

REV RECORD



COLLETTI TURNS DYNO LOOSE!

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Judging by the mono brows that showed up for Dyno Day, there's gonna be trouble in River City this season...

THE GROUND WAS SHAKIN'!



"Alright Buddy, Let's See Your License"

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60 Members Experience Unified Energy Theory

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The **3** Amigo's Get Thanked And Spanked

Coughnour, Colletti and Marcus...
What have those boys been up to?



THE ROUGHRIDER IS TALKIN' TRASH & GIVIN' DECORATING TIPS!

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The Dogs Are Runnin' At River Downs!

Rev Record April 2003

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WOR holds membership meetings on the second Tuesday of every month (except December) at 7:30 P.M. at the Christopher Club, located in the Hills & Dales Shopping Center, South Dixie Dr., Dayton, Ohio.



WORDS TO RACE BY

*“what’s behind you
doesn’t matter”*



ReX REPORT

Regional Executive:
Kent Weaver

ReX Report for March 2003

Wow, it seems Spring is already here! The solo season has started in nearby regions and we've had all sorts of things going on here in WOR. I'll go through them in chronological order for the lack of any better way to put down what all has happened.

Spring Training/Stewards Seminar in Merrillville, IN - Mar 1 & 2.

That was the last weekend it snowed (for now) but the seminars & training were as good as always. Sadly, only four (4) WOR members made the trek, hopefully next year we'll get MANY more to go. Thankfully one of those was Steve Harris who got our race stewards signed up for WOR Games. This training really is beneficial to stewards, specialty workers, board members, new chairs, etc. One goal mentioned by Cendiv in the future is to try to make it essentially free for everyone and also target new competitors and workers as well as the current focus group.

Harness Rules - A couple other interesting bits of info and lively discussion took place in these meetings regarding potential changes in harness rules, incorporation of Cendiv, and minor waiver guidelines. If you haven't heard by now, SCCA is considering going the rest of the racing world and limiting harness life to two years for club & pro racing. Seems the nylon used in the harnesses is susceptible to both moisture and UV to the point that they won't meet the current tension test specifications after two years. The severity of the testing is debatable as it relates to our racing, but the rest is accurate. Long story short, the harness rule is under investigation and a

ruling may come out later this year.

Cendiv Incorporation - This is going to happen, primarily to provide liability coverage for people working at the divisional level and to protect the division also. A committee was formed to come up with a plan for how to determine voting, board positions, etc. Plan is to present the plan to the Division and REs within a month. Minor waivers were a hot topic. First off, the national office really recommends getting a permanent minor waiver photo ID for your minors. Unfortunately the Rally/Solo program does not recognize permanent waivers. The Rally/Solo program requires annual waivers and there is a minor waiver photo ID that can be used at all SCCA rally or solo events. WOR has jumped on this opportunity and signed up/photo ID'd six to twelve minors already. An important difference this year is there is only one minor waiver whether you are a participant or a competitor. To compete or be in a hot area, both parents/legal guardians must sign. The form must then be presented to an SCCA member who can witness receipt of the form and that it is completely filled out. Come to a meeting or a solo and we'll get your minor waivers/photo IDs done.

Cendiv RoundTable - There was a lot of discussion about what it has become and what we want it to become. Seemingly this has essentially become a scheduling meeting for club racing and for solo with the Cendiv Solo II Championship Series Awards Banquet. Costs are much higher than many would like, the other areas of focus for the meetings (year end review, specialty wrap-ups, celebration of good events, etc), and many of the fun activities like museum tours have seemingly gone away or gotten cut back over the past few years. To remedy this, the Cendiv Executive Solo Steward (me) volunteered Cendiv Solo to plan and organize this year's RoundTable. Crissy was silly enough to agree to be the event chair also, so send

her your suggestions and memories of what all used to be discussed at the RoundTables.

Board Meeting, Mar 4th - Thanks go out to Greg and Tracey Stephenson who hosted the past meeting at their house. The next one is to be at Everett and Starla McCauley's house on April 1st. I have to say the board meetings are lively, a lot of fun, and we really do get important WOR stuff accomplished. Guess this shouldn't be surprising given the people we have on the board!

Membership Meeting, Mar 11th - This was our free (FREE!) pizza night and even better yet we had **Mr. Charlie Pollet (Crew Chief for Huffaker Racing)** as a guest speaker. If you weren't one of the sixty (60!) members there, you missed a heck of a presentation! He had all sorts of interesting stories about the rules, car set-up, behind the scene stuff, wrenching/repairs, and racing stories. A great time was had by all as you could tell by the relative quietness in the room as he spoke.

Annual Tech/Dyno Day, Mar 15th. WOW, what a success! I couldn't tell you how many people showed up at **Colletti Motorsports** on Sat, but it was a bunch. By the time all was said and done, I'd bet Steve Colletti had 20 to 25 WOR member cars on the chasis dyno **for free!!!** Before I go any further, I really need to thank, everyone that donated their time, energy, food, and drink to make this the great time it was. It goes without saying I really need to thank **Steve Colletti** for making his shop available for the tech inspection and for all the free dyno runs. Thanks also to **Bill Smiley** (who also got the benefit of getting to "drive" most of the cars "faster" than any of us have gotten to drive them) and **Mark Frost** who ran the computer. The other obvious thanks goes to **Denny Powell** who volunteered his Sat to do annual tech inspections for us! Then comes **Crissy Bolinger, Greg Stephenson, Rene Keyser-**

Continued on page 4

ReX Report: continued from page 3

Andre, and *Dane Benning* who provided the grill, free hot dogs/brats/metts, and pop. Lastly, *Charlie Pollett* brought his videos of in-car camera and the videos of last year's Valvoline Run-Offs for all of us to watch. I'm sure I've forgotten someone, if so I'm sorry. Like I said, I'd bet at least 20, probably 25 cars went on the dyno for free Saturday and it drew a lot of attention as we probably had another 25 to 50 people show up to watch, see all the cool cars, and find out what was happening. *The Biggest Beast award* went to Dane Benning with his 2003 Mustang Cobra (super-charged) that produced 449.5 horsepower and 400 to 425 lb-ft of torque (sorry, can't remember the torque numbers.)

Increasing Membership Participation –

The website is being updated seemingly every day if not more often. If you have something you want posted, send it to Brian Slick! Remember, it's your website! We now have an e-mail **WOR Announcement list** that will send everyone notices of upcoming activities and events. The first use of it was for this past month's membership meeting. **If you want to get notifications** about upcoming WOR events, please send your **E-MAIL ADDRESS** to **Greg Stephenson** at **CAPNCRUNCH@WOH.RR.COM**.

Eric is doing a great job planning all sorts of different activities and guest speakers for the meetings and other weekends, so come out and see what you've been missing!

Lastly, Crissy is putting together a **WOR Membership Directory**. Please send your **ADDRESS, PHONE NUMBER, AND E-MAIL ADDRESS** to Crissy Bolinger at **CRISSYCOBRA@AOL.COM**

Lastly, my racing story. We took our 2003 Mach 1 to Riverdowns Raceway in Cincinnati for it's very first event on Sunday, Mar 9th along with fellow WOR members Kris Bjerkaas, Brain Slick, Chad Fraley, Jim

Hardesty, and Mike Barker. No, this wasn't the really nice, warm Saturday - this was the below freezing, windy, partly cloudy, really cold day! As most of you know, Riverdowns is a dirt horse track (duh!) and we happen to race in the parking lot right next to one end of the track meaning there was some wind blown sand/dirt the first cars out would have to deal with. Cincy Region put on a event and 79 of us crazies were silly enough to brave it and come out to our first event of the season.

Unfortunately the stock classes went first and since Crissy and I co-drove the Mach 1 that meant I was the fourth car out on a cold, sealed asphalt, dirty track. It seemed like I couldn't get the car to launch worth a hoot and it felt like the rear tires kept wanting to spin all the way until I went to 2nd gear. First turn came up right after the 1-2 shift and it bit fairly well for the left kink, but not quite well enough for the right kink, nor the last gate of the slalom...oops, +2 pylons when all was said and done, but a quick time! Other than that, the tail seemed just a bit (BIT!) loose trying to power down out of the turns – all of them. Crissy went next and turned a quicker time but also hit a couple pylons. Before my next run, Crissy said she left the traction control on during her run so I tried it and hated it. It kinda felt like I hit 5th gear and threw out an anchor coming out of the first major turn even though I should have been deep in the power in 2nd gear. Then it let loose and I watched as the car blew past the next apex - nice time, but not faster than Crissy's raw time. The rest of the runs we turned off the traction control and went quicker, much quicker. I finished first in FS turning a time 0.032 seconds off of fastest time of day for a stock car and third fastest overall. Crissy brought home the 2nd place FS trophy. Five of the seven of us brought home trophies, Kris Bjerkaas – 1st BS, Brian Slick – 2nd DS, and Chad Fraley – 3rd DS.

Finishing just out of the trophies was Jim Hardesty - 4th in DS and Mike Barker - 4th in STS. Coming back home it was pretty neat to see the white/purple Cobra, yellow Mach 1, and the red 300 ZX cruising down the highway. We wrapped it up in true WOR style when we got back in town as we met the Smileys at Fuddruckers for dinner and got to share all our racing tales!

See you at the next WOR outing!!!

Kent Weaver



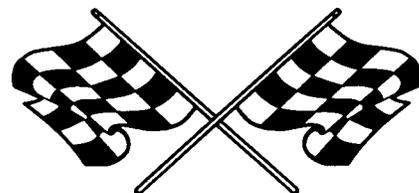
Chad takes a launch



Kent looks for alternative ways to win



Crissy shows them all how it's done



ChipShot

By Eric Marcus
Activities Chair & Politician Extraordinaire



April Membership Meeting
Cookie Swap and KONI Shocks

Wow! Wasn't it great? It's amazing how many members the promise of Free Pizza will bring to a WOR meeting. We also had the opportunity to listen to Charlie Pollet, who spoke about some of his escapades as crew chief for Huffaker Racing at Mid-Ohio. I hope you all had fun.

This month we will again have a double treat: cookies & milk AND a featured speaker, Lee Grimes from KONI. Lee is the After market Sales Manager of KONI North America and a 24-year member of SCCA. Lee currently belongs to CKY Region where he has participated in Club Racing and Solo. Lee will talk to us about shock absorbers (shocking!)- their function, tuning and adjustability.

The Cookie Swap idea has been borrowed from Ft. Wayne Region. The concept is simple:

1. Bake a batch of your favorite cookie or those of you who are "cooking challenged" can buy your favorite cookies at the store.
2. Bring them with you to the April meeting and trade cookies with other WOR members.
3. Be sure to bring enough cookies to trade with everyone and still have enough for yourself.

4. Snack on your cookies during the meeting. WOR will even provide the milk!

Plans have already been made for the May Spaghetti Dinner meeting. My little elves and I will have pots of pasta and sauce with meatballs ready for eating by 7:30, so arrive a little early, as Kent has promised to start the meeting by 7:45 and you wouldn't want to interrupt his presentation, would you? There is no cost for members, but non-members may be asked to contribute to the cause.



The first WOR-wood Derby will be held at the Christopher Club immediately following the July Membership Meeting. Members will build Pinewood Derby cars from kits and race them on a state of the art Pinewood Derby track. You must sign up by the April meeting if you want to buy a car kit from the club. If you can't make the April meeting, send me an e-mail and I will put you on the list. Car kits and official rules will be distributed at the May Membership Meeting. I don't have a firm cost on the kits but I expect them to be around \$5.00 each.

Please come to the April meeting and make sure you bring some cookies or we could be back to chips in a heartbeat!

2003 WOR-SCCA Activities Calendar

April 8	Cookie Swap & Lee Grimes
May 13	Spaghetti Dinner
June 10	B.Y.O. Snacks
July 8	Pinewood Derby
August 12	Brat Bash
September 9	Open
October 14	Open
November 11	Elections
December 5	WOR Christmas Party
December 9	No Meeting
January 10	WOR 2003 Awards Banquet




Call Now For Annual Tech Inspection Appointment
Denny Powell 937-322-5643

Road Race Report



Road Race Chair
Steve Colletti

Well, well, well, late but here

We had a great March meeting with Charlie Pollett as our guest speaker who gave us some inside info on winning national championships in Road Racing. We learned that it doesn't take a lot of engines and transmissions and suspension set ups, what it takes is being prepared and building it right the first time.



The annual Tech/dyno Day was a great success. Fun Food and the smell of Race Fuel combined with the great weather welcomed in the new race season. Thanks to Denny Powell for his help in teching 15 cars for our members, 20-25 cars ran on the Colletti Motorsports Dyno with top honors going to a couple of Supercharged Ford Mustangs. And a not so shabby turbo Dodge Neon belonging to Brian Benning Shocked us all with 225HP at the wheels.

The April meeting should be a great one also with Our Guest Speaker Lee Grimes from KONI who will give us a tech talk on suspension with his expertise you will want to be there!!!!

SCCA Solo.



Greg Stephenson

SOLO CHAIR REPORT

Greetings, Sports Fans!

By the time you receive this issue of the Rev Record we'll have already had one Solo Event under our belts and will be anxiously awaiting our next on April 27, at the VA Center.

Hold up, Wait..... Scratch that! Solo 2 has already had a great time this year, and we didn't even hit the course. On March 15, Steve Colletti hosted the Annual Tech for Road Race at Colletti Motorsports. The Solo 2 crowd joined in and we had a WONDERFUL time. Mark Frost helped Steve and Bill Smiley out with some Dyno Runs, I brought the grill - even went and filled up the propane that morning to keep my promise of a NEW tank - our RE, Kent and his fiancée, Crissy brought some food, Steve brought some food, Rene Keyser Andre brought some food, and we had a blast. At one point during the day, the lot was packed full of Auto-Xers, Road Race trailers and cars, a tent with the grill going, and lots of talking and fun. It was so nice, in fact, that some of the local car enthusiasts showed up. We wound up having a Tech inspection, Dyno day, cookout and Mini- Car Show. You couldn't ask for more!

One of our solo people, Mark Frost has joined the ranks of road racers by getting his logbook! Way to go! We had a new member sign up, and two others will be

joining us for the first Solo II on March 30, to find out more about the SCCA and its activities. Thanks to everyone that attended for making a wonderful spring day! Ok. Now, where was I? Oh yeah, the upcoming Solo II events. As stated, March, 30, will be past by the time you read this. April 27, however, is fast approaching. To encourage everyone to get their entries in and minimize lines and delays at the start of the events this year, we have online registration and pre-payment available for our events. To pre-register online, please go to www.myautoevents.com. Our events are listed under Western Ohio SCCA. To find our events and pre-register or pre-pay, you click on the autocross/Solo 2 link and search for WOR. This will pull up a list of our events. You can then register, pay, both, or just look at who has registered already. For those who aren't net junkies, each Rev Record now has an event entry form with instructions on where to mail the entry and/or the check/money order. I'd like to stress that you do not have to pre-pay when you pre-register, nor do you really have to pre-register, but it saves time and money, so you might want to investigate the possibilities.

Stay tuned, the action is just heating up!
Greg Stephenson
Solo Chair

WESTERN OHIO REGION SOLO II SERIES

EVENT ENTRY FORM

Event Name: _____ Date: _____

DRIVER INFORMATION

Name: _____ Age: _____ Sex: Male Female

Address: _____

City: _____ State: _____ Zip: _____

Home Phone: (____) _____ Work Phone: (____) _____ Cell Phone: (____) _____

FAX: (____) _____ E-mail: _____ Keep Me Updated on WOR Events: Yes No

Driver's License No.: _____ State: _____ Exp. Date: _____

SCCA Region: _____ SCCA Division: _____ SCCA Member No.: _____ Exp. Date: _____

In case of emergency, notify: _____
Phone: (____) _____

CAR INFORMATION: SOLO II Class

Check if entry is: Ladies Class Rookie

Car Number Preferred: 1st: _____ 2nd: _____ 3rd: _____

Make: _____ Model: _____ Year: _____ Color: _____

Tire Brand: _____ Tire Size: _____ Engine: _____

Sponsor: _____ Owner: _____

If 2-driver car, who is other driver? _____ (Must have separate entry)

DRIVER BIOGRAPHY

Occupation: _____ Employer: _____

Fee Schedule:	
SCCA Member:	\$16.00 Prepaid, \$20 Day of Event
NON-SCCA Member	\$25.00
NON-Member Current Student/Active Military	\$20.00
Jr. Driver	\$6.50

WORK PREFERENCE EVENT FEES

- Tech
- Timing
- Safety (Lic. Req'd)
- Course Control
- Other
- Grid
- Audit
- Check here if you require a non-running work assignment.

Entry fee enclosed\$ _____

Late fee enclosed (if applicable)\$ _____

Party Fee enclosed (if applicable)\$ _____

Other Fees (as required)\$ _____

TOTAL ENCLOSED:\$ _____

Use one entry form per driver. This form may be duplicated. All Mail in entries *MUST* be postmarked no later than Friday, the week before the event.
(Ex. To mail an entry for an event on April 27, the entry must be postmarked no later than April 19)

Mail All entries to: WOR Solo 2 Events, 5550 Marshall Road, Dayton, OH 45429-5919

WOR-SCCA OFFICIAL USE ONLY					
Class	Number	Date Rec'd	Notified	Signed	Paid

So wadda you thinkin'... you're Mario Andretti or somethin'?



Have you ever thought about becoming a racecar driver? Maybe a competitive road racer like the teams at scR?

At first, this may seem like an unattainable desire, but its not. Thanks to the SCCA and the existence of 'amateur club racing,' road racing can be enjoyed by just about anyone. Mind you – it is not easy, and it is not cheap. But it is possible for just about anyone that has the commitment to do it.

If you think that this might include you, here are a few tips to assist you:

Competitive driving requires lots of preparation, paperwork, and money. So before you make a complete commitment, be sure to sample the sport at a level that requires less investment. The best way to do this is to participate in some high speed lapping events that allow you to use your street car. There are several clubs and groups that host such events – including Porsche, BMW, and Corvette owner clubs. In fact, the well-known Saturn Performance Club (www.saturnperformanceclub.com) hosts several events each year.

Surviving a competitive SCCA race weekend can be difficult for a novice. So before you pursue your own racing license, consider working as a crewmember for an experienced racer. (Your experienced racer does NOT need to be a Saturn racer. Remember, the SCCA has many classes that involve a wide range of vehicles. There is a good chance that an SCCA racer in your area would appreciate some extra help at his next race.) Working as a crewmember will teach you valuable details about the

SCCA, the protocols of a race weekend, and the organizational details of running a race team. If you are already familiar with the race weekend, then making the transition from crewmember to driver is much less stressful.

Once you have sampled high speed driving through a lapping day and sampled the club racing weekend as a crewmember, if you are still committed to becoming a racer, then the next step is to earn your license. The SCCA publishes a guide for this process online at www.scca.org/amateur/club_racing/guide.html. The licensing process can seem confusing at first, but its not that bad. What you need to do is first apply for a novice permit. Once you have your novice permit, then you will complete two SCCA driver schools and two SCCA regional races. If you complete the schools to the satisfaction of your instructors and complete the races to the satisfaction of the chief stewards, then you can apply for your regional competition license. So how does one acquire a novice permit?

Keep reading.

Step one is to join the SCCA. You can download the membership application in pdf format at the SCCA site listed above. For all practical purposes, accomplishing tasks one and two above would be a lot easier if you were already an SCCA member – since other SCCA members can help you find lapping days and club racers who need crewmembers. So hopefully, you have already joined the SCCA by now. But if not, then joining the club is step one!

You will also need to download several other

forms including the merchandise order form, the physical examination form, and the novice permit application. These can also be downloaded in pdf format at the SCCA site listed above.

Using your merchandise order form, place an order for the General Competition Rules book (GCR.) Also be sure to order at least three 'SCCA Club Racing' decals (which you will need to apply to your racecar) and one 'SCCA' patch (that you will need to sew onto your fireproof racing suit.)

When your GCR arrives, read it. Then read it again backwards. Then read it again. Then have your wife/girlfriend/mom/brother/sister/buddy/dog quiz you on the competition rules. You will need to know the rules for the written tests at your driver schools!

You will need to get a doctor's physical examination performed as part of your novice permit application process. So schedule an examination and have your doctor complete the physical examination forms that you downloaded in step five above.

Once you have your completed physical exam form, then you can apply for your novice permit. Of course, you need to complete the novice permit application form that you downloaded in step five above. Before sending it to the SCCA, MAKE COPIES OF EVERYTHING! (The SCCA loses stuff occasionally.) Along with your completed novice permit application, you will also need to send: your doctor's physical examination form, two passport-size photos, a

photocopy of both sides of your state driver's license, and a \$55.00 fee. (If you are considered a minor in your state, then you will also need additional parental waivers.)

At some point before your driver schools, you will need to invest in safety equipment including a Snell-approved automotive helmet, a fireproof suit, fireproof underwear, fireproof gloves, and fireproof shoes. Your GCR will provide the required specifications. (As a rule, if in doubt, lean toward the safer option.)

Also at some point before your driver schools, you will need to find a legal racecar. Building one from scratch is a daunting task. If you do not already have access to a legal racecar, then consider renting one to complete your school requirements. This significantly reduces your investment. Your local SCCA region's road race chairman can probably help you make rental arrangements.

Once you have your novice permit and found a racecar to use at your schools, then you need to sign up for two schools. You should be able to find a schedule of area schools and races at your SCCA region website. (For the Central Division, this is www.cendiv.scca.org/racing/schedule.html.) Don't try to be a hero at your school. The SCCA does not hand out scholarships or sponsorships. So your instructor is probably not expecting you to be the next superstar of the racing world. What he will expect is for you to demonstrate consistency, good judgment, courtesy to fellow drivers and workers, and a solid understanding of the rules. If you meet your instructors' requirements, then they will sign your novice permit and give you a passing grade for your school participation. If you pass two schools, then you can compete in a regional race.

When you show up for your first regional races, you should remember that you are a novice permit holder, not a license holder. As such, you are more or less racing on 'probation.' In other words, they will be watching you very closely. So like your schools, your strategy should be to exhibit good behavior and stay out of trouble. At registration, you will need to leave your novice permit. At the end of your race weekend, see the chief steward to retrieve your permit and respectfully request that he sign your novice permit to acknowledge your completion of the regional race. Complete two races without getting into trouble, and you are able to apply for your license.

Before sending your novice permit to the SCCA, be sure to make photocopies of every page – just in case. Then send your novice permit and another \$55 to the SCCA, and within weeks, your regional racing license will appear in your mailbox.

So that's it!

The process is not 'easy,' but it is not impossible either. All it takes is some patience, some organization, some commitment, and lots of disposable income.

Editor Freaks Out!



OK guys, what the hecks going on? I'm actually getting articles, photos, and what's with these reports of 60 people at the last member meeting?! Is this something you're going to get over or is it a trend? I can only hope you're finding something to keep you coming back. -Ed

COLLETTI MAKES WOR-SCCA GO DYNO CRAZY!



WOR RallyCross Schedule 2003

Version 2: 4-1-03



Rally Report

By Dave Rudy

The 2003 Rally and RallyCross season is shaping up. The event schedule and site locations have been finalized. We will even have enough events, eight, for a real championship series. The Supplemental Rules are done and I have even got a budget. I think my brain is going to explode from all of this work.

I need to thank Eric Marcus and Dan Coughnour for getting in touch with the Greene County Fairgrounds. Their legwork in sorting out a schedule and all of the details with the fairgrounds is deeply appreciated.

We will have a total of eight events, seven at the Greene County Fairgrounds and one at the Watson's Farm. I am planning on having a cook-out and pot-luck dinner after the event at the Watson's.

That's all for now and remember to also check out NSC's website for TSD Rally info in the area at <http://members.aol.com/nsccrally/> or contact me and I will try to help.



WOR RallyCross Schedule 2003 (Final Version)

Saturday April 26

Greene County Fairgrounds

Saturday May 17

Greene County Fairgrounds

Saturday June 14

Watson's Farm (w/ Cookout After Poss.)

Saturday July 19

Greene County Fairgrounds

Saturday Aug 30

Greene County Fairgrounds

Saturday Sept 20

Greene County Fairgrounds

Saturday Oct 11

Greene County Fairgrounds

Saturday Nov 8

Greene County Fairgrounds



WOR Curmudgeon
Jerry Martin

WOR GAMES TEAM CHAMPIONSHIP COINCIDENCE, JINX, CURSE . . . ?

Before I address changing the WOR Games Team Championship point scoring for 2003, there's a phenomenon associated with this competition that should be mentioned. (Too bad this wasn't available by Halloween.)

Whether there is any knowledge of this happening, I don't know; but no one other than Steve Demeter volunteers to be on a team. So the team captain hikes through the paddock looking for volunteer racers: "Would you like to be on a WOR team?" "I dunno . . . what do I have to do?" "Finish ahead of 4 finishers in your class." "I can do that." "Great! \$5 please." "What do we get when we win?" "Each 5-person team puts in 25 bucks. The winning team gets the pot - and a handsome victory bowl to keep for a year." This conversation is repeated throughout the paddock in order to generate teams.

But now the sinister force begins to work. Let's look at some examples. Shortly after signing up 3 teams for WOR, walking back through the paddock, I encounter John Comesky's Saturn torn to pieces. "What happened? Just minutes ago when I signed you up for a team, the car was perfect." "Bad wheel bearing, need a strut, the exhaust is leaking." "Can you finish ahead of 4 cars?" "I'll work on it." Next stop, Albright's pit: "Jerry, I don't have any brakes and no repair kit." "Fred, can you finish ahead of 4 cars?" "We'll work on it; Jason, hand me the hammer and the duct tape."

continued page 14



Spring Sprints at Carolina Motorsports Park

If you decide to race in February north of Florida, beware! As all of us are painfully aware, this has been a real winter. In order to keep my National License current I was forced to run a couple of Nationals before the end of March of this year. The race at Moroso in January was fun. The weather cooperated for the drive down and back and West Palm Beach in January is just fine. The Carolinas in February are another matter entirely. My biggest concern was getting the trailer out of the driveway. We had 18 inches of snow and I broke the trailer jack trying to get the tongue up high enough to hook on to the hitch. Snow was lifting up the truck a bunch. No problem, just drag out the floor jack through the snow and lift it up. Then engage 4WD and haul ass down the drive hoping the trailer doesn't become a permanent fixture in the front field. Made it! Called the crew and told him to meet me at the track. The drive down was relatively uneventful except for the chemical plant that blew up in Kentucky and shut down I-75 for a short time. I made it to Carolina Motorsports Park in Kershaw, S. Carolina in 10 hours from Lebanon. Stayed in a real dump in Kershaw. Note; don't stay at the General Kershaw motel! Cheap and worth half what it cost. (\$40.00/night). Friday practice began with a rain shower. One session with rains, then overcast but dry the rest of the day. The car was pushing and had developed some weird miss at one part of the track. Not a fuel pickup problem, and a fuel injected motor with an electric fuel pump. This problem would get worse during the weekend and I still haven't figured out what the problem is. Perhaps an electrical interference problem there at the

weekend and I still haven't figured out what the problem is. Perhaps an electrical interference problem there at the track? It leaves me wondering what the next race will bring. Anyway, we worked in the car and I felt pretty comfortable. Saturday morning practice brought lots of fog and a delay for that. But it was dry so the session went OK. Saturday afternoon was when the crap hit the fan weather wise. A big front rolled through and held up qualifying. We were the first session after the front and it was pouring! The stewards decided to have a 15-minute session for qualifying that afternoon and then a 10-minute session Sunday morning. I skipped Saturday and took pictures of my race group doing the agricultural stuff! After the front passed some of the people in the paddock decided to re-erect their tents. Bad mistake. Sunday night the wind picked up and by morning it was blowing at least 35 knots. Conduit and tents everywhere! And cold! The temperature dropped from about 65 to about 38.

As I was race group one, I went out and qualified and got ready to race. I was grouped with CSR, DSR, FA, FC, FM, and S2. There was only one other CSR and he had the group pole. I was toward the back of the group and didn't have much hope of winning. At the start I got a great jump (that Olds Quad 4 has great torque) and passed about 4 or 5 cars. Unfortunately about 4 laps in the car started missing and actually cut out a couple of times. I decided to nurse it home for a finish and points and spent the rest of the race watching mirrors. First time I have ever been bored in a race. The car was push-

ing like a pig and the wind was blowing so hard I thought something was wrong with the motor in the head wind. At one point on the track the wind was funneling through some trees and would blow the car sideways about 3 feet and my helmet would involuntarily lay on my shoulder. Not fun but I got a finish and brought the car home in one piece. The drive back took nine hours and I was back home by 9:30 Sunday night. I love group one! The only tough part was getting up the driveway. The trailer was stuck in the front yard for 3 weeks!

A bit about Carolina Motorsports Park for those of you interested in going. The track is smooth with lots of runoff (sand everywhere) and you can get back on easily even in the wet. Not much elevation change and one really fast bend that reminds me of the kink at Road America. It is a fairly tight course sort of like Gingerman. The paddock has free 110 electrical hookup for tools and lights etc. (Take note Mid Ohio). Several really great bathrooms. (Take note Mid Ohio). There are showers and paved access roads in about half the paddock. The track is about 1-1/2 hours south of Charlotte N. C. They have a very nice pre-grid area. (Take note Mid Ohio). Very nice track personnel and a very very nice Chief Steward who made it a point to try to get everyone's feedback under very difficult weather conditions. (Tornado warnings included!). Will I go back? Yes. But I won't stay at the General Kershaw!

Have Fun and Go Fast!

Chris Watson, CSR 05



Wingdings From The Webmaster

By Brian Slick, WOR-SCCA Webmaster

Welcome to the latest installment of *Wingdings*. In this episode, your humble Webmaster will take you on a tour of the new website (www.worscca.org). Of course, you should be viewing the website on a regular basis anyway, since that will have the latest news. You will also find that your Webmaster tends to be a bit long-winded, and you will save a lot of time by actually going to the site rather than reading this article. But I realize that some people possess a nasty affliction known as "a life," and that viewing the WOR site isn't real high on the priority list. Fortunately, your Webmaster is immune to this horrible disease, therefore the website gets updated on a regular basis, usually daily. Since you are probably seated atop a porcelain throne at the moment anyway, please read on.

When visiting our web site for the first time, there are a few things that should jump out at you pretty quickly. The first is a little slideshow of cars, but this is mostly just eye candy. Your Webmaster has plenty of Sololl pictures to choose from, but is a little lacking in Rally/RallyCross and Road Racing photos. If you would like to help improve the eye candy, please send better candy.

Now we go on to more important topics, primarily the announcements. Announcements are (usually) posted on the same day I receive them. There is also a link to a separate announcements page, which

will keep a running record of what was important in the past. There could be announcements that affect the club as a whole, or there could be announcements for individual sports. Either way, if you want to stay current on what is coming up in WOR's future, be sure to check this out regularly.

Scroll down the page a little ways, and you'll find a new feature on the site: the Event Calendar. There are calendars available for the entire year, but only the current month is really complete. Future months will get updated soon. In any given month, there are little colored balloons that correspond to events. Click on any balloon, and you'll get a pop-up window with information about the event in a printer-friendly format.

Scroll back up the page, and notice the handy navigation bar on the left side of the screen. This provides easy access to the major topic areas of the site, and any applicable sub-navigation will also appear here. Let's take a look at the major topics we have now:

* Officers - Who's Who in WOR, and how to contact them.

* Join Us - Provides information for people to join WOR

* For Members - Information useful to WOR members. Here you can find the announcements page mentioned previ-

ously, the RevRecord (it will be on the website long before you get it in the mail), and also minutes from the various Board and Membership meetings. and also minutes from the various Board and Membership meetings.



* Sololl, Rally, Road Race - Pages for each sport. Each sport has the same sub-navigation available: About, Schedule, Results, Rules, and Committee. Currently the Sololl pages have the most amount of content, but Dave Rudy and Steve Colletti are working hard to bring the Rally and Road Race pages up to par.



* Our Drivers - Pictures of and information about our drivers. This can be any sport, you can do head shots and/or car shots, you can list as much or as little information as you want. Please participate on this page; it really has a lot of potential.

* Links - Self explanatory.

* Scrapbook - This is more or less a "these pictures didn't belong anywhere else" section.



So there you have it.

If you have any suggestions for the web site, good or bad, please send them in. There are a number of changes/additions currently being considered.

For example, we might add a "Recent Events" category, which would contain pictures and a write up of whatever club events happened recently.

We might add photo pages under each sport, and leave the Scrapbook for truly random non-sport photos.

We also need to add a "Credits" page, since several people have been involved in evolving the web site to its current form.

There are any number of possibilities, and we are only limited by your suggestions, and time. While your Webmaster doesn't suffer too much from "a life," he does have a mean nasty case of "building a house" at the moment, which should clear up by June. So, if you think that web site updates are slow now, just wait until later in the summer!



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.

Greg S., Kettering:

I thought this might be a helpful hint for your readers: When repairing a welded butt joint, slide in a piece of tubing 1 inch long and cut it down to match the inside of the tubing you're going to weld. it makes it very easy to line up.

RR: Well isn't that thoughtful of you Greggers. I discovered last summer, that all those empty long neck beer bottles laying around the garage can be easily made into beautiful driveway lights that will make you the envy of the neighborhood. All it takes is some used motor oil, a shop rag cut into 1 inch strips, and you'll have your driveway looking like Graumanns Chinese Theater on Oscar night in no time!

Sissy W., Dayton:

Dear Mr. Rider,

I know how hard it is, as a woman, to find someone I can trust to work on my car. I recently took my car in to have the rear view mirror adjusted and I was worried he might try to rip me off. I was relieved when he told me all I needed was turn signal fluid. I wondered if you would print his name so others would know what a trust worthy guy he is?

RR: Not so fast Sis. I've heard about this scam before. I'd be more than happy to give you, er, your car the once over. Bring it over to Frickers anytime between 7 and midnight M-F.

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HEY, WAKE UP! Read this now or regret it later.

I've been working on a 2003 WOR Directory. I need members to send me their email addresses OR send me a note if they **DO NOT** want their info in the directory.

Thanks, Crissy <>

COINCIDENCE, JINX, CURSE . . . ?

These were just the first jinxes. By race day, Marcos Amongero's Porsche 944 was DNS; Chris Reinke's BMW 325i was DNF - - 14 laps - - just finishing ahead of Reed Andrew's Civic. Reed Andrews (NEO team) 12 laps - - observed, "That's the first time in over 5 years that I've not been running at the finish." Jason Albright finished 13th, a lap down, after qualifying 8th, but still managed to finish ahead of 4 finishers to max his score - - permitting his team to win. Steve Demeter and Eric Jensen had potential finishers DNF behind them, depriving them of max points. Mahoning Valley's second place team had a DNS for Jerry Zalenski's BMW 2002 (JrJazz, which had qualified 4th). Third place team NEO had Jim Dietz starting 2nd (FF) but finishing last and a lap down. Ryan McManus, a late entry for NEO, finished 2nd in AS, but a DNF and a DNS in class left him with only 3 points. Among the 8 teams there were 3 DNF, 2 DNS, 4 last ! places (zero points), and 5 two or three point finishes. Does this seem more than just coincidence?

Recall the Mummy's curse; Ancient Egyptians took burial very seriously, especially if they were a Pharaoh. The legend was whoever disturbed a mummy's internment experienced fatal disasters sooner or later. I submit that signing up for a WOR Games team triggers a similar coincidence, jinx, curse . . . Think about it. Is there some sort of compact between car and driver that's disturbed by committing to a team championship?

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.

2003 WOR-SCCA ROAD RACE SCHEDULE

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO/OTHER
Mar 1-2		CENDIV Steward/Worker Training Seminar, Merrillville, IN		
Apr 5-6				
Apr 12-13		INDY @ IRP (D) C#		
APR 19-20	Det @ WAT #			
Apr 26-27	Quad @ BHF #	Quad @ BHF #	INR @ GM #	
May 3-4	NEO @ NL #		BVR @ BHF #	VSCDA @ GM #
May 10-11				
May 17-18				SVRA @ RA #
May 24-25		WMR @ GRA (D) C#	MILW/CHI/BVR @ BHF#	
May 31-Jun 1			OVR @ M-O #	
June 7-8		MILW @ BHF (D) C#		AMA @ RA #
June 14-15			DET/FWR @ GRA#	VSCDA @ BHF#
		NEO @ NL (D) C#		
June 21-22			CHI @ RA #	SVRA @ M-O #
June 28-29	Area 4 D/S @ GM#	Area 4 @ GM C#		GRAND AM @ M-O#
		MILW @ RA (D) C#		
July 4-5-6		BVR @ BHF (D) C#	INDY @ IRP #	
		CINCY @ M-O (D) C#		
July 12-13		SBR @ GM (D) C#	NEO @ NL #	
July 19-20				BRIC @ RA #
				AMA @ M-O#
				SCCA PRO @ GM#
July 26-27		DET @ WAT #	MILW @ RA #	
Aug 2-3		FTW @ M-O (D) C#		CART @ RA #
Aug 9-10			WMR @ GRA #	
Aug 16-17		CHI @ RA (D) C#		VSCDA @ GRA #
				CART @ M-O #
Aug 23-24				ALMS @ RA #
Aug 30-31		WMR/LSR @ GR (D) C#	NEO @ M-O #	
Sept 6-7		OVR @ M-O (D) C#		
Sept 13-14			SCCA RunOffs @ M-O #	VSCDA @ RA #
Sept 27-28				
Oct 4-5		WOR @ M-O C#		
Oct 11-12	NEO @ NL #	CHI @ BHF C#		
Oct 18-19				VSCDA @ M-O #
Oct 25-26				
Nov 1-2				
Nov 8-9				

BHF - Blackhawk Farms	GM - GingerMan
NL - Nelson Ledges	GRA - Grattan
RA - Road America	IRP - Indianapolis Raceway Park
M-O - Mid Ohio	WAT Waterford Hills
# - confirmed	

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June 1st Taj Kreuzer Driving Tour: Nothing like a spirited country ride and some early morning road chow to put you in the Kreuzer frame of mind. Starting at White Allen Porsche, stop for a complimentary snack, and end up at Carillon Park for the Taj Kreuzer Concours with a special place to park your smokin' beast! Fee: \$10

June 1st Taj Kreuzers Concours & Car Show: You show us yours and we'll show you ours. All the faithful and fossil fuel expenders are called to assemble at the Carillon Historical park for a gala event from one to 5PM. \$15 registration will admit driver, car and one passenger. Awards and door prizes. KREUZER PRE-REGISTRATION ON-LINE AT www.kreuzers.com!
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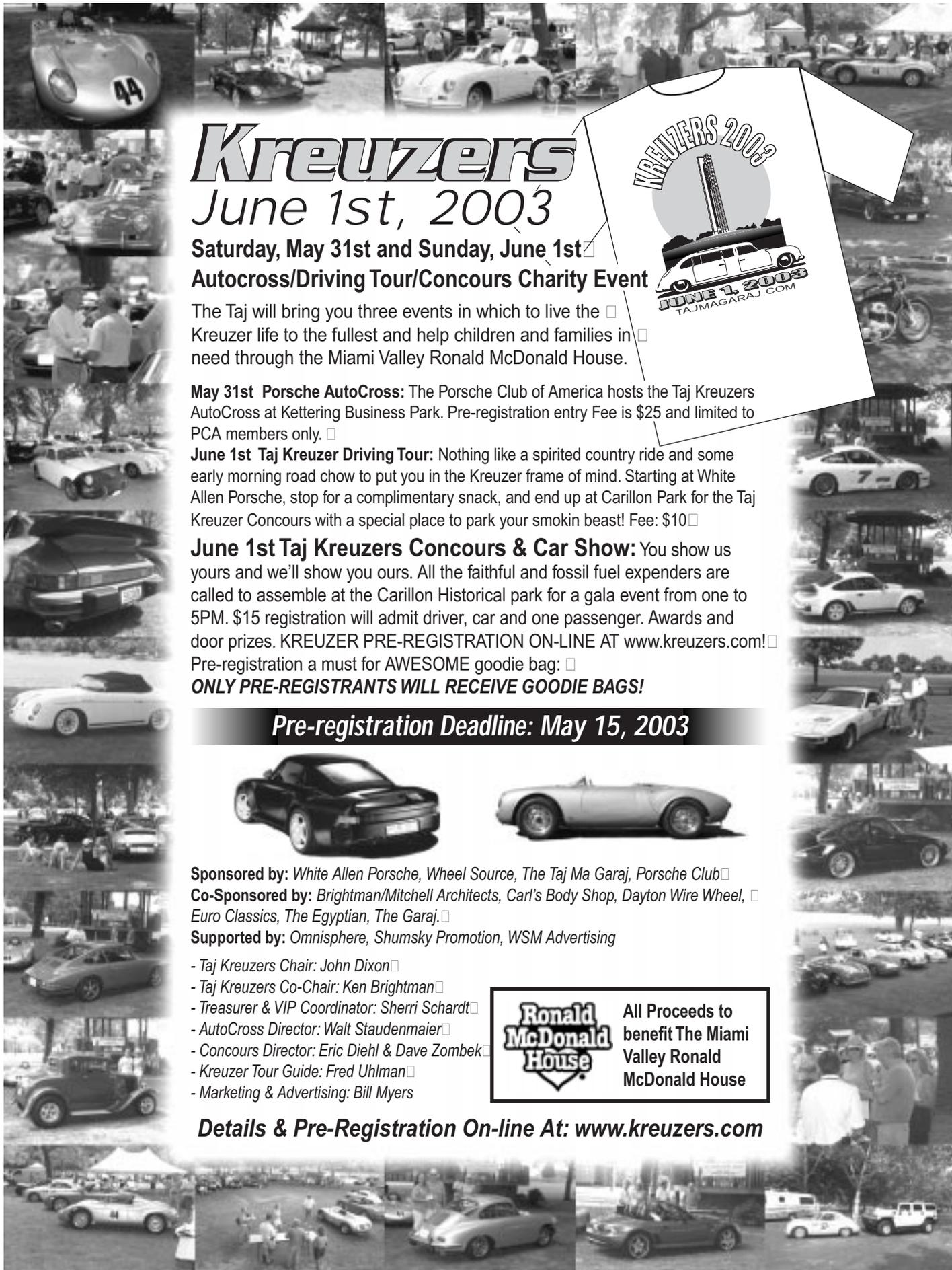
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- Concours Director: Eric Diehl & Dave Zombek
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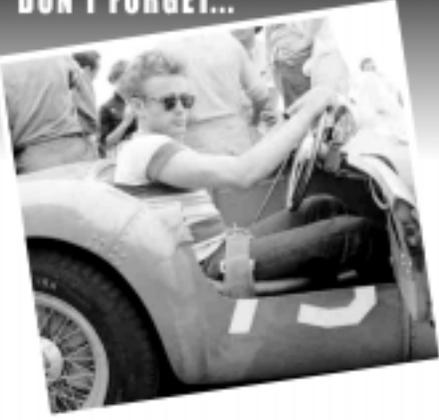
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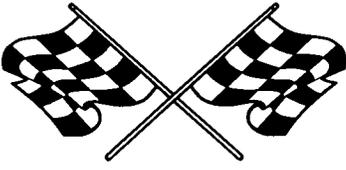
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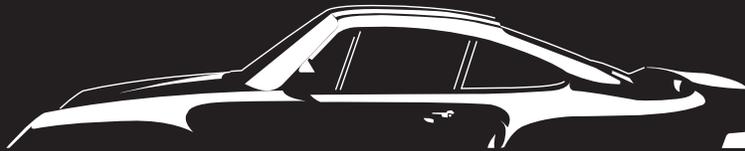
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