

REV RECORD



RE GETS THE 2001 POOP AT DENVER CONVENTION

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*Eric Marcus's report
rivets membership*



*Eric Marcus Represents the WOR
with Pride and Dignity in Denver.*



Jerry Martin Considers Impeachment of past and current WOR Board

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Western Ohio Region Board Meeting Minutes – January 30, 2001



The January (February) Board meeting was held at Western Ohio Pizza. The meeting was called to order at 7:00 PM by **RE Eric Marcus**. In attendance: **Linda Smiley, Jerry Martin, Bill Myers, John Schlegel, Tracey Stephenson, Gayle Conley, Scott Stout, Stacy Schweikert, Nick Folger, Chris Watson** and members **Dave Rudy** and the **Conley kids**.

Dave Rudy reported that he still has Bob Van Patten's book collection; he has an inventory list of the books and conditions. The books were supposed to have been donated to the Concours DeElegance or they may be donated to the MG museum. Mike Edgerton is assisting in the valuation. We will look to Bob Van Patten for direction in auctioning or donating the collection.

Eric reminded board members to submit budgets if not already done so. He wants to get some idea of income & expenses for the coming year. Mail or E-Mail them to him.

Assistant RE Jerry Martin is proceeding with discussions with individual board positions to make sure they are updated. Jerry would like to expand the Fun Run at WOR Games, he will check out running groups in the area and report later.

Treasurer Gayle Conley reported that the tax forms are being filed as necessary. The secretary also has a copy of the report.

John Schlegel Solo Chair reported that the first Winter Heat event would be Feb 4th at Hooters. 12 – 4, wings will be buy 10, get 10 free. There will also be a solo meeting for scheduling. He is talking to Kil Kare about dates to avoid conflicts so we can use the outer roads. The VA has been presented with an appreciation trophy for last year. They would like WOR members to participate in their Memorial Day parade and picnic. John reported that he is under budget for year-end. He has a new E mail address that can be changed to the next chair: WOR_Solo_chair@Hotmail.com.

Rally Chair Nick Folger reported that there would be a meeting on February 13th; he has a tentative schedule (subject to the Solo schedule). Labor Day weekend will be a special 2-day event. The supplemental regs have been updated.

The status of the club computer equipment was discussed. **Stacy Schweikert** will look into a replacement printer. She is also writing a timing program for the rallycrosses.

Rev Record Editor Bill Myers is working on adding advertisers and billing of existing customers. The Rev Record deadline is the 15th of the month. Make sure and send submissions on time or it won't go in till the next issue. Pictures are also needed.

WOR Games Chair Chris Watson has submitted his budget. The Lightning cars are going to participate; they will have a separate race group. He is looking into options for the party, **Debbie Sonderman** and **Stacy Schweikert** will be helping. **Tracey Stephenson** will help with donations. Trophy costs are being reviewed, as are other expenses involved in putting on the race.

Stacy Schweikert, Activities reported that there would be a Chili Cook off at the next membership meeting. Ideas for upcoming meetings activities (speakers, Pinewood Derby, etc.) were discussed. Motion was made and passed to have the raffle for the WOR trophy original painting extended to the August Membership meeting.

Webmistress Tracey Stephenson reported that Web submissions should be made at least 5 days ahead of time. She will be posting info for other clubs if requested as well as ads for our current Rev Record advertisers.

A Publicity Chair is needed; **Bill Myers** has offered to help anyone who volunteers.

Membership Chair Scott Stout will have a report in the next Rev Record. He is holding up the new member packets for this years race schedules. He will be monitoring dual memberships since he has learned that the local regions involved do them.

Old Business: The fidelity insurance for the board members has been taken care of.

New Business: The WOR Games committee will explore opportunities to check out other tracks available for 2002. Chris Watson will help with the committee, but a chairperson is needed.

Eric will be leaving for the SCCA convention in Denver, make sure and get any suggestions to him before he leaves. The 2001 Awards Banquet was discussed; it will be open for member input at the next membership meeting. **John Schlegel** will look into getting the Solo trailer titled to Western Ohio Region or licensing purposes.

The meeting was adjourned at 9:50 PM. The next board meeting will be February 27th at Western Ohio Pizza at 7:00 PM.



Western Ohio Region Membership Meeting– February 13, 2001

The February meeting of the Western Ohio Region was called to order at 7:30 PM by **RE Eric Marcus**. Eric reported on the SCCA National Convention Feb. 1 –3. He now has one of the first RE manuals published in the last 15 years. It will be made available to future RE's on an annual basis. SUNOCO is now the "official fuel" of the SCCA. Enterprise made money last year. Eric reported on the various seminars that were available. (Rallycross, Solo, Race, Insurance, Waivers, SCCA's new merchandising company, Sports Service, etc.) **Steve Johnson** announced his goals for SCCA, wants to build SCCA into a nationally recognized club thru TV, merchandising, marketing, sponsorship, improved communication, etc. Eric also went to the award ceremonies for Solo, Rally, and Club racing. He will have a full report in the next Rev Record.

Assistant RE Jerry Martin just had his 71st Birthday last month – **HAPPY BIRTHDAY!** He is working on the bylaw review; contact him with any suggestions or updates. He is also working on expanding the fun run at WOR Games. He is looking for historical data on when the fun runs started; Steve Demeter advised that it was 1980.

Linda Smiley, Secretary: Minutes from the last meetings were approved as published in the Rev.

Treasurer Gayle Conley has the current financial statement; **Secretary Linda Smiley** has a copy. They are available to any member; contact her for any questions or additional information. The only outstanding bill is for the awards banquet, make sure and submit any

Continued:

Western Ohio Region Membership Meeting— February 13, 2001

others ASAP. We are looking into moving the money market account in order to take advantage of a better rate of interest.

Solo Chair John Schlegel reported about the Winter Heat event at Hooters Feb. 25th. The 2001 Solo schedule is out and will be posted on the WEB and in the Rev Record. A May 27th event has been added. Rulebooks have been ordered; see John to reserve one ASAP. The CenDiv safety steward has been contacted about use of the access roads at Kil Kare, approval has been given.

Stacy Schweikert, Activities Chair reported that we are having a "Bribery Raffle" tonight. All those that complete an Awards Banquet questionnaire will get a raffle ticket. Tickets are being sold for the Original WOR Games trophy artwork; the drawing will be at the August Membership meeting. (6 for \$5. or \$1. each.) **Nick (and Shirley) Folger's** chili was the winner of the Chili Cookoff. Stacy is also thinking about having a Pinewood Derby, see her if you have a source to borrow a track.

Membership Chair Scott Stout has gumball rally tickets. See Scott if you need a nametag. New member **Greg Parsons** (dual w/ Central Kentucky) and **Louis Postego** (sp?) were welcomed. Scott has membership applications for anyone who needs some.

Dan Coughenour announced an NSC Rally that will be February 25th, starting at Marion's by the Dayton Mall at 11:30 am.

The 2001 Awards Banquet was discussed; suggestions were made for just a party (no dinner), no trophy presentation, change of location, dates, club subsidy, costs, etc. **Chris Watson** and **Dan Coughenour** volunteered to help Stacy with the banquet. The consensus of the membership was that January was a better time, more places are available.

The meeting was adjourned at 8:29 pm. The next membership meeting will be at the Christopher Club, March 13, 2001 at 7:30 PM.

Respectfully Submitted,
Linda Smiley (-:-)
Secretary

TURN TWO



Jerry Martin,
Assistant RE

Comments regarding the review of Western Ohio Region Bylaws are trickling in. Activities chair Stacy Schweikert points out that the bylaws specifies her responsibilities include "the annual Christmas Dinner Dance and Awards event held in December." A majority at the February membership meeting favored a January event; however, this years January event had less attendance than the previous years December party. Honorary Historian Nancy Edgerton prefers the tradition of the December banquet and questions the reasons offered for moving to January. Going a step further (this writer), since the bylaws specify December and provides specific procedures to amend the bylaws – procedures which weren't followed in moving to January—is last years Board subject to impeachment? In fact, is this years Board also subject to impeachment as the bylaws infraction is shared in our term of office? Stay tuned. At any rate, my hope of avoicing the formal amendment of the bylaws is fading...

On another topic, researching WOR Games Fun Run history, my earliest record of the run was 1983-IRP. Recently, tow sources established the first running as 1980: Rev Records for the 80's provided by Carl Edwards and Debbie Sonderman (Carl was editor in 1983) and Steve Demeter who recalls my running the inaugural race. I did have one of the original tee shirts—can't find it now. That 1980 WOR Games was the last race weekend for my 1967 Valiant A Sedan, the car log notes DNS—rod knock...but that's another story.

SCCA

REGIONAL MEETING

The next meeting of the Western Ohio Region, SCCA is on March 13, 2001 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 7:30 P.M. and is open to all members and guests.*

See you there!

2001 WOR-SCCA BOARD MEETINGS AT 7PM

- February 27
- March 27
- April 24
- May 29
- July 3
- July 31
- August 28
- September 25
- October 30
- December 11

BLAZING SADDLES



The Annual Chili Cook-Off was fun!! The winner of this year's cook-off was Shirley Folger with her vegetarian no-tofu chili. Thank you to everyone who participated!!

Shirley Folger's "*Blue Ribbon*" Vegetarian Cheese Chili (without Tofu) recipe is:

- 1 TBSP olive oil
- 1 diced onion
- 2 minced cloves garlic
- 2/14oz can of chicken broth or Bouillon broth
- 2 green & 2 yellow zucchini halved & sliced
- some frozen corn
- 16 oz Velveeta Hot of Mild Mexican pepper
- cilantro
- dried oregano to taste

- 1) Heat olive oil, sauté onion, garlic & oregano
- 2) Add broth and tomatoes bring to boil
- 3) Add squash and corn, cover, simmer till veggies are tender
- 4) Add Velveeta, pepper & cilantro. Stir several times while cheese melts

Note- Recipe is adaptive for hot level.

Add 3 minced jalapenos for "Chili Night" to "Kick It Up A Bit"!!

And also thanks to the judges for subjecting themselves to all of the entries. Dan Coughnour particularly enjoyed choking on one that was apparently a little too hot for his delicate taste buds. I wasn't aware that Dan had anything delicate left.

Plans for the Annual WOR Banquet are going forward. I am still looking for input for this year's banquet. Please feel free to e-mail me with your comments.

I am also looking into organizing a pinewood derby race or a valve cover race. Does anyone have thoughts on either of these?? I need some help getting a track of some sort to run these races on. If anyone can help out, please let me know.

The original oil painting from WOR Games 2000 is being raffled off at the August membership meeting. If you would like to purchase a ticket, I have them available. They are selling for \$1 each or 6 for \$5. I will have tickets available at the membership meetings and at the RallyCross events. Or, if you would like, mail a check payable to WOR SCCA along with a note who you are buying the tickets for to me. Please make sure you include a phone number, so I can let you know I got the check.



GAMES REPORT

I want to update you on the latest news concerning the WOR Games this fall at Mid Ohio. Mid Ohio has increased the track rental by \$1000.00 this year! I hope the service level increases accordingly! We shall see. I received several offers for volunteers to work the WOR Games this year and I am very grateful to those of you who have agreed to work but I know I am still looking for people to coordinate the party, paddock security, trophy presentations, and pace car drivers. If you are interested in any of the above please let me know.

I still need suggestions for trophies, WOR Games theme, and schedule. Call me, **OK?**

Thanks guys, I look forward to putting on another successful WOR Games this year.

Chris Watson,
WOR Games Chairman

H A P P Y A N N I V E R S A R Y !

Timothy Bosse	1990	Michael Gallagher	1995	Jan Kozubski	1994	Spencer Rodgers	2000	Mike Steele	1999
Wendell Collins II	1993	Duane Gordon	1971	Susan Kozubski	1994	Anthony Rose	2000	Kevin Stewart	2000
Drake Daum	1998	Ed Hill	1986	Elizabeth Lutes	1997	Ginny Schlegel	2000	Doug Stockman	1995
R.J. Desmarais	1970	Steve Hire	1996	Jeffery Lutes	1997	John Schlegel	1996	Pat Stockman	1995
Mike Edgerton	1962	Matt Horine	2000	George Maharg II	1999	Katharine Schlegel	2000	Bora Tashan	1999
Nancy Edgerton	1984	Robert Jennings	2000	Michael McCarthy	1985	Kimberly Schlegel	2000	Chris Watson	1996
Anne Francis	1999	James Jobe	1998	Tim Moore	2000	Randy Shively	1989	Elliot Watson	1996
Mark Francis	1999	Hugh Jones	1995	James Razor	1995	Dale Silver	1978	James Wende	1994
Lek Frank	1999	James Kelley	1985	Dean Rindler	1997	Charles Smiley	1977		
L. Todd Funderberg	2000	Brandon Kozubski	1994	Rebekka Rodgers	2000	Noah Smith	1999		





From The Regional Executive

Eric Marcus,
Regional Executive

Welcome to the third installment of "The RE Turns." The story so far: An innocent rallyist misses a sports car club meeting and is nominated to run for RE. The unsuspecting rallyist agrees and soon finds himself running a racing club in Dayton, Ohio. The club faithful send him to Denver to attend the convention of the Secret Car Club of America. We pick up the story here.

I have only just returned from Denver and the 2001 SCCA Convention. When I left, I had no idea what to expect. After spending three and half days attending meetings, drinking beer in bars with racers and other SCCA types, I can report back that I now feel competent to complete my mission as RE.

My first morning in Denver was spent attending a four hour meeting entitled "RE 101" and "RE 102." Here I learned the basics on being an RE. Quite a bit of time was spend reviewing the new "RE Handbook" which has been redone for 2001 for the first time since the mid '80's. The second half of this seminar covered how to deal with volunteers and manage organizations that depend on volunteers for their existence. More important, though, than the information in the meetings. I met a number of our neighboring RE's, which I feel will assist me and the board to direct the club better.

The afternoon of the first day was the official SCCA Annual Meeting, including SCCA President Steve Johnson pre-

-sented the "State of the Club Report" and reports from several of the board members. In his presentation, Steve stated that SCCA now had 56,500 members and had grown 4.5% in the past year. Steve also committed to get rid of the "Secret" part of the Secret Car Club of America. Other highlights from the annual meeting were that SCCA Enterprises will show a \$300,000 profit for fiscal 2001 and that Pro Racing will show a profit of \$150,000. While SCCA's fiscal year doesn't end until March 31, it was indicated that the club will show a net operating loss of around \$100,000 for the year. The final results will be published in Sports Car after the end of the fiscal year.

Performance Rally indicated that many events have reached capacity, and that new growth will be in Club Rally Series. The Solo Board also reported on a very successful year with increases in participation in all areas.

With the official meeting adjourned, awards were presented for Regional Publications (newsletters) in five categories. Alas, WOR failed to win an award this year. Also presented for the first time ever were the Region Web Site Awards. Again, WOR failed to score an award. Hopefully next year we will do better.

A Town Hall meeting with the BOD followed. Here it was announced that Subaru and entered into an agreement to purchase a new SCCA membership

for every buyer of a Subaru WRX this year. It is Anticipated that as many as 15,000 new members could be generated through this program. Sunoco was announced as the official fuel of SCCA. Sunoco will be putting SCCA logos on all their gas pumps nationally as well as including SCCA literature in their month credit card statements. There was also a great deal of discussion on senior licensing requirements for workers.

Day Two of the convention included meeting on club administration, club racing, rally and solo. As I felt I needed to become more informed of the RE's duties, I attended presentations on insurance, newsletters, financial administration and the project to network the national office so as to provide access via the internet.

Day Three was showcased by SCCA President Steve Johnson's address. Please see the highlights of his speech elsewhere in the RevRecord. The afternoon was a series of Town Hall meetings for Club Racing, Rally and Solo. Naturally, I attended the Rally session.

Overall, the 2001 Convention was an excellent experience. I met a lot of people including many of our neighboring regions RE's. I saw some old friends and met a lot of new ones. WOR would do well to send more than just the RE to this annual meeting. There is a lot of information and a lot to learn.

Hopefully I can put some of what I saw and heard to good use during the coming year.

For more information about the convention, go to: <http://www.scca.org/news/convention/index.html>

Leadership Spirit

Our President and CEO, Steve Johnson, presented the cornerstone address of the 2001 Convention. This editor has attended many conventions, yet this is the first time I remember seeing the CEO address the group (other than the required statements at the Annual Meeting). There were few empty seats, and many folks were standing in the back.

Steve opened his presentation by showing a five-minute promotional type video. It was well produced, very interesting, and covered all aspects of our club. Copies of this video will be sent to the REs. Please use it for promotional purposes.

Topics and bullet points from Steve's presentation follow - as you read, please remember two items: 1) with Steve's energy level, he can talk much faster than notes can be taken! And, 2) Rome wasn't built in a day, neither was our club. Give him a some time to put the plan to work for and with us.

SCCA Position Statement: For motor enthusiasts - the SCCA(r) is the most established national membership organization, providing the best and safest

participation opportunities in motorsports events because of our expertise, relationship and tradition.

Strategic Plan Goals:

- Develop a road map for the future
- Not built as top down
- Measurable, accountable
- Flexible and adaptable
- Built with member input at every step
- Developed as OUR not my plan

Process:

- Listen, Listen, Listen
- 200,000 vs. 63,000,000,000 minutes
- Contracted with Cactus Works Agency

Goals:

Increase awareness - Build an SCCA Brand by merchandising premium clothes, using the catalog and web sites, working with some celebrity members, improving public relations, training the regions, educating the media, publishing volunteer stories, increasing event signage, improving magazine and TV exposure (including using the 30 second spots provided as part of the SCCA Speedvision World Challenge TV package), creating an SCCA "uniform" look.

Improve communication - Tools to help both the National Office and the regions make communication a bigger part of what we do by creating region marketing tool kit, region marketing training, Internet access and redevelopment, tailored e-mail updates, using

a track relations road show to help regions and track understand each other better.

- Establish new relationships and improve current ones

- Attract Sponsors - Sponsorship selling system- assess sponsor needs, sponsorship brochures- proposal template and direct mailing

- Increase Membership - Tell-a-friend referral program, High school partner program - Focus on safe driving, Regional membership incentives -reward with dollars, and a referral brochure

- Retain Existing Members - Add membership value, Exclusive product offerings, Enhance current SCCA(r) service programs - easy to participate, Streamline and enhance operational consistency, On the road SCCA(r) university, Enhance divisional town halls

-Long-term Tactics - Partner with or purchase a karting association, partner with or purchase another motorsport body; Headquarters relocation?, Develop SCCA(r) foundation, Develop SCCA(r) university, SCCA(r) today TV show

Steve also passed out bookmarks with the SCCA Position Statement, Goals, and Business Strategies included on them.

[from the SCCA Web site, MileHigh Musings produced by Second Generation Racing]





New column name, new face for RR chair and worse! "...he's not even a Formula Ford or Production guy!" What happened? To add insult to injury "He runs a couple of clunker IT cars and a 20 year old GT1 Camaro." I can hear the purists now!

Is anyone up for Road Racing this New Year? I know we are here at the Rodgers's stable. I climbed into the trailer a couple of weeks ago to fetch the extra jack and the old "IT" clunkers still had frost on the tops. Brrrr! Why is it when you need something - that one tool that you left in the race trailer-that it has to be in the middle of the trailer?! Do you know how narrow it is next to the car in a 8.5 ' trailer?! Any tighter (my Christmas snacking hasn't helped) and I might have been pinned and forgotten!

Anyway, those complaints aside, it really is time to dust off the bomber and get ready for spring schools and races. I talked to a couple of new members (one I even sold an IT car to and he still speaks to me!) and we have agreed to try to pit near each other at the Indy School. Let me know if you want to coral our wagons (trailers) as a wind block - normally needed as Indy is a little chilly that time of year. What is great

about that school is the track time! Tons of it! All you have to do to find us is look for the 44' long white trailer that has the two smoking ITA / ITS cars next to it.

More importantly, I have ordered 10 General Comp Rule Books and 3 Novice permits. The new books are really cool and include everything in one shot - no more separates for classes. I have sold four already (Mark Francis swiped my old one-typical BMW guy!) and my 18 year old will need to reup his novice permit (leaving two), so see me at the next membership meeting or email me if you need one before they are gone.

Spring annual tech is a warming up subject. I'll let everyone know what I can cook up. Also, email me with news of what everybody is doing so I can include in next month. Any suggestions? You have my email...
- Sim Rodgers

SOLO2 2001 SCHEDULE

- March 18** - Test & Tune @ KilKare
(Weather Permitting)
- April 8** - Fun event @ VA Center
(Weather Permitting)
- April 28** - Driver's School @ VA Center
- April 29** - Points Event # 1 @ VA Center
- May 13** - Points Event #2 @ VA Center
- May 27** - Points event #3 @ VA Center
- June 10** - Points event # 4 @ KilKare
- July 15** - Points Event # 5 @ VA Center
- Aug 5** - Points Event #6 @ VA Center
- Sep 16** - Points Event #7 @ VA Center
- Oct 14** - Points Event # 8 @ KilKare
- Nov 11** - Fun Event @ VA Center
(snow if we're lucky)

RALLY REPORT



Hello. It has been a while since I have taken time to get you up to date on WORCross RallyCross. Included with this report is the final standings from WORCross 2000, the last RallyCross results, and the 2001 schedule and updates.

The Schedule for 2001 is:
March 11, 2001 at the Greene Co. Fairgrounds on the infield for a non-points event, aka 'Test & Tune' day. ONLY AS WEATHER PERMITS, we can not tear up the grass if it is too wet.

May 6, 2001 at the Watson's Farm near Lebanon. There will be a picnic attached, see details later.

June 24, 2001 at the Greene Co. Fairgrounds on the infield

July 22, 2001 at the Greene Co. Fairgrounds on the infield

Sept. 1, 2 2001 at the Watson's Farm near Lebanon. There will be 2 separate events, the first event will be an evening/night event, the second will be a (i)regular day event. Camping, picnics, etc, watch for details.

Nov. 4, 2001 at the Greene Co. Fairgrounds on the infield
All Starting Times are: Reg. - 8:30, FCO - 11:00 (except night event)

Some rules changes have been put in place for the new season. Rules are available, and I hope to have them posted on the web. Changes include:

Classes: 2.0 liter and under (2.2 last year)

Over 2.0 liter (2.2 last year)

Course: All drivers are required to work

We will try the heat system this year - you will get 3 - 4 runs in your class - then you will work, then relax, until all classes have finished a heat, then we start over.

And last but not least we have a full RallyCross committee. They are:

- Co-chairmen - Nick Folger, Chris Watson
- Registrar- Dave & Debbie Rudy, Kim Watson
- Timing & Scoring - Dave & Stacy Schweikert
- Stewart- Dan Coughnour, John Schlegel
- Chief of Workers- Eric Cook
- Club Car- Chris Watson
- Course: various

WORCross 2001 RallyCross Series Supplemental Rules

I. Entrants

1. All licensed drivers are eligible to enter. Those with learners or "Temps" are ineligible.
2. Drivers under 18 years of age must have a signed waiver by legal guardian or parent
3. Entrants may enter as many classes as they choose, but only one (1) entry per class.
4. Cars may have multiple drivers.
5. Co-drivers are allowed (age 16 or over).
6. Everyone connected (drivers, workers, spectators, etc.) with the event must sign a waiver.

II. Eligible Vehicles

1. The event is open to all fixed roof production based vehicles that pass tech inspection, with the exception of vehicles that the chairman deems that a vehicle can not readily negotiate the course.

III. Technical Inspection.

1. Each vehicle entered must pass safety inspection per the SCCA Performance Rally 2000 Rules (the Rules).

IV. Classes (Exceptions to the Rules)

1. 2.0 liter and under 2 WD
2. Over 2.0 liter 2 WD
3. 4wd or All Wheel Drive
4. Club Car (May not be available all year)
5. Open (to be determined by chairman)
6. Others as determined by chairman.

IV. Awards & Series Points

1. Class Awards will be presented in each Class after each event to the top 3 drivers per Class or 10%, which ever is greater.
2. Overall Award(s) will be presented after each event to the top driver per event.
3. Each Class will receive points toward Year End Awards, for SCCA members only, as follows: 1st = 100, 2nd = 80, 3rd = 60, 4th = 50, 5th = 40, 6th = 30, 7th = 20, 8th = 19,..... 25th = 2, 26th = 1.

V. Scoring

1. Your time for each run on the course will be your score. Your times will be added to arrive at your total score for the event. Lowest time is the winner per class and overall.
2. Each pylon that is displaced will be 1 second, or 1/100 minute depending on the clock system in use for that event, per pylon displaced.
3. Each hay/straw bale displaced will be 5 additional second (or 5/100 minute) plus \$5.00 to pay for each bale.
4. Your slowest run of the day will be dis-

carded except for the \$5.00/bale

5. If you can not follow the off course and not recover properly, you will receive a DNF for that run.

VI. Course

1. You may walk through the course.
2. All drivers are required to work on the course.
3. Attendance at the drivers meeting is required. Time and place will be posted at registration.

The Road To Nowhere

First part in a series submitted by WOR member, author unknown. -E

This story starts in 1983. I was living in Miami, Florida in a dead end marriage and unhappy as hell. It was time for a change and although the fact of the situation had been staring me in the face for a long time, I had refused to admit to myself that it was time to go. Go away. A long way away from everything that was painful and lousy. I had a good job, a great car, and a tank full of gas. The wife said go. Go away and leave her to her own life. You have money, why not spend some, she said. And then she said some other things and that was it. Ever been there? You know when it is time, and some of us change and some of us don't. I decided to make the change, and off I went.

The car was a 1983 Porsche 911 SC Cabriolet. A gray market model with the little yellow side markers on the front quarter panels. It was black, with black leather interior and as far as I know, had more horsepower than the US models. Back then the gray market was in full swing and you could buy some really cool Euro model cars cheaper than you could buy the US models on the lot. Depending on who did the conversion work to make the car US legal, the car could be easily converted back to Euro spec with a few exhaust changes, bumpers, and lights. I had bought the car in Miami and it had been changed to pass US EPA and DOT regulations but I found the parts to change it back. I took it to my friend Harry and he and I spent a day changing the car back to original. When we finished the car barked and snorted and sounded like it was much happier. Just getting rid of the cat converter was worth the work, as they had a tendency to cook the engines.

The Road... continued

Harry was quite a character. I found him through an acquaintance that had a Porsche 924 and swore that Harry was a great Porsche mechanic. 924 owners should know, so I gave Harry a shot. Harry had learned his trade while doing time in the Federal Pen in Homestead. Harry was a little vague about what had caused him to be a guest of the federal penal system for the years it took him to become a Porsche mechanic but I knew it had something to do with illegal pharmaceuticals and transportation. Harry had subscribed to a mail order education program, and was able to do hands on mechanical work on the guard's vehicles. He knew 911s pretty well because the warden had a '79. Harry was a very big dude. About 250 pounds with the largest hands I had ever seen. He was also strong.

He couldn't afford a jack at that time so he just lifted the cars onto jack stands. I would help him with the tight places cause his hands couldn't fit everywhere. When I was not around he had the guys next door help him out. Those guys ran a business doing some really odd stuff involving the government, electronics, and weird tools that made me nervous but Harry said they were okay; just don't ask questions. Harry loved to talk and talk about everything. That was the first time I heard about the Road to Nowhere. Harry had purchased a set of tools from a roadside vendor that were hot. The tools were Snap On and like new. Harry said the vendor told him about the road and that it was in the Carolinas. I was admiring the Snap On set and didn't pay much attention to the bit about the road. But it stuck with me as I was looking for some sort of destination in my life.

My Porsche Cabrio was, as I said before, a great car. I loved the sound of the chattering valves and the exhaust note at full throttle. You had to be careful of the oversteer in the corners if you lifted the throttle, but a bit of practice in the country with nothing to hit but sand and brush taught volumes about that particular quirk. My friend Jim lived in a big new housing complex in central Florida that had failed after one or two houses had been built. But the roads and utilities had been finished and we were able to lay out a track to practice on. At night with the nearest sheriff miles away and no locals to worry about, the races between us got quite exciting. Jim had a BMW 325 and knew how to drive. We would switch cars and although the Porsche was faster, I could rarely beat him in his BMW. When he was in the Porsche, there was no contest. I learned a lot about car control and humility. I also learned a lot about tires. I had decided I needed new

tires for the Porsche and put on a set of BF Goodrich Comp T/As. The rears lasted 4000 miles and the fronts were junk as well. They were awful in the rain and handled poorly in the dry. Jim convinced me to buy Pirelli P7s as he said that Pirelli had designed the tire for the 911. Some testing at Jim's track one weekend during a tropical depression convinced me that the tires were great for rain and the dry performance seemed excellent as well. After testing, and over one too many Mango Daiquiris, we talked about favorite drives. I mentioned the Road to Nowhere, and Jim replied that he had heard tales of the road during trips to the west coast but didn't know where it was. Jim had crossed the country a bunch and if anyone would know I thought he would. However it was interesting that someone else had heard the story about the road.

In August of 1983, I came home from my job to find that the wife had moved out of the house and was entertaining male guests for the night in a hotel on Key Biscayne. The fact that she worked at the hotel probably was justification in her mind that entertaining was part of the job description. Also the fact that I was away from her for several months at a time working. Whap went the two-by-four between the eyes, I woke up to what was going on, and I was out of there. A road trip was in order and the only real destination at that point was as many miles away from Miami as possible. August in Florida is brutal, especially in a black car with a pseudo air conditioning unit and canvas convertible top. I found if I started out in the early morning with the AC on it would be okay for the morning then the top went down and a combination of wind and sun baked the driver the rest of the day. I started the trip visiting friends and relatives, but a little sympathy and a lot of advice did not seem to get rid of the feeling that I had that I needed to get away. It was time to roll. I would get up in the morning and throw a pencil in the air. The direction it pointed was the direction that I drove that day. I was burning gas and passing scenery. I had only two goals. Never drive on an interstate and never eat fast food that was produced by a chain of restaurants. I never went hungry and I never got a ticket from a state highway patrolman. One morning the thrown pencil pointed at the ocean out of the hotel room, so I took a day off and sat on the beach and watched the bunnies. The next morning the pencil pointed inland and off I went. I wasn't searching for anything in particular and I didn't have an agenda. I did not have to be at work for several months and I had enough money to sleep in cheap motels.

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In early September I was flying through some small town in West Virginia going way too fast at night and got pulled over by the local constable. He decided that the speed warranted a nights sleep courtesy of the town and a visit to the mayor's court the next morning. I was not drinking so that did not complicate matters and the bed and breakfast was almost worth the price of the fine. I was not tired and ended up talking

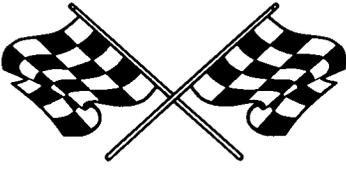
to the trusty about driving. He had raced in the fifties and had some great stories. Lots of dead drivers, loose women, and local horsepower. He also had a story about the Road to Nowhere. I now had a destination, or at least a direction. The pencil stayed in the glove box that morning and I headed west.

To be continued...

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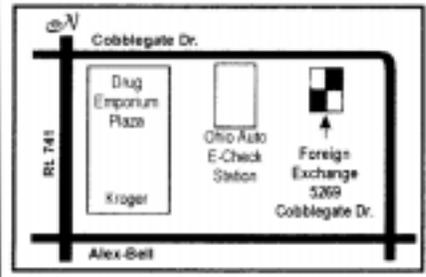
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