally Osinga	12	Van Diemen FSCCA
39	6	FE	15	N Curran	12	Van Diemen FE
40	86	FE	16	Eric Cruz	12	Van Diemen FE
41	9	S2	2	Marc Walker	11	Fox Lola 01C
42	15	FA	6	Mark Mcdonough	11	Swift 014 Hasselgren
43	74	CSR	4	Roger Pierce	8	Phoenix CSR
DNF	13	S2		Anthony Sleath	5	Carbir CS2
DNF	04	FC		Julia Dawson	5	Van Diemen RF 02
DNF	45	FC		Charles Moran	4	Crossle 71F
DNF	21	FE		Stephen Zamborsky	3	Vandiem FE
DNF	83	FC		Kenneth Waters	2	Van Diemen RF 02
DNF	96	FA		Ben Johnston	1	Swift 014
DNF	25	FM		Curt Harrelson	1	Star FM
DNF	85	FC		Christopher Miller	0	Van Diemen RF 06
DNF	01	CSR		Bob Wheless	0	Diasio 962R
DNF	31	DSR		David Gomberg	0	Cheetah SR1
DNS	03	FC		Jonathan Dorsheimer	0	Van Diemen RF02
DNS	4	FE		William Haney	0	SCCA Enterprises FE
DNS	23	CSR		Larry Lambert	0	Van Diemen Sports Racer
DNS	54	S2		Mark Hardymon	0	Carbir Cabir
DNS	27	CSR		Larry Connor	0	CSR
DNS	99	FB		Sean Maisey	0	Van Diemen RF 99
DNS	42	FA		Richard Ross	0	Swift DB4
DQ	53	FM		Bruce Lawrence	13	Mazda
DQ	70	FC		Juan Pfeiffer	13	Ford Zetec

Saturday, Race Group 2; Classes: SRF

Number Of Starters: 37; Race Length: 14 Laps; Margin Of Victory: 1.776 Sec

Number Of Finishers: 33; Overall Average Speed: 82.924 Mph

Fastest Lap: Car #72, Lee Hill, 2:17.767,85.449 Mph; Time Of Race: 33:07.463 Min

Pos	#	Class	PIC	Name	Laps	Hometown
1	72	SRF	1	Lee Hill	14	Brandon FL
2	7	SRF	2	Tray Ayres	14	Cumming GA
3	5	SRF	3	Jordan Gore	14	Vero Beach FL
4	01	SRF	4	Chris Current	14	Silver Spring MD
5	51	SRF	5	Rob Stewart	14	York PA
6	58	SRF	6	Cliff White	14	Vail CO
7	29	SRF	7	John Greene	14	Gainesville GA
8	0	SRF	8	Robert Gilbert	14	York PA
9	65	SRF	9	Richard Spicer	14	Laurel MD
10	66	SRF	10	Philip Gladman	14	New York NY
11	61	SRF	11	Brian Schofield	14	Lakeland FL
12	12	SRF	12	Jason Bergstrom	14	Woodstock GA
13	2	SRF	13	Don Bodin	14	Excelsior MN
14	09	SRF	14	Matthew Polk	14	Gibson Island MD
15	23	SRF	15	Jason Barfield	14	Granville OH
16	07	SRF	16	John Tecce	14	Ormond Beach FL
17	27	SRF	17	Herb Sweeney Iii	14	Spring City PA
18	82	SRF	18	Joseph Wolf	14	New Windsor NY
19	99	SRF	19	Daniel Brooks	14	Westminster MD
20	88	SRF	20	Elizabeth Miller	14	Potomac MD
21	9	SRF	21	Steve Pence	14	Reston VA
22	86	SRF	22	David Knoche	14	Greensboro NC
23	75	SRF	23	Joelle Pence	14	Reston VA
24	14	SRF	24	Thomas Anspach	14	Jupiter FL
25	71	SRF	25	Joe Blanks	13	Manassas VA
26	68	SRF	26	Frank Clark	13	Culpeper VA
27	06	SRF	27	Russell Gardner	13	Baltimore MD
28	16	SRF	28	William Horn	12	Alexandria VA
29	59	SRF	29	Wade White	11	Vail CO
30	87	SRF	30	John Annis	11	Tampa FL
31	8	SRF	31	William Haney	7	Potomac MD
32	70	SRF	32	Robert Stewart	7	Spring Grove PA
33	28	SRF	33	Bruce Myers	7	Greenland NH
DNF	76	SRF		Hector Latorriente	6	Melbourne FL
DNF	67	SRF		Andrew Von Charbonneau	4	Delray Beach FL
DNF	46	SRF		Andrew Simpson	0	Houston TX
DNF	17	SRF		Beau Buisson	0	Atlanta GA
DNS	60	SRF		Timothy Gray	0	Eden Prairie MN

Saturday, Race Group 3; Classes: SM, SSB, SSC, T3

Number Of Starters: 46; Race Length: 14 Laps; Margin Of Victory: 29.423 sec

Number Of Finishers: 40; Overall Average Speed: 84.81 Mph

Fastest Lap: Car #14, Rob Hines, 2:17.311, 85.732 mph; Time Of Race:32:23.272 min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	14	T3	1	Rob Hines	14	Honda S2000
2	07	T3	2	Lee Niffenegger	14	Honda S2000 CR
3	92	T3	3	Joe Aquilante	14	Chev Cobalt
4	43	SSB	1	Chad Gilsinger	14	Honda Civic SI
5	37	SSB	2	Robbie Davis	14	Mini Cooper S
6	42	T3	4	Michael Kramer	14	Saturn Red Line
7	33	T3	5	Tim Hund	14	Mazda RX8
8	24	SSB	3	Charles Guest	14	Pontiac Soltstice
9	4	SM	1	Todd Lamb	14	Drago Miata
10	01	SM	2	Mathew Pombo	14	Mazda Miata
11	56	SM	3	Derek Whitis	14	Mazda Miata
12	58	SM	4	Patrick Sandlin	14	Mazda Miata
13	39	SM	5	Danny Steyn	14	Mazda Miata
14	0	SM	6	Cliff Brown	14	Mazda Miata
15	59	SSB	4	Amy Aquilante	14	Chevrolet Camaro
16	95	SSB	5	Ken Payson	14	Mazda Miata
17	45	SM	7	Donald Barnes	13	Mazda Miata

18	85	SM	8	Steve Strickland	13	Mazda Miata
19	5	SM	9	John Cawley	13	Mazda Miata
20	3	SM	10	Dorian Foyil	13	Mazda Miata
21	12	SM	11	Michael Rossini	13	Mazda Miata
22	34	SM	12	Douglas Holmes	13	Mazda Miata
23	36	SSC	1	Jeff Wendell	13	Dodge Neon
24	51	SSB	6	Tom Aquilante	13	Chevy Camaro
25	9	SM	13	Robert Hill	13	Mazda Miata
26	76	SM	14	Carlton Midyette	13	Mazda Miata
27	84	SM	15	Richard Fohl	13	Mazda Miata
28	78	SM	16	Gary Stevens	13	Mazda Miata
29	17	SM	17	Kenneth Maynard	13	Mazda Miata
30	15	SSC	2	James Meassick	13	Dodge Neon
31	88	SSC	3	Emmitt Staley	13	Mazda Protege
32	19	SM	18	Mickey Snow	13	Mazda Miata
33	8	SM	19	James Briody	13	Mazda Miata
34	7	SM	20	Matt Fielding Russell	13	Mazda Miata
35	31	SM	21	Jeff Getchell	13	Mazda Miata
36	00	SM	22	Skip Brock	12	Mazda Miata
37	25	SSB	7	Mike Scornavacchi	9	Pontiac Solstice
38	52	SSB	8	Elizabeth Aquilante	9	Pontiac Firebird
39	90	SM	23	Van Sayler	9	Miata Mazda
40	35	SM	24	Steven Miller	9	Mazda Miata
DNF	55	SM		Rhett Odoski	4	Mazda Miata
DNF	79	SM		Jose Bonet	4	Mazda Miata
DNF	1	SSC		Larry Dulude	1	Saturn SC2
DNF	22	SM		Gabriel Negrea	1	Mazda Miata
DNS	32	T3		Bret Spaude	0	Chevy Cobalt
DQ	08	T3		Don Himes	14	Honda S2000
DQ	74	SM		Sean Happ	11	Mazda Miata

Saturday, Race Group 4; Classes: DP, EP, FP, GP, HP, GTL

Number Of Starters: 34; Race Length: 14 Laps; Margin Of Victory: 22.404 sec

Number Of Finishers: 31; Overall Average Speed: 88.156 mph

Fastest Lap: Car #97, Kevin Leigh, 2:08.936, 91.301 mph; Time Of Race: 31:09.502 Min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	2	EP	1	Greg Ira	14	Nissan 240Z
2	38	FP	1	Mark Carpenter	14	Acura Integra
3	06	FP	2	Thomas Lyman	14	Acura Integra
4	74	EP	2	Kevin Grant	14	Mazda Miata
5	50	EP	3	Randy Carter	14	Datsun Roadster
6	32	GTL	1	John Montague	14	Toyota Tercel
7	60	GTL	2	Robert Lentz	14	Nissan Sentra SE R
8	89	FP	3	David Bryson	14	Mazda Miata
9	42	GTL	3	Daniel Robson	14	Mazda MX3
10	72	GTL	4	Peter Shadowen	14	Honda CRX
11	12	FP	4	Gregg Crandall	14	Porsche 912
12	11	HP	1	Tim Pitts	13	VW Golf
13	17	HP	2	Jay Griffin	13	Honda CRX
14	5	GTL	5	Samuel Fouse	13	Mazda MX 3
15	55	FP	5	James Scurria	13	Fiat 124 Spider
16	02	GTL	6	Peter Zekert	13	Datsun 1200
17	31	HP	3	Joel Mcginley	13	Austin Healey Sprite
18	9	HP	4	Tom Broring	13	Triumph Spitfire
19	61	GP	1	Kevin Brydebell	13	Nissan 510
20	67	HP	5	Peter Rogers	12	A-Healey Sprite
21	47	HP	6	Pat Simpson	12	BMW 1600
22	39	FP	6	William Foster	12	MG Midget
23	16	HP	7	Kirkwood Shultz	12	MG Midget
24	14	FP	7	Mark Coffin	11	VW Scirocco
25	92	GTL	7	Tyler Raatz	9	Datsun 1200
26	97	EP	4	Kevin Leigh	8	Caterham 7
27	85	GTL	8	Pete Peterson	8	Toyota Tercel
28	7	EP	5	Donald Walsh	8	Mazda RX 7
29	1	GTL	9	Chad Bacon	8	Toyota Tercel
30	00	GP	2	Keith Church	8	Toyota Corolla
31	41	HP	8	Randy Canfield	7	A-H Sprite
DNF	6	GTL	10	David Patten	6	Datsun 1200
DNF	86	GTL	11	Ken Blackburn	6	Honda Civic
DNF	63	GTL	12	Brian Downey	2	Nissan 200SX
DNS	18	EP	6	Dwight Cooke	0	Triumph TR4
DNS	33	GP	3	Les Chaney	0	Volvo 142E
DNS	95	EP	7	Omer Norton	0	Caterham 7 America

Saturday, Race Group 5; Classes: AS, BP, GT1, GT2, GT3, ST, T1, T2

Number Of Starters: 47; Race Length: 14 Laps; Margin Of Victory: 21.099 sec

Number Of Finishers: 42; Overall Average Speed: 99.86 mph

Fastest Lap: Car #6, Mike Canney, 1:53.980, 103.281 mph; Time Of Race: 27:30.392 Min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	6	GT1	1	Mike Canney	14	Chev Corvette
2	59	GT1	2	William Gray	14	Chevy Corvette
3	38	GT1	3	Richard Grant	14	Chevy Corvette
4	37	GT2	1	Bob Thumel	14	Porsche 996
5	46	GT2	2	James Goughary	14	Nissan 350 Z
6	86	GT2	3	Michael Muren	14	Porsche 944S
7	40	T1	1	Chris Ingle	13	Dodge Viper
8	92	T1	2	Stan Wilson	13	Dodge Viper
9	35	GT1	4	Robert Monette	13	GM Corvette
10	53	BP	1	Thomas Wilson	13	Dodge Viper
11	98	GT3	1	Pete Peterson	13	Toyota Celica
12	27	GT2	4	William Davis	13	Pontiac Sunfire
13	94	T1	3	Philip Di Pippo	13	Chevrolet C6
14	64	GT2	5	Robert Lentz	13	Nissan 300ZX
15	69	T1	4	Michael Tracy	13	Chevy Corvette Z06
16	73	T1	5	David Sanders	13	Chevrolet Corvette
17	55	ST	1	Steve Epler	13	Corvette Z06
18	30	GT3	2	D Richard Bushey	13	Nissan 350Z
19	74	GT1	5	Dean Bumgardner	13	Ford Taurus
20	75	GT3	3	Milton Grant	13	Toyota Celica
21	23	T1	6	Tim Hund	13	Chevrolet Corvette
22	42	AS	1	Michael Lavigne	13	Ford Mustang
23	21	GT2	6	Fletcher Williams	13	Nissan 240SX
24	70	AS	2	Jason Von Kluge	13	Ford Mustang
25	51	AS	3	Tom Ellis	13	Ford Mustang Cobra
26	4	T2	1	Robert Hines	13	Nissan 350Z
27	71	GT1	6	Stephen Dunn	13	Chevy Monte Carlo
28	60	GT2	7	Timothy Gray	13	Porsche GT3 Cup
29	24	T2	2	Charles Guest	13	Pontiac Solstice
30	34	T2	3	Marty Grand	13	Mitsubishi Evo
31	15	AS	4	Danny Richardson	12	Chevy Camaro Z28
32	28	GT1	7	Paige Monette	12	Chevy Montecarlo
33	22	AS	5	Ronald Lebaron	12	Chev Camaro
34	85	AS	6	Matthew Naegle	12	Chevrolet Camaro
35	61	AS	7	Tom Aquilante	12	Chevy Camaro
36	09	GT3	4	Wayne Quick	12	Ford Probe
37	99	GT1	8	Zachary Monette	11	Camaro
38	39	T1	7	John Hall	9	Chevrolet Corvette
39	91	GT3	5	Stephen Spiers	8	Nissan 200 SX
40	63	AS	8	Chuck Dawson	8	Chevy Camaro
41	89	T1	8	Michael Tracy	7	Chevy Corvette Z06
42	67	T1	9	Cliff Murray	7	Chevrolet Corvette
DNF	9	T1		Ronald Hutter	6	Chev Corvette
DNF	1	GT3		Robert Coffin	5	Chevrolet Yenko
DNF	19	AS		Lynn Broglin	3	Ford Mustang
DNF	31	GT1		John Schaller	1	Chevrolet Camaro
DNF	76	T1		Kent Keller	0	Chevrolet Corvette
DNS	17	AS		Brian Lacroix	0	Chevy Camaro
DNS	36	GT1		William Thumel	0	Jaguar XKR
DNS	20	T1		Russ Snow	0	Chevrolet Corvette

Saturday, Race Group 6; Classes: FF, FV, F500

Number Of Starters: 22; Race Length: 14 Laps; Margin Of Victory: 30.979 sec

Number Of Finishers: 20; Overall Average Speed: 94.886 mph

Fastest Lap: Car #12, Jeremy Treadway, 2:02.636, 95.991 mph; Time Of Race: 28:56.900 min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	12	FF	1	Jeremy Treadway	14	Swift DB 6
2	72	FF	2	Thomas Schwietz	14	Piper 06
3	08	FF	3	Steven Maxwell	14	Piper DF 5
4	58	FF	4	Richard Leslie Jr	14	Swift DB 6
5	41	FF	5	Robert Albani	14	Van Diemen RF00K
6	50	FF	6	John Nesbitt	14	Swift DB 1
7	75	FF	7	Donald Baggett	13	Swift DB6
8	4	F5	1	Basil Marchi	13	QRE Invader
9	8	F5	2	Mark Lindsey	13	KBS MK5
10	07	F5	3	Ted Simmons	13	Invader QC 1
11	67	F5	4	John Jack Walbran	13	Scorpion 2005
12	70	F5	5	Jeffrey Blumenthal	13	KBS MK8
13	16	F5	6	Charles Mcabee	13	QRE Invader

14	68	FV	1	Ed Womer	12	Womer EV 3
15	80	FV	2	Stevan Davis	12	Racer S Wage N A
16	97	FV	3	Dennis Andrade	12	Caracal Caracal
17	10	FV	4	Sherman Engler	12	Protoform P2
18	32	FV	5	Derek Harding	12	HRC 5 B
19	88	FV	6	David Green	12	Protoform P3
20	35	F5	7	James Stroud	11	KBS DCM9RR
DNF	34	F5		Wiley McMahan	2	McMahan FDS
DNF	24	FV		Stephen Schiff	1	Citation FV

Sunday, Race Group 1; Classes: CSR, DSR, FA, FB, FC, FE, FM, S2

Number Of Starters: 53; Race Length: 14 Laps; Margin Of Victory: 9.762 sec

Number Of Finishers: 46; Overall Average Speed: 104.479 mph

Fastest Lap: Car #40, Keith Grant, 1:48.917, 108.082 mph; Time Of Race: 26:17.425 min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	40	FA	1	Keith Grant	14	Swift 014A
2	34	FA	2	Steve Forrer	14	Swift 014
3	2	FA	3	Georges Forgeois	14	Ralt RT 41
4	8	DSR	1	Jean Luc Liverato	14	Stohr WF1
5	42	FA	4	Richard Ross	14	Swift DB4
6	36	FA	5	Mishael Abbott	14	Ralt RT 41
7	7	DSR	2	Kevin Allen	14	Mallen Alley PP1
8	63	CSR	1	Jim Downing	14	Peach Day 01
9	10	FC	1	Rossella Manfrinato	13	Tatuus RC97
10	70	FC	2	Juan Pfeiffer	13	Ford Zetec
11	97	FM	1	Franklin Futrelle	13	Star Mazda
12	53	FM	2	Bruce Lawrence	13	Star Mazda
13	00	S2	1	John Fergus	13	Carbir CS2
14	92	FE	1	Mark Eaton	13	SCCA FE
15	28	FM	3	Victor Seaber	13	Star FE
16	30	FM	4	Joseph Colasacco	13	Star Mazda
17	13	S2	2	Anthony Sleath	13	Carbir CS2
18	39	FE	2	Matt Schneider	13	Van Dieman DPO6
19	81	FE	3	Jack Corthell	13	Van Diemen 3108
20	47	FE	4	Joseph Rome	13	Van Deamon FE
21	37	FM	5	Joe Garner	13	Star Formula Mazda
22	51	FE	5	Jon Bennett	13	Van Diemen FE
23	72	FM	6	Samuel Lockwood	13	Formula Mazda
24	77	FE	6	Alex Gaines	13	Van Dieman FSCCA
25	73	FE	7	Paul Schneider	13	Van Diemen FE
26	83	FC	3	Kenneth Waters	13	Van Diemen RF 02
27	85	FC	5	Christopher Miller	13	Van Diemen RF 06
28	25	FM	7	Curt Harrelson	13	Formula Mazda
29	74	CSR	2	Roger Pierce	13	Phoenix CSR
30	23	CSR	3	Larry Lambert	13	Van Diemen
31	07	CSR	4	Jack Mucha	13	Swift JMS014
32	86	FE	8	Eric Cruz	13	Van Diemen FE
33	14	FE	9	Wally Osinga	13	Van Diemen FSCCA
34	33	FE	10	Tilden Kinlaw	13	Van Diemen FE
35	68	FM	8	Steve Jenks	13	Star Mazda Fm
36	49	FE	11	Keith Field	13	Van Diemen FE
37	21	FE	12	Stephen Zamborsky	13	Vandiemer FE
38	75	FM	9	Dale Swope	12	Star FM
39	6	FE	13	N Curran	12	Van Diemen FE
40	52	FM	10	George Smith	12	FM FM
41	01	CSR	5	Bob Wheless	12	Diasio 962R
42	31	DSR	3	David Gomberg	11	Cheetah SR1
43	27	CSR	6	Larry Connor	9	CSR
44	79	FM	11	Kenneth Denault	9	Star Formula Mazda
45	88	FE	14	Thomas Green	9	Van Diemen FE
46	82	FE	15	Mike Davies	8	Van Deimen FE
DNF	11	FE		Keith Mcdonald	6	Van Diemen FSCCA
DNF	91	FE		Jim Swain	5	Van Diemen FE
DNF	15	FA		Mark Mcdonough	4	Swift 014 Hasselgren
DNF	9	S2		Marc Walker	4	Fox Lola 01C
DNF	3	DSR		Dorian Foyil	1	Stohr WF 1
DNF	41	DSR		William Maisey	0	Cheetah SR1
DNS	12	DSR		Ken Tyrrell	0	Stohr WF1
DNS	96	FA		Ben Johnston	0	Swift 014
DNS	45	FC		Charles Moran	0	Crossle 71F
DQ	04	FC		Julia Dawson	13	Van Diemen RF 02

Sunday, Race Group 2; Classes: SRF

Number Of Starters: 36; Race Length: 14 Laps; Margin Of Victory: 1.425 sec

Number Of Finishers: 33; Overall Average Speed: 86.256 mph

Fastest Lap: Car #61, Brian Schofield, 2:15.141, 87.109 mph; Time Of Race: 31:50.683 min

Pos	#	Class	PIC	Name	Laps	Hometown
1	5	SRF	1	Jordan Gore	14	Vero Beach FL
2	61	SRF	2	Brian Schofield	14	Lakeland FL
3	65	SRF	3	Richard Spicer	14	Laurel MD
4	76	SRF	4	Hector Latorriente	14	Melbourne FL
5	51	SRF	5	Rob Stewart	14	York PA
6	72	SRF	6	Lee Hill	14	Brandon FL
7	27	SRF	7	Herb Sweeney III	14	Spring City PA
8	67	SRF	8	Andrew Von Charbonneau	14	Biatch Beach FL
9	17	SRF	9	Beau Buisson	14	Atlanta GA
10	07	SRF	10	John Tecce	14	Ormond Beach FL
11	0	SRF	11	Robert Gilbert	14	York PA
12	66	SRF	12	Philip Gladman	14	New York NY
13	2	SRF	13	Don Bodin	14	Excelsior MN
14	01	SRF	14	Chris Current	14	Silver Spring MD
15	23	SRF	15	Jason Barfield	14	Granville OH
16	87	SRF	16	John Annis	14	Tampa FL
17	28	SRF	17	Bruce Myers	14	Greenland NH
18	9	SRF	18	Steve Pence	14	Reston VA
19	09	SRF	19	Matthew Polk	14	Gibson Island MD
20	12	SRF	20	Jason Bergstrom	14	Woodstock GA
21	99	SRF	21	Daniel Brooks	14	Westminster MD
22	82	SRF	22	Joseph Wolf	14	New Windsor NY
23	71	SRF	23	Joe Blanks	14	Manassas VA
24	14	SRF	24	Thomas Anspach	14	Jupiter FL
25	86	SRF	25	David Knoche	14	Greensboro NC
26	70	SRF	26	Robert Stewart	14	Spring Grove PA
27	60	SRF	27	Timothy Gray	14	Eden Prairie MN
28	68	SRF	28	Frank Clark	14	Culpeper VA
29	75	SRF	29	Joelle Pence	13	Reston VA
30	7	SRF	30	Tray Ayres	7	Cumming GA
31	58	SRF	31	Cliff White	7	Vail CO
32	29	SRF	32	John Greene	7	Gainesville GA
33	59	SRF	33	Wade White	7	Vail CO
DNF	88	SRF		Elizabeth Miller	3	Potomac MD
DNF	16	SRF		William Horn	1	Alexandria VA
DNF	06	SRF		Russell Gardner	1	Baltimore MD
DNS	8	SRF		William Haney	0	Potomac MD
DNS	46	SRF		Andrew Simpson	0	Houston TX

Sunday, Race Group 3; Classes: SM, SSB, SSC, T3

Number Of Starters: 42; Race Length: 14 Laps; Margin Of Victory: 7.841 sec

Number Of Finishers: 40; Overall Average Speed: 85.516 mph

Fastest Lap: Car #08, Don Himes, 2:15.567, 86.835 mph; Time Of Race: 32:07.210 min

Pos	#	Class	PIC	Name	Laps	Make/Model
1	14	T3	1	Robert Hines	14	Honda S2000
2	08	T3	2	Don Himes	14	Honda S2000
3	07	T3	3	Lee Niffenegger	14	Honda S2000 CR
4	42	T3	4	Michael Kramer	14	Saturn Red Line
5	43	SSB	1	Chad Gilsinger	14	Honda Civic SI
6	37	SSB	2	Robbie Davis	14	Mini Cooper S
7	33	T3	5	Tim Hund	14	Mazda RX8
8	24	SSB	3	Charles Guest	14	Pontiac Solstice
9	4	SM	1	Todd Lamb	14	Drago Miata
10	01	SM	2	Mathew Pombo	14	Mazda Miata
11	56	SM	3	Derek Whitis	14	Mazda Miata
12	95	SSB	4	Ken Payson	14	Mazda Miata
13	39	SM	4	Danny Steyn	14	Mazda Miata
14	0	SM	5	Cliff Brown	14	Mazda Miata
15	52	SSB	5	Elizabeth Aquilante	14	Pontiac Firebird
16	3	SM	6	Andrew Von Charbonneau	14	Mazda Miata
17	59	SSB	6	Amy Aquilante	14	Chevrolet Camaro
18	15	SSC	1	Kolin Aspegren	13	Dodge Neon
19	85	SM	7	Steve Strickland	13	Mazda Miata
20	45	SM	8	Donald Barnes	13	Mazda Miata
21	00	SM	9	Skip Brock	13	Mazda Miata
22	36	SSC	2	Jeff Wendell	13	Dodge Neon
23	74	SM	10	Sean Happ	13	Mazda Miata
24	8	SM	11	James Briody	13	Mazda Miata
25	5	SM	12	John Cawley	13	Mazda Miata

Triangle Chapter Notes

by James Shanks

The April meeting of the Triangle Chapter was held, as usual, at the El Rodeo restaurant in Raleigh. Mark Senior provided us with in-car video from his Spec Miata in the recent Carolina Cup race that was part of our March Memories event. It's really impressive to watch his racing videos now that the management at El Rodeo has installed a new 42-inch plasma TV in the area where we meet.

It was a pretty lively event, as many folks who had not attended in a while came out, along with some new faces. We welcomed new member Peter Cari, who joined up just before the March Memories race and spent it on the corners learning to be a flagger. Atta boy, Peter! That's the spirit! And new member Bob Carr was with us. You remember Bob from last month, don't you? He's the guy who bought an IT-7 race car BEFORE he joined the Club. Bob calls himself "the oldest new member" (though he probably isn't) and confided that he had just passed his driver's physical and was in the process of getting his novice permit. Way to go, Bob! Thanks also for making the trip to the Chapter meeting all the way from Rocky Mount. New member Gail Levine returned again with Jim Weldon, thus proving that Jim's strategy of viewing flagging as a suitable activity for a date paid off, despite the unseasonably chilly and wet weather that we had in March. Alana Long reminded us that they won the impromptu "Happiest Corner" trophy at the event. Gail said she had a blast, which says a lot about her. You are our kind of gal, Gail! Thanks for helping out! And I had to apologize to Jim for misspelling his name last month as "Wheldon". I told him that I had him confused with IRL star and 500 winner, Dan Wheldon. I don't think he believed me but that's my story and I'm sticking to it. Also sticking to his story was Eric Shove, who has been telling his wife that he needs to get an IT-7 so that he can go racing with his buddy Chuck Hines, and that it will keep them both out of trouble. By a show of applause the Chapter members backed him up. It's been awhile since Eric and Chuck have attended a meeting since they have to drive all the way in from Cameron. Thanks for coming, guys! And thanks to all the regulars as well.

In preparation for the Double National, *Bulletin* editor Bruce Dover showed us all some new brochures and a poster he had produced using material newly published by the national staff. You can see a notice about that material on page 105 of the April edition of *SportsCar*. Bruce downloaded the artwork and produced a few samples. Way to go, Bruce! These may become an important weapon in our campaign to attract new members and spectators. Bruce also passed around a copy of the SCCA Membership Study, which has some fascinating statistics. Did you know that the median age of an SCCA member is 43, but that more than fifty percent of our members are in the age range of 25 to 49, the prime market for automobiles, housing, and electronics? Did you know that eighty-nine per cent of the SCCA's membership earns \$50,000 dollars or more per year? Tell that to your potential sponsors!

In the business portion of the meeting we noted that while the region made money at the March event, early season expenses ate away at the balance until we were about \$500 in the hole by the last week of February. Everyone expected that to be inconsequential however, since the upcoming Double National already had 253 cars and 512 entries, and our finances will surely rebound after that event. We announced that Chapter member John Uftring had accepted the job of Region Webmaster. Thanks, John! It was also announced that, in an effort to make it easier for the general membership to attend Board meetings, the May meeting would be held in Wilmington and the August one in Greensboro this year. The Cape Fear and West Chapter coordinators are making the arrangements and will announce the details soon. And, RE Glenn Long and former RE Mark Senior explained how they would like to see someone step up and accept a new post as the Region's Volunteer Liaison for our racing events. They explained that this person would be like the Race Chair, and perhaps even report to the RC as an assistant, but that his or her duties would be to look after the needs of all the volunteers, making sure that they got fed, got water and ice when they needed it, and in general be a focal point for their needs and concerns. Right now responsibility for those tasks is fragmented between the Race Chair and the specialty chiefs, and when the racing starts, those folks have other duties to perform, which often hamper their ability to look after the comfort and convenience needs of the volunteers. Anyone interested? Just tell a Board member and you can try the job on for size at the next event.

We closed the meeting a bit earlier than usual, but many people lingered to chat afterward. We are all eagerly anticipating the Double National, except perhaps for Mark Senior, who will be skiing in Switzerland. His wife is going on a business trip there and he gets to tag along. Nice perk, Mark. Maybe you can bring us video of that for next time. Or perhaps we can all sign your cast!

So, why don't you join us for the next meeting of the Triangle Chapter, May 7th? You can find out whether Mark broke his leg falling off the Matterhorn and hear lots of good bench racing stories from the Double National. I'll see you there... or at the races!

West Chapter Notes

by Ed Wentz

It's almost the end of April, and already we've put two race weekends in the record books. The last one was our historic first Oak Tree Double National at VIR. What an event! Yours truly was one of the Pace Car drivers, and we were kept busy with the pace car and other duties the entire weekend. Also got to steal a few minutes here and there to take in some of the racing action. Thanks to Joedy Pennington, Patrick Pardee, Tim Lyons and Ericka Spencer for their help as pace car drivers or communicators.

Since we had rain on Saturday, making the track slick for a few sessions that day and the off-track areas slick for the rest of the weekend, there was a fair amount of carnage (the automobile type, not the human type). In my opinion, it wasn't a good weekend for T1 Corvettes, as watching them in Saturday's race, Turn 3 claimed three of them: one stuck in the mud, another hard in the tire wall with tires on the car, and another that went straight off and missed the tires, hitting the guardrail and bouncing off like a pinball. And another off in Turn 14 too!

Overall, I think we had a great weekend. About the only thing I would like to see different was in the Group 5 Race on Sunday, there was an incident in Turn 3, with at least half the track blocked. As the EV crew were working to clear the wreckage on a hot track, it appeared that there was even more track blockage. Now, I know it's a lot easier to be the "armchair quarterback" after the game, but it appeared that the race should have been red flagged, or double-yellowed with the safety car (yes, I know I'm the Pace/Safety Car Chief, but isn't that what it is for?). I realize we were behind schedule, but we ended up going over our scheduled time anyway. If you were a competitor, spectator or race official for this group, please let me know if you agree or disagree with my opinion. My goal isn't to be right, but that we put on the safest and best possible event for our drivers (dare I say customers?). Again I say, it was a great event, despite the heavy thunderstorm Saturday, which caused us to shut down the track so workers and drivers could get to safety.

This may surprise some of you, but we did have a West Chapter meeting in April. Didn't receive my email notice? Me either. My only excuse was that I was in a conference in Myrtle Beach up until the day of our meeting, and ran out of time to get the reminder out. Please note: we will always have a meeting the first Tuesday of each month (except January), and if we won't I will let you know. However, since I have been running the West Chapter meetings, we have yet to cancel one.

So, our crowd was smaller than usual. Doug Hooper and Bill Foster gave us an update on the High Rock Raceway, being constructed in Spencer, NC near Salisbury, right where I-85 and the Yadkin River meet. Bill was given an earlier track map, which has since been modified. The track owners have been issued permits to clear the land, but not grade it yet (if memory serves correctly). The first event is supposed to take place in early 2009. Though not in our Region (it's in the Central Carolina Region), it's closer to the West Chapter than some other tracks.

A correction on last month's report from the Hot Rod Show in Greensboro: John Lindquist and Doug Hooper corrected me...there were more like seventy (yes, 70!) guests who attended our March Memories event at VIR! We hope a few of them may come back and want to be members.

Our next NCR event is the SARRC/SARRC (sprint races Saturday and Sunday) on May 10 & 11. It's almost a carbon copy of the Double National weekend, except it's a two-day event and regional racing classes. If you haven't signed up as a competitor or worker, be sure to do so! This is our last Club Racing event until October. There should be a large field of GT-1, GTA and SPO cars as the international PanAm GT group plans to compete in our event. For those not familiar, these are the fast V8 powered cars, some are N*SC*R type racecars, others are TransAm series cars with about 700 or so horses. Sounds like another great NCR event!

Hope to see you at our next West Chapter meeting on May 6, and/or at the racetrack!

Cape Fear Bench Talk – May, 2008

Rain, Rain Go Away...

Everyone was excited to return to the Global TransPark in Kinston, NC. That is, everyone but Mother Nature. A total of 57 competitors braved the elements to take part in our second event in the Cape Fear Autocross Championship Series. The Global TransPark SOLO Challenge was the first point's event held in the Kinston area. The changing weather conditions proved challenging for all competitors with dry runs few and far between. A few even switched to sticky R-compounds when the weather seemed to dry up, only to be disappointed when the rain returned. The fastest times of the day (FTD and PAX) went to Charlie Fullwood with a 51.998 second run. Thanks again to New Bern Chapter Coordinator Chris Bray and all the New Bern SCCA members that helped to make this event a big success! One quick note: Due to the weather conditions, this event will not count toward the Team Autocross Championship.

5th Annual Indy at the Park!!!

Just a couple of weeks after the GTP SOLO Challenge, the Cape Fear Chapter of the SCCA were Autocrossing again in Wilmington! We returned to the Smith Creek Center for our third event this year. Some early morning thunderstorms cleared out for a great day with few clouds in the sky and a nice cool breeze. (It's about time!) 57 competitors took to a short but fast course with most times right in the 30 second range. Jacob Lokken took home the FTD trophy with a 27.426 second run. Charlie Fullwood took home the PAX trophy with the second fastest run of the day. Way to go Jacob and Charlie!! Auto Source Racing also took home their second victory of the season in our team autocross championship.

Making Space in the NCR Trophy Case...

We did it again! 14 regular NCR SOLO competitors took the short (and fun!) drive to the Myrtle Beach Speedway to compete with the South Carolina Region of the SCCA. NCR drivers placed took home 1st place trophies in 7 classes!! Way to go NCR!! Thanks again to the South Carolina Region for a great event and great competition!

Want to Learn More About SOLO???

The Cape Fear Chapter is reaching out to those interested in SOLO events with the help from National Speed, a new performance shop in Wilmington, NC. On Thursday, May 8, 2008 they will host a SOLO Autocross School at their shop located at 6779 Gordon Road. We are also hosting a SOLO Novice School on Saturday May 17th at New River Air Station. For more information, check out www.ncrscca.com or www.myautoevents.com.

Brad Draughon
Cape Fear Chapter Coordinator
STS #17

Minutes of Monthly Board Meeting - February 20, 2008

Present: Glenn Long, RE, Brad Draughon, Blair Stitt, Wayne Quick, Buddy Matthews, James Shanks, Alana Long, Rex and Patricia Deffenbaugh, Mark Senior, Bruce Dover, Jerry Pell, John Uftring, Joedy Pennington, Ed Wentz, Heather Powers, Ginny Condrey and, via telephone, Sara Snider.

1. The meeting was called to order at 7:30 P.M. by Glenn Long, RE, at Rudino's Pizza and Grinders, 4911 Central Park Lane, Durham, NC. The RE recognized guests: John Uftring, Blair Stitt, Patricia Deffenbaugh, Alana Long, Bruce Dover and Wayne Quick.

2. Motion (Senior/Pennington) to approve the Minutes of the December 19, 2007, NCR Board of Directors meeting; Passed.

Reports:

1. Committee Reports.

A. Budget and Finance: Sara Snider presented the Treasurer's Report consisting of a Profit and Loss Statement for the period 1/1/08 through 2/18/08 and a Balance Sheet as of 2/18/08, copy attached. She advises that she anticipates a profit for the period ending March 31, 2008. The RE requested of Sara a budget from her, as Treasurer, for 2008, i.e. including projections of income and expenses, by event, for all scheduled events in 2008. It was reported that registration is now open for the March Memories and the April Double National events. The B of D discussed the entry fee for the upcoming ECR events in March. It was pointed out that the Competition Board and the Budget and Finance Committee needs to discuss the entry fee for the upcoming ECR event in March, in view of the elimination of the \$30 portion of the entry fee previously earmarked for the cash prize fund for ECR events.

Motion (Senior/Shanks) to reduce the ECR entry fee by \$30 for the March ECR event and rebate \$30 to any entrant who has already pre-registered and fully prepaid for the ECR race in March; Passed.

The RE suggested that Sara schedule a Budget and Finance Committee meeting to consider future ECR entry fees.
Competition Board

- i. Specially Chiefs Reports and Budgets. There were no reports from Specialty Chiefs.
- ii. Trophy Czar: The B of D discussed a Trophy Czar.
- iii. Thank You. The B of D discussed an appropriate thank you gesture for the outstanding contribution made by Janet and Archie Bruce to the Region's past events. Motion (Powers/Senior) to purchase for Janet and Archie Bruce roundtrip airline tickets for the National Race in April; Passed.

C. SOLO Committee: The first SOLO event this year is this coming Sunday, at UNCW, wherein 66 have pre-registered. Brad Draughon advises that there are 10 SOLO events planned for this year (2008).

D. PDX/TT: Mark Senior reports that he is trying to arrange for an event date at Rockingham, for a PDX/TT event in 2008. Mark discussed the possibility of holding a joint SOLO event with the Triad SportsCar Club at VIR in view of the amount (4 million) of liability insurance being required. The RE suggested that the Comp. Board and the Region's Race Chairs seriously consider trying to include a PDX event/group as part of a SCCA race event weekend at VIR, i.e. that one of the run groups be a PDX group. The best possible events for same are either the Double SARRC race scheduled for May or the October race to be held at VIR.

E. Membership.

i. Call-in option: The B of D discussed a possible option whereby all members could call in and listen to a B of D meeting, on a listen only basis.

ii. Attraction and Retention: It was pointed out that membership has been declining in the Southeast and Nationally; James Shank, NCR's Membership Chairman, is looking at the breakdown in our membership. James reports that approximately 200 regular members have not renewed. Further, he reported as to some input from former members and their comments as to why they are no longer SCCA members, which former members include some that have become active in NASA. The RE requests that the Membership Chairman make a recommendation to the B of D as to how to better retain present members and to attract new members.

iii. Raffle tickets for VIR entry: Ed Wentz reported that the Car Show held at the Greensboro Coliseum last month produced a lot of raffle entries (names and addresses of people interested in winning tickets for entry to a race at

VIR).

F. Publicity: John Uftring will serve as Publicity Chairperson for 2008.

G. Charities. Blair Stitt, Chairman of the Charities Committee, advises that the charity events are set for 2008, i.e. specified charities linked to a specified NCR race.

H. Banquet: In recognition of the outstanding work of the Chairperson of the Banquet Committee, Patricia Deffenbaugh, the Board voted, by resolution, to award her a \$50 cash gift in appreciation of her outstanding efforts as Banquet Chairperson; Passed. The B of D discussed the next annual banquet and the need for a banquet committee to put on said banquet and annual awards event.

I. Awards – No report.

2. Chapter Reports.

A. West Chapter: Ed Wentz, Chapter Coordinator, advises that 23 members attended the last West Chapter meeting, in February. At the meeting Keith Church was presented with the Rick Cochran Perseverance Award, which award was previously announced at the Annual Banquet in January, in Raleigh.

B. Triangle Chapter: James Shanks, Chapter Coordinator, reported that 15 members attended the last Triangle Chapter meeting and discussed information from the GT Lite Forum, which indicated that maybe 18 entries will come from this group for the VIR Double National in April, which Forum estimated a total entry of 500 entries for the NCR's Double National at VIR.

C. Cape Fear: Brad Draughon, Chapter Coordinator, reports approximately 20 members attended the last Cape Fear Chapter Meeting, which meeting discussed the new location for its Chapter meeting.

Motion (Snider/Senior) to buy a backup laptop computer for Ginny's use, including hardware and software to provide additional backup capacity; Passed.

Old Business:

1. CCPS:

a. Motion (Snider/Senior) to approve the 2008 CCPS Rules, as presented to the NCR Board; Passed.

b. 2008 Dates: With reference to 2008 race dates and the participation of CCPS races at NCR race events in 2008, the Board directed that Estes White receive a list of the tentative race dates, in 2008, which the NCR proposes to include a CCPS race.

2. Equipment rental fees for VIR: The Board discussed the issue of renting to VIR the Region's lights and timing and scoring equipment. It was suggested that the Region might waive its normal rental fee and allow VIR to use the Region's lights and timing equipment at no cost, in appreciation for the track's cooperation with the Region. Motion (Senior/Shanks) that the Region lend to VIR its lights and timing equipment in consideration of their cooperation with the NCR, subject to the clear understanding that VIR will pay for the actual and reasonable cost of replacement or repair of any lost or damaged lights and timing equipment, and with the further understanding that VIR shall pay the Region's personnel the reasonable costs incurred to provide the personnel needed to set up, operate and take down said lights and equipment; Passed.

3. Formula SAE. The B of D discussed the Formula SAE event to be held in conjunction with the Grand Am event at VIR. The Region's support is being requested to assist the Formula SAE event, for which the Region shall receive compensation from the Formula SAE program. To the extent that NCR workers are available to also help VIR with the Grand Am event at VIR, same is encouraged, but after first meeting the Region's primary obligation to the Formula SAE event. The Board indicated its inclination to do so, with this indicated priority.

New Business:

1. Member At Large. The RE advises that Scott Gallimore has previously resigned as a Member at Large, with approximately 9 months remaining on the balance of Mr. Gallimore's term. Nominated to fill Mr. Gallimore's unexpired portion of his term were Blair Stitt and Chuck Stanley. The Board voted and Mr. Stitt was elected to fill the balance of Mr. Gallimore's term, as a Member At Large.

Note: Other matters on the agenda not reached, because of time limitations.

Motion (Pell/Matthews) to adjourn the meeting at 9:12 P.M.; Passed.

Minutes of Monthly Board Meeting - March 19, 2008

Present: Glenn Long, RE, Rex and Patricia Deffenbaugh, James Shanks, Buddy Matthews, Wayne Quick, Alana Long, John Uftring, Ed Wentz, Mark Senior, Heather Powers, Jerry Pell, Bruce Dover, Ginny Condrey and, via telephone, Sara Snider and Brad Draughon.

1. The meeting was called to order at 7:30 P.M. by Glenn Long, RE, at Rudino's Pizza and Grinders, 4911 Central Park Lane, Durham, NC. The RE recognized guests: John Uftring, Patricia Deffenbaugh, Alana Long, Bruce Dover and Wayne Quick.
2. Minutes for the NCR Board Meeting of February 20, 2008, are not available at this time, but will be presented at the April Board Meeting.

Old Business:

1. Formula SAE status report: The RE advises that Kaye Fairer will be the Race Chair for the Formula SAE event to be held during the Grand Am race event at VIR.
2. Meeting locations by Chapter: The RE indicated that he would like to hold one B of D meeting in the West Chapter area and one B of D meeting in the Cape Fear Chapter area in 2008. Brad Draughon is to pick a place in the Wilmington area. for May, for the Board meeting in the Cape Fear Chapter area. Ed Wentz is to pick a meeting place, near Burlington, for the Board meeting in the West Chapter area, for August.
3. Webmaster/Web Page: The RE advises that the Region's Webmaster has resigned and that John Uftring has volunteered to be the Region's Webmaster and that Justin Deffenbaugh has offered to be of assistance in that regard. The RE appointed John Uftring as the Region's new Webmaster.
4. Bulletin mailings: Bruce Dover reports as to his efforts to get a "mail house" to handle the mailings of the NCR's Newsletter, which now costs \$.041 per mailing, for postage. Bruce indicated he will present a proposal, as to same, at the next Board of Directors meeting.
5. SCCA workers at VIR. The Board of Directors discussed the issue of SCCA workers wearing SCCA logos while working at VIR on non-SCCA events; the conclusion of the Board is that SCCA workers can wear their SCCA logo attire, as each sees fit, while working non-SCCA events at VIR.

New Business:

1. Trophies for the Double SARRC: The B of D discussed using a sole source vendor for the trophies for the Double SARRC race in May. It was suggested that the race chairs work through the Trophy Chairman, Alana Long, as to variations in trophies for specific NCR race events. Alana will work with Kaye Fairer to coordinate the trophies for the Double SARRC event in May. The Board of Directors discussed obtaining a new "results board" to replace the heavy results board now being used, wherein the Region puts copies of qualifying sheets and race result sheets, for pickup by the drivers.

Reports:

1. Chapter Reports.

A. West Chapter: Ed Wentz, Chapter Coordinator, reports that 16 members attended the last West Chapter meeting wherein the membership discussed the upcoming March Memories race at VIR; a couple of guests at the West Chapter meeting attended as a result of their attending the Hot Rod and Car Show held at the Greensboro Coliseum earlier this year. In that regard, 40 to 50 people who attended the car show came to the SCCA March race at VIR, on Sunday, as a result of the efforts of a group of NCR members who sent to these people passes to the SCCA race at VIR, and helped in coordinating the effort to respond to their interest in racing, as shown through their registration, for VIR tickets, at the car show. In particular, the efforts of SCCA member, John Linqest, was recognized. A Motion was made to give John Linqest a free race entry, at a NCR SCCA race event, in recognition of his efforts at recruitment for SCCA members, through his own booth at the Hot Rod and Car Show, held at the Greensboro Coliseum; Passed.

B. Triangle Chapter: James Shanks, Chapter Coordinator, advises that about 16 people attended the last Triangle Chapter meeting; James advises that a North Carolina State University student has inquired about starting a sport car

club at North Carolina State University, whose focus will be to primarily engage in autocross events. The Board discussed encouraging that interest and James indicated he will follow up as to same.

C. Cape Fear: Brad Draughton, Chapter Coordinator, reported that approximately 19 members attended the March Cape Fear Chapter Meeting and that 7 to 8 were new members. Further, he reports there were 73 entries for the first autocross event held at UNCW.

2. Committee Reports.

A. Budget and Finance: Sara Snider reports that the Formula SAE event is being supported by NCR SCCA. She indicated that based on the overall costs anticipated for the year that the Budget and Finance Committee recommends keeping the entry fees for SCCA races as previously recommended and as approved by the NCR B of D.

Budget and Finance Committee recommends a \$10 increase in entry fees for SOLO events, i.e. \$25 for members and \$35 for non-members, being a \$5 increase this year, and that next year to raise the non-member entry fees to \$40. The B & F Committee also recommends no discount for multiple event entries. The Committee's target is to hold entry fee increases to 10%, but not to give a reduction or discount for multi entries. Blair Stitt presented arguments against not giving any multiple entry discounts.

The Profit & Loss Statement for the period February 21, through March 14, 2008, was presented and considered, a copy of which is attached to these Minutes.

Sara advises the B & F Committee has met and has recommended entry fees for SARRC, ECR and CCPS races.

It was argued that, from a driver's perspective, the North Course at VIR, though maybe not as desirable as the full course, nevertheless, provides the participants (drivers) with the same number of hours of track time but, nevertheless, same may not be equivalent to the same track time on the full course, as to desirability. After this discussion the Board considered the question of multi entry discounts for the Double SARRC in May. Last year the Double SARRC was \$200 for a single entry and \$375 for a double entry. Motion that the entry fee, in 2008, for the Double SARRC at VIR be \$200 for a single entry and \$375 for a double entry; Passed.

B. Competition Board. Rex Deffenbaugh reports that via email to Estes White, he has advised that the rules for the Carolina Cup Pro Series (CCPS) were approved by the NCR B of D, and that the Board intended to schedule a CCPS race at Rockingham in June. The RE indicated that as to a PDX event in 2008, that such event could, as a practical matter, be put on at Rockingham in June. The Board discussed the possibility of running a separate PDX event on the Patriot Course at VIR, but the consensus seems to be that a PDX race group at VIR may better be scheduled for next year (2009) in view of present time scheduling issues at VIR.

C. SOLO – No additional report, SOLO information was included in Cape Fear Chapter report.

D. PDX/TT – included in Competition Board section B. above.

E. Membership – No report.

F. Publicity. The Board discussed and authorized spending \$20 for 100 copies of SCCA fliers, to promote SCCA membership.

G. Charities. The B of D discussed the issue of sharing all charity funds equally (pooling) among all the identified charities. The consensus of the Board, however, is to leave the charity arrangement as is, i.e., each charity receives the proceeds from its specified race event.

H. Banquet. The RE advises that no one has yet volunteered to chair a banquet committee.

I. Awards. Motion (Senior/Shanks) for the Region to spend \$5 per race car for each car entered at the Double National to provide them an event picture of their vehicle, in recognition of their entering the Inaugural Double National at VIR; Passed.

The Board of Directors discussed the issue of whether changes were needed to be made to the Supps because the Region lowered the entry fees for the ECR race in March, without changing the Supps., as may be required by the GCR.

Motion to adjourn the meeting at 9:17 P.M.; Passed.

45th Birthday of Formula Vee Racing

The Greatest Road Racing Event on April 5-6, 2008

by Chuck Stanley

I was privileged to attend the 45th anniversary of Formula Vee racing in SCCA last weekend. There was no way I was going to miss the event, after learning last year it was scheduled to be at Roebing Road, so for an entire year I have debated: drive, work, drive, work. Well, the answer became clear to me when I decided that, if I were to drive, it would no doubt be a one-off. Given my internals and my inability to do anything just once, I decided I best support my long-term ability to remain earthly and married, so driving became a wish, and working my reality. But being there was always non-compromising.

I arrived Friday by 5 pm to the hotel, checked in, and decided to grab some grub before heading out to registration. Yes, I decided to hotel it alone only because of the forecast, and that became a good decision, as the weather was a challenge. But that gets better. So, by 6:45 pm supper is done, registration a breeze and I am wandering the filled paddock trying to find my friends. I end up finding a couple I was looking for, and just like every Vee crowd I have ever been around, I made three new ones that were in from Colorado, California and Oregon. Yep, we had folks from all over, more Beachs and Formcars than I have seen in one place in a very long time, and smiles all around. I hung in wandering until after dark, three free beers (I wasn't looking, but also did not refuse), and decided I'd best head out, because I also wanted to hit the BASS Pro Shop in Savannah and knew Friday night was my only shot. So off I went, made it as planned, and motored on to the hotel and rack before 10. Plan is working.

Saturday, well, all anybody can say about Saturday is "God was crying"... Buckets... Lightening caused a shutdown mid afternoon, which actually also worked out by helping the cook finish his/her work for the banquet. The drivers behaved really well in all the rain (lakes of water), and with the look ahead forecast that could only mean one thing... Watch out for dry pavement tomorrow... More later on the drivers.

The banquet was excellent, a lot of laughs, and at least one survival run for the adult version of liquid. Lee Wagner and Shannon Jones graciously accepted my presence at their table, and I apologize I forget the 3rd guy's name (I am terrible sometimes with names), but no matter, drivers welcoming us smelly workers... We had a great time of lies, laughs and the banquet committee had excellent speakers, recognitions and everything represented all what Vee racing has always been about... Yes, there is competition, great competition, but there are also life lasting friendships that are formed, nurtured and re-united at these Birthday Parties.... And there are also new friendships generated, and that happened each day I was there. Banquet ends by Ray Caldwell, as keynote speaker, giving everyone an appreciation of his past, who he has worked and raced with throughout the years, how his D13 was born and what new things this adventuresome man is doing today (flying experimental aircraft). He doesn't just make test flights in these birds, he takes off in one and heads for Alaska for his fun.... Quite an interesting guy for sure, a standing ovation received by all, and off I go again to the hotel for watching UNC and hit the rack. Not being a UNC fan I wasn't exactly crying myself to sleep, seems I remember a chuckle or two just before I remember waking back up.... Slept real good that night.

Sunday was suppose to be a "cleared out" weather day. Well, a couple times we did see shadows, saw some hints of blue sky, but you really had to be watching for it or "Poof", all gone... Mostly cloudy, looked like we were going to get blasted just in time for the Brundage race, but we did not see a drop all day... Phew.... But, dry track and slicks now brought with them the infamous "red mist" and how contagious it was. Drivers' mindset: Forget the banquet; forget the kids, dogs, cats and wives, screw all that; **YeeHa...we're racing!**

The historic and vintage guys and ladies were flying, racing, and in no way babying their cars. All three groups put on a show of skill, speed and many of them could have put their cars in the "current car show" no doubt. I mentioned earlier there was a crew in from California, well one of those cars was driven by the most skillful and fastest driver I have seen in a vintage Vee in more time than I can remember. He was bent on taking a trophy; he was the class of his field all weekend and never dropped a wheel. Workers can pick out skill differences and he was just that.

Well, then the format had 3 heat races of the current Vee's so they could set the field for the Brundage race. The first heat race was going pretty good when all of a sudden we at station 4 had 3 cars spinning and a 4th coming in to avoid, but could not. Somehow, he launched off one of the cars, up, up and away he went. As the prior cars were spinning I was reaching for the bottle, and I knew I was about to have to carry a 20 pounder when all I saw was the bottom, sides, and top of the 4th car about 8' in the air. When the cars in the pack cleared and I was able to safely cross (picture a penguin carrying a red thing), I made it to the driver. I knew on the way it did not look good, and when I got to him I knew he was unconscious and so I immediately signaled for an "**ambulance now**"... Our station 4 crew did an excellent job in communicating our need in a calm and clear

fashion, they understood the hand signals, and for the most part a sticky situation went like clockwork.

By this time, cars are back flying by and I'm steadying the driver till the EMT crew gets there. Best place at the time that driver could be is still strapped in, head steadied. I try to continue my one-way conversation with him, no response. I knew he was breathing, I could see he was fogging his face shield, so I felt as good as I could for him, given my "mental checklist". About 15 seconds more and the driver comes out of it, I am totally focused on him, so I know he is still not with me, but I start now with the basic questions, because I have a guy who can talk to me now. Everyone out there knows I like to talk, right? Scattered and varied response quality, expected but not good... I then notice he has some very ugly looking black marks on the top of his helmet, so I suspect he either got run over somehow, or in the flip he somehow got his helmet marked by some kind of impact, so one more mental note. EMT's arrive, they were fast, professional, listened to me as far as my quick 10-second status update, and once I knew the first guy had the driver secured, I bailed and got out of the way. There were three EMT's that responded, two immediately took the information from me and started on the driver, and the third positioned the ambulance where we were completely protected. A great crew. After all was said and done, the driver was able to walk into the ambulance, with the assistance of the EMTs, and off they went. Heard on the net about 15 minutes later they were headed offsite transporting, we all knew why. I have since heard that he is doing fine...no serious injuries, but his car didn't fare so well...all 4 corners had to be replaced.

The second heat race had all the "hot shoes" in it, somehow. Many National Vee Champions were represented in that group, and they did not disappoint us in their race. What a battle, what a show, never the same leader two laps in a row, and it was a 15 car pack for most of the race. Well, as could be predicted, something big "could happen", and not to be wrong, the drivers decided station 4 on the checker lap was the time and place. I will not detail the incident here, but the situation created a protest, which at this time I have no idea how it was resolved. But I can and will say this. The leaders coming into 4 showed everyone there why and how they became National Champions. One driver for whatever reason decided to make an inside move, maybe he was put there, who knows, but was a Waffle House "scattered and smothered" 5 car "scha'mahzzle" that had them spinning, avoiding, impacting and all but one continuing. Unfortunately, one of the victims was also put out of the Brundage with the situation that was really sad for him and all of us who were watching his speed, skill and smoothness. Oh well, that's racing, none of us, to my knowledge, got to stay late due to it, and no one else got carted off on the gurney. So life is good. The 3rd heat, fast racing, no issues, everyone played nice (at least what we could see), so now on to the Brundage.

The Brundage race is the icing on any Formula Vee Birthday celebration. Not everyone gets to race in the "Big One". You race to get in the race, and if you don't hit the clipping point in your heat race, you get to watch. The only thing I wondered about was length. All of the heat races were 15 laps...the Brundage was 10. I don't quite get that, but I never asked, didn't really pay attention until things were happening, but I find that curious... Anyway...

What a race! It turned out to be everything that was before it as a buildup. Lead change after lead change, back markers did create a little separation at the very end of the race, but not the first lapping experience, and when the announcement came over the net that the checker was out it was also stated that they did not know who won. It was a photo finish, and both the story and picture are for you to see and much better written than I ever could be by going to www.eformulacarne.com. Click on the News link and look up the article...dated 04.06.08. At the end of the article is a link to a great in-car video of the last 3 laps, riding with the eventual winner, Jeremy Grenier. Now I see details and things I never saw in my years behind the wheel of a Vee (at least some I could do). Wow! I have also put a few pictures up on my fishing website, feel free to visit it at your leisure,

<http://sccafoolishrat.piczo.com/45thformulaveebirthday?cr=1&linkvar=000044>.

We Get Letters

Ginny,

PLEASE pass this along to the entire race committee.

THANK YOU all for a wonderful time at the Oak Tree Double National. I had a blast as this was the first time I got to race at VIR.

For me, the Oak Tree **SINGLE SATURDAY** National was a great experience. I will explain. While driving Wednesday the 800 miles to the track, I got a call asking if I could be in Colorado Sunday night to start a work contract. I wanted to race, but I wanted the contract work too. So I qualified Friday, raced Saturday and left Saturday evening (driving Saturday evening and Sunday morning straight home in time to grab me gear and hop on a plane). Even missing one day, it was still a wonderful weekend.

FYI, I wrote the SCCA CRB and told them I though VIR was a worthy track for Runoffs consideration. I know it is on the short list. Right now, VIR's only shortcomings are the small paddock and the rough ground when you leave the track surface. (Yes, racers should not leave the track, but somehow they still do.) Good luck if you get the Runoffs contract. I know that you will have one aspect down pat - hospitality.

Sincerely,

Peter Zekert, Maryland Heights, MO

=====

All you folks do a great job! What a production, and from the customer's side it looks effortless. I know it's not, but it seems that way. Thanks!

Carlton Midyette

Membership Milestones

The following NC Region members will all be celebrating milestone anniversaries in the year 2008. Congratulations!

Years	SCCA join date	Name			
			15	3/1/1993	Jennifer Bunn
50	10/10/1958	Stephen McClellan Jr.	15	5/25/1993	Michael B. Cooke
40	2/1/1968	R. Gavey Bean	15	6/9/1993	Mark T. Senior
40	9/1/1968	Stephen C. Shepherd	15	7/28/1993	C. J. Biamonte
35	3/1/1973	Ann M. Harvey	15	9/8/1993	W. Keith Armstrong
30	1/1/1978	Ken Payne	15	10/26/1993	Mark Coffin
30	3/1/1978	Charles Dennis Gabriel	15	12/22/1993	Michael W. Carter, Jr.
30	3/1/1978	Lorri Ann Payne	10	1/27/1998	Jeffrey M. McKain
30	9/1/1978	Grover McNair	10	1/27/1998	Peter Charles Norton
30	10/1/1978	Clyde L. Kiser	10	2/5/1998	Jeff Joyce
30	11/1/1978	Richard D. Starkweather	10	2/5/1998	William J. Pennington II
25	5/3/1983	Glenn Long	10	3/12/1998	Dale E. Spangler II
25	5/16/1983	Michael (Mo) Overstreet	10	3/12/1998	Kelsey P. Spangler
25	5/16/1983	E. (Sam) P. Overstreet	10	4/2/1998	Jeff Lengel
25	11/9/1983	William Gurley	10	4/2/1998	Traci A. Moser
20	1/22/1988	Cheri Spangler	10	4/2/1998	Neal Moser
20	1/23/1988	Jeffrey Robb	10	5/6/1998	Richard M Goodin
20	3/24/1988	William H. Black III	10	5/14/1998	Don Bayley
20	5/9/1988	Toni Stanley	10	5/27/1998	Jean Quick
20	8/25/1988	Rex T. Deffenbaugh	10	5/27/1998	T. J. Quick
20	12/12/1988	Linda M. Starkweather	10	8/20/1998	Barrie Littlefield Coffin
15	1/14/1993	Ann M. Busby	10	10/22/1998	Tracie Bryson
15	1/20/1993	Rickey O. C. Thompson	10	11/12/1998	Robin Nicholas
15	1/26/1993	William R. Neal, Jr.	10	11/24/1998	Julie Matthews
15	1/29/1993	Emmitt Denton Staley	10	12/17/1998	Zane A. Stephens
			10	12/22/1998	Scott Murphy

(more next month!)

2008 NCR Schedule

- February 23** Crash & Burn School - VIR South Paddock 9am to 3pm
- February 24** "Spring Fling" Autocross - UNC-Wilmington - Auto-X
- March 8-9** "March Memories" SARRC/ECR/CCPS - VIR North course - VIR test day on March 7
- April 11-13** Inaugural "Oak Tree Double National" - VIR full-course - VIR test day on April 10
- April 20** Global TransPark Solo Challenge - Kinston - Auto-X
- May 10-11** "Al Fairer Double SARRC Challenge" - VIR full-course - VIR test day on May 9
- May 17-18** "MayDay on the Runway" - New River Air Sta. (Sat. Novice School) (rain date May 24-25) - Auto-X
- June 22** "Indy at the Park" - Smith Creek Center - Wilmington - Auto-X
- June 28-29** Regional/CCPS - Rockingham Speedway
- July 20** "Sounds of Freedom" - New River Air Station (rain date July 27) - Auto-X
- August 16** "RiverFront Grand Prix" - Cape Fear Community College (Saturday night finish) - Auto-X
- Sept. 13-14** PDX - Rockingham Speedway
- September 28** TBA - Kinston - Auto-X
- Oct. 18-19** "Rumble at the River" - New River Air Station (Sat. Novice School) (rain date Oct. 25-26) - Auto-X
- Oct. 25-26** "Goblins Go" 2009 SARRC/2008 Double ECR - VIR full course - VIR test day on Oct 24
- Oct. 31-Nov. 1** 13 Hour "Charge of the Headlight Brigade" Enduro - VIR full-course
- November 16** "RiverView Grand Prix" - Cape Fear Community College (Season Finale) - Auto-X

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NEED GARAGE SPACE?

I am planning on building a multi-use commercial building with warehouse space big enough to hold about 24 double stall-size positions. Location is TBD, but I am leaning toward Orange County, along I-40/I-85. A lift is planned (if insurance can be worked out). Building will be secure with possible outdoor secure storage available for larger vehicles.

Now taking nonfinancial-commitment reservations
to gauge viability of using the warehouse as a car club garage.

Current Rental fee (given 24 spaces leased): **\$175/mo** for indoor space. Initial 12-month contract will be required approximately 45 days prior to estimated construction completion date.

Decision whether to use the warehouse portion of the building as a club garage will be made this summer.

If seriously interested, please send email to:
chemguy@earthlink.net or fax 643-1234.
Bob Medred w: 968-4009

NC Region SCCA Board of Directors and Contacts

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

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

NCR Officers

Region Executive
Glenn Long
10008 Old Warden Rd.
Raleigh, NC 27615-1126
H- 919-614-4797
W- 919-870-6558
glenn@longroadracing.com

Assistant RE
Rex Deffenbaugh
233 E Johnson Street
Cary, NC 27511-4046
H- 919-542-1457
W- 919-467-2884
happyjap@mindspring.com

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

Treasurer,
DA Race Administration
Sara Snider
2012 Yawl Place
Oriental, NC 28571-9796
H- 252-249-6520
C- 252-670-3638
Ssnider30@aol.com

NCR OFFICERS (cont'd)

Members At Large (4)
Buddy Matthews
2319 Albright Dr
Greensboro, NC 27408-5415
H- 336-288-7744
C- 336-312-8858
redstarracing@triad.rr.com

Joedy Pennington
2225 Briar Glen Rd.
Winston Salem, NC 27127
C- 336-971-3772
H- 336-650-1248
jpenningtonii@triad.rr.com

Heather Powers
419 Hillside Drive
Greensboro, NC 27401-1930
H- 336-691-0127
C- 336-707-1344
happyfacerracing@mindspring.com

Member At Large and
SEDIV SARRC Rep.
Blair "Pepe" Stitt
3906 New Bern Avenue
Raleigh, NC 27610-1333
H-919-231-1777
racerpepe@yayoo.com

Past RE
Mark Senior
3313 Corsham Drive
Apex, NC 27539-8335
H- 919-662-7502
W- 919-890-3826
Mark.Senior@ci.raleigh.nc.us

CHAPTER COORDINATORS

Cape Fear Chapter -
Wilmington
Brad Draughon
1122 Sunburst Way
Leland, NC 28451
H-910-233-8348
draughonb@yahoo.com

Cape Fear Chapter -
New Bern
Chris Bray
941 Chair Road
New Bern, NC 28560
H-252-745-4620
C-252-675-8419

Triangle Chapter,
Membership Chair
James Shanks
4109 Pleasant Grove Ch. Rd.
Raleigh, NC 27613-3126
H- 919-571-2918
jrshanks@bellsouth.net

West Chapter,
Pace Car Chief
Ed Wentz
5305 Willard Road
Oak Ridge, NC 27310
H- 336-643-9356
SpeedRacerRX@cs.com

Web Master
John Uftring
202 Canaan Circle
Hillsborough, NC 27278
H- 919-641-2118
John_uftring@yahoo.com

SPECIALTY CHIEFS

Registrar, Office Manager
Ginny Condrey
4455 NC Highway 87 North
Pittsboro, NC 27312
H- 800-342-7390
H- 919-542-5388 (local)
F- 919-542-5384
ginnycondrey@hotmail.com

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

Grid Co-Chief
Cindy Bules
505 S. Main St.
Roxboro, NC 27573
H.252-459-1152
cinbu@embarqmail.com

Grid Co-Chief
Jon Messick
6651 W. Hwy. 96
Youngsville, NC 27596
H-919-562-7506
Ep94@mindspring.com

Scrutineer/Tech
Jeff Lengel, Co-Chief
with Buddy Matthews
1013 Ivy Lane
Cary, NC 27511
H- 919-469-9739
jfl@deltaforce.net

SPECIALTY CHIEFS (cont'd)

Fire/Rescue, Medical,
Course Marshal
DA Emergency Services
Rick Moser
2929 Firewood Drive
Matthews, NC 28105
H- 704-845-9218
rmoser@carolina.rr.com

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

Timing & Scoring
Anna Crissman
805 Nivison Court
Fuquay-Varina, NC 27526
H- 919-215-7255
abneave@earthlink.net

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

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

SPECIALTY CHIEFS (cont'd)

Flagging &
Communications
F&C Co-Chief
Mark Biamonte
1300 Wellstone Circle
Apex, NC 27502
H- 919-303-2306
mbiamonte@ecds-inc.com

F&C Co-Chief
Eric Danielsen
621-D Townside Rd.
Roanoke, VA 24014
H- 540-366-7841
Eric@AllStarImpressions.biz

F&C Co-Chief
David Turner
277 Dogwood Lane
North Wilkesboro, NC 28659
H- 336-667-2557
dfturner@charter.net

Starter, Bulletin Editor
Bruce Dover
559 Saplin Branch Road
Timberlake, NC 27583-9026
C- 919-423-6015
W- 919-929-0484
racerstarter@hotmail.com

Where NCR Meets

Cape Fear Chapter - Wilmington

First Tuesday of the Month 7:00 pm
German Speed Merchants
300 Old Dairy Rd. (just off Market St.)
Brad Draughon, 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
Chris Bray, Chapter Coordinator

Dan River Chapter - Danville, VA

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

Triangle Chapter - Raleigh

First Wednesday of the Month 7:00
El Rodeo Mexican Restaurant
Hwy 70 at Pleasant Valley
James Shanks, Chapter Coordinator

West Chapter - Greensboro

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

NCR Board Meeting – RTP/Durham

Third Wednesday of the Month
Dinner at 6:00, Meeting at 7:30
German Speed Merchants
300 Old Dairy Rd. (just off Market St.)
All Welcome! Alternate location for May only