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# REV RECORD

April 2000  
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**IN THIS ISSUE:**

- Another Perspective . 3
- Meeting Minutes .. 4-5
- Rally Ramblings ..... 6
- Racing Realm ..... 7
- CENDIV Seminar ..... 9
- Solo Happenings .... 10
- Calendar ..... 15

SCCA approves new horsepower class.  
 See page 3 for details.

Photo by Michelle Mildon



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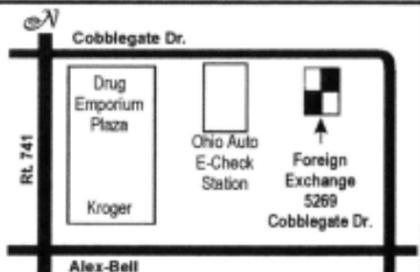


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*RevRecord* is a monthly publication of the Western Ohio Region (WOR) of the Sports Car Club of America, Inc. All views and opinions are those of the author(s) and NOT necessarily those of the Western Ohio Region, SCCA, Inc. Subscriptions are available to non-members at \$18.00/year. Please direct all correspondence to *RevRecord*, 10792 Frederick Pike, Vandalia, OH 45377. WOR holds membership meetings on the second Tuesday of every month (except December) at 7 p.m. at the Christopher Club, located in the Hills & Dales Shopping Center, South Dixie Dr., Dayton, Ohio.

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## may events april events

sunday	monday	tuesday	wednesday	thursday	friday	saturday
	BHF=Blackhawk Farms BIR=Brainerd Int'l Raceway GRA=Grattan GM=GingerMan IRP=Indianapolis Raceway Park	M-O=Mid Ohio NL=Nelson Ledges RA=Road America RT66=Route 66 WAT=Waterford Hills	Reg=Regional Race Nat=National Race PRO=Pro Event DS=Driver's School DRR=Divisional Road Rally RRR=Regional Road Rally RSII=Regional Solo II			<b>1</b>
<b>2</b>	<b>3</b>	<b>4</b> WOR Board Meeting TBA	<b>5</b>	<b>6</b>	<b>7</b>	<b>8</b> DS at IRP
<b>9</b> DS at IRP	<b>10</b>	<b>11</b> WOR Membership Meeting 7 p.m. Christopher Club	<b>12</b>	<b>13</b>	<b>14</b>	<b>15</b> DS at NL DS at WAT Annual Tech at Foreign Exchange 10 am - 2 pm Rallycross at Greene Cty.
<b>16</b> DS at NL DS at WAT WOR SOLO at VA	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>21</b>	<b>22</b>
<b>23/ 30</b> Nat at GM (30th)	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b>	<b>28</b>	<b>29</b> Nat at GM
	<b>1</b>	<b>2</b> WOR Board Meeting 7 p.m. Location TBA	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b> Nat at BHF Hot Moon Tulip Rally (NSC)
<b>7</b> Nat at BHF Rallycross at Watsons	<b>8</b>	<b>9</b> WOR Membership Meeting 7 p.m. Christopher Club	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> Reg/DS at RA DS at NL
<b>14</b> WOR SOLO at VA Reg/DS at RA Reg at NL	<b>15</b>	<b>16</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>20</b> Reg at BIR DRR - CAST in Stone/Detroit
<b>21</b> Reg at BIR	<b>22</b>	<b>23</b> WOR Games Meeting 7 p.m. Location TBA	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b> Reg at GRA
<b>28</b> Reg at GRA	<b>29</b>	<b>30</b>				

# WHEEL SOURCE AD

## FROM ANOTHER PERSPECTIVE...

DO YOU WANT THE GOOD NEWS OR THE BAD NEWS?

OK, Tell you what I can mix them together and you can determine if it's good or bad news. We are getting EXTREMELY busy! Every spring, the season gets here faster and faster. (That doesn't have anything to do with me aging, does it?) As a unit, our region is on fire with activity. And fortunately, John Schlegel had those fire bottles repaired and recharged...so we're ready to go! Scott Stout has put together a great New Member questionnaire to help us highlight our new members with a brief newsletter profile. From there, we're counting on you, the seasoned professional, to take note of their particular area of interest and take the time to make them feel welcome. Remember, this recruit needs to be asked to play. Do you remember the first meeting you went to? Do you remember the first event you participated in? Your first Solo? Where you were scared that you were going to embarrass yourself by going off course the first run? Then, someone came up to you and as you confessed your fear, they laughed and told you that "everyone does it!" "Don't worry about it!" Then, as you lost your way and came

Driving back red-faced, you see they are clapping and giving you the thumbs up. It's OK and you go out again to humiliate yourself Sunday after Sunday after Sunday. Remember your first race? You spun on the first lap, got off into the rough and broke a tie rod. Your significant other abruptly reminds you of the amount of money that just went down the toilet. You didn't even get a chance to clear that lump from your throat. That thrill that grew and grew from the time that you signed the waiver at the gates. And enlarged to cold sweat as you sat on the grid waiting to go out. The second that green flag dropped and your pulse overtook your every sense. Gone. After one spin. Then, another drivers suit walked up and asked if you were ok. Not only that, they may have some spare parts, if you want to borrow something for the weekend. But if you need something else, they will be glad to show you where to get it in town. They had to get parts here one weekend under similar circumstances. That was years ago. Now, you offer the spare parts. Because you want people to run against and with. And someone did it for you. IF YOU ARE THE KIND OF PERSON THAT CAN HELP US MAKE "FIRST CONTACT", WE NEED YOU. Scott can not be at all of the events where the opportunity exists for us to welcome our new members. If we can get four or five committee members to assist, one or two phone calls per month and an event once in awhile - we can make this family grow. How many of you are members because your parents were? We are a family. Just as strange and varied as any other. We have arguments, financial problems, loves, disappointments and triumphs. ON WITH ANOTHER TRIUMPH.....

Nick Folger has been recuperating, but if this is what he can do while sick or injured, I'm scared to see what he'll do at 100%! He's been working on a RallyCross Program that has tremendous potential for putting WOR in the public eye and providing our membership with some exciting afternoons! Be sure to check out his "plan of attack" and plan on being there. There's revenue in that schedule! I would be remiss if I

## REGULAR MEETING

The next meeting of Western Ohio Region, SCCA is on April 11, 2000, at the Christopher Club, 3150 S. Dixie Drive, Kettering, Ohio in the Hills & Dales Shopping Center, located on the corner of Dorothy Lane and S. Dixie Dr. **Please note: the meeting starts at 7 p.m.** and is open to all members and guests. See you there!

### About the cover photo:

Specifications are sketchy at the present time for the new solo class, but some of the particulars are as follows. Since the vehicle has a brain of its own, no driver is required. Safety requirements for the class include shovel and bucket, splint boots and blinders are optional. Goodyear and Hoosier have had a development program for the last year after learning of the new class. Major developments led to horseshoe tread pattern. Miniature horses are soon to be accepted for the Speed Freakz program.

**(Oh, and by the way, Happy April Fools!)**

(Continued on page 12)

# WOR GAMES 2000

## WOR GAMES MEETING

WHEN: May 23  
WHERE: To Be Announced  
TIME: 7 p.m.

## WOR GAMES MEETING

WHEN: July 18  
WHERE: To Be Announced  
TIME: 7 p.m.

## WOR GAMES MEETING

WHEN: September -  
Date/time/location to be announced

At this time, these will be the only meetings to focus on the WOR GAMES. An additional meeting may be organized for mailings and/or as deemed necessary by the committee. Mark your calendars to join in the fun and help our region put on the WOR GAMES for 2000.

The theme this year...  
"THE SHOW MUST GO ON!"

### ANNOUNCING

## THE WOR GAMES LOGO CONTEST

WIN WIN WIN \$\$\$25.00

CREATE THIS YEAR'S WOR GAMES LOGO AND WIN \$25.00 !!! The winning design will be featured on the WOR Games entry form and Trophies. All entries will be on display at track side.

The logo must be camera ready art work, two color maximum print, and include the theme "The Show Must Go On"

To obtain complete detail of what must be included and how to enter, contact Debbie Sonderman.

## WESTERN OHIO REGION BOARD MEETING MINUTES - March 7, 2000

The March board meeting was held at the Thirsty Dog Restaurant in Centerville, Ohio and was called to order at 7:26 by R.E. Debbie Sonderman. In attendance: Linda Smiley, Noel Swartz, Nick Folger, Tracey Stephenson, John Schlegel, Cheryl Connelly, Scott Stout, Christ Watson, Debbie Sonderman, Christie Mildon and Doug Mildon.

**Membership Chair Scott Stout** sent a few prospective members to the Winter Heat series at Frickers. He has membership apps for those who need them and in the process of getting an updated membership list. Region publicity pamphlets and new member packets were discussed. Any sponsor contributions are welcome! WOR stickers are being worked on.

**Webmaster Tracey Stephenson** reported that advertising will be allowed on the WOR website, those that advertise in the Rev Record will be included on the site. There are to be visitor counters on the pages, and hopes to have a membership application included also. The board approved the new web look; the old web pages are to be deleted.

**Nick Folger Rally Chair** passed out a revised budget and schedule for the Rallycross series. The schedule was approved as presented by the board. He has discussed expansion of the types of rally to do with the series. The Cincinnati Region has also expressed interest in the Rally Cross series.

**Solo Chair John Schlegel** reported that the Supplemental Regulations have been updated. Motion was passed to pay for the annual maintenance on the club fire extinguishers, generator, and for the rental on the portajohn for the VA event. The Girl Scouts will be cooking food at the June through September Solo events. There is a new solo newsgroup available for those with Internet access. Contact John for info. The Cen Div solo schedule is also on the BFG website. John and Cheryl Connelly attended the Cent Div Solo Seminar in South Bend this past weekend, John is to provide additional info at meeting and in Rev Record. John and the Solo Committee will be approving any Solo flyers or advertising for upcoming events.

**Doug Mildon, Road Race Chair** announced the annual tech would be April 15 between 10 and 2 at Rick Reilich's Foreign Exchange. Bring your own food or drink, although Chris Watson will be looking in to a sponsor for snack and beverages. Central Division will be testing fuel at the races, some regions will be purchasing the test equipment and may provide testing services to other regions. The Road Race forms are now on the SCCA web site. May 21 or June 4 are tentative dates for the breakfast rally.

**Activities Chair Cheryl Connelly** reported that the membership meeting will be a St. Patrick's Day theme, there will be green beer available at the bar. She will see if Dan Coughenour will give a report about his recent Alaska Rally after the meeting.

**Noel Swartz, Publicity Chair** passed out a Solo flyer that he is working on, also wants to give out some WOR stickers for publicity, will be checking into cost. Marvel Scott is a new contact person at channel 2, Noel will be working on trying to get more exposure for the club.

**Chris Watson, Assistant RE** announced that he will be the WOR Games Chair and Doug Mildon will be his assistant. He will be needing lots of help and support. The WOR Games Committee meeting schedule is in the current Rev Record. Some of the preliminary work has already been done in locating chiefs for the various specialties needed.

**Rev Record Editor Christie Mildon** needs photos. Articles are due on the 15th of the month. Advertisers are needed for the Rev Record. The first business card size ad will run one month for free, after payment is made, the advertisement will also be included on the web pages.

The proposed Central Division Incorporation was discussed. The members and board need to read the proposal and discuss with Debbie before or at the next meeting.

Old business: Doug Mildon mentioned that all board members should turn in proposed budgets as soon as possible. There was no new business.

The meeting was adjourned at 9:24 PM. The next board meeting will be April 4th at a location to be announced later.

Respectfully submitted,  
Linda Smiley, Secretary

## ANOTHER PERSPECTIVE (cont. from pg. 12)

suits, on and on and on. If one of our members sells what we need to buy...we will buy it from them. Why doesn't that make sense? I believe there are more businesses in our 400 + membership than WheelSource, Foreign Exchange, and Xwheels. You need to let us know who you are so that we can patronize your place. I promise we'll behave! (Most of us anyway!) Maybe a free trial will demonstrate how beneficial it can be to advertise in our National Award Winning Publication! IMPORTANT - THE AD MUST BE RECEIVED BY MAY 15TH. IT CAN NOT BE LARGER THAN A STANDARD BUSINESS CARD AND IT MUST BE CAMERA READY OR ON A DISK (IBM). IF YOU HAVE FURTHER QUESTIONS, CALL CHRISTIE MILDON, EDITOR.

We hope you will take advantage of this offer and let your fellow members in on what you spend the rest of your week doing. For the rest of the membership - those ads help pay for this publication. Mention that you heard about their business in the Rev Record.

I believe that I have gone on for quite long enough now. Except to tease those Solo folks who won't go out and play in the rain ... Seriously, I am sorry that the God of Thunder and Snow wouldn't let you go out in March. I know it was a wise decision for the safety of our drivers and workers. Even though poor Phyllis, and many others, have been waiting patiently all winter to get out to that track. It won't be long. Honest.

Until the next event, drive safely and have fun!

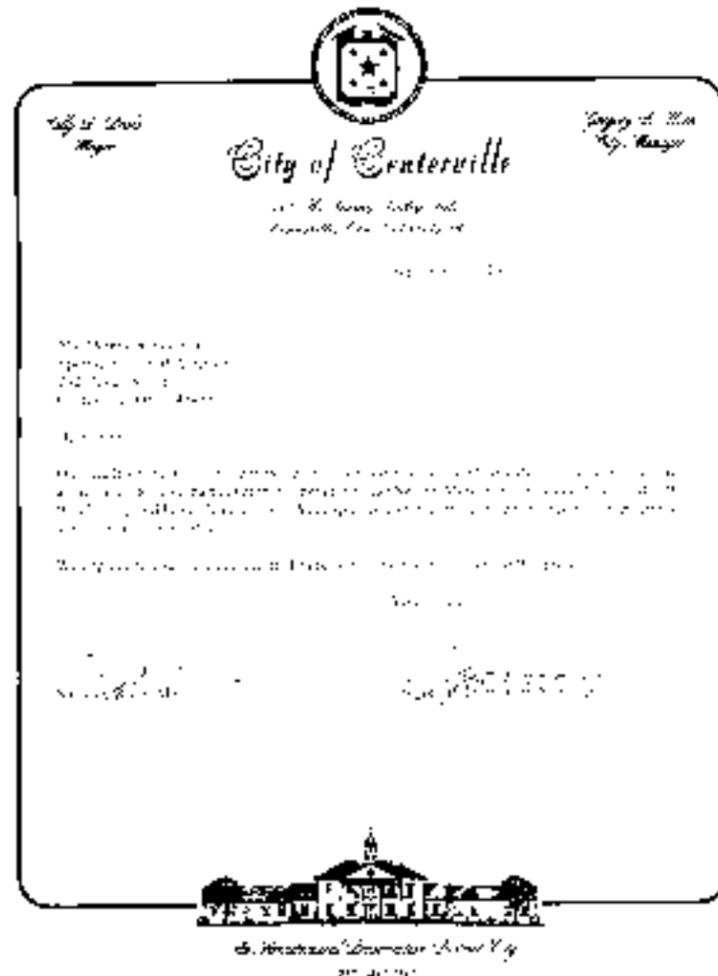
Debbie Sonderman, R.E.

## MY MOST HUMBLE FORMAL APOLOGY

As we age, we tend to forget the details of recent events. Our minds haze and aren't quite as sharp as they once were. In my excitement and delight with the accomplishment of Christie Mildon and her work receiving the SCCA National Award for the medium large regional publication - I mistakenly stated that this award had previously been won by the Edgertons. If you remember the beautiful work that Nancy and Mike did on this publication you will understand how I easily could have made such an error. However, it was the Lanes, PAUL AND MARGE LANE, who most recently won this prestigious award. Forgive me, please. And if you don't go to the F1 race, will you work Driver's Information at the WOR Games?

With Paul's wit and Marge's attention to detail I'm not surprised. Who will win it for us next? Christie will retire at the end of this year. Start learning the ropes now...avoid the rush!

Debbie Sonderman, R.E.



## THE CLASSIFIEDS

NOTICE: This classified section is FREE to SCCA members. Your ad will be printed three times. \*\*\* indicates that your ad has appeared for the final time. Nonmembers may advertise at the rate of \$5.00 per month.

**WANTED:** Cam-Loc seat belt or complete harness. Red preferred. Out-of-date for SCCA racing is okay. Wally Ellifritt, 937-890-5348.\*

**FOR SALE:** G-Force full face Snell M95 helmet with shield. White. Size Medium. 2 years old. Great condition. Only worn for Autocross. (Short relatively sweat-free runs.) \$65; Noel Swartz 937-443-5478 or nswartz@dtus.com\*

**FOR SALE:** One set high compression pistons for Chevy 305 motor 9.5:1 sivolites balanced with pins, stock bore. \$100. 937-898-8016 before 10 p.m. or dmildon@worldnet.att.net.\*

**Boris Tirpack received a 1st in GT-1 at the Memphis national in pouring rain on Sunday, March 19, 00. Mega bucks and horsepower don't always win. Congratulations, Boris!**

## ANOTHER PERSPECTIVE (cont. from pg. 3)

didn't mention that Nick has had a little help, aside from Mom and Shirley. Chris Watson has expanded his successful Mud Run venture and lend his expertise to the program. As you will read elsewhere in this issue, Chris will be running thin this year. (He didn't have all that much to spare!) That means there is an opening on the Rally Cross Committee, Eric, where are you? Nick will need more than a couple of good men – (what's that Chinese invention that does the work of 100 men? Oh, yes, one woman.) Back on task...Chris has accepted my request to be the WOR Games Chair this year. (He is apprehensive, to say the least.) I have assured him that he will have volunteers coming from the woodwork to assist us in making this another- grand- and-glorious-worthy- of- WOR race, (despite that Formula thing going on). We are off to a good start with a few new faces mingled in with some of the "oldies but goodies" this year.

There is always room for more!

You will read in the minutes of the March general membership meeting that we voted to support the Incorporation of the Central Division. I support this decision. I believe it a preventative measure and a positive step in securing the funds that our regions generate.

The proposal that we printed in the *Rev* last month outlines the details. The final copy that I received the first week of March is very similar. When the Incorporation is complete, we will publish the adopted By-laws.

The WOR website committee met March 2nd at Frickers and reviewed our plans for further development of the Web page. Tracy has set some big goals and is working towards helping our page actively recruit, advertise and update our members. We have decided that WOR will post the *Rev Record* and its advertisers monthly. For this year, there will not be any additional charge to those who advertise in the *Rev*, (even though, its now a National Award Winning Publication), and they will get the added exposure on the Website. We recommend that, we put a counter on the site so that we can present the number of hits we get as part of the sales package next year as we review rates.

This should be an attractive package to sell ads, as it is an excellent buy for the circulation that the ad will get. Our goal is to supplement the annual cost of the *Rev Record* with an increase in advertisements. We currently spend close to \$10,000 per year for the *Rev* and approximately \$100 on the Website. We hope to utilize one to benefit the other and serve more of our members more effectively. It's gonna take a little time. We are working on it and will accept volunteers. Like how I always come back to that line?

Speaking of advertisements – we have also decided to make a one time offer. For the June *Rev Record* – we will offer one free business card sized ad to any Western Ohio Region member. WHY? We, as a unit, order things all the time. We have to go to printers, we buy flowers, we order pens, subs, pizza, pop, blank discs, paper, ink cartridges, trophies, t-shirts, tires, car stuff, fire bottles, safety stuff, orange gloves, white rain

(Continued on page 13)

## WOR MEMBERSHIP MEETING MINUTES - March 14, 2000

The March meeting of the Western Ohio Region was called to order at 7:24 PM by **RE Debbie Sonderman**. Items to be discussed include the Central Division Incorporation issue and other fun stuff. Motion was made by Steve Demeter for the region to vote No on the Incorporation issue, discussion and voting are to be held later in meeting.

**Rally Chair Nick Folger:** We have a Rallycross series. The first event is Saturday April 15th at the Greene Co. Fairground. There will be 5 more events including 3 at the fairgrounds and 2 at Watson's farm. See Nick, the Rev Record or the WOR website for dates and details. Doug Mildon will be putting on a Breakfast Rally June 4th.

**Scott Stout, Membership** reported that he has the gumball rally tickers. See him if you still need a nametag. He is still putting together new member packets, contributions are welcome. He is also in the process of compiling a membership directory. Let him know if you DO NOT want you address &/or phone number to appear in the Rev Record. New members Matt Hoyne, and family members Ginny, Kimberly & Kathy Schlegel were welcomed.

**Road Race Chair Doug Mildon** reported on the recent Central Division Steward/Worker seminar in South Bend. He has a condensed version available of all changes to the GCR. Some changes discussed, including the upcoming fuel testing to be started this year. Some regions are purchasing the equipment and will have it available to other regions. Doug shared a copy of the Steward's Test (word is that he passed\*. (-) April 15th Denny Powell will be doing the Annual Tech at Rick Reilich's Foreign Exchange.

**Gayle Conley, Finance** reported that the club financial reports will be on display at the membership meetings starting in April and some information will be available in the Rev. Any member may also contact Gayle at any time for additional information. We will be trying to keep expenses at a minimum as much as possible.

**Solo II Chair John Schlegel** reported that the first event has been rescheduled to Sunday March 19th due to snow on the 12th. John gave details from the Cen Div Solo Seminar last week in South Bend, Indiana. The seminar included at tour of the Tire Rack facility, a Safety Steward Seminar and classing discussions. The WOR Solo Drivers School will be March 25 & 26th at the VA. John has the new rulebooks. Please see John if you have any misc. equipment for the solo program. He also reported that payment has been made to the VA for all the events and the generator and fire extinguishers are ready.

**Christie Mildon**, Award Winning Rev Record Editor reported that we are running business card size ads in the Rev, get first month free. Ad must be camera ready. After payment, the ad will also be included on the WOR website.

**Activities Chair Cheryl Connelly** thanked Hooters for the T-shirt door prizes. April will be Pizza Night, \$2. For adults, \$1. For kids over 12.

**Asst RE Chris Watson** reported that he would be the WOR Games chariman. He has seen how important this race is to the club finances. He needs input from members and will need lots of help. Please see Chris to volunteer, even if you won't be able to make the race he can use your help. Doug Mildon will be the asst. Race Chair.

The February Minutes were approved as published.

**New Business:** Steve Demeter called for a vote on his motion to vote No, motion was defeated. Doug Mildon moved that the region votes in favor of the articles of incorporation of Central Division, discussion followed, motion passed.

**Old Business:** There will be WOR Games meeting following the membership meeting. A full schedule of WOR games meetings is in the Rev Record. Dave Rudy reported that NSC has a rally 3/18. Contact him for addl. info. Chris Watson shared a story about seat foaming, breezes and Nissan hood damages with Team Green Racing.

The meeting was adjourned at 8:48 PM. The next membership meeting of the Western Ohio Region will be at the Christopher Club on April 11, 2000 at 7:00 PM.

Respectfully Submitted,  
Linda Smiley, Secretary

## April Anniversaries

Jason Albright .....	1998
Allen Banks .....	1997
Larry Beery .....	1986
Kyle Bishop .....	1994
Stacey Bishop .....	1994
Brian Campbell .....	1998
Warren Chambless .....	1993
Adam Connelly .....	1994
Brett Connelly .....	1994
Cheryl Connelly .....	1994
Evan Connelly .....	1994
Matthew Connelly .....	1994
Matt Davenport .....	1998
David Dickey .....	1999
Allen Dwire .....	1999
Ronald Edwards .....	1999
Joe Ellis .....	1999
Mary Ellis .....	1999
Michael David Ellis .....	1999
Michael Folkerts .....	1986
Steven Gibbs .....	1997
Kendra Greenup .....	1996
William Hickman .....	1989
Robert Hodgeman .....	1999
William Hughes .....	1992
Anthony Jolicouer .....	1998
Peter Jones .....	1989
Elliott Lake .....	1994
John Mayer .....	1986
Robert McConnell .....	1976
Douglas McWain .....	1990
Gary Joseph McWain .....	1990
Bartley Merriam .....	1998
Tamara Merriam .....	1999
Frank Robinson .....	1992
Tim Rostorfer .....	1999
Joseph Scott .....	1990
Charles Smiley .....	1977
Willie Smith .....	1998
James Ward .....	1991
Nicholas Weimer .....	1999
Richard Wyderski .....	1993
Amanda Wynne .....	1999
Mindi Beth Wynne .....	1999
Rachel Wynne .....	1999
Ronald Wynne .....	1999
Ryan Matthew David Wynne .....	1999

## Rally Ramblings

Hi. I am Nick Folger, your new WOR Rally chairman. We have been working between bouts in the hospital, and an on-rushing business schedule since returning to work in mid February, to get on with the platform I was elected on. Rally Cross.

I have worked out most all that needs to be done to start a Rally Cross. Stay with me.

First, we have arranged for locations that we could put on a series of 6 rally crosses in 2000, and with good behavior, for 2001 and beyond. First we have struck a deal with Kim & Chris Watson to run two (2) events at their farm near Lebanon. Second, we have secured Greene County Fair Grounds in Xenia, OH.

Then I decided to name it; **WORCross 2000 RallyCross Series.**

Next we had to work a schedule of events. This is what we have been able to work out:  
Sat., April 15, 2000, Xenia, OH - Reg. 11:00 am, FCO 1:00 pm, LRS 6:00 pm

Sun, May 7, 2000, Watson's - Reg. 8:30 am, FCO 11:00 am, LRS 4:00 pm

Sun, June 18, 2000, Xenia, OH - Reg. 11:00 am, FCO 1:00 pm, LRS 6:00 pm

Sat, Aug. 12, 2000, Xenia, OH - Reg. 11:00 am, FCO 1:00 pm, LRS 6:00 pm

Sat, Sept 30, 2000, Xenia, OH - Reg. 11:00 am, FCO 1:00 pm, LRS 6:00 pm

Sun, Oct 22, 2000, Watson's - Reg. 8:30 am, FCO 11:00 am, LRS 4:00 pm

Entry Fees for the rally cross will be:

Events in Xenia - \$20.00  
Events at the Watson's - \$25.00 which includes a meal - \$5.00 for those eating but not an entrant.

Awards will be presented after each event, and since this will be a series of rally crosses, points will be awarded to each entrant with Year End Awards presented at the Annual Diner Dance.

Classes of cars was next on the plate.

U2.2 = Cars with less than 2.2 liter engines

O2.2 = Cars with 2.2 liters or more engines

4wd = 4 Wheel or All Wheel Drives - engine - any size

CC = Club Car - When it is possible, the WOR Club Mud Run car(s) will be used.

Other Rally related events coming up in the spring of 2000, we have April 9, NSC has a rally (check NSC's web site from ActiveDayton.com).

On May 6, Dan Coughnour and NSC will be putting on Dan's **Hot Moon 2000 Tulip Rally**, making the week-end of May 6 - 7 a big rally weekend.

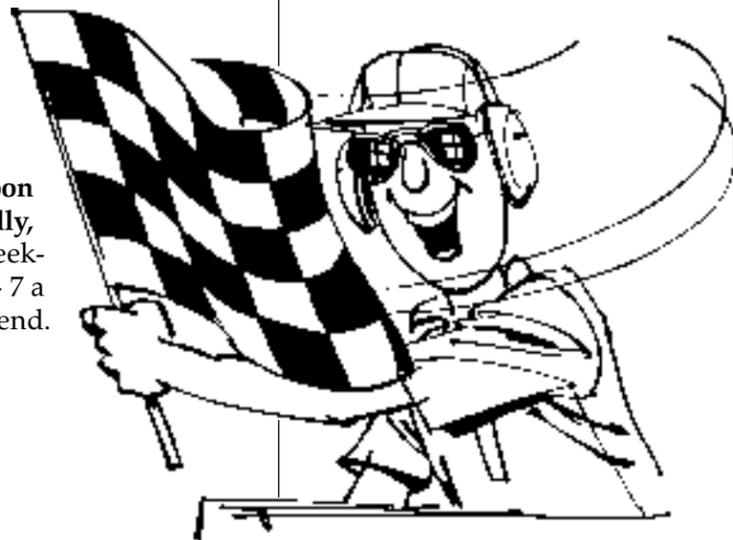
Dan is hoping to bring some folks in from out of town, and we are trying to give them a full weekend with the first of the Watson's RallyCrosses.

Then the on June 4, Doug Mildon will try to start a new tradition with a Breakfast Rally with a very early start with a short fun rally ending with a nice breakfast over an open fire with various libations.

And with a date yet to be set, Eric Marcus is working on a new Map Rally for later this spring.

For more RallyCross or rallying in general information, check with Nick Folger, phone 937-320-1122, or email at rallymsr@dnaco.net.

Nick Folger, Rally Chair



## The SOLO II Technical Inspection Process

(Another what you always wanted to know, but ~)

With the Solo II season off to a slow start this year, it's been rather boring on the weekends. So, I've had time to read the handbook twice and even shanghai someone into helping me set up my suspension. However, that's not the reason for this article.

Let me introduce myself before I get too carried away. I am Greg Stephenson, the Chief Tech Inspector for Solo II events here in the WOR. I'm easy to find at autocross events, just look for the big guy in the blue Neon, # 72 ES. I've been competing in Solo events for a relatively short time, this being my second year, but have previous experience competing in Motorcross events. Although these two forms of competition are worlds apart, they have one thing in common. Participants must have their equipment inspected before each event. This inspection can be quick and "painless" or downright annoying depending on how the process works. I want to avoid the later by explaining a bit about what to expect at a typical Solo II tech inspection. I will discuss how the process can vary from one event to the next, and how I hope to avoid these pitfalls so everyone knows what to expect at every WOR Solo II event.

To accomplish this, let me first explain a bit about what a Solo II tech inspection involves. In the Solo II handbook, there are seventeen points that a Tech inspector must look at to determine the eligibility of any vehicle to compete. I won't reprint this list. You can find the checklist in section 3.3.3 of the 2000 Solo rulebook. In short, the

tech inspector checks to make sure the vehicle and driver safety equipment are in good condition and will perform safely and effectively in case of a mishap. The checklist should always be followed at a local, divisional, or national SOLO event, regardless of where it is held. As with any list followed by any individual, the way a tech inspection is performed may vary greatly from region to region — even event to event. For example, some people prefer to line vehicles up in a single lane, some in two lanes. Some regions have a sign denoting the tech area, some don't. I've even attended an event where the tech area was "wherever Jim is standing," whoever Jim was. All of this can lead to confusion for a new driver or a visitor from another region.

I want to avoid this and get everyone in and out of the tech area as quickly as possible so participants can enjoy the race more and worry less about the mechanics of the event. This short list will help get you in and out of tech faster. It will also earn you the admiration and eternal gratitude of every tech inspector you meet.

Clean out your car the night before. If you remove the loose change, the tapes and CD's the night before, you won't have to worry about where to put it at the track.

Make sure to remove the floor mats and other stuff you brought for your day at the track from your vehicle before you report for inspection.

If you have your own numbers put them on before you come to the tech area.

Register for the event before you pull your car into tech lane.

Make doubly sure you bring your helmet with you for inspection.

Pop your hood latch and trunk latch as soon as you get to tech lane.

Put your helmet in the driver's seat and your inspection form under it.

Those seven little things will make the most of your time and ultimately add to your enjoyment of the event.

Having said that, here are a few things that we will do at each Solo II event to help speed up the process:

At registration time, you will receive a tech inspection card. The tech inspector will use this card to sign off on your vehicle.

Shoe polish or similar non-permanent marking material may be provided to participants without numbers or class identification in a separate "marking lane."

A worker will be available to assist participants with any vehicle classification or tech questions at all times during the inspection process.

A colored sticker will be placed on your helmet and vehicle once it has passed inspection to identify approval. This will be done at each event.

Any vehicle without proper preparation, numbering and class identification will not be inspected and will be requested to exit the tech lane until it is properly prepared.

The tech lane will be well marked.

I hope I haven't put you to sleep with my rambling. If we all put just a bit of effort into this, we can have a smooth pre-event process and ultimately more time where we want it to be — on the track!

Greg Stephenson

## Solo Happenings

Please note the following changes to the SOLO supplemental regulations.

1. Change paragraph 6a to read: All participant/spectators MUST remain behind any track concrete walls or 75 feet from any active course area and at least 10 feet from the edge of any barrier identifying an active entry or exit from the course area. Participant/spectators are actively encouraged to use the grandstands (if available at the site) for viewing. The grandstands near the start line of the KilKare speedway are off limits. Parents are requested to make sure that children are supervised at all times.

2. Change paragraph 6f to read: f. No person may ride on any vehicle coachwork or trailer at any time at the event site except for direct course setup or tear down. NOTE: DRIVERS VIOLATING THIS REGULATION WILL BE DISQUALIFIED.

3. Renumber paragraph 4, "The number of entries per class ~," as paragraph 4a. Add paragraph 4b as follows: Vintage classes will be run. Class breakdown will be posted at the event site.

OK! Who the heck is asking for all this rain? I realize this small segment of the earth may need the moisture, but does it have to always arrive on Sunday?

I was really hoping to report on the first autocross of the year in this issue but the race gods are against me. The first, original Test and Tune event scheduled for March 12th was snowed out following a week of glorious spring like weather. Thinking I could fool those devious event gremlins, I quickly rescheduled the gathering for the following week, March 19th. I crossed all my "T's" and dotted my "I's" but to no avail. I even begged Christie to hold the *Rev* publication until Monday the 20th, just so I could get in a positive report. Unfortunately, when Sunday rolled around, it was solid rain with cold temperatures just for spite. By 9AM only a handful of cars had arrived. In all honesty we didn't have enough people show up to work the event, so sadly, we cancelled again. A few diehards went to Perkins for breakfast and managed to have a decent, fun time in defiance of our enormous disappointment.

Despite having to report the unfavorable news of cancelled events; there is fortuitous information. Our Web pages are progressing nicely and the LISTSERV mail group on Topica.com has grown to 36 subscribers. In fact, there were four individuals, new to autocross that braved the weather for a chance to join us at KilKare for the Test and Tune. All the information they received about our program came from the messages passing back and forth on the mail list. Please continue to pass the word about this group. It is the best way to get information about events and to stay updated for last minute changes. To subscribe, send a blank e-mail to: [worsolo-subscribe@topica.com](mailto:worsolo-subscribe@topica.com). The server will respond automatically with a confirmation mailing. You MUST "reply" to this mailing to be added to the list.

While on the subject of race information, getting the word out at the last minute is difficult at best. Greg and Tracey Stephenson have done a wonderful job updating the Web page and posting messages to the mail list at the very last minute. In the future (actually I started it with the 2nd cancelled Test and Tune event), I will have a voice mail message on my cell telephone with the absolute latest information on the event. This message will only be there the day of the race; however, if you have any questions as to the status of the event, call (937) 604-1671.

I am hoping that by the time you read this article, the Driver's School, and first points event at the Veteran's Administration Center will be history with a gratifying turn out of participants.

Beside this article you will find changes to the Supplemental Regulations published last month. As Murphy always predicted, we proof read the document many times; however, once it went to print, we discovered things needing changed. Please note the changes as some are important, while others are clerical in nature.

The next points event is scheduled for April 16th at the VA Center. See you there!

John Schlegel, Solo Chair

## RACING REALM

Well I guess the first formula 1 race has come and gone and by the time you read this article the second will have been run also. In the first race who would have thought that McLaren would have had both cars go out before the midway part of the race. It all goes back to car prep and knowing what forces are going to act on the car as my last installment eluded. Don't get down though, while McLaren has millions to spend on car development and comes up short at times doesn't mean that you will fail in your quest to improve your car's abilities. And I would say that McLaren will make that pneumatic system correction by the second race. Don't give up, is the only credo that works.

My intro does not get to the matters at hand though. First I would like to invite you to the annual tech at the Foreign Exchange on April 15 from 10 AM to 2 PM or until the last car is done with their inspection. Denis Powell will be there, with bells on, to provide you with all the latest tech updates and 2000 helmet stickers. Please plan on attending, even if you do not have a car to be tech'd I'm sure there will be some bench racing going on to learn something. As you have heard there will be a breakfast Rally to run on Sunday June 4<sup>th</sup>. It will be approximately 60 miles long (about 1.5 hrs.) and will be in a very scenic part of the Miami valley. Registration will start around 7:30 AM first car out will be around 8:15 AM. Breakfast will be about 10:00 AM. I still need some volunteers for check points and such. Give me a call or E-MAIL me if you

would like to help and do the same if you plan on running or attending just to eat. I'll have more on the menu and the fees at a later time and with any of your responses.

As promised in the last installment I will discuss car preparation and try to answer any questions that are forwarded to me via E-MAIL or calls, letters ETC. I have not received any questions yet on what I discussed last month or any new items, so I will continue to discuss basics of car preparation as I see them. I guess the next subject I would like to broach is basic car handling and possible remedies. So, you say your car understeers or oversteers or doesn't stop well or doesn't have good traction out of the corners, or—the list goes on and on. The first step I would take is to set up a basic test track. A place that you could make changes to your suspension and see what happens in a controlled environment. A few people will sell you some software to accomplish this and I have used some of these to determine and define certain characteristics of my suspension. But, you do not have to go to these lengths yet to get some very good repeatable data. Setting up and using a skid pad can reveal most of your cars true steady state handling characteristics and give you repeatable data without buying a \$5000 data acquisition system. First, get yourself a flat uniform surface piece of blacktop about 300' \* 300' and draw a 100' radius circle that you can see when your driving. This gives you a 200 diameter circle that is large enough as not to induce slip angles on your tires that give erroneous results and long

enough times around the circle to measure times accurately. Drive your car around the circle as fast as you can keeping the centerline of the car centered on the line that you made. Time how long it takes to go around the circle and calculate your lateral acceleration. This is done by using this formula.

**LATERAL ACCELERATION = 1.22\* R/ LAP TIME SQUARED.**

Where R= radius measured in feet and time is measured in seconds. Now remember to go as fast as you can keeping the car centered on the line. At some point your car will either understeer off the line or oversteer off the line and this will tell you what your car in a steady state will do normally. So, lets say that you took 15 seconds to go around the circle as fast as you can. With the formula above you would know that your car can generate .54 G's of lateral acceleration. Now this is not very high (remember the higher the G's the better your car is handling), but you have learned a great deal from this one test. Lets say that when you reached your maximum speed around the skid pad your car went off line in understeer (push). What could you do to make your car go faster before it understeered off the line. This is where things get to be quite challenging to most novices and to some veterans. The trick is to make changes to your car that will improve it's performance while not choosing a change that will hamper it's performance. I'll try to clarify that statement. Lets say your car is understeering, one way of making the car understeer less is to put more weight on the front tires and one way to do this is to raise the rear of the car

(Continued on page 8)

## THE ASSISTANT RE REPORT

I need your help! Against the advice and wishes of more than a few of you members I have decided to volunteer for the position of WOR Games Chairman. I have some very limited experience as qualifications for this position. I served as ASSistant race chairman of the Spring Workout at IRP to Dave and Sherri Schardt. I did not get a lot of organization experience as they had already done all the work and very capably too I might add. I have raced in many regional and national club races and I know what I like at a race and what I don't like. I intend to apply what I like to make this year's WOR Games as enjoyable as possible for the drivers. I like to hang around with the stewards and the workers as much as possible and have some idea about what they do and what makes them happy. However I admit that I need more input from them to better understand what they think makes a successful weekend. So what I am asking of you members is to give me as much input as possible concerning this year's WOR Games. I also need as many of you as possible to volunteer to help out at the race or before the race with job positions and organization. Have fun and go fast!

Chris Watson, ASSistant RE

## RACING REALM (cont. from page 7)

(coilover shocks). While this will help your understeer your total grip will decrease to some extent because you raised your cars center of gravity and roll center. Your times will come down but they could have been improved more with some other change. I will not get too technical here because of space and knowledge but, if you would have raised your tire pressure in the rear tires or increased your rear sway bar rate (stiffer/bigger) you could do the same thing without hampering the other facets of your cars suspension geometry. So, you choose to put a couple of pounds of air in your rear tires (which increases your total spring wheel rate) which increases your weight transfer by increasing the rear roll stiffness and lowers your time around the skid pad to 12 seconds. Now you have increased your lateral acceleration to .85 G's. That's a pretty big change for a couple of pound of free air and not common, but it gives you the idea of what some changes will do to your handling. You could do the same thing with changing tires or sway bars or a myriad of other changes that you can make. All of which I cannot discuss at this time, but suffice to say there are at least 10 changes to make your car understeer less. Another couple of things to remember. Do not make more than one change at a time, that way you know what difference each change made and in the case of using a skid pad, test the car in both directions and average the times. Unless you have a formula car the G's you will be able to pull will be different in each direction. This comes from the fact that a normal street car will weigh more on one side than the other ( your body weight). Here are a couple of changes, but not all, to make when your car is understeering.

1. Increase weight transfer at the rear by increasing rear roll stiffness.
2. Reduce weight transfer on the front by reducing front roll stiffness
3. Reduce front toe-in
4. Increase front aerodynamic down force on the front tires (wing)
5. Reduce aerodynamic down force on the rear tires (wing)
6. Use wider front tires

To reduce oversteer the opposite can be done.

This is not a complete listing of what can be done, but it is a start. I guess that's about it for now on this subject but more will follow that ties into this subject matter and more upon that. For the sport!

Doug Mildon, Road Race Chair

"There's so much good in the worst of us and so much bad in the best of us, that it's hardly appropriate for any of us to talk about the rest of us."

Anonymous

## CENDIV Workers/Stewards Seminar

I attended the CENDIV Workers/Stewards Seminar last weekend in South Bend, Indiana. The one thing that I have learned in attending the seminars and conferences is that there are a lot of friendly people out there sharing our need and desires for more friendly people. The representatives from OVR and NEOHIO welcomed us into their midst

Let us in on techniques and treasures that they use to run their respective regions. We shared race stories, membership ideas, beer, rally reviews, beer, dinner, jokes, how to improve this and that stories, more beer... It was very informative and a LOT of fun. I left the week-end promising to work races at Nelson Ledges, Mid-Ohio, Grattan and Geringman. I'm not sure how that all happened. I think it might have had something to do with the beer. Anyway, that's how I'll be spending a portion of MY summer. Sounds like fun and it will help us get a few more workers for the WOR games. If anyone is interested in going to any of those events with me, give me a call.

One of the things that I have been working on that I picked up from the NEOHIO folks was a one page pamphlet that gives a brief description of what Western Ohio SCCA is. It is used to present information to prospective members at Solo events, races, car shows, etc. I relayed all of this to the Board and was reminded that Paxton had put something like that together some years back. Linda Smiley shared one of them with me and using that and the sample from NEOHIO, I was hoping to have it done as a pull out for this publication. NOT. I will have it at the next Board meeting to review with Noel and everyone for their input. We should be able to get it completed to pass out at the next general membership meeting. If you have comments or suggestions or would like to help, give one of us a call.

Debbie Sonderman, R.E.



AT XWHEELZ / SHANNON RACE  
CARS WE CAN FULFILL MANY OF  
YOUR CAR IMPROVEMENT NEEDS.



Just some of the many fine manufacturers of parts and wheels that we carry are MOMO, BBS, TOYO, ETORIA, TSW, HOOSIER, AEM, SKUNK 2 RACING, OZ, WEB CAM, NOS, NITROS EXPRESS, JE PISTONS, PHANTOM GRIP LIMITED SLIP, KONI, FORGELINE and many other fine products. At Xwheels/ Shannon we are presently developing race motors for Civics and Acuras. An IT Civic motor is in final stages of modification. Prices and Spec's upon request. Acura 1.8 motor dyno tested and ready for sale 180 HP. Normally aspirated EPA legal. Prices and Spec's upon request. WE DO HONDA/ ACURA ENGINE SWAPS.

### SPECIALS FOR APRIL

- ◆ 17" Wheel/ Tire packages starting at \$995.00
- ◆ Phantom Grip Limited Slip Units starting at \$ 299.00
- ◆ Hoosier R3SO3 and A3SO3 tires and all Formula tires now available.

Beginning with the April Membership meeting...

We will have, on display, a financial report representing your WOR dollars.

It will NOT be published

It will NOT be distributed

It should be treated as though it were your own personal financial record, checkbook ledger, etc. because basically – IT IS!

■ IT IS MEANT TO CLARIFY OUR OPERATIONAL COSTS TO THE GENERAL MEMBERSHIP. SIMPLY HEARING WHAT WE HAVE SPENT AND A BALANCE DOESN'T DEFINE IT ALL FOR SOME OF US. (WE HAVE CHECKS LEFT, RIGHT?)

■ IT IS MEANT TO HELP THE "AVERAGE" MEMBER UNDERSTAND WHERE THEIR MONEY GOES, WHAT IT IS USED FOR.

■ IT IS MEANT TO MAKE EVERY MEMBER AWARE OF OUR RUNNING BALANCE SO THERE ARE NO SURPRISES IN AUGUST WHEN WE DO THE WOR GAMES OR CHRISTMAS WHEN THE BANQUET TICKET COST IS ANNOUNCED.

■ IT IS MEANT TO ENCOURAGE ACTIVE PARTICIPATION IN PROFITABLE ENDEAVORS LIKE MUD RUNS, RALLIES, AND OUTSIDE FUNCTIONS. WE ARE SPENDING YOUR MONEY.

WANNA COME PLAY WITH US NOW?  
DEB