

# REV RECORD



WESTERN OHIO REGION [www.worscca.org](http://www.worscca.org)

FEBRUARY 2002 Vol. 43 Issue 1

## ANNUAL AWARDS BANQUET WENT OFF WITHOUT ARRESTS OR SERIOUS INJURY

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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.*



WORDS TO RACE BY

*"...I didn't see him  
and if I had I would  
be a lot sorrier."*

## Learning The Language



**HAMMER:** Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive car parts not far from the object we are trying to hit.

**MECHANIC'S KNIFE:** Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing convertible tops or toneau covers.

**ELECTRIC HAND DRILL:** Normally used for spinning steel Pop rivets in their holes until you die of old age, but it also works great for drilling roll bar mounting holes in the floor of a sports car just above the brake line that goes to the rear axle.

**PLIERS:** Used to round off bolt heads.

**HACKSAW:** One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, motion, and the more you attempt to influence its course, the more dismal your future becomes.

**WISE-GRIPS:** Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

**OXYACETYLENE TORCH:** Used almost entirely for lighting those stale garage cigarettes you keep hidden in the back of the Whitworth socket drawer (What wife would think to look in there?) because you can never remember to buy lighter fluid for the Zippo lighter you got from the PX at Fort Campbell.

**ZIPPO LIGHTER:** See oxyacetylene torch.

**WHITWORTH SOCKETS:** Once used for working on older British cars and motorcycles, they are now used mainly for hiding six-month old Salems from the sort of person who would throw them away for no good reason.



# REG-X REPORT

## EVENING OF GLORY

- Eric Marcus

Welcome to the first RevRecord of 2002. As RE, it is my hope that this will be another great year for WOR. I look forward to increased participation in club events, especially the monthly meetings. Steve Demeter has put together a plan to make the meetings more than just "*business as usual*".

Our annual Awards and Dinner/Dance was held this past month. More than sixty members of WOR attended, shared fellowship and a good time along with an excellent buffet at the Hope Hotel. After dinner, we passed out the year-end awards for Solo II and RallyCross and concluded with several WOR awards: Worker of the Year, the President's Award, the Tom Burke Award, the Horse's Ass Award and the Ned Kampe Award.

John Schlegle was given the Worker of the Year Award for 2001. Not only did he attend and work all the Solo II events, as well he should as Solo Chair, but he also attended and worked many of the RallyCross events and then came to Mid-Ohio to work the WOR Games. His dedication to the club earned him this honor.

The President's Award was won by Chris Watson. As many of you know, Chris was the chair of the WOR Games Committee this past year. When our date was placed after the runoffs, Chris realized that we would have a problem making sure we both got enough entries and enough workers to have a successful event. Rather than throwing in the towel, Chris worked extra hard to make that that the 2001 WOR was successful.

The Tom Burke Award goes to new, active members. Lois and Don Bigler joined WOR in 2000 and immediately stated helping out where ever they could. They worked WOR Games, came to meetings and generally made themselves known to the other members of the club as a could who would help out when needed.

The Horse's Ass is the award that few strive to win. To become the Horse's Ass, one must be incredibly stupid to the extent of ridiculousness. You need to show up for a race a week early or roll your tow vehicle and trailer in your driveway or, perhaps, paint all the cones at a Solo II event orange so that every struck cone would leave a nice orange paint mark on the offending car. The latter is what 2002 Horse's Ass winner John Schlegle did to win this year's honors. 'Nuff said.

The evening was concluded with the presentation of the Ned Kampe Award, given to the consummate volunteer in the club. The 2001 award went to Scott and Beverly Stout for the excellent job they did all year. Typical of the Scott's dedication to WOR was the paddock marshaling at WOR Games. After offering to help at the race, they were assigned the paddock area. While Scott had never done this before, he and Beverly lined up a dozen volunteers to direct traffic in and out of the paddock during the weekend. Their efforts did not go unnoticed as the Stewards of the Meet pointed out to us in their wrap up report how well the job was done.

*Continued on page 5*



# ACTIVITIES CHAIR

- Steve Demeter

Get ready for the oldies but goodies auction to be held after the February meeting. This is the chance to clean out the garage, attic, spare room, closet, basement or wherever and raise some money for the club at the same time.

It is also an opportunity to find that piece of one person's junk that is your treasure and have a good time doing it. Items have ranged in the past from car parts to tools to posters and books to flower pots to well whatever happens to make it to the auction. They do not have to be automotive related.

Auctioneer Eric Marcus promises to be entertaining as he tries to obtain the maximum bid from the frenzied crowd. Oh and don't forget the biggest prize of

them all: THE RIGHT TO APPLY A PIE TO THE FACE OF THE 2001 HORSES ASS WINNER. The pie will be supplied by the club and include plenty of whipped cream. To the "lucky" horse's ass winner, remember not being there will make you the prime candidate for the 2002 horse's ass.

In the spirit of Valentine's Day, theme goodies will be served.

Get ready for next month, Paul Lane and Mike Edgerton will present their slide show from the Detroit International Auto Show. These guys will have all the insider information as well. They are some of the lucky few that get to attend all the press parties and rub elbows with the elite of the auto industry.

See Ya there, Steve Demeter

## Monday, February 11, 2002

7:30 Marion's Pizza  
at the Traffic Circle at 3443 N. Dixie Dr.  
If you are going to eat ... good to come at 7:00,  
so we can get started around 7:30.

We'd like to discuss themes, party, Lightening Cars  
and any ideas people may have.

*-Nancy Davis*

### LANGUAGE CONT.

*DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks in the chest and flings your beer across the room, splattering it against the Rolling Stones poster over the bench grinder.*

*WIRE WHEEL: Cleans rust off old bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Django Reinhardt".*

*HYDRAULIC FLOOR JACK: Used for lowering a Mustang to the ground after you have installed a set of Ford Motorsports lowered road springs, trapping the jack handle firmly under the front air dam.*

*EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering a car upward off a hydraulic jack.*

*TWEEZERS: A tool for removing wood splinters.*

*PHONE: Tool for calling your neighbor Chris to see if he has another hydraulic floor jack.*

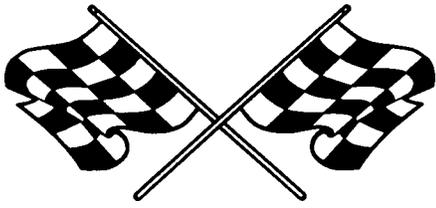
*SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-doo off boot.*

*E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.*

*TIMING LIGHT: A stroboscopic instrument for illuminating grease buildup on crankshaft pulleys.*

*TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of ground straps and hydraulic clutch lines you may have forgotten to disconnect.*

*CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.*



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*Continued from page 3*

## EVENING OF GLORY

As I conclude my article this month, I want to thank Dan Coughnour for his efforts in securing many of the trophies for this year's awards. Dan took it upon himself to make sure that we had all of these traditional awards to give. I also want to thank outgoing Activities Chair, Stacy Schweikert for her efforts in making our banquet successful. Stacy worked behind the scenes to make sure that we had a place to hold the banquet, had favors to pass out and had a

tastefully decorated room. The was ably assisted by her husband, Dave, who did a lot of the heavy lifting. My apologies, too, to the Road Race members, who did not have any of their awards presented. I promise that we will do a better job in 2002 with Road Race and recognizing members who have good performances during the year.



*Road Race Chair*

STEVE

**RACER**

Getting started for the 2002 season starts now. It's January and now is the time to set your plan for the season things start in April and you want to be ready don't get caught waiting around. Be ready for annual tech. In March. Yes it's cold and hard to get motivated but spring is not that far off all major work should be done in Jan. and Feb. such items as cage building, Engine rebuilds, Transmissions, Rear ends, and any major body or tub work needs to be done now. The machine shops have the time now and the warehouses have parts that will not be the case in the spring! The first step is to make a list of the goals you want for the season then figure what parts need to be bought and work needs to be done. Once you have your goals, make a plan on how to get the job done and try to stick to it create a list of resources and people to help get it done. Try not to use the cheapest guy in town, instead use the ones that are dependable and timely, what good is a cheap

price if the item is always on order? Or a shop that is never ready when you are!

Consult the most recent copy of the SCCA Specs and rules for your class concerning any upgrades you are considering before you start. Safety equipment should be checked and ordered now before the suppliers run out of stock, color choices and sizes may not have to be a compromise if ordered now and overnight fees saved. Also service shops are normally slow at this time of year so deals can sometimes be struck if you are not in a rush. Lets not forget the car trailer, plan its maintenance and repairs now, lights and tires are a constant nightmare and need attention. Plan a reasonable supply of spares for the entire season the brake pads you need in June may not be available, costing you a race. Plan ahead and have fun!

Yours for the sport...

Steve Colletti





## The Lawnboy Report

- Kent Weaver

# ASS-RE

Here it is, Monday night around 10:00 pm, the day my article is due to Bill and I'm just getting back inside from working on my tow vehicle. It's a crime when you have your racecar just sitting there in the garage dying for attention and instead you're outside doing what we call in the solo world, the "Salina Shuffle" (grinding oil dry into the concrete trying to clean up a mess your tow vehicle has made.) Anyway, Eric asked each of us to write an article introducing ourselves and providing a brief history so here goes. (Of course, most of you know how brief my articles really are...)

I joined the region 17 years ago (in Feb 1985) after being introduced to SCCA by a co-worker. The "introduction" was from a picture of a racecar above his desk, which attracted my attention. Imagine my surprise in finding out there was amateur racing right here in Dayton at the airport that I could do with my own car! I was born, raised, and even went to college here in Dayton and hadn't known or heard anything about it, let alone SCCA. I made my first autocross event in May with my new black Mazda RX-7 in C Stock and haven't looked back since.

By the '87 season the Smileys had sucked me into the organizational side of putting on events by talking me into becoming the timing/scoring chief. In '89 I switched from the RX-7 to a Datsun 280ZX 2+2 in G Stock and C Street Prepared running against much smaller/quicker cars like Jim Harmon in his Dodge Colt Turbo. Then in '90 and

'91, I stepped up to being the WOR Solo Chair. During those two seasons I'm proud to say I organized the last two street solos this region has hosted. The 1990 "Solo In The City" was in downtown Dayton on 2<sup>nd</sup> Street run with the Mini Grand Prix charity event and had over 100 entrants. The 1991 event was done in conjunction with "Wheels of America" in Troy, OH and also had a great turn-out.

The following year, 1992, was pretty much a "relax and take it easy year" with me only hitting four or so regional events, but then I was back into solo big time in '93 with a red '91 Mazda Miata. I had learned a lesson, not to run in a street prepared class with an uncompetitive car and decided Stock was the place for me. That year, 1993, I competed in most of the regional events plus many more out of the region including the Cendiv Solo II Championship Series where I won my first divisional level series event in Walesboro, IN. In 1994 I went to my first Solo II National Championships in Salina, KS finishing 7<sup>th</sup> in CS, the best I've ever done in my now seven trips.

By 1995 I was running around 20 events a year and was sucked back into the organizational side of the sport by the Raleigh and Velma Boreen. They convinced me to become the Series Bulletin Editor. In 1996 I also added "Mailing List Keeper" to my title for the Series and became more involved than ever. 1996 also marked my return to Nationals, this time in Topeka, where I finished out of the trophies, but finished 2<sup>nd</sup> in the Cendiv Series and 1<sup>st</sup> in WOR.

In 1998 I switched from the Miata to a '96 Mustang Cobra (white with a purple stripe) in F Stock and was running in the neighborhood of 25 events a year. That year the SCCA Rally/Solo Dept. was looking for a Cendiv region to host a ProSolo in the Cen-

tral Division at Grissom Aeroplex near Peru, IN. I volunteered to chair the event with a committee of Cendiv volunteers and put on what was the largest and most successful ProSolo event of the year. Due to the success of that event, I chaired that event the following two years, 1999 and 2000, turning it over to someone else in 2001 and now 2002 due to scheduling conflicts.

In 1999 and 2000 I handed my Series Editor duties off to someone else and stepped up to become the Cendiv Series Co-Chair. That was a very rewarding two years for the series and me with the series setting records for it's largest number of competitors during the season. In 1999 I brought home my second Nationals trophy placing 11<sup>th</sup> in F Stock and finishing second in Cendiv. The year 2000 was an even better year with me winning F Stock in the Region, finishing first in the Division for my first time in any class, and taking home the 16<sup>th</sup> place trophy in FS at Nationals.

In 2001, I handed my Series Co-Chair duties off to Cheryl Swarts, but stayed on the series committee as the Mailing List Keeper and the Member-at-Large. I continued to campaign the Cobra in F Stock, ran 28 events and did fairly well, finishing 1<sup>st</sup> in WOR and 2<sup>nd</sup> in the division. For 2002, I have given up the "Member-At-Large" position but remain active on the Cendiv Series Committee as the Mailing List Keeper.

Now, to the other reason for writing this article - Why did I want to become the Asst RE and what are my plans.

As you can tell, I've always been heavily involved in the solo side of SCCA competing in and managing everything from regional, to divisional, to national level events. That isn't to say I haven't been involved with many of

*Continued on page 8*

# RALLY CHAIR REPORT

Chris Watson



Rally Chat February 2002

Hi guys. Spring is coming soon and hopefully you are out in the garage fixing up the car for a new season. I am trying to figure out which car I want to play with this year. I have a choice between the old Audi Coupe that will need some work, the new WRX wagon, which I am not sure I want to trash, or the CRX, which will need some major work. I want to Rally Cross one of these and the decision will in part depend upon where we find a place to play and what kind of shape the place is in. We have some possibilities of locations that sound pretty good. Now I have to get off my butt and lock up some events.

I am writing this after our annual awards banquet. Winners of the 2001 Rally Cross classes were Dan Coughnour in 4wd, Chris Watson in U2.0, Nick Folger in O2.0, and Greg Hartman in club car. Nick Folger prepared very nice trophies and I want to say that Nick did a great job in 2001 managing the Rally Cross program.

When the weather turns warmer I am going to put together a Spring Progressive Dinner Rally. I am hereby soliciting hosts for the various stops on the rally to

serve part of the meal. We will have a stop for appetizers, soup, salad, main course, and dessert. If you are interested, please give me a call.

I have several FREE, yes FREE!, cars available for rally cross use. Let me know what you might want. I will even deliver at night so your neighbors can't bitch until it is in your driveway. I also have some old rally tires if anyone needs some. Or I can sell you new ones too!

Up coming events include the pro rally event in Tennessee. I am going to try to attend to see what goes. Anyone interested in tagging along get in touch. Got to go. There is work to be done if I am going racing this year.

Have Fun and Go Fast!  
Chris Watson, Rally Chairman

WEAR  
YOUR  
SUPPORT!



Western Ohio Region SCCA needs your support. We have trophy shirts left over from this year's WOR Games. There are a few white, red, and black all cotton knit shirts left for \$30.00, and a bunch of the black Henley style shirts for \$20.00. These shirts won't last forever and this is the chance for you to give a little for your club and get something really cool in return! Let Chris Watson know how many of each type you want and what sizes. He will be bringing the shirts to the meetings as well and you can see them and buy them there. Support Western Ohio Region SCCA!

## LANGUAGE CONT.

**BATTERY ELECTROLYTE TESTER:** A handy tool for transferring sulfuric acid from a car battery to the inside of your toolbox after determining that your battery is dead as a doornail, just as you thought.

**AVIATION METAL SNIPS:** See hacksaw.

**TROUBLE LIGHT:** The mechanic's own tanning booth called a drop light, it is a good source of vitamin D, "the sunshine vitamin", which is not otherwise found under cars at night. Health benefits aside, its main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

**PHILLIPS SCREWDRIVER:** Normally used to stab the lids of old-style paper- and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round-out Phillips screw heads.

**AIR COMPRESSOR:** A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty suspension bolts last tightened 40 years ago by someone in Abingdon, Oxfordshire, and rounds them off.

## ATTENTION!

*We have set a WOR GAMES meeting for February 11, 7 pm, Marion's Pizza on North Dixie at the traffic circle.*

*Open to anyone. We've got to come up with a theme, kick around trophy ideas and party ideas etc.*

*Continued from page 6*

the other forms or racing SCCA has to offer, but by far the most of it has been solo. As far as the other things go, I've been to/worked 3 or 4 WOR Games, went to a few Rallycrosses, and done the fun Rally in conjunction with a membership meeting. I've wanted to do more, but many times the other events conflicted with my solo schedule, which obviously took precedent. Being so involved at the Divisional level for the past few years I just haven't felt I had the time to give a WOR committee member position the time I felt it needed to do it right. As far as the Asst RE position, the truth is I was thinking more along the lines Membership or something and working my way up, but the Smileys struck again. During nominations they nominated me for Asst RE and the more I thought about it the more I figured maybe it did fit me best.

Regarding my plans, they are simple this year. Get involved and LEARN. Eric said from the beginning (here's the scary part) that he wanted whomever was running for Asst RE to understand the intention was for that person to become the RE the following year. Granted, it's still an elected position, but it only makes sense that if I'm silly enough to become the RE eventually I need to learn what all is involved before I get there. On a regional level, I echo what everyone else on the board is saying and that is to make meetings and the Awards Banquet fun again, make them something everyone wants to go to. (If you missed the Awards Banquet (like a lot of people did) it was really nice this year!) Dunno what it'll take, I'm just willing to look at the whole picture like changing meeting format, having racing related speakers, changing location, date, time, or combining it with something else like dinner or a race. Not saying I want to make sweeping changes, more exactly I would like to see the meetings become something people want to do badly enough to squeeze them into their tight schedules. Now I gotta figure out just what the Asst RE does other than elections... More to come... Kent Weaver

## WOR MEMBERSHIP

### Happy Anniversary

#### *February Anniversaries:*

Cory Albright	1993
Doug Bierlein	1997
John Clarke	1997
Mark Chellin	1997
Tom Davis	1999
Brad Frank	1986
Brian Frank	1986
Eric Gassman	2000
Roger Hostettler	2000
Timothy Hull	1996
Jeremy Humble	1997
Scott King	2000
Scott Lamont	2000
Marjorie Lane	1982
Ned Lawler	1986
Jon Lowe	1974
Barry McDonald	1974
Michelle Mildon	1993
Phyllis Neeley	2000
Nicole O'Quinn	1982
Chris Pierce	2000
Jennifer Pierce	2000
Dennis Powell	1974
Alexandra Rodgers	1997
Sim Rodgers	1995
Chris Rudy	1998
David Rudy	1995
Debby Rudy	1995
The Strobles	1995
Terry Tetter	1998
George Thielen III	1987
Kent Weaver	1985
Lese Wende	1995
Timothy Whitaker	1998
Randall Williams	2000

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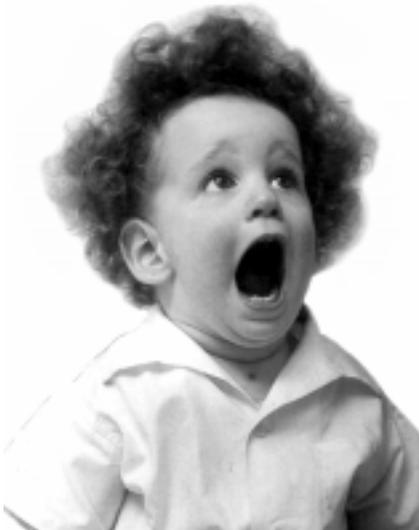
Also white 1996 Ford dually crew cab turbo diesel XLT. Also endurance racing support equipment, including aluminum fuel rig, transfer pumps, dump bottles, nitro regulators, guns, timing stand, Motorola radio system, race jacks, canopies, etc. Birchwood Racing 330-435-6347; birchwdag@aol.com.

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8 in	\$4.00 ea.	18 in	\$13.25 ea.
9 in	\$4.50 ea.	19 in	\$14.25 ea.
10 in	\$5.25 ea.	20 in	\$15.25 ea.
11 in	\$6.25 ea.	22 in	\$16.75 ea.
12 in	\$7.25 ea.	24 in	\$18.50 ea.
13 in	\$8.25 ea.	26 in	\$21.50 ea.
14 in	\$9.25 ea.	28 in	\$25.00 ea.

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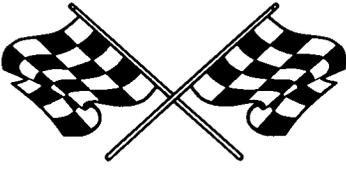


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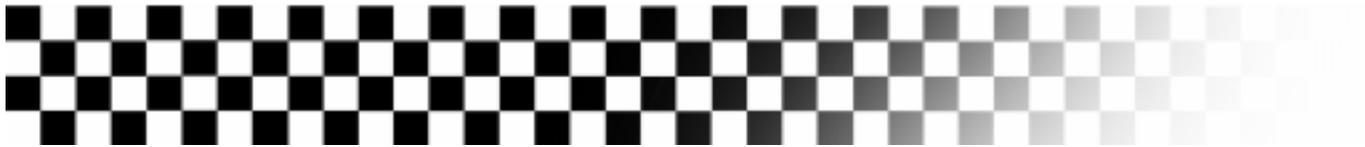


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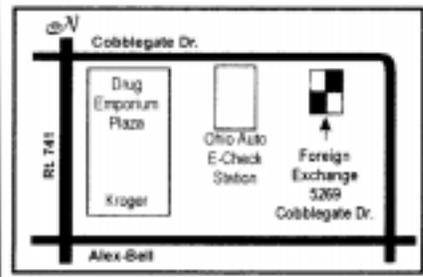
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