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Printer: Chapel Hill Printing & Graphics

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RE's Report

by Mark Senior

I didn't think I had much to talk about this month but in putting my notes together I found that I have a lot to cover, so here goes!

All those who participated in the PDX at Rockingham rated it a great success. I won't get into too many details since there were reports in the last newsletter from our participants. However, I did want to note that I heard very positive comments regarding the quality and professional attitude of our workers from a number of the instructors who participate with other car clubs (other clubs normally use contracted corner workers for these kinds of events). Also, we have already had a couple of volunteers indicate a willingness to serve on a PDX/TT Board but we are still in need of someone to act as the Chair. Please let me know if you are interested in taking a lead role in this new and popular activity for next year. We have a couple of tentative dates and would like to get these events organized and advertised early in the year.

In a couple of related items, what goes around apparently comes around. Our BOD agreed to participate in funding the installation of concrete curbing (gators) at several of the turns on the Rockingham road course where drivers have been cutting the corners and tearing up the dirt. Our region is funding this cooperatively with a number of other clubs that use this track including BMWCCA and Tarheel Sports Car Club (THSCC) to minimize the cost to each club. Also, a group of filmmakers from India were using Rockingham both before and after our PDX weekend to produce some kind of NASCAR picture (rumor has it that the recent "Talladega Nights – the Legend of Ricky Bobby" was filmed there). They had a number of tractor-trailers on the site for hauling their cars and equipment which the Track Manager told them they would have to remove from the facility so our group could have exclusive use of the track for the weekend. Realizing our PDX event would not use up all the paddock space, I generously offered to let the film crews leave their rigs and equipment there provided it was moved to areas we would not be using. They gratefully accepted this offer. Well, after all this good will, when our Region received the invoice for the PDX, the track was kind enough to put our \$1,000 deposit from the cancelled Driver School towards the PDX event because "we were such good customers"! This resulted in a significant reduction to our costs. Thanks Ronnie Chavis and Rockingham!

I also wanted to add some details from the SEDIV Mid-year meeting held last month in Atlanta. On the last page of this newsletter, below this year's schedule, is a tentative calendar of NCR events for 2007. We will publish the full SEDIV calendar as soon as it is available. A new SEDIV Worker of the Year award has been created and the Division is looking for nominations in 8 specialties. Two additional awards were also mentioned: the 2006 Yokohama SCCA Club Racing Volunteer of the Year Awards (12 different specialties) to be recognized at this year's Runoffs – winners get a set of Yokohama tires and qualify for drawing for a trip to the 24 Hours of Le Mans as a guest of Yokohama; and The Runoffs Road Trip Challenge where the region with the most participation, including both drivers and volunteers, gets a free sanction fee for their first National race of 2007, free membership dues for all Runoff participants, a trophy for the region, and commemorative items for each participant. Nominations for the Yokohama Workers of the Year are due by September 1, 2006 so if you have someone in mind, please let me know ASAP so I can get you a form!

On to the Oak Tree National! This was a super event. We had almost perfect weather; we had our largest turnout in some time; the Pro-IT folks enjoyed the track and our hospitality; the Region was able to make a significant contribution to the Ronald McDonald House charity (\$1,243) due to lots of drive-arounds (\$900) and participation by the Mazda Club (thanks for coordinating this John Uftring and Ashraf Farrag); and we had 3 Boy Scout Troops (up from one last year) camp at the track and enjoy a tour of the facility.

We managed to squeeze in a very productive Budget and Finance meeting Saturday at the track (thanks to those who took time out from their busy schedules). The outcomes of this meeting were that: we are looking much better this year and should turn a profit; that the BOD should consider increasing fees around 10% each year and observe how this impacts revenues; the BOD should charge enough to insure that our “contract” events with VIR pay for themselves; and that we should take steps to manage the money we have in checking and savings to maximize the interest we are making.

We also had a BOD meeting with the following items of interest: the contract for the annual meeting/awards banquet on Saturday January 13, 2007 was finalized, signed, and submitted; concerns from potential participants regarding the supplemental rule of a maximum number of laps between refueling for SM, SRF, and SSM in the upcoming 13 hour race was discussed and referred to the Comp Board for consideration; a request for the refund of an entry fee was approved minus fees already paid by the Region; the need for workers for the very long Grand-Am weekend was discussed; and the possibility of sanctioning and insuring the USERA event at the Grand-Am weekend was considered.

For those who have not looked at the Region’s calendar, we have lots of events coming up. This includes staffing the Grand-Am races at VIR October 6-8. This event has expanded into a much bigger and longer event with USERA races, GT LIVE, and other activities covering up to 18 hours on Friday and Saturday and 12 hours on Sunday, so we will likely need all the workers we can muster.

Next up will be the Goblins Go Regional race September 28-29. This event will also feature a full slate of events including SARRC, ECR, and CCPS races on the North Course as well as a Time Trial event on the South Course. This weekend will also feature the 2nd running of the Production Festival event where the production racers get their own exclusive race and have their own special celebration and awards. This was extremely popular last year and is expected to be bigger and better this year!

The Region also has at least 4 more Solo2 events this year so if you have not tried one of these yet, now is your chance. Check the Region’s calendar on the website and on the back page of this newsletter for dates and locations.

As of last week, NCR member and Pro Rallyist Anders Green has stepped up and agreed to work with SCCA National to put together a “fun” Rally for sometime this fall. This is a cooperative event with SCCA to benefit Mothers Against Drunk Driving (MADD). A date has not yet been confirmed, but this event should come together quickly. The Region will be looking for workers to help on short notice, so if you’re interested, please let me know. SCCA National provides some funding for this event so we anticipate free food and some type of worker credit for volunteers.

Last but certainly not least will be the Kumho Charge of the Headlight Brigade 13 hour Enduro November 3-4. Teams are already entering and a special website has been created just for this event (*see article on page 1 –Ed.*). You should find a half-page ad for this event in the next issue of SportsCar thanks to the efforts of John Uftring.

That’s about it for this month. Please remember to try to come out for one of the Region’s events. Based on our membership list, we have a lot of members that we never see!

Fans of NCR’s “Charge of the Headlight Brigade” ... this is the forum for you!

The North Carolina Region’s fall endurance race, “Charge of the Headlight Brigade”, began in 2004 as an 8-hour race with 65 entrants and grew to 13 hours last year with 62 entrants. This year, it will again be run for 13 hours. With two months to go, we currently have 63 “Intent to run” forms in hand.

The race has become quite popular with many drivers. One driver has become such a big fan of the race, and of VIR, that he’s created a forum dedicated solely to the 13 hour race. That driver is Don Batson of Austin, Texas. In addition to the US, Don has raced and instructed in Canada, England, France and Portugal during his 20 year racing career and says that VIR is reminiscent of some European race tracks he’s familiar with. You can log on at <http://www.vir13hour.com/>. There are forums for the various classes that are eligible to run, as well as information about the track, setup and preparation for the race. And, there are some great photos on the site by Jerome Leveque.

Look for more information about the VIR 13 Hour Forum here next month, but in the meantime, log on, register and check out the site.

Triangle Chapter Notes

by James Shanks

The August 2006 meeting of the Triangle Chapter has passed into history. Alas, we still had only Pepe's videos to watch, but at least they were recent – from the last Carolina Cup race at VIR. And we had a drawing for some t-shirts that our illustrious Chapter Coordinator had received from the Angels Among Us folks. Y'all remember them, I'm sure. The Region raised money for them, which they in turn gave to the Brain Cancer Center at Duke, at the Al Fairer SARRC-MARRS Challenge in March. The shirts were rather colorful, with an Angels Among Us logo on the front, and they included the NC Region logo on the back, along with those of all the other civic groups who had helped that worthy cause in 2006. It was nice to see our contribution recognized. Who knows how many people, who might never have heard of us otherwise, might now see us on the back of those shirts? It never hurts to advertise.

In Region business, we learned that the PDX at Rockingham was a rousing success, even if it was sparsely attended. The thirty or so drivers who did participate shared 5 on-track sessions per day, and no one went away complaining, not even about tire wear. And there was a really good story to go along with the event. An Indian film about NASCAR, of the "Bollywood" sort, was being filmed at the Rock at the same time, and we heard all about the crew setting the place up so shooting could commence when we were through with the facility. I'll bet it would have been really interesting to have watched the filming, even more interesting than when they had to red flag the event because some errant film crew member drove into the infield without getting permission first. Surprise! By the way, kudos were given to Chapter member Mark Biamonte who acted as Flag Chief for the event, even though he wasn't at the meeting. The Region's Board of Directors is pleased with the way that the event transpired, and they are convinced that events like these will provide the fertile ground from which we will reap new members in the future. So to make certain that time trials and performance driving events are handled well in the future, the Board formed a committee to plan and oversee them. That committee currently has only Treasurer Sara Snider and Cape Fear Chapter Coordinator Richard Franklin on it at the moment, and it needs more volunteers, especially a chairperson. Sound like fun? Just ask the people who were part of this one. So if that appeals to you, please step up and help us out. Don't just follow, lead!

In other business, RE Mark Senior reported on the SEDIV mid-year meeting which he had recently attended, and I'll say very little about that here, since he will undoubtedly cover it in detail elsewhere in *The Bulletin*. But I do want to note that the brouhaha over the IT-7 (and Spec Miata) spec tire rules, which we reported on last month, ended quietly. The IT-7 rules remained unchanged, while Spec Miata gained an unrestricted rain tire. Some changes are happening in other areas however, with Fred Schmucker stepping down as the Executive Steward with the popular Rick Mitchell stepping up to take his place, and a new, more comprehensive SEDIV web site is being constructed. Our own Kaye Fairer introduced a proposal that the Division pursue having two double nationals, one in the south and one in the north (read that as "at VIR") and a committee was formed to try to make that happen. Let's wish them well. Thanks, Kaye!

We ended the night with Rex Deffenbaugh's presentation on the HANS Device, which played on a laptop that Mark Senior brought, since it wouldn't play on Pepe's DVD player, as we found out last meeting. It was also noted that there is an item before the National Board of Directors at this very moment, which if it passes, would require that only SFI-certified head-and-neck restraint devices be used after 11/06/2006. This would outlaw all other manufacturers other than HANS. Many people think this is too much too fast, and if you agree, then I urge you to contact your representative on the National board, Kaye Fairer, and also to send a letter or e-mail communication to the Comp Board as soon as possible.

Well, that about wraps it up. Why not join us for some good Mexican food and camaraderie at the next Triangle Chapter meeting, September 6? I'll see you there . . . or at the races!

Oak Tree National Charity News

Thanks to the generosity of participants at the Oak Tree National, the region will be sending a donation to the Ronald McDonald House of Durham for \$1243.00. These funds came from collection buckets in Registration, track tour donations, and proceeds from t-shirt raffles that Ken and Stacey Grammer hosted. A special thanks goes out to Ken and Stacey for initiating the raffle! The representatives from the RMH were very excited to be invited back to VIR and renew the partnership with NCR.

Oak Tree National and the Fall of Our Season

by Chuck Stanley

The NCR is headed down the home stretch of our 2006 season with having just completed a successful 7th Oak Tree National weekend since reopening VIR in 2000. The National hot shoes vying for positions to join their counterparts at the inaugural Heartland Park Runoffs gave everyone a good show. The race weekend saw great weather for mid August, I did not see 2 drops of rain (well, maybe Sat. a.m. a tad) but for sure we never hit 90 degrees on the thermometer. Just absolutely chamber of commerce weather with smiles on all faces all around. The Carolina Cup drivers complimented the weekend with their special brand of superb IT racing, and also SCCA Pro I/T version of the same rounded out the weekend. We hosted a worker contingency consisting of both our local NCR folks and some who came in from the DC area, Tn., Pa. and various places in Va. Always we appreciate everyone's efforts, as these races would never happen if it were not for the dedicated workers in all specialties, the stewards and all it takes to come together as one team. Thanks folks.

So, looking ahead to the twilight of our 2006 season has the HSR coming in Labor Day weekend and then Grand Am weekend staring down our barrel. Pete Jones and Mark Biamonte will be co-F&C Chiefs for the HSR weekend, with Pete Romanowski providing his expertise to support their efforts. Come on out and join the NCR for this change in the HSR schedule and see some really fast and racy older racing machines. Then arrives October with three solid, long days for the Grand-Am beginning on Friday and ending on Sunday night. Two 16 hour days and Sunday is a 12.... More to come on the planning, but in the meantime tell everyone you know to join us, sign up on the web site and be ready to be a part of the largest spectator event in VIR history.

In closing I wanted to say a special thanks to extra efforts that were made during the Oak Tree National to support the efforts the NCR has of our charities. As most of you know, our NCR BOD is a giving group of individuals and throughout our racing seasons, we as a region help support various charities during our events. The Oak Tree National was a huge success both for the region as well as our charity program. A single action by two people helped make the contribution we could to the Ronald McDonald House surpass what we were able to contribute in 2005. Ken and Stacey Grammar donated over 30 racing shirts they had gathered over the years and setup a raffle, with all donations going to the charity. Their efforts netted well over \$210 that went along with that gathered during the drive arounds. Ken and Stacey, a wonderful thing you two did and I know the RMD House, your efforts will be put to very good use for those kids.

Thanks all, see you next time at the races....

Boy Scouts Learn about Road Racing at VIR

For the fourth year in a row, local Boy Scouts have been with us at the Oak Tree National. You may have noticed their campground as you entered VIR, on the left after you cross the bridge, under the trees behind the Patriot building.

This is from Ron Alexander, Scoutmaster Troop 793, Forest Grove U.M.C., Ashland, VA:

“What a great facility! What a great event! What a great group of people! Once again you have provided a unique and exciting adventure for a group of young boys (and their leaders) and set a very positive example for them. The generosity extended to the Scout Troops that attended is greatly appreciated, along with the fine individuals that took time during their busy schedules to talk to and work with the boys. Many of the SCCA, VIR and race team folks shared with the boys their Scouting background, setting a good example and showing the boys that there are many former Scouts out there.

“With all of our boys being from the Richmond area, traditionally ‘NASCAR Country’, this trip broadens their knowledge of the racing world, shows them you can race and make right turns, and we always end up with some converts to road racing from NASCAR and boys who had no previous interest. It's great to hear them discussing races they see on the Speed Network at meetings and outings, showing they are developing a long term interest.

“Special thanks to Brad Davis and the Mini-Cooper team, who always takes time to talk with the boys, bring his car to the campsite and provide goodie bags to the boys, and this year several prizes for guessing closest to his qualifying times.

“Special thanks as well for the SCCA/BSA patch, there will be a lot of envious Scouts when these are worn at local Scouting events.

“Since our first time coming to VIR in 2003, Brad Davis with the Mini Cooper Race team has always taken time to visit and talk with the Scouts, has always brought his car to our campsite, and always welcomed the boys into his pit when they are down there. He put together Mini-Cooper goodie bags for the boys for the last couple of years and this year gave away prizes based on the boys best guess for his qualifying time. First place received a remote control Mini-Cooper, 2nd place a Mini-Cooper transformer robot, and 3rd and 4th places a ride in a Mini-Cooper on the track. His generosity with his time, the gifts for the

Scouts and his positive attitude and demeanor sets a good example for these young men, particularly when they learn he is a former Scout. We as leaders are always thankful for individuals such as Brad, the SCCA crew, and the VIR folks who have helped us bring these Scouts to such a wonderful event as the Oak Tree National.”

Says Brad Davis, “I was a scout, and at about their age, when my older brother started taking me to races at Marlboro and got me hooked on a life with autos. The SCCA has meant a ton to me over the years from spectating, to my national rally days, autocrossing and road racing. At age 13, retired racer Rick Mendelson took me around the race course at Marlboro at a Stopwatcher magazine car test day and changed my life. I hope I can give just one of the scouts a similar experience. VIR also has a special place in my memories since I took the girl I was dating to a race there in 1971 and she still married me and has put up with my racing addiction ever since (married 34 years). In that troop are our future workers, drivers and crew chiefs.”

Also, many thanks to those who showed the Scouts around and gave them tours of various areas around the track, including, among others: Janet Bruce, Ginny Condrey, Stacey Grammer and Doug Hooper.

Life Next to the Fast Lane

By Vicki H. Wilson

(The following article is reprinted, with permission, from the August 2006 issue of “Alamance magazine”. It is written by Vicki Wilson, a NCR flagger, with photos by Vicki Wilson and David Page, who is also a NCR flagger. Great to see someone’s getting the word out to the community! Thanks Vicki and David! --Ed)

The clock radio announces the time of 4:55 a.m. as my feet reluctantly search for the floor. It’s a Saturday in March. No surprise hearing that it’s 29 degrees with an expected high for the day in the low 50s.

Dress code is white regardless of the season. Weather dictates layering; double socks, white tee shirt, white long sleeve team shirt, white cardigan hooded sweatshirt, white jeans, and a white two-piece fabric rain suit; this morning for wind protection. Even without a cumbersome outer coat, a glance as I pass the mirror confirms I *am* the Michelin woman.

My destination is Alton, Virginia, just over the North Carolina state line at Milton. It’s Virginia International Raceway, better known as VIR, 3.27 miles of exciting road track. Day breaks as I drive through the rolling countryside of Caswell County wondering what corner I’ll be assigned. Maybe 15 - where cars come off a long straight a way and careen through down hill turns known as “roller coaster.” Maybe at 11, the hairpin curve around the huge oak tree where one can almost touch passing cars from inside the safety of the apex. Of course, Station 3 offers a good view of NASCAR Bend, so named because in the 1960s Richard Petty ran off the track on that curve three consecutive trips around the course. And he was not the only NASCAR driver to falter on that decreasing radius.

My membership in Sports Car Club of America (SCCA) entitles me to stand for long hours in excessive heat and cold holding or waving a flag at passing racecars. Three years ago a friend introduced me to VIR and SCCA racing. VIR is beautiful with its rolling landscape and red barn-style buildings with cupolas. But what really caught my attention that first visit was an eight-foot tall regal Ferrari pony on the crest of a hill. I was hooked before I even heard the rumble of the first car on the track.

As a social security eligible single female, I skew the SCCA worker demographic. My female friends shake their heads in wonderment, while my male friends appreciate my passion for cars and racing. To me it’s a logical attraction.

I love cars. Always have. I grew up 110 miles from Indianapolis. In the ‘60s names like Andretti, Foyt and Unser guaranteed excitement on Memorial Day. (And now I have flagged Foyt and Andretti grandsons!) I didn’t know until adulthood that cars with fenders even raced! At an early age my brother ignited my interest in cars, and we both anticipated the new models arriving each fall in dealership showrooms. I was so envious of friends whose parents drove cool cars like Fords and Chevys. My parents bought Hudsons and Ramblers. However, I did manage to marry a 1964 ½ (a mid-year model) Austin Healy 3000!

I am a North Carolina Region SCCA licensed flagging and communications worker, simply known as a “flagger.” Flaggers have a lot of responsibility in helping to ensure drivers’ safety. We communicate to drivers with flags. The yellow for caution; the blue for passing. Others include red, black, black with red circle (called a meatball), green, white, and red with yellow stripes that designates debris on the track. Each station also has a communicator who reports over short wave radio incidents to race control that in turn dispatches emergency vehicles, when necessary. While we do have several pro SCCA events each season at VIR, the majority of drivers are there for the sheer fun of the sport. They are not pros, they don’t have sponsors—it’s their own money they invest in the sport. The non-pros (I would never call them amateurs) are responsible drivers required to complete a drivers’ school to become licensed to race.

I’ve learned that flagging requires stamina. Weather and location conditions can be challenging. I accompanied several of my flagging buddies to the Cleveland Grand Prix for a Champ Car race that included a rising young star named Danica Patrick. Working conditions at the temporary track, an airport runway located right on the edge of Lake Erie, were less than ideal. The

cars whizzed past our station (tire walls and concrete barriers) close enough to send brake dust and tire marbles, flying all over us, even getting into our ears and noses. Three long days. We were dropped off at our station at 8 a.m. and not picked up until after 5 p.m. Lunch was tossed to us from a slow moving pick-up truck during a break in the racing. The only shade came from the shadow cast by our port-a-john. With temperatures in the high 80s, I created my own form of air conditioning. I would dunk my hat in ice water and plop it on my head for temporary relief. At each day's end, I was sweaty, filthy, tired, and sunburned (in spite of using a liberal amount of sun block). And I had a blast!

Why do I love sports car racing? Variety. At VIR, I have seen cars I never knew existed with names like Lola, Panos, and Elva. I salivate over Porsche Carreras, Maseratis, and Ferraris. But my favorites to watch are the little Factory Five Cobras, Formula Vs, and Radical Spec Racers that hug the curves so well.

The cars are beautiful, the people are great, and the opportunity of being real close to the race action is exhilarating. I even accept now the concept that cars with fenders are acceptable on the track—sometimes.

Bench Talk, Sept. 2006

RiverFront GP Autocross with a NIGHT FINISH!

The day started gloomy with plenty of sprinkles, but as promised by the weatherman, the skies cleared and we were treated to a nice sunset over the Cape Fear River. In addition to the dampness, the racing surface was a bit slick due to recent blacktop sealer applied just a few months ago.

All competitors received nice dash plaques

Traction was at a premium and the advantage went to the 4 wheel drive cars such as Subaru WRX's, Mitsubishi EVO's and VW R32's. As the night went on, negotiating the tricky course became even harder as headlights and street lighting were all that illuminated the site. Revving engines reverberated around the buildings of downtown Wilmington until we finished at 9:50pm.

We are looking forward to doing another Night Finish next year... If you have never autocrossed at night, make your plans to join us in August 2007!

3rd Annual "Indy @the Park" Autocross:

Our 3rd "Indy at the Park" will take place Sunday, Sept 24th at Wilmington Industrial Park/Smith Creek Centre. Be sure to pre-register early at www.myautoevents.com as these events tend to be well attended.

A note from your Cape Fear Chapter Coordinator

With the successful PDX (Performance Driving Experience) at Rockingham, we are on our way to having track events appear regularly on the NCR schedule. FYI, we have 4 events left in the season.

September 24th – Indy@thePark-Wilmington

October 14 or 22nd @ New River Air Station-J-Ville

Nov 5th –Twin Rivers Mall - New Bern

Nov 20th – RiverView GP Downtown Wilmington

Thanks!

Richard Franklin

Honda S2000 "11 A-Stock" Black/Red

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Where NCR Meets

Cape Fear Chapter - Wilmington

First Tuesday of the Month 7:00 pm
McAlister's Deli Meeting Room
740 South College Rd (Across from Kmart)
Richard Franklin*, Chapter Coordinator

Cape Fear Chapter - New Bern

First Thursday of the Month 7:00 pm
Family Tire and Auto Service
Hwy 70, ¼ mile east of the Mazda dealer or
just west of Taberna
Vern Geddings*, Chapter Coordinator

Dan River Chapter - Danville, VA

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

Triangle Chapter - Raleigh

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

West Chapter - Greensboro

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

NCR Board Meeting - Hillsborough

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

Remaining 2006 NCR Schedule

Sept	2-3	Historic Sportscar Racing	
	24	Wilmington Ind. Park 2nd Annual "Indy at the Park" - Autocross	60 Cars Max
Oct	6-8	GT LIVE/Grand-Am Cup Twin 6 Hour/USERA Twin 3 Hour	
	14-15	Open For Havelock Or New River Air Station TBA - Autocross	60 Cars Max
	21-22	Open For Havelock Or New River Air Station TBA - Autocross	60 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