



Hot Temps, Hot Times

As summer got underway, Reno Region Solo2 drivers endured two straight weekends of 90-plus temperatures on the wide-open pavement at Stead Airport. In exchange for their sweat, they were rewarded with four memorable days of autocrossing.

First up, on June 28 & 29, was the annual "Biggest Little Autocross," and event co-chairs John Riggs Jr. and John Riggs III provided two things every driver seeks: a fast, flowing course, and plenty of runs. But the Riggs also served up an extra helping of excitement for 32 of the entrants. Selected solely on the basis of the closeness of their official times, 16 drivers from the morning run groups squared off in a tournament just before the lunch break; 16 more from the afternoon groups had their own tournament at the end of the day.

The tournaments were single-elimination, meaning two drivers' times were compared directly, no indexing. The faster driver advanced and ran again. Winning twice and advancing to the semi-finals earned the driver a handsome, custom-embroidered cap. Winning the tournament meant surviving four straight faceoffs and garnered a specially-engraved glass mug.

Needless to say, the pressure was on, and the fairer sex responded. Three of four finalists were Ladies Class drivers. In the morning, Christa Steele muscled her V8-powered 280Z to victory over Debbie Kerswill. Debbie even turned a tournament time that would have beaten her arch-rival in D Stock, Patty Evans.

In the afternoon, the mug went to Helen Perry over Jimmy Geck; Helen's tournament time was also a substantial improvement over her regulation runs and may have had something to do with husband John riding along and coaching. Helen scored a mug at last year's Biggest Little tournament, too.

Just one week later, on the July 4th weekend, Reno Region hosted the second round of NORPAC Division's Solo2 Championship series. Over a third of the 75-car field was made

up of visitors from as far away as Los Angeles, Boise and Portland, and many were serious, Nationally-competitive drivers.

Several interesting cars took to the John Evans-designed courses, too, including one unforgettable F Street Prepared machine. Jake Russell's Rabbit was perhaps the first diesel-powered car many of us had ever seen at an autocross. Thanks to turbocharging, the little VW won its class and finished in the top third in PAX, despite belching huge clouds of black smoke.

The Divisional emphasized hospitality and threw several new operating procedures at Reno's event organizers and officials, but the entire weekend was hitch-free. Regional Executive Dave DeBorde has many of the details in his RRegion News column, starting on Page 4.

Summer Rounds Set for Stead

The action keeps getting hotter for Reno Region, with two more Solo2 weekends at Stead just ahead.

July 19 & 20, Rounds 11 and 12 will be chaired by C Street Prepared arch-rivals Mike Kapic and Jim Gandy. The pair have been pondering for months, and they promise a few new wrinkles as well as fast, flowing courses. There's been speculation about this event ever since April, when Mike said it would be "clothing-optional." At press time, no details had been revealed, but inside sources whisper words like "beach party" and "wet & wild."

Jeff and Christa Steele are the co-chairs of Rounds 13 & 14, set for Stead the weekend of August 9th and 10th. The Steeles pilot a V8-powered 280Z, so we can expect another pair of fast, horsepower-friendly courses.

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OVER-REVS

FROM THE EDITOR

BY JIM GANDY



I admit it. Chasing cones is not my favorite thing to do. An hour and a half or more of standing on pavement that's usually too hot, too cold, or too windy (maybe all on the same day) is something I don't look forward to.

Sometimes, however, working the course provides an unexpected bonus. On Sunday at the Biggest Little Autocross, I ended up on station with someone who is not only a good talker, but who also has some refreshingly different perspectives on our sport. For example: Courses are lined with chalk, we all agree on that. But should the line go inside or outside the cones? Do you know there are places where questions like that generate some real heat?

Don McKenna lives in Auburn, in the western Sierra foothill country, and he's been running Corvettes literally for decades. He's seen fat times and lean, and for Sacramento-area autocrossers, these days qualify as both fat and lean. Fat because our sport is very popular, with fields at Solo2 events sometimes exceeding 300. Lean because Sacramento Chapter of San Francisco Region is essentially without a place to play, having lost access to Mather Air Force Base, McClellan AFB, and Cal Expo all in short order. It's a nightmare that could happen to any club; hopefully, a solution will be found soon. Meanwhile, drivers like Don find themselves travelling to places like Stead to keep in practice.

My conversation with Don brought up some of the ways things are very different on the other side of the mountains. First off, large entry fields mean a driver often has to commit a full day -- sometimes into the late hours of the evening -- to get three runs. Shows how spoiled we are here in Reno Region, where we expect a half-day to net us six runs.

According to Don, some California drivers try to make a virtue of limited runs, reasoning that runs are scarce at Divisionals and Nationals, so limiting runs to three is better training for "The Big Time." I see the logic, but I would miss the fun -- and I'd question whether entrants get a fair return on their entry fee.

But there are millions of people to draw from in Northern California, so filling grids likely won't ever be a problem. Finding places to play is the problem, and Don related that some people are even talking about a club-owned site for Solo events. That means buying property, getting approvals, paving many acres, building permanent facilities, and so on -- a potential investment of millions of dollars; a project not that different from San Francisco Region's development of Thunderhill Park race circuit near Willows. According to Don, there already is a separate fund for the purpose, steadily accumulating a small portion of every SFR Solo2 entry fee. Amazing.

Here's another tidbit. Don runs Hoosier autocross tires, like a few Reno Region drivers. Seems that across the mountains, the accepted rule of thumb is that the life of a Hoosier is about 50 minutes. Arithmetic says that's a new set after six weekends. In Stock classes? Ouch.

2003 Reno Region Solo2 Events

Date	Event	Site	Event Chair	Run Group 1, 2, 3, 4	Points Event #
July 19	Reno Region Solo2	Stead	Mike Kopic &	W, Y, B, G	11
July 20	Reno Region Solo2	Stead	Jim Gandy	G, W, Y, B	12
Aug 9	Reno Region Solo2	Stead	Jeff & Christa	B, G, W, Y	13
Aug 10	Reno Region Solo2	Stead	Steele	Y, B, G, W	14
Aug 30	Reno Region Solo2	Lovelock?	Sid Nelson &	W, Y, B, G	15
Aug 31	Reno Region Solo2	Lovelock?	Dave Deborde	G, W, Y, B	16
Sept 20	Reno Region Solo2	Hawthorne	Dean Benz &	B, G, W, Y	17
Sept 21	Reno Region Solo2	Hawthorne	Lucas Kunze	Y, B, G, W	18
Oct 11	Reno Region Solo2	Stead	Pat Housel &	W, Y, B, G	19
Oct 12	Reno Region Solo2	Stead	Dave Heppler	G, W, Y, B	20

RUN GROUPS: G = GREEN - AP, BP, CP, DP, EP, FP, AM, BM, CM, DM, EM, FM, F125, FJr, SFJr
 Y = YELLOW - Nxx (Street Tire) B = BLUE - AS, BS, CS, DS, ES, FS, GS, HS, STS, STX
 W = WHITE - SS, ASP, BSP, CSP, DSP, ESP, FSP, SM, SM2, SU

Note: Groups 1 and 2 run in the morning, 3 and 4 in the afternoon. If you're running in the morning, plan to arrive by 8:30 AM at the LATEST (the morning driver's meeting starts at 9:15 AM). Arrive by no later than 11:30 AM for the afternoon session, with the afternoon driver's meeting no earlier than 12:15 PM. This will allow time for registration, car prep and tech. To balance the groups, classes may be adjusted at the event. Every effort will be made to keep the adjustments within their respective morning and afternoon sessions.

Call Dave at 775-267-4845 or Eric at 775-831-2773 for more information, or visit www.renoscca.com.

NEWS & NOTES FROM IN & AROUND RENO REGION

SITE SOUGHT FOR RALLYCROSS

Rallycross enthusiast Matt Decker continues to work toward bringing autocross-on-dirt to Reno Region. After attending a San Francisco Region rallycross at Thunderhill, Matt is ready to put on an event of his own -- if a suitable place can be found. While Nevada has no lack of open land, rocky areas and alkali flats can be tough on cars. A grassy area, like a pasture or mown alfalfa field, would be better. Any ideas? If you can provide a lead, contact Matt at rallvo@yahoo.com.

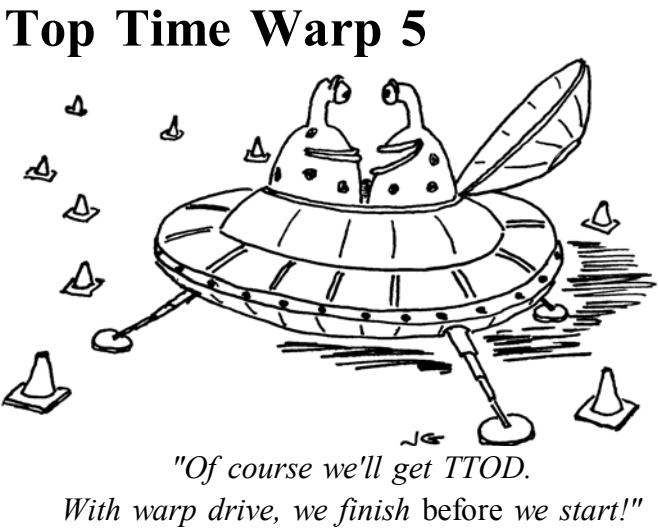
CHANGES IN CYBERSPACE

More than half of Reno Region's members and friends receive *Road & Tach* on the internet. Together with the Editor, Assistant R.E. Eric Gangloff is continuing to search for the best way to handle the electronic distribution of the newsletter.

A small but hopefully significant change starts with this issue. *Road & Tach* will be placed on the region's web site as usual, but now Eric will send everyone on the region's e-mail list a direct link to the newsletter. This will put *Road & Tach* just a single mouse-click away for almost everyone.

A SMALL CYBER-PLEA

If you use e-mail and can receive this newsletter electronically, please let us know so we can remove your name from the mailing list. Contact Eric at egangloff@aol.com



ATTENTION IN THE PITS

WORDS FROM THE REGIONAL EXECUTIVE

BY DAVE DEBORDE



REgion news – July 2003

Last month I mentioned the well run Solo 2 Regional that Greg and Chuck co-chaired. Well, it looks like there must be some hidden competition out there to make every event better than the last. This time it was the smoothly run “Biggest Little Challenge” hosted by the John Riggs Jr. and John Riggs III. On Saturday we were greeted to an open, free flowing course that contained numerous visual distractions but rewarded those who had the courage to put the skinny right pedal down and trust that the gates were there. On Saturday we were also treated to the challenge runs that rewarded the winners with engraved mugs. Saturday a large contingent stormed the Flowing Tide Pub, sponsors of the Mauldin/Eddins Toyota Starlet, for refreshments and a whole lot of bench racing. The event ran smoothly, unfortunately my Z car didn’t run smoothly; in fact it would not run at all. True to form, autocrossers came to my rescue and saved my day. First, Jimmy Geck offered his Mustang so I could compete. Then, during lunch break, event co-chair John Riggs did some creative troubleshooting and found the electronic problem that prevented the green Datsun from running. The next problem was, where could I possibly find needed parts on Saturday evening. Fellow BSP competitor B.J. Filarski came to the rescue. He volunteered to disassemble a distributor and supply the needed component. The Sunday course was essentially the same as Saturday but run in the opposite direction. The Sunday event ran as smoothly as the day before, the Datsun Z car ran smoothly also. A special thanks to John and John for the great event, to Jimmy for use of the Mustang and B.J. and John for the assistance repairing my car.

Round two of the NORPAC Divisional Championship Series took place at Reno Stead Airport over the July 4th weekend. I cannot express in words how proud I am of the Reno Region for the job that was done putting this event together. We ended up with just 75 paid participants but they were treated to real Nevada hospitality and awarded with really good competition in an unhurried, hassle free atmosphere. John Evans did an outstanding job of designing and setting the course. The entire site was mapped and scaled well in advance and the course put to paper with every pylon numbered and all workstations placed over a month before the event. John started layout work on Wednesday and finished on Thursday and Friday. The course was so well thought out that Chief Steward Katie Elder approved the course with the addition of just one pylon. Outstanding job John! Chief Registrar, Debbie Kerswill, handled all pre-registration activities, including listings on

MyAutoEvents.com and response to questions from registrants. Check in at the event site was hassle free and quick thanks to Debbie’s organization and her team of workers. Chief of Course, Greg Benson worked up the work assignments in advance of the event based on pre-registration information and arranged for pickup of audit sheets after each set of runs. Thanks Jeff & Krista for the loan of the Quad. Chief of Grid, B.J. Filarski handled Grid responsibilities, helping competitors locate their assigned space and monitoring times to insure the correct separation between runs. B.J. was assisted by two non-competitors, “Big Al” and Mary Ann. These two volunteered to work both days and introduced many of us to Club Racing style grid management, making sure every driver was “ready” before being dispatched from the grid. Their approach was to make sure the cool down rules were followed **and** at the same time be a resource for the drivers by making sure everything was in place

before exiting the grid. I found the time-remaining signals helpful when preparing for the next run. Chief of Tech/Impound, Pat Housel performed flawlessly as usual despite having Impound added to his responsibility at the last minute. Nice job Pat and thank you B.J. and Pantera Parts Connection for loan of the very nice Longacre Scales. Timing & Scoring also went extremely well, adding to the smooth operation of the event. In the end, Don Miller, Snake River Region and our own Dean Benz teamed up to handle timing and scoring Chiefs duties. Our new

system was utilized and proved once again to be very reliable and capable of handling grid assignments and results reporting almost without flaw. In fact, I believe we had only three or four reruns all weekend, with two of those reruns caused by downed cones.

All the above added to a smooth running event, but there was another aspect that made this a great event. Behind the scenes, well in advance of the event and at the event in the background many people worked tirelessly to accomplish everything that needed to be done. I would like to thank all who helped in so many ways but a special thanks to Greg and Matt Benson for doing all that they did to personally assist me by helping with whatever task needed to be accomplished, usually without even being asked. Finally, one person that does not compete in Solo2 but was there from start to finish to help with much of the event organization, from obtaining trophies to getting forms printed and on and on, Carol, your help behind the scenes was invaluable. In addition, your efforts at so capably pulling together event hospitality set the tone for the entire event. I am

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convinced the combination of the smooth hassle free event operation and the hospitality created a cordial atmosphere for the entire event. For those that were unable to make it to the event, you missed a memorable occasion. For those that attended, thank you for your support.

If you were at the last July meeting you are aware that Edy Eddins has found it necessary to resign his Directors position. Thank you Edy for all that you have done for the club during the 1½ years that you were in office. The club is better for your efforts. Dean Benz graciously accepted the appointment to fill the vacant Directors position for the remainder of the term.

Looking forward, three significant activities need attention before year's end. First, we need to plan the annual awards party. We have held it at the National Auto Museum the last two years, but it may be time for a change. Dick and Anne Lewis would appreciate your thoughts and ideas. I may be way out on a limb here, assuming Dick and Anne will be planning the event again this year, so please copy me in your messages. Secondly, as the year draws to a close it is time to think about officers for next year and any reorganization of the club. There will be at least two Directors positions open and all other Officer positions are up for grabs. Third, the NORPAC Convention committee needs to finalize the agenda and schedule speakers and session moderators.

Editor's note: After receiving Dave's column, I asked him if he could discuss the reasons why Reno Region hosted a round of the NORPAC Divisional Solo2 Series. The following is Dave's response:

The reasons for proposing a Divisional are varied. First, our Solo2 program meets the needs of many, but not all, of our local competitors. It appeared to me that numerous people were finding the program stale and several were loosing interest, they want more. A Divisional is "more" in my opinion. It is potentially more in terms of competition. Many people want to know

where they stand compared to drivers from outside our area but have never had the exposure and feel somewhat uncomfortable going to another area without ever having experienced this type of event. An event where the number of runs are intentionally limited and everything is more structured and 'by the book'. I believe it is healthy and in the best interest of the Reno Region and the SCCA to expand our view and give the membership an opportunity to see more of what the SCCA has to offer. I believe that this event was an eye opener for many of the people that attended from our region, and it appears to me they generally liked what they saw.

Jim, it was never intended that the Divisional would be a cash cow and make a bunch of money. That is not why the Divisional was proposed. Our club should be, and is, financed through our ongoing regional events. If we can't survive on the proceeds from our 20-event regional series then we certainly should not plan to make a bundle on one Divisional event, in my humble opinion. My only concern with the Divisional was to avoid loosing a lot of the club's funds. I am happy to report that even with the extra hospitality and extra trophies and pins and things we are just above water on the event.

I also feel that because we are members of the SCCA we have a responsibility to participate in as many of the SCCA programs as we are capable of. Our region should not and can not remain completely segregated from the 'outside'. Our charter with the SCCA says we formed to further the sport, it does not say we formed to provide only Regional Solo2 events.

Another reason for exposing some of our people to the Divisional is to help prepare them for the Solo2 Nationals. We have seven or eight, maybe more, people who have expressed an interest in going to Topeka this year. The Divisional gave them a taste of what it is like to have to read a course by walking it several times and learning it quickly. Many of our people have never had

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Full Throttle for Reno's Subaru Program

by Debbie Kerswill

Reno Region SCCA is participating in the 2003 SCCA/WRX Incentive program. As the region's WRX program chair I was asked to provide some background on this program.

This incentive program is focused on encouraging SCCA regions to actively invite and attract WRX SCCA members. Starting with late 2001 WRX sales, the purchase of a new WRX included free SCCA membership. These buyers are the target audience we are seeking to connect with, and to invite them to participate in our region's events and activities.

The program will award a custom trophy and cash award to the highest ranking region in each regional category (small, \$500; medium, \$750; medium/large, \$1,000; large, \$1,250; and jumbo, \$1,500 -- Reno Region is in the medium category). There will also be a Grand Prize awarded to the single region judged to have made a superior effort in activating WRX members. The Grand Prize? Use of a Subaru WRX for 1 year, to be used as a pace or course car and promotion vehicle.

We will be judged in the following categories

(includes % of weighting): **Retention** (20%), 1st year WRX SCCA membership/renewals. **1st Contact** (20%), region program that makes 1st contact with new WRX SCCA members. **Communications** (20%), region communications regularly feature Subaru-related articles. **Competition events** (15%), competitive events specifically featuring Subaru. **Other involvement** (10%), region highlights or features Subaru in non-competitive, social events. **Local dealership** (10%), proposed involvement with local dealership or dealer groups. **Participation** (5%), average number of Subarus (all models) in region events.

We want to actively participate and compete in all of these categories. I am currently seeking volunteers from Reno Region SCCA along with our local startup Subaru club "seccs.org" (Subaru Enthusiasts Car Club of the Sierras) to lead the effort to compete and track results for each category. In the coming weeks, more activity and information will be coming your way. And in the meantime, if you have feedback, questions, ideas, Subaru and WRX owners/friends to encourage, please send them our way!

RESULTS

**Reno Region Solo2 Series Round 9
Stead Airport June 28, 2003**

AS		
1. Hersh Wilhoite	Corvette	44.975
ASL		
1. Karin Wilhoite	Corvette	46.350
ASP		
1. John Perry	Corvette	41.860
2. Jim Uchytıl	Corvette	42.160
3. B.J. Sullivan	Viper	42.790
4. Gary Starr	S2000	43.887
ASPL		
1. Helen Perry	Corvette	46.701
BP		
1. Bill Fleig	Corvette	39.747
2. Randy Jones	Corvette	42.732
3. Art Majors	Corvette	43.452
BPL		
1. Peggy Jones	Corvette	43.466
BS		
1. Mike Mulhall	Boxster	43.289
2. Ron Lewis	911	44.604
3. Doug Driver	Boxster	44.909
4. Mark Willoughby	911	47.160
BSL		
1. Denise Lewis	911	44.395
2. Heather Money	Boxster	47.596
BSP		
1. Harold Olsen	Corvette	41.489
2. Dave DeBorde	240Z	45.964
3. B.J. Filarski	Pantera	46.103
BSPL		
1. Victoria Filarski	Pantera	50.750
CM		
1. Jean Pierre Legras	Reynard	41.524
2. Neil Falconer	Reynard	41.721
CS		
1. Charles Marshall	Miata	49.304
2. Kyp Johnson	Miata	50.077
3. Joe Kaminkow	Z3	51.854
4. Dan Halcomb	Miata	52.218
CSP		
1. Jim Plotkin	RX-7	43.656
2. Lee Sutton	RX-7	44.092
3. Jim Gandy	RX-7	44.473
4. Vince Russell	Miata	44.835
5. Kevin Sheridan	Miata	47.730
CSPL		
1. Renee Russell	Miata	46.983
2. Marion Gandy	RX-7	49.645
DM		
1. John Lefcourte	Super 7	40.985
2. John Townley	Corolla	43.867
3. Edy Eddins	Starlet	46.663
4. Todd Mauldin	Starlet	46.688
DML		
1. Jane McKenna	Super 7	42.157
DS		
1. John Evans	WRX	45.658
DSL		
1. Patty Evans	WRX	46.146
2. Debbie Kerswill	WRX	46.702
EM		
1. Bob Weisickle	Austin Healy	39.159
2. John Riggs III	Rotafire	40.804
3. John Riggs Jr.	Rotafire	41.045
4. Jeff Steele	280Z	43.055
EML		
1. Christa Steele	280Z	45.480
ESP		

1. Lucas Kunze	Camaro	44.395	
2. Jim Geck	Mustang	44.465	
3. Jimmy Geck	Mustang	45.270	
4. Chuck Tischler	Mustang	46.720	
5. Mark Berglund	Mustang	51.076	
F125			
1. Eric Gangloff	Birel	36.901	
2. Jamie Kearney	Birel	36.983	
3. John Burns	Tony	37.383	
FSP			
1. Pat Housel	Rabbit	45.896	
HS			
1. Andrew Silva	Mustang	50.994	
SM			
1. Dean Benz	Stealth	42.867	
SM2			
1. Ham Edwards	Corvette	44.274	
SS			
1. Bob Williamson	Corvette	42.468	
2. Don Smith	RX-7	46.500	
SSL			
1. Shawn Rosenstrauch	Corvette	44.126	
2. Sheri Smith	RX-7	47.602	
STS			
1. Desirea Adams	Tiburon	55.156	
STX			
1. Scott Perry	WRX	46.354	
2. Theo McCormick	WRX	46.611	
3. Matt Roy	WRX	48.332	
4. Tyson Kueper	WRX	50.124	
5. Arthur Sturgis	WRX	53.119	
SU			
1. Gilbert Dayao	M3	46.765	
RNP			
Bob Haugland	Miata	46.659	
Evan Pieser	WRX	46.949	
Mary Flinn	Miata	47.751	
Ross Cameron	Mini	52.654	
N (indexed)			
1. Paul Jensen	3000GT	36.508	
2. Al Patterson	Viper	36.911	
3. Gary Collins	Mini	37.033	
4. Ken McDougall	Audi S4	37.752	
5. Allen Snellbaker	Mustang	37.948	
6. Loren Enstad	Corvette	38.886	
7. Jim Payne	Subaru STI	39.026	
8. Kevin Cassidy	Miata	39.394	
9. Pat Riley	S2000	39.905	
10. Jim Whiteley	Mini	40.436	
11. Tom Arnold	Mini	40.536	
12. Justin Herndon	WRX	42.489	
13. Jeff Wyatt	Corvette	42.922	
NL (indexed)			
1. Sue Orvik	Miata	39.944	
OPEN PAX			
Bill Fleig	Corvette	34.381	21
Eric Gangloff	Birel	34.613	19
Jamie Kearney	Birel	34.690	18
Harold Olsen	Corvette	34.851	17
John Burns	Tony	35.065	16
Bob Weisickle	Healy	35.204	15
John Perry	Corvette	35.414	14
Bob Williamson	Corvette	35.546	13
Jim Uchytıl	Corvette	35.667	12
Mike Mulhall	Boxster	35.713	11
Dean Benz	Stealth	35.751	10
B.J. Sullivan	Viper	36.200	9
John Evans	WRX	36.298	8
Paul Jensen	3000GT	36.508	7
John Lefcourte	Super 7	36.518	6
Jim Plotkin	RX-7	36.627	5
Lucas Kunze	Camaro	36.670	4
John Riggs III	Rotafire	36.683	3
Jim Geck	Mustang	36.728	2
All other Open finishers			1

LADIES PAX				POINTS
Denise Lewis	911	36.626	21	
Patty Evans	WRX	36.686	19	
Shawn Rosenstrauch	Corvette	36.933	18	
Debbie Kerswill	WRX	37.128	17	
Jane McKenna	Super 7	37.562	16	
Peggy Jones	Corvette	37.598	15	
Karin Wilhoite	Corvette	38.378	14	
Heather Money	Boxster	39.267	13	
Renee Russell	Miata	39.419	12	
Helen Perry	Corvette	39.509	11	
Sheri Smith	RX-7	39.843	10	
Sue Orvik	Miata	39.944	9	
Christa Steele	280Z	40.887	8	
Marion Gandy	RX-7	41.652	7	
Victoria Filarski	Pantera	42.630	6	

**Reno Region Solo2 Series Round 10
Stead Airport June 29, 2003**

AS		
1. Hersh Wilhoite	Corvette	46.731
ASL		
1. Karin Wilhoite	Corvette	48.392
ASP		
1. Jim Uchytıl	Corvette	44.379
2. B.J. Sullivan	Viper	44.800
3. Jim Kunze	Corvette	48.852
BP		
1. Bill Fleig	Corvette	43.456
2. Randy Jones	Corvette	44.734
BPL		
1. Peggy Jones	Corvette	44.565
BS		
1. Ron Lewis	911	47.374
2. Mike Mulhall	Boxster	47.405
3. Doug Driver	Boxster	48.354
BSL		
1. Denise Lewis	911	49.507
2. Heather Money	Boxster	51.258
BSP		
1. Harold Olsen	Corvette	44.452
2. Dave DeBorde	240Z	46.452
3. B.J. Filarski	Pantera	48.333
BSPL		
1. Victoria Filarski	Pantera	51.886
CS		
1. Kyp Johnson	Miata	50.712
2. Charles Marshall	Miata	52.698
3. Dan Halcomb	Miata	52.789
CSP		
1. Jim Gandy	RX-7	47.366
2. Vince Russell	Miata	47.734
CSPL		
1. Renee Russell	Miata	48.327
DM		
1. John Townley	Corolla	46.368
2. Todd Mauldin	Starlet	49.236
3. Edy Eddins	Starlet	49.698
DS		
1. John Evans	WRX	48.613
DSL		
1. Patty Evans	WRX	47.739
2. Debbie Kerswill	WRX	49.119
EM		
1. Bob Weisickle	Austin Healy	41.774
2. Chris Valentino	Datsun 1200	44.155
3. Sid Nelson	240Z	44.205
4. John Riggs Jr.	Rotafire	44.583
5. John Riggs III	Rotafire	45.588
6. Jeff Steele	280Z	45.650
7. Matt Benson	280Z	47.261

EML		
1. Christa Steele	280Z	48.811
ESP		
1. Lucas Kunze	Camaro	46.622
2. Jim Geck	Mustang	47.728
3. Jimmy Geck	Mustang	48.042
4. Chuck Tischler	Mustang	48.706
F125		
1. Eric Gangloff	Birel	39.224
2. John Burns	Tony	40.357
FS		
1. Mike Janas	Mustang	51.095
2. Tom Janas	Mustang	51.232
FSP		
1. Pat Housel	Rabbit	49.415
GS		
1. Craig Cummins	Mini	49.158
HS		
1. Andrew Silva	Mustang	56.216
SM		
1. Dean Benz	Stealth	45.791
SM2		
1. Ham Edwards	Corvette	46.740
SS		
1. Bob Williamson	Corvette	44.835
2. Don Smith	RX-7	48.835
SSL		
1. Shawn Rosenstrauch	Corvette	49.069
2. Sheri Smith	RX-7	51.566
STS		
1. Ross Cameron	Mini	52.039
2. Lee Mitchell	Audi A4	54.940
STX		
1. Scott Perry	WRX	48.666
2. Theo McCormick	WRX	49.425
3. Matt Roy	WRX	50.358
4. Tyson Kueper	WRX	52.071
SU		
1. John Breternitz	911	44.045
SUL		
1. Chris Cox	911	47.145
RNP		
Don McKenna	Corvette	46.141
Paul Jensen	3000GT	48.160
Debbie Kerswill	WRX	49.843
Tim Ruffin	Boxster	50.125
Kevin Laster	Civic	52.375
Thomas Humphres	Mustang	53.322
Matt Chase	Del Sol	54.821
N (indexed)		
1. Paul Jensen	3000GT	38.019
2. Gary Collins	Mini	38.637
3. Ken McDougall	Audi S4	38.988
4. Troy Chernoff	Mustang	39.186
5. Al Patterson	Viper	39.235
6. Allen Snellbaker	Mustang	39.314
7. Troy Crawford	Mustang	39.856
8. Jim Payne	Subaru STI	39.908
9. Zack Wylie	Civic	40.048
10. Bayard Webb	WRX	40.105
11. Rick Johnson	Camaro	41.025
12. Loren Enstad	Corvette	41.083
13. Pat Riley	S2000	41.447
14. Bob Willmems	Ferrari 360	41.782
15. James Amrine	ZX2	41.859
16. Kevin Cassidy	Miata	42.012
17. Shane Lees	318ti	42.018
18. Eric Laster	Integra	42.214
19. Jim Whiteley	Mini	42.456
20. Tom Arnold	Mini	43.155
21. Abe Gissen	CRX	43.396
NL (indexed)		
1. Sue Orvik	Miata	43.385

OPEN PAX		
Eric Gangloff	Birel	36.792 21
Harold Olsen	Corvette	37.340 19
Bob Williamson	Corvette	37.527 18

Jim Uchytal	Corvette	37.545 17
Bob Weisickle	Healy	37.555 16
Bill Fleig	Corvette	37.589 15
John Breternitz	911	37.791 14
John Burns	Tony	37.855 13
B.J. Sullivan	Viper	37.901 12
Paul Jensen	3000GT	38.019 11
Dean Benz	Stealth	38.190 10
Craig Cummins	Mini	38.442 9
Lucas Kunze	Camaro	38.510 8
Gary Collins	Mini	38.637 7
John Evans	WRX	38.647 6
Hersh Wilhoite	Corvette	38.693 5
Randy Jones	Corvette	38.695 4
Scott Perry	WRX	38.835 3
Ken McDougall	Audi S4	38.988 2
All other Open finishers		1

LADIES PAX		POINTS	
Patty Evans	WRX	37.953	21
Peggy Jones	Corvette	38.549	19
Debbie Kerswill	WRX	39.050	18
Karin Wilhoite	Corvette	40.069	17
Chris Cox	911	40.450	16
Renee Russell	Miata	40.546	15
Denise Lewis	911	40.843	14
Shawn Rosenstrauch	Corvette	41.071	13
Heather Money	Boxster	42.288	12
Sheri Smith	RX-7	43.161	11
Sue Orvik	Miata	43.385	10
Victoria Filarski	Pantera	43.584	9
Christa Steele	280Z	43.881	8

**NORPAC Divisional Solo2 Series
Round 2 Stead July 5-6, 2003**

(does not count toward regional championship)

note: time is combined best runs from Sat. & Sun.			
AS			
1. Scott Clark	NSX	104.336	
ASP			
1. Jim Uchytal	Corvette	89.733	
2. Gary Starr	S2000	95.204	
3. Jim Kunze	Corvette	97.724	
4. Pat Riley	S2000	101.471	
BP			
1. Randy Jones	Corvette	88.959	
BPL			
1. Peggy Jones	Corvette	90.103	
BS			
1. Mike Mulhall	Boxster	90.377	
2. Doug Driver	Boxster	92.858	
3. Ronald Lewis	911	93.022	
4. Robert Morrison	911	94.510	
5. Doug Ellsworth	911	109.583	
BSL			
1. Denise Lewis	911SC	97.095	
BSP			
1. Dave Deborde	240Z	91.234	
2. Matt Benson	240Z	93.579	
3. B.J. Filarski	Pantera	94.798	
4. Oliver Kish	240Z	103.897	
BSPL			
1. Victoria Filarski	Pantera	106.900	
CP			
1. Greg Benson	Mustang	93.588	
CS			
1. Kyp Johnson	Miata	100.839	
2. Dick Lewis	Miata	101.340	
3. Kevin Cassiday	Miata	104.102	
4. Dan Halcomb	Miata	105.023	
CSP			
1. Bill Schenker	Miata	88.667	
2. Jim Daniels	Miata	89.828	

3. Jim Gandy	RX-7	94.666
4. Cliff Whitely	Miata	99.027
CSPL		
1. Tami Daniels	Miata	92.520
DM		
1. Ron Babb	Elan	82.660
2. John Townley	Corolla	90.663
DML		
1. Karen Babb	Elan	85.126
DS		
1. Ralph Elder	Integra	93.927
2. John Evans	WRX	97.383
3. Bayard Webb	WRX	105.092
DSL		
1. Patty Evans	WRX	96.752
2. Debbie Kerswill	WRX	99.057
EM		
1. Jeff Steele	280Z	87.337
2. Sid Nelson	240Z	89.497
3. John Riggs Jr.	RotaFire	91.247
4. John Riggs III	RotaFire	92.251
EML		
1. Christa Steele	280Z	94.071
EP		
1. Quinn Campbell	Jetta	87.514
2. Lee Mitchell	240Z	100.300
EPL		
1. Lou Ann Christensen	Jetta	90.594
ES		
1. Glen Hernandez	924S	91.597
2. Bud Bohrer	924S	94.020
ESP		
1. Lucas Kunze	Camaro	94.081
2. Jimmy Geck	Mustang	96.562
3. Chuck Tischler	Mustang	96.709
4. Jim Geck	Mustang	97.804
FM		
1. Mike Billings	Autodyn.	87.604
FSP		
1. Jake Russell	Rabbit	94.014
2. Pat Housel	Rabbit	96.754
GS		
1. Abe Douglas	Mini	94.745
2. Craig Cummins	Mini	97.388
3. Gary Collins	Mini	102.726
4. Nancy Cummins	Mini	105.453
HS		
1. Keith Brown	Mini	98.576
2. Todd Mauldin	Subaru Baja	105.450
3. Andrew Silva	Mustang	111.882
HSL		
1. Kristi Brown	Mini	105.823
SM		
1. Dean Benz	Stealth	93.860
2. Alan Snellbaker	Mustang	98.700
SM2		
1. Hammond Edwards	Corvette	95.837
SS		
1. Kevin Dietz	Corvette	89.037
2. Don Miller	Corvette	91.349
3. Scott Troyer	Corvette	94.763
STS		
1. Kevin McCormick	Civic	92.212
2. Eric West	Civic	94.363
3. Eric Martin	Esteem	96.029
4. Shaun McClay	Celica	104.004
STSL		
1. Katie Elder	Civic	94.620
2. Rebecca Sottile	Esteem	101.928
SU		
1. John Breternitz	911S	88.250
SUL		
1. Chris Cox	911S	97.490

Divisional PAX results are on Page 9

POINTS STANDINGS

By Class, Through Ten Events

AM	Jean Pierre Legras	21	Matt Benson	107	Paulette Woods	37				
Gene Rolfe	22	Neil Falconer	16	Sid Nelson	86	SM				
AML	CP	Greg Benson	96	Bob Weisickle	42	Dean Benz	150			
Patti Rolfe	22	Ben Bingham	67	Chris Valentino	39	Eric Waugh	32			
AS	Hersh Wilhoite	64	Eric Johnson	35	Rick Kostelaz	37	Sam Robenson	30		
Rex Wilhoite	32	John Doody	30	Greg Benson	28	Tim Hicks	30			
ASL	Karin Wilhoite	64	Danial Stalcup	24	Rory Baldry	22	SM2			
Ethel Tischler	54	Chris Shannon	16	Shea Henery	22	Ham Edwards	55			
ASP	Jim Uchytal	169	Dave Heppler	16	Brian Berleemann	15	Marvin Maize	42		
John Perry	165	Ron Wheeler	11	Christa Steele	130	Dan Magno	32			
B.J. Sullivan	153	Jim Elsmore	10	Debbie Donaldson	32	SS				
Gary Starr	59	CPL	Stephanie Doody	22	Don Smith	132	Don Bushnell	12		
Jim Kunze	57	CS	Charles Marshall	92	Bob Williamson	121	James Johnson	11		
Pat Riley	43	Charles Marshall	92	Sheri Friberg	11	Don Miller	37	Tyler Cenarrusa	11	
Tony Mazzagatti	33	Dick Lewis	92	ESP	42	Scott Troyer	28	Zach Dalmau	11	
Shefan Kemper	24	Nord Johnson	87	Shawn Rosenstrauch	11	John Stritenberger	14	James Amrine	11	
Ray James	21	Fabrizio Leone	42	EPL	22	SSL	86	Kevin Cassidy	10	
Art Majors	12	Bob Haugland	32	Peggy Hale	22	Sheri Smith	86	Ken Pickett	10	
ASPL	Helen Perry	139	Dan Halcomb	26	Tom Miller	11	Troy Crawford	9	Jesse Reid	9
Kitty Fleischman	32	Joe Kaminkow	14	Chuck Tischler	117	STS	84	Dave Waclo	8	
Mari Tilzey	32	CSL	Annie Lewis	54	Jason Watt	30	Jim Payne	53	Shane Lees	8
BP	Randy Jones	160	Mary Flinn	37	Eliot Drake	22	Rob Rowan	51	Zack Wylie	7
Art Majors	78	CSP	Mike Kapic	137	Tad Meadows	22	Kevin McCormick	42	Jim Whiteley	7
Bill Fleig	42	Mike Kapic	137	Curtis Tischler	12	Eric West	21	David Gissen	7	
BPL	Peggy Jones	77	Jim Gandy	133	Ross Cameron	21	Nick Amrins	7	Tom Arnold	6
Mike Mulhall	188	Kevin Sheridan	68	F125	22	Jen Goss	16	Matt Waclo	6	
Doug Driver	114	Jim Plotkin	63	Eric Gangloff	148	Lee Mitchell	16	Alan Leung	6	
Ron Lewis	97	Rob Howarth	58	John Burns	102	Brandon Denney	12	Eliot Drake	5	
Robert Morrison	94	Lee Sutton	48	Jamie Kearney	68	Jesse Cruz	12	Bob Willmems	4	
Mark Willoughby	61	Pat Housel	37	Jeremy Sperling	58	Desirea Adams	11	Justin Herndon	4	
Lloyd Feaver	42	Harry Poland	28	David Hironaka	42	STX	11	Jeff Wyatt	3	
Tim Nichols	32	Vince Russell	28	Greg Piet	23	Theo McCormick	159	Eric Laster	1	
Gerald Fleischmen	28	Mike Sallee	24	Mark Bartelt	23	Matt Roy	102	NL		
John Davis	24	Bill Martin	22	F125L	11	Tyson Kueper	99	Sue Orvik	66	
Karim Hussain	21	Kevin Cassiday	22	Kellie Carr	11	Scott Perry	84	Mariann Cosby	22	
Dan Spindler	20	Mike Schilleneff	21	FM	22	Gary Szabo	42			
Charles Fletcher	16	Bill Foster	20	Dave Roberts	22	Alan Pearson	37			
Alfie Lapeter	13	CSPL	Marion Gandy	71	FML	16	Arthur Sturgis	20		
Ed Horton	13	Marion Gandy	71	Kim Wanker	22	Steve Martegani	16	Kevin McDaniel	10	
Brian Barger	11	Renee Russell	32	FP	22	Kevin McDaniel	10	SU		
BSL	Heather Money	139	John Townley	173	Mark Hancock	22	John Breternitz	54	John Breternitz	54
Denise Lewis	116	John Lefcourte	171	Felix Rivera	22	R. Gail Heist	22	R. Gail Heist	22	
Merlene Fletcher	37	Edy Eddins	138	Stephen Ward	22	John Tommila	16	John Tommila	16	
BSP	Dave DeBorde	178	Todd Mauldin	112	Mike Janas	21	Pat Conely	14	Pat Conely	14
B.J. Filarski	77	Louis Mora	11	FSP	16	Gilbert Dayao	11	Gilbert Dayao	11	
Harold Olsen	42	DML	Jane McKenna	139	Pat Housel	76	SUL	22	Chris Cox	22
Jason Wilhoite	42	Rochelle Mezzano	64	Jeff Shaw	22	N	94	Alan Snellbaker	94	
Sean Parrish	32	DP	Scott Stratton	42	Jeremy Totten	16	Gary Collins	93	Gary Collins	93
Tim Master	32	Michael Johnson	32	GS	43	Ken McDougall	83	Ken McDougall	83	
Robert Glover	30	DS	Terry Mayo	27	Paul Jensen	76	Darius Rementeria	42	Paul Jensen	76
Chris Darquea	24	John Evans	112	Eric Wong	21	Darius Rementeria	42	Jeff Glorioso	42	
Jerry Bird	21	Allon Adar-Burla	42	Jens Morrison	16	Loren Enstad	33	Jeff Glorioso	42	
Lee Mitchell	16	DSL	Patty Evans	210	Denise Harhett	11	Dana Jacobsen	32	Loren Enstad	33
BSPL	Victoria Filarski	86	Debbie Kerswill	158	HS	61	Kam Urquhart	32	Dana Jacobsen	32
Michelle Bird	42	Catherine Britton	30	Andrew Silva	42	Abe Gissen	28	Rick Johnson	30	
Tammy Parrish	42	DSP	Don McKenzie	33	Scott Mullins	42	Troy Chernoff	28	Abe Gissen	28
CM	John Riggs Jr.	151	EM	John Riggs Jr.	151	Chris Barth	32	Al Patterson	27	
Jim Kant	22	John Riggs III	140	HSL	140	Nate Pierson	11	Scott Perry	26	
John Schultz	22	Jeff Steele	136	Angela Freni	37	Steve Waclo	11	Sean Morrow	26	
						David Sirna	25	David Sirna	25	
						Tim Sheets	22	Tim Sheets	22	

Reno PAX Points after Ten Events

TOP 15 OPEN PAX	
1. Eric Gangloff	145
2. Mike Mulhall	122
3. John Burns	108
4. John Evans	96
5. Dean Benz	92
6. Jim Uchytal	88
7. John Perry	87
8. Bob Williamson	87
9. B.J. Sullivan	77
10. Lucas Kunze	74
11. Jamie Kearney	68
12. Jeremy Sperling	61
13. Doug Driver	50
14. Randy Jones	50
15. Jimmy Geck	45
TOP 15 LADIES PAX	
1. Patty Evans	200
2. Debbie Kerswill	181
3. Peggy Jones	169
4. Helen Perry	129
5. Heather Money	110
6. Jane McKenna	106
7. Christa Steele	100
8. Denise Lewis	91
9. Sue Orvik	73
10. Karin Wilhoite	61
11. Sheri Smith	57
12. S. Rosenstrauch	55
13. Marion Gandy	45
14. Annie Lewis	43
15. Katie Elder	42

*REgion News,
continued from Page 5*

to learn a course in just three runs.

I am also of the opinion that we have a responsibility to the solo community to share our resources. We are fortunate to have a good site and several people that are talented in many of the areas necessary to hold an event. This is an opportunity to share our resources.

Finally, you mentioned all the hard work on the part of several people. I have talked to most of the "hard workers" since the event. You know what, everyone I have spoken with indicated they enjoyed what they did and no one expressed any regret for having done it. If you think about it, the same can be said for every Club Race that is staffed by SCCA volunteer workers. That is what we do and believe it or not, we take pleasure in doing it.

Dave Deborde
Regional Executive

***PAX Rankings, NORPAC Divisional Solo2
Championship Round 2, Stead, July 5-6, 2003***

1. Kevin McCormick	72.294	26. Randy Jones	76.950	51. Jim Geck	80.786
2. Glen Hernandez	73.644	27. John Evans	77.419	52. Shaun McClay	81.539
3. Ron Babb	73.650	28. Tami Daniels	77.624	53. Ham Edwards	81.557
4. Eric West	73.981	29. Lucas Kunze	77.711	54. John Riggs	82.031
5. Abe Douglas	74.091	30. Peggy Jones	77.939	55. Todd Mauldin	82.040
6. Katie Elder	74.182	31. Robert Morrison	77.971	56. Kyp Johnson	82.083
7. Bill Schenker	74.392	32. L. A. Christensen	78.183	57. Alan Snellbaker	82.316
8. Kevin Dietz	74.524	33. Dean Benz	78.279	58. Kristi Brown	82.330
9. Mike Mulhall	74.561	34. Mike Billings	78.318	59. Nancy Cummins	82.464
10. Ralph Elder	74.672	35. Jeff Steele	78.516	60. Dick Lewis	82.491
11. Eric Martin	75.287	36. Matt Benson	78.606	61. Jim Kunze	82.675
12. Jim Daniels	75.366	37. Debbie Kerswill	78.750	62. John Riggs III	82.934
13. Quinn Campbell	75.525	38. Pat Housel	78.855	63. Cliff Whitely	83.084
14. Bud Bohrer	75.592	39. Scott Troyer	79.317	64. Bayard Webb	83.548
15. John Breternitz	75.718	40. Jim Gandy	79.425	65. Chris Cox	83.646
16. Karen Babb	75.847	41. BJ Filarski	79.630	66. Christa Steele	84.570
17. Jim Uchytel	75.914	42. Jimmy Geck	79.760	67. Kevin Cassidy	84.739
18. Craig Cummins	76.157	43. Greg Benson	79.831	68. Dan Halcomb	85.489
19. Don Miller	76.459	44. Chuck Tischler	79.882	69. Pat Riley	85.844
20. Doug Driver	76.608	45. Rebecca Sottile	79.912	70. Scott Clark	86.390
21. Jake Russell	76.621	46. Denise Lewis	80.103	71. Lee Mitchell	86.559
22. Dave Deborde	76.637	47. Gary Collins	80.332	72. Andrew Silva	87.044
23. Keith Brown	76.692	48. Sid Nelson	80.458	73. Oliver Kish	87.273
24. Ronald Lewis	76.743	49. Gary Starr	80.543	74. Victoria Filarski	89.796
25. Patty Evans	76.918	50. John Townley	80.781	75. Doug Ellsworth	90.406



Editor's note: The following is 100% true. The name(s) may have been changed to avoid embarrassment. True Crew Stories are things that happened in association with our sport, not on-track or on-course. Do you have a True Crew Story to share? Call or e-mail the Editor; see the Club Officers information on page 2.

Remember the trials of Jim the Racer, how he crashed his Showroom Stock car far from home, then bought a rust-bucket Vega that almost immediately blew up, leaving Jim, his girlfriend and his German Shepherd stranded? This month's True Crew Story confirms that Jim was a slow learner.

Shortly after the previous adventure, Jim and Co. relocated from Texas to Reno. Soon, Jim started thinking about going racing again. The most recent SSC winner at the Runoffs was a Chevy Vega GT, and despite his earlier bad experience, Jim decided to go with a Vega. After a few calls, one was located on a Chevy dealer's lot in Elko. On a snowy, mid-winter day, Jim flew to Elko and bought the car. Driving it back to Reno, he noticed a ticking sound from the engine, but he figured it was just a valve out of adjustment. Once home, he pulled the valve cover and discovered that Vegas use hydraulic lifters -- no adjustment -- so he put the noise down to a sticky lifter. Besides, he was anxious to install the safety equipment, new tires, brake pads, etc., and head for an

early-season national points race at Holtville, in extreme southern California, near the Mexican border.

That's how it happened that Jim, his girlfriend and his German Shepherd left Reno late one winter evening and headed south on U.S. 395, driving the Vega, with tires, tools, and luggage crammed into the car and onto a roof rack. Does this have a familiar ring to it?

By now the ticking sound from engine also had a familiar ring. Along about midnight, cresting 8,143 ft. Conway Summit near Mono Lake, the ticking suddenly became a vicious hammering noise. Those readers with mechanical experience will correctly deduce that a connecting rod bearing had failed. Prognosis: in a very short time, there would be a rather large and jagged hole in the side of the Vega's engine block. Yes, they were stranded again, this time beside a lonely highway on a winter night. They shivered there until dawn, when they risked limping on to the next town, Lee Vining. There they took a motel room and put out an SOS. Later that day, a friend came down from Reno with a Jeep and a U-Haul tow bar.

A bright spot followed: the aluminum-block engines in Vegas had such a poor reputation that General Motors was forced to warranty them for far longer than was usual at that time. So, Jim's Vega (that had never been raced) got a new short block installed for free.

About a month later, the Vega finally made it to Holtville for the season's second National race. Unfortunately, in practice it proved to be so slow that Jim loaded up and left in disgust before the race. He listed the car for sale in *AutoWeek*, and an eager racer flew out from New York to buy it.

Twice burned by Vegas, it was perhaps poetic that Jim's next racer was a Plymouth Fire Arrow. -- JG

MEETING MINUTES

Carol Deborde, Secretary

SCCA Meeting Minutes

July 2, 2003

Attendees: Greg Benson, Jim Uchtyl, Jim Kunze, Lucas Kunze, Chuck Tischler, Lee Mitchell, Jim & Diane Whiteley, Matt Decker, Nate Pierson, Charles Marshall, Edy Eddins, Ron & Denise Lewis, Matt Benson, B.J. Filarski, Dean Benz, Debbie Kerswill, John & Patty Evans, Eric Gangloff, Heather Money, Mike Mulhall, John Riggs, Jr., Jim Gandy, Dave & Carol Deborde. Meeting was called to order By Dave Deborde at 6:40pm. New members were introduced – Jim Kunze and Jim & Diane Whiteley

Secretary Report: Motion to accept by Patty Evans and seconded by Greg Benson. Minutes approved as written.

Treasurers Report: Patty Evans passed out the report. Balance as of 6/30/03 was \$10,375.34. Expenses during the month were \$4,502.10. Motion to accept by Dean Benz and seconded by John Riggs, Jr. Report accepted as presented.

Old Business

Events Review #7 & 8 and 9 & 10: Greg Benson & Chuck Tischler were the course designers of #7 & 8. It was the first time for both of them to design a course. Chuck indicated since it was his first time he was not aware of some things that need to be done. Dave D. explained there was information on the Web site on helpful hints. Eric G. said there is a course design booklet available also. Both Greg & Chuck thanked those that came out to help set up and take down the course. Dave thanked both of them for a great event and super course.

John Riggs, Jr. & John, III chaired the Big/Little again this year. They had a challenge for the morning group and the afternoon group that went very smoothly. A big thank you to John Evans & Mike Mulhall for help with the set up of the course. Dave thanked John & John for a fun packed event that everyone enjoyed. Approximately 50-plus people attended a social after the Big/Little on Sat. at the Flowing Tide, which is Edy E. & Todd M. sponsors. A wonderful time was had by all. Jason would like us to come back & will give us 2-for-1 pitchers of domestic beer next time we come.

We had several people join us from San Francisco and Sacramento and they made many comments to the effect we were well organized and the event ran smoothly. Kudos to all for making it happen and for the fun course.

Dave thanked Dean B. & Debbie K. for helping with the computer programming at both events and Ron & Denise Lewis for staying to help pick up the course on both weekends – even though they raced in the mornings. To everyone that stays to help after the event, it is deeply appreciated.

Eric G. has been getting the results printed in the Reno *Gazette Journal*.

Solo II Divisional – July 5 & 6: John Evans could use help Wed. & Thurs. after 9:00am to help with set up of course. The cones have to be double chalked & numbered for this event. Registration will be 4pm – 8pm and Course open for walking & Tech 4pm-7pm.

There was some discussion of the run/work order. Decals will not be needed. B.J. Filarski has scales we can use for impound & Greg B. will get adjustable ramps. All is in place & ready for the event.

Solo II at Lovelock: John Evans & John Perry has researched the possibility of using Lovelock for an event. It is approx.

one hour & 20 min. from Reno. Sometime next week, he needs to talk to County Commissioners regarding the safety & insurance and get clearance from the FAA. Plan to have room for trucks & RV's. Possible have a no host banquet at the local hotel. B.J. Filarski will look into using the hotel for both rooms & banquet. Maybe have a get together Fri. nite – BBQ (bring own stuff). Since not paying for site might plan to give a donation to city like we do for Hawthorne. Let Idaho group know when and where event is & they may join us. Dave D. & Sid N. will be event chair in place of Boreal site.

Event Chairpersons: Dean Benz and Lucas Kunze will co-chair the event at Hawthorne 9/20-21

Points Award: There is some questions on how we allocate points and awards in the Region for end of year. After some discussion it was agreed that if someone from out of Region attended 51% or more of the events they would be eligible to receive year end awards. They must be an SCCA member by end of July to be eligible.

WRXtra 2003 Incentive Program: Debbie Kerswill passed out information on the program. After some discussion Debbie said she would be willing to do the recording & reporting for the Reno Region the people interested in becoming involved. There is a free membership to SCCA for those that purchase a WRX and this is a way for the SCCA to try to retain these new members in the club. Edy E. made a motion for Debbie Kerswill to become the Chairperson for Region Region; John Riggs seconded. Motioned carried.

Driver/Passenger Rule: When we did the sups last year, we tried to describe what we wanted done. Eric read the rule from the sups. There has been some concern about newbies come to drive & not know the ropes. About 4 yrs ago it was voted to be a free for all but never written up in the sups. A questions was raised; 'Is any rider rule really fair'? This is supposed to be entertainment, so maybe the Regional events should be to learn at, and the Divisional and National more of a challenge. Discussed the possibility to have it as a worker assignment? Maybe do it once during a season per driver. Do more driver schools during season. Use fun runs to have newbies or riders. Debate issue: using riding as recruitment tool vs fairness to everyone driving. Some members willing to forfeit PAX & points to help newbies Limit number of timed runs & then have fun runs. Would force you to focus on runs. After a lot of discussion Jim Gandy asked for a vote to be taken to see where the majority stands: No restriction rule – 6: Keep this years rule as is – 11: Find a mid ground – 9

Rally Cross: Matt Decker reported that he went to Thunderhill & played in the dirt! There was a large field of WRX's & some other new cars. He has received several emails of people interested. After some discussion they need to find a location – possibly Fernley. He would like Greg to contact Fernley to find out if they could hold one there. Will get with Greg B. to discuss what is needed. Eric G. will put a message out on the web for those interested to contact Matt and will go from there.

Event # 11 & 12: Jim Gandy & Mike Kapic will co chair July 19 & 20 at Stead. Jim reports it should be an event everyone will enjoy. Something about a 'Beach Party' possibly???

Walk on Items: John Riggs indicated we need another mike system. He asked for a motion to purchase another mike

Continued next page

MEETING MINUTES

continued from previous page

system for approximately \$160.00. Carol D. so moved, it was seconded by Eric G. Motion carried.

Jim Gandy would like to change way he is sending out newsletter – as an email to some. It is sent out as PDF file to everyone now. Suggested we put Hot link on web to newsletter and see how it works this month.

NORPAC Convention: HELP. This next Tues 7/8 will be conference call with the Executive Regional Committee Members. They are expecting to know what our agenda, topics and speakers will be. Would like to have Reno Region committee members give

him any suggestions or ideas they may have. A meeting with local committee members will be forth coming.

Resigned: Edy Eddins verbally gave his resignation due to increasing personal commitments outside the Club. Dave thanked Edy for his 1 ½ yrs of service & dedication. Following discussion on the need to fill the position, Dean Benz was appointed for the remainder of the term. Dean accepted.

Meeting adjourned at 8:40pm

Respectfully submitted by: Carol Deborde, Secretary

TREASURER'S REPORT

Patty Evans, Treasurer

BALANCE AS OF 6/1/03 \$5,704.44

June disbursements

6/4 #2926 Jane Davis	80.00
6/4 #2927 Mike Mulhall batteries	18.78
6/10 #2928 Chuck Tischler water, ice	96.20
6/9 #2929 John Evans flour	21.87
6/9 #2930 Patty Evans gas	40.33
6/16 #2931 SCCA Nat'l membership fees	305.00
6/19 #2932 Jim Gandy newsletter printing, stamps, lbls	171.32
6/19 monthly bank fee	10.00
6/14 #2933 SCCA Nat'l sanction/ins. fee, Stead 6/7-8	415.00
6/18 #2934 Jane Davis	70.00
6/14 #2935 Eric Gangloff Boreal photos	5.11
6/19 #2936 Sani Hut Stead 6/7-8	235.00
6/25 #2938 Stead Airport site fees, 6/28-29 & 7/5-6	2,000.00
6/29 #2939 SCCA Nat'l membership fees	295.00
6/30 #2940 Bicycles Plus Divisional t-shirts	828.49

TOTAL OUTFLOW 4,592.10

BALANCE AS OF 6/30/2003 \$10,375.34

June deposits

6/3 memberships	230.00
6/9 event 6/7-8	3,782.00
6/19 bank serv. fee	10.00
6/30 decal sales	8.00
6/30 rulebook sales	45.00
6/30 memberships	295.00
6/30 event 7/5-6	990.00
6/30 event 6/28-29	3,903.00

TOTAL INCOME 9,263.00

CLASSIFIED ADS

Road & Tach classifieds are free to SCCA members. To place an ad, contact the editor (see Club Officers, page 2)

BMW 325 IS. Pro Built / Pro Maintained, car was professionally rebuilt in the winter of 2002/ spring of 2003. New, fresh 2.5L engine, Dinan Chip, new headers, Flowmaster racing muffler, Trans. cooler, Oil cooler, Alum. racing radiator, new ltwt. elect. fan, Very solid trans., M3-4:11 diff., new racing brakes and air ducts, new Sparco drivers seat. Sparco passenger seat, 2 sets of 5 point racing harnesses, custom gauges, new windshield, full roll cage, Kosei 15x7 ltwt. racing wheels, Complete full race Ireland Engineering suspension-fully adjustable 25mm/22mm sway bars new, Eibach racing springs, Koni adjustable shocks, reinforced chassis, Polyurethane bushings throughout, adjustable camber plates, new alum. M-3 alum. control arms, Racing Dynamics front shock tower strut, Plus spare parts. Asking \$8995, offers considered. Tom 775-828-4665/ Cell 775-742-9891

PARTS. New custom height Harddog hardcore four-point roll bar with diagonal and harness bar for Miata. Provides helmet clearance for this 6'2" driver. I do not think it will fit under a soft top. \$375. New Eibach 2.5 inch racing

springs, 200 lb. 8 inch, 350 lb. 7 inch. \$160. Used (4k miles) Spax Miata springs. Street spring that lowers without severe stiffening. Set \$140. Used (miles unknown) Rod Millen Miata racing springs. Lowers and stiffens. Set \$100. Used Jazco molded racing seat with black fabric cover. Fits Miata, uncomfortable but very light and fills SCCA CSP requirement for passenger seat. \$40. Four Bridgestone S03s in 215/55-16 size. Two days of autocross and about 3500 miles street use. A very high performance tire, okay in wet but not good in snow. \$200 for the set. Four '03 factory WRX rims, \$350. John Evans, (775) 828-0608 or jeracer@nvtbell.net.

1973 DATSUN 240Z, Runs Great, Roll Cage, Fuel Cell, 10 Wheels, etc... Road race or AUTO-X: B/SP, EP or ITS. Needs good home, bought another race car and it needs \$\$\$ \$5500. Call John, (775) 972-7232.

1979 VW SIROCCO. Multi-year region champ, F Street Prepared. Good tires, Kumho Ecsta V700. \$1,500. Pat Housel, (775) 287-1410.

THE MARGIN OF VICTORY

In a sport timed to the thousandth of a second, the difference between winning and losing could be one small suggestion. Sure, our courses are usually only about a minute or so long. But have you ever noticed how hard you're breathing when you finish? Autocross is a sport that makes you get oxygen in your blood. So, don't wait for low oxygen levels to make you start breathing hard. When you're in staging, take four or five big, deep breaths. It'll help relax your mind as well as steady your muscles. -- JG

Upcoming Events:

July 19 & 20: Rounds 11 and 12 of Reno Region's Solo2 Series, at Stead Airport in Reno. *Details inside.*

August 9 & 10: Rounds 13 and 14 of Reno Region's Solo2 series, at Stead Airport in Reno.

Meeting:

August 6 (Wednesday): General Membership meeting at Austin's Restaurant, 7671 South Virginia St., Reno (just north of the Winner's Corner at Longley & S. Virginia). Meeting starts at 6:30. Ordering dinner? Plan to arrive by 6:00.

ATTENTION NON-MEMBERS OF RENO REGION:

If you have not attended a Reno Region event recently, this may be your last issue of *Road & Tach*. Plan to participate again soon, or better yet, join the SCCA!

COMPUTER LITERATE? If you prefer to get *Road & Tach* electronically, contact Eric Gangloff (see Page 2) to remove your name from the U.S. mail list and save the Region \$\$\$!

Road & Tach
Reno Region, SCCA
1541 Stephanie Way
Minden, NV 89423

FIRST CLASS