

REV RECORD



WESTERN OHIO REGION www.worscca.org

September 2002 Vol. 43 Issue 8

STOUT GETS GOODWOOD & IS PROUD!

See Complete Photo
Essay of Blessed Event

Page 10-11



ERIC MARCUS PURCHASES NEW RALLY SUPPORT VEHICLE
FROM COUGHNOUR MOTORS BEFORE LEAVING OFFICE!

RENT THIS SPACE

EXCLUSIVE!

**What's Going
On In Steve
Colletti's
Head?**

Page 3



Kent Weaver has composit car in mind for
next season! ► Page 4

Rev Record September 2002

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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

**"What else
would I be doing?"**
- P. Newman

COMBINED WOR CHAIR REPORT EXCUSES

Regional Executive: Eric Marcus



Because my constituents in Beavercreek need me. The will of the people have spoken.

i went to goodwood wanna see my pictures?

Membership Chair:
Scott Stout

Cause nobody reads the minutes anyway, right?



Secretary:
Linda Smiley



Bite me.
I cooked a pig waddauwant from me?

Rally Chair: Chris Watson



Road Race Chair:
Steve Colletti

I Smell Cannoli's



If you would like a taped transcript of these articles, please send \$750 cash or CC, and self addressed label to: RevRecord Editor, 356 S. Patterson Boulevard, Dayton, OH 45402.

MEMBER MEETINGS ROCK!

And we were doing our best to dilute the gene pool in July...



"Gosh! Some poor voter probably lost this and would appreciate its swift return..."



"...44, 45, 46, 57, 58....DAMN! 1, 2, 3..."



"Duhh, me lost my Slurpy. Me sad."



"At my age soft shoulders ain't the problem."

WOR ACTIVITIES August 2002



Steve Demeter

Those of you who did not make it to the August meeting really missed out. Thanks to Chris Watson, we had the most delicious roast pig I can remember.

And it was accompanied by lots of yummy side dishes. This was the best August meeting held in quite a while, again thanks to Chris Watson. Nothing special is planned for the September meeting, just snacks. But save your appetites and get your recipes out for the annual CHILLI COOK OFF to be held at the October meeting. More details to follow in the next Rev.



There's a lot that goes into the worker assignments that most people don't see at an autocross. I'd like to share so you get an idea why things work the way they do, what's involved, and how hard it is to get everything smooth at the regional level.

I want everyone to realize what's involved in worker assignments and how many are needed on average for a Solo 2 event to run fairly smooth.

The typical regional autocross starts with me and a core of dedicated people getting together somehow (phone, in person or e-mail usually) to discuss course design for the event. Usually one or two people take on the task of laying out the course on paper, following certain safety requirements. The day before the event, a few people and I go to the VA Center to place the cones out, mark the course and modify it if necessary for safety and driveability. We look at the following typically:

1. Is the course easy to follow?
2. Are there any obstructions in the way (broken down car, more construction stuff, etc.)?
3. Are we far enough away from the light poles, drains, curbs, etc. for safe navigation by someone who has never done this before?
4. Is the pavement in good condition, crumbling, or otherwise marred in such a way that a car could be damaged or sent out of control?

Once that is done, the hard part starts.

We have people that volunteer to make sure things get sorted out the day of the event so you can do things like register, get your name entered into the computer, your car inspected (tech), grid spaces numbered, etc. Once everyone is in the computer (so we know who all is here), the Worker Cheif has the thankless job of assigning worker positions for everybody else. Here's what is typically needed.

3 workers per station (typically 4), Total: 12
2 spotters, Total: 2
1 Starter, Total: 1
1 Finish, Total: 1
1 Announcer, total: 1
2 Grid workers, Total: 2
3 timing & Scoring people, Total: 3
1 waiver runner, Total: 1
2 Safety Stewards, Total: 2
Sub Total: 25

This doesn't count the people that worked registration, tech, or any of the people that helped setup.

Multiply that by the number of heats we have and you'll see that to make a clean switch to work only one heat, we need 100 entrants. Otherwise, some people have to work 2 heats and others don't, or we "extra staff" some positions to make the work requirement fair for all. We use common sense and decide what to do with the extra workers.

These numbers aren't hard and fast numbers, but it's close enough to real-

ity for everyone to get the idea.

Now let's really get into it and add more complications. We need experienced people in the following positions or the event runs like poo-poo. We need a trained Timing and Scoring person on the computer or our times are all fouled up. We need an experienced starter or the event sputters and pokes along. We need an experienced grid cheif or we really have problems. Since no-one wants to volunteer to learn these positions, we attempt to use the same veterans and train new people for these tasks. Some people like it and volunteer to do it again and others beg us not to do that to them again :-) Example. I know of 7 people that regularly attend our events that know or want to know how to run the computer and keep time. If you think that's an easy job, ask the new recruits I put in there this past event.

Now on to run-work order.

I understand that it feels like we run the stock classes first all the time and then the mod classes and vintage. I've been mixing things up a bit, but can't just mix it all up. I have to split the heats so it's as even as possible on the work assignments. AKA How would you like it if you stood on course for 60 stock cars to run and had exactly 25 mod/other cars entered, so you only had a 30 minute break from working while you ran. It just isn't fair. I, as chair, have been assigning the run/work order this year and have been attempting to split

Solo continued

it up so different classes run at different times. I've run the ladies classes opposite the mens classes this year and was asked by many people if I could please not do that again. I've had Modified and Street Prepared run with some Stock classes in the first heat, while the rest of Stock and Vintage has run second. I've had Stock and Street Touring and Street Mod run first heat while every body else has run second. Formula JR has run different heats this year as well. The reason there seems to be a bunch of stock classes ALWAYS running first heat is not to make it the same, but to keep the number of cars in each heat almost even and not confuse the living snot out of everyone. I also have to do this *QUICKLY* because the Worker Cheif needs the sheets to see who showed and place the key positions out of the carnage I leave behind (aka all trained timing people are running heat 1, etc).

I welcome all your suggestions and do take them to heart. This is most definitely not a rant, I just want everyone to see what *IS* involved in the worker delimna and what we always try to do. I can only keep working on the issue and listening to you guys to help me make it better.

Thanks for all your support this year. All of your help and input has really made this a great season so far.

Greg Stephenson
WOR Solo Chair

From the Director's Desk**News from SCCA Area-4
Director, Pete Hylton****Historical Perspective**

One of the advantages of being both the Club Archivist and a member of the Board of Directors is that I can occasionally lend some historical perspective to what is going on in our Club today. I would like to share some of that with you in the context of what your club leadership is currently doing.

The "New World Order"

I had to chuckle when a recent Internet thread referred to the SCCA of Steve Johnson as being the "new world order." The implication was that our President has taken it upon himself to change the shape and direction of SCCA. And in so doing, it is perceived by some that he has set it on a course to ruination. Certainly there have been changes since Steve came on board. Those changes have had the oversight and approval of your duly elected Directors and, frankly, have gotten pretty high marks from most of the membership. I, for one, do not believe we have fundamentally changed the face of SCCA one bit. I personally recall all the uproar directed at former SCCA President Nick Craw and one time Club Racing VP Steve Petty over the infamous "New Initiative" plan to revamp Club Racing. Both were accused of taking the club out of the hands of the members and changing it in a manner that would destroy us. Yet we are here today.

We recently lost one of the most influential members in our history with the passing of Tracy Bird. In the late 50's and early 60's Tracy served as both Chairman and President during a time period when we moved from being a highly elitist and strictly amateur organization, into what we are today. A number of members of that day raised the flag of warning that this was the end of SCCA. Yet here we are, over 40 years later. And I have every belief that 40 years from now, some other archivist will look back at today and smile knowingly. The SCCA will still be going strong.

Enterprises "New Car"

Many stories have surfaced regarding a possible new car or cars out of SCCA Enterprises. Comparisons have been made to both the Spec Racer (successful at over 800 cars but with financial problems in its past) and Shelby Can-Am (clearly not a success story since you can't even find one nowadays). However there are fundamental differences in the way that this new car is being approached. First off, the cars are not proposed to be built by Enterprises and the funding for them will not draw from Club resources. Secondly, the car will not have its own National Class immediately created by executive BoD decree, as shown in the minutes of the July 22 BoD conference call. Rather, the inclusion of the cars in our program will

Got Any Kool Kar Pictures?

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include Competition Board guidance and membership review. I went into the discussion adamantly opposed to the new cars. It is a sign of how different the process is this time, that once the BoD had plotted its path around the potholes of the past, I was unable to find a legitimate reason to vote against the July 22 motion.

Trans-Am Changes

The Trans-Am has gone through a number of changes in the past couple of years, both turning the promotional and organizational rights over to the Panoz organization and by changing the cars involved in the series. This has some people concerned. In reality, however, the Trans-am has gone through many major changes on its path to becoming the longest running road racing series in US history. Across time the series has run American pony cars exclusively during two periods, been dominated by European imports several times (Porsche, Jaguar, and Audi all had their turn), and for a while it existed as nothing more than a top level Club Racing series for A, B and C Production cars. Trans-Am has had at least six major format changes and has ranged from as many as 14 races per year to as few as 3. Still it rolls on and I expect that it will continue to do so, its flexibility actually being one of its strengths in the ever-changing motorsports marketplace.

Staff Changes

We all know that the impending move of the National Office to Topeka has resulted in the loss of some staff members who have opted not to move. While we all regret the loss of these folks, I am very impressed with the new personnel that are coming on board and have been working alongside the people they are replacing. I am also pleased with

the staff members who are making the move, including some who initial declined and have since changed their mind and joined the move.

ProRally

A few years ago I served on a BoD sub-committee that had to decide on whether to recommend the continuation or discontinuation of SCCA's ProRally program. Over lack of growth, lack of exposure, and fears regarding insurance coverage, the program was seriously close to being terminated. By a narrow margin, we decided to give it another try. A little less long ago the BoD had to assess the economics of the ProRally program and again it was a hard decision. But today's situation makes it clear that they were the right decisions, as ProRally is currently one of SCCA's shining stars, drawing major TV exposure and sponsorship and gaining worldwide recognition. And this year it is an all-star on the financial ledger as well. All those involved in the program deserve a round of applause.

Rules Changes

At the August BoD meeting, 2003 rules change proposals for Club Racing, Solo, ProRally, and Road Rally were considered and approved and are published in the BoD minutes in SportsCar. This year there were no items of major controversy either from the BoD or the membership. This seems to speak quite well of the job that the various program boards are doing.



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GOT WOR?



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ASS-RE

The Lawnboy Report



Finally, the time has come that I do have something important to do – that is getting ready for the 2003 WOR elections. Come help WOR be a better club. Put your name in the hat for one of the board positions! Become the Asst RE (as you can tell from my articles it isn't a very time consuming job!) I've been discussing the issue with the existing board members and I have a feel for who wants to return, but I need to know from you if you want to be a part of the committee and help form the direction WOR will go in the future. So call or e-mail me, don't wait for me to come and tap on your shoulder! Now, on to my typical article on unofficial reports of how WOR did at other regional/divisional/national level autocross events:

Let's see, in last month's article we had just gotten back from Flint, MI (July 13 & 14 versus June as I had typed it) and were on our way to OVR for the fourth Cendiv Series event of the year. So let's pick up the racing stories from there...

Ohio Valley Region (OVR) – Cendiv Series Event #4 – July 20 – 22. This event was held at the OSU West Campus in Columbus, OH. I was the Event Solo Safety Steward and ended up going over Friday around noon to help set-up, layout the grid & paddock, and generally do whatever else they needed. Bruno Tabacchi came out of course designer retirement and put to-

gether one of the most challenging and fun courses yet this year. One interesting feature to the large asphalt lot is it has a nice crest separating the "upper level" section from the gently sloping remainder of the lot. Bruno used this crest to the utmost making it an integral part of the line you took on a couple sections of the course and leading to many a car getting some air. Yours truly came that close to spinning because of that crest on the first couple runs Sunday where it was in the middle of a higher speed curvy section of the course. On the third run I almost caught it and ended up making a spectacular spin coming down the hill at nearly 55 or 60 mph. Impressive so they say from outside the car, fun from inside, but not real fast! Costly too, I ended up carving the inside shoulder off my tire during that spin. My last run was more controlled, less spectacular, and therefore faster leading me to a third place finish overall. John Schlegel deserves special notice here. His driving and car set-up have noticeably improved over the last year to the point he has been in contention for his first Cendiv Series event win a number of times. At this event he led at the end of runs on Saturday by 0.290 secs but had the victory snatched from him Sunday by a combined total of only 0.007 seconds! Another interesting note was to hear Craig Stockton actually use 2nd gear on a course in his Pontiac Firehawk - a new twist for him

and one of the reasons the rest of us like to travel to the bigger events. Definitely a good event, especially since OVR hadn't hosted a Cendiv event in quite a few years. WOR had what I would say has to be the largest turnout yet this year with 16 entrants. Eight of us brought home trophies, two of which won their classes: Cheryl Swarts (1st - CML), Codie Smiley-Knabe (1st - F-Jr), Kent Weaver (3rd - FS), Terry Tee-ter (4th - DS), John Schlegel (2nd - DSP), Craig Stockton (3rd - ESP), Bart Merriam (2nd - SM), Bill Smiley (4th - CM). Dean Rindler finished one out of the trophies (4th - DS), Doug Beirlein (5th - DS), Crissy Bolinger (2nd - FSL), Jeff Brown 6th - STX), Aaron Hale 5th - SM), Chris Sullivan was one out of the trophies (3rd - EP), and Linda Smiley (10th - CM).

WOR Event – July 28 – 29. Our first combined-time two-day event this year and I was asked to dig into my bag of tricks and design the course. I guess it goes to show you, no matter how far you think you've stepped back from the picture they can still find you...maybe Dave Crafton or Mike Zimmerman will design a course again one of these days... Anyway, after having such a fun time at OVR the previous week, I felt the rest of the WOR members who weren't in Columbus should have the opportunity to enjoy a couple of the more "challenging" corners. I didn't have a crest to work with at the VA, but we did make it fun in its own right.

At Bill Smiley's suggestion I added a six-cone "Milwaukee" slalom meaning there was a gate in the middle making it essentially two optional 3-cone slaloms in a row. I'm not sure there was ever a consistent belief in just what was the best line through it. I really want to thank Crissy Bolinger, Allen Dwire, Greg Stephenson, and the others that helped me set it up Friday night and patch a couple of the sections of the lot with concrete Saturday. Somehow I became the event chair that weekend also which led to one oops. Unfortunately, due to my miscommunication, the final results and therefore trophies for other than first place couldn't be presented Sunday after the completion of runs. "How did this happen?" you ask. The issue was: How does one account for those who could only run one day of the two-day combined-time event? The typical answer is to take the best run of the lowest placing competitor in each class on the first day and add an additional penalty – in this case it was to be 4 seconds. That would become the "day one" time for the competitors that showed up only on Sunday. The thing one must be careful not to imply is use of the worst time in class (for anyone on any run) plus the penalty – it made things really screwy. Anyway, the results should have already been posted by now and the trophies are to be presented at the next event. Lastly, for all of you out there that autocrossed a while ago, it was cool to see the Smileys racing their

Mustang again. Seems the parts weren't there in time to repair their VanDieman FF so they ran the Mustang in CM. Brought back neat memories! The actual event article is up to Greg to provide but as I recall we had a good turnout of roughly 80+ entrants and great weather.

Indiana Northwest Region (INR) – All American Autocross - Aug 3 – 4. This invitational only event is primarily focused towards B Prepared, C Prepared, and E Modified American muscle cars and sports cars that have been fully race prepped – cages, slicks, loud, and exciting! However, if they don't fill their 50-entry limit it is also opened to the lesser modified versions of these cars in A Street Prepared and E Street Prepared, and a few of us with stock versions (like my Mustang Cobra in F Stock). The event was held at the Portage, IN High School and is part of the week long "Steel Wheels Jamboree" celebration. As such, it involved all sorts of city dignitaries during the competition and especially at the trophy presentation. During the lunch break both days it even included a police car challenge on the autocross course between five local jurisdictions – sirens, lights, and all. The general public was welcome to donate \$1 for a ride in the competitor's cars with the money collected going to a local charity, "Dollars for Scholars." We got to impress (&/ or scare) a number of riders as well as a couple of the police officers, who

hadn't necessarily fully grasped the importance of braking in getting around the course quickly. Along that line, the police agencies liked the Jim McKamey & Grayden Obenour designed course so well they came out Saturday evening and permanently marked the course so they could use it for their Emergency Vehicle Operating Certification (EVOC) training. They felt the course combined all the components they needed, as well as being safer than their typical courses. After the completion of their runs Sunday, the officers also got to trade vehicle types so they could compare them – something they don't typically get to do prior to purchase. Needless to say, that was interesting too. INR did a great job with this event and it was definitely a fun and relaxing time for us. Crissy and I were the only WOR members who went and we finished 2nd and 1st in FS respectively.

Combined – Central Division Solo 2 Championships – Aug 10 & 11. The Central Division Solo 2 Championships are organized by members from many different regions and were held at the Grissom Aeroplex in Peru, IN. As I've said in many of my other articles, this site is large, has wonderful concrete, and is centrally located for most of Cendiv. As I understand it, we had 289 competitors come from as far away as Alabama to compete against the best of the best here in Cendiv. Crissy and I were the Chief Tech Inspectors for this

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LawnBoy Report cont.



event and we solicited help from John Schlegel and Kris Bjerkaas amongst others in getting the cars through tech in 3 hours Friday night and 1 hour Saturday morning. Cheryl Connelly was also important to this event as she was in charge of the impressive trophies and cool t-shirts. The course really required looking ahead (as all do really) but let you go pretty fast through sections that just didn't appear that way as long as you hit your lines. Late apexing and "slow in and fast out" were imperative. A hard lesson learned by the Super Stock competitors the first day was not to leave impound without permission no matter how poorly you think it is being run or not – the whole class had their runs disqualified for doing just that – ouch! On a more personal note, the first day I decided my older tires would be fine and even led after the first runs. However, problems with grip and rear tire spin on the corner exits started to make me think otherwise and I dropped to 4th by the end of the day Saturday. By the time Crissy had finished her runs, we were both convinced the differential was toast and the tires were more heat cycled than we had originally thought. So, once the car came out of impound it went up on jack stands and the diff came out. An hour or so later it was reshimmmed and working much better. Sunday we used the new tires and with a working diff I had the 2nd fastest time in class even with a major screw-up coming out of a slalom on my

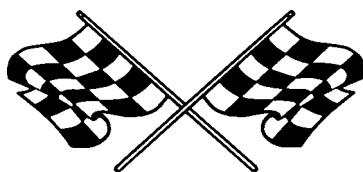
fastest run. That brought me up into 3rd overall and the last trophy spot. Coulda, woulda, shoulda... John Schlegel was also in 4th after the first day of competition and drove like a man possessed moving himself up into 2nd in class overall by the completion of runs Sunday. Twelve WOR members competed with four bringing home trophies: Kent Weaver (3rd – FS), John Schlegel (2nd – DSP), Cheryl Swarts (1st – CML) and Bart Merriam (3rd – SM). Finishing out of the trophies were Kris Bjerkaas (12th – BS), Dean Rindler (3rd – DS, just out of the trophies), Doug Bierlein (4th – DS), Crissy Bolinger (3rd – FSL), Rebecca Bierlein (? – HSL), Chris Sullivan (2nd – EP), Chad Fraley (13th – STS, only competed one day), and Aaron Hale (7th – SM.)

This coming weekend, Aug 17 & 18, is an off weekend for us even though WOR has a points event at the VA Medical Center...I can't give up going to my annual NASCAR event!!! Then the following two weekends we are off to Oscoda, MI and Toledo, OH for the 5th and 6th Cendiv Series events of the season. After that, it's Nationals so when I get back in town my article will already be late but I'll have a bunch more stories to tell.

So remember, volunteer to run for a board member position to help WOR be the best it can be for you and your fellow members.

More to follow...

Kent Weaver



STOUT WOULD SPROUT WOOD AT GOODWOOD & YOU WOULD IF YOU COULD





DON'T MISS



NEXT MONTH!

*Your Editor's Personal Pix
from Pebble Beach and the
Monterey Historics*



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***Cherry RX-7

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Priced at \$12750.00
Thank you, Rob

Ed: I know you sent a picture Rob but I couldn't get it off your email. Take it from me folks, this is one sweet car.

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**1995 GS Camero

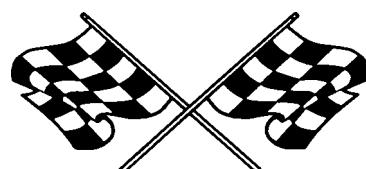


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L	10
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12 in	\$7.25 ea.	24 in	\$18.50 ea.
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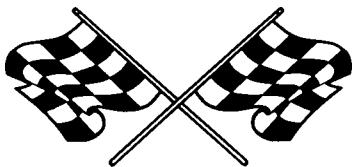
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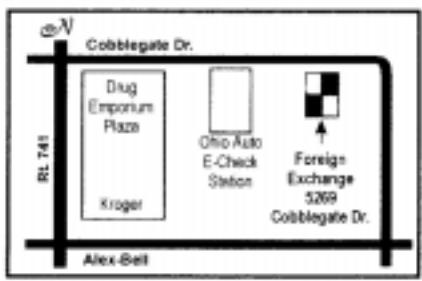
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