



# *Test Day, Solo II School to Kick Off New Season*

## Green Flag to Fly April 5-6 at Stead Airport

Time to check whether winter's windstorms blew away your race car -- the start of Reno Region's 2003 Solo II season is just a couple of weeks away. The first weekend of April, Saturday the 5th and Sunday the 6th, Reno's John Evans will be chairing a kickoff event designed to get the dust off cars *and* drivers.

Event site will be the Region's home base at Stead Airport. Stead's acres of smooth concrete provide an ideal venue for autocrossing.

A Test & Tune, or open practice day, leads off on Saturday. The Spring Test & Tune is becoming a Reno tradition, since it allows drivers plenty of time to sort out the mods -- or even the entirely new cars -- they've been working on during the long, five-month off season.

John, who will be debuting his own new car, a Subaru WRX, promises a great course for the Test & Tune. "We'll take about two-thirds of the surface and set up a 35-to-40 second course," he says. "On the rest of the surface we'll have a skidpad. It should be great for shaking down."

Saturday will also be an important day for the Region's Tech Inspectors, Pat Housel and Dave Heppler. Reno Region is participating in SCCA's Annual Tech pilot program, which allows experienced Solo II drivers to have their cars inspected once a year, instead of before each event weekend (subject to certain restrictions). To prevent bottlenecks at the first points events later in April, drivers wanting Annual Tech should bring their cars to the Test & Tune. "If everybody waits until the first points event to get annuals, we'll be swamped," Patrick says. "It might delay the event, and us inspectors wouldn't be able to do anything else. Hey, we want to run, too!"

So give 'em a break and bring that car out for tech, even if you don't intend to run in the Test & Tune or the School.

Sunday, April 6th, will be the Region's Solo II School. It's a perfect event to introduce a new driver to the sport, to give a teenager an introduction to car control, or for the developing autocross driver to hone skills and maybe even pick up a few go-fast tips. John Evans will be assisted by many of Reno's most accomplished drivers, and the region has been

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## *Summit Display, Bus Work Party Set for Mar. 22-23*

Two pre-season events happening this month should help get Reno Region up to temperature and ready to race. On Saturday, March 22, the Region will have a display in the parking lot of Summit Racing, the performance parts retail store and warehouse at 960 E. Glendale in Sparks. And the following day, Sunday the 23rd, the Region's equipment bus will get a going-over at R.E. Dave Deborde's house in Minden.

Edy Eddins has made the arrangements with Summit. "The plan is to be there at 9 a.m., and stay till 3 or 4," Edy says. "We'll have maybe five or six cars on display. I'm looking for people to come out and help me for at least an hour or two, talking about our sport and answering questions."

The Region's bus has spent the winter at the Deborde's, and Dave reports it's nearly ready for the coming season. "It's got a small transmission leak, but otherwise it's okay," he says. "If we could get a few people to come down, say at 1 p.m. on Sunday, we could get it cleaned up and inventory the supplies." The opportunity to hang out in Dave's large shop should alone make it worth the trip -- to get to the Deborde's take 395 south of Carson City. Go three miles past the Home Depot and turn left on Stephanie Way. Then it's left on Vicky Lane, right on Porter Drive, and left on Santa Inez to 2910. Dave and Carol will be expecting you!

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## OVER-REVS

FROM THE EDITOR

BY JIM GANDY



Another season is about to hit us and send us flying, just like a rookie driver in a Viper hits the second cone of a slalom. Part of that new season is *Road & Tach*, the venerable newsletter of this venerable region. And that's the cue for your venerable (which means, *old*) editor to say a few words.

To quote Boris Badenov speaking to Rocket J. Squirrel, "Allow me to introducink myself!" I've been sending cones and words flying for a long time. My first autocross was April 23rd, 1972, on a go-cart track in Great Falls, Montana. Talk about getting hooked -- I won a third-place trophy, a two-inch square of wood with a silver, pot-metal little guy in a loincloth holding up a wreath. Just five inches, top to bottom, but to this day it has a proud spot on my desk. I was a young Air Force lieutenant then, and little did I know how much that one event would change and direct my life -- but that's a tale for another time.

Yes, I've edited newsletters before. Back in the '70s, way down in Texas, for an independent autocross club called the Texas Spokes, and for SCCA's Lone Star Region. I even won a prize, second place among all SCCA small region newsletters, at an SCCA national convention held, if memory serves, in El Paso, Texas. Now *that* convention featured a wet t-shirt contest. How things change.

Those were the bad old days before computers made everything so simple. Yeah, right. Any of you other old-timers out there (you know who you are) remember things like mimeographs and Gestetners? And getting a dozen people together to collate, staple, fold, label, sort and bundle? Newsletters used to be powered by beers, not bytes. But, it's a new age, and this old dog is trying to learn new tricks.

I may never master publishing by PC, but I do have incentive to try: I want to make *Road & Tach* lively, pertinent, and useful. Since I'm just getting started, don't be surprised if the looks of this newsletter change every month or so. The content, too, will evolve. With luck, each issue will contain at least one "feature" story, maybe even a little humor, in addition to all the "boilerplate" requirements. I know, that's a lot to expect from eight or ten pages, but my goal is to make *Road & Tach* something that at least sticks around on your toilet tank for awhile.

A couple of big first-issue THANK YOUs must go here. First, to John Riggs (the Elder) for handing-me-down the computer that makes this possible. And also to my gracious and lovely wife, Marion, for grappling with this software until it finally gave up its secrets. Without them, I might as well have been working with smoke signals.

Speaking of smoke, my RX-7 calls to me from the cold garage. So, it's time for me to do what the rest of you are doing -- planning, wrenching, running up the credit card debt -- looking for speed!

# 2003 Reno Region Solo2 Events

Date	Event	Site	Event Chair	Run Group 1, 2, 3, 4	Points Event #
April 5	Test & Tune Day	Stead	John Evans	TBA	N/A
April 6	Drivers School	Stead		TBA	N/A
April 26	Reno Region Solo2	Stead	John Evans &	W, Y, B, G	1
April 27	Reno Region Solo2	Stead	Mike Mulhall	G, W, Y, B	2
May 3	Reno Region Solo2	Winnemucca	Randy Jones &	B, G, W, Y	3
May 4	Reno Region Solo2	Winnemucca	John Perry	Y, B, G, W	4
May 24	North-South Challenge	Hawthorne	Las Vegas Region	TBA	5
May 25	North-South Challenge	Hawthorne	Las Vegas Region	TBA	6
June 7	Reno Region Solo2	Stead	TBD	W, Y, B, G	7
June 8	Reno Region Solo2	Stead	TBD	G, W, Y, B	8
June 14-15	Porsche Club	Stead	Porsche Club	N/A	N/A
June 28	Reno Region Solo2	TBD	John Riggs Jr. &	B, G, W, Y	9
June 29	Reno Region Solo2	TBD	John Riggs III	Y, B, G, W	10
July 5	Divisional-tentative	Stead	D. Deborde, R.	TBD	N/A
July 6	Divisional-tentative	Stead	Jones, J. Perry & J. Uchytel	TBD	N/A
July 19	Reno Region Solo2	Stead	TBD	W, Y, B, G	11
July 20	Reno Region Solo2	Stead	TBD	G, W, Y, B	12
Aug 9	Reno Region Solo2	Stead	TBD	B, G, W, Y	13
Aug 10	Reno Region Solo2	Stead	TBD	Y, B, G, W	14
Aug 30	Reno Region Solo2	Boreal	TBD	W, Y, B, G	15
Aug 31	Reno Region Solo2	Boreal	TBD	G, W, Y, B	16
Sept 20	Reno Region Solo2	Hawthorne	TBD	B, G, W, Y	17
Sept 21	Reno Region Solo2	Hawthorne	TBD	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

\*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

\*G = Green - AP, BP, CP, DP, EP, FP, AM, BM, CM, DM, EM, FM, F125, FJr, SFJr

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](http://www.renoscca.com).

# ATTENTION IN THE PITS

WORDS FROM THE REGIONAL EXECUTIVE

BY DAVE DEBORDE



REgion news – March 2003

It is hard to believe but the 2003 season is already upon us. Already this year we have attended the Subaru NorPac Convention and the National Convention. Take a moment to look at Eric Gangloff's report on the big SCCA convention in Kansas City elsewhere in this newsletter.

Here in our own region our club members have been busy preparing supplementary regulations for our Solo II events in 2003 and getting our schedule set and event sights confirmed. Other work that has been ongoing is the awesome upgrade of our website, [www.renoscca.com](http://www.renoscca.com). Thank you Dean Benz for all the work. If you haven't looked at the site for a while, take a look, you will be surprised. And Dean isn't the only one who has been busy. Edy Eddins has organized a promotional day at Summit Racing that will highlight the Reno Region, Sports Car Club of America. Great idea Edy, keep it up and the *Secret* Car Club of America will be fully exposed!

It looks like the Reno Region will be expanding in 2003, not only in membership but also in venue. Work continues at Reno-Fernley Raceway to develop a 3½-mile paved road course. This will give us a new "playground" to exercise our cars. The Sports Car Club of America hopes to be a big part of the Reno-Fernley picture when the track opens. To that end, club members that are interested in road course activities are beginning to learn the various skills necessary to put on a road course event. Greg Benson hosted a "road course interest" meeting in February, and a number of our Reno members are getting acquainted with the various activities by volunteering at

San Francisco Region track events at Thunderhill, Infinion (Sears Point) and Laguna Seca. A special thanks goes to SFR for the great reception at their events and to the people from Reno who are willing to spend the time to travel to these locations and learn the various worker specialties.

It also looks like the SCCA will hold a Rally in the Reno area in April and another in November. Although the Reno Region has elected not to get involved in Rally at this time, our members will have the option of competing in the events now, and the region can still get into Rally in the future if our members wish.

Our Region's Solo II program is also expanding this year. We have a twenty-event regional championship series planned, plus a Test & Tune Day and an Autocross School. In addition, Reno Region will host a two-day Divisional Solo II at Reno-Stead Airport on July 5 & 6.

Wait till you see some of the new equipment being prepared, it looks like the competition will be better than ever. We are even hearing that a few people from Reno will be making an assault on the Tire Rack Solo II Nationals in Topeka this fall.

Finally, a huge thank you to Jim Gandy for taking on the job of Newsletter Editor this year. You will see the fruits of his efforts throughout the year.

Dave Deborde  
Regional Executive

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# *Goin' to Kansas City*

## Assistant R.E. Eric Gangloff Represents the Region at the SCCA National Convention

by Eric Gangloff

The 2003 SCCA National Convention was a productive and fun opportunity to learn what's brewing at national headquarters, as well as to share information and network with other Club officers. Held in Kansas City, Kansas, from Feb. 6-8, the Convention happened to coincide with KC's coldest weekend of the winter, with temperatures in the single digits and unspeakable wind chills. However, the temperature in the SCCA convention rooms was much warmer, as the excitement and energy levels of the staff and Club representatives was very high.

Some of the seminars I was able to attend included: Solo 2 Event Planning, Administration and Fun, hosted by Tasha Goodale; Insurance, hosted by Peter Lyon of SCCA Risk Management; A "Stump the Staff" Town Hall meeting and Q&A session, hosted by the SCCA

senior management team; Websites: Design Keys and Content Management; SCCA U: Volunteer Mgmt. 101-Working with Volunteers, hosted by Barb Lundquist; Solo2 Safety Awareness: "We're All In This Together"; and Solo Course Design, hosted by Roger "the real" Johnson.

In addition, I had dinner with Rick Kostelaz, the RE of the Las Vegas region.

All the sessions were filled with useful information and interesting exchanges between the hosts and the participants. For example, did you know that at Stead, based on our insurance rules, anyone watching from the grandstands is required to sign our insurance waiver? Or that to put on a Solo2 event at a racetrack, prior approval is required from National, but only if the racing surface will be used for the course? These kinds of details are part of the reason that Solo2 event insurance is actually less expensive today than it was in 1989.

Roger Johnson gave an animated, funny and very good presentation on Solo Course Design. The handout he gave us was 101 pages long, and I've requested an electronic copy. I'd be happy to pass it along. Roger's presentation covered pretty much every aspect of course design, and would make a great reference for anyone designing courses or considering it. For those chairing events this season, I strongly recommend giving it a read.

All in all, the National Convention was very well-run, and was a great knowledge sharing and networking opportunity for all the region representatives in attendance. It appears that Steve Johnson, our SCCA President, is continuing to lead the SCCA into a new age. Many of the programs that National is currently instituting, from revamping the SCCA.org Web site to providing additional support to the Regions, will make the Club a better organization for all of us.

# Rules Changes in Place for '03

## *Passenger Rule Restricted, Some Fees Lowered*

Fairness was the goal as final changes to Reno Region's Solo II Supplemental Regulations were hammered out at the regular monthly meeting February 5th at Austin's restaurant in Reno. The changes will go into effect starting with the first event of the year, now scheduled for April (see the complete updated schedule on Page 3).

Rules stability has been a highlight of Reno Region events in the recent past, and 2003 will be no exception. Most of this year's rules changes were small adjustments. Car classifications and event formats will continue almost unchanged. However, a sentence added to the "Conflict of Interest" rule will affect a number of the Region's Solo II drivers.

Allowing passengers on timed runs was originally instituted to help introduce new people to the sport, but

some members expressed a concern that competitors could gain an advantage by getting extra views of the course as passengers before completing their own runs. For 2003, that will no longer be allowed. If you're competing, you cannot ride as a passenger until after your final timed run.

While this new rule will be fairer in classes where competition is tight, it will impact those drivers who are shepherding a newcomer to the sport through their first events. These "learners" will have to forgo having their "teacher" ride along with them, unless they elect to run in a different run group, for no points. That different run group cannot be in the same half of the day, either, since the "teaching" driver will be busy fulfilling their work requirement.

No provision was made for exceptions to this rule, so for now, in-car "mentoring" can only be done at test-and-tunes, schools, and after the "teacher" has completed his or her official runs.

Another rules adjustment that will affect a number of

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# Subaru NORPAC Convention Held in Reno January 10-12

## *Reno Region Scheduled to Host Gathering in '04*

The NORPAC Convention was held in Reno, Nevada, again this year and unless something changes, it will remain here for at least the next five years. The convention was sponsored by Subaru and was held at the Atlantis Casino Resort January 10-12. Each of the eight regions that make up the Northern Pacific Division of the SCCA were represented. Over 120 people attended, along with a whole host of national staff and both NORPAC Area Directors, Gary Pitts from area 9 and John Martinsen from area 13.

So what is a Divisional Convention? It's a gathering of SCCA members from within a geographical area getting together to discuss ways to further our club and expand motorsports by developing our leadership skills and addressing issues of importance to all. This gathering also provides an excellent opportunity to socialize with people of similar interests and renew old acquaintances.

The convention officially kicked off Friday evening with registration and a welcome party. Prior to that the Stewards met, as did the Divisional Administrators, and the NORPAC Board of Directors also held their annual meeting.

Saturday was a day full of learning sessions highlighted by Barbara Lundquist, National Leadership Development Director for SCCA University presentation on leadership in a volunteer organization. We also shared meaningful sessions on Official's Licensing, the Solo II Annual Tech Program, tapping the vast resources available to our members, and an excellent session on Incident Debriefing and Track Trauma. The day also included forums on Racing, Rally and Solo II hosted by the National Staff.

Sunday morning brought a breakfast meeting featuring JoAnne Jensen, past Chairperson of the SCCA Board of Directors, and our Area Directors. The annual Town Hall Meeting and the Silent Auction followed this.

From all indications the 2003 NORPAC Convention set the standard for Division Conventions across the USA. The goal for 2004 is to continue to improve the convention content and possibly add a banquet Saturday evening. Reno Region is the host region for next year's convention, so it goes without mention the convention committee needs your help.

Dave Deborde  
Regional Executive

## *Solo Safety Steward Training Session Set*

Dick Lewis, Reno Region's Chief Solo Safety Steward, will hold a Solo Safety Steward School at his house on Friday, March 21 at 7:00 PM. All current and prospective SSS's are invited, as well as anyone else interested. The address is 1265 High Chaparral, Reno (off Geiger Grade, Hwy 341). Phone 775-852-3969 to reserve a space at the class.

Dick will be reviewing safety issues from the 2002 season as well as addressing new concerns for the coming year. Safety Stewards are mandatory at all Region events, so Dick encourages new participants in the program. "I want as many people as possible to participate," Dick says, "so I'll even buy the beer -- after it's over!"

## Revised PAX indexes announced for 2003

Following are the Reno Region's PAX indices and Street Tire PAX indices for 2003, including the supplemental SU class for definition of our Street Tire and SU classes). Street Tire is calculated with the assumption that a car on street tires is 2.4 seconds slower than a car on race tires for a course that is 60 seconds in an A-Modified car.

### 2003 Reno Region PAX indexes

SS .837	ASP .846	AP .871	AM 1.00
AS .828	BSP .840	BP .865	BM .946
BS .825	CSP .839	CP .853	CM .916
CS .814	DSP .818	DP .845	DM .891
DS .795	ESP .826	EP .863	EM .899
ES .804	FSP .815	FP .861	FM .894
FS .806			
GS .782	SU .858		F125 .938
HS .778	STS .784	SM .834	FJr .820
	STX .798	SM2 .851	SFJr .774

### 2003 Reno Region Street Tire PAX indexes

NSS .810	NASP .818	NAP .842	NAM .962
NAS .801	NBSP .813	NBP .836	NBM .912
NBS .799	NCSP .812	NCP .825	NCM .884
NCS .788	NDSP .792	NDP .817	NDM .860
NDS .770	NESP .800	NEP .834	NEM .868
NES .779	NFSP .789	NFP .832	NFM .863
NFS .781			
NGS .758	NSU .830	NSM .807	
NHS .755		NSM2 .823	

These indexes reflect results from over 30 large events, including the Tire Rack® Solo II National Championships and National Tour events.

Copies of the PAX indexes will be available at all of the Region's Solo2 events. Ask for a wallet-size card.

## TRUE CREW STORIES

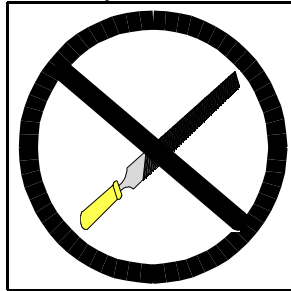


*Editor's Note: The following is 100% true. The name(s) may have been changed to avoid embarrassment. True Crew Stories are things that happened in association with our sport, not on-track or on-course. Have a True Crew Story to share? Call Jim Gandy at (775) 267-1183 or e-mail him at [jrgandy@earthlink.net](mailto:jrgandy@earthlink.net).*

Picture in your mind a VW Rabbit with one corner up on a jackstand, and a guy crawls underneath with a tool in his hand. The tool is a rasp. That's right, a rasp, a woodworking tool like a really rough file. This particular rasp had a part in the loss of an SCCA national championship.

Hark back to yesteryear, to 1981. It's the heyday of Showroom Stock racing, before "R-compound" tires became the norm for street-legal classes in road racing and autocross. Back then, when Showroom Stock C Rabbits, Vegas, Isuzus and Gremlins took to the track, they wore tires very much like those they came from the factory with: skinny steel-belted radials with sizes like 165SR-13.

Even in those ancient days, Showroom Stock drivers knew the best tires were almost slick. Tires with less tread were not only faster, they held less heat, which helped them stay together. The bigger tire stores in just about every town had a tire shaver (used for correcting the slightly out-of-round tires that were common back then), and before every big race Showroom Stock drivers would get their new tires shaved down to 3/32 of an inch or so.



So much for the lecture, now let's introduce our hero. We'll call him Darryl. Darryl was an enthusiastic racer, and he had one of the fastest Rabbits in the country. Darryl himself, however, could not be said to be among the swiftest to ever don a helmet.

However, Darryl won his share of races that year, earning enough points to go to the Runoffs at Road Atlanta, and by the time qualifying was over Darryl was on the pole for the Showroom Stock C championship race!

The race was to be run the next morning, so most drivers would spend the evening making sure the car was ready. Not Darryl. He decided to celebrate winning the pole. Long story short, he and his one crew member ended up spending the night in jail after getting busted for DUI. Bailed out the next morning, they got to the track with about 90 minutes to spare. Only then did they discover they didn't have enough properly shaved tires. And, of course, there wasn't enough time to go to the nearest town to look for a tire dealer.

That's why, about an hour before the SSC national championship race, Darryl jacked up the left front of his Rabbit and put a full-treaded tire on. Then, while his crewman used the engine to spin the tire, Darryl crawled underneath and, using both hands, fought to keep a rasp

in contact with the tread.

Did it work? Well, it *did* remove rubber from the tire -- in a kind of rough, chunky way. As soon as the green flag flew, he started losing positions, and before half distance, he pitted with tire failure. You might say Darryl gave himself the *raspberry*. You might, I wouldn't! --JG



## New Rules for 2003

Continued from Page 5

Region drivers was the reduction of the fee charged for taking extra runs in the afternoon. The Afternoon Option/No Points (AONP) concept was started in 2002; it both raises money and gives members the possibility of increased track time. Drivers who compete in the morning can pay an additional entry fee and run again the afternoon, for no points. After discussing the past year's results, members at the meeting decided to reduce the required AONP fee by \$10, to \$10 for SCCA members and \$20 for non-members.

The Annual Tech Inspection pilot program, begun last year, was approved by the Region and by SCCA to continue in 2003. Drivers intending to take advantage of the annual tech program should plan on bringing their cars to the April 5-6 Test and Tune/School weekend, as the hours tech will be open at regular Solo II weekends has been cut back. The intent of the change is to allow the Region's Tech Inspectors to concentrate on carefully looking over cars of new arrivals, where experience shows most problems can occur.

The complete text of Reno Region's revised Solo II Supplemental Rules can be found on the Region's web site, [www.renoscca.com](http://www.renoscca.com). Remember, the Regional Sups are not all the rules of the Region's Solo II events. They are only the allowed changes to the national Solo II rules, published by SCCA headquarters in Topeka, Kansas. Copies of the national Solo II rulebook will be available for purchase at registration at the Region's events.



## Season Kicks Off Apr. 5-6

Continued from Page 1

hosting schools for many years. "I've got some tweaks to last year's format in mind," John says, "and it looks like I'll have plenty of help. We'll have lots of good instructors."

As usual, both events are open to both members and non-members of the SCCA. Cost is \$20 per day for members, and \$30 per day for non-members. Registration and Tech will open at 8 a.m. both days. Stead Airport is located north of Reno off Highway 395. Take the Stead Blvd. exit and go northeast, go right at two Ys, then look for the autocross activity near the air race grandstands. Need more info? Call John at 828-0608.

**NEWS & NOTES FROM IN & AROUND RENO REGION**

**NEW REGION WEBMASTER TAKES OVER**

Dean Benz has nearly completed his makeover of Reno Region's web site, [www.renoscca.com](http://www.renoscca.com). If you haven't visited it recently, be prepared to be surprised by the new, fresh look and content.

Dean really jumped on the task, right after being appointed Website Editor, and his efforts ensure that [renoscca.com](http://renoscca.com) is a real focal point for those seeking up-to-date information about sports car activities in our Region. And beyond, with the many links Dean provides.

**DIVISIONAL VINTAGE SERIES BULLETIN**

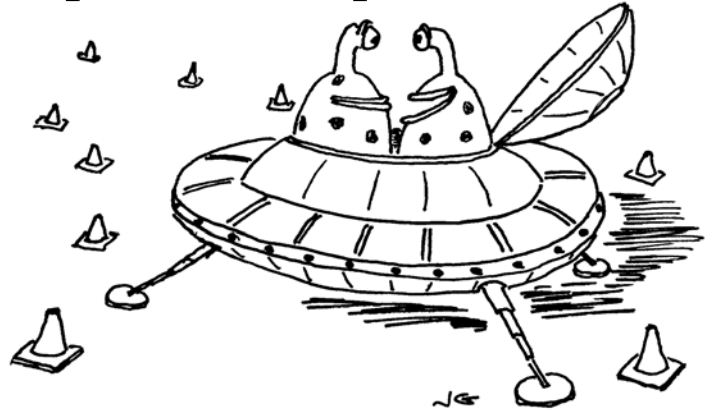
Planning for the Inaugural NORPAC Vintage Racing Series continues to gather momentum. The initial draft of the schedule for Memorial Day Weekend (May 23-26) schedule has arrived from Northwest Region SCCA. That schedule provides for an hour and 25 minutes of track time for Vintage entrants over two days, Sunday and Monday of the Double National race meeting event at Pacific Raceways in Kent, Washington.

Northwest Region Assistant Regional Executive for Road Racing, Dan Carchano, says, "Our intention is to start off the NORPAC Vintage Series with the best possible event we can put on to keep them coming back."

It looks like they've achieved their goal! The

schedule includes: Practice on Sunday afternoon; An early warm-up practice on Monday morning (to check out the results of any overnight changes made based on Sunday's track time): A qualifying session to set the grid for the first of two races; A 20 minute race just before lunch (which will establish the grid for the second race); and a second 20 minute race on Monday afternoon.

**Top Time Warp**



*We know it's fast.*

*Let's find out if it'll handle!*

**MEETING MINUTES**

Carol Deborde, Secretary

SCCA Meeting Minutes  
March 5, 2003

Attendees: Pat Housel Dean Benz, Debbie Kerswill, Dick & Annie Lewis, Mike & Joanne Kapic, Jim Gandy, Ron & Denise Lewis, Charles Marshall, Rochelle Mezzano, John Riggs, Jr., John Riggs, III, B.J. Filarski, Jim Uchytal, Warren Gold, Randy Jones, John Perry, Heather Money, Mike Mulhall, Edy Eddins, John Townley, John & Patty Evans, Greg Benson, Dave & Carol Deborde and Dennis DePerault, Reno Dodge Dealership.

Introduction of new attendees: Warren Gold, more interested in High Performance Racing than Solo and Dave gave him info about events & tracks that would help him find what he is looking for.

Special Guest Speaker: Dennis DePerault, Reno Dodge Dealership talked to us about an event he would like to put together with SCCA, Hilton Hotel and the Dodge Dealership using the new SRT 4. After much discussion he is going to put together a proposal from the dealership for an event with the help of SCCA using the Hilton Parking lot. Dave thanked Dennis for coming.

Secretary Report: The minutes were approved as written.

Treasurer Report: Patty Evans reported. Began February with balance of \$5,960.28 and ended month with a balance of

4,772.28. We have two CD's totaling approximately \$8,200.00

**OLD BUSINESS:**

Safety Steward School: Will be held at Dick & Annie Lewis' March 21 at 7:00 p.m. Beer will be furnished after the meeting. Need as many attendees as can come that are interested in the program.

Bus Clean-up: Will be at Dave Deborde's on Sunday, March 23 at 1:00pm. Discussed putting in new wiring for Timing & Scoring and PA System. Decided to do that at another time.

Reno Solo II Divisional: It will be July 5 & 6 at Stead. Dave Deborde will be chairperson with the help of John Perry, Randy Jones & Jim Uchytal.

Promotional Information (Decals, Hats, Banners, Schedule Cards & Patches): Will not be getting the hats; there wasn't enough response to Reno Racing. Mike Mulhall has put together a Reno Region decal. A motion was made to order 100 of the 3" x 7" @ 85 cents ea. And 100 of the 2" x 4" @ price to be determined. Dick Lewis will look into the price of having two 8 foot banners made of a vinyl material. Patty Evans has a resource to get the schedule cards made for the cost of the material and a Motion was made to order 1,000 cards.

Summit Racing Promo: It has been approved to have a promotional day on Saturday, March 22 from 9:00 a.m. until about 4:00 p.m. Edy Eddins could use people to help and also cars to display. Dave thanked Edy for all of his work in putting this together.

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**MEETING MINUTES**

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Road Course Activities: Reno Rally – Will be held at Fernley Raceway April 5 & 6. The Oregon & Northwest Regions are sanctioning the event. Fernley Raceway – Greg Benson reported they have not started the paving yet. Hope next month there will be more to report. Thunderhill: The San Francisco Region has offered to help train anyone who would like to work a race. We will put together a couple of dates to go up together for training but certainly you can go on your own at any time there is a race in need of assistance. A group will be attending March 6, 7 & 8 for the Driver School at Thunderhill.

Event Chairpersons: John Evans will do the Test & Tune Day & Driver School on April 5 & 6. John Evans and Mike Mulhal will chair the April 26 & 27 event. John Perry & Randy Jones will chair the Winnemucca event. They have two hotels reserved with 25 rooms each – The Holiday Inn and Days Inn @ \$45.00 per night. The banquet will be at the Red Lion Inn on Saturday night. Dave will look into where the traveling Trophy is. John Riggs, Jr & John III will chair June 28 & 29 event at Stead. Dave Deborde will chair the Divisional on July 5 & 6 with help from John P. Randy J. & Jim U. Pat Housel will chair the October 11 & 12 event at Stead. Las Vegas is planning the North-South Challenge on May 24 & 25 at Hawthorn. In need of more event chairpersons.

Timing Equipment: John Riggs & Dean Benz reported that all the equipment is here & they plan to have it available at the Test & Tune weekend. Debbie Kerswell is helping Dean work out bugs for registration.

**NEW BUSINESS:**

Corvette club: Would like to attend the April 5 & 6 event. A motion by John Perry requesting those attending pay the membership fee of \$20.00 instead of non-member fee of \$30.00. Seconded by Randy Jones. Motion carried.

Test & Tune: John Evans asked for help in setting up, working & taking down the event.

Go Kart Program for kids: John Riggs III would like to get a program started and is looking into the necessary needs. Last month Ed Ditterick from the Cart Program attended the meeting. We will contact him for more details.

Promotions funds: Edy requested money for promotional materials. Dave made a motion to have money for Promotional supplies not to exceed \$100.00. Edy to turn in receipts to Patty for reimbursement.

Road & Tach: Jim Gandy reported he plans to have the newsletter ready this next week for mailing & email. He must receive any article by Saturday if it is to be published. There will be a classified section for members. He will be need money for mailings & supplies. Present bills to Patty for reimbursement.

Rule Books: Patty Evans has the 2003 SCCA Rule books for \$15.00 to members and \$20.00 for non-members.

Meeting Adjourned at 8:20p.m.

Respectfully submitted by: Carol Deborde, Secretary

**TREASURER'S REPORT**

Patty Evans, Treasurer

BALANCE 1/31/2003			6,233.28
2/21/2003	Chk #2882	Axware Systems Timing/scoring software equipment	-1,503.00
2/1/2003	Deposit	Rule Book Sales	15.00
2/1/2003	Deposit	Membership fees received	90.00
2/18/2003	Deposit	Rule Book Sales	210.00
			-----
TOTAL 2/2003			-1,188.00
BALANCE 2/28/2003			5,045.28

**CLASSIFIED ADS**

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

**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.

**RACING SEATS**. A pair of lightweight (10#) buckets. Fit any car and have 5-pc. harness slots. With brackets. \$125 for both. Mike Kapic, (775) 853-3918.

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

**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 in ch. \$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. John Evans, (775) 828-0608 or jeracer@nvtbell.net.

**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. Is the objective not to hit even one cone? No, the objective is to go as fast as you can. Since we're all human, this follows logically: IF YOU NEVER HIT ANY CONES, YOU'RE NOT TRYING HARD ENOUGH. Put it another way: if you're always clean, you should try going a bit faster. How else will you know how fast is too fast? Here's a rule of thumb: only two out of every three runs should be clean. --JG

# RENO REGION

SCCA

# ROAD&TACH

## Upcoming Events:

**April 5 & 6:** The Solo II Season Begins!

Saturday -- *Test & Tune Day*

Sunday -- *Drivers' School*

Stead Airport, Reno See inside for details

**April 26 & 27:** Rounds One and Two of the Regional Solo2 Series -- Stead Airport, Reno

## Meeting:

**April 2** (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!

## OTHER IMPORTANT DATES:

**MARCH 21:** SOLO SAFETY STEWARD TRAINING MEETING

**MARCH 22:** SUMMIT RACING EXHIBIT

**MARCH 23:** EQUIPMENT BUS WORK DAY

*SEE INSIDE FOR DETAILS*

**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**

ADDRESS CORRECTION REQUESTED

FIRST CLASS