

REV RECORD



WESTERN OHIO REGION www.worscca.org

October 2002 Vol. 43 Issue 10



DEMETER FINDS RIDE TO MATCH SKILL LEVEL

Veteran says experience,
focus & keen sense of
direction won the day.

WOR-Game Photos
Page 10



EXCLUSIVE!

Dan Coughnour
is an idiot.

Page 6



R-R CAMERA CAUGHT OUR OWN
2002 HORSES-ASS NOMINEE,
DURING WOR-GAMES, GIVING PIT-IN
DEMONSTRATION FOR
ASTONISHED ONLOOKERS.

ELECTION BALLOT ENCLOSED!

Page 4

**DON'T
DELAY**

KENT WEAVER CLUELESS!

Announces intention to
run for WOR top seat.

Page 6



Monterey:
Pebble Beach Concours &
Laguna Seca Historic Races
on film ▶ Page 12-14

Rev Record October 2002

WOR DIRECTORY



Regional Executive: Eric Marcus, <eric.marcus@mindspring.net>
3476 Riva Ct., Beavercreek, OH 45430-1700 (H)937-427-4010 (FX)937-427-4184



Assistant RE: Kent Weaver, <tiggerracn@aol.com>
4406 Cordell Dr., Kettering, OH 45436 (H)937-294-1315 (FX)937-696-4948



Secretary: Linda Smiley, <smileyracing@msn.com>
4609 Hastings Dr., Dayton, OH 45440 (H)937-435-0147 (O)937-435-4788 (FX)937-435-7395



Treasurer: Kim Watson, <kim.watson@anthem.com>
525 S. Waynesville Rd., Oregonia, OH 45054 (H)513-934-3526 (FX)513-336-3551



Activities Chair: Steve Demeter, <sjdhammer@aol.com>
1075 Darlington Dr., Dayton, OH 45434 (H)937-427-4187 (FX)937-429-1208



Membership Chair: Scott Stout, <skstout@aol.com>
2463 Beechnoll Pl., Centerville, OH 45458 (H) 937-291-0978



Rally Chair: Chris Watson, <forceviper@aol.com>
525 S. Waynesville Rd., Oregonia, OH 45054 (H)513-934-3526 (O)513-459-9399



Road Race Chair: Steve Colletti, Colletti Motorsports, <vinnyvtek@aol.com>
116 C Westpark Rd., Centerville Oh. 45459 (O&FX)937-312-1533



Solo Chair: Greg Stephenson, <wor_solo_chair@hotmail.com>
5550 Marshall Rd. Dayton, OH 45429 (H)937-433-5344 (O)937-299-2930



WOR Games Chair: Nancy Davis, <nancy.davis@wpafb.af.mil>
227 W. Parkwood, Dayton, OH 45405 (H)937-275-6884 (O)937-255-6798



RevRecord Editor: Bill Myers, WSM Advertising, <bmyers@gemair.com>
356 S. Patterson Blvd., Dayton, OH 45402 (O)937-224-4800 (FX)937-224-4808



Webmaster: Tracy Stephenson, <ladyracer72@mindspring.com>
5550 Marshall Rd., Dayton, OH 45429 (H)937-433-5344



Area 4 Director: Pete Hylton, <phylton@scca.org>
P.O. Box 549, Brownsburg, IN 46112 (H)317-243-6242

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

"...you don't dive into those twisty-bits unless you retain very large attachments..."

- D. Hobbs

ReX REPORT

Regional Executive: Eric Marcus

OK. I admit it. The RE has been coasting the last few months. It isn't that I haven't wanted to write an article each month for the RevRecord. It's just that I haven't gotten around to it in time for the next issue., and, that I haven't really had anything important to say.

This month isn't really very different, except for this e-mail that came today:

Date: Tue, 24 Sep 2002 08:25:37 -0400 Subject:
Re: Board Meeting Tuesday Night
From: Bill Myers <bmyers@gemair.com>
To: Eric Marcus <eric.marcus@mindspring.com>

Sorry El Capitan,

I won't be at the meeting, I'll be out making moola. It's the capitalist pig in me.

- Maybe it's your next to the last meeting but I don't see a line forming behind me. I think the Rev Record is a lifetime appointment.

- Please read into the record for me:

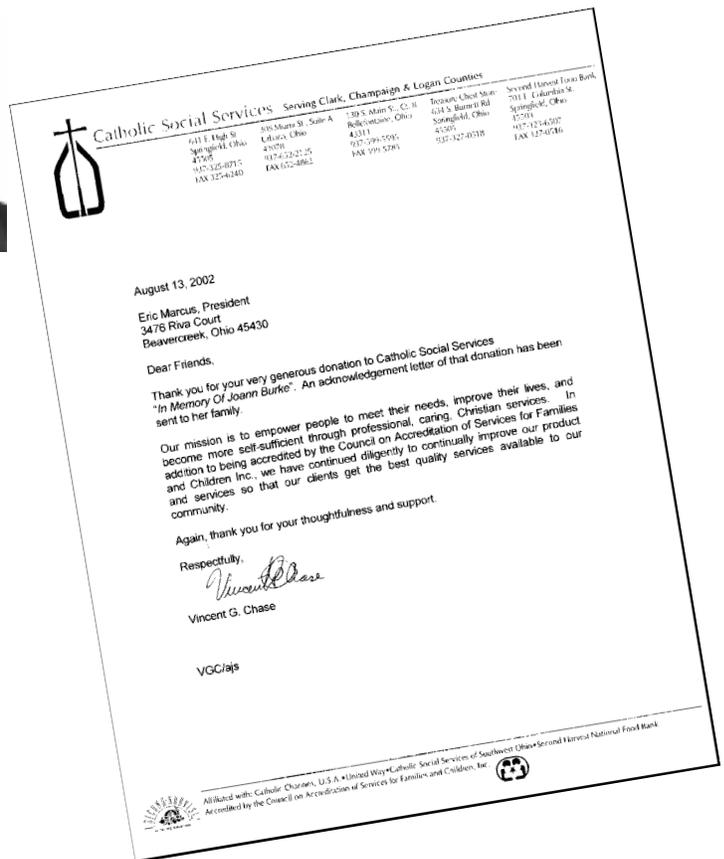
1. Haven't settled pre-sort/non-profit issue with postal authorities yet but will do so when the moment moves me and before next RR issue.

2. WOR has 12 chair persons. Next issue of Rev Record; I'm holding on publishing until I get at least five articles from you bums. As of September 24th, I currently have 2.

2A. In light of the hardship that being both a chairperson and literacy imposes on my fellow car-nivores, I recommend prodigious use of photos to supplement or fulfill your commitment (spell check not required) or plagiarism is highly encouraged.

3. Dan Coughnour is an idiot.

—
Bill Myers
WOR/SCCA Rev Record Editor
<http://www.worthlesscrap.com>



As you can see, if I don't do my part, the RevRecord may never be published again. So, in true WOR fashion, here is my article for October.

It's been nearly two years since I took over the helm of WOR. One of my objectives was to make the meetings fun again. While I make no claim to that, I do think that you must admit that the meetings are at least brief and to the point. Let's face it, a meeting, by definition, can never be fun. Our Activities Chair has done his best to provide entertainment, snacks and activities that have made the post meeting gathering a lot more interesting. I also wanted to increase the attendance at the monthly meetings. All I can say is that at least hasn't gone down any more.

For a while, I attempted to have WOR define itself better by creating a Mission Statement and formulating a Strategic Plan. It was a good thought, but not practical for an organization that really has no true mission and lacks the continuity to implement a Strategic Plan.

The closest we ever came to a Mission Statement was Chris Watson's "Go fast, be safe, have fun" and we never were able to focus on a Strategic Plan. These things will have to wait. It turns out they really weren't that important.

WOR is important, though, for a number of reasons. We put on events that might never happen if WOR did not exist. Our Solo II program is well attended and WOR Games is legendary in SCCA. Soon, this month in fact, it will be time to choose a new board to continue WOR's legacy. Please do that job carefully. vote for board members that want to do the job and then support them during the year. Serving the membership of WOR is not easy. We are a diverse group with many different interests. It is hard to please many people at one time.

If you think you have it in you, volunteer to fill one of the open positions. Remember, though, that you will have to work. It will take some of your time. In the end, it will be worth the effort. Our club will grow and so will you.



OFFICIAL 2003 WOR COMMITTEE MEMBER ELECTIONS BALLOT-ISH FILL IN THE BLANK FORM-THINGY

REGIONAL EXECUTIVE

- Kent Weaver
- _____

ASS'T REGIONAL EXECUTIVE

- Everett McCauley
- Steve Demeter
- _____

SECRETARY

- John Schlegel
- _____

TREASURER

- Kim Watson
- _____

MEMBERSHIP CHAIR

- Scott Stout
- _____

SOLO CHAIR

- Greg Stephenson
- _____

CLUB RACING CHAIR

- Steve Colletti
- Steve Demeter
- _____

RALLY CHAIR

- Eric Marcus
- Dave Rudy
- _____

ACTIVITIES CHAIR

- _____
- _____



HORSE'S ASS AWARD

- Greg Stephenson** – Getting BUSTED for speeding by the Veteran's Administration Security Police after repeatedly stressing the speed limit to everyone in EVERY at the Driver's Meeting before every event, Event Supplements, and throughout event.
- Dan Coughnour** – Mooning drivers during Pike's Peak Hill Climb and getting caught doing it on camera
- Chris Watson** – Forgetting HE was the one who won the 2000 Horse's Ass Award when trying to help others determine who had the trophy from the prior year so it could be presented to the 2001 recipient.
- Jerry Martin** – Forgetting to ask for Horse's Ass nominations when getting board position nominations and not putting it on the ballots.
- Steve Demeter** – For running through his competition's pit spot during WOR Games and going the wrong way through the pits (on his way to talk to the Stewards) after thinking he had won the race. (He was actually the second one to take the checkered flag.
- Steve Colletti** – Spun off course in Turn 1 at Mid Ohio after ignoring the checkered flag and continuing to race at Viper Days.

Please provide suggestions to Kent Weaver for:

1. Driver of the Year
2. Drive of the Year
3. Ned Kamp Award (Quiet, unassuming, the consummate volunteer)
4. Tom Burke Award (Membership)
5. JoAnn Burke Memorial (Worker)

Shannon Constructor News!



I would like to give you an update on my previous article about the Shannon project. I have received the wheel bearings from Israel! I can now start hanging suspension parts on the new car. The radiators showed up from France too. The other fabricated parts that I need are at the machine shop in production and I expect to see those any day. I am getting ready to order a complete set of new bright red bodywork, so I expect the new car to be finished by spring! The only major thing holding up the car is a custom steering box I am waiting on from England. Tough to drive a car without that!

In addition to this project I have been rebuilding Shannon chassis number 1. This car was originally built for and driven by Mike Borkowski for the Oldsmobile Pro Series. It is interesting to look in the logbook. The car was wrecked in 1999 and I convinced a

friend of mine to buy the car and let me repair the damage. The plan was to get it ready for OVR's double regional and friend Steve would race it. After a lot of last minute scrambling we got the car to Mid Ohio to find that the clutch wouldn't disengage enough to select a gear. We returned to Oregonia without turning a lap and suitable pissed enough to consider junking the thing. However after many hours of perseverance I was able to find the problem and correct it. As is usual with racecar problems it was a combination of factors instead of one easily correctable thing. Turns out the installer (me) put in the clutch discs wrong and that caused the bleed hose on the slave cylinder to crack and leak. It was a bear to figure out because the slave assembly is inside the bell housing and the car has to be broken in half to work on, then reassembled to test. I got so I could do it in about an hour and a half. All by myself with not all that much cursing. Well OK, lots of cursing.

The final test was a trip to Mid Ohio for WOR Games. WOR Games turned out to be one of those fantasy weekends racers dream about. The weather was perfect, the car was flawless, and the driver (me) won and got to carry his wife around the track on the checkered flag lap. OK, so I was the only one in my class, but I beat all the other sports racers, ran fifth overall in the race group, never got off in the green stuff,

and ran some respectable lap times considering the tires were 3 years old and hard ones, and I haven't been in the saddle for a year and a half. The best part was waving to the corner workers and hearing Kim tell me to take it easy at least a dozen times. First gear in that car is about 50mph and I really was going as slow as I could go. I think she enjoyed it but after returning to the pits she headed for the little girl's room.

I have to admit I had fun enough to consider running a number of races next year and going for the Runoffs. The car is set up for C Sports Racer with an Olds Quad Four motor. As the motor is set up now it gets about 170 horsepower. To compete with the Beasleys and their Mazdas I need about 240, so I am going to petition SCCA for a rules change. There are bunches of Olds Pro Series Quad 4s out there just waiting for some help. More to follow on this.

Future for the Shannon Project includes putting together a rental program. Anyone out there want to try a real racecar? Give me a call. I will have at least two and possible three cars available next year for driver schools, Regionals, Nationals, and ACRL Pro Series.

Email to me at shannonracecars.com

Have Fun and Go Fast!
Chris Watson

WOR Member Noah Smith (#8)...



... doing that Formula Vee thing.

ASS-RE

The Lawnboy Report - Kent Weaver



It is time to get ready for the 2003 WOR Board positions 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. 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 me warn you, if you thought my other articles were long, this one is worse - I'm not kidding! This issue includes among other things the Solo II National Championships, 6 days of racing, and just way too much going on to put it in one or two small paragraphs - so I didn't. Hope you enjoy it or at least get some good sleep from it... :)

Let's see, in last month's article we were getting ready for our annual trek to Michigan International Speedway (MIS) for the August 16 - 18 NASCAR race. So let's pick up the racing stories from there...

NASCAR Weekend - Michigan International Speedway - Aug 15-18. The Smileys and I have been going up there for this race for more than 10 years now and probably 15 or more if you include the few years before that where we went to the June. What can you say, I know most SCCA people think race courses should have both left AND right turns, but this is always a good time. It's one of the few races I'll give up racing myself to sit in the stands and watch some-

one else do it. In fact, I did just that giving up our local WOR autocross and the ProSolo at Grissom that I chaired three years in a row until they said it had to be on this weekend! It rained the first day of qualifying but they still got everything in and other than that it stayed hot and dry (obviously not Mid-Ohio). The racing was good for both the Busch and Winston Cup races and the entertainment in the campgrounds (across the street from the track where we stayed) was interesting too. Great bonfires and lots of Monte Carlo beads were either earned or given that weekend to which some of our party can well attest. Definitely a fun and relaxing time. Many thanks to Jim & Karen Harmon who loaned me their truck for this yearly pilgrimage while mine was having the deer encounter repaired.

Detroit Region (DET) - Cendiv Event #5 - August 24 - 25. This event is held on what used to be the old alert area at Wurtsmith AFB in Oscoda, MI. If you're not familiar with Wurtsmith, it is located about 400 miles north of here on the shore of Lake Huron most of the way to Mackinaw City. We race on the old alert area for the B-52 bombers that used to be stationed there so it is great old concrete site shaped a lot like Grissom, but it has a much bigger pad at the end - therefore having much more concrete on which to play. The courses up there have been both fun and fast in the past but this year they were much more technical with reasonable speeds and 180 after 180 (or greater.) We missed the big cookout Friday night since we got up there late, but we made up for it Saturday late afternoon/evening by going for a dip into Lake Huron. You know, when you're up there right next to the lake, you've got to

go in the water no matter how cold it is. Truthfully it wasn't that bad as long as the only thing you left sticking out was your head. We convinced Doug and Becky Bierlein to join us and somehow during all the horseplay the keys to their car were lost. Yes, the car they drove to the beach just so happened to also be their race car...oops! Honda brought them some new keys, but they didn't have the special chip on them so they didn't work, leaving them with their street car to use to complete their runs the next day. As far as the racing went, this was only the second event since getting the transmission repaired and more importantly the absolutely trashed rear upper control arm bushings replaced, so I was still trying to get the car to feel right again. The car had great turn-in but it just didn't want to continue to rotate, pushing through mid-turn and exit of the 180s. We made lots of adjustments with tire pressures and rear shock settings but it just never felt right. Best we can figure is since the rear upper control arm bushings were so bad, they must have been allowing the body to come over and smack the inside sidewalls of the rear tires seemingly causing the car to rotate nicely in the turns. Of the 155 competitors, nine (9) WOR members made the trek with three of us bringing home trophies: Doug Bierlein (3rd - DS), John Schlegel (1st - DSP) [His first Cendiv win!!!], and Cheryl Swarts (1st - CML.) The rest of us finished as follows: Kent Weaver (4th - FS, one out of the trophies), Crissy Bolinger (3rd - FSL), Becky Bierlein (5th - HS in her first Cendiv event!), Bill Smiley (7th - CM), Linda Smiley (10th - CM), and Codie Smiley-Knabe (2nd - F-Jr.)

Dan Coughnour is an idiot.



Northwest Ohio Region (NWOR) – Cendiv Event #6 – Sept 1. This event was held at the BAX Global site of the Toledo Express Airport. We ran there last year on old concrete that was huge, flat, grippy, and fantastic. This year, they had poured quite a few acres of new concrete and let us play on that. This site is now big enough to hold Nationals there's so much smooth clean concrete! Anyway, we talked up this event to all the WOR members since this was the 2nd closest to Dayton being only 2.5 hours away. Due to that, we had the second largest turn-out with 15 WOR members competing (one short of the 16 we had at OVR!) This event was only a one day event and due to site availability tech and registration were done elsewhere Sat night. As such, a number of us had planned to make a trip to Cedar Point Amusement Park on Sat but that fell through and I have to think the Toledo Zoo's attendance was up that Saturday just because of all the racers in town! That was a nice time and definitely more relaxing than Cedar Point. A record number of entrants (282!!!) limited us to only three runs for the event - a downside given the cost and distance, but a plus considering the amount and quality of competitors in your class.

The course was literally the 2001 Nationals North course that most of us didn't get to run as a result of the 9/11 terrorist attacks. This one had some reasonable speed slalom and offset sections with a couple of tighter, more technical 180 deg + turns where basically one had to be right on line exactly to be fast. It was a good course, but this year's and 2000's Nationals North courses were more fun. As I said before, the surface was new concrete and as such there ended up being a nice coating of concrete powder sitting on the surface or liberated as we drove on it. For the first heat or two of the competition, Dan Coughnour would have been right at home as the dust made it real interesting. I had the Wheel Source align the Cobra in between Oscoda and this event trying to improve the mid and late turn handling. They found I had roughly _" front toe-out probably as a result of the parking lot alignment when it wouldn't turn-in at Milwaukee.



(Milwaukee was the first Cendiv event this year directly after replacing all the front end components.) The alignment corrected I hoped to do some more tuning at this event but I still didn't get it to where it felt right. As I said, 15 WOR members made the trip with six (6) bringing home trophies: Kent Weaver (4th – FS), John Schlegel (1st – DSP, his second victory in a row!), Bill Smiley (4th – CM), Codie Smiley-Knabe (2nd – F-Jr), Chad Fraley (7th – STS), and Bart Merriam (3rd – SM.) The others finished as follows : Kris Bjerkaas (4th – BS, one out of the trophies), Dean Rindler (6th – DS), Brad Fitz (10th – DS), Crissy Bolinger (3rd – FSL), Mark Frost (10th – CSP at his first Cendiv event), Greg Stephenson (14th – CSP in Mark's car), Linda Smiley (9th – CM), Luis Postigo (6th – SM at his first Cendiv event), and Aaron Hale (7th – SM.)

Kansas Region Nationals Warm-Up Event – Sept 7-8. The other pilgrimage of the year was upon us, The Solo II National Championships at Forbes Field in Topeka, KS. We started out Friday morning after sending Crissy's daughter off to school and got into Topeka a little over 10 hours and nearly 700 miles later. Kansas Region hosts a Nationals Warm-Up event on the North course site. This is basically a test and tune so you can get used to the surface again and scrub in your sticker tires. It was amazing just how many new tires you see on cars at this event. Anyway, they set up a slightly modified 2000 Nationals North course and gave everyone three runs each day, Saturday the reverse direction and Sunday the correct way which I felt flowed much better. That made me happy as I've said before I think this course was one of the best I've ever run out there in my eight years at Nationals. The set-up chase continued here as I found I really hadn't figured much out at Toledo nor Oscoda. By my last run Sunday, I finally had the car feeling just about right with good rotation - pretty much like it did before repairing the rear bushings. On the other hand, the pressures were now much different than I had ever run before, 3 psi higher in the front and 19 psi higher in the rear. On the plus side, my pressures were now much closer front to rear with only a 8 psi differential. As a result of chas-

Lawnboy Report continued:



ing the set-up, I lived up to my reputation for killing cones, but it was the warm-up event and the car finally was feeling good so I didn't care. Crissy did slightly better making her last runs clean each day. Saturday night we made our required visit to one of the best barbecued rib joints in the US called "Pat's Pig" just right up the road from the site and Sunday we visited the local micro-brewery "Blind Tiger" along with 50 or so more racers. The time with friends and partying had begun in earnest. While we were running the warm-up event on the North course area, the ProSolo Finale was being run on the South course area. Since I didn't get over there to see what was happening I really can't tell you who did what or even how anyone did. Monday both the North and South courses were set up for walking which we did a bunch of since we were to run Tues and Wed. Tues was the North course for us so we walked the South just once to get an idea and the North a good 12 or more times. The evening concluded with an Evolution Performance Driving School course discussion for past students and the Welcome Party at the Topeka Convention Center.

SCCA Solo II National Championships – Sept 10-13. As I said before, we ran Tuesday and Wednesday, so now it was crunch time. This was the 30th Solo II National Championship and was the largest ever

with over 1100 entrants - roughly half of which ran Tues/Weds split between the two courses and the other half Thur/Fri. All that means is there are lots of competitors in your class and lots of friends either racing or watching – always something to be doing. The day started with the National anthem and the Kansas Air National Guard based right there at Forbes Field having one of their KC-135 aerial refuelers do a fly-over - very cool! There were 32 in my class, six of which were Mustangs, two Pontiac Firebirds, one BMW 540i, and the rest Camaros. The North course turned out to be just what I expected after walking it probably 15 to 18 times total. This course had to be one of the best courses I've run out there with fast sweepers, 180s in which you had to have the throttle matted by mid-turn, fast offsets, a bent six cone slalom, and a tight 3 cone slalom before the finish.

I ran second heat and on my first run I was too optimistic at the finish slalom and took out the last one and the cone before the lights while trying to catch the tail avoiding a spin through the lights. Quick, but +2. Second run I felt the rear tire bump over the base of one of the cones in the long slalom and when I came through they said I had dropped 1.5 seconds but "+2" again! Turned out the slalom cone wasn't knocked over so it didn't count (Yea!) but I had just barely ticked two other cones in a fast section of the course. (Boo!) Last run, I'm running fairly competitive times if I can just clean it up. Alas, it wasn't to be as I got behind in the long slalom eventually spinning the car and essentially ending that run. Good enough for 29th, instead of 11th had the 2nd run been clean or possibly even much better since I know where I screwed up and lost a bunch of time on that run. Crissy ran fifth heat and followed my lead hitting the same two cones on her first run that I did on my first run. Her last two runs she found a different cone each time to leave her with her best run having a "+1" penalty and in 6th in FSL. Tuesday night dinner was "Experience Topeka" meaning nothing was planned by SCCA; however, C Prepared took care of that holding their annual party at "Solo City" the area for the campers right outside the gates to the site.

The CP party had an industrial size margarita maker that looked eerily like a garbage disposal with a big metal funnel and a serving hose. Good time, but since we were racing the next day it limited our time there as things start awful early each day.

Wednesday was the South course that was MUCH more technical, tighter, slower, and flowed okay at best. You absolutely had to be on your line and tight at the exit of every turn to be even close to fast – it hurt if you were even six inches off where you wanted to be. One nationally renown racer who drove it Tues said it was best described by four words: "Patience, discipline, precision, and non-aggression." Walking it I had to agree, driving it there was no doubt. The car didn't feel as good on this course, not being able to accelerate out of the turn as early as I wanted. As a result my times were okay on that course - probably mid-pack, but nothing to write home about as they say. Best I can say is I drove it well, was where I wanted to be, didn't hit a single cone, but it just wasn't good enough. I only gained one spot after all was said and done and finished 28th. Crissy's first run she missed the line by a couple feet or more on every turn and before I could go back and talk to her about it she was yelling to me the car was broken again. Turned out as she short shifted into 2nd off the start, one of the links in the seat frame broke allowing the seat to rock back and forth on every braking or steering input. That explained the lines! One of our good Cendiv friends and fellow competitors, Heather (and Mark) Shehan, came to the rescue and offered to let Crissy co-drive their car, a 2001 Bullitt Mustang, on her last two runs. She did just that and came back with the words "Oh my gosh!" She said the Bullitt turned and went wherever she wanted but on the downside it lacked the power of the Cobra. All of her runs were clean also and she pulled herself up into 5th for her first Nationals.

Of course, after all of that, the real story of the night for WOR belonged to Jeff Brown. Jeff is now your 2002 Street Touring Xtreme (STX) Solo II National Champion!!!

Congrats Jeff!!! He was running the opposite course than we were so we never got to see him run. As I understand it, he got cones on all but his 2nd run on the South course the first day then put down the time to beat on his first run on the North course that no one ever did catch including himself! Great job Jeff! Street Modified (SM) also ran Tues & Wed at the same time Jeff was running and Bart Merriam finished in the trophies with a 9th place finish while his co-driver, Aaron Hale, finished 37th. D Stock ran the same courses as SM and STX on Tues and Wed. Dean Rindler and Chris Sullivan ended up 33rd and 37th respectively in their class. Terry Teeter ran GS on the same days and courses we did, but I worked while he ran and never got to see how he did other than finding out he finished 20th in class. That night was the banquet at the Expo Center where we got to cheer for Jeff and the others but didn't get out of there until 11:00.

Thursday morning we were able to get a shop across from the site to weld the seat link so all was fine with the Cobra for the trip home and future events. The Smileys started with the South course Thursday and Linda ended up leading C Modified Ladies (CML) but essentially in a three-way tie for 1st with roughly 0.4 seconds separating the three and only 0.027 secs separating 1st from 2nd. In CM, Bill Smiley drove well and was sitting 13th after the first day, 4 spots out of the trophies but only 0.1 secs or so back from being solidly in the them. Thursday night after all of the racing excitement we went to the Kumho sponsored Talent Show, which had a barbecue and was undoubtedly the best sponsored (free) food of the weekend. At the talent show the competitors sign up to perform for everyone. There was a magic act, a couple stand-up comedy acts, a couple serious musical acts, and a parody on some of the nationally known drivers using a Jeopardy format. I know, it sounds kinda hokey on the surface, but it really is a great time! After that there was the annual visit to Baby Dolls, just because. Friday the racing continued to be tight for the CML ladies but Linda Smiley led throughout and pulled out the final 0.961 sec victory on her last run for

her fifth (5th!!!) National Championship and second in CML! Bill had the same trouble as Crissy and me, just barely ticking a cone on every run on the north course dropping him to 26th. Friday night was the last banquet and opportunity to cheer for those who were able to bring home a trophy as well as our annual trek to Maggie Moo's Ice Cream. Maggie's (just like the one here in Cross Pointe Center) really has become the Cendiv gathering place and even offered free ice cream any racers who brought in National's trophies!

Saturday came and we kicked off the trip home with the traditional stop at the Heartland Café Diner for breakfast. A number of stops later, a bulging belt on one of the Smiley's trailer tires (caught before it blew), another 700 miles, and a little over 11 hours later (not including the time zone change) and we were back in town for dinner and a stop at our Maggie Moos. In summary, 10 WOR entrants, a good time for all, three trophies, and two National Champions!

WOR Event #7 – Sept 15. It's become a long-standing tradition to come back to WOR and run a local event the day after returning from Nationals. This year was no exception except there was a thunderstorm when we got up making it really tough to want to go race. Thankfully we did anyway as it stopped raining before the driver's meeting and on all but the first or second runs the course was dry. The course was a good one with a technical section, two-crossovers (not as scary as it sounds), a skid pad, and two fast straight sections. The only problem I had was finding the non-gravelly line. Dunno if there was one, I never found it, but others seem to have. The seat frame stayed together and the car felt pretty good. Greg should have a full story, but it was a good event and everyone got six runs and the option for some fun runs at the end of the day. Afterwards about 25 of us went to BW-3s in Sugarcreek Plaza and finished off the week or weekend with friends.

This coming weekend, Sep 22, is an off weekend for us, but the next will either be in Muncie, IN or back at OVR. Then the following two weekends we are off to Lex-

ington, KY (CKR) and Grissom Aeroplex (INR) for the 7th and 8th (last) Cendiv Series events of the season. Lexington and Grissom are only three hours away and are close enough for us to try to get the largest WOR showing at a Cendiv event yet this year! If nothing else, come out and experience the concrete at Grissom since WOR's likely to have a points event there next year!

Lastly and most important, 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

A Warm & Fuzzy
Fender Member Moment...

ONE STOUT MINI





2002 WOR-GAMES HISTORY IN PHOTOS



Central Division RoundTable CENDIV STEWARD/WORKERS SEMINAR

November 16-17, 2002

Radisson at Star Plaza: 800 E 81st Avenue, Merrillville, IN 46410 Phone: (219) 769-6311 or (800) 333-3333 Fax: (219) 793-9025 or Reservations may be booked on-line, use the SCCA promotional code to get the SCCA rate.

SCCA Room Rate \$84.00+ Tax per night up to 4 per room. Call Radisson directly to make reservations - a block of rooms will be held until November 4 at the above rate. Request the SCCA rate (normally \$99-\$109) when making your reservations.

Please note there are many other fine hotels at the same exit or in the vicinity.

REGISTRATION INFO:

Registration fee for the Seminar is \$30.00. The seminar registration fee includes continental breakfast, lunch, and breaks on Saturday; and continental breakfast on Sunday

morning.

If registering with a spouse, their fee is \$25.00.

For those wishing to attend the solo meetings only, there is no charge.

Registration form and fee must be received by November 4. Please make checks payable to Central Division Calendar Committee.

The Cendiv Solo II Championship Series and Cendiv Awards Banquet will be held on Saturday evening with the social hour starting at 6:00 with dinner at 7:00. Menu choices (chicken Wellington or Boneless Grilled Rib-Eye Steak) can be found on the attached registration form.

Late Registration: add \$5.00 per person if postmarked after November 4.

Lunch only fee is \$15.00

Registration will open on Friday, November 15 at 6:00 p.m. at the Radisson.

2002 YEAR-END AWARDS BANQUET & CENDIV ROUNDTABLE

Solo Schedule:

9:00am - 11:30 am

11:30 am - 1:00 pm

1:30 pm - 4:30 pm

6:00 pm - 7:00 pm

7:00 pm

NO entry fee for the Solo Meetings!!!

Subaru Series Board Meeting

Lunch

Solo Meeting and Open Town Hall

Bring any tentative bids & dates for 2003!

Social hour

Dinner and Awards



CENDIV ROUNDTABLE & BANQUET REGISTRATION FORM

Make checks payable to: Central Division Calendar Committee

Mail to: Bev Heilicher, 320 Dakota Ave S, Minneapolis, MN 55416-1018

Attendee Name: _____

Spouse Attendee Name: _____

Address: _____

City, State, Zip: _____

Telephone: _____

Region of Record: _____

Licensed Specialty or Regional Position: _____

E-Mail Address: _____

Fee Included @ \$30.00: _____

Fee Included @ \$25.00: _____

Late Fee Included @ \$5.00: _____

Solo Meetings Only @ No Charge: _____

Lunch Only Fee @ \$15.00: _____

Chicken Wellington Dinner @ \$19.00: _____

Boneless Grilled Rib-Eye Steak @ \$21.00: _____

TOTAL AMOUNT ENCLOSED: _____

Monterey:

Pebble Beach Concours & Laguna Seca Historics





Monterey:

Pebble Beach Concours & Laguna Seca Historics

continued:



Thanks From The Miata Club

As your hosts for the event, the Miami Valley Miata Club would like to thank all the participants for bringing their wonderful roadsters out on a wet, dreary Sunday to (fortunately) drive topless into a beautiful sunny afternoon of backroads fun !!

As Rally Masters for the event, Cinda and I hope you all had fun and enjoyed each others' company !! Afterall, we're ALL ROADSTER PEOPLE !!!

We advertised this Dayton All-Roadster Rally in the DDN Wheels section 3 times (thanks to the MVMC PR Director, Bob Jones), the WPAFB Skywrighter weekly base newspaper, on web sites for Honda S2000s, Corvettes, Audi TTs, T-Birds, Alfa Romeos, BMWs, Porsches. We sent email notices to the local MG/British car club POC, local SCCA newsletter, all Ohio Miata clubs, Foreign Exchange, Wheel Source, Extreme Autosports, Foreign Car Parts, Colletti Motorsports, Tiger Garage, Coke's Foreign Car Service, etc.

The 45 roadsters consisted of the following mix of cars:

- | | |
|------------------------------|----------------------|
| > 32 Miatas | > 3 BMW Z3s |
| > 2 Audi TTs | > 1 RX-7 |
| > 1 '57 Triumph TR3 | > 1 Mercedes 230 SLK |
| > 1 Sunbeam Tiger (w/302 V8) | > 1 '56 T-Bird |
| > 1 '62 Sunbeam Alpine | > 1 '72 Corvette |
| > 1 Porsche Boxster | |

Official Course Length: 64.4 miles (per GPS readout)

Official Course Time: 120 minutes

Perfect Score for Rally Questions: 264 (= Zero Penalty Points)

Drum Roll, Please ... And The Winners Are:

First Place Trophy: Pat & Bonnie Sturgeon (combined penalty points = 55)

Second Place Trophy: Pat Gould & Lee Korb (combined penalty points = 63)

Third Place Trophy: David & Vernita Erbeck (combined penalty points = 69)

Thanks to all for making the First Dayton All-Roadster Rally a huge success!!

Drake A. Daum, Founder, Past President, & 2002 Membership Director

Miami Valley Miata Club (Est. October 1993)



This is Kirk Troescher's (G Stock) son:

Joshua Dean Troescher, Born on my birthday of October 1st at 5:47 pm, 8lbs 1oz, 19.75 inches long, and looks alot like me! He is awesome! Great set of lungs!!!! I helped with his birth by holding my wives legs and back, moving her around as needed. The next generation of Troescher racing is here!!!! If you wish to make donations to his education talk to the wife, if you wish to make a donation to his racing career talk to me.

This really isn't Kirk Troescher's son. I think he thought he sent the photo but he didn't. So I just used what I had. New-bees all look the same anyway. Besides, if he really thinks he helped with the birth then I really think that might be Josh! -Ed.

WE MAKE THE HOLIDAYS GO FAST!

The Taj has all the nice for the naughty on your Christmas list this year! Stuff for the ladies, stuff for the guys, stuff for the garage, and if they're not worth spending a buck on then give them the keys to the coolest car museum on the web... **FOR FREE!!** What a deal! Log on to www.tajmagaraj.com and see what you've been missing!



"Something for the mind,
something for the behind.
Happy Holidays!"
-Taj

Taj Fleece Pullover
\$99

Taj Poster
\$9.59



Taj Koozie
\$6



Taj Mug
\$9

DON'T FORGET!
TO JOIN THE TAJ FAN CLUB
FOR FREE GIFS & FUN



Visit the Taj Museum 24-7 for oddities, curiosities & exotic automobilia!

TajMaGaraj.com: home to the first US street legal 959, 1955 Paris car show 550 Spyder, the spectacular 356 Limo & other significant examples of excessive personal transportation.

THE GARAJ

P O R S C H E • A U D I • V O L K S W A G E N

Dayton, Ohio ~ 937.294.2400 ~ www.thegaraj.com



*Happy Holidays
From Yuri & Phil*

WOR Classified Advertising

Notice: This classified section is FREE to SCCA members. Your ad will be printed three times.

**** Indicates that your ad is appearing for the final time. Nonmembers may advertise at the rate of \$5.00 per month.*

***1997 Mustang Cobra



"1997 Ford Mustang Cobra – 54K miles, black/black leather, clean; starting family, need mini-van (yes, I still have my man-bits); 5sp. MT, AC, PS, PW, PL, Mach 460 stereo (cassette & CD), "Bullitt/Anthracite" wheels with 245/45-17 Dunlop SP Sport 5000 (est. 30% left) for street use; fully prepared for "F Stock", have autocrossed 1 1/2 seasons, Koni Sport (yellow) single adjust (re-bound) shocks/struts, Steeda front sway bar, Redline synthetics in engine/trans/diff, K&N, Dynamax Ultraflow SS mufflers (slightly louder and more defined than stock, cool sound), Hawk HP+ front pads, DOT 5 brake fluid, Class 1 hitch, short trailer that fits 275 width tires (max) with tool box for jack/air tank/tools, OE wheels with Kumho Ecsta V700 275/40-17 (6 events, est. 60% left) for autocross; OE mufflers, shocks and swaybar available.

\$14,000 for whole package
\$13,500 for car only

Kyle Broeker - Indianapolis
(H) 317-891-0095
broeker97@AOL.com
(C) 765-994-7292"

***Cherry RX-7

I'm sending you a picture of my car. It only has 11,417 actual adult driven, non smoking, dry road miles on it. This car has been appraised and is considered by most as CONCOURS,a 10, PERFECT, and MINT FACTORY. I have only owned the car for a short time and have only put the miles from the original owners home to mine on it and parked it. It has had a life in a heated garage up till last month. People looking for a Mint, perfect car will not be disappointed when they check this out. If you want more photos or information, please e-mail me at Ryoung8112@aol.com. Or call me at (614)539-1844

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.

***1983 Rabbit GTI

1983 Rabbit GTI FStreet Prepared
- Quaife LSD
- lightened flywheel
- Bilsteins
- Ground Control Coilovers
- Swaybars/Stressbars
- Brand new Borbet and Pirelli wheels/tires

Way too much to list! Over
\$6,000 in new parts
\$2,500 firm
614-921-1879
Thanks! Allen

**1995 GS Camero



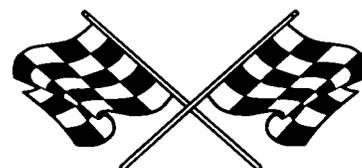
V6, 5 spd, 104K, Blue w/Yellow stripes by Appearance Automotive. T-Tops, 5% Tint, PW, PDL,PM, Keyless entry, 5 pt harness, K&N filter, new clutch, brakes, EGR, ECM, cat.....the list goes on forever.... Original wheels w/275/45-16 Hoosier Roadracers and 5 spoke polished alum wheels w/Falken Zies streeters (1yr old.) \$7000 OBO, new race car already ordered!!! I'm still not telling what it is and those who know.....shhhhhh!
Crissy
(937) 294-1315 h, (937) 626-5347 c
(934) 431-4175 w

**Hoosier Race Tires

Used Hoosier Grand Am Cup Tires
P225 /45ZR 15 Qty 10 \$50.00 ea.

937-312-1533

Ask for Steve.



Funded Driver wanted for the 2002 Grand Am Cup Series



Drive an Acura Integra R in the St1 class with some of the best drivers in the country in a Pro Series That Promises to have great Exposure. See our car at Colletti's website; <http://www.collettimotorsports.com>
call 937-312-1533 or stop by our shop M-F/9-6, 116 C WestPark Rd. Centerville Oh. 45459

COLLETTI
MOTORSPORTS

Fast Cars and Loose Women.



Warrior Racing can help you make your car faster and better looking in less than 24 hours, but we regret to announce that we're backordered on loose women right now. Call **937-667-6418** for pricing!

Accessories: From clear marker lenses to carbon fiber wings and everything in-between. With such brands as: APC, Matrix, Weapon R, DC sports, Eagle Alloy wheels, Motegi Racing wheels and so many more.

Exhaust: DC sports, Chikara, Airmass, Pacesetter, Caloo, Warlock, Bosal Brospeed, Matrix, Boria, Ractive.

Ignition: Taylor, MSD, NGK, Matrix, BBK, Moroso, Holley, Mallory, Optima, Splitfire, Crane cams, Autolite.

Intake: APC, AEM, K&N, Icceman, Weapon R, Akimoto, Blitz, Ractive and many more.

Computer Performance: Superchips, Jet Performance, Hypertech.

Call for insanely low prices!

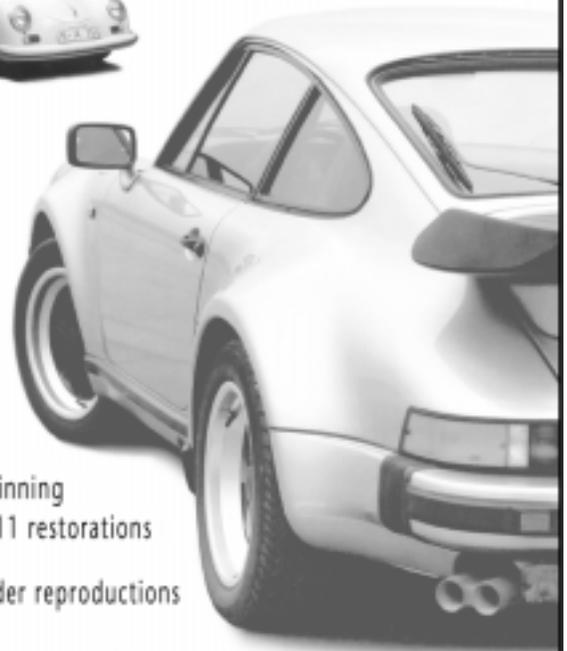
WARRIOR
RACING

937.667.6418

*Happy 50th Birthday
Janet Struve!*



DIE WERKSTATT, INC.



- Award winning
356 & 911 restorations
- 550 Spyder reproductions
- Engine & transmission
service/rebuilding

937.252.3561

20 WEBB STREET • DAYTON, OHIO 45403
RustTubs@aol.com

THE WHEEL SOURCE

Racing

ASK FOR JOHN OR DAVE

937 299-0035

DAYTON
3578 S. Kettering Blvd.
Across from the GM Plant

OPEN
M-F 9am-6pm
Sat. 9am-4pm

www.wheel1.com

WE ACCEPT PERSONAL CHECKS
& THESE MAJOR CREDIT CARDS



WE SHIP TO YOUR DOOR VIA **FedEx**

BIEFFE HELMETS

F1-GPV \$469



F1-GPV Air Concept worn by F1 drivers Irving, Trull, and Fisichella. Lightweight aerodynamic shell, and advanced venting system. SA2000 approved. XS, S, M, L, XL, XXL.

PREDATOR \$329



Lightweight shell, and advanced venting system. Same as F1-GPV without aerodynamics. SA2000 approved. XS, S, M, L, XL, XXL.

F1 \$269



Same lightweight shell as F1-GPV but without aerodynamics and advanced venting system. F1 makes a great entry level helmet. SA2000 approved. XS, S, M, L, XL, XXL.

All Bieffe helmets have removable lining for cleaning and exceed Snell SA 2000 ratings.

HELMET SIZE	
Size	Men
XS	7
S	7 1/8
M	7 1/4 - 7 1/2
L	7 3/8 - 7 1/2
XL	7 3/4
XXL	8

MOMO CORSE

START \$299



Great entry level seat. FIA approved. Colors: Black, Blue, Red.

CUP \$399



Midlevel seat. Removable pads and deeper sides. FIA approved. Colors: Black, Blue, Red.

ACROPOLIS \$499



For the hardcore racer who wants to be held in the seat. FIA approved. Colors: Black, Blue, Red.

MOD. 78 \$159



Perfect for any track car. Suede.

RACING LINE \$149



It's back and on SALE! Price includes hub adapter.

PISTA BOOTS \$159



Suede leather with Nomex III inner lining.

CREW SHOES \$69



Non-slip oil resistant sole. Black with reflective material inserts.

SHOE SIZE CHART

2	36
3	37
4	38
5	39
6	40
7	41
8	42
9	43
10	44
11	45
12	46

GLOVE SIZE

Size	Glove
XS	7
S	8
M	9
L	10
XL	11
XXL	12

TOP BAG \$139



Corona bag with wheels and side pockets. Great for all your gear! Black with yellow trim.

NECK SUPPORT \$59



Designed with an anatomical rear neck support. Available in black.

SHORT RALLY GLOVES \$69



Nomex III, 2-Layer. Available in red or blue with grey suede palm.

LEMANS GLOVES \$79



Top of the line! Exterior stitched for comfort and feedback. Available in Black, red, blue, with soft brown suede palm.

TOP RACER \$899

The most state of the art suit MOMO sells. 3-layer Nomex III Evolution fabric that is SFI 3.2/5 rated. FIA approved, and is extremely lightweight. 360° gusseted shoulders for maximum comfort. Available in shiny grey, and shiny white.

RUNNER PHANTOM \$599

SFI 3.2A/5 rated and FIA approved. 100% Nomex III. Available in red, black, light blue, blue, yellow, grey, green, and orange.

Hoosier

TIRES IN STOCK!

*She's as important
as you make her feel.*



JAMES FREE
JEWELERS

937-298-0171

3100 Far Hills Ave. Kettering, OH 45429
www.jamesfreejewelers.com

COLLETTI
MOTORSPORTS

**Time To Get
Ready For The
Race Season!**



**DYNOJET
DYNAMOMETER**



Call for pricing and availability.

HAWK PADS • REDLINE OIL • INTAKES
HEADERS • RACE PROVEN EXPERTISE



www.collettimotorsports.com

937-312-1533
116 West Park Road • Centerville, OH

STUDIO **35**
photography

DON'T FORGET ABOUT TEAM PHOTOS!



Automotive portraits, in studio or on location.

Portfolio of NASCAR, SCCA, NHRA and
Concours clientel upon request.

JON NEIDERT, PHOTOGRAPHER

937.224.5111

DAYTON, OHIO
JONNEIDERT@AOL.COM



racinggraphix.com



PIT BOARDS

We now are offering racers a new alternative to pit signaling in two sizes. Our new pit boards are a dry erase style with PIT in large white lettering on the back. The price includes your choice of up to 12 letters or numbers on the front, 3 inches tall in one of the standard colors of your choice, plus a dry erase marker.

18" x 12" . . . \$25 16" x 24" . . . \$30

CUSTOM GRAPHICS

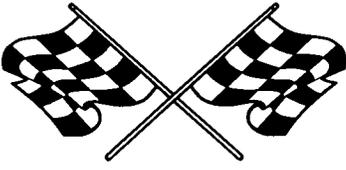
Briggs Racing Graphix offers complete designs for race cars, trailers, transports, pit boxes, pit boards, support vehicles, etc. Custom designs are quoted based on labor, materials and professional installation. BRG also offers a scanning services to scan and digitize your artwork for cutting.

We have an extremely large library of motorsport and automotive manufacturer logos. All orders are designed and cut prespaced with transfer tape ready for professional installation.



ORDER ON THE WEB

OR CALL US AT 937-434-1882 MONDAY THRU FRIDAY 9AM TO 5PM

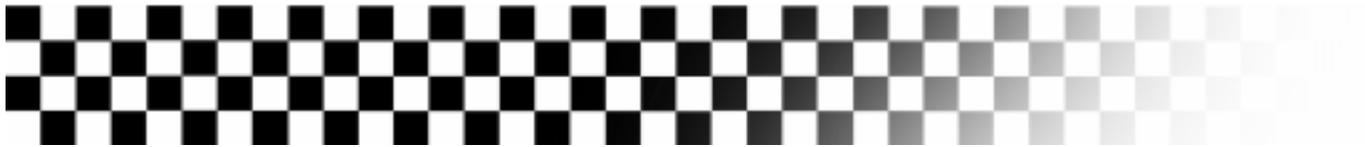


PRST STD
U.S. Postage
PAID
Dayton, OH
Permit #623

REV RECORD

356 South Patterson Blvd.
Dayton, OH 45402

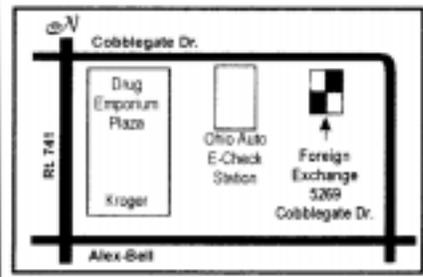
SECOND PLACE IS JUST FIRST LOSER.



FOREIGN EXCHANGE

IMPORT AUTOMOTIVE SPECIALISTS

5269 Cobblegate Dr. • Dayton, OH 45439 • 937.298.3456



- Sales/Lease/Financing
- Maintenance, Repairs and Coachwork
- Restoration
- E-check Prep and Emission Repair

For more than 20 years, Foreign Exchange has provided the Dayton area with the finest in import automotive service, as well as an outstanding selection of previously owned automobiles

For hot links, auto sales and other info, visit our Website: www.foreignx.com