



The Bulletin®

The Official Newsletter of the North Carolina Region SCCA



RE's Report

by Mark Senior

Welcome all to 2007! I don't know about you, but personally, I'm anticipating an even bigger and better year. We had a little hiccup with the first part of our event schedule but the remainder of the year should offer more events at more venues than ever before. As a result of circumstances beyond our control, it looks like the region will host its first race at Rockingham this year the weekend of March 10-11. Without getting into details, our March Memories date at VIR was allocated to another organization. Fortunately, Rockingham had a March weekend available and the competition staff is working hard to have everything in place for our first race there in a long time. One change that those who have run the track before will find is that there is now concrete curbing on most of the turns. Thanks are due to Tarheel Sports Car Club.



Along with a full Club Racing schedule, we've planned a few high performance driving events (Performance Driving Experience or PDX); a couple of Track Trials (also known as time trials or TTs); at least one double Carolina Cup Pro Series (CCPS); a bigger and better Production Festival in October; as well as a full slate of Solo/autocross events. At the time of writing we are still finalizing the events that our workers will support but it looks like we will be helping out with both Grand-Am events this year. The latest schedule of all of our proposed events can be found on the last page of this newsletter.

The first event for 2007, or really the last event of 2006, was the Region's Annual Meeting and Awards Banquet, which took place on Saturday, January 13 at the Clarion Hotel in Downtown Raleigh. Thanks again to our Banquet Committee, Barb Gallimore and Trish Deffenbaugh, for putting this together; to Heather Powers, the Chapter Coordinators, and the Specialty Chiefs for their considerable efforts in deciding on our annual awards, to BOD member Ed Wentz for helping MC the evening, and finally to Ginny Condrey and all the others who help make events such as this happen. I don't have the final numbers but I believe this year was event bigger than last year with well over 100 enthusiastic participants who were treated to some

warm hospitality, some great food (and killer deserts), some fantastic door prizes, and some fine entertainment. I was happy to see that a large number of the participants decided to hang around after the banquet to enjoy the music and dancing and later to sample the night life of a revitalized downtown Raleigh (I was slightly disappointed that our members only closed down 2 bars this year).

For those who have never attended the annual banquet, this event begins with a brief business meeting where the results of the election are announced and the leadership for the coming year is recognized. This is followed by dinner and then the awards program. The business meeting this year was mercifully short. I briefly covered the past year and the coming year and then the results of the election were announced. I'm honored to declare that Sara Snider won a very close race with Steve Keadle for the position of Treasurer. Since all of the other incumbents ran unopposed, your Board of Directors will remain the same for 2007. My understanding is that the Chapter Coordinators will also remain the same for '07. However, the Region is still in need of someone from the Dan River Chapter to assume the role of Chapter Coordinator and fill a continuing void on the BOD. It appeared that our membership numbers fell off slightly from this time last year (976 down to 900) and that is

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Who wants to step up?

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something we would like to turn around by enticing new members and through doing more to retain existing members. Our Treasurer, Sara Snider, was unable to attend but our Bookkeeper, Ginny Con-drey, reported that we finished the year in the black with a reasonable profit. We hope to have a complete financial report available to the members in the near future. Some changes for this year include long time member James Shanks taking over the role of Membership Chair. James has been making great efforts to assist the Region and the Chapter Coordinators to welcome new members and to get them involved in our activities. We have also established a PDX/TT committee to help with the planning and execution of this exciting program. Chairman Steve Keadle, Richard Franklin, and Sara Snider will form the committee but they can use lots of help to get this new program off the ground. Right now we are in desperate need of a dedicated person to help with registration at the Rockingham track.

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AI Hill
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We will also be looking for F&C workers and driving instructors to help support the events. Following the business meeting, Awards Committee Chair Heather Powers took over and together with the Specialty Chiefs and others announced the honored winners of this year's awards. Please take the time to congratulate all the award winners who

are listed later in this newsletter. The beginning of 2007 also found many NCR members down in Jekyll Island, Georgia attending the SEDiv Annual Meeting and Awards Banquet. Like our annual meeting, this event is a combination of business meetings and the presentation of end
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MEMBERSHIP INFORMATION

To get an application for Membership, go to: www.ncrscga.com or call Membership Chair Kaye Fairer at 434-793-4235



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Advertising rates for The Bulletin

Ad size	Number of Insertions / Cost			Type
	1 issue	3 issues	11 issues (Yr.)	
Business Card	\$15.00	\$40.00	\$120.00	Non-Member
	\$10.50	\$28.00	\$84.00	Member
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1/2 page	\$50.00	\$138.00	\$415.00	Non-Member
	\$35.00	\$97.00	\$291.00	Member
Full page	\$80.00	\$225.00	\$675.00	Non-Member
	\$56.00	\$157.50	\$473.00	Member

Triangle Chapter Notes

by James Shanks

The fat lady didn't sing, but it's all over for the Triangle Chapter in 2006. But our final meeting was a rockin' good time.

The business portion was thankfully short. There wasn't ANY new business, except that we drafted Pepe as Chapter Coordinator again, despite his continual protest. In old business, we just confirmed what we already knew for those folks who had not made the last meeting nor read latest *The Bulletin* yet. The double national is still postponed until 2008. The 13-hour Charge of the Headlight Brigade was the most successful ever, despite the frigid weather, with a huge field of over 80 cars that included such famous drivers as Derek Bell, Gene Felton, and others, to raise money for charity. Be sure to read about all it if you haven't already in the December *Bulletin*.

So what did we do that was so much fun? Well, we had a reunion of sorts. Many folks attended this meeting who hadn't been there in awhile. Heading that list were Paul and Christine Newton. Paul has had a job in Puerto Rico for the last year, and they were both eager to catch up with old friends. So was Arthur Fratus, who flagged with us a year or so ago, but hasn't had the time lately. Doug Roberts was there, along with his charming daughter Sophie, who looked about three. Mark Biamonte, one of the in-coming Flag Chiefs was there too. We haven't seen him in many months, since he doesn't live close. Ditto for Honda driver Tom Bushey, who was back among us. And speaking of drivers, we were honored to have Chuck Hines who took the Carolina Cup championship in IT-7 in his first season of racing. Chuck said he ran 21 races this year, assisted by his buddy Ken West, who also attended. We had

some new folks attending as well. The Long family brought along Marcus Cooke. Glenn had been helping him work on his Miata. And we hope to see him back again. Another pair of first-time attendees whom I know we'll see more of is Mike Spencer and his daughter Erica. Was I mistaken or is she dating Justin Deffenbaugh, son of Assistant RE Rex? And speaking of Rex, Mike posed an interesting question to him after dinner, when it was announced that Rex and the other members of his team had successfully finished the thirteen-hour enduro in Scott Gallimore's ITC Pulsar, despite the fact that it was running on only three cylinders most of the time. Rex said that he had tendonitis from waving other cars by every lap. It was then that Mike asked him which was faster, the Pulsar or his well-known antique bus? Rex didn't answer; he just looked sheepish. Maybe he and the others will solve that misfire before next season.

Nest season? Is that time already? You bet. Time to check the calendar and start making plans! I'll see you all at the next Triangle Chapter meeting February 7, or . . . at the races! 🏁

West Chapter Notes

by Ed Wentz

We had a good meeting to end the year. We welcomed Rob McDaniel, who has been an NCR member for many years, tracking us down for the local meeting; and Hayden Beatty who was a charter member of the predecessor of the North Carolina Region, bringing a medallion (for lack of a descriptive term) from the early 1950's with him. Welcome to Rob and Hayden, we hope to have you back!

There was a good discussion at the end of the meeting about the Region's future. How will we grow? Some suggested that members with racecars show them at various events in the area, whether they are car shows, civic events or whatever. Few may know it, but the SCCA has promotional materials that we can supply, as long as you give us enough notice to get them.

It was also suggested that we talk with the various car clubs in the area. Matt Douglas suggested the Triad Sports Car Club, which many know have autocross events in the Triad

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Bill Black



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area (some are members of both clubs). So, myself, Brian Hooper, Matt and Heather Powers attended the meeting. We were well received, and given a few minutes to talk about our upcoming events. There was a bit of interest in our Performance Driving Experience (PDX) events, which allow drivers on a race track with their street car, with an instructor riding shotgun. We were thanked for showing up as some had interest in our events, but weren't sure who to contact.

Do you belong to a car club? Do your fellow members of that club know about the SCCA? And that we have various opportunities for people to get behind the wheel or get close to the action by flagging, or various other specialties? It's been said that SCCA really stands for 'secret' car club of America, so maybe we should do something about it.

I hope everyone had a great Christmas/Hanukkah/Kwanzaa/Festivus/Winter Holiday. Our three-year-old daughter enjoyed unwrapping her gifts...actually, she unwrapped everyone's gifts! Don't you know she received some racecar related toys!

After stuffing ourselves with turkey and winding down for the night, we received a phone call that saddened our festivities...our racing brother Rick Cochran had passed away on Christmas Eve, succumbing to cancer. He gave a brave fight for a year to battle his illness. Several NCR members attended his funeral service. While his family misses him dearly, they are thankful that he suffers no more.

If any of you would like to email me stories about Rick, please send to my email address and we will get them published in the future.

Here's to an even better 2007 for each of us. 🍀

Remembering Rick Cochran

by Ed Wentz

"Kenneth Richard "Rick" Cochran, 53, died Sunday, December 24, 2006 at the High Point Regional Hospital. He was born in Bartow, Fla. a son of the late Robert Cochran and Claudette Lassister Cochran Ballentine and was a member of the Union Cross Baptist Church and was owner of the B & S Barricades in Kernersville and was a member of the SCCA (Sports Car Club of America)."

"Surviving are his wife, Jeanne Blackwell Cochran, a son Matthew Cochran both of the home and son, Michael (Daphney) Cochran of Winston-Salem; a sister Connie Harris of Bonita Springs, Fla.; a brother, John Cochran of Ft. Myers, Fla." (edited from the *Greensboro News & Record*)

Many of you had known about his fight with cancer over the last year. Until recently he had been feeling OK. In talking with his family, they were relieved that he is no longer suffering.

There were many NCR members at the visitation on December 26, and many others of NCR that attended his funeral December 27. The funeral chapel was quite full of family and friends of Rick. Rev. Mark Ashworth asked that people share their stories of Rick. Several people spoke, including Dr. Jack Hall and David Murphy. Both related stories of Rick at the race track. Others from his church spoke about how he and Jeanne were always behind the scenes helping where needed. They preferred to stay out of the public eye, just doing the work they felt was important.

Family members, including extended family, talked about how Rick and Jeanne had reached out to them. Others mentioned that Rick never took from anyone, but was always willing

to give. And that he had a unique sense of humor.

In the service, Rick's son Michael performed a touching hymn on a harmonica.

The long funeral procession caused a bit of traffic congestion as the procession wound its way through Kernersville to his final resting place. The graveside service was marked by Rick's sons removing the American flag from his casket, as he was a former U.S. Army man, folding it into a triangle and presenting it to Jeanne.

In the visitation line, my wife Nancy mentioned to Jeanne that though she didn't know Rick well, she was impressed that he was frequently suggesting that our Region get more involved with charitable events. That wasn't lip service either, as for several years he spearheaded a YWCA go-kart event that was an annual fundraiser for them. I had worked a few of these events, and Rick was genuinely thankful for all of us volunteers.

Personally I knew Rick mostly from our chapter meetings. I didn't get to know him at the track. His family took priority, which meant that for a time he couldn't race as he was needed elsewhere. Many of our racing friends were thankful for the help he gave them.

Interestingly I heard that the family had decided to not sell Rick's race car and rig. There may be interest from the sons, and possibly Jeanne herself in getting behind the wheel. I have heard stories of her giving stiff competition in FP in years past. I am sure that when that decision is made there will be no shortage of help for them.

Jeanne and sons thanked everyone for attending. Some of our members drove from the Raleigh area to pay their last respects to Rick.

He has taken the checkered flag in this life, and taking the green flag in the next. Godspeed, Rick. You will be missed. 🍀

of year awards. I'll report on all that transpired in the next newsletter but for now I'd like to list the NCR members who made this long trip to represent us (hopefully I've got them all):

National Director Kaye Fairer; Co-Chief of Tech Buddy Matthews & Phyllis Setliff; USERA founders Ken, Stacey, & daughter Sarah Grammer; Chief of Timing & Scoring Anna Crissman & her husband Glenn along with sister Charity Neave & friend Martha Robinson; Treasurer Sara Snider, Region Steward Steve Keadle, Co-Chief of F&C Eric Danielsen, his wife Joni, & daughter Abigail; Emergency Services Chief Rick Moser, wife Traci & son Neal; Steward Ron Gentry & his wife Rusty (and pup Buster); Steward Clyde Kiser; driver Robert Mitchell & Ken West; driver Ricky Thompson & his wife Julie; driver Shannon Jones & crew; Production Fest Coordinator & driver Mark and wife Barrie Coffin; drivers Dwight & Mike Cooke; and yours truly.

I also have a whole bunch of SEDiv awards (National, SARRC, ECR) that were not picked up at the banquet so, if you earned one, please get with me so I can get them to you or your Chapter Coordinator (and out of my house before my wife Lynn disowns me!).

Next up is the SCCA National Convention held this year in San Antonio Texas at the end of January. Hopefully, I'll be able to provide at least the highlights of this event in the next newsletter. 🍷

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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
Kelsey's Oconechee Farm Steak House
378 S. Churton St. **All Welcome!**

* see Chapter Coordinators' contact info on page 2

Planning to Win

Plan of Attack for the Solstices

by Don Knowles

“Everybody wants to win. What separates the winners from others is that winners have the will to prepare to win.”

*-Lyn St. James
from her book “The Ride of My Life”*

I want to share some of the fun aspects of winning the Runoffs. John Heinricy and Joe Aquilante and I have so much fun thinking about racing, it seemed like some of you might want to peek over our shoulder and see what we see.

You have only one chance per year to win the Runoffs. I am of the opinion that one should treat this as the most important race of the year, not as just another race. Your preparation should reflect this. Going to the Runoffs to win is, for me, the best reason to go.

Here are three different lists of questions we prepared prior to the Runoffs that guided our thinking the entire week. One list was an outline of what we intended to do each session of each day in Topeka, including the test day prior to the start of the Runoffs. The second checklist focused on determining what I needed to do to go fast. The third checklist was a reminder to me to determine how best to race the Solstice.

To help set the context for this plan: Joe’s team runs a number of cars. He drives a T3 Cobalt (and finished 5th this year, a great drive). His son Andrew (AJ) drives a Viper in T1 and a Solstice in SSB. John

Heinricy drives a Corvette in T1 and Cobalt in SSC. I am driving another Solstice in SSB. So, Joe alone has 6 cars. Additionally, John drives a Firebird in AS for Joe’s brother Tom. Tom also runs three SSB cars, one for himself and one each for his two daughters, Beth and Amy. Joe also has over 20 customer cars at the Runoffs—each car owner got priority treatment when he stopped by for information. By the way, this works both ways—having 20 cars at the Runoffs provides a huge amount of information if one can sort it out and focus on the critical.



Don Knowles takes a victory lap after winning the SSB race in his iRacing.com/Phoenix Pontiac Solstice at the 2006 Runoffs® ...a whopping 27.381-seconds over second-place.

And Joe has a really small team—there are only 3 full time guys. As a result, we all have to pitch in. Nine straight days, I was up at 5:30 in the morning, to the track before 7 am, and we ate dinner most nights between 8 and 10 pm. This is a hard working, tough and talented outfit.

I have found that I can help Joe and the team (and thereby myself) if I will prepare a list of the parts and procedures I need for each session (tires, brakes, suspension changes,

etc). I also prepare a list of goals for each session I am on the track.

Some sessions, my goals are modest: relearn the track, reacquaint myself with known tires and brake pads, learn how much gas I need to run in order not to run out, learn what the car weighs on the official scales, calibrate the official scales to the team scales, etc.

In other sessions, my goals are more challenging: evaluate new suspension settings to see how the car feels, how the tire temps look, what happens to tire pressures, what lap times can we run, how does the car perform when it gets fully hot, what does this data tell us we should do for the next upcoming on track session—should we make further suspension changes? Do the brake pads release the way I want them to when I reduce brake pressure, and does the rate of release work well with the stock brake controller? All of Joe’s team use the Race Technology DL1 data logger, so once the session is over, we have our “geek greet” and sit around with our lap tops, looking to see what happened and what we should do about it.

I wrote the following as an email entitled “**2006 Plan of Attack for Solstice**” to team owner Joe Aquilante on September 25, 9 days before the cars left Joe’s Phoenix Performance shop for the long tow to Topeka, and 12 days before I flew to Topeka.

I have set this and other pre-Runoff items in quotation marks:

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“Here is the first draft of the overall plan of attack for the Runoffs for the #35 Pontiac Solstice, and to generate data for use by the #32 Solstice.

I cover:

1. My assumptions as to tires, brake pads, track time, qualifying sessions, etc., that we will have available and how should they be used through the week.

2. Our goals for the test day on Saturday, and what will we do each session.

3. My plan for tires.

My assumptions:

One, we will have three sets of tires to play with. One is the used set from Pocono, and the other two sets are stickers. I understand John Heinricy and AJ used the shorter Hoosier tires at the prior test and they are the ones to go with, as they help with rpm on turn exit.

Two, I want to run tires in the championship race Friday October 13th at 1:55 pm that have one heat cycle on them and that have cured for as long as possible.

Three, the fastest qualifying session for SSB will be either Tuesday morning session at 8:55 (a combined session with T3) or Thursday morning’s qualifying session at 9:50, with SSB alone. I think we should run a sticker set Tuesday morning and look for a good lap, assuming we have a good starting position for the Tuesday qualifying session based on Monday’s times. Alternatively, we should save a set of sticker tires until Thursday morning.

Four, we will have 4 on track sessions of about 30 minutes each during Saturday’s test day.

Our goals for the test day on Saturday:

I assume we will have 4 on track sessions on Saturday, around 30 minutes each. My goals are to:

- relearn the track as a driver, in the Solstice, trying different lines and gathering DL1 data;
- test brake pads, toe changes, and tire pressures in terms of feel and lap times;
- learn how little gas we can run and still have no fuel stumble, and also to measure fuel mileage;
- have the car weighed on the official scales; and
- scuff in one set of tires.

Session by session plan:

Session 1 should start with the Pocono tires; known brake pads (Pagids), and the front toe set at 1/8th inch out (or perhaps at 0?—lets discuss and decide so the car can be set this way in the shop before it goes to Topeka). We should start with 6-8 gallons of gas to see if we stumble in the first session, so we can pump it dry and see how it runs out. We should weigh the car with a known quantity of gas and driver, so we can compare our numbers to the official scales.

Session 2 should change brake pads to Hawk (DTC 60).

Session 3 should use Carbotech pads.

Session 4 should scuff one set of stickers and run the brake pads I like best.

Question: Do these pads need to be bedded and can we run different pads each session? Do we want to bed them on Saturday and then run them later in the week, in qualifying sessions? John, which set of brakes did you use in addition to the Pagids? We would like a set of pads that display a different brake release

characteristic and is compatible with the Solstice abs controller and can last the race. Do we know if the track is hard on brakes?

Question: Can we change toe between sessions? Do we want to try and change during the test day or should we wait and change later in the week?

Question: What should be our tire pressures? Can we start them a little higher for qualifying so they come in on lap 2 while the car is still cool?

Our plan for tires:

Run the Pocono tires during 3 of the 4 sessions Saturday, and scuff one of the sticker sets. Do not use this scuffed set again until race day. This will save one unscuffed sticker set for use later in the week for qualifying and allow us to cure one scuffed set for almost a week prior to the race. If we continue to run the Pocono tires, it will give us some idea how hard the track is on tires that already have around 50 laps on them.

Here is the complete picture:

Run Pocono tires 3 of the 4 sessions on Saturday’s test day.

Scuff set #1 stickers on Saturday and cure until race time on the next Friday.

Run Pocono tires on Monday qualifying. The session is at the hottest part of the day (3:20 pm) and is a combined session with SSB and T3.

Run sticker set #2 Tuesday morning or Thursday morning—or possible both Tuesday and Thursday mornings.

Run Pocono set Wednesday in the combined SSB/T3 session at 5:40 pm.

Run sticker set #2 Thursday morning.

Run sticker set #1 in the Friday warm up and race.

(Continued on page 9)

Drink champagne and dream of winning the 24 Hours of Le Mans!”

* * *

As illustrated by the checklist, going to the Runoffs is a multi-faceted challenge. First, it is a challenge to select the right car and class. For many of us, this decision is easy—perhaps we have a SRF or a GT1 or we know someone who will let us drive their SSB Solstice.

Then, it is a financial and resource challenge. It is easier if one has lots of resources but almost everybody has to set priorities, which means saying yes to some things and no to other things. What does one do and what does one not do?

It is a logistical challenge. When, where, and what do we test? What do we use as benchmarks?

It is also a challenge to analyze the car and its strengths and weaknesses and prepare and drive it accordingly. In 2004, at Mid Ohio, the Cadillac CTS-V was really good on top speed and braking but was not as nimble in the turns. So I thought of the race as a series of drag races, from turn to turn. And except for John Fernandez knocking me off track, it looked like a winning strategy. In 2006, the Solstice was not so fast in a straight line but I thought we might be able to run Hoosier A tires and use the cornering and braking of the car to run fast laps if we could get to the lead.

It is a mental toughness and focus challenge. One has to leave home and live somewhere else for 10 days, driving the car daily, gathering data, interpreting the data, feeding the results back into decision making.

Finally, one gets to drive the car. One has to actually qualify and race, not just plan. If one can plan but not drive, one can't win. If one can

drive but not plan, one won't win. One has to be able to do both to win.

None of these challenges are simple by themselves. When one strings them all together, being prepared to win the Runoffs becomes a one or two or three month walk through a mine field. One single wrong step blows up the whole deal. Only getting all the answers right wins the race.

On a second list, I identified a set of driving issues to be resolved. This shorter list is really just about driving, in particular how to go fast. One thing I have learned over the years is that the best way to control your own destiny at the Runoffs (and in fact in all races) is to qualify on the pole, get away from the pack quickly, and stay in front.

This also needs some context. I raced the Solstice only one weekend prior to arriving at Topeka, so there was a lot I did not know about it. Further, I hadn't raced at HPT prior to the Runoffs. I had done 2 days of testing in Tom's Firebirds at HPT back in June and written a Hot Lap of HPT for Sports Car but I still had a lot of questions. I needed to learn how to go fast.

Where is the speed? One place to look is in the fast turns. So, here is my second set of questions, written at home on September 25, in pencil on yellow lined paper, a prioritized “go fast” list:

* * *

“The fast line: priority questions:

1. Where is the turn-in point for turn 3 and what is the shape of the arc? Is the apex one point or do I track the inside for a while and if so for how long?

2. What is the proper line through turns 10, 11, and 12? Do I go shallow or deep exiting 10? Is it more important to maintain speed through

11 and into 12 or is it more important to maintain speed through 10? Can I do both?

3. How can I find and repeat the right timing and rhythm through turns 8 and 9?

4. The entry into 4 is fast. How fast and where do I need to be?

5. Is there one best line through 13 and 14, or are there several about the same? Same question for turns 1 and 2.”

Along with the “go fast” questions, there were some braking questions on the yellow pad, but really only a few, because while I think braking is very important at HPT, I don't think there are a lot of open questions about it.

1. How late can I brake at turn 1 and what happens if I go too deep—is it a big penalty or just a little penalty?

2. Is it better to brake hard or not so hard at 8—can I get the car to rotate quickly even if I am braking hard, or do I need to brake easier?

* * *

And then I had some questions about racing, which is different from going fast.

Here is my third set of questions, also in pencil on the yellow pad, and also dated September 25:

“Where can I pass? I assume my car is slow at the end of the straight, so I won't be passing under braking at the end of the straight, and it is slow on acceleration out of the slow turns, so I won't be passing under acceleration. It may have a slight speed advantage in some of the faster turns (like 3 and 10) but is there a passing lane there? If it is faster, what can I do with this additional speed if I am behind someone—is there somewhere to go?”

* * *

(Continued on page 10)

The results:

Before we arrived at Heartland Park Topeka, we had analyzed our car, tires, the track, and the competition and made a list of what we thought we needed to know

So, how well did we anticipate Runoff week with the Solstice? Well, I have to say we covered most of the right things.

We were right to worry about tires and tire life—AJ and one of Tom's daughters, Beth, had tire problems in the race. We could run Hoosier A compound tires, we thought, and it worked for me but not for all of us.

We were right in our assumptions about speed—the Hondas were smoking us badly on the straights and accelerating out of all the slow turns. The BMWs were a real factor until Toby's Wednesday time was disallowed. That one action changed the race significantly.

We were right about where we might have a slight advantage—we were faster in turn three, and we found out there was room to make a pass with that additional speed, as we were able to take the lead on lap one exiting turn 3, having out cornered the Honda through the middle of turn 3.

And we were right to work on suspension settings. Notwithstanding the experience AJ and others had had with the Solstice throughout the year, we made significant changes at the test prior to Runoff week and were able to pick up substantial increases in grip and speed as a result.

What did we miss? Well, if I were AJ, I would say we missed being sufficiently concerned about tires. Other than that, not too much. If we had missed much, we would not have won and you would not be reading this.

So, there you have it—one team's "plan of attack".

About the author... DON KNOWLES



Residence: Pittsboro, NC

Professional:

*Over 30 years with the Federal Government--retired in August 2003.

*Retired Senior Executive Service (SES) Director of Protected Resources for the National Marine Fisheries Service.

*Secretary of the Road Racing Drivers Club (RRDC.ORG).

Racing:

*Drivers school in 1972, in an Opel model 51, at VIR.

*Over 300 races, 17 lap records.

*Three time SCCA National Champion, 1977 and 1978 in a Saab and 2006 in a Pontiac Solstice, all in SSB.

*Pole and lap record in 2004 in T-2 in a CTS-V Cadillac at the SCCA Runoffs at Mid Ohio. Third place finish in T-2 at 2005 Runoff.

*Pro Career Race Wins: 35 in 5 series.

Highlights:

*2006 NEDIV SCCA Driver of the Year

*1989 Driver of the Year, IMSA Firehawk Series.

*14 wins in 24-hour races (World Record, most in Camaros or Corvettes).

*Only driver to win three 24-hour races in both 1987 & 1989 seasons.

*12 wins in 21 starts, 1988 and 1989 SCCA Escort races in a Camaro.

*19 wins in SCCA Escort Endurance series; all-time record holder. Winner of eight straight pro races, a record at the time.

*Member of Corvette team which, in March 1990, set three world land speed endurance records and nine international speed records at Ft. Stockton, TX, averaging over 175 mph for 24 Hours.

*Contributing Editor, Sports Car Magazine. Author of Sports Car magazine occasional column entitled "Hot Lap", a description of the fast line around various sports car tracks in the USA. Have published 3 articles in past 15 months, including VIR, Carolina Motorsport Park, and Heartland Park Topeka.

News Briefs

Ed Wentz has agreed to serve as Pace Car Chief for the North Carolina Region. His role will be to organize and insure a pool of qualified pace car drivers at all NCR race events, thus ensuring more consistent pace car operation and eliminating some of the problems of the past.

* * *

Nancy and Art Sinnott of F & S Enterprises will be adding video to their repertoire in 2007. For a sneak peek, go to their website at www.fandsenterprises.com and click on Photo Galleries to see brief videos from the Goblins Go and Charge of the Headlight Brigade events from last year.

* * *

NCR's own **Tom Long** competed in the Fresh from Florida 200 at Daytona International Raceway on Friday, January 26th. This was the first race of the 2007 Grand-Am KONI Challenge Series season. Long drove the number 99 Fresh from Florida BMW M3, sharing the driving duties with David Russell. Long and his teammate, Jep Thornton in the number 09 car, ran fifth and sixth for much of the first hour, before they both pitted during a caution period. Russell took over the 99 car and was running in the top 10 with 20 minutes to go, but had to take evasive action when several cars in front of him came together and he dropped back in the standings as a result. At the finish, Long and Russell were 17th.

"Jep and I had a great time running up front together out there," said Long. "The Mustangs were fast on the banking, but we had the advantage on the brakes and through the infield section. I had a blast and am really pleased with my performance in the first race with Fresh from Florida and the Automatic Racing BMW M3 team."

The race will air on SPEED Channel on March 10th at 8:00 pm.

CLASSIFIEDS



1969 VW Beetle - 1969 VW Bug. 1600 cc engine with a single Solex 34PICT-3 carb built by Kawell Race Engines dyno'd at 103.7 hp. Karmann Ghia disc front brakes, Type 3 rear drums. IRS rear suspension, ball joint front end. Too many spares to list. Fast and safe. Car is in Norfolk, VA. I can deliver east of the Mississippi. Asking \$6500 obo. Contact Bob VanDyke (757) 321-0030 or racegeek@aol.com Jan 30, 2007

Race Car Fabrication - We build roll cages, suspension systems, engines, transmissions & differentials here at L.N.A. Enterprises. Call 336-824-1605 or check out the web site, www.lnaenterprises.com Jan 29, 2007

Run Off Slicks, Used 18 Laps - Goodyear 15" slicks only used a Kansas approximately 18 laps on a cold track on both sets. I have 8 of these almost new tires @ \$50.00 per tire. I also have various other slicks/rains @ \$25.00 per tire. You pay to dismount. These are perfect for GT-3 or E-Prod cars.; Call Wayne_Quick 910 824 9890 mobile, 919 894 1254 home Jan 29, 2007

NEED to buy 4 Revolution 4 spoke 13' wheels - Can anyone help me out with 4 Revolution 4 spoke wheels 13 inch. They can either be 5-7 inches wide to fit classic mini cooper. Chris_Pierce Call me at 910-791-3843 Jan 29, 2007

ATL fuel Cell with quick fill apparatus - SP 126A - 26 gallon. Steel container w/bladder - good until 2010. Max-Sport "black box" surge tank w/100 PSI fuel pump for EFI cars. Lightweight alum. fill plate w/flapper valve. Male/female dry break setup with 5 gal dump bottle, discriminator valve, fuel gage/sender, and associated hoses /filler plates. All items in excellent condition and priced to sell. Asking \$750 steve_card 919-649-3076 Jan 29, 2007

Scirocco and Trailer - 1984 Volkswagen Scirocco and Trailer combined, and I am only looking to sell it as a combined unit. K&N Filter; Techtonics Downpipe; Techtonics Cat Back; Borla Muffler; Volkswagen Manifold not towel bowl manifold; Volkswagen g-Grind cam; H&R Racing Springs; Koni reds; ABD upper front support bar; Neuspeed lower front support bar; Neuspeed rear sway bar; Neuspeed t triangle; Team Dynamic 11 lb racing wheels; Falken Azenis RT 615; Brake system replaced; Zimmerman cross drilled front rotors; Mintex front pads; New brake shoes and drums on rear; New brake master cylinder; New brake power booster; Steele braided brake lines; 16 v clutch; Lightened fly wheel; Pelouquin limited slip; New motor and transmission mounts; Short shift cable; I have well over \$8300.00 into car and trailer, all work done my Eurotech Atlanta, I am looking to sell everything with trailer for \$3700.00 obo. Please feel free to call me or e-mail me, and I may be reached at the following info.; (678) 773-3366 / Cell Phone; culbreth@aol.com / e-mail Jan 29, 2007

Mazda RX7 Lexan windshields -2 used lexan windshields fit 2nd gen RX-7 \$100 for both; contact al pierce @ alpiercelogs@aol.com or call me at 828 628-0564 Jan 24, 2007

Helmet painting! -There is a guy in Greensboro, NC that will paint your race helmet. He does alot of the NHL goalie masks and some Nascar boys helmets. I just got mine back, it turned out great! It is all Dupont paint and he does free touch-ups. He starts at \$225. If interested email me or pm for more info. m_carter 336-454-5144 Jan 24, 2007

For Sale-Bell Helmet & Other Gear -; -Helmet. Bell M-2 Forced Air, SA 2000. With bag. Excellent condition. \$399.00 new. Yours for \$300.00 ; -Longacre Basic Tire Pyrometer, Straight cord with hard case. Excellent condition. \$119.95 New. Yours for \$97.50 ; -/O Port Racing Camera Mount. Fits bars 1.5" - 2" and includes strap & hardware. Good condition. \$109.95 new. Yours for \$85.00 ; -K&N Filter Care Kit. 6 oz cleaner and 6 oz aerosol oil; Yours for \$10.00 ; -Also; 17"Computer Monitor \$25.00 -Free-Back issues of SportsCar and Grassroots Motorsports going back 15 years. Paul 967-2069 Jan 24, 2007

1986 Mustang - Many engine and suspension mods. 240 RWHP and 295 Ft-Lb of torque. Street legal and comes with mounted Kumho V710s on 17x8.5 wheels. Brand new street tires and new clutch. \$4500.; Doug_Wille 910 383-6206 Jan 24, 2007



OMP FIA race seat - blue, Good shape, all extra pads. \$125 mike 336-706-1554 Jan 10, 2007

14X7 Borbet wheels - Borbet wheels 14X7 4X100 35 offset. Came off ITA CRX. 2 sets (8 wheels); \$325 a set, EC. mike 336-706-1554 Jan 10, 2007

PRICE REDUCED! In-car radios - Three 16 channel 5 Watt VHF radios (1 Speedcom, 2 Corsa), all chargers, \$350. Glenn_Long 919-870-6558 Jan 7, 2007



1986 Mazda RX7 - Roller, no running gear except for wheels and diff; Big brakes, five lug car, No sunroof, Aluminum hood; Windshield is gone, Several rear hatches, Hole in trunk for fuel cell; Hood pins, Brake bias adjuster, Hub for quick releases welded to steering column; Bottom stripped and repainted, Engine bay repainted; New delrin bushings and rear steer eliminators. Front bushings installed; Extra rear cradle and diff; Plus other stuff I can't think of. Asking \$550 and I will deliver in Kansas or western Missouri/Southern Nebraska if desired for a little bit of gas \$\$ Jan 3, 2007

Mazda E Production Engines - 2 Mazda 12A E Production race engines; one has 3 hours, includes clutch and flywheel; \$3500; other engine has dyno time only \$5000-built by Mandeville Auto Tech- condition and tech information can be verified by them; discount for both engines- contact al pierce @ 828 628-0564 or email alpiercelogs@aol.com Jan 3, 2007

Fiberglass nose for mini cooper - i have one piece fiberglass nose for a mini cooper can make it into a tilt front end. this is not the new mini can be painted as well for extra fee. \$175 karl_walker 336 312 5178 Dec 20, 2006

BMW C computer chip - AOA tuning computer chip for E36 BMW 325i with computer ending in 402 raise rev limiter, increase torque and horse power. karl_walker 336 312 5178 Dec 20, 2006

SU Carbs - 1 3/4 SU carbs currently on datsun 510 manifold, can be sold as just carbs if needed, \$130 for carbs and can be negotiated if just wanted carbs. karl_walker 336 312 5178 Dec 20, 2006

Free 75 Spitfire - Restoration project car. Needs work. Located in Charlotte. e mail me at DSPETERS9@aol.com Dec 20, 2006

1974 MG Midget - A friend needs to sell to help with medical expenses. Contact Billy_Jones 336-848-3252 for details. Dec 14, 2006

Racing Services and Management - Long Road Racing, winner of the 2005 Pro Spec Miata series, is now offering a full array of race services. Car preparation, driver coaching by Tom Long, set-up services (alignments, corner weighting, and car evaluations), transport, track side support and race team management.; We also offer in-depth endurance racing preparation advice, essential equipment recommendations, and all the tip and tricks to enhance your racing program. Glenn_Long 919-870-6558 Dec 4, 2006

2000 neon for parts - rear quarter drivers side was totaled. remaining body parts in very good condition. clutch assembly less than 5000 miles, everything worked when wrecked. taking up space. make offer greater than scrap metal (approximately \$85.00) and tow home Keith_Allen Nov 27, 2006

corvette parts - C4 corvette wheels and tires, stock wheels and kumho victo racer tires, wheels \$50 each, tires make me an offer. C4 corvette glass top, \$400 C4 corvette lower fenders 91 to 94 \$75 for the pair karl_walker 336 312 5178 Nov 15, 2006



2004 Subaru Wrx Sti - Subaru Wrx Sti with 23000 miles on it and a list of mods a mile long. Currently set up for Autocross, but is also street legal! Some of the mods include: Harness bar, short throw shifter, engine stabilizer, engine pitch stop mount, light-



ened crank pulley, memphis speakers, with component speakers in the front, RSR ti2000 lowering springs, brembro brakes, bbs wheels, tinted windows, Full exhaust, header, uppipe, downpipe, Aps 3.5 inch exhaust from header back, all exhaust ceramic coated, foot rest pedal, Turbo Xs UTEC fuel management, APS Blow off valve, APS ceramic coated intake. Driver controlled differential that allows you to change the amount of power between the front wheels and the back wheels, such as 50/50 or 35/65. Intercooler water spray that sprays cold water onto the intercooler to keep engine cool. If you have any questions, give me a call at 910-232-0051 Chris_Pierce 910-232-0051 Nov 2, 2006

Protege ES Shock & Strut Assemblies- Complete, as New - This is a complete set of (4) assembled OEM springs and shocks, taken from a 2000 Mazda Protege ES with very low miles. They were removed from the donor car in the process of converting it to a race car. These are ready to bolt in your 1999-2001 Protege ES for a direct replacement, or an upgrade for a base model Protege (the ES model featured springs and shocks tuned for improved handling). Saves the expense of tearing down the struts for shock replacement and stay with Mazda OEM parts. Pic's avail via email. \$250 plus shipping from Roanoke, VA (or I can deliver to VIR Gobins Go Regional weekend) Steve_Strickland (540) 387-1111 days M-F Sept 23, 2006

2000 Ford Excursion Limited - 4X4, burgundy & tan, tan leather, V-10, AM/FM/CD w/ CD changer, all available options, 71K, great team and tow vehicle, runs and drives like new, EC, \$13,500 David_Bryson 336-775-2015 Sept 23, 2006

BMW & RX-7 PARTS - 1989 BMW 325is: headlight set including buckets \$99.; 1970 RX-7: (2) hoods, (2) L Fenders, (1) R Fender, L Door, frt. valance and grill \$150 all or best offer. Please empty my basement in Charlotte. Tim @ 704.948.0641 Sept 15, 2006

Used Race Tires - I have several sets used race tires in various state of wear. Sizese include:; 225/45-15 Hoosier R3so3 Older tires but in good condition. Great for track days!!; \$75 obo plus shipping or you pick up.; 225/45-15 Hoosier R3SO4 Good condition. 50% or better tread left (conservative est.); \$200 plus shipping or you pick up.; 205/50-15 Toyo RA1 All with 50% or more tread left.; Price varies per set \$150 and up. email or call for availability.; Some other sizes available call or email questions. dmurphy@murphymotorsports.net; (336)402-0480 Sept 15, 2006

All Classified ads published in The Bulletin are taken directly from the North Carolina Region website. If you'd like to place an ad, go to www.ncrscca.com and click on Classifieds. At the bottom of that page is the form for submitting ads. You must be an SCCA member to place an ad on the NCR website. ☞

NCR Awards Banquet for 2006

by Heather Powers
Awards Committee Chairperson

We have over 900 members and we cannot possibly know what everyone has done. I would like to thank those who nominated and shared the accomplishments of their fellow members. A lot of the nominees work quietly behind the scenes and you wouldn't know what a great job they do until they are gone. I would also like to thank the other members of the Elections committee for helping to choose from the nominations, Ed Wentz, Blair Stitt, and Richard Franklin.

Here are your 2006 Award recipients:

Worker of the Year – Rally – John Wollerton

Outstanding Service – Solo – Walter C. Driver

Worked all races at VIR – Brian Huff, Emily Huff, James Shanks, Ken Grammer, Stacey Grammer, Pete Papas, Pete Romanowski, Richard Mosley, Kaye Fairer, Al Hill.

Worked all races at VIR (05 and 06) – Bruce Dover and William “Scooby” Little

Rookie of the Year – Starter – Lana Philbrook

Rookie of the Year – F&C – Heather Clark, Tim Gardner, and Sarah Grammer

Rookie of the Year – Registration – Sylvia Ritter

Outstanding Service – F&C – Pete Papas, Mark Biamonte, Rhonda Eskridge, and Pete Jones

Outstanding Service – Grid – Cindy Bules

Member of the Year – Rex Def-



fenbaugh and Scott Gallimore

Worker of the Year – Bruce Dover

E Gordon Warren Steward of the Year – Sara Snider

Regional Rookie Driver of the Year – Chuck Hines

Regional Driver of the Year – Dwight Cooke

National Rookie Driver of the Year – Randy Carter

National Driver of the Year – David Bryson

Life Time Achievement – Cricket Harvey and Chuck Stanley

We also had the honor of awarding several special awards this year.

Mr. and Mrs. Kilbury received a **Friends of North Carolina** award for their efforts during a rally this year and working at several check-points.

North Carolina Region lost one of our members this year who was known for many long weekends working on his FP Midget so that either he or his wife could finish their race. He also helped many drivers just starting out, myself included. We created the **Rick Cochran Perseverance Award** for both National and Regional drivers. This year's recipients for Regional were the team of Scott Gallimore, Rex Deffenbaugh, Mike Spencer, and Mark Senior for their efforts in the Nissan Pulsar during the 13 Hour Charge of the Headlight Brigade. They adjusted or replaced every part they could think of or anybody else could think of. The car continued to run with a miss the entire day. In the last 15 or 20 minutes it began to overheat. They came into the pits thinking they were done, but not yet. They dumped a bucket of Halloween candy and scooped water from the barrels holding the pit lights

(Continued on page 13)



(Continued from page 12)

dumped it in the radiator and off they went in a cloud of steam. The pit area looked like Halloween threw up. There was candy, water and debris everywhere.

The National winner was Dan Robson for his “adventures” at the National Runoffs. He had a week filled with trials and tribulations including wrecking the car and blowing the engine. Then to top off the week, when it came time for the race, the track was that awkward stage in between wet and dry where your tire choice can make or break your race. Dan spun 3 or 4 times during the race. Through all of that he did manage to finish the race.

Sometimes our best weekends can occur when we finish the race in spite of having everything go wrong. Congratulations to these guys for sticking with it.

We also awarded an **Exceptional Service Award** to Bob Huff for his years of dedicated service and for the quiet work that he has done behind the scenes, like taking it upon himself to build new steps for the black flag station after his son fell down the steps during an earlier race weekend.

Last, but definitely not least, we gave a **Special Thanks** award to the always humble Ginny Condrey. If you have been to one of our races Ginny has probably done something for you. She has been our Chief of Registration for years and keeps us drivers straight, which, let's face it, is no small task. She keeps both the Competition Board and the Board of Directors straight. She is always the voice of reason. The list goes on and on and on and on. We would certainly be lost without the efforts of Ginny! Thank you Ginny for all that you do!

Until next year... 🏁



All Banquet photos courtesy of F&S Enterprises

A special thanks to those who contributed to the door prizes given away at the Awards Banquet.

- James Shanks--worker credits
- Tony DeMuth--worker credits
- Joedy Pennington--worker credits
- John Uftring--worker credits
- VIR--2 certificates for discounts off VIR test days; 2 certificates for 3-day passes to the Grand Am events
- NCR--2 SCCA Pictorial History books, 3 certificates for \$100 off any NCR event

One final word on the 2006 13 Hour...

Below is the Observer's Report on the "Charge of the Headlight Brigade" 13 hour race held on November 4, 2006. All those responsible for putting on this event, including volunteers and racers alike, deserve congratulations for an excellent event!

One note: the computer assisted logging issue, mentioned at the end of the report has been resolved and is no longer an issue. 🏁

2006 Charge of the Headlight Brigade – Observer's Report

North Carolina Region

November 3-4, Virginia International Raceway

North Carolina Region closed its 2006 racing calendar with its third 13 Hour endurance event. This was their second race weekend in two weeks. Talk about endurance!

Once cars hit the track, there were no unplanned full course yellows. There were a handful of stop-and-go's for passing under yellow and metal-to metals, but otherwise remarkably quiet. Drivers did an outstanding job and put on a great show.

Registration reported 81 entries, two withdrawals and 79 cars took the track including two teams from England.

Staffing was good and supplemented by the organizers effective recruiting and use of volunteers. This region is blessed with outstanding individuals, especially the one who handles equipment. Over the years, I can't think of one event I've attended where equipment was an issue. Even with the additional challenges of night racing. The scrutineers paid extra attention to detail including assisting pit during refueling stops. Registration had answers before questions were asked. The long serving Flag Chief was in the process of turning the reigns over to new chiefs and had time to relax and get back to the joys of cornerwork. Impound was quick and smooth. Every specialty turned in an efficient and professional performance. Impound went quickly and everyone moved on to the trophy presentation (or food) in short order.

The VIR facility and staff were, as always, helpful and courteous and there when we needed them. It makes a huge difference when restrooms never run out of supplies and are clean. If something doesn't work, it's great to have someone who can get it fixed. After sundown, one team couldn't get power from an electrical outlet. VIR staff was quick to get it fixed. With lights, the team's attention returned to racing and they had a great weekend. We can't thank the VIR emergency staff enough. Pickups from a hot track went smoothly; minor ailments were quickly attended by their medical folks. What a group of pros!

NCR organizer's Pre-planning, attention to detail and post event "debriefing" has improved this event over the three years I've attended. There were a couple of significant issues this year handled in advance of placing cars on the track. The root cause is communication between affected parties. Stewards should be reminded that diplomatic communications play an important role in executing our responsibilities. At issue for this region, is computer assisted logging. This will need to be resolved off-track and appropriate parties have begun the pursuit of a resolution.

Overall, this was another outstanding effort by NCR with corresponding results.

Mike Presley
CCR 114894
Chairman SOM



All photos © Jerome Leveque



North Carolina Region SCCA

559 Saplin Branch Rd.

Timberlake, NC 27583

www.ncrscca.com

2007 NCR Schedule

- | | |
|-----------------------|---|
| March 10-11 | “March Memories” SARRC/ECR/CCPS – Rockingham |
| March 22-25 | HSR contract event at VIR (tentative) |
| April 13-15 | VDCA contract event at VIR (tentative) |
| April 21-22 | PDX/Track Trials at Rockingham |
| April 27-29 | Grand-Am Rolex Series - VIR 400K |
| May 12-13 | Al Fairer Double SARRC/Double MARRS Challenge (2 day) – VIR |
| June 30-July 1 | PDX/Regional race – Rockingham |
| August 11-12 | “Oak Tree” National/Double CCPS – VIR |
| September 8-9 | NCR PDX/TT/CCPS/CCPS at Rockingham (tentative) |
| October 5-7 | Grand-Am Koni Challenge Series (formerly Grand-Am Cup) - VIR |
| October 27-28 | “Goblins Go” 2008 SARRC/2007 Double ECR/CCPS – VIR |
| November 3 | “Charge of the Headlight Brigade” 13 Hour Enduro - VIR |

Note: all VIR events are full course