

REV RECORD



CLIMBING MT. EVERETT

New Assistant RE and Rev Editor exchange views on future of WOR.

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2003 AND KENT WEAVER IS ON THE JOB!



How many corners could Kent cut, if Kent could cut corners!

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CEN/DIV Steward-Worker Seminar



Registration information and agenda inside!

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How far does one Coughnour get you? Here's your chance to find out direct from the idiot himself.

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What do Greg Stephenson and this horses butt have in common?

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THIS ISSUE CRAMMED FULL OF 2002 RESULTS & 2003 SCHEDULES!

Rev Record January/February 2002

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Dan Coughnour is an idiot® Copyright 2003

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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

“Usually the car splashing in scares them away...”



ReX REPORT

Regional Executive:
Kent Weaver

I'm wondering if it is something associated with being the RE or just the fine training I received from Eric (Marcus). As the Asst. RE, I consistently provided Bill with articles throughout the year either by his deadline or at least something fairly close. It's obvious I never had trouble thinking of something to talk about, as it seemed at times that my articles made up over half of the Rev some issues. Well, now that I have been elected as the RE, Bill has been waiting on a long promised article from me since Nov 15th and even had to send out a desperation e-mail asking for articles. (Okay, it's not entirely my fault, he gave everyone an extension to Dec 15th, which only makes me 2-1/2 weeks late.) Like I said, must be either the fact I'm now the RE or the great training from Eric!

2003 WOR Board Members

By the time you get this, the 2003 WOR Board elections will have been completed. Bill already published these in the Nov/Dec 02 issue, but I'd like to welcome the 2003 WOR Board Members to you here. I think we have a great team and should be able to have a lot of fun this year:

Regional Executive: Kent Weaver (*returning, but new position*) ~ **Assistant Regional Executive:** Everett McCauley ~ **Activities:** Eric Marcus (*returning, but new position*) ~ **Club Racing:** Steve Colletti (*returning*) ~ **Membership:** Scott Stout (*returning*) ~ **Rally:** Dave Rudy ~ **Rev Record Editor:** Bill Myers (*returning*) ~ **Secretary:** John Schlegel ~ **Solo:** Greg Stephenson (*returning*) ~ **Treasurer:** Kim

Watson (*returning*) ~ **Webmaster:** Brian Slick ~ **WOR Games:** Starla McCauley (*returning*)

We all owe a hearty "Thank You!" to all of the 2002 board members that did such a great job last year! Obviously you have the one's who are returning in the same position or another in 2003 as well as all of those who aren't returning:

Linda Smiley/Secretary ~ Steve Demeter/Activities ~ Chris Watson/Rally ~ Nancy Davis/WOR Games

2002 WOR Annual Awards Banquet and Horse's Ass Award:

Assuming this is published after the banquet, call your friends that went and find out what you missed. If you weren't there in 2001, the Hope Hotel at WPAFB was really nice so there is no reason to expect anything different this year. If this is actually published beforehand, the banquet is Jan 18th, come out and support your friends and fellow racers. Now, the thing I'm sure you're all waiting for, the 2002 Horse's Ass Award. There really were some great nominees this year with Steve Colletti and his Viper Day's spin on the victory lap and Steve Demeter just missing out with his WOR Games exploits including going through a competitor's pits and going through the pits in the wrong direction. However, the 2002 Horse's Ass Award goes to Greg Stephenson. Greg distinguished himself by: "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." Make sure you "congratulate" him the next time you see him.

2002 Cendiv RoundTable & Awards Banquet

There were a few of us who made it to the Cendiv RoundTable & Awards Banquet in South Bend, IN this year. It was a fairly worthwhile meeting as it always is. The biggest thing to come out of it besides the scheduling of club racing events and discussions on how to make Cendiv Solo better was Cendiv is now in the process of incorporating on a voluntary basis. Amongst other things, this will give us a legal basis to pursue those who improperly take funds or commit other crimes against Cendiv or the regions. The Club Racing schedule and very tentative solo 2 schedules should be somewhere else in the Rev. The Awards Banquet featured the Cendiv Solo II Championship Series trophy presentations and the Divisional Club Racing trophies, even though the club racing trophies had been mailed to the regions mistakenly the week prior. On the Cendiv Solo scene, the 2003 Central Divisional Solo II Championships are likely to be moved back to the Aug 16 & 17 weekend as originally suggested at the Roundtable Solo Meetings.

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Regional Executive Report:
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2003 SCCA National Convention

Last year Eric and I went to the National Convention in Denver, CO. This year's convention is to be held in Kansas City on Feb 6-8. Everett McCauley had to cancel, but I'm still planning on going. If you're interested in going, contact me. If nothing else, I'll report on it at the Feb Membership Meeting.

Lastly:

There were still some solo events left to tell you about that we ran in Oct and Nov, but I'll hold those off for some other issue where I don't have much to report. (Yeah, right!) Crissy wrote an article on the non-Pro Solo hosted by Fort Wayne Region at Converse Airport in Converse, IN. That was a great time for all that you shouldn't miss next year. We also ran a Cincy SCCA event on Nov 9th at River Downs (as I remember) that is a nice fairly sizeable sealed asphalt lot, but is only available early and late in the season. This year was quite a season, Crissy and I raced in 34 events (including schools and test & tunes) from here to Kansas, Michigan, Wisconsin, Illinois, Indiana, Ohio, and Kentucky. I figure we made roughly 484 runs in 50 days of racing over 31 weekends! Crissy and I took 1st in FS and 3rd in GS respectively in WOR and both finished 2nd in FSL and FS respectively in the Cendiv Series.

Oh yeah, remember the WOR Winter Heat "racing" series and Crissy says there's a real event in Walesboro, IN on Feb 23rd if you just can't wait until March or April.

Your's Truly,
Kent Weaver



SCCA Solo

SOLO Chair Report

Don't blame me if you don't like the numbers, I took them from somebody else.

- Greg Stephenson

Western Ohio Region Year End Points												
Super Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Allen Dwire	100	100	62	0	100	100	92	100	Y	654	500
2	Rudy Oliver	0	66	20	85	53	88	0	0	Y	312	312
3	Dane Benning	79	0	0	23	0	47	41	69	N	259	259
4	Brac Reichart	0	0	62	0	0	0	100	0	N	162	0
5	Jim Harmon	0	0	100	0	66	0	0	0	N	160	0
6	Dennis Cox	0	0	0	100	52	0	0	0	N	152	0
7	Brian Benning	0	0	0	0	0	0	0	79	N	79	0
8	Ben Youst	0	0	0	0	0	0	0	66	Y	66	0
9	Ed Kolaczowski	0	0	0	0	0	0	0	40	N	40	0
10	John Murray	0	0	0	0	0	37	0	0	N	37	0
11	Terry Hill	0	0	0	0	29	0	0	0	N	29	0
12	Brian Hill	0	0	0	0	20	0	0	0	N	20	0
13	Matt Gynn	0	0	0	0	20	0	0	0	N	20	0
14	Chase Young	0	0	0	0	0	0	0	0	Y	0	0
15	John Smith	0	0	0	0	30/DSQ	0	0	0	N	0	0

Super Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Randy Human	100	0	0	0	100	0	0	0	N	200	0
2	Howard Pinsky	0	0	0	0	0	100	0	0	N	100	0
3	Steve Stoker	0	100	0	0	0	0	0	0	N	100	0
4	Walt Staudenmaier	0	0	0	0	0	0	0	0	Y	0	0

A Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Randy Human	100	0	0	0	100	0	0	0	N	200	0
2	Howard Pinsky	0	0	0	0	0	100	0	0	N	100	0
3	Steve Stoker	0	100	0	0	0	0	0	0	N	100	0
4	Walt Staudenmaier	0	0	0	0	0	0	0	0	Y	0	0

A Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Nichole Spears	0	0	0	100	100	100	0	0	Y	300	0
2	Erin Donnell	0	0	0	0	0	0	0	0	Y	0	0

B Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Kris Bjerkaas	93	100	100	0	100	100	0	0	Y	493	493
2	Dennis Cox	100	0	0	0	0	81	0	100	N	281	0
3	Ronald Katz	0	0	0	100	69	84	0	0	N	253	0
4	Dean Rindler	0	0	0	0	0	0	100	60	N	160	0
5	Gustavo Hammerly	0	0	0	0	0	100	0	0	N	100	0
6	Rich Scott	0	0	0	94	0	0	0	0	N	94	0
7	Matt Pettus	0	0	0	0	0	0	0	81	N	81	0
8	George Thielen	0	0	0	0	78	0	0	0	N	78	0
9	Alberto Pizzato	0	0	0	0	0	61	0	0	N	61	0
10	Leo Franz	0	0	0	0	0	0	60	0	N	60	0
11	Jim Sheppin	0	0	20	0	0	0	0	0	N	20	0
12	Aston Hale	0	0	0	0	0	0	0	0	Y	0	0
13	Bart Merriam	0	0	0	0	0	0	0	0	Y	0	0

B Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Nichole Spears	0	0	0	100	100	100	0	0	Y	300	0
2	Erin Donnell	0	0	0	0	0	0	0	0	Y	0	0

C Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Craig Clouse	0	0	100	100	100	100	0	76	N	476	476
2	Dean Hammer	0	100	36	0	0	0	0	0	N	136	0
3	Bret Smith	0	0	0	0	0	0	0	100	N	100	0
4	James Palmer	0	0	0	20	20	0	0	0	N	40	0
5	Randy Kastl	0	0	0	0	0	0	0	0	N	0	0

C Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Kristl Bicknell	0	0	0	0	0	0	0	0	Y	0	0

D Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Richard Stevens	0	100	97	0	100	43	100	97	Y	537	494
2	Brian Slick	100	58	67	20	81	20	76	100	Y	522	424
3	Jim Gadow	0	0	45	20	36	20	47	0	N	168	168
4	Max Sprague	0	0	0	100	82	100	0	0	N	282	0
5	Bret Smith	0	0	0	0	0	20	0	0	N	120	0
6	Jeremy Wolf	0	0	76	0	38	0	0	0	N	114	0
7	Thomas Bicknell	63	0	0	0	0	36	0	0	Y	99	0
8	Scott Stout	0	0	0	0	0	0	0	93	N	93	0
9	Doug Schneider	0	0	0	0	0	0	88	0	N	88	0
10	Eric Heikamp	0	0	0	0	0	84	0	0	N	84	0
11	Matt Tarasco	0	0	0	0	0	70	0	0	N	70	0
12	Charles Hoke	0	0	0	0	63	0	0	0	N	63	0
13	Christian Gerbick	0	0	0	43	20	0	0	0	N	63	0
14	Mark Cummings	0	0	0	0	56	0	0	0	N	56	0
15	Luke McKee	0	0	0	0	0	0	50	0	N	50	0
16	Mark Bergerding	0	0	0	20	0	22	0	0	N	42	0
17	Brian Jennings	0	0	0	0	37	0	0	0	N	37	0
18	Mindy Wiestling	0	0	0	0	0	0	0	27	N	27	0
19	Eddie Phillips	0	0	0	0	20	0	0	0	N	20	0
20	Jim Zetts	0	0	0	20	0	0	0	0	N	20	0
21	Dan Coughnour	0	0	0	0	0	0	0	0	Y	0	0

D Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Kristl Bicknell	0	0	0	0	0	0	0	0	Y	0	0

E Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Phil Ide	0	0	0	100	100	0	0	0	N	200	0
2	Wayne Penix	100	0	0	0	0	0	0	100	N	200	0
3	Scott Hayden	0	0	0	0	0	100	0	0	N	100	0
4	Gary Sargeant	0	0	0	0	0	0	100	0	N	100	0
5	Joshua Blessing	0	0	0	0	0	20	31	0	N	51	0
6	Ron Nasbaum	0	0	0	0	0	20	0	0	N	20	0
7	Dwayne Turner	0	0	0	0	0	0	0	0	Y	0	0

E Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Kent Weaver	100	89	100	100	100	0	100	0	Y	589	500
2	Jacques Negry	20	20	20	20	20	100	20	20	Y	240	180
3	Steve Dalstrom	93	0	0	0	0	0	100	0	N	193	0
4	Dane Benning	0	100	65	0	0	0	0	0	N	165	0
5	Kurt Russman	0	0	0	0	0	0	0	51	N	51	0
6	Mike Bourgeois	0	0	0	0	0	48	0	0	N	48	0
7	David Nealey	0	20	0	0	0	0	0	20	N	40	0
8	J Todd Anderson	0	20	0	0	0	0	0	0	N	20	0
9	Lawrence Lindgren	0	20	0	0	0	0	0	0	N	20	0
10	Matt Lindgren	0	20	0	0	0	0	0	0	N	20	0
11	Crissy Bolinger	0	0	0	0	0	0	0	0	Y	0	0

F Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Kent Weaver	100	89	100	100	100	0	100	0	Y	589	500
2	Jacques Negry	20	20	20	20	20	100	20	20	Y	240	180
3	Steve Dalstrom	93	0	0	0	0	0	100	0	N	193	0
4	Dane Benning	0	100	65	0	0	0	0	0	N	165	0
5	Kurt Russman	0	0	0	0	0	0	0	51	N	51	0
6	Mike Bourgeois	0	0	0	0	0	48	0	0	N	48	0
7	David Nealey	0	20	0	0	0	0	0	20	N	40	0
8	J Todd Anderson	0	20	0	0	0	0	0	0	N	20	0
9	Lawrence Lindgren	0	20	0	0	0	0	0	0	N	20	0
10	Matt Lindgren	0	20	0	0	0	0	0	0	N	20	0
11	Crissy Bolinger	0	0	0	0	0	0	0	0	Y	0	0

G Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Dave Rudy	100	100	100	0	68	0	0	32	Y	460	460
2	Terry Tealor	0	0	0	0	100	100	100	100	N	400	400
3	Matthew Oliver	84	73	72	81	44	77	0	82	N	513	387
4	Russ Charlton	57	0	71	100	26	43	61	53	Y	411	342
5	Kirk Troeschler	87	20	20	47	20	25	54	83	N	356	296
6	Crissy Bolinger/Weaver	84	24	54	74	52	0	27	0	N	315	291
7	Geoff Bowman	0	20	20	0	20	20	20	20	Y	120	100
8	Gary Schmitt	0	0	0	75	87	0	0	0	N	132	0
9	Brent Hecker	0	0	52	0	0	47	0	0	N	99	0
10	Randal Wilson	0	0	48	0	0	46	0	0	N	94	0
11	Bill Hughes	0	0	0	0	0	0	78	0	N	78	0
12	Brent Balkey	0	0	0	76	0	0	0	0	N	76	0
13	Sergio Cortez	27	0	20	0	0	0	20	0	N	67	0
14	Todd Reich	0	0	20	0	0	20	0	0	N	60	0
15	Walter Ellenbeck	0	0	0	54	0	0	0	0	N	54	0
16	Brian Schafer	0	53	0	0	0	0	0	0	N	53	0
17	John Blackstone	0	0	0	50	0	0	0	0	N	50	0
18	Andy Hughes	0	0	0	23	20	0	0	0	N	43	0
19	Michael Barker	20	0	0	0	0	0	20	0	Y	40	0
20	Leonard Aleshire	20	0	0	0	0	0	20	0	N	40	0
21	Kurt Schnipper	0	0	38	0	0	0	0	0	N	38	0
22	Glenn Elerbe	0	0	0	0	35	0	0	0	N	35	0
23	Rod Warner	0	0	0	0	0	0	0	20	N	20	0
24	Greg Hartman	0	0	0	0	20	0	0	0	N	20	0
25	George Kankalk	0	0	0	0	20	0	0	0	N	20	0
26	Dave Lettel	0	0	20	0	0	0	0	0	N	20	0
27	Walter Elerbe	0	0	0	0	0	0	20	0	N	20	0
28	David Unger	0	0	0	0	0	0	20	0	N	20	0
29	John Smith	0	0	0	0	20	0	0	0	N	20	0
30	Noel Swartz	0	0	0	0	0	0	0	0	Y	0	0
31	Andrew Tully	0	0	0	0	0	0	0	0	Y	0	0

G Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Randi Warner		0	0	0	0	0	0	100		100	

H Stock												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Jack Black	100	89	86	67	89	88	100	96	Y	695	474
2	Nathan Lowman	89	0	100	99	94	84	80	100	N	636	422
3	Brian Krul	84	100	36	59	100	75	68	88	Y	610	447
4	David Negrey	0	0	33	0	76	49	51	0	N	269	209
5	Jim Hardesty	69	0	0	0	0	0	45	72	Y	186	186
6	Ryan VanVoorhis	0	0	0	100	98	100	0	0	N	298	0
7	Jim Bound	0	61	0	0	0	0	0	0	N	135	0
8	Justin Kausch	0	0	40	0	0	0	0	56	N	60	0
9	Clayton Willis	0	0	0	92	0	0	0	0	N	92	0
10	Scott King	0	0	0	0	0	82	0	0	N	82	0
11	Doug Jennings	0	0	0	0	0	69	0	0	N	69	0
12	Rawall Reed	0	0	0	0	0	0	63	0	N	63	0
13	Ryan Hayes	0	0	82	0	0	0	0	0	N	62	0
14	Kyle Schnappel	0	0	80	0	0	0	0	0	N	60	0
15	Chris Vavvel	0	56	0	0	0	0	0	0	N	56	0
16	Boon Parrett	0	0	0	0	0	56	0	0	N	56	0
17	Nathan Kleine	0	0	0	0	0	23	20	0	N	43	0
18	Jim Brasilo	0	0	0	29	0	0	0	0	N	29	0
19	Tom Fitzsimmons	0	0	0	0	0	0	0	23	N	23	0
20	Ryan Freese	20	0	0	0	0	0	0	0	N	20	0
21	Gregg Fellman	0	20	0	0	0	0	0	0	N	20	0
22	Brent Hathaway	0	0	0	0	0	0	0	0	Y	0	0
23	Matthew Manter	0	0	0	0	0	0	0	0	Y	0	0

H Stock Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Cynthia Brown	100	100	100	100	100	100	100	100	N	699	500
2	Aimma Scott	81	100	20	20	100	47	73	96	Y	537	450

A Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	David Kleinfelder	100	100	100	0	0	100	100	20	N	520	500
2	Bob Kleinfelder	66	92	88	0	0	69	100	20	N	415	395
3	Dane Berning	0	0	0	0	100	0	0	0	N	100	0
4	Steve Ealy	0	0	0	0	0	0	0	100	N	100	0
5	Dale Clark	0	0	0	0	100	0	0	0	N	100	0
6	Justin Gastrich	0	0	0	0	0	95	0	0	N	95	0
7	Jet Hawthorne	0	0	0	0	0	0	0	48	N	48	0
8	Gale Grivalva	0	0	0	0	0	0	0	20	N	20	0

B Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Dennis Reansnyder	100	0	0	99	20	100	87	100	N	506	486
2	Steve Hire	0	100	100	92	100	93	0	80	Y	565	485
3	Doug Jennings Sr	75	0	0	0	20	91	100	86	N	372	372
4	David Wright	20	42	20	62	78	56	20	21	Y	319	259
5	Eric Grassman	0	0	70	0	20	0	49	20	N	159	159
6	John Huff	0	0	86	0	65	0	49	0	N	159	0
7	Joe Reansnyder	0	0	0	100	0	0	0	0	N	100	0
8	Todd Bishop	0	0	76	0	0	0	0	0	N	76	0
9	Mark Bayliff	0	0	0	49	0	0	0	0	N	49	0
10	Russ Charlton	0	33	0	0	0	0	0	0	N	33	0
11	Brian Yates	0	0	0	0	0	0	0	20	Y	20	0
12	David Negrey	0	0	0	20	0	0	0	0	N	20	0

C Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Mark Frost	67	100	100	0	100	82	100	81	N	630	482
2	Greg Stephenson	56	55	79	0	96	84	85	97	N	552	441
3	Jim Bogovich	20	0	21	81	59	0	29	86	Y	296	275
4	William Lee	0	20	0	0	0	20	20	46	Y	106	106
5	Brian Mack	0	0	0	100	100	0	0	0	N	200	0
6	Brian Sorhman	0	0	0	0	0	20	39	100	N	159	0
7	James Huff	0	0	0	0	52	62	0	0	N	114	0
8	David Greenup	100	0	0	0	0	0	0	0	N	100	0
9	Michael Dungan	0	0	0	0	0	100	0	0	N	100	0
10	Scott Lauderbaugh	68	0	0	0	0	0	0	0	N	68	0
11	Chuck Grove	0	0	0	0	45	20	0	0	N	65	0
12	David Negrey	0	0	0	0	0	0	50	N	50	0	
13	Larry Hughes	0	0	0	0	49	0	0	0	N	49	0
14	Andrew Palmer	0	0	0	20	20	0	0	0	N	40	0
15	Christian Gochic	0	0	33	0	0	0	0	0	N	33	0
16	Todd Meyer	0	0	0	22	0	0	0	0	N	22	0
17	Cornelius Brinegar	20	0	0	0	0	0	0	0	N	20	0
18	Randy Kastl	0	0	20	0	0	0	0	0	N	20	0
19	Steve Colletti	0	0	0	0	0	20	0	0	N	20	0
20	Chris Hayes	0	0	20	0	0	0	0	0	N	20	0
21	Brad Churby	0	0	0	0	0	0	0	0	Y	0	0

C Street Prepared Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Nancy Colletti	0	0	0	0	0	100	0	0	N	100	0
2	Jena Meyer	0	0	0	100	0	0	0	0	N	100	0

D Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Brian Benning	100	20	100	81	100	100	100	0	N	601	530
2	John Schlegel	22	100	77	100	49	81	51	77	N	557	435
3	Shane Prenat	20	0	64	68	22	55	93	0	N	322	302
4	James Helm	0	0	0	0	0	0	0	100	N	100	0
5	Dale Dilhoff	0	0	0	0	0	0	0	0	N	85	0
6	Jeff Kolaczowski	0	0	0	0	0	0	0	77	N	77	0
7	John Schlegel Jr	0	20	41	0	0	0	0	0	N	61	0
8	Scott Suduth	0	0	20	29	0	0	0	0	N	49	0
9	Greg Hartman	0	20	20	0	0	0	0	0	Y	40	0
10	Jason Sizemore	0	0	20	20	0	0	0	0	N	40	0
11	Jon Annario	0	0	0	0	0	0	20	0	N	20	0
12	Gregory Stephenson	0	0	0	0	0	0	0	0	Y	0	0
13	Adrian Boyce	0	0	0	0	0	0	0	0	Y	0	0
14	Jacob Miller	0	0	0	0	0	0	0	0	Y	0	0

CLIMBING MOUNT EVERETT

ReASS REPORT

Assistant RE: Everett McCauley

Well, here goes!!!! I just finished reading Kent Weaver's Lawn Boy Report from the November/December edition of the Rev Record. It seems that Kent and I have the same question on our minds.

What has happened to this club?

I can remember when we had 200 members at every meeting. You had almost standing room only. Have we tried so hard to succeed, that we have turned this club into a business. Websters Dictionary defines a club as an association of people united in pursuance of a common interest, and a business as any occupation for a livelihood: systematic: methodical. Have we forgotten our interests? Who really wants to go to a club meeting and come out of it feeling as though they have been to a meeting of a Fortune 500 company? We need more emphasis on those common interests

D Street Prepared Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Ginny Schlegel	100	0	0	0	0	0	100	100	Y	300	300

E Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Craig Stockton	86	0	100	100	0	100	0	0	N	386	386
2	Rob Snell	100	0	0	58	0	0	0	0	N	158	0
4	Nobora Harada	0	0	0	0	100	33	0	0	N	133	0
4	Tony Rose	0	0	0	0	62	0	0	0	N	62	0
5	Steve Ealy	0	0	0	0	0	52	0	0	N	52	0
6	Mark Jones	0	0	0	0	0	29	0	0	N	29	0
7	Aaron Tesmer	0	0	0	0	0	20	0	0	N	20	0

F Street Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Nathan Kline	100	0	0	0	0	0	0	100	Y	200	0

A Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Dean Rosen	0	100	0	0	0	0	0	0	N	100	0

B Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Matt Alexander	0	0	0	0	0	100	0	0	N	100	0

C Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Doug Roberts	100	100	100	100	100	100	0	0	N	600	500
2	Mike Esterline	0	80	58	0	0	37	100	85	N	340	340
3	Chris Anglin	0	0	0	0	0	0	0	100	N	100	0
4	John Smith	0	0	0	0	92	0	0	0	N	92	0
5	Tony Rose	0	40	0	0	0	0	0	0	N	40	0
6	Sean Rose	0	35	0	0	0	0	0	0	N	35	0
7	Craig Wollenslegel	0	0	0	0	0	0	20	0	N	20	0
8	Bill Jacobs	0	0	0	0	0	0	0	20	N	20	0

C Prepared Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Mollie Roberts	100	100	0	100	0	100	0	0	Y	400	400

D Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Tim Bosse	100	100	100	0	100	100	100	100	Y	700	500
2	Charlie Lowndsale	0	20	0	100	0	0	0	0	N	120	0
3	Pete Strobble	0	0	0	0	0	0	0	85	N	85	0
4	Daie Dillhoff	0	0	0	0	0	0	0	27	N	27	0

E Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Dean Rindler	0	0	100	0	0	0	0	0	N	100	0
2	Nobora Harada	0	0	0	100	0	0	0	0	N	100	0
3	Aaron Hale	0	0	20	0	0	0	0	0	N	20	0

F Prepared												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Matt Chamberlin	0	0	100	100	100	0	0	100	N	400	400
2	Ed Maurer	0	100	0	0	0	100	0	0	N	200	0
3	Brent Proctor	0	0	63	0	100	0	0	0	N	163	0
4	Michael Hartman	0	0	0	0	87	0	0	0	N	87	0

B Modified												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Randy Balwusch	0	0	0	100	0	0	0	0	N	100	0

C Modified												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Bill Smiley	100	20	100	0	100	0	100	0	Y	420	420
2	Rick Swans Jr	0	100	0	100	0	0	0	0	N	200	0

C Modified Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Linda Smiley	100	20	100	0	100	0	100	0	Y	420	420
2	Cheryl Swarts	0	100	0	100	0	100	0	0	N	300	0

D Modified												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Michael Wolf	0	100	0	0	100	100	100	100	Y	500	500
2	Matt Kiofenstein	0	0	0	0	0	0	0	86	Y	66	0

E Modified												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Doug McCabe	65	20	100	0	0	0	0	100	N	285	285
2	Chad Smith	100	100	0	0	0	0	0	0	N	200	0

Street Touring S												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Chad Fraley	100	0	0	100	100	0	0	100	Y	400	400
2	Eric Yousef	64	0	0	25	63	100	0	52	N	304	304
3	Mike Seidel	20	0	31	0	93	82	0	26	N	252	252
4	Chris Varvel	20	0	0	0	25	20	20	0	Y	85	85
5	Troy Mestier	0	0	100	65	84	0	0	0	N	249	0
6	Kurtis Pavton	0	0	0	0	98	100	0	0	N	198	0
7	Nestor Guerra	0	0	48	0	0	70	0	0	N	118	0
8	Chris Doherty	0	0	0	0	57	50	0	0	N	107	0
9	Eric Brunamonti	0	100	0	0	0	0	0	0	N	100	0
10	Vic Brunamonti	0	99	0	0	0	0	0	0	N	99	0
11	Joe Reamsnyder	0	0	0	0	0	95	0	0	N	95	0
12	Ryan Estegg	0	0	0	0	0	0	90	0	N	90	0
13	Justin Spreight	0	0	0	0	0	0	87	0	N	87	0
14	Mike Voker	0	0	0	74	0	0	0	0	N	74	0
15	Andy Bixenstine	20	0	0	0	0	0	54	0	Y	74	0
16	Brian Hoover	0	0	0	67	0	0	0	0	N	67	0
17	Randy Hoover	0	0	0	60	0	0	0	0	N	60	0
18	Chad Reigelsperger	0	0	51	0	0	0	0	0	N	51	0
19	Eddie Phillips	0	0	0	0	26	0	20	0	N	46	0
20	David Ostdek	20	0	0	0	0	0	25	0	Y	45	0
21	Mike Swankhouse	0	0	39	0	0	0	0	0	N	39	0
22	Ryan VanVoorhis	0	0	0	0	0	0	37	0	N	37	0
23	Jeff Schultz	30	0	0	0	0	0	0	0	N	30	0
24	Kris Kallenberger	0	0	0	30	0	0	0	0	N	30	0
25	Joshua Dowd	0	0	0	0	0	0	27	0	N	27	0
26	Martin Pottus	0	0	0	0	0	0	22	0	N	22	0
27	Adam Wojnovski	20	0	0	0	0	0	0	0	N	20	0
28	Nicholas Keechie	0	0	0	0	0	0	20	0	N	20	0
29	Tim Durham	0	0	0	0	0	20	0	0	N	20	0

Street Touring S Ladies												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Brenda Bland	0	0	0	100	0	0	0	0	N	100	0
2	Neva Hoover	0	0	0	57	0	0	0	0	N	57	0

Street Modified												
Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	FE#2?	Total Pts	Qual Pts
1	Christopher Grayson	100	70	89	76	64	100	100	100	N	709	499
2	Luis Postigo	0	100	100	70	100	62	85	82	Y	596	467
3	Chris Anglin	0	60	89	79	56	0	0	0	N	284	284
4	Shawn Kelly	84	0	0	37	56	0	0	82	N	258	259
5	Aaron Hale	0	0	0	74	0	0	0	38	N	112	0
6	Barr Merrim	0	0	0	100	0	0	0	0	N	100	0
7	Garrick Forkenbr	0	0	0	0	99	0	0	0	N	99	0
8	Nate Ellis	0	0	0	0	0	0	0	99	N	99	0
9	Bob Hodgeman	0	0	0	64	0	0	0	0	N	64	0
10	Loris Manaresi	0	0	0	0	0	0	46	0	N	46	0
11	John Maous	0	0	0	0	0	0	37	0	N	37	0
12	Andrew Gessing	20	0	0	0	0	0	0	0	N	20	0
13	Doug Jennings, Jr	0	20	0	0	0	0	0	0	N	20	0
14	Mike Rosenfeld	0	0	0	0	0	0	0	0	Y	0	0

ReASS REPORT *Continued from Page 5*

three hours listening to awards being given to eighty percent of the people not even present. Again it sounds like a business. After last year's banquet I thought this club had only Solo drivers left in it. I don't want it to seem as though I have something against Solo or its drivers. I don't. I have had my fair share of problems in both Solo and Road Racing. I have had my hands slapped in both, and told what a bad-bad boy I have been. What did happen to Road Racing and its drivers though? There is a problem in itself. I was shocked to find out after the WOR Games, that there were around forty racers left in this club. Where did everyone go? We want to hear from you about those "perfect" weekends that you have. Pictures would be even better. We don't want to exclude the Rally people. What are you doing to make life interesting? As far as the Solo front is concerned I know Kent and Greg will keep up their usual good job of keeping us informed.

Now let us pick on the Rev Record. The format is good, but the content is lacking. Where is all the info? We as members should be able to pick up the latest issue and be able to find what, where, and when the next event is. What does it take to get you members that don't attend these meetings to come? What would you like to see at these meetings? Let's race forward for the betterment of this club.

similar it was to yours. Now I just feel stupid for standing up and sounding as old as I am.

I don't know what the answer is either. But I do know I've never stopped racing and don't intend to anytime soon. However I have found a large number of other groups that satisfy that need without any other consideration besides qualification and fees.

I'm not a complete SCCA leach. I took this job as editor because I thought it time to give back something to balance out 30 years of take. Didn't take long to realize no one went to the meetings, board members only occasionally write anything (Kent has been some kind of weird aberration), and active members used other resources for immediate gratification of info. So what in the hell am I supposed to be doing? Nobody wanted it to stop, nobody wanted to contribute, nobody needed to wait a month for info they could get online today, and if there is one thing I hate worse than mowing grass it's wasting my time. So if I'm expected to come up with the bulk of the content, and lay it out, and make art, and send to the printer, and label, and sort, and mail out, then I was going to have fun with it, it was going to look professional and would be willing to pass the editorial baton to the next in line anytime I'm asked. If you've been paying attention then you know more about me, my race car, my family and friends than any other WOR member. And you thought it was a deep rooted, emotional need for attention when all along it was just filling from something within arms reach and couldn't be sued for. I will pause briefly as you consult Webster for the differences between "editor" and "reporter".

In sum, it pains me to say I agree with your every point. Because when I nod my head it irritates that thing in my neck I got back in 73 changing a Jaguar transmission in the parking lot of that hotel. -Ed.

Table with multiple sections: Street Modified 2, Street Touring Xtreme, Formula 125, Formula Jr, Vintage A, Vintage B, Vintage C, Spec Formula Jr Ladies, Spec Formula Jr Over 12, Open Street Prepared. Each section has columns for Rank, Driver, PE#1-8, FE#2?, Total Pts, and Qual Pts.

Western Ohio Region Year End Hotshoe Points (Open) Raw

Table with columns: Rank, Driver, PE#1-8, FE#2?, Total Pts, Qual Pos, Rookie?. Lists drivers and their performance metrics across various categories.

NEXT MONTH IN THE REV RECORD....

" UNUSUAL DANGERS" If by chance you manage to get over a wall into a canal, much more rare now than once (was), you need to keep strapped in (until) the car stops. Keep your helmet on and closed and unstrap your belts. Get out of the car and go straight up. There are divers at the track where this is most likely to happen and chances are they will be there before you get out. These canals are deep, anywhere from 9 to 12 feet, and they do have alligators in them. Usually the car splashing in scares them away, but don't waste any time in the water. Get out!



Calling All WOR members!!! It may be snowing outside, but it is never too early to start dreaming of the WOR Games 2003 and all of the fun to be had. Our Wor Games race date is set for October 4-5, 2003. A ton of planning needs to be put into this event in order to churn out a profitable, as well as fun weekend that we will all talk about for the next year. All volunteers and ideas are cheerfully appreciated to make this the best race of the season. Last year was the first one that I really became involved in. When it all came together it gave me a great sense of excitement and fulfillment to be part of the WOR Games. I could not believe the number of volunteers that came together to help put this race on. I hope you all will come back again this year. The next regular meeting we will announce the time and place of the WOR Games meeting. I hope to see you all there, but if you are unable to attend the regular meeting, feel free to give me a call to find out the date and to give me any ideas or suggestions you may have.

WOR Games Chairperson
Starla McCauley

You Think A Gallon Of Gas Is Expensive?

Ocean Spray 16 oz \$1.25 \$10.00 per gallon
 Gatorade 20 oz \$1.59..... \$10.17 per gallon
 Diet Snapple 16 oz \$1.29 \$ 10.32 per gallon
 Evian water 9 oz for \$1.49 \$21.19 per gallon
 Brake Fluid 12 oz \$3.15 \$ 33.60 per gallon
 Scope 1.5 oz \$0.99 \$ 84.48 per gallon
 Pepto Bismol 4 oz \$3.85 \$ 123.20 per gallon
 Vick's Nyquil 6 oz \$8.35 \$ 178.13 per gallon
 Whiteout .7 oz \$1.39 \$ 254.20 per gallon

\$21.19 FOR WATER!and the buyers don't even know the source. Yes, and the name Evian, is Naive turned around, and the Canadians are selling it by the millions of gallons to the US. So, the next time you're at the pump, be glad your car doesn't run on water or Scope, or, God forbid, PEPTO BISMOL, NYQUIL or WHITEOUT!!!!

Western Ohio Region Year End Hotshoe Points (Open)Best 5

Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	Total Pts	Qual Pos	Rookie?
1	Brian Benning	0	0	16	16	19	17	20	0	88	1	
2	Cody Smiley-Knabe	21	1	20	11	21	0	10	0	84	2	
3	Dave Rudy	18	19	17	0	18	0	0	11	83	3	
4	Michael Bocher	12	18	21	0	7	21	0	0	79	4	
5	Ferry Teeter	0	0	0	0	20	18	21	15	74	5	
6	Dennis Reamsnyder	19	0	0	8	0	9	14	17	67	6	
7	Craig Stockton	9	0	18	18	0	20	0	0	65	7	
8	Chad Fraley	20	0	0	19	6	0	0	20	65	8	
9	Kent Weaver	6	12	15	15	0	0	16	0	64	9	
10	John Schlegel	0	15	9	21	10	6	0	0	61	10	
11	Christopher Grayson	0	9	6	0	0	13	15	7	50	11	
12	Matthew Oliver	13	17	5	0	12	3	0	0	50	12	
13	Kris Bierkaas	5	6	13	0	11	11	0	0	46	13	
14	Paul Sinebe	10	8	0	0	5	19	0	3	45	14	
15	Doug Jennings Sr	7	0	0	0	1	4	18	14	44	15	
16	Luis Postigo	0	14	7	0	13	0	7	1	42	16	
17	Allen Dwire	0	10	0	0	14	1	6	9	40	17	
18	Steve Hire	0	3	8	0	8	7	0	12	38	18	
19	Russ Charlton	0	0	0	14	4	1	12	1	32	20	
20	Dennis Cox	10	0	0	1	1	0	0	19	31	21	
21	Kirk Troeschler	15	0	0	0	1	1	9	4	30	22	
22	Shane Prenat	0	0	1	9	1	1	17	0	29	23	
23	Bill Smiley	1	1	12	0	1	0	11	0	26	24	
24	Dane Benning	0	16	0	1	0	1	1	1	20	25	
25	Matt Chamberlin	0	0	1	1	1	16	0	1	20	26	
26	Richard Stevens	0	11	0	0	1	1	4	1	18	27	
27	Chris Ankin	0	4	1	7	1	0	0	0	13	28	
28	Mark Frost	0	0	4	0	1	1	5	1	12	29	
29	Tim Bosse	0	5	0	0	3	1	1	1	11	30	
30	Mike Miller	0	2	0	0	1	1	3	1	8	31	
31	Eric Yousey	4	0	0	1	1	1	0	1	8	32	
32	Mike Seidel	1	0	1	0	2	1	0	1	6	33	
33	Brian Slick	0	0	0	1	1	1	1	1	5	34	
34	Jaques Negrey	0	0	0	1	1	1	1	1	5	35	
35	Jack Black	0	0	0	1	1	1	1	1	5	38	
36	Brian Kral	0	0	0	1	1	1	1	1	5	37	
37	David Wright	0	0	0	1	1	1	1	1	5	38	
38	Nathan Lowman	0	0	0	1	1	1	1	1	5	39	
39	Greg Stephenson	0	0	1	0	1	1	1	1	5	40	
40	Geoff Bowman	0	0	1	0	1	1	1	1	5	41	
41	David Klentfelder	0	1	1	0	0	1	1	1	5	42	
42	Bob Klentfelder	0	1	1	0	0	1	1	1	5	43	
43	Jim Begovich	0	0	1	1	1	0	1	1	5	44	
44	Doug Roberts	0	1	1	1	1	1	0	0	5	45	
45	Rudy Oliver	0	1	1	1	1	1	0	0	5	46	
46	Craig Clouse	1	1	1	0	1	1	0	0	5	47	
47	Jim Gadow	0	0	1	1	1	1	1	0	5	48	
48	Mike Esterline	0	1	1	0	0	1	1	1	5	49	
49	Michael Wolf	1	0	0	0	1	1	1	1	5	50	
50	David Negrey	0	0	1	0	1	1	1	0	4	51	
51	Eric Gressman	0	0	1	0	1	0	1	1	4	52	
52	William Lea	1	0	0	0	0	1	1	1	4	53	
53	Chris Varvet	1	0	0	0	0	1	1	1	4	54	
54	Shawn Kelly	1	0	0	1	1	0	0	1	4	55	
55	Rene Keyzer-Andre	1	0	1	0	0	1	1	0	4	56	
56	Jim Hardesty	1	0	0	0	0	0	1	1	3	57	
57	Nathan Kleine	0	0	0	0	0	1	1	1	3	58	

Western Ohio Region Year End Hotshoe Points (Ladies)Raw

Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	Total Pts	Qual Pos	Rookie?
1	Aimee Scott	1	1	1	1	1	1	1	1	8	1	
2	Cynthia Brown	1	0	1	1	1	1	1	1	7	2	
3	Linda Smiley	1	1	3	0	1	0	0	1	7	3	
4	Kathy Schlegel	1	1	0	1	1	0	1	0	5	4	
5	Ginny Schlegel	1	0	0	0	1	0	1	1	4	5	
6	Kim Schlegel	1	0	0	1	1	0	1	0	4	6	
7	Mollie Roberts	1	1	0	1	0	1	0	0	4	7	

Western Ohio Region Year End Hotshoe Points (Ladies) Best 5

Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	Total Pts	Qual Pos	Rookie?
1	Crissy Bolinger	14	7	0	1	15	0	1	0	38	19(open)	
2	Linda Smiley	1	1	3	0	1	0	1	0	7	3(ladies)	
3	Aimee Scott	0	0	0	1	1	1	1	1	5	1(ladies)	
4	Cynthia Brown	0	0	0	1	1	1	1	1	5	2(ladies)	
5	Kathy Schlegel	1	1	2	0	1	0	1	0	5	4(ladies)	
6	Ginny Schlegel	1	0	0	0	1	0	1	1	4	5(ladies)	
7	Mollie Roberts	1	1	0	1	0	1	0	0	4	7(ladies)	
8	Kim Schlegel	1	0	0	1	1	0	1	0	4	6(ladies)	

Western Ohio Region Year End Top Rookies (Open)

Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	Total Pts	Qual Pos	Rookie?
1	Matthew Oliver	Drop	15	15	15	15	15	Drop	Drop	75	12	
2	Kirk Troeschler	15	Drop	Drop	Drop	14	12	15	15	71	22	
3	Rudy Oliver	Drop	13	13	13	14	Drop	Drop	Drop	67	46	
4	Brian Slick	13	14	Drop	Drop	12	Drop	14	13	66	34	
5	Nathan Lowman	12	Drop	14	Drop	Drop	13	13	12	64	39	
6	Brian Kral	11	12	Drop	Drop	11	11	12	Drop	57	37	
7	David Klentfelder	10	10	Drop	Drop	Drop	10	9	11	50	42	
8	Bob Klentfelder	8	9	Drop	Drop	Drop	7	10	10	44	43	
9	Jim Gadow	Drop	Drop	8	9	8	5	11	Drop	41	48	
10	Jaques Negrey	5	7	8	8	8	Drop	Drop	Drop	32	35	
11	Chris Varvet	6	8	Drop	Drop	Drop	6	2	7	29	54	
12	Jim Hardesty	9	Drop	Drop	Drop	0	0	7	8	24	57	
13	William Lea	7	Drop	Drop	Drop	0	2	6	4	19	53	
14	Michael Wolf	4	Drop	Drop	Drop	7	1	3	2	17	50	
15	Nathan Kleine	Drop	Drop	Drop	0	0	4	5	3	12	0	

Western Ohio Region Year End Top Rookies (Ladies)

Rank	Driver	PE#1	PE#2	PE#3	PE#4	PE#5	PE#6	PE#7	PE#8	Total Pts	Qual Pos	Rookie?
1	Cynthia Brown	Drop	Drop	2	2	Drop	2	2	2	10	2	
2	Aimee Scott	Drop	2	Drop	Drop	2	1	1	1	7	1	

Converse—No-ProSolo

“Episode II: Attack of the Cones”

“Woo-hoo!”, is the only way I can describe the entire weekend! It was a weekend full of firsts; not only for me but also for the virgin we sacrificed into the world of solo!

Kent and I left Dayton Friday night with the Cobra in tow. Since we were headed to Kokomo I made everyone starve until we got there so I could have dinner at my favorite restaurant, Hacienda. Hacienda is a Kokomo original, so I have to get it whenever I head back home. Anyway, after dinner we dumped off the kid with her grandparents and headed up to the Grissom Inn to spend the night. A couple hours later the Starship Smiley landed at the Converse, IN airport and we made plans for breakfast Saturday.

Saturday came, we met the Smileys and took them to have breakfast at the Essen Haus, a little Amish restaurant in Converse (so far it sounds like an eating expedition.) Afterward we headed back to the airport to wait for the Fort Wayne Region to show up. FWR had a rally that finished at the airport and unfortunately they said we missed a few checkpoints and did not win the rally. Bummer. While the FWR crew slaved away in the cold setting up an awesome course, we were warm in the Smileymobile watching movies! We finally bundled up and ventured out to have a look at this course.

I’ve never done a Pro before, but watched for a while at Nationals this year. I was in awe as we stood there salivating while staring at the two start lanes that disappeared into the horizon. Wow, seemed almost like a full _ mile! I was in denial until Grayden Obenour confirmed that was indeed the start. Woo-hoo! Now this is a FWR No-ProSolo, so the rules are a little different. Normally you have two mirror image

courses, not this one! Walking them we found the left course was a high speed “let’s see whose are bigger” type course and the right turned into a bunch of tight 180’s. Both looked great, and the challenge of remembering two totally different courses, then running them consecutively was a blast! After dark we headed back into Converse for dinner at Marty’s Tavern, where we came across my first “first” of the weekend. Codie and I traded looks of disgust as Kent ordered the special.....a filet with a side of FROG LEGS! Of course I promised to try them, even though I had no plans of actually putting frog in my mouth. Here they came and Kent tossed one on my plate; right next to my real food! Codie’s eyes about popped out of his head! I took a microscopic piece and tried it—oh, it was bad! Tasted like rubbery, deep-fried, pond scum. I thought Codie was gonna get sick when Grandma Linda snuck a piece in with his chicken nuggets! Just ask Codie, they don’t taste just like chicken! Sometime that night Kris Bjerkaas and Erin Donnell finally showed up and slept in the Starship with the Smiley clan.

Sunday morning we were out trekking through the frozen tundra walking course again and waiting for things to get started. Well, they didn’t expect registration to take so long or had problems setting up the christmas tree or who knows what but we finally started an hour or two late, but it was worth it.

Kent, Kris, Erin and myself all worked the same corner during the first heat. It was incredible watching the Smileys come screaming up the _ mile start in the Tiga (I even got to play in it Saturday after helping Billy tune it!), but so heartbreaking to hear it run out of gear before they were out of straight! Fi-



inally they were finished and it was our turn! My first (non) ProSolo and Erin’s first race—ever! What a way to break her in! Since we were both in 2-driver cars we gridded so we would be lined up at the start together each time! That little turbo MR2 was quick off the line but by the time we grabbed 2nd that was all she wrote! We were gone. The look on Erin’s face before her first run was priceless! I thought she was gonna chicken out,

but she was brave, hopped in the car, and lined up against me. Well, I had flashbacks from my dragstrip days and forgot I wasn't in a drag car with big ol' Mickey T's and a lightning rod shifter and just smoked the poor little Kumhos as soon as the green lit up. There is a rumor that I spun the tires all the way up to and including when I grabbed 2nd, but the good news is they hooked great when I grabbed 3rd! Wow! I've raced for three years and never grabbed third gear!

Needless to say at the end of the "high speed" straight was acome on, you can guess it.....uh-huh, a 180! Oh, joy. I had to keep Kent in the car with me during my first two runs just so he could remind me to shift back into second for the turnaround! The left side was fast after the 180; just a 3-cone slalom and a few offsets led you to the short 90-degree finish. The right side was a totally different beast. After the 180 you flew threw another 3-cone slalom, then quickly entered several tight 180's—it reminded me of the roped-off, cattle herding lines you come across at Wendy's during the lunch rush. Kent had the bright idea to take it in first gear. That was painful and funny all at the same time! And he says I killed the Kumhos that weekend - Yeah, right!

After three shots at each side of the course, we were done and they had about half and hour worth of Fun Runs. That's when Kris's day took a serious turn. With very little prodding (called him a sissy) and some trash talk from Erin, Kris decided to take the Cobra out for a couple runs. He did a great job, (except for his sissy starts) and beat the yellow ESP Mustang that lined up against him, but disaster struck at the end of his second run. Remember the short 90-degree finish I told you about? Well, seems Mr. Bjerkaas didn't think he had to slow down much to make it and ended up looping the car at the finish! What does he do to correct it? Hit the throttle harder and loop it again!

(See photo exhibit A)

I tried very hard to wipe the memory of the end of the day from my mind, but people just keep reminding me of what happened next. You see there was this little, tiny, dinky, 4-seater nothing of an airplane flying around. Unfortunately, the event sponsor (Lara Zook, Certified Flight Instructor) was there to give rides during the event for \$20 per person. Kent thought it would be a great idea to take ME up in it for my very first ride in a plane. I've had a very bad history with planes; I hate them. I thought I was going to die the first time Kent took me to the museum on base. I willingly agreed to go....it had been a good day, I had fun, smacked some FWR FS butt, and now I was ready to die in that tiny little tin can. I didn't enjoy the take off, or the banking for turns, and I really disliked the landing. Kent was even gracious enough to open the air vent while we were 1500 feet up in the air so I could breath. I don't think that's something I want to do again any time soon, but I survived! Right after we landed they did the trophy presentation:

Kris got a 2nd place trophy in BS and Erin finished in 7th. Kent and I took home 1st and 2nd place trophies in FS, while Bill and Linda grabbed the 1st place trophies in CM and CML. Codie also took another 1st place trophy home to WOR in Fjr, but for once all of us except the sacrificed virgin beat him! One last thing I have to mention is the PAX for the day; of the 101 entrants I finished just out of the top ten in 11th place, but Kent was 3rd!!!!

Crissy



WHAT IS SHE TALKING ABOUT?

Autocross is a form of competition; a sport of maneuvering your car through a series of pylons delineating a defined course. The object is to do this faster than your opponent(s) without hitting any of the pylons. Vehicles of all types from the small family car thorough sporty coupes or sedans, even open wheeled vehicles similar to Indy cars and specially built vehicles designed specifically for performance may be found competing at parking lots or unused airports around the country on any given weekend. Autocross is a performance motor sport available to anyone. No special skills are required to begin participating and it doesn't take a lot of money to continue or maintain a competitive edge. There is no real danger to yourself or your car from this form of motor sport. Perhaps the best aspect of this sport is it is one of the safest ways to test the limits of your car and yourself and a way to improve the skills that someday may prevent a serious traffic incident or even save your life.

A typical autocross course is constructed from specifically placed pylons. These cones form what appears like a small, tight, road racing course. Something similar to Mid-Ohio, or Nelson Ledges in miniature, laid out on a very large parking lot. The object is to negotiate the course in the least possible time. Events are won or lost by as little as 1/1000 of a second. Displacing a pylon results in a two-second penalty; therefore, drivers avoid them at all cost. Autocrossing does test a driver's ability to negotiate a course that varies in difficulty and is different at each event. Autocrossing doesn't usually expose the driver and car to hard barriers such as concrete walls of a NASCAR event nor the unknown dangers of a rally where one is racing through unknown territory, not knowing what is around the corner or over the next rise in the road. If you do make an error in judgement or you overtax your skills slightly, chances are there are no trees or other unmovable objects to hit. Speeds are relatively slow, rarely exceeding highway speeds. Most autocross courses are designed for speeds around 45 to 55 MPH. The average car rarely gets out of second gear.

There are different classes for all types of cars. An owner of a 4-cylinder economy car can compete at that level without worrying about being trounced by a performance built V8 muscle car. Additionally, there are many levels of competition available for the enthusiast. Regional events occur all across the country.

WHAT IS SHE TALKING ABOUT?

There are divisional series and national events. There is even a Pro series for the consummate autocrosser.

Safety is the key operating principle of an autocross event. Speeds are relatively slow, barriers or other dangerous objects are avoided, and usually only one car is on the course at a time. While some courses are long enough to permit two or even three vehicles on the course, they are always a safe distance apart to prevent incident. Don't let the slow speed dishearten your enthusiasm. Experienced autocross drivers can do some amazing things with a performance car, even in a low gear. Imagine driving down your home street at 35 MPH and immediately turning into your driveway with only a short stab of the brakes and a quick flick of the steering wheel.

Autocross is a family oriented sport. It is friendly. It is a social event. It is adventure from the word go! It is always friendly competition. The people you meet are always willing to help with anything from teaching you proper hand position on the steering wheel, to keeping an eye on your kids or even rebuilding a broken part. They will even loan you their car so you can finish the day's competition, even if you are in the same class. It's a known fact amongst autocrossers that a borrowed car is always faster than your own vehicle. You can even leave your personal belongings undisturbed by your paddock location all day without fear something may walk off assisted or unassisted.

Above all, autocross drivers are better drivers. They are experienced in handling their vehicles at the limits of its performance in all aspects of operation, acceleration, cornering and braking. They are confident in their abilities and rarely panic in a surprise situation. Autocross driver's are typically more polite on the streets and highways and are rarely involved in "road rage" incidents.

In short, autocrossing is just plain fun!

Central Division SPRING TRAINING Agenda

Friday, February 28, 2002

6:00 PM - 10:00 PM

SITE TBD

Saturday, March 2, 2002

6:45 AM

REGISTRATION CONTINENTAL

7:00 AM

BREAKFAST

(7:00-8:00 AM)

DIVISIONAL ADMIN. BREAKFAST

8:15 AM

**GENERAL MEETING
COUNCIL OAKS BALL ROOM**

8:15-8:20

GREETING

8:20-9:00

TOWN HALL MEETING
K. Patterson; E Skirmants

9:00-10:00

SCCA
"Road Map to the Future"

10:00-10:15

Break

10:15-12:00

SCCA UNIVERSITY
Class TBD

12:00-1:00

LUNCH

1:00-5:30

CLOSED STEWARD'S MTG

SPECIALTY MEETINGS - TBD

SOLO 2 TRAINING SESSIONS -TBD

Saturday March 2

Opening Session

Hotel

Leadership with Barb Lundquist from SCCA U

Before lunch

Hotel

Lunch

Hotel

Soloists Travel to Tire Rack

Learning Track 1

Time	Topic	Location
1:30	Registration—Both Pre and On-site (panel discussion)	Tire Rack Room 1
2:30	Break	
2:45	Timing & Scoring (Linda & Jerry Hansen)	Tire Rack Room 1
3:45	Break	
4:00	Stump Howard (Howard Duncan)	Tire Rack Room 1
4:45	Break	
5:00	How to Set Up and Run an Effective Grid (Grayden Obenour)	Tire Rack Room 1
6:00	End	

Learning Track 2

Time	Topic	Location
1:30	Solo II Safety Steward Seminar (Rick Swarts, Jr.)	Tire Rack Room 2
	Worker Chief—What's Involved? (Dede Padberg)	Tire Rack Room 2
	Big Events, Small Regions—How Do They Do It? (Mike Dickerson)	Tire Rack Room 2

Tire Rack tours will be available during the afternoon.

Subaru Series committee meeting during dinner. Others can plan dinner on their own.

Sunday, March 3, 2002

7:00 AM

CONTINENTAL BREAKFAST

(7:00-8:00 AM)

REGIONAL EXEC. BREAKFAST

8:30 AM

GENERAL MEETING COUNCIL OAKS BALL ROOM

8:30-9:00

STATE OF THE DIVISION RACING - W. SUNDERLAND SOLO - ANN KLEM FINANCIAL REPORT

10:00-10:30

DA REPORTS



Central Division SPRING TRAINING

CEN-DIV STEWARD- WORKERS SEMINAR MARCH 1-2

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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 February 21 at the above rate. Request the SCCA rate (normally \$99-\$109) when making your reservations.

Registration Fee for Spring Training is : **\$40.00**
The seminar registration fee includes continental breakfast, lunch on Saturday, breaks and continental breakfast on Sunday morning. If registering with Spouse, their fee is **\$35.00**. Registration form and fee must be received by **February 19**. Please make checks payable to **Central Division Calendar Committee**.

Late Registration: add **\$5.00** per person if post-marked after February 19.

Lunch only fee is **\$16.00**
Meeting only is **\$24.00**

Registration will open on Friday, February 28 at 6:00 p.m. at the Radisson.



Got something you're just itching to find out? Ask the Rough Rider! Send any question from automotive to politics and your answer will be printed here in the Rev Record.

Steve D., Dayton:

Dear Mr. Rough Rider,
Do you think radar detectors really work?

RR: I think they work if you're paying attention. A little trick of mine is to wire the alert through the primary circuit of a high capacity coil and into the seat cushion. So when my son is styling down the highway, I know law enforcement is helping him pay attention to my insurance premiums.

Bob M., SC:

I have a DeLorean. Would this be a good car to build up for Rally Cross, being stainless steel and all...?

RR: You've been seeing too many "Back to the Future" movies Bobby. They weren't nicknamed the lead wedge for nothing. Hell, they would get stuck on dry pavement. And if memory serves me, they didn't do too well with snow either. *If unowadimean...*



STAY AWAY!

There's a small group of people enjoying the benefits you pay for and it makes passing a vote to appropriate the money easy as taking candy from a baby.

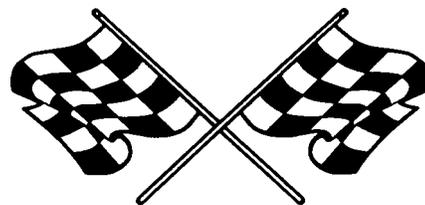
If you haven't been to a WOR member meeting lately, please don't start now. We only have Jacuzzi space and beer for 12.



WOR games team Championship:

We won!

- by Jerry Martin



Eight teams entered, making the award pot \$200. WOR team Nomex Undies was the only team to max 4 points for each of their 5 drivers. The team included 3 WOR members and 2 OVR members (J.D. Pfetzing is a former WOR member).

Team Member	Class	Finish	Finishers in class	Points
Chris Wikle	ITB	2	15	4
Travis Schwenke	ITB	3	15	4
Ray Rivard	SRF	6	25	4
J. D. Pfetzing	SRF	9	25	4
Jason Albright	ITA	13	20	4



Mahoning valley region team Motivation took second. Last years winner NEO was third. Thanks for bringing the bowl back- and already engraved with their 2001 victory. Thanks to trophy chairperson Starl McCauley for the Victoria's Secrets team logos. Marc Lear worked team registration, scoring and awards. He presented the rotation trophy bowl and the \$200. Unfortunately all three WOR team members had departed for home before the presentation. They were sent \$40 checks for their awards. The trophy bowl went home to Detroit with Ray Rivard. The bowl will be back at J.D. Pfetzing's home in Clayton in early 2003. Eventually Chris, Travis, and Jason can share it for a time before the 2003 WOR Games.

WOR Games team championship results:

Team	Total Pts.	Individual Points (finish)
1) WOR Nomex Undies	20	4 (2nd), 4 (3rd), 4 (6th), 4 (9th), 4 (13th)
2) MVR Motivation	16	4 (2nd), 4 (5th), 4 (12th), 4 (13th), 0 (DNS)
3) NEO (Red) Hug'em/Kiss'em/Beat'em	15	4 (1st), 4 (2nd), 4 (13th), 3 (2nd), 0 (7th)
4) WOR Naughty Nitrojs	14	4 (1st), 4 (10th), 4 (12th), 2 (18th), 0 (DNF)
5) NEO (Blue) Hug'em/Kiss'em/Beat'em	13	4 (1st), 4 (5th), 4 (10th), 1 (19th), 0 (DNF)
6) WOR Naked Without Our Belts	13	4 (16th), 4 (16th), 3 (2nd), 2 (3rd), 0 (DNS)
7) CIN 1 Victorious Cin-Secrets	12	4 (1st), 4 (1st), 4 (17th), 0 (8th), 0 (11th)
8) CIN 2 Victorious Cin-Secrets	10	4 (3rd), 4 (18th), 2 (6th), 0 (9th), 0 (DNF)

Gator's got your Granny.

Chris Watsons full FLA story in next months Rev Record!





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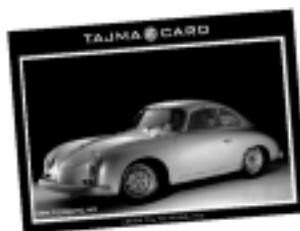


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3	37
4	38
5	39
6	40
7	41
8	42
9	43
10	44
11	45
12	46

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

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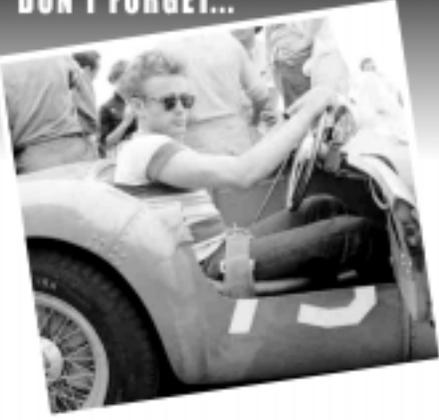
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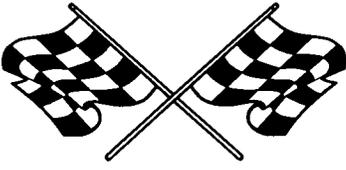
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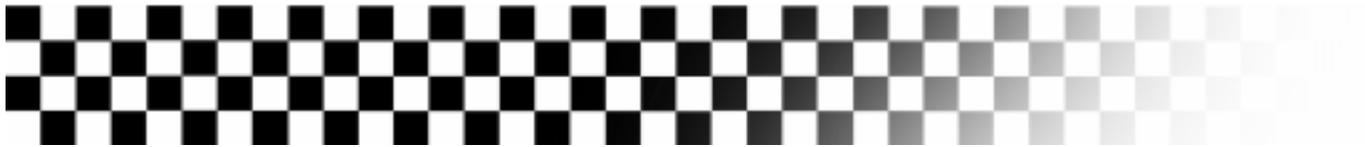


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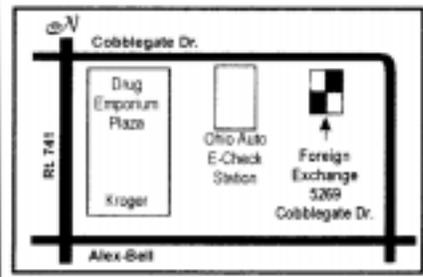
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