

REV RECORD



WESTERN OHIO REGION www.worscca.org

SEPTEMBER 2001 Vol. 42, Issue 9

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Change A Light Bulb?
...only one.*

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How Will A Missed Apex Translate On-Line And Other Pet Peaveys.

Page 4



SEE PAGE 5 FOR JERRY MARTINS
THOROUGH RESEARCH
ABOUT NOWHERE

Rev Record September 2001

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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 nonmembers at \$18.00/year. Please direct all correspondence to RevRecord, 356 S. Patterson Boulevard, Dayton, OH 45402. WOR holds membership meetings on the second Tuesday of every month (except December) at 7:30 P.M. at the Christopher Club, located in the Hills & Dales Shopping Center, South Dixie Dr., Dayton, Ohio.



During the recent SCCA Board of Directors meeting and conference call, several important and potentially controversial decisions were made. I can see these becoming a topic of conversation amongst the membership, so lets talk a bit about them.

National Headquarters Relocation: It has become fairly common in recent years for various cities to partner with corporations or organizations. These relationships frequently result in financial incentives, tax relief, and operational and promotional ties. It is a mark of the visibility and viability of SCCA that no less than three cities have been courting SCCA for a possible partnership. Across a number of months the President and BoD have been considering the possibility of a move to one of these cities. This involved consideration of the benefits of possible financial incentives and the cost of moving our operations in terms of both money and disruption of our operation. Another major concern was the impact on our loyal and dedicated staff. After considering all these issues, the BoD voted to accept an offer to relocate to Topeka, Kansas pending finalization of all the details in contractual form. There is no doubt that the financial

From the Directors Desk

News from SCCA Area 4 Director Pete Hylton

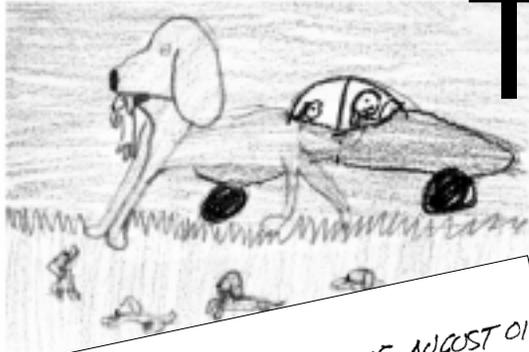
impact of the move is a big driver. The offered package should save SCCA nearly \$2.5 Million in the first ten years and almost \$5.0 Million across 20 years. Additionally, the partnership between the club and the city of Topeka will result in our being a major player in the commerce of the area. Relocation packages are being jointly prepared by the city and the club for presentation to members of the staff. As is normal in a situation like this, some have indicated a desire to move, some have indicated a desire to stay in Denver, and some are waiting to see the relocation presentation. The impact on staff was one of the biggest items of discussion by the BoD. We did not take this subject lightly. It is our hope that most of the staff will accept the offer to relocate and thus help us to grow the SCCA using the new financial and promotional resources which will be available to us.

New Enterprises Products: You will also soon be hearing about SCCA Enterprises potentially being involved in two new cars. In neither case would Enterprises be the constructor or distributor for the cars. Enterprises would only be involved in spare parts distribution and engine rebuilding. The BoD took the interesting position that should the importer of the cars conclude an appropriate contractual agreement with Enterprises, then the BoD would ask the Competition Board to attempt to find an appropriate home for the cars in Club Racing. While I applaud the attempt to expand Enterprises business and profitability, I really was not comfortable with once again tying business relationships and car classifications together, so I voted with the minority against the motion.

GT Summit: Several years ago there was a meeting of the GT category participants which has been referred to as the "GT Summit." The list of suggested rules changes which grew out of that meeting have been very controversial within the GT community. A limited number of the "Summit" items were recently published in SportsCar and presented to the BoD for approval. These were the least controversial items that few people seemed to object to. With the approval of these items, the so called GT Summit action items are retired. Some of the discussions that were generated by the Summit may continue to be talked about, but the remainder of the proposed rules changes will not be presented to the BoD.

SportsCar: The BoD evaluated several proposals for SportsCar magazine and in the end opted to sign a contract with Haymarket, the new owner of Racer Communications. Thus we can continue to look forward to the same high quality publication that Paul Pfanner, Richard James, and their team have provided to us for many years.

Solo Stock Reorganization: The plan to reorganize the Solo Stock classes was approved by the BoD. This major effort has been two years in the making and has received extensive review by the solo community, the Solo Events Board, and the Stock Classification Committee. We owe a big round of thanks to those who put so much time and effort into this activity.



TURN 2

Assistant RE Jerry Martin

A look at the softer side of WOR Region's Assistant Reional Executive and the "Bridge to Nowhere"

The "Getting Away" column from the Sunday, August 5, 2001 addition of the Dayton Daily News (From Wire Services).

Myrtle Beach bypass trims travel time

Drivers going to North Myrtle Beach, S.C., now have quicker access with the recent opening of the 28.5-mile Conway Bypass. The bypass, which is also South Carolina 22, runs between U.S. 501, the major route to the coast, northwest of Conway, and U.S. 17 in North Myrtle Beach.

The new road should trim 30 minutes' driving time for visitors who previously would have gone into Myrtle Beach and then north along heavily trafficked roads.

The road brings to life the "Bridge to Nowhere," which stood astride the Intraoastal Waterway for three years without a road, as Myrtle Beach officials fought for financing. The bypass, which was officially named Veterans Highway, was finished more than six months early.

15 AUGUST 01

BILL,
SORRY, I DON'T HAVE
ANY INPUT FOR THE REV
THIS MONTH. . .

SUNDAY'S DAYTON DAILY
NEWS DID IDENTIFY A
BRIDGE TO NOWHERE —

BUT . . . REVED OUT,
JERRY

PICNIC TURN-OUT ABOUT LIKE
MONTHLY MEETING. . .

A Big Peavey Goes a Long Way

Peavey Electronics Corporation Sponsors First Webcast of the SCCA Valvoline Runoff

CENTENNIAL, Colo. (August 28, 2001)-The Sports Car Club of America and Peavey Electronics, the official supplier of audio equipment to the SCCA, proudly announced today the live audio web broadcasting of the Tire Rack SCCA Solo II(r) and SCCA ProSolo(r) National Championships, as well as the SCCA Valvoline Runoffs(r) live at www.peavey.com.

This will be the first ever webcast for these premier SCCA events. Now, every fan of every driver can tune in to www.peavey.com and stay up with each dramatic moment, live as it happens. For the Tire Rack Solo II National Championships, both North and South courses will be

broadcast simultaneously. Just pick what course you favorite driver is on, and sit back and enjoy!

Listeners will also have their own live chat area where they can discuss the event as it happens with other listeners-only at www.peavey.com.

Peavey Electronics Corporation is one of the largest manufactures of musical instruments and professional sound equipment in the world. Peavey holds more than 130 patents and produces more than 2,000 products, which are distributed throughout the United States and to 134 other countries. To find out more information about Peavey Electronics and its artists, visit www.peavey.com.

SCCA All-Stars



Noah Smith blasts through the field at the Neo National Competition at Nelson.

July 21, 2001

Larry Connor races around the track during June Sprints at Road America.

June 22, 2001



At the Cendive Nationals, Larry Connor leaves his competition in the dust.

June 2, 2001



SCCA National News

"We're Stuck in Kansas Toto!"

SPORTS CAR CLUB OF AMERICA TO MOVE HEADQUARTERS TO KANSAS
Topeka to Become Grassroots Motorsports Capital of the World

TOPEKA, Kan. (August 22, 2001) — The Sports Car Club of America, Inc. announced today that its national headquarters would move to Topeka, Kansas in November of 2002.

The 60,000-member club, known as the largest and most diverse active motor sports organization in North America, makes the move to Topeka after calling the Denver, Colo. area home for nearly 30 years. "This is a landmark day in the 57-year history of the SCCA," said Sports Car Club of America, Inc. President and CEO Steve Johnson. "This new venture provides the SCCA a wonderful growth center for years to come and will put Topeka on the map as not only the capital of Kansas, but the grassroots motor sports capital of the world." The SCCA and its SCCA Pro Racing Ltd. subsidiary will move all national administration, management and operations offices currently in Centennial (re-named from Englewood in 2001) to a new state-of-the-art building on a site between Forbes Field (home of the SCCA Solo II National Championships) and the Heartland Park Topeka race circuit. The building and relocation was made possible through negotiations between the SCCA, the Metropolitan Topeka Airport Authority, Go Topeka/Chamber of Commerce, the state of Kansas and the

Kansas Region, SCCA. "Over the past several years, the Metropolitan Topeka Airport Authority has experienced considerable growth and expansion of new and existing facilities, but nothing as dynamic or as exciting as the announcement that the Sports Car Club of America is relocating its corporate offices to the Topeka Air Industrial Park at Forbes Field," said David Stremming, MTAA President. "Having the Sports Car Club of America's corporate offices will bring worldwide exposure to the city of Topeka and the State of Kansas.

I personally feel that this is just the tip of the iceberg of the great accomplishments that will be completed between the partnerships established between the SCCA and the MTAA."

"This is wonderful news for the Metropolitan Topeka Airport Authority, the city of Topeka and the State of Kansas," said Kansas Governor Bill Graves.

"The SCCA's move to Forbes Field will encourage economic development, create new jobs and give Topeka national exposure in the motor sports community. I know many people worked hard to make this development possible, and I want to thank them for a job well done."

The new site will create a campus for SCCA, with the ability to not only host Solo and road racing events, but to incorporate classrooms and other training facilities for volunteer specialties including, but not limited to, corner marshalling, event officiating, timing and scoring, registration, event safety teams and technical inspection. The entire motor sports community, from the top professional organizations to the most basic club gatherings, utilizes the expertise of SCCA-trained members on a weekly basis, and will benefit from the new facilities.

"The campus is just another step toward making the SCCA a well-oiled machine from an operations standpoint, where procedures are carried out with the highest possible consistency and efficiency nation wide," said Johnson.

"This facility will be a center of pride for the SCCA membership, the City of Topeka and the entire North American motor sports community alike.

Future plans on the site include adding an SCCA museum, commemorating the greatest moments and people in our history, and other exciting aspects to accommodate for our future growth as we head toward 100,000 members.



SCCA Alum and Trans-Am: A Winning Combo

N.E. Ohio Region at Mid-Ohio Sports Car Course

"In addition to the physical and functional attributes of the campus, the financial benefits alone will allow the SCCA to invest in its programs, staff, members and regions, and put us in the position to control our own destiny."

Johnson believes that while the move to Topeka will be positive for the SCCA membership, it will greatly benefit the community as well.

"The SCCA has a tremendous amount to offer the Topeka, and, particularly, its young people," said Johnson. "Our organization will be very active within the community to help build the city along with the SCCA. We're looking forward to bringing new people to Topeka, as well as creating new opportunities for current residents."

Board Meetings

September 25, 2001

October 30, 2001

December 11, 2001

7:00 p.m.

Everyone is encouraged to attend!

CENTENNIAL, Colo. (August 14, 2001)-As the running of the NeOhio Region SCCA National weekend at the Mid-Ohio Sports Car Course nears, pay close attention-as the Sports Car Club of America will feature some of tomorrow's top-name drivers in the world of sports car racing on the same weekend that some of its former stars compete in the highest tier of professional road racing.

The August 24-26 weekend will feature the SCCA Pro Racing Trans-Am Series for the BFGoodrich Tires Cup, along with the American Le Mans Series, in conjunction with the SCCA Club Racing action.

The sports car spectacular event boasts three premier drivers who got their start in racing with the SCCA, launching their careers by winning its crown jewel-The Valvoline Runoffs®. ALMS driver Randy Pobst, Trans-Am and ALMS road racing veteran Boris Said and Trans-Am pilot Michael Lewis each came up through the ranks of SCCA.

Through the glory the three shared at the SCCA's National Championship event, revered as the "Olympics of motorsports," held annually at Mid-Ohio, these top drivers took full advantage of their SCCA experience and are now competing in the highest levels of sports car racing.

Prior to becoming one of the most versatile drivers in the Trans-Am series, the longest continually running road racing championship in America, and ALMS, Said was a three-time Runoffs Showroom Stock GT class National Champion from 1988-1991. On the Mid-Ohio weekend, Said will pilot at least two cars-the No. 33 Applied Computer Solutions Panoz Esperante Trans-Am machine and the No. 6 Prototype Technology Group BMW M3 in the ALMS.

In 1995, Lewis won the GT1 class National Championship at the Runoffs. In addition, he was Runoffs National Champion in the GT3 class. Both championships came at Mid-Ohio, where he will pilot the No. 12 AmeriSuites Jaguar XKR in the Trans-Am series.

Finally, Pobst's two Runoffs titles (SSC, 1992 and SSA, 1995) vaulted him into stardom. He is now a factory Porsche pilot, and will drive the No. 22 Alex Job Racing McKenna Porsche/Mobil 1/Michelin Porsche 911 GT3-RS ALMS GT car.

The SCCA continues to groom top-notch, world-class drivers in the most diverse racing organization in the world. As the SCCA enters its 57th year of existence, nearly 60,000 members within 109 regions across the country compete in almost 2000 sanctioned events per year.

SCCA REGIONAL MEETING

The next meeting of the Western Ohio Region/SCCA is on *OCTOBER 9th* at the Christopher Club, 3150 S, Dixie Drive Drive. In Kettering Ohio in the Hills & Dales Combat Center, located on the corner of Dorothy Lane and S. Dixie Drive.

BE THERE OR BE SQUARE!

***You can sit there on your butt
or you can get at it, your choice.***



Happy Anniversary

Dan Cisco	2000
Mary Cisco	2000
Gayle Conley	1990
Jeffrey L. Conley	1990
Douglas E. Damstra	2001
June E. Frank	1985
Russell Hanner	2000
Greg Hartman	2000
Glenn J. Jividen	1999
Dale Pelfrey	1998
Timothy J. Rafferty	1990
Allen D. Rouch	1993
Andy Ryder	1999
David Schweikert	1998
Stacy Schweikert	1998
Barbara Sellers	1998
Bryan Sellers	1998
Douglas Sellers	1998
Robert Sellers	1998
Noel M. Swartz	1997
Teresa Ward	1991
Michael D. Webb	2000
Amanda Woodward	1999
David Woodward	1989
Georgia Woodward	1995



What's All This About Getting An Election?

It's time for some hard-core politics!

Make sure to attend the September 11

Membership Meeting for clinical instruction.

WOR Classified Advertising

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.

****US Grand Prix tickets (2).** Located at beginning of last turn (end of oval turn1) about 10 rows up. Have pictures from last year's race. Face value \$65 each; sell for \$50 each. Race date Sept 30. 426-8708 (H)

***WANTED — Triumph TR2** through 4A with solid tub. Roller or not running preferred. 937-335-1600
Tim Rafferty



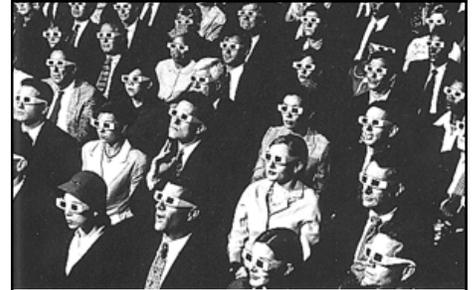
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This picture depicts the exact bodywork/paint on the car now minus the air scoop.



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9 in	\$4.50 ea.	19 in	\$14.25 ea.
10 in	\$5.25 ea.	20 in	\$15.25 ea.
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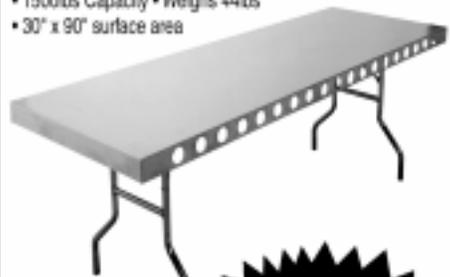
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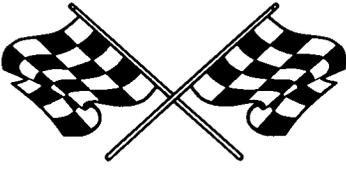
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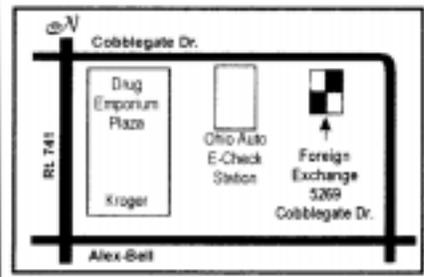
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