

ROAD & TACH



AUGUST 2006

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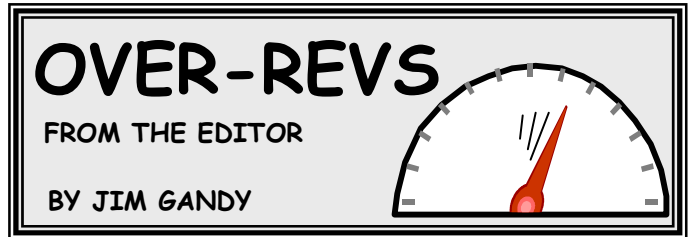
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"He had to get under, get out and get under, to fix up his automobile."

Those words are a snippet of song lyrics, and they're almost a hundred years old. They were written at the dawn of the automotive era, but they're exactly what I had to do last week. My mother needed help moving to a retirement home ('bout time, too... she's 94!), so I had to drive my "junk truck," an '82 4WD Dodge (nee Mitsubishi) mini-pickup, to Eastern Washington and back. Yes, at the height of the heat wave.

This truck is, to be kind, well past its use-by date. I've owned it for eight years, it's rusty and rattly, and it survives mainly because a parts-donor truck (the second to be so honored) waits patiently in the weeds behind my shop. But it's a personal badge of honor for me to keep it running, and you can blame that on the Flying Jackass.

When my father returned from Burma in the waning days of World War II, he had malaria and faced a long period of recovery and rehab. Once he got back to Sheridan, Wyoming, he kept busy by resurrecting a pre-war car – a DeSoto, I think – and 60 years ago he drove it to Eastern Washington in search of work. In my family, that car is forever known as the Flying Jackass. But it's in more than lore; it seems to be in my genes. Consider: there are five vehicles in my "fleet," model years '93, '91, '82, '67 and '67. The lowest mileage is 130K. It drives Marion crazy.

I knew this trip to help my mother was in the offing, so I prepped the old truck with new tires, shocks, belts, a decent stereo – and its first oil change in two years. Of course, I took my tools. Sure enough, about 20 miles south of Bend, a full-throttle miss deteriorated into balking and bucking, and top speed fell to about 35. I guessed a blocked fuel filter to be the cause, but the filter is near the tank and tough to reach. Plus, I didn't have a spare filter. So, just like Al Jolson sang, I had to "get out and get under," and beat on the fuel filter with a screwdriver handle. Then I could go another 90 minutes or so until the filter plugged, and... "get out and get under," and so on to Mom's.

My wife may shake her head, but my father would understand. These days, 0-60 in seven seconds is slow, and 100,000-mile warranties are common. But I'm happy with a truck that's hard-pressed to get to 60 in 14 seconds and might not make it around the block. I think I'll call it "Flying Jackass II."

No, I wasn't around when that song was popular. It was used in Ken Burns' documentary "Horatio's Drive," about the first man to drive a car from San Francisco to New York – in 1903! Trust me, this delightful film is a must-see for anyone who loves cars and driving.



Regional Accent

Words from Reno's Regional Executive

by Patty Evans

Over the past few months I have provided information on the need to have active members in the club to enable our Region to put on the events that many of us enjoy.

For those of you who have been around for awhile, you know that our race program is just beginning. Now that we have a superb venue for such events in Fernley, Reno Region is working hard to get racers in the region interested in checking it out and becoming regular participants.

A big difference in the race program versus Solo is that of the course worker. The Soloist expects to work and run as part of the event. At the race track worker stations must also be manned, but it is less likely that the drivers will also be the workers. We have been operating our events with drivers working the course but this is problematic and limits our ability to grow the program.

In large regions that have robust race programs they have a group of individuals who get as much fun and satisfaction just working the event as those that compete. These special people are what makes a race program successful and we must tap into them in our market if our race program is going to be successful.

So, are you one of those members? Have you held a membership in the SCCA but not actively participated in any events? Would you like to do something that gives you a front row seat on the racing action? Does the thought of a free lunch, social interaction with the race drivers and other special incentives appeal to you? Or maybe you have only participated in Solo events and the thought of getting on a "real" race track is a little intimidating. Why not step up and volunteer to work a race event and see up close and personal what it is all about?

Interested? Contact Dave Deborde, our Race Director, at d_deborde@charter.net and let him know you would like to

get into the action as a worker at our race events held in Fernley.

Training is provided for all workers and you will be showered with appreciation by the event organizers and drivers.

Dave has planned our September event to be a Divisional Championship and is working hard to attract drivers from across the division. The NORPAC (Northern Pacific) Division covers Northern Nevada and Northern California, Oregon, Washington, Idaho, Alaska and part of Montana. Wouldn't it be fun to participate in an event that has top notch drivers from these areas? Fifteen people are needed (at minimum) to staff this event. The dates are September 16-17 and the venue is Reno-Fernley Raceway.

Don't delay, give Dave a call at (775) 267-4845 or drop him a note and explore the opportunities of becoming a track worker.



SCCA Out-of-Region Events of Note

8/12-13	Northwest Reg Pro Solo	Packwood WA
8/18-20	Utah Reg Pro Solo	Wendover UT
8/26-27	Sacramento Ch. SFR Solos	Stockton CA
9/24	Fresno Ch. SFR Solo	Winton CA
9/26-29	Solo National Championships	Topeka KS
10/8	Fresno Ch. SFR Solo	Winton CA
10/9-15	Club Racing Runoffs	Topeka KS
10/21-22	Sacramento Ch. SFR Enduros	Stockton CA

2006 Reno Region Schedule

Date	Event	Location	Chair	Run Order
August 12-13	Solo Points Events 11&12	Squaw Valley, CA	John Evans	GWYB/BGWY
Sept. 9-10	Solo Points Events 13&14	Derby Field, Lovelock	Doug Driver/Jim Uchtyil	YBGW/WYBG
Sept. 16-17	Time Trial (Divisional)	Reno-Fernley Raceway	Dave Deborde	N/A
Oct. 1	Fall Tour	Carson Valley & Sierras	Jim Gandy	N/A
Oct 7-8	Solo Points Events 15&16	Stead Airport, Reno	Dean Benz/Tyson Kueper	GWYB/BGWY
Nov. 4 (tent.)	Annual Awards Banquet	TBA	TBA	N/A

Solo Run Groups: White (W)= AS,BS,CS,DS,ES,FS,GS,HS Yellow (Y)= NOVICE, SM, XP,CP,DP,EP,AM,BM,CM,FM,KARTS
 Blue (B)= SS,ASP,BSP,BP,SM2,SU,DM,EM Green (G)= NOVICE,CSP,DSP,ESP,FSP,STS,STS2,STX
 Groups may be adjusted on event day to provide adequate workers

Groups 1 & 2 run in the morning; groups 3 & 4 run in the afternoon. Morning runners should arrive by 8, afternoon by 11. Drivers must also work the event. Your work session alternates with your run session, for example, run group 1 works group 2, and run group 2 works group 1.

UPCOMING EVENTS

August 12-13:

Soloists Take to the Mountains

All of us sports car people enjoy hot competition, the hotter the better. But, that doesn't mean we wouldn't enjoy a break from Reno's summer heat. That break is coming right up, as Reno Region will host Rounds 11 & 12 of our Solo Championship Series at Squaw Valley USA, high in the Sierras just south of Truckee. It is only 44 miles from Reno, and it will be much cooler than the valley temperatures.

The event will be held in the Squaw Valley parking lot and should be a lot of fun. To get to the site, travel west on I-80 to Truckee and take California Hwy 89 South. About nine miles from the exit, turn right at the Squaw Valley sign (very clearly marked) and go 2.3 miles. You will see a large parking lot with three bridges from Squaw Valley road. Turn left at the second bridge, Village East Road and the solo site will be on your left. The course entry will be straight down Village East Road.

Here is an internet link to lodging options if you would like to stay the night:

<http://www.google.com/maps?hl=en&lr=&q=lodging+at&near=Squaw+Valley,+CA&ie=UTF8&om=1>

We are planning on a spaghetti feed after the day's activities on Saturday evening. Everything will be provided (BYOB, or other libation of choice), but it would be really great if we could get a rough head count. So, if you are planning on attending the event, and you think that hanging around for some food and bench racing sounds fun, please give Patty Evans a call or an e-mail so we know how much, or how little, to fix: Peracer@nvcbell.net or (775) 828-0608.

This event should be one of the best of the year, so be sure to come on up to Squaw Valley!

Sept. 9-10:

Solo Series Makes Stop in Lovelock

With Reno Region's usual "home base" at Stead being used for the National Championship Air Races, it's time for some road games. The site for Rounds 13 & 14 of our Solo Championship Series will be Derby Airfield, seven miles south of Lovelock. Lovelock is the county seat of Pershing County and is located just 90 miles east of Reno on I-80. It takes little more than an hour to reach the Derby airport; use exit 93 and follow the signs.

Derby Airfield offers a triangular layout of taxiways and a section of runway, making for a fast and challenging Solo layout. Doing the design work this year will be Jim Uchytel and Doug Driver.

Last year, the Lovelock weekend saw a Solo on Saturday and a Trials event on Sunday; the format was a bust, with very low turnouts for each event. This year, it's all Solo both days, with plenty of Solo championship points there for the taking. Attendance, and competition, should benefit.

Sept. 16-17:

Big Trials Weekend at Reno-Fernley

Reno Region is set to host the first-ever NORPAC Divisional Trials Championship event at Reno-Fernley Raceway the third weekend of September. In addition to providing lots of track time for entrants, the event should draw competitors from Northwest, Oregon and San Francisco Regions eager to take home championship trophies. Don't be put off by the prospect of sharing the track with hotshoes; this event will be open to all, including novices.

Which of the many possible Reno-Fernley course layouts will be used hasn't been determined yet, but Event Chair Dave Deborde has expressed a preference for Course B, one of the longer and more technical courses. If Northern Nevada weather is ever perfect, it's in mid-September, so this event should be the highlight of the Trials season.

Entry information for this event is on pages 11-13 and will soon be posted on the region's website, renoscca.com, as well as myautoevents.com.

Oct. 1:

Fall Tour

There's more to owning and driving a sports car than speed competition; if a day's driving on open roads with like-minded friends sounds good to you, try Reno Region's second Fall Tour. This event is free and membership is not required – you can even drive an SUV or truck, if you like – and the route will wander through some of the beautiful country south and west of Reno in search of prime fall color. You can join the Tour at Reno's Tamarack Junction or Carson City's Casino Fandango; it will last four to five hours and end at a restaurant, where participants can either have an early dinner or head directly home. Watch for more details in the September issue of *Road & Tach*.

Oct. 7-8:

Solo Season Finale at Stead

Our nine-weekend Solo season wraps up with Events 15 & 16 on the resurfaced pavement at Stead, north of Reno. This is always a well-attended weekend, with most drivers getting their last dose of Solo excitement until next spring, and a few lucky drivers battling down to the wire for class championships.

Nov. 4:

Party Time at our Annual Awards Banquet

Early planning is just underway, and as this issue went to press, Saturday, Nov. 4, had been selected for the Awards Banquet. The site will be the same as last year, Reno's Tamarack Junction Casino – virtually everyone who attended agreed that the Tamarack was a great place for our annual party.

Hot Stuff at Region's July Solo Rounds

Some Drivers Cope Better than Others as Heat-Wave Conditions Make Grip an Elusive Commodity

By Gina Pogol

Challenge was the order of the day at Stead on July 15th and 16th for Solo rounds 9 and 10. Drivers arrived to find that the airport surfaces had been newly sealed. This presented a mixed blessing – most of the marbles had been glued down by the slurry but the course was very slick. The cones took a real beating, especially on the first day, until drivers adjusted to the conditions. Novice Brian Batterly tested the limits of his '06 Evo and took "Cone Crusher" honors with a total of 16 dead on Saturday.

The blast-furnace temperatures provided additional hardship for vehicles, and several left the course under human power. Workers dealt with sunburned skin and hot asphalt sticking to their shoes in the PM sessions, and the ice chests were under constant siege as demand for water soared.

The competition was even hotter than triple-digits. Incredibly, John Riggs III and his Rotafire smoked everyone and took top PAX on Saturday – amazing driving to pull that off in an E-Mod! Luke Kunze took the top spot back on Sunday after taking second to the Rotafire on Saturday, and Luke now has a commanding lead in the season Open PAX standings. The 'Vettes in ASP provided plenty of entertainment as drivers swapped leads repeatedly and finished within hundredths of a second of each other. Jim Uchtyl and Bob Williamson are in the top 5 for season Open PAX, and they were pushing hard on every run. In Super Stock, event co-chair "Mel Torme" executed



Most people really didn't want to know how hot it was. – photo by JG

a perfect spin in his new Corvette, delighting spectators by nailing a flawless 360 and delighting course workers by missing all the cones in the process. And impressive newcomer Larry Cooper blew the Novice division away in his '01 Honda S2000 -- hope to see him again next month.

As the season progresses, competition intensifies. The Kerswill-Evans dogfight continued in Ladies' PAX, with Debbie getting the best of Patty both days. Helen Perry (Sat) and Peggy Jones (Sun) finished just behind the perennial frontrunners. Patty Evans remains on top for the season, however, with Carrie Capurro and Renee Fugazi joining Debbie Kerswill at the top of the Ladies' standings. The "Subaru Guys" Matt Roy, Mike Khamis and Scott Perry finished 1, 2, 3 both days in Street Mod. Matt and Scott are both in the top 5 in the season Open PAX standings, and things will only get more interesting as the season continues.

RESULTS

Notes: Competitors may choose not to have their names listed in all region results. A **T** symbol next to a time indicates that the regional Street Tire handicap factor, 0.968, has been applied.

*Reno Region SCCA
Solo Championship Series
Round 9 of 16
Stead, July 15, 2006*

ASP		
Luke Kunze	Corvette	T 46.007
Bob Williamson	Corvette	46.342
Gary Starr	Corvette	46.413
Jim Uchtyl	Corvette	46.540
John Perry	Corvette	47.567
Rick Martini	Corvette	53.050
BP		
Randy Jones	Corvette	46.854
BS		
John Evans	350Z	T 49.235
Michael Gottlieb	Porsche	52.274
CS		
Dean Benz	Miata	T 49.314
CSP		
Kevin McDaniel	Miata	T 51.927
Wes Friesen	Honda	T 52.869

DM			
John Townley	Toyota		46.707
DS			
Tyson K	WRX	T	53.063
DSP			
Ken Garcia	325is		47.823
Vick Chalk	Mini	T	51.288
Jeff Nielson	325i	T	56.522
EM			
John Riggs III	Rotafire		43.722
John Riggs Jr	Rotafire		45.506
ES			
Don Smith	Miata		51.584
Jim Gandy	Miata	T	52.109
Russ Carpenter	Miata	T	52.475
ESP			
Derick DeLong	Impreza	T	52.142
Nick Hansen	Legacy GT	T	52.552
Ray Walker	300ZX		53.200
FS			
Jeff Thompson	Mustang		50.560
Mike Moore	Mustang		51.016

FSP			
Kevin Sheridan	Sprite		53.036
GS			
Gary Collins	Mini	T	52.161
HS			
Andy Silva	Focus		57.325
SM			
Matt Roy	STI	T	47.012
Mike Khamis	STI	T	47.963
Scott Perry	WRX	T	48.767
Jason Copper	A4	T	49.675
Pete Morris	WRX	T	50.036
Adam Chiplinsky	BMW	T	51.412
Jim Kunze	BMW		51.493
Robert Davis	Corolla		57.184
SM2			
Dave Deborde	240Z		48.504
Tim Calvert	BMW	T	51.919
SS			
Mel Torme	Corvette	T	48.804
Jeff Lacombe	911	T	50.247
Erwin Stedronsky	996		53.560

Reno Region SCCA's Road & Tach August 2006

XP			
Jay Reynolds	Volvo	52.098	
ASL			
Gina Pogol	S2000	T 53.988	
ASPL			
Helen Perry	Corvette	49.094	
BPL			
Peggy Jones	Corvette	51.587	
BSL			
Debbie Kerswill	RX-8	48.576	
Patty Evans	350Z	T 49.376	
CSL			
Sue Orvik	Miata	T 54.898	
DSPL			
Renee Fugazi	Mini	T 52.802	
HSL			
Denice Larson	Saturn	T 62.814	
SML			
Carrie Capurro	STi	T 50.507	
Grace Chiplinsky	BMW	T 54.881	
STS2L			
Mari Riggs	Miata	56.882	
Novice			
Cory Davis	Impreza RS	51.987	
Craig Farhum	STi	52.405	
Adam Stewart	STi	52.549	
Barry Bonner	S4	53.472	
Gary Page	Corvette	54.061	
Joel Laughlin	GTO	54.124	
John Evans	MR2	54.231	
Brian Batterly	Evo	54.884	
Shaun Cheatum	?	57.510	
Kieth Ristinen	Miata	57.891	
Steve Seal	MGB	58.245	
Wes Gilmore	Mustang	58.431	
Jerry Hinely	914	58.580	
Larry Duclos	STi	59.038	
Jeff Pluto	Corvette	59.074	
Dick Clark	Ultima	60.673	
Aula Spangler	Camaro	60.842	
Kim Scharfenbey	Z4	64.390	
Terry Cheatum	?	65.277	
Marti Roomey	Mustang	66.487	
Pat Clark	Ultima	DNF	
Richard Fuller	Mustang	DNF	
Open PAX (indexed)		Points	
John Riggs III	EM	38.694	21
Luke Kunze	ASP	T 39.198	19
Bob Williamson	ASP	39.483	18
Ken Garcia	DSP	39.501	17
Gary Starr	ASP	39.543	16
Jim Uchytal	ASP	39.652	15
Matt Roy	SM	T 39.652	14
Dean Benz	CS	T 39.652	13
John Riggs Jr	EM	40.272	12
Randy Jones	BP	40.388	11
John Evans	BS	T 40.471	10
John Perry	ASP	40.527	9
Mike Khamis	SM	T 40.529	8
Jeff Thompson	FS	40.700	7
Mel Torme	SS	T 40.995	6
Mike Moore	FS	40.995	5
John Townley	DM	41.148	4
Scott Perry	SM	T 41.208	3
Dave Deborde	SM2	41.422	2
All other Open finishers			1
Ladies PAX (indexed)		Points	
Debbie Kerswill	BSL	39.929	21
Patty Evans	BSL	T 40.586	19
Helen Perry	ASPL	41.828	18
Carrie Capurro	SML	T 42.678	17
Rene Fugazi	DSPL	T 43.614	16
Peggy Jones	BPL	44.468	15

Sue Orvik	CSL	T 44.632	14
Gina Pogol	ASL	T 44.864	13
Mari Riggs	STS2L	45.619	12
Grace Chiplinsky	SML	T 46.374	11
Denice Larson	HSL	T 48.994	10

*Reno Region SCCA
Solo Championship Series
Round 10 of 16
Stead, July 16, 2006*

AS			
Mike Mulhall	Boxster	T 46.308	
ASP			
Luke Kunze	Corvette	T 43.384	
Bob Williamson	Corvette	43.967	
Jim Uchytal	Corvette	44.033	
Gary Starr	Corvette	44.719	
John Perry	Corvette	45.420	
Rick Martini	Corvette	52.802	
BP			
Randy Jones	Corvette	45.470	
Eric Johnson	Corvette	48.865	
BS			
John Evans	350Z	T 46.882	
Michael Gottlieb	Porsche	49.804	
CM			
Joe Kaminkow	?	46.588	
CS			
Dean Benz	Miata	T 48.372	
David Kaminkow	914	T 49.166	
CSP			
Kevin McDaniel	Miata	T 47.401	
Wes Friesen	Honda	T 50.476	
DM			
John Townley	Toyota	45.729	
DS			
Tyson K	WRX	T 50.855	
DSP			
Vick Chalk	Mini	47.009	
Jeremiah Paul	Impreza	T 51.252	
Jeff Nielson	325i	T 51.300	
EM			
John Riggs III	Rotafire	42.590	
John Riggs Jr	Rotafire	43.191	
ES			
Don Smith	Miata	48.743	
Russ Carpenter	Miata	T 48.883	
Jim Gandy	Miata	T 50.000	
ESP			
Nick Hansen	Legacy	T 48.538	
Derick Delong	Impreza	T 49.311	
Alan Carbiener	Impreza	T 50.430	
F125			
Dave Barriger	TrackMagic	45.040	
GS			
Gary Collins	Mini	T 49.907	
SM			
Matt Roy	STi	T 44.920	
Mike Khamis	STi	T 45.502	
Scott Perry	WRX	T 45.543	
Jim Kunze	M3	47.357	
Pete Morris	WRX	T 47.511	
Adam Chiplinsky	M3	T 48.492	
Andy Squartsov	WRX	T 49.727	
Robert Davis	Corolla	51.385	
SM2			
Dave Deborde	240Z	45.891	
Ed Reichley	Miata	T 47.424	
Tim Calvert	BMW	T 49.242	
SS			
Mel Torme	Corvette	T 47.262	

Jeff Lacombe	911	T 49.072	
Erwin Stedronsky	996	52.954	
STS			
Fred Austin	GTi	51.000	
STU			
Mark Sipe	RX-8	45.688	
XP			
Jay Reynolds	Volvo	47.918	
ASPL			
Helen Perry	Corvette	47.223	
BPL			
Peggy Jones	Corvette	45.857	
BSL			
Patty Evans	350Z	T 46.077	
CSL			
Sue Orvik	Miata	T 51.578	
DSPL			
Renee Fugazi	Mini	48.215	
HSL			
Denice Larson	Saturn	T 56.167	
SML			
Carrie Capurro	STI	T 46.864	
Grace Chiplinsky	M3	T 52.234	
STS2L			
Mari Riggs	Miata	53.649	
STUL			
Debbie Kerswill	RX-8	45.866	
Novice			
Larry Cooper	S2000	49.563	
Mike Morgan	Prelude	52.034	
Bob Nation	Civic Si	52.188	
Dick Clark	Ultima	52.808	
Rich Fuller	Mazda	53.537	
Richard Fuller	Mustang	53.735	
Wes Gilmore	Mustang	53.772	
Claudia Calvert	BMW	56.823	
Mikal Zaidi	M3	57.496	
Garrett Gilmore	Rio	57.940	
Romero Isip	Corolla	59.262	
Tracy Clark	Ultima	64.012	
Open PAX (indexed)		Points	
Luke Kunze	ASP	T 36.963	21
Bob Williamson	ASP	37.459	19
Mark Sipe	STU	37.464	18
Jim Uchytal	ASP	37.516	17
John Riggs III	EM	37.692	16
Matt Roy	SM	T 37.957	15
Gary Starr	ASP	38.100	14
John Riggs Jr	EM	38.224	13
Mike Khamis	SM	T 38.449	12
Mike Mulhall	AS	T 38.482	11
Scott Perry	SM	T 38.484	10
John Evans	BS	T 38.537	9
John Perry	ASP	38.697	8
Vick Chalk	DSP	38.829	7
Dave Deborde	SM2	39.190	6
Randy Jones	BP	39.195	5
Don Smith	ES	39.286	4
Dean Benz	CS	T 39.326	3
Russ Carpenter	ES	T 39.399	2
All other Open finishers			1
Ladies PAX (indexed)		Points	
Debbie Kerswill	STUL	37.610	21
Patty Evans	BSL	T 37.875	19
Peggy Jones	BPL	39.528	18
Carrie Capurro	SML	T 39.599	17
Rene Fugazi	DSPL	39.825	16
Helen Perry	ASPL	40.234	15
Sue Orvik	CSL	T 41.932	14
Mari Riggs	STS2L	43.026	13
Denice Larson	HSL	T 43.810	12
Grace Chiplinsky	SML	T 44.137	11

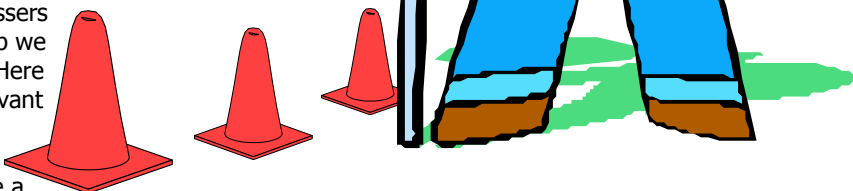
Gina's Fun Runs

Real-Life Autocross

By Gina Pogol

I can say first-hand that autocross participation helps make us better drivers in real life. Last week, I was on highway 395 behind a large pickup truck; its tailgate was down and it was loaded with equipment. Suddenly, a large toolbox and a bunch of canisters bounced *off* the truck and right at *me!* My wonderful S2000 jumped sideways like it had legs and feet, neatly avoiding a 75 mph bonk on the nose or worse. I know my reactions would not have been up to the task if I hadn't been autocrossing these last few months.

The experience made me think of ways that autocross could be made even more applicable to real life situations. Autocrossers would more efficiently and safely accomplish the daily crap we have to do in our cars with a few tweaks in the courses. Here are some races that could increase our skills in highly relevant activities:



1. Honey-do Autocross – Negotiate the course while a significant other gives you a shopping list via cell phone. Driver must accurately recite the list at the finish to avoid a DNF.
2. Meadowood Autocross – Replace some cones with Hummers, which will back up at inopportune times.
3. Fraternity Row Autocross – Begin the race with another competitor's underwear tied to your antenna (how you obtain it is up to you!). At the end of the day, the guys will pound a keg, see who can belch the loudest and whiz all over the grid. The girls will viciously speculate on the sexual history and personal hygiene of the winner; then they will have a "group hug" and cry.
4. Freeway Autocross – Negotiate the course with a large vehicle right on your a** the whole time.
5. Summertime Autocross – add some construction flaggers to the cones. They will stop you for indeterminate times and for no apparent reason. You are NOT allowed to pretend they are cones and just hit them.
6. Lunch-hour Autocross – drive the course while wolfing a #4 from MacDonald's. A 2-second penalty will be assessed at the finish for every food splat on the upholstery. Lunch hour will be skipped this day to make time for fun runs!
7. Married With Children Autocross – Drive the course with a backseat full of screaming kids who will pelt you with spitballs. Kids will be supplied by SCCA to those who don't have at least three. This event is open to F-Stock only.
8. Homecoming Autocross – Drivers will decorate the opposition's cars with toilet paper, streamers and rude phrases in lipstick. Competitors will then take the wheels of their own cars and drive the course with all that junk stuck to them.
9. Dumb Blond Autocross – Drivers will begin by locking their keys in the trunk of their car. Timer runs until you manage to get in your car and finish the course.
10. First-date Autocross – Drive with someone cute grabbing your, um, leg while you complete the course.
11. SPCA Autocross. Negotiate the course with a dog or cat careening about the vehicle, clawing, slobbering, peeing and climbing into your lap.
12. Reno Hilton Autocross – Give your keys to a waiting valet. He/she will head for the grid, disappear for half an hour, then return your car with a couple of dents in it.
13. Weather Channel Autocross – Schedule this one in mid-winter when they forecast "the biggest blizzard of the decade." Run the race with studded tires, on dry pavement and under a blazing sun.

And, finally,

14. 4th Street Autocross – Male and female strippers will be hired as course workers to challenge racers' concentration. NOTE: There will be an extra charge for this event.

There you have it – practically a whole season's worth of real-life skills to hone and test. Start practicing now – it's scary out there!

"My driving abilities from Mexico have helped me get through Hollywood" – Salma Hayek, actress

Hot Temps and Hot Laps Highlight Reno's July Trials



You can't talk about Reno Region's July 22-23 Trials events at Reno-Fernley Raceway without talking about the heat, so let's do that first. Weather is always a "take your chances" proposition, and Reno's drivers found themselves confronted by a heat wave of epic proportions, not only at the Trials but also at the previous weekend's Solo events (see report on page 5). On the good side, Nevada's desert heat is always more bearable than Midwestern or Deep South humidity. And, while Saturday's Trials took place in triple-digits, a cloud cover for most of Sunday kept things in the 90s and even yielded a tiny sprinkle of rain during the lunch break. It's natural to complain, but in reality conditions were tolerable.

Previous Reno-Fernley Trials events have used the 2.2-mile basic course that, for most cars, is effectively dominated by long straights. This weekend used two new configurations. Course F on Saturday featured the abrupt uphill esses and the roller-coaster downhill "waterfall." Then on Sunday, Course H kept the uphill esses but funneled cars across the top of the ridge and into the daunting, off-camber chicane that leads into the horseshoe. Judging from the missed apexes visible from the starter's stand, few drivers were able to nail the waterfall on Saturday, which may be why the consensus seemed to be that H was the more enjoyable course. Keep in mind, though, that there are over a dozen other configurations available at Reno-Fernley – new challenges may be a common theme at future events. For more of the "behind the scenes" story of the weekend, be sure to read Dave Deborde's "Racing Forward" column on page 10.

These events were structured as competitions, not just track time, and both days counted as separate events in Reno Region's Trials Championship Series. But as the days unfolded, it became apparent that most of the entrants were running against themselves, trying to better their time from session to session. The exception may have been Scott Perry and Matt Roy, both in their tweaked Subaru WRXs. They were close both days, especially so on Saturday, when Scott prevailed by less than a tenth of a second. They both also had designs on fast time in TT2 class as well as Top Time of Day, but it was not to be: Art Majors claimed class honors both days and TTOD Sunday in his very fast Corvette, with California driver Donna Gilio piloting her ITA Integra to Saturday's Top Time by less than a tenth.

The temperatures, as well as the copious amounts of track time, probably led to a fairly high attrition rate both days. By Sunday afternoon, even some usually-reliable cars were sidelined. Vic Chalk's Mini Cooper-S was a good example; Vic said at least one brake pad had gone metal-to-metal. But there were pleasant surprises, too. One car that soldiered through to the final checker – and looked impressive doing it – was Mark Berglund's Mustang. Almost exactly a year earlier, Mark's car had earned

Art Majors waits to be waved out during Sunday afternoon's official timed runs, with Scott Perry and Matt Roy next in line. Art took TTOD on Sunday, but was pipped for Saturday's honors by Donna Gilio. – JG photo

the nickname "Mustang Valdez" when it blew an oil line at the region's first Reno-Fernley event. This year, although Mark was seen working on the car in the paddock, it ran flawlessly on course – and sounded good, too.

In the end, these events are all about driver development. Lee Mitchell did a great job as Chief Instructor, keeping the novices safe and offering suggestions to the more experienced drivers. An example of a driver beginning to blossom is "Mel Torme," who is relishing the prowess of his brand-new C6 Corvette. On Saturday he was 12th fastest overall; on Sunday he moved up to fifth and was literally whooping and hollering with excitement as he pulled off the course at the completion of his official laps.

Next up for the Trials program will be the Sept. 16-17 Divisional Championship event at Reno-Fernley. Although hotshoe drivers will be competing for NORPAC championships, there will be plenty of room for the less experienced – and even for novices. So if you haven't yet experienced the excitement of wide-open running on a real race course, make plans now to join us in September. -- JG

RESULTS

Note: Competitors may choose not to have their name listed in Reno Region results.

**Reno Region SCCA
Trials Championship Series
Round 3 of 5
Reno-Fernley Course F
July 22, 2006**

ITA			
Donna Gilio	Integra	2:04.123	
Ron Carrol	Integra	2:08.500	
Rick Fuller	RX-7	2:20.930	
Richard Fuller	RX-7	DNF	
SA			
Adam Rogers	Infinity	2:13.56	
SB			
Alan Carbiener	Impreza	DNS	
Jason Copper	Audi A4	DNS	
SPO			
Eric Johnson	Corvette	2:16.665	
SS			
Mel Torme	Corvette	2:13.014	

Jeff Denson	Mustang	2:14.415
Gary Page	Corvette	2:29.408
Ed Stedronsky	911/996	DNS
TT2		
Art Majors	Corvette	2:04.177
Scott Perry	WRX	2:04.967
Matt Roy	STI	2:05.060
Chris McMillen	Mustang	2:08.495
Richard Birge	Corvette	2:10.913
Rick Martini	Corvette	2:16.147
Jamie Bonner	Audi S4	DNS
Joel Ruttenberg	STI	DNS
Lucas Kunze	Corvette	DNS
TT3		
Gene Thrall	Mustang	2:06.608
Chet Adams	Mustang	2:10.045
Mark Berglund	Mustang	2:15.529
Jim Kunze	M3	2:17.582
Pete Morris	WRX	DNS

TT4

Victor Chalk	Mini	2:09.464
Noel de los ReyesA4		2:14.415
Ronald Lewis	944T	2:21.736
Skip Gurnee	Vixen	DNF

TT5

Dave Deborde	240Z	2:11.628
Timothy Calvert	M Coupe	2:16.979
Doug Driver	RX-7	2:22.024
Lee Mitchell	240Z	DNS
Michael Gottlieb	Porsche	DNS

TT6

Stephen Singley	MR2	2:26.777
Gary Gerard	2002	DNF
Chris Valentino	Miata	DNS
Jerry Forseh	911	DNS

*Reno Region SCCA
Trials Championship Series
Round 4 of 5
Reno-Fernley Course H
July 23, 2006*

ITA

Richard Fuller	RX-7	DNF
Rick Fuller	RX-7	DNF
Donna Gilio	Integra	DNS
Ron Carrol	Integra	DNS

SA

Adam Rogers	Infinity	DNS
-------------	----------	-----

SB

Jason Copper	Audi	2:12.474
Alan Carbiener	Impreza	2:25.008

SPO

Eric Johnson	Corvette	DNS
--------------	----------	-----

SS

Mel Torme	Corvette	2:04.704
Ed Stedronsky	911/996	DNS
Gary Page	Corvette	DNS
Jeff Denson	Mustang	DNS

TT2

Art Majors	Corvette	1:57.552
Scott Perry	WRX	1:58.661
Matt Roy	STi	2:01.417
Richard Birge	Corvette	2:06.089
Rick Martini	Corvette	2:11.114
Joel Ruttenberg	STi	2:11.284
Jamie Bonner	S4	2:16.378
Chris McMillen	Mustang	DNS
Lucas Kunze	Corvette	DNS

TT3

Gene Thrall	Mustang	1:59.828
Chet Adams	Mustang	2:05.868
Mark Berglund	Mustang	2:09.351
Jim Kunze	M3	2:09.733
Pete Morris	WRX	DNS

TT4

Ronald Lewis	944T	2:16.569
Skip Gurnee	Vixen	DNF
Noel de los ReyesA4		DNS

TT5

Michael Gottlieb	Porsche	2:07.243
Timothy Calvert	M Coupe	2:12.600
Dave Deborde	240Z	2:16.439
Victor Chalk	Mini	DNF
Doug Driver	RX-7	DNS
Lee Mitchell	240Z	DNS

TT6

Chris Valentino	Miata	2:11.375
Stephen Singley	MR2	2:20.643
Gary Gerard	2002	DNS
Jerry Forseh	911	DNS

POINTS

*Reno Region SCCA
Trials Series
Standings
Through 4 Events*

ITA

Donna Gilio	10
Ron Carrol	8
Rick Fuller	6

FA

Chuck Johnson	10
---------------	----

GT2

Dave Deborde	10
--------------	----

SA

Adam Rogers	20
-------------	----

SB

Alan Cabeiner	16
Jeff Neilsen	10
Jason Copper	10

SM

Dennis Alexander	10
------------------	----

SPO

Eric Johnson	10
--------------	----

SS

Mel Torme	28
Dave Jansen	10
Jeff Denson	14
Gary Page	6

TT2

Art Majors	36
Scott Perry	30
Matt Roy	26
Richard Birge	9
Eric Bennet	8
Rick Martini	8
Chris McMillen	7
Allen Alexander	5
Joel Ruttenberg	3
Michael Khamis	3
Jamie Bonner	2

TT3

Gene Thrall	30
Chet Adams	22
Mark Bergland	12

Jim Kunze	10
Tim Master	8
Renee Fugazi	8

TT4

Vick Chalk	28
Ron Lewis	22
Robert Morrison	10
Noel de los Reyes	8

TT5

Michael Gottlieb	20
Dave Deborde	16
Tim Calvert	16
Lee Mitchell	8
Doug Driver	6

TT6

Steve Singley	24
Chris Valentino	20
Kevin McDaniel	8
Skip Gurnee	8
Gregory Check	5
Mike Kapic	4
Tony Settember	3

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RACING FORWARD

Thoughts from the Time Trials/Race Activities Director

Carol and I are in Race Overload. Over the past two months we have had the good fortune of working races at a number of great road courses including the beautiful Road America, Infineon, Laguna Seca, Thunderhill and Reno-Fernley Raceway. Also, thrown in the mix is the San Jose Grand Prix Champ Car race held on the streets in the heart of San Jose. This article is being written at Thunderhill where we are both volunteering at a San Francisco Double Regional race weekend. A busy season? You bet, but also very enjoyable one!

As the August issue of *Road & Track* goes to press we reflect on the July 22-23 Reno-Fernley Double Time Trials. I first want to thank the 34 brave souls who came out to drive in the event and an even bigger THANK YOU to our volunteers: Rick & Karla – Emergency; Jeff, Jeremy & Jeff – Tech; and Steve & Duane – Flagging. These folks came out to volunteer their time and energy so that the event could happen. From a financial standpoint, the event was less than successful. From a participant standpoint, the event was a success. Drivers performed remarkably well with a minimum of off-course excursions and no serious incidents. Mechanical failures were surprisingly low given the extreme hot temperature (104° measured in the Starter Stand and as high as 112° on several in-car thermometers in the paddock). Saturday's course, configuration "F" turned out to be a slight disappointment, but Sunday's "H" configuration was an absolute blast! From an organization standpoint, Jim Gandy, the event chair, did a magnificent job of adjusting the schedule to match the entry list. Unfortunately, with 34 total entries it was necessary to reduce to two run groups and schedule a rest period between each group. At the end of the day, every entrant received all the seat time promised and a goodly amount of excitement to boot. Good job Jim, drivers and volunteers!

We now focus attention on the September 16–17 Northern Pacific Division Time Trials Championship at Reno-Fernley Raceway. This will be a two-day Club Trial/Track Trial on configuration "B", provided we can entice enough volunteers to staff nine corner stations. A preliminary schedule has five run groups that separate Club Trials drivers from Track Trials drivers and separates open-wheel and closed-wheel cars within the Track Trials category. The schedule is tentative and will be revised as needed to best accommodate the mix of entries we encounter. With five run groups, each driver will be offered two twenty minute practice sessions, a 20 minute qualifying session and two scored laps each day. If the five run groups can be consolidated into four, the track time will increase to

over 80 minutes each day. The \$250 entry fee includes the use of a transponder, lunch, end-of-day social both days, a Saturday evening BBQ dinner at the track, a unique event tee shirt and awards. (*Check the event information and entry form on the following pages – ed.*) An entry list of 55 – 60 drivers would be most welcome. Also welcome would be a long list of volunteer workers. **Why would anyone want to volunteer to work a Time Trials track event?** First, this is an opportunity to be a part of the thrill and excitement that accompanies every track event without the expense of driving. Second, this is an opportunity to contribute to the well-being of the Reno Region of the Sports Car Club of America and contribute to our drivers' safety. Third, this is an opportunity to come out and see, first hand, what this aspect of the SCCA is all about. We need twenty or more volunteers to staff corner stations, starters stand, emergency, registration, grid, social and more. Men and women, young and old, we need your help. In exchange, you will receive lunch both days, end of day socials, event tee shirt, assistance with gas expense, special recognition, possibly a lap or two in the passenger seat of the pace car/emergency vehicle and the "best seat in the house." This is a plea to any and all of our Solo participants, inactive members, spouses or just about anyone who might want to get involved. This is your opportunity to give it a try and do it in a low-stress environment while having an enjoyable weekend. If you are even remotely interested, please email me at d_deborde@charter.net or phone me at (775) 267-4845 or cell (775) 450-1394. Carol and I are also soliciting for volunteers from SFR but the majority will need to be from Reno Region. **Won't you please sign up and give us a hand?**

Finally, Reno Region member, Spec Racer Ford driver and Competition Committee member Joe Pratt has been working on a proposal for planning and executing a regional road race at Reno-Fernley Raceway. This proposal suggests that Reno Region requires the help of San Francisco Region in order to have sufficient entries and volunteer workers. The proposal is a rough draft at this time, but it's a very good rough draft. We look forward to the time when the proposal is complete enough to be presented to the Reno Board of Directors and the region membership. Good work Joe!

Dave Deborde - Reno Region SCCA
Activities Director - Time Trials/Race
NorPac Time Trials Program Manager

Northern Pacific Division Time Trials Championship
Reno Region Time Trials Championship Series
September 16 - 17, 2006 @ Reno-Fernley Raceway

“Held Under the SCCA Time Trials Rules”

Club Trials Sanction # _____

Track Trials Sanction # _____

Type of Event: Club Trials and Track Trials.

Description: This event will be held on the 2.8 mile road course configuration “B” at Reno-Fernley Raceway. A minimum of four 20 minute sessions will be offered for each of the run groups and a minimum of 2 timed competition laps both days. Cars meeting Stock Class and Time Trials Production Class specifications will be allowed in the Club Trials event and Stock Class, Time Trials Production and Race Prepared Classes will be allowed in the Track Trials event as defined in the Reno Region Time Trials Supplemental Regulations, www.renoscca.com. Passing on the straights will be allowed, with a point bye, in all but the novice group. Passing in the novice group will be determined by the Chief Instructor.

Driver Requirements:

Club Trials—current SCCA membership or valid temporary membership. Time Trials Participation Log or Time Trials Competition license or higher required. Minimum apparel shall be long pants, long sleeved cotton shirts and shoes which fully cover the foot at least to the ankle. Helmets meeting Snell M-95 requirements or higher are required. Open to all cars meeting the requirements of Solo; Stock, Street Prepared and Street Modified Categories and Time Trials Stock and Time Trials Production Categories. Vehicles must meet pass the inspection required in TT Rules Section 11. Proof of annual tech in Time Trials or Club Racing shall meet these requirements. Roll bars which meet or exceed the requirements of TT Rules Section 18, are required in all open top vehicles. Arm restraints required in open top cars ONLY.

Track Trials—current SCCA membership is required. A Time Trials License or Time Trials Novice Permit or higher must be presented at registration. Drivers must wear protective apparel meeting the specifications set forth in Time Trials Rules 17.23 and drive a vehicle which meets the inspection required in TT Rules Section 11. Proof of annual tech in Time Trials or Club Racing and a Time Trials or Club Racing Vehicle Logbook shall be required. Roll bars or greater are required as specified in TT Rules Section 18.

Registration: Register Online at **MyAutoEvents.com** or clip and mail entry form to: Registrar – Carol Deborde; 2910 Santa Inez, Minden, NV 89423. Entries must be received no later than Monday, September 11, 2006 to avoid a \$30 late entry fee.

Entry Fee: \$250 includes lunch for all drivers and volunteers, commemorative tee shirt, end of day socials and Saturday evening barbeque. Instruction is included in the entry fee and is required for all Novice Drivers. Other drivers may request instruction, no-charge.

Notice: *Transponders are required for all competitors wishing to have timed results or to compete for region or Division championship points. Forty-five loaner transponders are available no-charge on a first come basis .*

Event Officials: Event Chair – Dave Deborde; TT Chief Steward – Mark McCloskey; TT Safety Steward – Dick Lewis; Chief Driving Instructor – TBA; Operating Stewards – Loren Enstad/Matt Roy; Registrar – Carol Deborde; TT Chief of Tech – Jeff Neilson

Information: Contact Dave Deborde, Phone: 775-267-4845, Cell 775-450-1394; Email: d_deborde@charter.net

**Northern Pacific Division Time Trials Championship
Reno Region Time Trials Championship Series
September 16 - 17, 2006 @ Reno-Fernley Raceway**

**Schedule of Events
"Tentative"**

Note: Reno Region reserves the rights to alter run groups and session length or adjust the schedule as operating conditions dictate.

- | | |
|---|--|
| Group 1 Club Trials, Stock, TT5, TT6 | Group 3 Club Trials, Novice Drivers |
| Group 2 Club Trials, TT1, TT2, TT3, TT4 | Group 4 Track Trials, All Closed Wheel |
| Group 5 Track Trials, All Open Wheel | |

Friday, September 15, 2006	4:00 – 7:00pm	Registration & Tech Inspection
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<p>Saturday, September 16, 2006</p> <p>6:30 – 8:00am Registration, Tech Inspection</p> <p>8:00 – 8:15am Drivers Meeting 8:15 – 8:45am Novice Ground School</p> <p>8:30 – 8:50am Session One - Grp 1 Practice 8:50 – 9:10am Session Two - Grp 2 Practice 9:10 – 9:30am Session Three - Grp 3 Novice</p> <p>9:40 – 10:00am Session Four - Grp 4 Practice 10:00 – 10:20am Session Five - Grp 5 Practice 10:20 – 10:40am Session Six - Grp 1 Practice</p> <p>10:50 – 11:10am Session Seven- Grp 2 Practice 11:10 – 11:30pm Session Eight - Grp 3 Novice 11:30 – 11:50pm Session Nine - Grp 4 Practice</p> <p>12:00 – 1:00pm LUNCH</p> <p>1:10 – 1:30pm Session Ten - Grp 5 Practice 1:30 – 1:50pm Session Eleven - Grp 1 Qualify 1:50 – 2:10pm Session Twelve - Grp 2 Qualify</p> <p>2:20 – 2:40pm Session Thirteen - Grp 3 Novice 2:40 – 3:00pm Session Fourteen - Grp 4 Qualify 3:00 – 3:20pm Session Fifteen – Grp 5 Qualify</p> <p>3:30 – 5:30pm Competition Runs - 2 Timed Laps</p> <p>*Trackside Social Immediately Following</p>	<p>Sunday, July 23, 2006</p> <p>8:00 – 8:15am Drivers Meeting 8:15 – 8:45am Novice Ground School</p> <p>8:30 – 8:50am Session One - Grp 1 Practice 8:50 – 9:10am Session Two - Grp 2 Practice 9:10 – 9:30am Session Three - Grp 3 Novice</p> <p>9:40 – 10:00am Session Four - Grp 4 Practice 10:00 – 10:20am Session Five - Grp 5 Practice 10:20 – 10:40am Session Six - Grp 1 Practice</p> <p>10:50 – 11:10am Session Seven- Grp 2 Practice 11:10 – 11:30pm Session Eight - Grp 3 Novice 11:30 – 11:50pm Session Nine - Grp 4 Practice</p> <p>12:00 – 1:00pm LUNCH</p> <p>1:10 – 1:30pm Session Ten - Grp 5 Practice 1:30 – 1:50pm Session Eleven - Grp 1 Qualify 1:50 – 2:10pm Session Twelve - Grp 2 Qualify</p> <p>2:20 – 2:40pm Session Thirteen - Grp 3 Novice 2:40 – 3:00pm Session Fourteen - Grp 4 Qualify 3:00 – 3:20pm Session Fifteen – Grp 5 Qualify</p> <p>3:30 – 5:30pm Competition Runs - 2 Timed Laps</p> <p>*Trackside Social Immediately Following</p>
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Reno Region SCCA
2006 Official Time Trials Entry Form
 All events are sanctioned by the Sports Car Club of America, operated
 by the Reno Region and held under the SCCA Time Trials Rules

Event Date: September 16 & 17, 2006	Track: Reno-Fernley Raceway	Sanction #s	Office Use Only
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Circle Event Type: **Club Trial** **Track Trial**

SCCA Member # _____ Exp. Date _____ Region _____
Driver Name _____
 Address _____ City _____ State _____ Zip _____
 Day Phone (____) _____ Fax: _____
 E-mail: _____

Entrant Name, if other than driver: _____
 SCCA Member # _____ Exp. Date: _____
 Address _____ City _____ State _____ Zip _____

Emergency Contact: _____ **At Event, Yes/No:** _____ **Phone:** (____) _____

Car # _____ **Car Class** _____ **Make** _____ **Model** _____ **Year** _____

Transponder # _____ *Required for timed results* I need a loaner transponder (N/C)

Payment:
 Entry Fee \$250 \$ _____
 Two Cars Same Driver \$400 \$ _____
 Late Fee \$30 (after Sept. 11) \$ _____
 Worker Appreciation (optional) \$ _____
 Total Payment \$ _____

Payment Method:
 Send with completed entry form to: Registrar, 2910 Santa Inez, Minden, NV 89423
 Phone/Fax: (775) 267-4845
 Send check to Reno SCCA with entry, or pay with cash or check at event site.

It is hereby understood that the undersigned and the car described herein are to appear at the above event to compete under the current SCCA Time Trials Rules and event Supplementary Regulations. I certify that my car complies with the SCCA regulations. I have thoroughly read the instructions and entry form, and hold the appropriate license for the event. I further waive all rights and so release unto the sponsor(s) and the SCCA the use of my name and photographs of myself and my car for publicity and promotional purposes. I further hold harmless SCCA and its workers and officials for damage to my vehicle(s) and equipment.

If I have a loaner transponder, I assume full financial responsibility for this transponder. In the event it is not returned in its original condition, I agree to pay full retail value for it (\$350). I agree to return the transponder to TT Activities Director before leaving the track. If not returned at the end of the event, I agree to pay a \$25 per day fee until the transponder is received at the Time Trials Activities Directors residence.

I Have Read And Agree With the Above Terms:

Driver Signature _____ **Entrant Signature** _____

Board of Directors Meeting Minutes Reno Region, SCCA August 2, 2006

Doug Driver, Secretary

Attendees: Patty Evans, John Evans, Don Smith, Scott Perry, Dave Deborde, Lucas Kunze. Guest: Carol Deborde

The meeting was convened in advance of the general membership meeting at Austin's Restaurant at about 5:35 PM.

It was moved, seconded and unanimously carried to approve the minutes from the July meeting.

No treasurer's report was available.

John Evans updated the directors on Squaw Valley plans for the August 12-13 event. The course map was reviewed and the status of the bus discussed. There will be spaghetti pot luck after the event on Saturday. Carol Deborde, Helen Perry and Patty Evans will coordinate.

Doug Driver and Jim Uchtyl will co-chair the September 16th-17th event at Lovelock. Dean Benz will wrap up with the season finale at Stead in October.

Dave Deborde delivered an update on the Time Trials program. The July 22nd-23rd event at Reno-Fernley Raceway was a good event, but a low turnout will result in a financial loss. There is concern over the lack of attendance at CT/TT events. Participants working and running is a problem, but not working will drive the cost up. The Comp Committee is working on ways to improve attendance. Many possibilities are being explored.

The September CT/TT event will be a divisional championship. NORPAC has approved \$1000 to help with awards, incentives etc. Workers and other help is needed for this event.

Dave spoke of the need to engage members who are not involved in any racing events to become course workers.

There are many incentives, and he would like to tap into these motorsports enthusiasts. This will be a priority for the race program.

Jim Gandy has been in contact with Reno-Fernley about the possibility of conducting a Solo event at the same time as a track event to expose Solo drivers to the race course environment. Patty will follow up with Jim to determine just what they mean by no extra track cost for the Solo participants, getting approval from SCCA and determining a date for this to possibly happen.

SCCA is now offering regions Board of Directors insurance. Patty will send a letter to National by the deadline of August 28th to let them know to sign us up.

Scott Perry has found a possible web hosting site called Dream Host. He will look into the electronic commerce aspect of the hosting to see if it is something that would be worth the expense. Dean recommended we talk to Andy Banta, who provides hosting services now, to see if staying put is the best option. The goal remains to have the new site up by the beginning of next season.

John Evans has ordered 75 new 18" cones and 100 12" cones. They will be here for the Squaw event.

Dave found the replacement floor jack for the bus at harbor freight. They were out of stock so he will pick one up when they come in.

There being no further business to come before the board, the meeting was adjourned.

Respectfully submitted by Patty Evans, Secretary stand-in.

Regular Monthly Meeting Minutes Reno Region SCCA August 2, 2006

Doug Driver, Secretary

Attendees: Patty Evans, Lucas Kunze, Derrick Delong, John Riggs Jr., Mike Khamis, Scott Perry, Matt Roy, Carol Deborde, Dave Deborde, Jim Kunze, John Evans, Pat Riley, Don Smith, Dean Benz, Gina Pogol, Charles Marshall

Minutes of Prior Meeting

Patty Evans convened the meeting at 6:30 PM; attendee introductions were made, and we got down to business. Charles Marshall moved, Scott Perry seconded, and the minutes from the July 5, 2006, meeting were unanimously approved.

Treasurer's Report

A treasurer's report was not available.

Solo Report

Dave Deborde reported on the July event that he and Loren Enstad chaired. The weather was hot, the turnout was good, and Dave gave thanks for everyone who helped out. Special thanks went to John Riggs Jr., who went above and beyond to help run the event and balance the run groups. He has also done a great job helping novices feel welcome and informed.

John Evans previewed the August 12th-13th event at Squaw

Valley. A course map was reviewed. A map (Google link) and other information will be sent out and posted on the web site.

Interest was expressed at the last event to have a potluck after the event on Saturday. A list of items for a spaghetti feed was created, and attendees volunteered to bring various items. Patty will include the potluck information on the group e-mail to attempt to get a rough head count.

Time Trials Report

Dave Deborde gave a brief update on the Time Trials event on July 22nd – 23rd. There were a number of novices present, and new courses were used. The event went well with 34 participants. The low turnout was a disappointment and the event will lose between \$600 - \$1,000. The Comp Committee is working on plans to bolster driver attendance. Possibilities are having more performance driving experiences (PDXs) and a potential of having a Solo event at the same time as a track event.

The upcoming September 16-17 Trials event entry fee will be \$250. SCCA will loan transponders at no cost. The Comp Committee is working hard to recruit volunteer course workers. This will be a divisional championship event, and seed money has been approved from the NORPAC Board to help with incentives for workers and drivers.

Kudos were passed on to Dave and Jim Gandy for a great event in very hot conditions.

Charity partnerships

Charles Marshall reported on his investigation of charities that the club could partner with. He investigated the Children's Cabinet and Big Brothers and Big Sisters. Several ideas were discussed, and there was interest in pursuing the partnership with Big Brothers and Big Sisters.

It was determined that we will continue to work on this concept and plan to have a charity event next season.

New Business

Equipment – New cones will be purchased prior to the Squaw

Valley event, and Dave has found a jack for the bus at Harbor Freight that he will be picking up when they are back in stock.

End of year banquet - The consensus was to return to the Tamarack Junction the first weekend in November. Patty will contact Annie and Dick Lewis to see if they would be interested in coordinating the banquet again this year.

Election 2007 – Jim Kunze volunteered to be the head (and only volunteer currently) of a nominating committee to put together a ballot for officer positions for next year. The positions and the status of incumbents are:

RE – Open
Assistant RE – Luke not sure yet
Secretary – Open
Treasurer – Doug has agreed to run again
Director - Scott Perry has agreed to run again
Director – Don Smith has agreed to run again
Race Director – Dave Deborde has agreed to run again, and we believe Jim Gandy may also be interested
Solo Director – John Evans not sure yet

Non-elected volunteer positions: (Patty will contact the incumbents to see if they remain interested)

Newsletter – Jim Gandy
Chief of Tech – Jeff Neilson
Registration – Russ Carpenter
Timing and Scoring – Mike Khamis has agreed to continue
Regional Safety Steward – Dick Lewis – Matt Roy has expressed interest to get more involved to eventually be able to assume this position

Walk-On Items

Team Miata is having an event at Reno-Fernley Raceway August 26-27. Fees are \$350 for both days and no worker requirement. Sign up ASAP.

With no further business before the members, the meeting was adjourned at 7:45 PM. Congratulations Patty!

Respectfully submitted by Patty Evans, Secretary stand-in.

Treasurer's Report Reno Region SCCA

Month Ended July 31, 2006

Doug Driver, Treasurer

The Treasurer's Report for July 2006 was not available at press time. Check the September issue of *Road & Tach* for an updated Treasurer's Report. – Ed.

Road & Tach is distributed by U.S. Mail and by posting on the region website, renoscca.com. If you are receiving a paper copy and would prefer to get the newsletter electronically, please contact Carol Deborde, Membership Chair, at (775) 267-4845 or d_deborde@charter.net.



ROAD & TACH

NEWSLETTER OF RENO REGION, SPORTS CAR CLUB OF AMERICA

Mark these dates on your calendar:

Head for the Mountains and Cool Off with Us!

August 15-16: Our Solo Championship Series inaugurates a new venue: the revised parking lot at Squaw Valley. Escape the Dog Days with a short one-hour drive from Reno. *Details inside.*

Meeting:

September 6 (Wednesday): Our monthly club meeting, where we meet friends, discuss issues, bench race, and generally enjoy ourselves! Non-members welcome. At Austin's Restaurant, 7671 S. Virginia St., Reno. Meeting starts at 6:30. Ordering dinner? Be there by 6:00.

Trials at Reno-Fernley!

Sept. 16-17: Reno hosts the first NORPAC Trials Championships.

Road & Tach

Reno Region, SCCA

1541 Stephanie Way

Minden, NV 89423

FIRST CLASS

