



Mashed Potatoes!

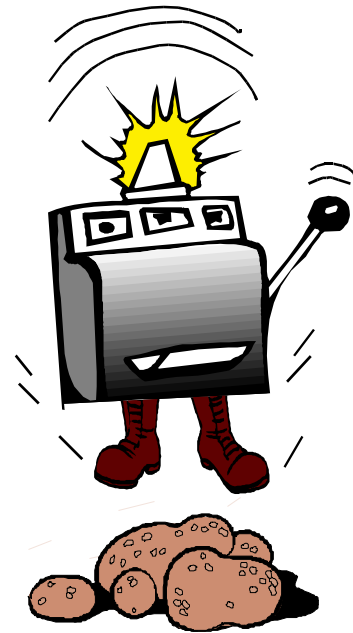
Reno Region Turns Back Idaho Invasion at Winnemucca Challenge

When the dust settled at the "Spuds vs. Slots" event in Winnemucca May 3rd & 4th, Reno Region sent the challengers from Snake River Region back to the Treasure Valley without the trophy that symbolizes Solo2 supremacy in the western Great Basin.

Competition was close in many classes (see the results beginning on page 6), but the Challenge rules call for averaging the times of the top 25 PAX finishers from both regions. By that standard, Reno scored a clear win, 87.038 seconds to 89.627.

The event was punctuated by more of the changeable spring weather Reno Region coped with during two April events, but enthusiasm wasn't dampened. "I think it was a great success," said Challenge co-chair John Perry. "We anticipated about 60 entrants, and we got 79. I didn't hear any complaints, and dinner (at the Saturday night party) was great. The Red Lion did a wonderful job."

Looking ahead to the upcoming North-South Challenge, Assistant R.E. Eric Gangloff cautioned against overconfidence. "If the North-South scoring system had been in place in Winnemucca, Snake River Region would have won," he said.



Action Scheduled at Hawthorne, Stead

Reno Region's 2003 Solo2 season is about to shift into high gear, with four more rounds of the championship series in a two-week period.

First up will be the North-South Challenge at Hawthorne, Memorial Day weekend. This year's event will be hosted and organized by Las Vegas Region, and as usual it promises to be one of the fastest events of year. Mineral County Airport's taxiways and ramp provide lots of room to exercise even the big-bore cars.

The Saturday night party is legendary, and Vegas promises "more fun than you can stand." Entry info is on page 8. Run groupings may be different from Reno's; they'll be posted on Vegas Region's website, lvrscca.org.

Two weeks later, June 7 & 8, Reno Region returns to Stead Airport north of Reno. Event chairs will be Greg Benson, Lucas Kunze and Chuck Tischler, all three of whom are Ponycar drivers. So, expect two more power-friendly courses and plenty of runs. Start your engines!

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OVER-REVS

FROM THE EDITOR

BY JIM GANDY



I'm a full-time autocrosser but only a sometime road racer -- in the last eight years I've never run more than one race weekend (two races) per year. That's the minimum to keep your SCCA license. Since one weekend's racing can cost \$1,000 or more, why do I bother? Because a license can be a passport to crazy adventures, like this one.

It started a few weeks ago with a call from an old friend of mine, Sammy McSpadden. Sammy's from Texas, and back in 1979 he won the Showroom Stock C national championship. He's got a 17-year-old son, Aaron, who has graduated from karts to Spec Miata. (He's the same Aaron McSpadden who ran one of our Solo2 weekends last year.) Now it seems father was getting tired of watching son have all the fun, so Sammy was looking for a second Spec Miata. He found one in Las Vegas.

The cheapest quote for transporting the Miata to Texas was \$700, but delivery would have been too late to make a double race weekend at Texas Motor Speedway May 2-4. For less money, Sammy offered to fly me to Vegas, get me to drive the car to Texas, then fly me home. As bait, he offered to let me drive it in a race, all expenses paid. What would you say? Me, too. So...

TUESDAY, APRIL 29th: The car's seller picked me up at the airport, and for the next three hours we literally crammed stuff into that Miata -- two deflated race tires in the trunk (with the lid partially open and strapped down) and two more in the passenger seat. My bag went in the footwell -- *before* the tires went in. With the hardtop bolted on and the driver's door gutted, the left window was taped in place. Spare parts filled every cranny.

With a temporary permit in the back window, I headed out of town. The Miata wandered a bit, and there was too much noise. I bought a box of earplugs in Boulder City and pressed on. I hit Albuquerque about dark, and then the left-rear tire threw a chunk of tread. No wonder it wandered; a tire was coming apart. Fifty more miles to Santa Rosa with fingers crossed, where after a night in a motel two race tires went on the rear.

WEDNESDAY, APRIL 30th: Ten hours in the world's smallest sauna. Texas humidity, no insulation and only one open window. Made Austin at rush hour.

THURSDAY, MAY 1st: At Sammy's, we prepped the car for racing (oil change and new numbers), loaded both Miatas and headed for Fort Worth.

FRIDAY, MAY 2nd: TMS is impressive, and the road course incorporates almost all of the oval. It's fast, intimidating, and I finished a distant 23rd in my race group. Aaron gave his father a punt in the rear on the way to a second-place finish.

After a red-eye flight home, I was at a wedding in Sparks Saturday afternoon. Nuts? Sure, but great fun.

A cross-country trip, old friends, racing... my SCCA license makes it possible. It's worth the trouble.

2003 Reno Region Solo2 Events

Date	Event	Site	Event Chair	Run Group 1, 2, 3, 4	Points Event #
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	Greg Benson, Lucas	W, Y, B, G	7
June 8	Reno Region Solo2	Stead	Kunze & Chuck Tischler	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	Stead	D. Deborde, R.	TBD	N/A
July 6	Divisional	Stead	Jones, J. Perry & J. Uchtyl	TBD	N/A
July 19	Reno Region Solo2	Stead	Mike Kapic &	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	Boreal	Sid Nelson &	W, Y, B, G	15
Aug 31	Reno Region Solo2	Boreal	Dave Deborde	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

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

STEPPING FORWARD FOR RENO'S DIVISIONAL

Plans for the Divisional Championship Solo2 event at Stead are firming up daily. As *Road & Tach* went to press, several key positions had been filled. Patty Evans and Dave Deborde will be Operating Stewards, and Greg Benson has been tapped to be Chief of Course. Dick Lewis has volunteered to act as head Safety Steward, and the Chief of Grid position is now filled by B.J. Filarski.

RUMORS OF TOPEKA

It's early, but there are whispers about certain Reno Region drivers making the long trek to Topeka for the Tire Rack Solo2 Nationals in September. John and Patty Evans (WRX) have been heard to mention the possibility, and a Corvette combine may be formed between Jim Uchtyl and John and Helen Perry. Dave Deborde says he'll be going -- IF he gets his new Z-car done in time.

ATTENTION IN THE PITS

WORDS FROM THE REGIONAL EXECUTIVE

BY DAVE DEBORDE



REgion news -- May 2003

Round two of the NORPAC Divisional Solo II at Reno is a definite go. It will be at Reno Stead Airport on the July 4th. Weekend. Most of the Chiefs positions have been filled and the course is being designed. Divisional Solo II is limited to SCCA members so, if you are not currently a member of the SCCA and wish to participate, now would be a good time to join. We will run all national classes plus SU/OSP and Jr. Karts. Additional regional classes may be added. Street Tire class will not be used and no classes will be PAXed. If you are thinking of running at the National Solo II Championships in Topeka, this would be a good opportunity to experience similar levels of competition.

The first four Reno Region Championship points events are on the books. Look elsewhere in *Road & Tach* for results, and see where you stand. If you attended these events you already know that the weather so far this year is just not cooperating. April 26 & 27 was cold and wet but John Evans and Mike Mulhall put together a great event with great courses both days. Despite the weather, it was good to be competing again after the long off-season. Championship points events 3 & 4 were also weather challenged but nevertheless nearly eighty dedicated autocrossers made their way to Winnemucca for the Slots vs. Spuds Challenge. The Jones and Perry did an awesome job organizing the challenge with Snake River Region. The hospitality party was great and the competition outstanding despite cold, rain, wind, sleet and some snow flurries on occasion. The rather 'open' course was punctuated with some tight maneuvers at the start and finish. The course rewarded competitors with

well set up cars and thoughtful driving. The Red Lion did a great job with the banquet and the decorations added a special touch to the whole evening. Oh, did I mention, the Reno 'SLOTS' took the event from the Snake River Idaho 'SPUDS' and retain possession of the huge event trophy. NICE DRIVING RENO and thank you to Snake River for the great competition and outstanding sportsmanship.

Again, your R. E. remains impressed with all the work that the Board and Membership are doing to make this a better club. A revived newsletter, improved registration procedures, new logos and banners, annual tech on over 50% of our regular competitors and excellent worker coordination all contribute to the smooth flow of our events and improve Reno SCCA. Perhaps the most impressive recent accomplishment however is the implementation of the new timing and scoring system. It is a continuing source of amazement that the new system is so trouble free and seemingly easy to use. Credit John Riggs Jr. and everyone who provided input into the system and played a part in developing the hardware, adapting it to our timing bus and for creating the interface for our electronic displays. Equal credit goes to Dean Benz for all the work loading the database, learning the software, working with the vendor and training our members in its use.

Dave Deborde

Regional Executive

Dirt Doin's: RallyCross Seeks Support

by Matt Decker

I like dirt. I like Autocross. I like the SCCA. How do I combine those things? The answer: RallyCross.

What is RallyCross? Most simply explained it is an Autocross on dirt. More specifically it is a timed run through a course outlined in cones on an unpaved surface. Cars used in this competition follow the same basic tech guidelines as Solo2 and use the vehicle classifications used for ClubRally events. If your car was safe to drive on the road to the event chances are it will pass inspection and can be classified. Courses will be designed in a way to keep speeds around 25-45 and to be safe for both car and driver. If you would drive your car on a gravel road and like Autocross events you will like Rallycross.

"RallyCross is an event generally held on an unpaved, flat surface, wherein the course generally consists of straight sections connecting turns or corners. Course layout should be such as to emphasize car

handling skill and maneuverability rather than performance." -- Taken from the first paragraph of the SCCA RallyCross rules

It is my goal to spark some interest for this type of event in the Reno region and build momentum for SCCA dirt events in northern Nevada. Years ago there were local SCCA sanctioned ProRally events, and I would like to continue this. The ClubRally event held by the Northwest Region SCCA shows it's feasible here.

If you have any interest in working toward this goal or have done so in the past please contact me at rallvo@yahoo.com.

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

RESULTS

**Reno Region Solo2 Series Round 1
Stead Airport April 26, 2003**

ASP		
1. John Perry	Corvette	47.713
2. B.J. Sullivan	Viper	47.920
3. Jim Uchtyl	Corvette	49.765
4. Art Majors	Corvette	50.812
5. Gary Starr	S2000	51.614
6. Pat Riley	S2000	55.662
ASPL		
1. Helen Perry	Corvette	49.416
2. Mari Tilzey	Viper	52.838
BP		
1. Randy Jones	Corvette	47.963
BPL		
1. Peggy Jones	Corvette	48.922
BS		
1. Doug Driver	Boxster	49.424
2. Mike Mulhall	Boxster	49.535
3. Mark Willoughby	911	52.649
4. Robert Morrison	911	53.644
BSL		
1. Heather Money	Boxster	53.668
BSP		
1. Dave DeBorde	240Z	49.361
2. Lee Mitchell	300ZX	55.303
CP		
1. Greg Benson	Mustang	50.274
2. Dave Heppler	Falcon	51.505
CS		
1. Dick Lewis	Miata	52.998
2. Charles Marshall	Miata	53.258
CSL		
1. Annie Lewis	Miata	55.220
CSP		
1. Mike Kapic	Miata	49.162
2. Jim Gandy	RX-7	49.948
3. Rob Howarth	Miata	50.048
CSPL		
1. Marion Gandy	RX-7	58.686
DM		
1. John Lefcourte	Super 7	45.780
2. John Townley	Corolla	51.711
3. Edy Eddins	Starlet	52.250
4. Todd Mauldin	Starlet	52.773
DML		
1. Jane McKenna	Super 7	48.059
DS		
1. John Evans	WRX	52.077
DSL		
1. Patty Evans	WRX	51.039
2. Debbie Kerswill	WRX	51.647
DSP		
1. Don McKenzie	325is	51.921
EM		
1. John Riggs III	Rotafire	46.548
2. John Riggs Jr.	Rotafire	46.561
3. Sid Nelson	240Z	46.884
4. Jeff Steele	280Z	49.108
5. Matt Benson	280Z	51.326
EML		
1. Christa Steele	280Z	51.401
EP		
1. Pat Housel	Rabbit	51.544
2. Mark Berglund	Rabbit	53.543
3. Matt Decker	Volvo 242T	57.884
ESP		
1. Lucas Kunze	Camaro	49.675
2. Chuck Tischler	Mustang	50.968
3. Jimmy Geck	Mustang	51.024

4. Jim Geck	Mustang	52.314	
5. Tad Meadows	Mustang	58.543	
F125			
1. John Burns	Tony	41.394	
2. Eric Gangloff	Birel	41.911	
3. Jeremy Sperling	KGB SPY	42.114	
4. Jamie Kearney	Birel	42.847	
H			
1. Nate Pierson	Legacy	57.320	
SM			
1. Dean Benz	Stealth	49.449	
SM2			
1. Ham Edwards	Corvette	50.421	
SS			
1. Don Smith	RX-7	51.449	
SSL			
1. Sheri Smith	RX-7	54.012	
STS			
1. Rory Keeney	Celica	53.783	
2. Rob Rowan	Impreza	53.841	
3. Mike Rocco	Legacy	55.188	
4. Brandon Denney	WRX	56.500	
STX			
1. Theo McCormick	WRX	53.159	
2. Matt Roy	WRX	54.949	
N (indexed)			
1. Alan Snellbaker	Mustang	41.599	
2. Troy Chernoff	Mustang	41.790	
3. Scott Perry	WRX	42.989	
4. Jim Kunze	Corvette	43.130	
5. Rick Johnson	Camaro	43.716	
6. Raymond Walker	300ZX	44.086	
7. Abe Gissen	CRX	44.986	
8. James Amrine	ZX2	45.998	
9. David Gissen	CRX	51.742	
NL (indexed)			
1. Sue Orvik	SVX	43.574	
RNP			
John Breternitz	911	47.527	
Adam Auberbach	Syclone	52.724	
OPEN PAX			
John Burns	Tony	38.828	21
Eric Gangloff	Birel	39.313	19
Jeremy Spelling	KGB	39.503	18
Jamie Kearney	Birel	40.190	17
John Perry	Corvette	40.365	16
B.J. Sullivan	Viper	40.540	15
Doug Driver	Boxster	40.775	14
John Lefcourte	Super7	40.790	13
Mike Mulhall	Boxster	40.866	12
Lucas Kunze	Camaro	41.032	11
Dean Benz	Stealth	41.240	10
Mike Kapic	Miata	41.247	9
John Evans	WRX	41.401	8
Dave Deborde	240Z	41.463	7
Randy Jones	Corvette	41.488	6
Alan Snellbaker	Mustang	41.599	5
Troy Chernoff	Mustang	41.790	4
John Riggs III	Rotafire	41.847	3
John Riggs Jr.	Rotafire	41.858	2
All other Open finishers			1
LADIES PAX			
Patty Evans	WRX	40.576	21
Debbie Kerswill	WRX	41.059	19
Helen Perry	Corvette	41.806	18
Peggy Jones	Corvette	42.318	17
Janes McKenna	Super 7	42.821	16
Sue Orvik	SVX	43.574	15
Heather Money	Boxster	44.276	14
Mari Tilzey	Viper	44.701	13
Annie Lewis	Miata	44.949	12
Sheri Smith	RX-7	45.208	11
Christa Steele	280Z	46.209	10
Marion Gandy	RX-7	49.238	9

**Reno Region Solo2 Series Round 2
Stead Airport April 27, 2003**

ASP		
1. Jim Uchtyl	Corvette	100.791
2. John Perry	Corvette	101.022
3. B.J. Sullivan	Viper	102.220
4. Gary Starr	S2000	105.342
5. Pat Riley	S2000	110.481
ASPL		
1. Helen Perry	Corvette	103.369
2. Mari Tilzey	Viper	112.657
BP		
1. Randy Jones	Corvette	103.929
BPL		
1. Peggy Jones	Corvette	104.151
BS		
1. Mike Mulhall	Boxster	99.942
2. Doug Driver	Boxster	102.231
3. Robert Morrison	911	108.055
4. Mark Willoughby	911	112.110
BSL		
1. Heather Money	Boxster	106.820
BSP		
1. Dave DeBorde	240Z	102.283
CP		
1. Greg Benson	Mustang	101.693
CS		
1. Dick Lewis	Miata	110.593
2. Charles Marshall	Miata	110.951
CSP		
1. Jim Gandy	RX-7	103.255
2. Mike Kapic	Miata	103.418
3. Rob Howarth	Miata	103.553
4. Kevin Sheridan	Miata	109.462
CSPL		
1. Marion Gandy	RX-7	123.104
DM		
1. John Lefcourte	Super 7	97.307
2. Edy Eddins	Starlet	107.195
3. John Townley	Corolla	107.601
4. Troy Mora	Legend	108.790
5. Louis Mora	Legend	131.501
DML		
1. Jane McKenna	Super 7	104.238
DS		
1. John Evans	WRX	103.221
DSL		
1. Patty Evans	WRX	104.946
2. Debbie Kerswill	WRX	107.904
DSP		
1. Don McKenzie	325is	107.231
EM		
1. John Riggs III	Rotafire	94.443
2. John Riggs Jr.	Rotafire	95.399
3. Jeff Steele	280Z	104.283
4. Matt Benson	280Z	111.343
EML		
1. Christa Steele	280Z	110.486
EP		
1. Pat Housel	Rabbit	DNS
ESP		
1. Jimmy Geck	Mustang	101.728
2. Lucas Kunze	Camaro	102.147
3. Chuck Tischler	Mustang	106.039
4. Jim Geck	Mustang	108.188
5. Tad Meadows	Mustang	118.631
F125		
1. Eric Gangloff	Birel	86.144
2. Jeremy Sperling	KGB SPY	86.866
3. John Burns	Tony	87.150
4. Jamie Kearney	Birel	87.962
GS		
1. Craig Cummins	Mini	107.086
HS		
1. Steve Waclo	Honda	118.897

SM		
1. Dean Benz	Stealth	100.828
SS		
1. Don Smith	RX-7	104.612
SSL		
1. Sheri Smith	RX-7	108.504
STS		
1. Rory Keeney	Celica	109.295
2. Jim Payne	Legacy	110.785
3. Mike Rocco	Legacy	113.566
4. Brandon Denney	Prelude	117.937
STX		
1. Theo McCormick	WRX	109.971
SU		
1. John Breternitz	911	100.404
SUL		
1. Chris Cox	911	102.575
N (indexed)		
1. Gary Collins	Mini	85.568
2. Alan Snellbaker	Mustang	85.927
3. Zach Dalma	A6 Quattro	87.122
4. Scott Perry	WRX	88.506
5. Rick Johnson	Camaro	88.510
6. Dave Waclo	Honda	88.730
7. Matt Waclo	Honda	89.095
8. Jesse Reid	WRX	89.216
9. Shane Lees	318ti	89.368
10. Eliot Drake	Sunfire	90.040
11. Scott Kelleher	Mustang	92.499
NL (indexed)		
1. Sue Orvik	SVX	88.032
RNP		
Chris Valentino	RX7	100.836
Ben Bingham	Mustang	106.519
Jens Morrison	911	106.725
Denise Hatchett	911	113.424
Tad Meadows	Mustang	119.115

OPEN PAX		POINTS	
Eric Gangloff	Birel	80.803	21
Jeremy Sperling	KGB	81.480	19
Hohn Burns	Tony	81.747	18
John Evans	WRX	82.061	17
Mike Mulhall	Boxster	82.452	16
Jamie Kearney	Birel	82.508	15
Craig Cummins	Mini	83.741	14
Jimmy Geck	Mustang	84.027	13
Dean Benz	Stealth	84.091	12
Doug Driver	Boxster	84.341	11
Lucas Kunze	Camaro	84.373	10
John Riggs III	Rotafire	84.904	9
Jim Uchtyl	Corvette	85.269	8
John Perry	Corvette	85.465	7
Gary Collins	Mini	85.568	6
Rory Keeney	Celica	85.687	5
John Riggs Jr.	Rotafire	85.764	4
Dave Deborde	240Z	85.918	3
Alan Snellbaker	Mustang	85.927	2
All other Open finishers			1

LADIES PAX		POINTS	
Patty Evans	WRX	83.432	21
Debbie Kerswill	WRX	85.784	19
Helen Perry	Corvette	87.450	18
Chris Cox	911	88.009	17
Sue Orvik	SVX	88.032	16
Heather Money	Boxster	88.127	15
Peggy Jones	Corvette	90.091	14
Sheri Smith	RX-7	90.818	13
Jane McKenna	Super 7	92.876	12
Mari Tilzey	Viper	95.308	11
Christa Steele	280Z	99.327	10
Marion Gandy	RX-7	103.284	9



**Reno Region Solo2 Series Round 3
Winnemucca May 3, 2003**

Snake River Region drivers in *italics*

ASL			
1. Ethel Tischler	Corvette	77.500	
ASP			
1. John Perry	Corvette	62.089	
2. Jim Uchtyl	Corvette	63.086	
3. B.J. Sullivan	Viper	64.853	
4. <i>Shefan Kemper</i>	911	66.551	
5. <i>Ray James</i>	911	69.074	
6. Jim Kunze	Corvette	69.543	
ASPL			
1. Helen Perry	Corvette	66.136	
2. <i>Kitty Fleischman</i>	911	68.483	
BP			
1. Randy Jones	Corvette	64.991	
BPL			
1. Peggy Jones	Corvette	64.309	
BS			
1. Mike Mulhall	Boxster	63.820	
2. <i>Tim Nichols</i>	MR2	65.053	
3. <i>Gerald Fleischman</i>	Boxster	65.074	
4. <i>John Davis</i>	BMW M3	65.147	
5. Doug Driver	Boxster	65.798	
6. Robert Morrison	911	67.139	
7. <i>Dan Spindler</i>	911	67.423	
8. <i>Charles Fletcher</i>	S2000	68.393	
9. <i>Ed Horton</i>	Porsche	69.084	
10. <i>Alfie Lapeter</i>	BMW M3	69.372	
BSL			
1. <i>Merlene Fletcher</i>	S2000	69.763	
2. Heather Money	Boxster	70.465	
BSP			
1. Dave Deborde	240Z	64.040	
2. <i>Sean Parrish</i>	BMW M3	70.011	
3. B.J. Filarski	Pantera	73.424	
BSPL			
1. <i>Tammy Parrish</i>	BMW M3	71.721	
2. Victoria Filarski	Pantera	81.404	
CM			
1. <i>John Schultz</i>	Lola T342	64.043	
CP			
1. Greg Benson	Mustang	66.172	
CS			
1. Dick Lewis	Miata	69.828	
CSL			
1. Annie Lewis	Miata	71.677	
CSP			
1. Pat Housel	Miata	66.718	
2. Mike Kapic	Miata	66.741	
3. <i>Harry Poland</i>	944	68.132	
4. <i>Mike Sallee</i>	Civic	69.419	
5. Kevin Sheridan	Miata	71.049	
6. <i>Mike Schilleneff</i>	Civic	72.432	
DM			
1. John Townley	Corolla	69.382	
2. Edy Eddins	Starlet	70.066	
3. Todd Mauldin	Starlet	70.243	
4. John Lefcourte	Miata	72.046	
DML			
1. Jane McKenna	Miata	73.057	
DS			
1. John Evans	WRX	67.190	
DSL			
1. Patty Evans	WRX	68.257	
2. Debbie Kerswill	WRX	70.060	
EM			
1. John Riggs Jr.	Rotafire	61.678	
2. Jeff Steele	280Z	63.938	
3. Matt Benson	280Z	64.244	
4. <i>Rory Baldry</i>	Civic	65.686	
5. <i>Shea Henery</i>	Civic	66.674	
6. John Riggs III	Rotafire	71.297	

EML			
1. Christa Steele	280Z	68.725	
ESP			
1. Jimmy Geck	Mustang	64.508	
2. Lucas Kunze	Camaro	64.970	
3. <i>Jason Watt</i>	Dakota	66.674	
4. Jim Geck	Mustang	67.408	
5. Chuck Tischler	Mustang	67.642	
ESPL			
1. <i>Lesley Cherry</i>	Dakota	76.889	
FS			
1. <i>Stephen Ward</i>	Lightning	73.882	
FSP			
1. <i>Jeff Shaw</i>	Scirocco	67.901	
SM			
1. Dean Benz	Stealth	63.984	
2. <i>Tim Hicks</i>	Civic	68.636	
3. <i>Sam Robenson</i>	RX-3	69.160	
SS			
1. <i>Don Miller</i>	Corvette	61.858	
2. Bob Williamson	Corvette	63.006	
3. <i>Scott Troyer</i>	Corvette	63.548	
4. Don Smith	RX-7	67.319	
STS			
1. William Payne	Legacy	71.664	
2. Jim Payne	Legacy	71.844	
STX			
1. <i>Alan Pearson</i>	WRX	67.063	
2. Theo McCormick	WRX	68.272	
3. Tyson Kueper	WRX	73.717	
SU			
1. <i>R. Gail Heist</i>	Morda	71.157	
N (indexed)			
1. <i>Tyler Cenarrusa</i>	WRX	53.122	
2. <i>Bo Bushnell</i>	WRX	55.118	
3. <i>Sean Morrow</i>	WRX	56.193	
4. <i>Dana Jacobsen</i>	Miata	56.693	
5. <i>Darius Rementeria</i>	Audi TT	59.554	
OPEN PAX		POINTS	
<i>Don Miller</i>	Corvette	51.775	21
John Perry	Corvette	52.527	19
Mike Mulhall	Boxster	52.652	18
Bob Williamson	Corvette	52.736	17
<i>Tyler Cenarrusa</i>	WRX	53.122	16
<i>Scott Troyer</i>	Corvette	53.190	15
Jimmy Geck	Mustang	53.284	14
Dean Benz	Stealth	53.363	13
Jim Uchtyl	Corvette	53.371	12
John Evans	WRX	53.416	11
<i>Alan Pearson</i>	WRX	53.516	10
Lucas Kunze	Camaro	53.665	9
<i>Tim Nichols</i>	MR2	53.669	8
<i>Gerald Fleischmen</i>	Boxster	53.686	7
<i>John Davis</i>	BMW M3	53.746	6
Dave Deborde	240Z	53.794	5
Doug Driver	Boxster	54.283	4
Theo McCormick	WRX	54.481	3
B.J. Sullivan	Viper	54.866	2
All other Open Finishers			1
LADIES PAX		POINTS	
Patty Evans	WRX	54.264	21
Peggy Jones	Corvette	55.627	19
Debbie Kerswill	WRX	55.698	18
Helen Perry	Corvette	55.951	17
<i>Merlene Fletcher</i>	S2000	57.554	16
<i>Kitty Fleischman</i>	911	57.937	15
Heather Money	Boxster	58.134	14
Annie Lewis	Miata	58.345	13
<i>Tammy Parrish</i>	BMW M3	60.246	12
Christa Steele	280Z	61.784	11
<i>Lesley Cherry</i>	Dakota	63.510	10
Ethel Tischler	Corvette	64.170	9
Jane McKenna	Miata	65.094	8
Victoria Filarski	Pantera	68.379	7

Reno Region Solo2 Series Round 4 Winnemucca May 4, 2003

Snake River Region drivers in *italics*

ASL		
1. Ethel Tischler	Corvette	44.282
ASP		
1. John Perry	Corvette	38.224
2. B.J. Sullivan	Viper	38.532
3. Jim Uchytel	Corvette	38.635
4. Shefan Kemper	911	39.718
5. Jim Kunze	Corvette	41.254
6. Ray James	911	44.073
ASPL		
1. Helen Perry	Corvette	39.852
2. Kitty Fleischman	911	42.870
BP		
1. Randy Jones	Corvette	37.177
BPL		
1. Peggy Jones	Corvette	39.371
BS		
1. Mike Mulhall	Boxster	36.628
2. Tim Nichols	MR2	37.727
3. Gerald Fleischmen	Boxster	38.115
4. John Davis	M3	38.400
5. Dan Spindler	911	38.693
6. Doug Driver	Boxster	38.875
7. Robert Morrison	911	39.303
8. Charles Fletcher	S2000	40.120
9. Alfie Lapeter	M3	40.842
10. Ed Horton	951	41.256
BSL		
1. Heather Money	Boxster	40.519
2. Merlene Fletcher	S2000	40.999
BSP		
1. Dave Deborde	240Z	40.720
2. Sean Parrish	M3	42.054
3. B.J. Filarski	Pantera	42.700
BSPL		
1. Tammy Parrish	M3	43.289
2. Victoria Filarski	Pantera	46.944
CM		
1. John Schultz	Lola	36.867
CP		
1. Greg Benson	Mustang	37.649
CS		
1. Dick Lewis	Miata	40.908
CSL		
1. Annie Lewis	Miata	42.072
CSP		
1. Mike Kapic	Miata	38.582
2. Pat Housel	Miata	38.590
3. Harry Poland	944	38.736
4. Mike Sallee	Civic	39.677
5. Mike Schilleneff	Civic	39.727
6. Kevin Sheridan	Miata	41.581
DM		
1. John Townley	Corolla	39.885
2. Todd Mauldin	Starlet	39.952
3. Edy Eddins	Starlet	40.990
4. John Lefcourte	Miata	42.929
DML		
1. Jane McKenna	Miata	43.368
DS		
1. John Evans	WRX	39.311
DSL		
1. Patty Evans	WRX	38.391
2. Debbie Kerswill	WRX	40.728
EM		
1. John Riggs Jr.	Rotafire	36.072
2. John Riggs III	Rotafire	36.218
3. Jeff Steele	280Z	37.291
4. Matt Benson	280Z	38.264
5. Shea Henery	Civic	38.798
6. Rory Baldry	Civic	39.176

EML			
1. Christa Steele	280Z	40.021	
ESP			
1. Lucas Kunze	Camaro	38.408	
2. Jason Watt	Dakota	38.654	
3. Jimmy Geck	Mustang	38.777	
4. Chuck Tischler	Mustang	39.104	
5. Jim Geck	Mustang	39.863	
ESPL			
1. Lesley Cherry	Dakota	43.220	
FS			
1. Stephen Ward	Lightning	43.140	
FSP			
1. Jeff Shaw	Scirocco	39.933	
SM			
1. Dean Benz	Stealth	39.183	
2. Sam Robenson	RX-3	40.353	
3. Tim Hicks	Civic	43.459	
SS			
1. Bob Williamson	Corvette	37.718	
2. Don Miller	Corvette	37.808	
3. Scott Troyer	Corvette	39.350	
4. Don Smith	RX-7	41.329	
STS			
1. Jim Payne	Legacy	42.556	
2. William Payne	Legacy	42.609	
STX			
1. Theo McCormick	WRX	40.384	
2. Alan Pearson	WRX	40.427	
3. Tyson Kueper	WRX	44.889	
SU			
1. R. Gail Heist	Morda	42.899	
N (indexed)			
1. Dana Jacobsen	Miata	32.382	
2. James Johnson	WRX	32.588	
3. Sean Morrow	WRX	34.383	
4. Darius Rementeria	Audi TT	34.817	
5. Chris Faulkner	WRX	35.439	
OPEN PAX			
Mike Mulhall	Boxster	30.218	
Tim Nichols	MR2	31.125	
John Evans	WRX	31.252	
Gerald Fleischmen	Boxster	31.445	
Bob Williamson	Corvette	31.570	
Don Miller	Corvette	31.645	
John Davis	M3	31.680	
Lucas Kunze	Camaro	31.725	
Dan Spindler	911	31.922	
Jason Watt	Dakota	31.928	
Jimmy Geck	Mustang	32.030	
Doug Driver	Boxster	32.072	
Greg Benson	Mustang	32.115	
Randy Jones	Corvette	32.158	
Theo McCormick	WRX	32.226	
Alan Pearson	WRX	32.261	
Chuck Tischler	Mustang	32.300	
John Perry	Corvette	32.378	
Mike Kapic	Miata	32.370	
All other Open finishers			1
LADIES PAX			
Patty Evans	WRX	30.521	
Debbie Kerswill	WRX	32.379	
Heather Money	Boxster	33.428	
Helen Perry	Corvette	33.715	
Merlene Fletcher	S2000	33.824	
Peggy Jones	Corvette	34.056	
Annie Lewis	Miata	34.247	
Lesley Cherry	Dakota	35.670	
Christa Steele	280Z	35.979	
Kitty Fleischman	911	36.268	
Tammy Parrish	M3	36.363	
Ethel Tischler	Corvette	36.665	
Jane McKenna	Miata	38.641	
Victoria Filarski	Pantera	39.433	
POINTS			
30.218	21		
31.125	19		
31.252	18		
31.445	17		
31.570	16		
31.645	15		
31.680	14		
31.725	13		
31.922	12		
31.928	11		
32.030	10		
32.072	9		
32.115	8		
32.158	7		
32.226	6		
32.261	5		
32.300	4		
32.378	3		
32.370	2		
1			
POINTS			
30.521	21		
32.379	19		
33.428	18		
33.715	17		
33.824	16		
34.056	15		
34.247	14		
35.670	13		
35.979	12		
36.268	11		
36.363	10		
36.665	9		
38.641	8		
39.433	7		

Championship Points by Class

Through Four Events

ASL	John Evans	44	
Ethel Tischler	22	DSL	
ASP	Patty Evans	84	
John Perry	79	Debbie Kerswill	64
Jim Uchytel	65	DSP	
B.J. Sullivan	60	Don McKenzie	22
Shefan Kemper	24	EM	
Gary Starr	23	John Riggs Jr.	74
Jim Kunze	21	John Riggs III	68
Pat Riley	21	Jeff Steele	56
Ray James	21	Matt Benson	49
Art Majors	12	Rory Baldry	22
ASPL	Shea Henery	22	
Helen Perry	84	Sid Nelson	14
Kitty Fleischman	32	EML	
Mari Tilzey	32	Christa Steele	44
BP	EP	Pat Housel	21
Randy Jones	44	Mark Berglund	16
BPL	Matt Decker	14	
Peggy Jones	44	ESP	
BS	Lucas Kunze	74	
Mike Mulhall	79	Jimmy Geck	70
Doug Driver	58	Chuck Tischler	53
Robert Morrison	45	Jim Geck	47
Tim Nichols	32	Jason Watt	30
Gerald Fleischmen	28	Tad Meadows	22
Mark Willoughby	26	ESPL	
John Davis	24	Lesley Cherry	22
Dan Spindler	20	F125	
Charles Fletcher	16	Eric Gangloff	37
Alfie Lapeter	13	John Burns	35
Ed Horton	13	Jeremy Sperling	30
BSL	Jamie Kearney	24	
Heather Money	59	FS	
Merlene Fletcher	37	Stephen Ward	22
BSP	Dave DeBorde	74	
Dave DeBorde	74	Jeff Shaw	22
Sean Parrish	32	GS	
B.J. Filarski	28	Craig Cummins	11
Lee Mitchell	16	HS	
BSPL	Nate Pierson	11	
Tammy Parrish	42	Steve Waclo	11
Victoria Filarski	32	N	
CM	Alan Snellbaker	42	
John Schultz	22	Dar. Rementeria	42
CP	Dana Jacobsen	32	
Greg Benson	54	Scott Perry	28
Dave Heppler	16	Sean Morrow	26
CS	Rick Johnson	22	
Dick Lewis	64	Troy Chernoff	16
Charles Marshall	32	Chris Faulkner	14
CSL	Gary Collins	14	
Annie Lewis	33	Jim Kunze	14
CSP	Bo Bushnell	12	
Mike Kapic	74	Abe Gissen	11
Jim Gandy	37	James Johnson	11
Pat Housel	37	Tyler Cenarrusa	11
Kevin Sheridan	33	Zach Dalmau	11
Harry Poland	28	Scott Kelleher	10
Rob Howarth	28	Jesse Reid	9
Mike Sallee	24	Raymond Walker	9
Mike Schilleneff	21	Dave Waclo	8
CSPL	James Amrine	8	
Marion Gandy	22	David Gissen	7
DM	Shane Lissen	7	
John Townley	72	Matt Waclo	6
John Lefcourte	66	Eliot Drake	5
Edy Eddins	60	NL	
Todd Mauldin	42	Sue Orvik	22
Louis Mora	11	SM	
DML	Dean Benz	64	
Jane McKenna	44	Sam Robenson	30
DS	<i>Cont'd on next page</i>		

Class Points

Continued from previous page

Tim Hicks	30	STS		Alan Pearson	37
SM2		Jim Payne	53	Tyson Kueper	28
Ham Edwards	11	Rory Keeney	42	Matt Roy	16
SS		William Payne	37	SU	
Don Smith	46	Mike Rocco	28	R. Gail Heist	22
Bob Williamson	37	Rob Rowan	16	John Breternitz	11
Don Miller	37	Brandon Denney	12	SUL	
Scott Troyer	28	Seth Champion	12	Chris Cox	11
SSL		STX			
Sheri Smith	22	Theo McCormick	69		

Reno PAX Points after Four Events

TOP TEN OPEN PAX		TOP TEN LADIES PAX	
1. Mike Mulhall	67	1. Patty Evans	84
2. John Evans	55	2. Debbie Kerswill	75
3. John Perry	45	3. Helen Perry	69
4. Lucas Kunze	44	4. Peggy Jones	65
5. Eric Gangloff	40	5. Heather Money	60
6. John Burns	39	6. Jane McKenna	41
7. Jimmy Geck	39	7. Christa Steele	41
8. Doug Driver	39	8. Annie Lewis	37
9. Jeremy Spelling	37	9. Dana Jacobsen	34
10. Dean Benz	37	10. Sue Orvik	32

ENTRY INFORMATION:

**2003 NORTH-SOUTH CHALLENGE
LAS VEGAS REGION vs. RENO REGION SCCA**

May 24 & 25, 2003 Hawthorne, Nevada

Hosted and organized by Las Vegas Region SCCA, Rick & Barbara Kostelaz.

Site: Mineral County Airport, Hawthorne, Nevada

Headquarters Hotel: El Capitan Motel & Casino, 1-800 922-2311 for reservations. You MUST reserve early and you MUST tell them that you are with SCCA in order to get one of our pre-reserved rooms and special rate. Rooms are limited!

Friday registration and technical inspection will be held at the El Capitan Motel from 6:00 PM to 8:00 PM. Saturday registration and technical inspection will be at the airport 7:00 AM to 8:00 AM. Course will be open for walking as soon as it is completed Friday evening and on Saturday & Sunday AM.

Here is what you get for your \$55 entry fee: Two days of autocrossing, Saturday night banquet, Trophies, Memento 2003 T-Shirt, Pizza party at awards presentation and more fun than you can stand!

If you register before May 18th you will pay \$55 when you come to registration in Hawthorne. If you register after May 17th you will pay \$65. If you want extra Tee shirts they will cost \$5 each, state size. If you want extra banquet meals they will cost \$20 each, state quantity.

More questions ??? Contact Rick at ckostelaz@wizard.com. or 775 727-1936 or www.lvrscqa.org. To register via e-mail, go to www.lvrscqa.org.

NORTH-SOUTH CHALLENGE ENTRY FORM -- CLIP AND MAIL TO THE ADDRESS BELOW

Name _____ Class _____ Region _____ T shirt size _____

Car Number 1st choice _____ 2nd choice _____ 3rd choice _____

Second Driver _____ Class _____ Region _____ T shirt size _____

Car Number 1st choice _____ 2nd choice _____ 3rd choice _____

Extra Banquet Tickets _____ (\$20ea) Extra T Shirts (\$5ea) _____ Size _____

Send your check with for \$55 each entry post marked before 5-17 (\$65 after 5-17) + extra items.

Mail to: North South, 2160 Heritage Dr., Pahrump, NV 89048. Make check payable to SCCA LVR

Your email address _____

This year's event is being sponsored by Las Vegas Region, Sports Car Club of America

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.

We've been following the adventures of Jim the SCCA Racer as he set out on his dream "racing vacation" in 1978. Remember, Jim never used a tow car and trailer -- he believed in driving his Showroom Stock Colt to and from the races. In four years of racing, he had never failed to get home okay.

At the end of every lucky streak, there's a tale.

Last issue, we left Jim hanging by his seat belts, upside-down in the middle of the track at Road America. There would be no National points for Jim at the June Sprints, just as there were no National points a week earlier at Seattle International, when the entire race weekend had been cancelled just before practice started.

Jim unbuckled and dropped onto the headliner. He crawled out, then stood beside the track to curse and shake his fist at the driver who had nerfed him into the flip. As the corner workers righted Jim's car and pushed it off the track, the adrenalin ebbed enough for Jim to begin to see that he was now in deep doo-doo.



The pooch who had to sit in the middle.

It's 1,300 miles from Road America back to Austin, Texas. Waiting at the pit wall is Jim's girlfriend. Waiting in the paddock is Jim's German Shepherd, in addition to all their camping gear, luggage and equipment.

Delivered to the paddock by tow truck, the Colt was just too crunched to attempt the trip back to Texas. Then a White Knight stepped forward. A Wisconsin Showroom Stock racer who was also a car dealer said he had a used car he'd sell cheap. A Vega. What does that say to you?

Perhaps the rollover affected Jim's judgement. After another night in a tent at the track, Jim started phoning local junkyards. By noon on Monday, the wrecked Colt departed via tow truck, and Jim took most of the money it fetched and bought the aforementioned Vega. Which turned out to be a real Northern Tier rustbucket, with holes in the fenders, weak floorboards, the whole picture. But the rubber looked good, and despite a leaky exhaust, it ran. So, on went the roof rack, aboard went everything and everybody, and by Monday afternoon it was giddyup, on the road again. Dark clouds, however, were gathering -- both real and symbolic clouds.

By nightfall it started to rain, rain with electrical garnish. Just then, the Vega's temp guage pegged, and unreassuring noises came from forward of the firewall. Our intrepid crew took the next exit, and the engine

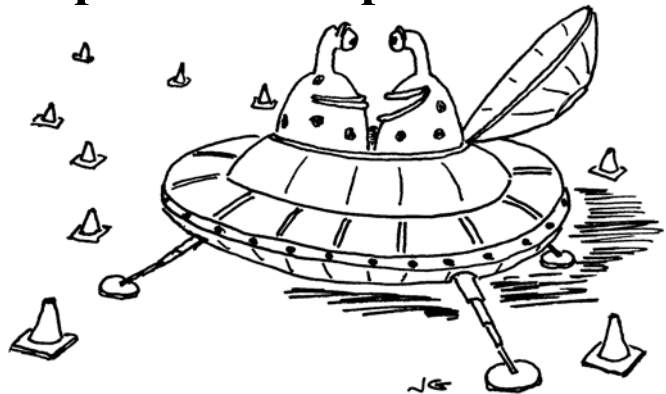
seized *under the portico of a motel that had a vacancy* (there is a God).

Two days later, a rescue team arrived from Texas, two friends of a friend driving Jim's other Colt, a '74. From that point it was non-stop back home, four adults and a German Shepherd, plus camping gear, tools, luggage, etc., all in and on top of a 1600cc subcompact. The speed limit was 55 in those days. The dog was not happy about not getting to lie down for two days.

The results of this carefully planned racing vacation included no points and the full writeoff of a \$3,000 race car -- writeoff, indeed, because taking a tax deduction for the loss was the only thing that appeared on the positive side of the ledger.

Postscript: Based on points earned earlier in the year, Jim actually made the Runoffs that fall. He rented another Colt (and he purchased on-track insurance). He did *not* use a trailer. In an anticlimax, he DNF'd with a flat tire. --JG

Top Time Warp 3



"Then I told them, 'How can you expect us to walk the course when we don't have feet?'"

GRAB SOME GREAT GEAR!



JUST \$10

T-SHIRTS ON SALE AT EVERY RENO REGION EVENT

ALSO NOW ON SALE: RENO REGION DECALS!

MEETING MINUTES

Carol Deborde, Secretary

SCCA Meeting Minutes**May 7, 2003**

Attendees: John Riggs, Jr., Heather Money, Mike Mulhall, Jim Ulhytil, Debbie Kerswill, Dean Benz, Victoria & JJ Filarski, Edy Eddins, Lucas Kunze, Chuck Tischler, Greg Benson, John & Helen Perry, Patty & John Evans, Eric Gangloff, Jack & Carole Sheets, Pat Housel, Nate Pierson, Greg Wheeler, Matt Decker, Jim Gandy, Glen McMann, Dave & Carol Deborde

Meeting was brought to order at 6:35pm by Dave Deborde. Dave welcomed all member and those that were new introduced themselves.

Secretary Report: The minutes were accepted as written.

Treasurers Report: Patty Evans reported Balance of 4/30/03 was \$7,866.15 and collected another \$1,940.00 from Winnemucca which has not been deposited yet. We have two CDs for a total of \$8,200.00. They are due this month and she recommends to just roll them over for another six months. All agreed.

OLD BUSINESS

Supplementary Regulations Revision: BoD revised supps. to remove street tire class from Prepared and Modified category. We didn't have enough to compete for championships.

Reno Region Banner: Dave **Thanked** Dick Lewis for getting the two banners and Mike Mulhall for the art work. We have used one of the banners at the events and will be loaning a banner to Summit for display in their store for publicity.

Summary of events 1- 4: Dave **thanked** John Evans and Mike Mulhall for a great course for events 1 and 2. John Evans in turned **thanked** those that came out to help with the course setup. Patty wondered if we could get weather proof chalk for future events. Looking into it.

Dave **thanked** John Perry & Randy Jones for a successful event at Winnemucca. The t-shirts were designed by Helen & Peggy and were awesome; the Saturday night dinner at the Red Lion was delicious and the decorations gave a wonderful flair to the evening; and the trophies were perfect. John Perry in turned **thanked** those that came early to help with the course set-up and those that participated in the welcome party Friday night. Reno won the Winnemucca Challenge by a very small margin and the trophy is in the bus. Dave will send a plaque to The Red Lion as a thank you. Drivers commented the course was great both days. Although both weekends were wet and cold, participation was good and everyone seemed to have a good time. Eric passed the PAX spreadsheet from the four events and asked that if anyone saw an error to get back to him ASAP.

Dave **thanked** Dean Benz for all the time & work he put into getting the new software system in place and for the training of the workers. Dave is impressed that it happened so fast & with hardly any problems.

Jr. Kart Program: We received approval from National for Jr. drivers 8 to 12yrs old. Also sent in a separate request for 5yrs & older but were not granted approval. However, it is not a dead issue. The pilot program for 5 to 8yr old drivers requires at least one years experience with Jr. Karts in the region. National suggested we contacted RE, Youth Steward and a parent of a 5yr old driver in Texas for feedback on their experience. If Reno is still interested, National will need to

request approval through the SCCA BofD.

We will have Jr Kart class at the Divisional on July 4-5 only down to 8yr olds.

Dave Deborde informed us that if someone is a member of World Karting Assoc. they are automatically a member of SCCA.

Reno Solo II Divisional: Dave confirmed with Katie Elder that it will be July 4-5 at Stead.

After some discussion John Evans said he would try to get a copy of the course design to Dave ASAP so that Dave could send in our proposal. Dave will contact members by phone to see if they will be able to be event chiefs. We will use our timing equipment but will use their software for scoring. Debbie agreed to be the Registrar. We will look into the possibility of using 'myautoevents.com' for registering. Katie has asked that the registration fee stay at \$55.00 per person to include: entry, awards, a momento, welcome party & if decided to have a banquet maybe charge extra for it.

Dave asked Edy if he would look into a host hotel. Block about 50 rooms and get a room for a welcome party. Dave figured out a tentative budget for the event.

A motion was made by Carol to put a committee together to help plan the event. Motion carried. Mike Mulhall, Debbie Kerswill, Edy Eddins, and maybe Carol Sheets will help.

Event Chairpersons – Open Events: Dave Deborde & Sid Nelson will co-chair Boreal Aug. 30-31, and Schelley & Carol will organize a Barbecue not to exceed \$10.00 per the vote taken by members present.

Need a chairperson for June 7-8. Greg Benson said he wanted to chair an event but wasn't sure of other commitments. John Riggs indicated he could switch his date of June 28-29 if that would help. Greg to get back to John. Lucas Kunze & Chuck Tischler would be willing to help Greg.

September 20-21 still needs an event chairperson.

NEW BUSINESS

Rally Cross: Matt Decker is interested in organizing a Rally Cross for Reno. He will see how many others may have an interest. Eric will put out an e-mail to see if there is any interest and get back to Matt with the information. A Rally Cross is like a Solo II on dirt – a flat open area. After some discussion Dave asked if the club would be willing to front some money for a first event. John Evans suggested that Matt submit a proposal and we would take it under advisement. San Francisco Region has a program. Matt will talk to them also. Dave suggested that Matt might like to get in touch with David Hackett. He helped put together the Reno Rally and is also employed at Auto Sport – they want to get more involved with SCCA.

Walk on Items: Patty Evans offered to drive the **bus to Hawthorne** if we needed someone. JJ Housel is planning to drive the bus at this time. Las Vegas will pay for the gas and drivers entry.

North-South Challenge: Eric reported they will use our software and our class N for street tire and their class DD (daily driver). Reported that as of date 42 Reno and 40 Las Vegas sign ups.

Dave asked that we don't discuss Bill Prince any more. It's over & done with!

Continued next page

MEETING MINUTES

continued from previous page

Newspaper: Eric would like to have our results put in the Reno Gazette and asked if there was any objection to have your name, car & class in the paper. There was no objection. It was suggested that we have our e-mail & a phone number for contact so that we used it as publicity for the club.

Fernley: Greg informed us that they have not started paving yet but they do have a contract with a paving company so it's coming soon. They plan to pave the first two miles for the time being.

Volunteers: Mike Mulhall asked how we get more

people to volunteer. Talk to people at events and get new people involved ASAP. Have a place for all to go after an event if possible.

Registration: Debbie & Carol wondered if we could be open 8:00am until 9:30am and open again 11:30am until 1:00pm or after the afternoon drivers meeting. We will try it a few times.

Meeting adjourned at 8:15pm

Respectfully submitted by: Carol Deborde, Secretary

TREASURER'S REPORT

Patty Evans, Treasurer

BALANCE AS OF 3/31/03 3,565.72

April disbursements

4/2 #2890 Sid Nelson	fire extinguisher service	186.82
4/2 #2892 Bicycles Plus	t-shirts for Winnemucca	166.03
4/4 #2891 Interstate	decals	351.30
4/2 #2893 Dave Deborde	postage/copies	29.35
4/4 #2894 John Evans	timing light covers	20.40
4/4 #2894 John Evans	school supplies	19.25
4/4 #2896 SCCA Nat'l	membership appl/get	13.93
4/4 #2896 SCCA Nat'l	"Get Real Fast" flyers	25.00
4/6 #2897 SCCA Nat'l	membership fees	270.00
4/6 #2898 SCCA Nat'l	sanction/ins. fee, Stead 4/5-6	275.00
4/16 #2899 Dick Lewis	Region Banners (2)	344.70
4/18 #2900 Jim Gandy	newsletter printing, Kinko's	84.74
4/18 #2900 Jim Gandy	newsletter postage	59.20
4/18	monthly bank fee	10.00
4/20 #2901 SCCA Nat'l	rule books	201.47
4/20 #2901 SCCA Nat'l	tech stickers	19.57
4/23 #2902 Stead Airport	site fee, 4/26-27	1,000.00
4/27 #2903 Greebrea Trophy	awards, Winnemucca	372.05
4/27 #2904 Visual Impress.	t-shirts, Winnemucca	175.50
4/27 #2905 T's in Motion	t-shirts, Winnemucca	375.76
4/27 #2906 SCCA Nat'l	new members (6)	320.00
4/27 #2907 SCCA Nat'l	sanction/ins. fee, Stead 4/26-27	385.00
	TOTAL OUTFLOW	4,705.07

April deposits

4/7 decal sales	23.00
4/7 rulebook sales	247.50
4/7 memberships	270.00
4/7 event 4/5-6	1,775.00
4/18 bank serv. fee	10.00
4/28 shirt sale	10.00
4/28 decal sales	18.00
4/28 rulebook sales	60.00
4/28 memberships	320.00
4/28 event 5/3-4	3,000.00
4/28 event 4/26-27	3,272.00
	TOTAL INCOME 9,005.50

BALANCE AS OF 4/30/2003 7,866.15

CLASSIFIED ADS

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

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 Jaczo 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.

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

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. When you walk a course, do like Johnnie Cash: WALK THE LINE! Walk your corner entry points, the apexes, and the exit points. And remember that unless you drive a single-seater, your driver's seat is offset to the left. When you walk, critical cones on your left should be next to your left ankle, but critical cones on your right should be a few feet away. You're trying to let your eyes (and your brain) see the course the same way it'll look from behind the wheel. -- JG

RENO REGION

SCCA

ROAD&TACH

Upcoming Events:

May 24 & 25: North-South Challenge, Reno vs. Las Vegas at the Mineral County Airport in Hawthorne, Nevada. Counts as Rounds Five and Six of the Regional Solo2 Series. *Details and entry form inside.*

June 7 & 8: Rounds Seven and Eight of Reno Region's Solo2 Series at Stead Airport in Reno. *Details inside.*

Meeting:

June 4 (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

ADDRESS SERVICE REQUESTED

FIRST CLASS