

REV RECORD



WESTERN OHIO REGION www.worscca.org

November/December 2002 Vol. 43 Issue 12

HOLY COW! ELECTION RESULTS ARE IN

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NEW!



ASK THE ROUGHRIDER!
IS DAN COUGHNOUR REALLY AN IDIOT?
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2002 WOR-GAMES KICK BUTT!

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*Dr. DiPasquale sez
Daytona is easier than
getting the Rev Record*

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"...like pulling teeth."

REV RECORD EXCLUSIVE!

FAST WOMEN OF SCCA



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MOMMA'S GOT A NEW HOBBY!

SCOTT STOUT SALUTES WOR-GAMES VOLUNTEERS

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Fun Run Steward
Reports

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Rev Record November/December 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

“Sometimes you just have to slow down to go faster.”



ReX REPORT

Regional Executive:
Eric Marcus

Once again I have written nothing because I have nothing to say and no time to say it in. So I shall rest on my laurels and let others pick up the slack of my personal shortcomings as a contributor to your newsletter. If it wasn't for our clever and resourceful Rev Record editor putting words in my mouth you wouldn't hear anything from me. What a dear friend and dedicated professional he is to sacrifice so much of his personal time to bring you an information packed newsletter every month-ish or so.

Oh, and by the way, Dan Coughnour is an idiot.

- Eric Marcus

Alright, you got me... Eric didn't write it. I just wanted to sport with him one more time before he's forcibly removed from office. I tease all the board members about not writing articles but truthfully it's hard to punch a hole in your life by taking on a volunteer job. Family, friends, work, and maintaining your own personal sporting transportation is all 80% of our membership can handle. So really, when you imagine yourself adding the responsibility of being a board member with schedules, meetings, writing... we should ALL be thankful there's somebody out there willing to make the sacrifice.

You don't have to make that kind of commitment to help. Go to a meeting once this year, just once! Buy something from a RR advertiser and tell them it's because of the SCCA. It'll freak-em out! They don't advertise to sell stuff, it's to support our club. As a matter of fact, if you own a business why aren't you showing your support with an ad? Find one new member, make Scott do his happy dance. There isn't a driver alive that doesn't know it's your crew that will win the race for you.

-Ed

...and the winners are...

Regional Executive:	Kent Weaver
Assistant Regional Executive:	Everett McCauley
Secretary:	John Schlegel
Treasurer:	Kim Watson
Membership:	Scott Stout
Solo:	Greg Stephenson
Club Racing:	Steve Colletti
Rally:	Dave Rudy
Activities:	Eric Marcus
Horse's Ass:	To be announced at banquet



See Jerry run.
Run Jerry, run.

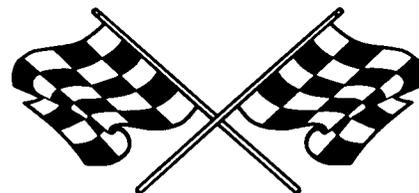
Jerry Martin

WOR Games FUN-RUN 15th Annual 1 Lap of Mid-Ohio

Sunny, cool 60 degrees. 11 runners, 20 walkers. Ben and Eve Worthington led the runners with 16:29, 16:30 lap times. Two local runners responded to my ad in RUNOHIO: Art Hoffman of Mansfield who raced D production in the 60's. John McAllister of Bellville who wondered why he had never heard of this race before (come see what SCCA is all about just started last year).

JD Pfetzing and Suren Tchobanian had just finished their SRF race (9th & 10th) and joined the walkers. We even had a shirt large enough (XXXL) to fit JD. Shirts were sponsored by Colletti Motorsports and Xtreme Motorsports, thanks to Steve Colletti and David Davison. Thanks to Melissa Nunn, Bob Jennings, and Pappy Tchobanian (finish line) and Warren Meyerhoeffler (safety vehicle).

- Jerry Martin



15th Annual WOR Games FUN-RUN - OFFICIAL RESULTS -

Ben Worthington	16:29
Eve Worthington	16:30
Carl Boecker	17:00
John Comesky	17:38
Wes Holbrook	19:27
Trayce Prather	21:45
Dave Prather	21:46
Art Hoffman	22:45
Jerry Martin	22:45
Jennifer Comesky	28:04
John McAllister	28:11

Walkers: JD Pfetzing, John Pfetzing, Anita Keirn, Suren Tchobanian, Liz Prather, Matt Christine, Rubby Dietz, Jennifer Dietz, Maxx Stout, Rebecca Fast and others...

ASS-RE

The Lawnboy Report - Kent Weaver



By the time you get this, the 2003 WOR Board elections will have been completed. Thank you to all that were willing to volunteer for a committee position, whether you got the position or not. Even if you didn't run, that doesn't mean we won't have something for you to do. If you want to be involved, just ask. Since I'm writing this well before the elections are over I can't tell you who won. Maybe I'll have another window of opportunity to write and tell everyone who won what position later. Of course, the prestigious annual award recipients won't be announced until the awards banquet early next year. Plan on attending and making this year's banquet the best yet. Along that line, as you are all probably well aware, the attendance at the banquet the last couple years has dwindled. We asked a bunch of people why and one of the predominant reasons was everyone was seemingly just way too busy before Christmas. That's why it was moved to January. As I said, last year's attendance wasn't all that great, so what now? When, where, what do you want that would make you want to attend??? How about at Dave & Busters in Cincy or Columbus? Write me either by e-mail or by the USPS or even call and give me your ideas.

Now, on to my typical road trip solo report:

After racing at the WOR event on Sept 16th, I actually had the opportunity to put street tires back on the Cobra and drive her to work and play. Well, at least

I thought I would... Turned out as I was headed up north on I-75 to a scout meeting I kept hearing a squeaking noise - like a child pulling their Radio Flyer down the sidewalk in great need of some oil. It sounded like it was coming from the rear of the car, but nothing was obvious visually...the brake pads and rotors, the u-joints, everything looked fine. That meant it was time to disassemble and inspect. The u-joints got replaced because if you need to press them apart to inspect them, you might as well replace them. Unfortunately or fortunately, there were no obvious culprits there.. The differential got torn apart so I could inspect the axle bearings, but all that looked just fine too. By the time I was done we had missed the Sept 22nd event in Indy that we had only kinda thought about going to in the first place and the Sept 27th event at the airport in Muncie, IN which we really wanted to go to. Reports from friends that did go to Muncie said we missed a good time. Reportedly the course looked like Tweety Bird from the sky and yes, Warren LeVeque designed the course. Back to the car, it was doing fine and radio flyer sounds from the rear so it was a go for OVR's event on Sept 28th.

Ohio Valley Region (OVR) – OSU West Campus – September 28th. We set out early on our way to OVR Sunday morning and on the way up I-675 we blew past a little red car we recognized. Yes, it was Eric Yousey in his Honda Civic, also on his way to OVR for the event. He tucked in behind and we made great

time the rest of the way there. The course was another Bruno Tabacchi special, although this time it seemed more technical than the previous courses we've run there. They had 158 drivers and everyone got 5 runs. FS and FSL ran the same heat (3rd) which meant Crissy and I were co-driving and switching back and forth for each run. First run I went out and ended up in second, 0.009 secs behind Paul Williams, but the scary part was Crissy was only 0.3 secs back of us. Next run I drop 0.5 secs and am in first by that amount since Paul slowed down on his run. Again, Crissy is right there on my tail, still only 0.3 secs back of me and now 0.2 ahead of Paul since she also dropped 0.5 secs. Next run, I drop another 0.3 secs, Paul is still slower and Crissy only picks up 0.1 secs leaving her 0.6 secs behind me. Fourth run I drop another 0.1 secs, Paul finally improves his raw time by 0.5 secs but hits two cones and Crissy coned also. Last run I join the party and hit a cone on what would have been 0.3 secs quicker, but still leave with a 0.4 sec win over Paul and 0.6 sec ahead of Crissy who won FSL handily and would have finished 3rd in the open class. Ten of us WOR members ran this event with eight bringing home trophies: Kent Weaver (1st – FS), Crissy Bolinger (1st – FSL), Terry Teeter (1st – GS), Ron Teeter (5th – GS), Traci Teeter (1st – GSL), Nathan Laman (4th – HS), Cindy Brown (1st – HSL), and Rob Snell (1st – ESP). Doug Jennings drove his Sunbeam Tiger to a 6th place finish in BSP and Eric Yousey finished 14th in a huge STS class.

Central Kentucky Region (CKR) – Cendiv Event #7 – October 5 - 6. This event was held at the University of Kentucky Stadium parking lot in Lexington, KY. The lot is a good size older asphalt parking lot with a slope to it that also had a nice ridge in the middle of it that made one turn very interesting. The first part of the course was fairly similar to the one we ran there at the event in June where the deer caught the truck and Cobra on the way there through Florence, KY. It made us edgy on the way there, but thankfully there were no deer sightings on the way this time. The first day we started fairly late (at 10:30am) and were given 5 runs, with 160+ drivers that meant for a long day. We used the Hoosiers we bought for Nationals and 3 runs into the event the left front was showing a thin line of cord on the outer shoulder! Earlier this year we were able to get 30 or 35 runs before flipping them prior to showing any cord at all, and this time we only had 21 runs before cord showed. We swapped front to rear for her last runs, then lefts and rights for my runs. Crissy and I were both in second place in FSL and FS respectively, with me being 0.6 secs out of the lead. All of them were showing a thin line of cord after we were done, having made 31 runs total. We peeled the wheels off and went in search of a tire shop to flip the tires, but since it was so late (roughly 5:00p) we were unable to find anyone to do it. That night we went to Sawyers Restaurant in downtown Lexington for probably the best series event food of the year.

Sunday came and we settled on using our back-up set that had 43 runs on them. I figured they'd be pretty good as the sets earlier in the year had lasted 70ish runs and better yet I had treated these with traction compound earlier in the week. Don't know if it was the traction compound or what, but these went away very quickly, basically be-

ing shot after Crissy's first couple runs Sunday with neither of us being able to be much closer than 2.5 secs behind the leader's best time Sunday. Crissy kept second and I fell just 0.006 out of the trophies into 3rd place behind Paul Williams. On the way back we gave Kris Bjerkaas a "walk-about" FM radio so he could talk with the rest of us on the way home since he didn't have a CB radio and sent him ahead to get gas. We passed him at the gas station on the way to the highway and it must have been 60+ miles later before he caught up with us. We all stopped at Fuddruckers near the Dayton Mall and relaxed before ending the trip. Eight WOR members made the trip with only 3 of us bringing home trophies: John Schlegel (2nd – DSP), Cheryl Swarts (1st – CML), and Codie Smiley-Knabe (1st – F-Jr.) Finishing out of the trophies were: Kris Bjerkaas (4th – BS, one out of the trophies), Kent Weaver (3rd – FS, one out), Crissy Bolinger (2nd – FSL, one out), Bill Smiley (5th – CM), and Linda Smiley (8th – CM.)

Indiana Northwest Region (INR) – Cendiv #8 – October 12-13. This event was initially planned for Trump Casino in Merrillville, IN but got moved due to a construction effort that took over a large portion of the lot we were going to use. So, with a month or two to go the event got moved to Grissom Aeroplex, our home away from home. Due to the lateness in the year us being on Indiana screwy time, the site closed at 6:30 (dark), so registration and tech were held at Rotatech Race Shop that opened right there at Grissom a few months earlier – nice toys! Anyway, 179 drivers braved the cold and potentially rainy forecast for one last shot for racing at Grissom this year. We had the Wheel Source flip the tires we used the first day at Lexington and were ready to go.

Saturday was supposed to be the warmer of the two days (upper 50s, low 60s as a high) with a cold front and rain coming through that night. They were wrong, it started out cold and even started to mist, sprinkle, and then even light rain near the end of the second heat. Of course, Crissy and I were running 3rd heat in the wet (we were both running in FS since there wasn't anyone else in FSL and we'd both have the benefit of warmer tires.) It wasn't nearly wet enough for rain tires, but definitely not as grippy as in the dry. The first runs we went out and were within 1 sec of the lead but definitely having trouble with traction. For the next run, we lowered the pressures even more and turned on the air conditioning – what an improvement! This time I dropped 1.6 secs and was within 0.2 of the lead. The rain had stopped by the 3rd runs, so the times kept dropping and I dropped 1.4 secs for a 0.25 sec lead. Last run it was getting dryer still so I decided it was probably good enough to turn off the a/c. That was a mistake as the tires broke loose coming out of almost every turn no matter how lightly I squeezed the throttle. I only dropped 0.6 secs, which dropped me to 3rd, 0.6 secs out of 1st and 0.4 secs out of 2nd. Crissy still struggled with it and ended up in 5th. The course was fun and technical, I would have loved to had a shot at it in the dry. That night we got together with the OVR gang and some other friends, deep fried a turkey, shot some pool at our hotel, did jello shots, and just had a great time.

Sunday, the cold was there in force as predicted with temperatures in the 30s and not getting out of the 40s. Brrrr!!! At least it wasn't raining, but it just isn't right when you have to wear winter gloves and hats to go work course in the morning!

Continued on page 6

The Lawnboy Report

Continued from page 5

Sunday's course was more open and flowing than Saturday's giving us more speed in some sections but still requiring you to be on the right line to be fast. Sunday I had good raw times but the last two I got a bit out of shape at the finish and ended up hitting cones. That left me in 3rd overall for the event, but good enough for 2nd place in the series year-end. Ten of us WOR members made the trip and braved the weather with only 3 of us bringing home trophies: Kris Bjerkaas (2nd – BS, for his first Cendiv Series trophy!), Bill Smiley (3rd – CM), and Cheryl Swarts (1st – CML). The rest of us finished as follows: Kent Weaver (3rd – FS, one out of the trophies), Crissy Bolinger (5th – FS), John Schlegel (5th – DSP), Linda Smiley (6th – CM), Eric Brunamonti (7th – STS), Chad Fraley (12th – STS), and Codie Smiley-Knabe (2nd – F-Jr.)

This coming weekend, October 20, is the first WOR points event (make-up date) at the VA Medical Center. The next weekend, October 27, we are going to the non-ProSolo hosted by Fort Wayne Region at Converse, IN instead of the last WOR points event. Then on Nov 10th, WOR is having it's last event of the season, a non-points or tie-breaker event. Of course there is the Cendiv Roundtable and Cendiv Series Awards Banquet Nov 16th, but then the season is really over except for the WOR Banquet in January. Hope to see you there,

Kent Weaver



**Dan Coughnour
es un idiota.**



RACER-X

Road Race Report
-Steve Colletti

Let me start off by saying Im sorry there haven't been more articles over the summer, I got caught up in my own Race season in the Grand Am cup with my codriver Harold Linville ,we ran 3 pro events and 2 regionls this year a modest start for a new team . Still I had to overextend myself to do them the results were O.K. and encouraging if not outstanding .

Now that the season is over it's time to analyze the results and make changes for next year . I'm sure I share the same feeling's with alot of you that there is never enough time or money to do it all . But you know what we had alot of fun and thats whats its all about improving and making it better is what keeps us going struggling to reach the next level.

W.O.R games was a big success ! A great job by Nancy Davis and the region all the competitors I spoke to had a great time. We had many members of WOR compete some notables in I.T.B. Chris Wickle 2nd place , Travis Schwenke 3rd , and our own Jerry Martin 13 th , Steve Demiter competed in 2 classes C.F.C. and got 2nd place and got 2nd in the lighting groupe good job Steve. In I.T.A we had Dan O' Sullivan and in A.S. we had Eric Jensen . I had the pleasure of learning all about Spec. Racer Fords I crewed for the Racing Doctor " D " (Charlie Di pasquale D.D.S.) The racing Doc is a Dentist who has his office on route 48 in Centerville. We had a great time hanging out all weekend getting his car faster. Get ready for WOR elections comming up soon. Until next time...
Steve Colletti
yours for the sport

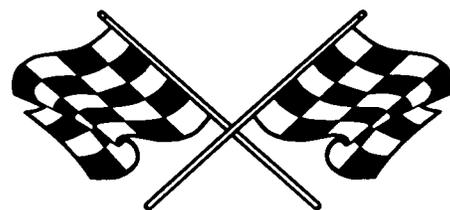
THANK YOU
THANK YOU
THANK YOU
THANK YOU

Thank you and your region for selecting me as the recipient of the 2002 Spirit Award. What a surprise and honor!

WOR Games has always been my favorite race of the year, and now it has taken on a new meaning which includes a remembrance to my mentor— Joann Burke.

Thank you all, it was a privilege working with you on this event.

Susan Boesel



A WINNER IS BORN!



Carianne Jean Rindler

October 29, 2002

8:26 am

7 lbs. 14 oz.

20 1/2 inches



Hi...
My name is
Tom and I'm an
autoholic.

Tom Bicknell

WOR Member and
man about town

Football Fever

This article has nothing to do with football. You might be hard pressed to find anything feverish in it as well. Regardless we all have to pull together and fill some space for poor Bill so I've thrown my hat into the ring in an attempt to fill in at least a few inches of space with my ramblings. So onto our main feature presentation...

What I learned on my Summer Autocross vacation.

My name is Tom, and I'm an autoholic. I love cars. I love cars racing, cruising, or sitting pretty on a lexan shelf at an autoshow. Truth be known I think just finding an interesting car in the Wal-Mart parking lot is a joyous event. So where does a poor chap as myself go to rid himself of his fanboy fantasies of Ferrari and Porsche lust?

The birth of a new fetish

My first autocross competition was with the Cincy region in August. 98 degrees out, full sun and I hate to sweat. But for some reason the thrill of the game convinced me to leave my house and get there early with my friend to help set the course up and make friends. I'd say I haven't expelled that much liquid from my body over the course of the day in my entire life. I felt like I had been literally juiced by the day's event... and when it was all over I was nearly dead from heat exhaustion. But I did well, got a beer mug for my effort and was from that point on hooked forever on the concept of weaving around cones in some god-awful parking lot. The weird thing was for that 6 hours I forgot all about Ferrari's and Porsche's... I was now infatuated with tiny little cars with tiny little engines.

After finding out that Cincy was actually running their events an hour away from my house (instead of the convenient high school parking lot they were using that day) I looked up info about WOR. It looked bigger, badder, more competitive... scary to say the least. Screw it, I'm in.



Tom Bicknell: Autoholic

Continued from page 7

I'm glad I went to that first WOR event. The scale of the course was astounding to me. The number of entrants was unbelievable. I was told later that 97 entrants were a lot for WOR but not nearly as many as some of the other competitions. But the people made all the difference that day. Friendly and informative participants made the autocross a breeze. Everything was great... except for a mean man named Max who beat me by over four seconds. I drove at every other event from there out. Spending part of my time getting seat time, the other time learning by watching and taking pictures. By the second WOR event though my wife had become hooked as well.

Humble Pie

I finished the points season out a different enthusiast. WOR taught me I sucked at driving and that I couldn't buy speed on these courses. Being fast came from raw talent... and a budget for good tires. I saw people in cars I would have laughed at just a month before if they tried to race me on the street, but here they were mocking me with their course times... sometimes 5 seconds ahead of me, in cars that cost less than a quarter of mine. Eye opening... oh yeah.

So the good 'ol wife and I are planning on making a full run at next season at a few different regions. I'll have a cheaper car by then. A car that I gleefully eye spy pics of on a daily basis and dream of the possibilities of taking on the VA lot behind its wheel. I have no reason to think I'll be the champion next year of whatever class I end up in. I'll have to get lots of seat time and possibly attend a driver school or two... but I'm going to be trying my best.

You see I have a new affection in my life and I've cleaned off a small place in my office bookshelf for their little glass bodies to sit.

My name is Tom, and I'm autoholic.

-Tom

#13DS



MEMBERSHIP Report

Scott Stout

Greetings All,

It has been a few months since my last article, and I only write when it's worthy. This is worthy.

Just before the WOR Games, My wife and I called you, and every other WOR member we have, looking for WOR Games Volunteers. The few souls that responded and stepped forward, deserve a well earned round of gratitude from (not just me) every WOR Member that enjoys a Sunday at the track!

The Members that ran Paddock are:

David Barrington

Tim Bosse

Allen Dwire & Chase

Paul & Sue Strieby

Don and Lois Bigler

Margie Brown & Chuck Grove

Bob Kleinfelder

Pete Stroble

These people, and the many other WOR Game volunteers, deserve a **BIG THANK YOU**, the next time you see them. They are the ones that get off their butts, rearrange schedules, and walk the walk, to make this club available to ALL OF US. Without them, our club would die.

ALSO OF NOTE:

A Big THANKS to Greg Stephenson!

Due to his fantastic management and organizational skills involving *SOLO II*, He has almost single-handedly, pushed our membership level to 408 Members as of September, 2002. This is the highest membership number since I joined! I have Greg to thank. His efforts and success in *SOLO II*, is the only reason for these numbers.

Thanks again to everyone that pitched in!

Scott & Beverly Stout

59 TR3 - Vintage A



THANK YOU ALL!





MY FRIEND THE DENTIST

By Ed Maurer "friend to all that goes fast"



Beaching It

My dentist and friend, Charles DiPasquale, DDS (also known as, Dr. D. or Charlie) from Centerville, races a Spec Racer Ford (SRF). He has decided to get in some track time in the warm southern states while most of us are planning for next year or rebuilding our rides over the winter. He recently asked if I would like to join him for a Pro Spec racer Ford event at Daytona Beach in conjunction with the Rolex Grand American Series. I know a few guys running in the Rolex series, I saw by the Weather Channel that there no storms in the offing, so what the heck! Weather in Ohio, weather in Florida, not a difficult choice.

Dr. D. has built a good dental practice over the years and recently decided he needed to fulfill his dream of racing. He went to some schools, got his SCCA national license and finally decided to buy an SRF. In honor of his passion for Italian cars, this year he painted it Ferrari Red and added some yellow stripes, very Momo looking...

It was 39 degrees and raining when I took off for Daytona Beach. I reached Orlando at midnight then drove east on Route 4, rolled into Daytona at 2 AM. It

was nice to see the Speedway right on Route 92. I looked at some hotels around the track, but I thought, what the heck, I came all this way, why not stay at the beach.

I had reviewed some hotels on line before I left, but made no reservations, as it had been 10 years since I had been to Daytona, and I knew it was off season, so I decided to just see what kind of deal I could make. It was now 2:20 AM when I spied the Acapulco Hotel right on A1A in Daytona Beach Shores. Made a deal on a room for \$49 a night and crashed.

I would recommend this hotel to anyone. The room had a microwave, refrigerator, Speed Channel and HBO. The hotel had a heated pool, two hot tubs, a restaurant and was very clean. Not bad for being about 15 minutes from the track. There was a good bar called Drifters down the road with fresh grouper served by friendly, pretty bartenders. There was another nearby establishment called Biggins, which I did not go in, but I can imagine it was friendly too.



We picked up our credentials at NASCAR's office across from the track, chatted with some of nice NASCAR ladies and SCCA and Rolex officials, and headed to the paddock. Dr. D's car is prepared by Colletti Motorsports when he is running here in the north and taken care of by Robinson Motorsports



out of Melbourne, Florida when he is racing in the south. Robinson preps many SRF's for teams in the south and they have some good experience at Daytona. This was critical, as Charlie had never raced with the Pro Spec Racers or at Daytona before.



All went well during the first two practice days, then came qualifying/race day. There were several teams with blown gearboxes, and this problem bit Charlie also. Fourth gear decided to strip during qualifying. We had three hours to replace the gearbox and make the race grid. I had never wrenched on a Spec Racer, but I worked with an expert mechanic named Joe from Robinson Motorsports, and we replaced the transmission and made the grid with ten minutes to spare.



Charlie started last in the 47-car grid, Mick Robinson advised him to watch out at turn one and turn three of the first lap, because those turns are always trouble with a big field of cars. Sure enough, turn three saw a pileup that brought out a full field black flag. Charlie made his way through and with a good drive, steadily made it all the way through the race and finished 29th.

Frank Howard, also of the Dayton area, almost got caught up in the third turn melee. He remembered what we have all been taught: never give up on the car, don't fixate on the guardrail/tire barrier/poles/tree, etc. you are heading towards, look where you want to be. He made it through the infield grass and rejoined the pack, great in car videos!

So, what have we learned from this sojourn to Florida in November? Well, the crowds at the beach and the bars are thinned out, the hotels are reasonable, racing is great, the weather can be absolutely perfect, the fresh fish is good, what's not to like!?



A REV RECORD THANK YOU

As the year draws to a close I wanted to take a moment to thank all the dedicated and hard working people that make a bunch of monkeys with opposable thumbs, a club.

Happy Holidays and drive it like you stole it.
-Ed.



A MACH 1 CHRISTMAS

By *Christa Bolinger*



(With apologies to Santa and whoever wrote the original 'Night before Christmas', which I am about to butcher.)

T'was a month before Christmas, and all through the land.
Shakers were shaking, the time was at hand.

Brand-X cars were stung, by the black striped machine.
The ricers lie broken, their clocks had been cleaned.

Exhaust had been hung, the tips placed with care.
The hunt had begun, we're loaded for bear.

When at the next light there arose such a clatter,
I rolled down the window, to see what's the matter.
A Civic with stright pipes, its' body in tatters.

His front tires smoked as the light changed from red.
In the blink of an eye I'd put this one to bed.

The scoop and the stripes had spoken their piece.
The thrum of the pipes were the sound of a beast.

As I put it to bed at the end of the run.
I thought " All Mach 1 owners should have this much fun"

The End.

Christa Bolinger
(www.mach1registry.com)

Girls just wanna have fun

One Girl's "First Time"

I am curious about everyone's first autocross run. Were you considerably slower than everyone else at first and then gradually built up skills to do better? Or did most of you already have enough driving skills to do ok right from the beginning. I just imagine my first run being on a 60 second course taking me about 90 seconds. Any stories that anyone would like to share??? I also feel that being female and having less experience with "crazy driving", it would take me longer to get the hang of it. Any advice from the ladies???



Kristi Bicknell:

First time for a girl(Hey now, autocrossing!) After a year of coaxing by a co-worker in Kokomo, IN I finally agreed to meet her son at Grissom and see this silly "pylon racing" she told me I would love. For a girl who has spent time at the drag strip and on dirt tracks it didn't sound all that cool, but I went anyway. The event was the first CenDiv of 2000. I hopped in Chris Weldy's 1996 FS Camaro and thought I was going to absolutely die! I could not believe people were out there driving the hell out of their most prized possessions! Now I couldn't wait to do it to mine! The next weekend I packed a bag and headed up to a South Bend regional event.....my first event!

I showed up with my car, that's it. I didn't know anything about registration, tech or car prep! Luckily everyone was so helpful and guided me through everything.....I put shoe polish numbers on my back window—— 46 GSN (No sissy girl class for me!), the N for novice was embarrassment enough. I was so nauseous, and it only got worse as the cars in front of me filed off to the start line. I couldn't get comfortable in my seat, the belt was cutting in, the pedals felt so far away, and on top of that I had this helmet that just bothered the heck out of me, but as soon as I got to the start line and Steve Tamandli sent me off every discomfort I felt was gone. Believe me my first run was no beauty! None of the 6 runs I made that day were.....I drove up to every apex cone, drove around it, and I was about as graceful as a hippo going through my first slalom! I was yanking the wheel here and there and not using my brakes to make turns. Every time I returned to grid I was greeted by smiling faces and a bunch of liars who told me how wonderful I was doing, but gave me advice on how to improve. I can never forget George Williams coming up to me and telling me the problem was I was missing two cylinders and needed a real car, but I could always paddock my "baby" Camaro next to his "real" one. I couldn't believe how all of these total strangers became such good friends in one afternoon. Luckily I had the aggression needed to compete with the boys, but not the skill or car setup. I had been beaten badly, but that wasn't enough to discourage me! I was absolutely hooked!

My first "big event".....

Grissom.....this is where I found out I wasn't such a badass after all and learned a little humility. By now I had my own helmet and nice magnetic numbers and was ready to get serious. The worst part was having that darn "L" on my car. I was so embarrassed to be in a "girlie" class! Saturday morning I met Brenda Miller and her Acura Type R, it was all downhill from there. I was over 10 seconds behind her when the event was called for the day due to the usual torrential downpour at Grissom. The next day we ran the course Backwards (in the opposite direction)—something totally new to me! After spending all day Friday memorizing Saturday's course I had to learn a new one that morning! My first run was awful! Somehow I got a little out of shape and when I got the car back under control I had no idea where the heck I was! The course workers pointed me in the right direction and I finished with a DNF. How embarrassing! My "friend" was too scared to get in the car with me so he sent this strange Cobra driver to ride with me, we'll call him "Kent".



Well, "Kent" went out with me on my next run and before we even got the green flag he had smacked my hand



twice and made me totally re-adjust my seat! He didn't agree with me that everyone drives with one hand on the wheel and the other on the shifter and all Camaro drivers have to have the seat laid back! Anyway, I survived my first run with him and what do you know! I took 10 seconds off of my time! I was astonished, I thought I was driving the car to IT'S maximum capabilities! Wrong! It was MY capabilities that were non-existent! It was still a DNF—didn't care, it was faster! I let this person ride with me for the rest of the day—my times got faster with every run and he even got me to hit my first pylon (shoulda seen the omen), but I still DNF'd all but my last run! I didn't care I had so much fun! Brenda still killed me that weekend, but I realized that I had a lot (LOTS!) more to learn!



On Monday, Oct 21, 2002, at 01:15PM, J.K. Bicknell <E-mail address deleted> wrote:

I would love to beat Tom in his own car but I am not at all an aggressive driver (not yet anyway). I would guess that I will be at least 10 seconds behind him for a while. I will be comfortable with that until I get some nerve and learn a bit more about driving in the autocrosses.

- Kristi

Aggression: Silly girl, it's not just a guy thing. Just because you're a girl doesn't mean you can't be aggressive! We can tear up a course and smash cones just as well as any man! Maybe you'll find your aggression as you get more comfortable in your car and how it feels to slide through a turn or thread it through a slalom.....it's there, or you wouldn't be interested in the first place. Everyone starts with a crash course in autocrossing by just hopping in a car and doing it—then you go from there. I'm just glad I wasn't too proud to take the help from that silly Cobra driver! Seat time and ride-a-longs are the most important part of learning this crazy hobby we all love. At the last CenDiv event I was so proud when an SBR newbie brought her daughter to meet me and introduced me to her as "the girl who taught her how to race"! Now she goes out and beats the boys up in South Bend while I'm gone. J

Don't forget, everyone here has had a first time at an autocross and we won't laugh, because we've all made the same mistakes and are here to help you.

- Crissy

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Saturday January 18th

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TELL A BUDDY, BRING A FRIEND



Scott S., Dayton:

Me and my two buds were thinking that if we collected all the names of people who get speeding tickets, we could send them membership applications to SCCA. What do you think Mr. Rough Rider?

RR: I think it's a great idea! We should add anybody who rolls an SUV. They'd be perfect for Rally Cross. Good work boys.

Chris W., Oregonia:

What's the fastest you've ever driven?

RR: I was driving home in a 64 Renault Dolphine having had bean soup and 12 White Castles once. I don't think all four wheels touched the ground at any one time for 9 miles. There are people who claim they witnessed some kind of a Doppler light shift as I went by.

HAPPY 50TH BIRTHDAY JOHN DIXON!



RACER-X²

Road Race Report
-Steve Colletti

Every fall in early Nov. Some of the best Road Racers in the country compete at Road Atlanta for the A. R. R. C. American Road Race Champions pronounced ARC. It is the runoffs for I. T. cars some of the best racing takes place here. A win here carries a lot of prestige a possibility of a ride in a pro series like World Challenge or Grand-Am it means a lot to a drivers career. I. T. Improved Touring cars are where it all started for the S.C.C.A. they are basically production cars that that are at least 5 years old they are allowed modifications an enthusiast would make for his street car. They have a blue printed motor and a good suspension a low bucks approach here was the original concept. A variety of classes compete regionally in 6 to 8 race groups with the fastest class being I. T. E. the slowest I. T. D.

This year W. O. R. was proud to have Chris Wikle finish 6th in I. T. B. and Travis Schwenke finish 9th in a pair of V. W. Rabbits.

If you would like to recomend a driver for either Drive of the year or Driver of the year please contact me at Colletti Motorsorts 312-1533 or e-mail vinnyvtek@aol.com

Yours for the sport
Steve Colletti





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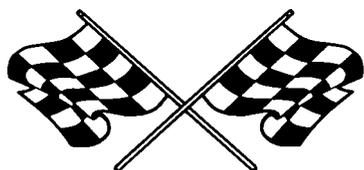
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Thanks.
Doug Root.



***Cherry RX-7

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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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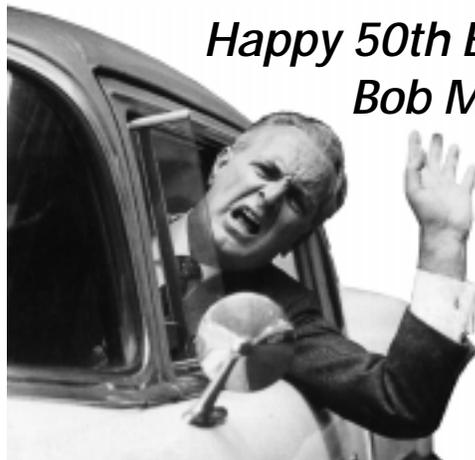
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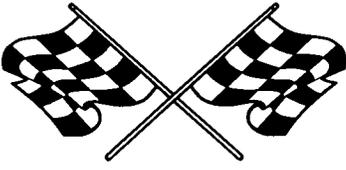
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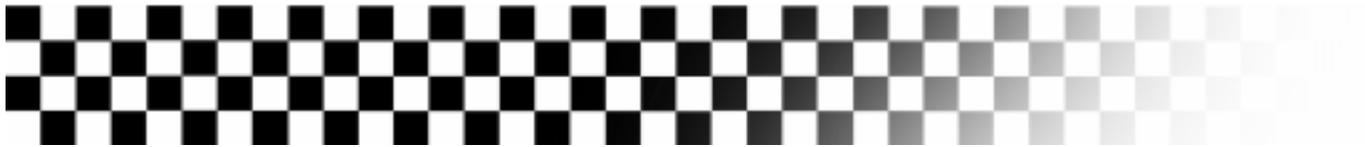


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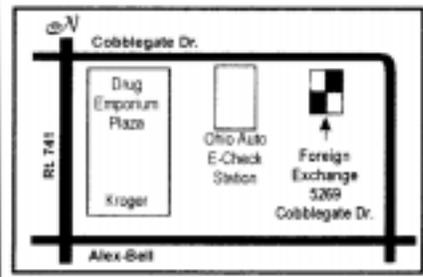
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