

REV RECORD



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*It's orange and hauls kids.
He's the slacker.*

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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

"Gee, did you notice the front of your car was almost facing the front of his?"



ReX REPORT

Regional Executive:
Kent Weaver

Spring is definitely here. We've been to 4 or 5 autocrosses already this year and the weather is seemingly getting better and better. Since this is Easter weekend (yes, that means this article is a tad bit late...) there really isn't any racing going on anywhere so this kinda becomes the last weekend home with the family before spending many weekends on the road for so many of us. Next weekend is both a WOR rallycross and the first 2003 WOR solo points event.

Membership Meeting Info:

At the April membership meeting, we had *Lee Grimes* from *Koni Motorsports* come and talk about shocks. Since I was out of town on business (Gotta set my priorities better!) I didn't get to be there so I missed both Lee and a cookie swap. Crissy and really everyone else I've talked to that were there said I missed a really good time.

I don't believe we have a guest speaker this month, **May 13**, but we are going to have **FREE DINNER** at the Christopher Club for all WOR members! Eric Marcus has made plans for us to make the spaghetti right there at the Christopher Club using "Five Brothers" sauce. Make plans to have a free dinner on us!

Minor Waivers:

In an effort to make it easier on WOR families to participate in our events, we are aggressively pursuing photo ID minor waivers for whoever wants them. We will have a camera and the waivers at our membership meetings, solo events, social activities,

and wherever else we can think of to make it easier for you. However, it is important to note that **there are two types**, an **annual yellow minor waiver for solo events** and a **pink permanent waiver that is good for all other SCCA events**. The solo yellow waiver will need to be redone every year, but will allow you to go to our events as well as neighboring region events without needing to get both parent's signatures at every event. The pink waiver is permanent and will be good until the minor reaches 18. The rationale for the two separate waivers is the additional amount of safety control and access control at club racing venues.

Board Meeting, Apr 1st

Thanks go out to Starla and Everett McCauley who hosted the past meeting at their house – gorgeous Victorian house in Miamisburg even though Starla wouldn't let us upstairs! That's the meeting where Everett found out he would be in charge of the next membership meeting! For the rest of you hosting board meetings, don't worry, that won't be a trend. The next one is to be at Eric Marcus's house on May 6th. If you ask those of us who go, the board meetings are a lot of fun and we actually get things done too.

WOR Membership Directory

Crissy is still trying to get a copy of the latest official membership list from the national office, but other than that she has most everything ready. As I understand it, very few people have written or e-mailed her with their own or other WOR member e-mails. Remember, it'll be a lot more useful to you the more information it has.

Lastly, my racing stories (lies).

Mar 30 WOR Fun Event. This event was the first one of the season at the VA Med Center and it followed the trend so far this year. The weather was great during the week and even on Saturday, but it got cold and windy come race day. Given it was

still early in the year and most people still hadn't made it out to an event, they weren't going to let some cold, windy, but dry weather get in the way. I don't have the details as I'm planning on Greg (Stephenson) providing them, but the course was pretty fun. I think we had roughly 80 entrants at the event even though we had 44 pre-register. Not a bad number at all.

Mar 23 CKR - UK Alumni Stadium.

Crissy and I decided to make the trek down to Lexington, KY for this event. John Schlegel met us at our house and I'm glad to say this trip was much more mundane, ho-hum, and boring than the last non-Cendiv Series event we went there for (last year) during which we had a deer hit both the tow vehicle and the car on the trailer. This event had the start and finish in a completely different area of the lot, combined some portions of last year's course, but had some nice changes to it opening up some sections like the finish. Crissy and I decided to jump to ESP a couple days before the event as there was no one in F Stock, but 14 cars in ESP. Unfortunately, this was their first event of the season and they had over 120 show up, so things got going kinda slowly leading to first car off about 1-1/2 hours late. By the time we got to run things were cut down to only four runs. As this was a fun event, there were no trophies, but Crissy and I finished 2nd & 1st in ESP, Jim Hardesty finished 1st in DS, and John Schlegel 1st in DSP.

Apr 5 Cincy @ KY Speedway. I'd like to say I had a lot of fun there as KY Speedway was having a promotional take-a-lap around the track day, but I ended up not even being able to go...pout. Crissy did get to go and instead of taking our Mach 1 on the track she ended up going out there both as a passenger and as a driver of another friend's 2003 Mach 1, Tony Alonzo. On the other hand, Crissy did bring me back a tee-shirt though...

Continued on page 4

RE Report continued

How's the saying go? So and so went this or that really nice place and all I got was a lousy tee-shirt! She said the course was a lot of fun with a fairly fast straight-away leading into a tighter slalom. But she also said it would have been a lot more fun if it wasn't so blasted cold and if there wasn't a small stream or dirt seemingly at the entry to every turn or slalom. Crissy finished 3rd and is supposedly writing something on this event.

Apr 13 OVR Fun Event This time we met John Schlegel at his house and made our way to Columbus, OH. Overall the weather was fairly nice, but it was cold enough for jackets and long pants in the morning. They had around 120 or so show up and broke the day into six heats with no class structure, making for a long day finishing around 6:00 but giving everyone six runs and no way to know how anyone else in your class did. The course wasn't the typical Bruno Tabacchi course we've become accustomed to there, but was still fun and challenging even though it had nothing that resembled a straight-away. We met a fellow Mach 1 owner from Columbus, Frank Bell, who wanted to find out about autocrossing and took him out on most of our runs. He had a good time and plans to come back. OVR hasn't posted their results, so we really don't know who did what, but

Crissy and I were in FS, Kris Bjerkaas in BS, John Schlegel in DSP, Jim Hardesty in DS, Len Alshire in STS were there.

Apr 19 Ohio Valley Region Mach 1 Owners Club. This was the inaugural meeting of the club and it was held at the Beechmont Hooters. We had 5 blue, one red, one yellow (ours), and one gray 2003 Mach 1 show up along with a green '69 and a silver '71 that everyone drooled over. A brave '70 Camaro driver even showed up to check out the cars. A number of other Mustangs were there too, such as the Smileys with their championship '86 GT, both out of a long winter's hibernation and many other late models. It was a great time meeting everyone we had talked to over the internet, getting to talk about Mustangs, and hang around the Hooters girls. They even gave us a nice discount on food on top of everything else. We had the only SCCA stickered car there, complete with our Hoosiers, and got to tell everyone all about what they are missing. Sounds like we have a number of new people very interested in attending future events here as well as Cincy and Columbus.

See you at the next WOR event or outing!!!
Kent Weaver

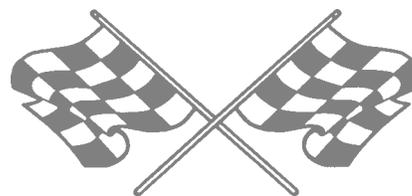
Horse's Butt Competition Heats Up.

I received a call today from one of our fellow WOR members. This person was working on some wiring in his car. In particular, he was wiring up some gauges and some interior lights. He decided that he had all the necessary tools to complete the task safely. He wired the gauges and tested them. They worked. He wired the other lights into their respective 5 amp transformers - 3 in total. He then wired them into 15 amp switch, not making use of the relay I begged him to purchase. This person checked his connections, plugged the battery back in and fired up the lights. They worked great! In fact, they worked so great he had "extra" light — coming from the fire started on the power lead to the underrated switch. Forgetting all that's sane, he grabbed the burning wire and tried to pull it out bare handed. The fire is out, there is no real damage to his car (beyond a slightly burnt smell), and his hands only hurt when he "uses them". For this reason, I'm making an early nomination for Brent "Chim-Chim" Hecker.

- Greg Stephenson (WOR's current 2002 Butt of Distiction)

WOR RallyCross Schedule

2003



WOR RallyCross Schedule 2003

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

Bored Meeting

4/1/03

The meeting started at 12:18 by the clock on the wall at Everett and Starla's house. Present were Kent Weaver (RE), Everett and Starla McCauley (AssRE and WOR Games Chair respectively) Crissy (guest) Greg Stephenson (Solo) Dave Rudy (Rally), Eric Marcus (Activities) and John Schlegel (temporary secretary).

Kent called the meeting to order at 12:18 (7:15). There was an initial discussion of using the Website to disseminate POSITIVE information for the general public.

RE's Time Slot: Kent requested budget input again. Dave submitted the rally/rallycross budget and Eric submitted an activities budget. Once again, rev articles were discussed and Kent reports Bill is very happy ... keep them coming. Kent admonished the secretary for not typing up the minutes from last month for the Rev. He said the secretary could be replaced and said secretary responded with, "please!"

The e-mail notification system is up and running and doing well; however, the membership directory still needs membership information to complete it. The board discussed imposing a cut off date to go to press. TBD.

AssRE's 5 seconds of fame: Everett claims he wrote an article for the RevRecord ... proof to come at next membership meeting with the T-shirt contest.

Activities' Report: Eric politicked for cookies at this month's meeting. May would be the spaghetti dinner. Plans are to cook during the meeting and to serve around 8:30PM. June is BYO activity as Eric will be gone vacationing. Starla will handle activities for that month. July is the WORWood derby. (Secretary's note: I think

I'm going to start cutting and pasting ... seems I retype the same stuff over and over!) 20 people are signed up to race so far. September will be the farewell to summer breakfast and rally. A discussion of the format ensued. September 21st is the tentative scheduled date. Jan 10th is the date for the banquet. Eric has a lock on that date for the Hope Hotel.

Rally Report: All events are scheduled and will be on www.myautoevents.com but no pre-registration is available. All event sanction paperwork is submitted. Dave requested help with registration at the events. The first event is scheduled for Apr 26th (Sat-

urday). As a side note, all NSC events are posted on the Web also.

Solo Report: Greg reported on last Sunday's event. There were 88 idiots braving the cold (ok, I admit, I was one of them - sec.) and we lost a timing light due to a car spinning at the finish. Also most of the computer equipment complained about the cold and initiated a work slowdown. The radios soon joined in the unauthorized strike and the event finished under manual control. We now have an official photographer for Solo events and the next SOLO is April 27th. Please pre-register and pre-pay. *continued on page 6*



So... you want a pizza me?

By Eric Marcus
Activities Chair & Politician Extraordinaire

2003 WOR-SCCA Activities Calendar

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

Continued from page 5

Dave brought up an idea to have reciprocal coupons for event discounts at the RallyCross and SOLO events. The idea was discussed and approved.

Kent reiterated the new minor waiver rules.

WOR Games Report: Starla has contracts for M.O. The WOR games committee had their first meeting and three people attended: Starla, Everett, and Jerry Martin. They discussed ideas about a theme. The next committee meeting is scheduled for April 15th at Starla's house at 7PM.

Secretary's Report: Actually, the secretary had nothing to report. However, I would like to take this space to remind the readers that, while the information reported is accurate, the embellishment and side comments as well as certain adjectives and titles are utterly accountable to me. If I had to type and report each meeting verbatim, the reading would be almost as boring as the note taking. Rest assured, an accurate and dry copy of each meeting's minutes resides on file with the club. Now back to your regularly scheduled report.

OLD Business: The board feels the WOR newsletter (RevRecord) and Website should be submitted to the SCCA for various award programs.

Finally, officially, per the RE, Bill Myers (RevRecord Editor Emeritus) is full of bull droppings concerning his recent statements about deadlines for article submission. The RE made it clear the editor has the authority to accept or table received article inputs beyond published deadlines. The membership and all chairs are advised to send inputs anytime, and Bill will adjust as necessary.

At 12:18 (8:43PM) Starla Jack slapped the RE to force him to sign the WOR games contracts. The meeting adjourned on that note as the RE was enjoying himself way too much. The board would like to remind the McCauley's to buy some batteries for their clock!

Respectfully submitted (mostly),
John Schlegel

P.S. The reader did realize this meeting took place on April fools day?



April Membership Meeting

April 8, 2003

Everett McCauley (Assistant RE) called the meeting to order at 7:45PM. 47 members/guests were in attendance.

Activities Report: Eric Marcus opened by announcing the cookie swap had commenced ... 3 children were trampled in the stampede to the cookie table. The next meeting will have a spaghetti dinner. Members are encouraged to sign up for the WORWood derby scheduled for the July meeting. Car kits are \$5.00 and Eric will hold your house as collateral if necessary. Scout rules will reign. Eric is finalizing planes for the farewell to summer breakfast and rally.

Race Report: Steve reported nothing new other than IRP is coming up.

Rally Report: Dave Rudy passed out RallyCross information, directions, schedules and event rules. April 26th is the first event.

SOLO Report: John Schlegel reported an attendance of 88 competitors at the last event even despite the extreme cold. The enforcement about numbers on the cars was mentioned as well as a proposal to replace the old, decrepit equipment trailer with a box truck or something similar. He also reported the loss of a timing light due to a spin incident at the finish. A member requested if the perpetrator is being charged with the replacement and John reported he was from another region and rarely comes to our events. Since the cost of replacement was less than \$50.00 the SOLO department figured it was in better taste to absorb the cost.

Treasurer Report: We are solvent.

Web Master Report: Nothing new.

WOR Games Report: Next meeting is Tuesday the 15th of April at the McCauley residence. All are welcome. Snacks will be served. (However, time is uncertain as the clock is non functional.) 7~7:30PM is optimum.

Membership Report: Scotty announced new members ... Cornelius Brinegar, Dennis Klontz, and Justin Rausch.

New Business: Chris Watson gave a talk about WOR games concessions. He described the menus vs. cost. For example: Brats = \$10.00, Case of Coke = \$18.00, Beer = \$180, Burger = \$11.00. This revelation evoked gasps and other obnoxious outbursts from the general membership. Chris went on to discuss his thought as to why these prices were in effect. M.O. seems to be trying to get rid of spectator events. Naturally, M.O. is catering to the organization that spends the most. Chris went on to talk about alternative sites for WOR games.

Everett used up lots of time trying to give away T-shirts and WOR banners for correct answers to the Trivia question in the RevRecord. (Note: if you wanted to know the answer, you should have attended the meeting.)

The meeting adjourned at 8:10 and Lee Grimes gave an enlightening talk on Koni struts and shocks including a technical discussion of the operation of dampers and how to select and adjust shocks.

Respectfully
submitted,
John Schlegel



WOR/OVR Challenge!

That's right, Solo II fans! The gloves are off and the First annual WOR/OVR Challenge is scheduled to see who has the right stuff. Every year, WOR has held a traditional Mother's day event. This year, OVR has challenged us to find out who has the better drivers. May 12, the day after our driver's school is the time, OSU Airport in Columbus is the place for this year's event. In addition to the regular class trophies, there will be trophies for Fastest WOR Driver, Fastest OVR Driver, Fastest Rookie (WOR tradition) and a trophy presented to the winning region that will stay in WOR, I'm sure :) Registration on site starts at 7:00 AM and the Driver's meeting is at 9:00 AM.

OSU airport is located on Brookdown Dr, just off rt 161. From Dayton, take I 70 to 270 N Take 270 N to Sawmill Rd Take Sawmill Rd South to 161 Go East on 161 to Brookdown Dr Turn South and go to the end of the street. Travel time is estimated 1hr.

I urge EVERYONE to come out and participate. Drive or just root WOR on! Pre-registration for the event will be listed under WOR Driver's School/PE2 on www.myautoevents.com and will be available at the Driver's school on May 10 at the VA Center, as well as via the pre-registration form in this issue of the Rev. The fees are listed on the form if you're just coming to the WOR/OVR Challenge. I hope to see everyone there! -Greg S

ARE YOU DIALED IN?

DIALED IN





THE SLACKER REPORT

Forcably Written by
Tom Bicknell

WOR Fun Event - March 30th

It was cold... damn cold. Cold enough to let most of us blame the cold on our lousy times. Course walking in the cold, course working in the cold (not that the slacker actually works the course) and course running in the cold made the event... well cold. I don't own a thesaurus, so you're going to see that word alot. The course was fun at the VA lot... but with people skipping multiple course walks because of the cold we had alot of DNFs. It seems like everyone stuck in the 42 to 45 second range but everyone was having traction problems. I think Greg Stephenson had fourteen seperate heart attacks with the off-course antics of many of our drivers. The only casualties of the day were several cones (two of which taken for a long drive by yours truly) and one timing light. Did I mention it was cold. Photos were easy to take that day.. since most people were frozen solid where they stood.

Cincy Points Event 2 - April 5th

Remember how the WOR Fun Event was cold? It followed us to Sparta Kentucky. This is a new lot for Cincy region and can be

best described as long and narrow. It was also wet at every braking point and contained several pockets of algae that you would slip on when you walked the course. It also had a third gear straight that made everyone giddy. The reason the slacker mentions this non-WOR event is that a large pod of WORians invaded Cincy to try to steal trophies. A few WORians did really well. The rest of us got to blame our times on the cold yet again. I'm going to use that excuse all year... even in August. The jury is still out for most on if the hour and half drive was worth it. We only got in four timed runs and the hamburgers were the size of nickles but cost \$2. I hit a cone so hard you could hear it from the gift shop on the other side of the Kentucky Speedway.

The slacker will be attending the next WOR event for sure and photos will be following my disgraceful attempts at triumphing in D Stock. All photos and movies are posted within 24 hours at <http://www.goodhumorracing.com> and of course whenever I hit my deadline for the Rev.

CLIMBING MOUNT EVERETT

R^eASS REPORT

Assistant RE: Everett McCauley

Kissed a frog lately????

What has this to do with the Rev Record you ask? It doesn't. I just wanted to see if you really read this stuff. For all that missed the last two club meetings, you sure did miss a good time. A great crowd was at both, and the pizza and cookies weren't too bad either! It was a long time coming, but there wasn't a mad exodus for the door after the meetings. Almost everyone stayed and listened to our guest speakers. Some even stayed around a little longer, just bench racing. If you would have come to these two meetings you would have learned how to prepare a winning race car and everything you ever needed to know about shock absorbers.

Now for one man's opinion.

After all, they're just like #@#%*&** , everybody's got one. We need to take just a minute and give thought to those men and women who have, or may have to give the ultimate sacrifice. A sacrifice to insure that we all have a country in which we can live free and have the choice to do and move as we see fit. Now I am not for war,

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- Wages not great-great rewards
- Hours long yet gratifying

Starla McCauley: WOR GAMES CENTRAL
(937)-866-3419 roamingstars@aol.com

Now that I have your attention, and since its time to go racing , we can get geared up for the next WOR Games meeting. The meeting will be held MAY 20, 2003 (7 p.m.) at the McCauley residence. The address is 729 East Central Avenue, in Miamisburg. Snacks will be served. . A lot of planning for fast fun and good times has to be finished before the green flag drops. Don't miss all the fun and laughs with a great group that loves racing. So ladies and gentelmen start your creative engines!

Now I am not for war, because as the songs says, "War. What is it good for? Absolutely nothing. Only good for the undertaker." Maybe, the next time you are loading up the race car, watching that perfect sunset, smelling the sweet smell of fresh cut hay, hitting that pylon, missing that perfect apex, or missing that gear that over revs the engine, you will in your own way say thank you to those that gave and will give their best for your freedom. I for one have five family members in harms way. I don't like it, but I know they have to do what they have been trained for. I hope and pray that they come home safe and sound before long. If you know someone that is in harms way, why not let them know you care and support them with what they have to do.

Now for a lighter side. At the club meeting in April I gave away 4 Nascar tee shirts. Sorry I didn't have any SCCA shirts. These shirts were given to four people that could tell me what famous author made the following statement about sports: "AUTO RACING, BULL FIGHTING, AND MOUNTAIN CLIMBING ARE THE ONLY REAL SPORTS.... ALL OTHERS ARE GAMES." The answer was Ernest Hemmingway. At the May meeting I will again have a contest to test your mind. All you have to do is to place your name and answer on the back of the tickets that I will have available. The tickets will then be drawn from the basket. The first 4 correct answers will win checker flags from the WOR GAMES. I will also have some consolation prizes too! Now what famous movie star, and from what movie did he make the following statement about racing? "RACING IS LIFE! EVERYTHING THAT COMES BEFORE OR AFTER IS JUST WAITING." Good luck.

**YOURS FOR
THE RACE,
EVERETT McCAULEY**



IRP Bench Racing With The John

So I can't believe that you left my name off of the licensing article! Man, you'd better hope that I don't run into you on the way to the restroom at the 2003 season-end banquet...

Pack your lunch Saturn boy. -ED

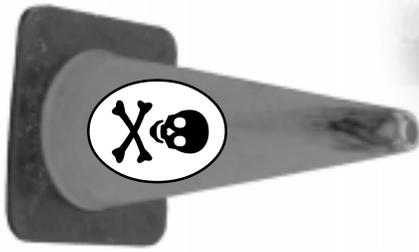
Anyway, a bunch of us WOR racers opened up the Cendiv season at IRP last weekend. There were at least 7 of us WOR guys in group 3: Jerry Martin and his ITB Swift, Chris Wikle and Travis Schwenke in their ITB Golfs, Jason and Fred Albright in their IT7 RX7s, Dan O'Sullivan in his ITA CRX, and me in the ITA Saturn SC2. Tom Johnson was also there in his Formula Atlantic. Jen and I were unable to attend the Friday practice. But the Saturday morning qualifying session was scheduled to be 40 minutes long, so we decided that I should start off slowly and work into a groove while my brain became reacquainted with the IRP roadcourse. In retrospect, this was probably a 'rookie' mistake - since you never know what might prevent you from completing the session. After about 15 minutes or so, I was just starting to pick up the pace when one of the RX7s in our group (I think it was Fred Albright) had a serious incident while passing under the grandstands to enter the front straight. He hit one of the cement barriers so hard that he knocked it over! (Yikes!) He ended up being perfectly OK (even though the car was trashed.) But the race officials decided that an impact like that was worthy of a trip to the medical center. So they black-flagged the session and we all spent 10 minutes or more on the pit lane while they removed the wreckage and replaced the barrier. Luckily, they decided to give us 5 more laps after the cleanup. So I was able to turn a couple of half-decent laps.

I ended up qualifying 6th overall and 3rd in ITA (there were only 6 ITA cars registered.) I was smack dab in the middle of Chris and Travis and their ITB Golfs. The pole position went to a CRX from the Indy region (Brian Duncan.) Next to him was another Saturn (and SPS customer,) Chris Berube from the Detroit region. Then Jason Albright's IT7 RX7, a spec Miata, Chris Wikle, me, and

Travis. There were 23 cars total in the group. Duncan chose the inside position, so that put me on the outside, Chris to my right, and Travis directly behind Chris.

I got a great start as the green flag dropped (we were going just fast enough that I was in the middle of the powerband in second gear) and walked past the Miata on the outside. I just barely tucked back in to avoid plowing down the cones at the pit exit and took turn one in the 4th spot. However, I promptly proceeded to blow turn 2, thus allowing both Chris and Travis to pass me, relegating me back to the 6th spot. I got back past Travis later that lap. But it took several more laps before I could get past Chris. By the time I had passed Chris, I was starting to feel pretty comfortable and was knocking alot of time off my lap times. Pretty soon, I caught Jason's RX7, but he just moved over, so we really did not get to race each other at all. This put me 3rd in class and 3rd overall. Meanwhile, the CRX on the pole had corded his Hoosiers in the left front and right rear. So he was hanging on for his life and seemingly moving backwards. The other Saturn had taken over the lead and left the CRX in 2nd. I could tell that I was getting closer to him, so I tried like hell to catch him, setting the fastest lap of the race in the process on lap 15 (1:54.133.) Had there been 17 or 18 laps in the race, I think that I probably would have caught him. But I can quit dreaming, as it was only a 16 lap race. Nevertheless, a third place finish yielded our first ever trophy. And we were pretty proud of our relative lap times. Jason Albright also finished first in IT7 and 4th overall. Chris Wikle won ITB in his Golf and finished 5th overall. And Dan O'Sullivan finished 4th in ITA and 14th overall. Things did not go so well for Travis or Jerry. Travis' GTI had a ground wire come loose at the cylinder head causing an electrical system failure. So he ended up parked behind the grandstands. And Jerry dropped two tires into the grass -which resulted in a spin - which led to contact with a tire wall - which created significant damage to the driver side of his Swift.

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KONE KILLERS OF THE VA







CONEHUGGERS

Pylon lovers are vowing to protest an upcoming gathering of the California Sports Car Club. Members of the radical group People for the Ethical Treatment of Cones have received a permit from the San Bernadino Police Department to picket the upcoming event where automotive enthusiasts, many with high-powered sports cars, will participate in a barbaric sport known as autocross.

According to the Sports Car Club of America, autocross — also known as Sololl — is a “driving skill contest that emphasizes the driver’s ability and the car’s handling characteristics. This is accomplished by driving a course that is designated by traffic cones on a low hazard location, such as a parking lot or inactive airstrip.”

However, according to People for the Ethical Treatment of Cones — more commonly known as PETC — autocross is really little more than an excuse to abuse hapless pylons.

According to Steve Ekstrand, the President of PETC, cones are often placed right in the expected path of the competing cars.

“Many times, I’ve seen cones become lodged within the suspension of a car. Never have I seen a single cone receive

treatment. New cones are kept available, and displaced pylons are replaced as if they are commodities. It’s disgusting.”

Ekstrand has recently become the focus of fury within his organization when it became public knowledge that he keeps in his backyard a 1969 Plymouth Barracuda. “Imagine if the President of PETA had a cat-skinning machine in her backyard,” said a high-ranking officer in the PETC organization who requested anonymity.

In his defense, Ekstrand points out that the Barracuda is in perfect operating condition and that he pretends it is half-disassembled in order to avoid the temptation to partake in the barbaric rituals.

Ken Motonishi, an avid participant in Los Angeles-area autocrosses, brushed off the threat of cone-nappings. “Every time I crush an innocent pylon, I can’t help but feel a little guilty. I can’t see the problem with a course without cones. It can’t do anything but help my scores.”

Members of PETC point out that Motonishi is among the worst of the abusers. In fact, Motonishi is often referred to with the middle-moniker “Cone” in reference to his tendency to demolish stationary pylons.

“He may say he feels bad about his actions. But why does he continue to kill every chance he gets?” queried one angry protester. “Even worse, he has started training more cone abusers. At the last event, he convinced one of his students to smash 8 cones — in one run!”

With the number of autocross participants sharply on the rise in Southern California, PETC has begun the process of having pylons named an endangered species. Only time will tell if the conus trafficus will survive this assault on its livelihood.

Road Race Report



Road Race Chair
Steve Colletti

OK Folks anyone interested in the new Beaverun racetrack we have some news not only is the track fun it is fast and technical. Colletti Motorsports attended the National Integra Type R Expo @ Beaverun on April 12, and 13 2003. as a sponsor and provided myself and Harold Linville as instructors. Picture #1 shows the front straight going into turn #1 which is a blind left. Picture #2 shows the technical section of the track turns 1 through 5.

The final picture #3 the Maestro shows 115 Type R Integra's on the back straight a world record of the most R's in one place a fun time was had by all and King Motorsports was there testing their new World Challenge RSX.



THE PUTT-NUMB PARK EXPERIENCE



A LAP OR TWO

Don't get me wrong. I live and breathe for Autocross events. It's something that fits well into my limited budget and gives a needed adrenaline shot most every weekend. A fix to help me make it through each week. But, being able to drive just as fast as I want, or can, for multiple hours for a measly couple of hundred easily beats the fun factor of a SOLO II event. Recently I had the pleasure of doing just this at Lee Grimes' lapping day (an annual event the last ten years) at Putnam Park road race facility in Indiana.

I guess I need to be honest. This is my second year there and I have a little experience with track racing back in my immature, foolish, irrational, imprudent youth. In Europe; Germany in particular. That was back in the days when every back road (as well as the Autobahn) was sans speed limit and running Hokenheim or Nurburgring was a weekend pastime. I do so much miss those times so getting this chance to participate at Putnam is something decided without thought. But, for current levels of road racing, I do consider myself a novice so my impressions may reflect that enthusiasm of one who's yet to suffer the financial pains of door to door encounters on the track. So here goes my view of a few laps at Putnam Park.

Short description first. Putnam is a 1.8-mile circuit of 10 turns. For the lapping day, neither the "loop" nor "times square" is used. This allows more passing zones as passing is only allowed on a "point by." In other words, the overtaking driver must wait for the slower driver to point him by, on the left, prior to executing the pass. Sounds easy, right? Not so fast. Passing in some of these "designated" zones puts one so far off line and usually at the wrong speed into the next turn that very interesting consequences may result.

The start finish line is just before the pit exit on the front straight. It is downhill at that point and I'm in 5th gear just past the exit approaching 100 MPH. Oh, did I say the day was extremely cold and there were snow and ice flurries (showers) all day? After the downhill it's up again and into the warning markers for turn one. This turn is perhaps the most fun turn on the course. It's one where you learn to trust your car and your tires or you will never turn a fast lap! At the 1 marker it's a quick stab of the brakes and downshift into 4th. Fight the urge to turn in too soon and aim for an apex just beyond where the inside curbing starts. Hold your breath for the rest of the turn as you feel the g-forces and hear the tires work to their limit of adhesion. The car drifts to the outside while hard on the gas for a moment before braking for turn 2. 2's a little harder turn than 1 but it's an easy line ... into the curbing for the apex and back out just touching the curbing at the outside end of the corner. Turn 3 is maximum acceleration all the way through it and an easy apex; visible just a few feet beyond the curbing at turn 2.

Now things get interesting ... especially if the tires are not yet up to operating temperature. The course has a bit of a hump just after turn 3 and it feeds immediately into an off camber, left turn #4. You cannot see the apex for the turn until you're over the hump so picking the line and speed is so very important to staying on the track. (Ask Lee Grimes. I saw his yellow CRX sitting in the mud on the outside of the turn a few laps!) Enter turn 4 in the middle of the track, brake hard just before the hump, then power into the inside curbing. Stray out off line, the camber will pull you way into the marbles and it's a fight to keep the car straight and on pavement the rest of the way. Do it right and you power all the way through to the

IRP-John continued from page 9



On Sunday,

Jerry decided to call it a weekend and went home after the lunch break. Travis fixed his loose ground wire. The CRX bought new tires. And I turned over the driving duties of our #55 Saturn to fellow SCR team member James Walker of the Detroit region. The entire field got faster on Sunday. James qualified 3rd in ITA and 3rd overall with a 1:53.248. At the start of the race, the CRX checked out and ran away from everybody. But James and Chris Berube - both driving Saturn coupes - put on a good show while battling for second position.

At the end, Berube prevailed - thanks in part to his fastest race lap of 1:52.484. But we were happy to earn another 3rd place and to bring the car home no worse for the wear (save for some corded Kumhos and some well-worn brake pads.) Chris Wikle won the ITB race again on Sunday with a 4th place overall finish. Jason finished first in IT7 and 7th overall. Travis finished 2nd in ITB and 9th overall. And Dan finished 5th in ITA and 11th overall.

Can't wait til Grattan in May!!

John Comskey

straight between turns 4 and 5. This straight is the first passing area. If you want to pass, keep the car in tight at the exit of the turn. You will tend to lose momentum. Not too bad since it does put you in the proper line for turn 5.

After the exit from turn 4 get back over to the far left fairly soon as you need to brake hard for turn 5. I saw too many folks braking on an angle into the turn and they naturally lost a lot of speed from turn 5 into 7. Turn 5 is about a 65 ~ 70 MPH turn, almost identical to turn 2 and then *continued on page 15*

COLE TRICKLE'S

WEST COAST REPORT

Cole is the WOR-SCCA reporter from La-La land. He doesn't write much yet, but he can spin a tale in photos like a Mustang in the rain.



Putt-numb continued from page 13

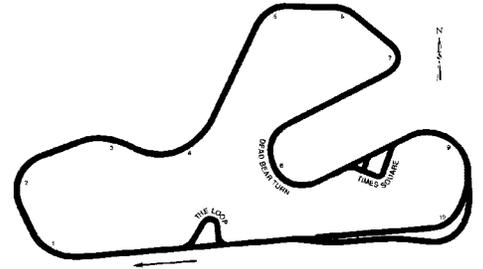
its another full acceleration burst through turn 6. Turn #7 is the "whoa now" point on the course. A very hard brake zone and downshift to 3rd or even 2nd into a late apex down hill to Dead Bear turn. The best I could manage turn 7 was at 55MPH prior to accelerating to the bottom of the hill. The run between 7 and 8 is another passing zone. However, this one's worse than 4 to 5. It's short and leaves you in such a bad line for Dead Bear that if the guy you're passing doesn't let up, you might end up in real trouble in turn 8. Otherwise it's hard acceleration and I found redline just before I had to brake for 8. Shifting to 4th wasn't an option 'cause as soon as I shifted, I had to go right back to 3rd.

Dead Bear looks on paper like a double apex corner, but I could never get that line to work. You enter the turn going downhill. The turn itself is flat to a little off camber and primarily uphill. The best line is to start a little right of center and go for a late apex keeping power on as much as possible. This is one turn where front wheel drive power helps. I would break just to the point where the car got loose into the corner and use the pulling power of the front wheels to keep the car on line through the turn. The exit line of the corner takes you all the way over to the curbing at times square. Again, it's back over to the left to enter turn 9. This turn has it's own surprise as there's a pavement lift just at the exit of the turn. If you forget ... well, that's later in the story. After 9 let the car drift all the way to the left to a little section of curbing just past the pit entrance then dive back into the apex and out for the front straight. I shifted to 4th as soon as the car was straight and then to 5th just past pit out. Unfortunately with the cold weather slowing down the corner speeds the best I could get from the front straight was about 110MPH. My average lap times were around 88 seconds with a few best laps of 85 seconds.

So much for a dry description. What was it really like? Follow with my thoughts through a quick lap. The tires are as warm as they are going to get so here goes. Down the straight, hold 4th to 6200RPM then quick into 5th. Glance at the speedometer, but

no, damn, can't get past 110! Watch the corner marker ... hold the urge to brake ... keep on the gas ... hold it ... Now! Hit the brakes and downshift to 4th at the one! Looking for a point just past the start of the curb strip ... there it is ...dive in and hold on Geesh, will the tires hold? Man! What a rush, that line's as perfect as can be and I caught the 'vette. Wahoo! Oops, hard brake, hit the apex. Gas, gas, gas. Look for the clean spot on the curbing out of 2. Hold it, hold it ... don't turn in too early for 3 ... There it is! The curbing's there. Keep on the gas! OK, there's the hump. Aim for the middle of the road and brake hard just before the car lifts then right back on the gas. Whoops! A little too fast. Man these rear tires are cold, almost lost it that time! Yeah! Get over 'vette and point me by! Ha! Hard into 5...watch that braking point ...common' John, your too early ...where the hell did that white Mustang in your mirror come from? Heck, we ran him a few laps back; you know you can keep up on the corners. It's just his horsepower kicks your butt on the straight. Ok ... need to out drive him in the corners. Accelerate. ...More... common' car ... through 6 hard charging into 7! Whoa baby...brakes don't fail me now! Down to 3rd. Good apex, now, hard on the gas. Damn, why won't this gas pedal depress any further? And that Mustang's still there. Well, if he really wants by, it's going to be the front straight 'cause I ain't lettin' up here. The engine just flattened out ... get your line and brake for 8. Whoops, felt the rear wiggle there, no prob! Turn it in and hard on the gas. That's it, hold the line but don't let it drift out too far or the 'stang will think ur lettin' him by! Now into nine ... oh darn ... this is a little fast and you're pulling out off line John ... hold it! O hell! There's that damn bump and now you're really too fast and off line ... oh shit! There goes the rear ...hold ...it ...hold..... Funny how the front of that mustang looks with his brakes locked and smoke coming from his front tires. Wait! I'm in his line. Jesus, John, get off the brake and let the car go into the grass out of his way. Gee, did you notice the front of your car was almost facing the front of his? I think we need to turn this around again! Keep moving! If you stop you're going to have to get towed out

of the swamp. Very embarrassing. Just a little more (damn, these tires have no grip on cold, wet grass) ... there, whew, back on pit road Drive slowly through the pits weaving back and forth to get the mud off the wheels. Stop at pit out and let the Marshall inspect your car. Then back out for some more thrills!



What a day. Six plus hours of seat time and I'm drained! My upper body aches from my hair roots to my fingernails. My hands are cramping! My neck is in such pain! When's the next lapping day! If you have a chance to participate in a lapping day, do not let the opportunity pass you by. Nothing compares (except the thrill of door to door racing ... but that's another budget)! By the way, if you want to see a short clip of the afore mentioned spin into the grass, follow one of these links: http://www.worscca.org/content_top/img_scrapbook/probe_slide.mpg

See ya on the bricks!

-John Schlegel

i smell poopie.

*somebody has been
to putnam park*



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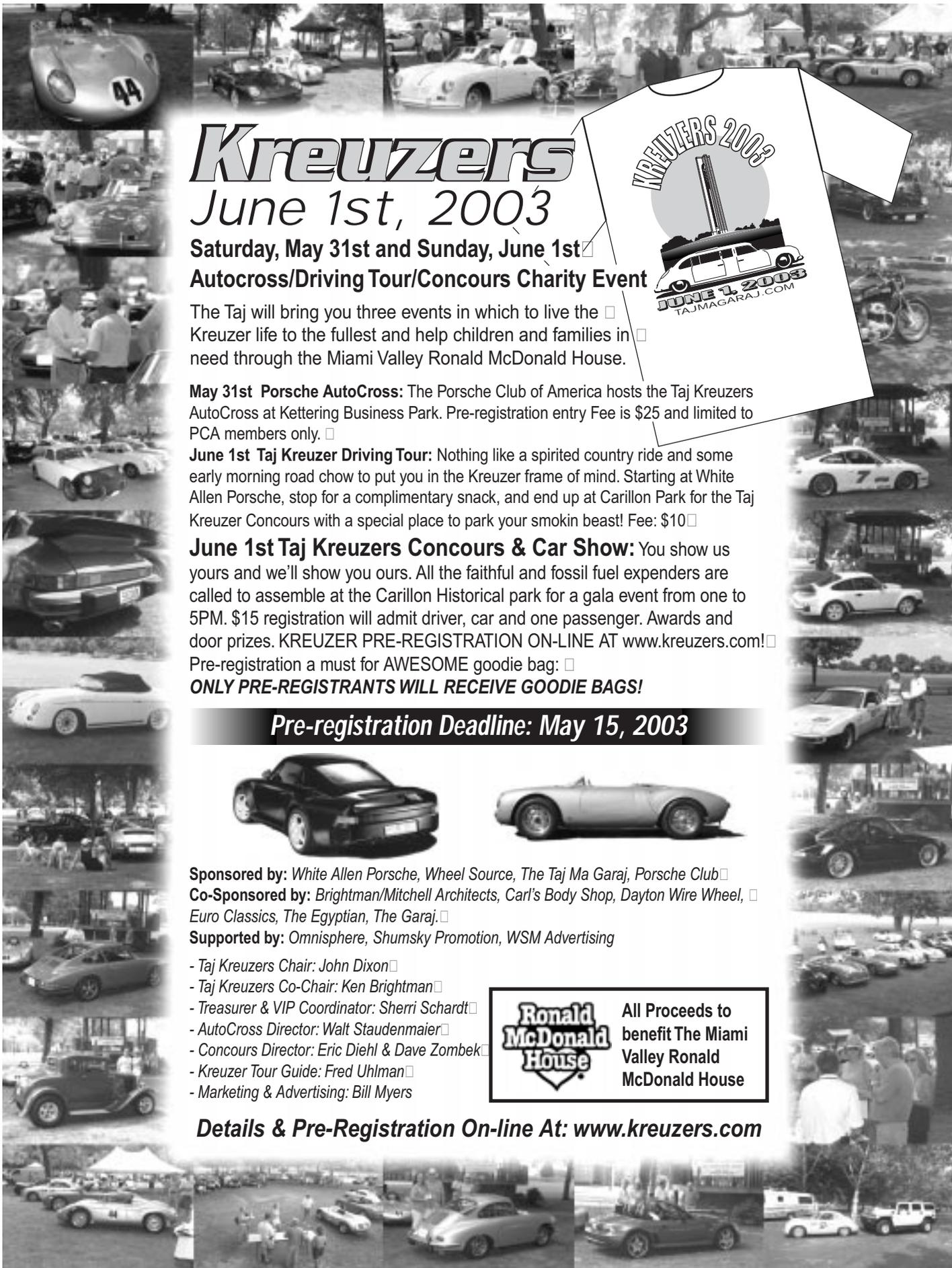
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ROUGH RIDER
QUESTIONS ANSWERED, BAIT CUT

John C., Dayton:
I've been trying to install a video camera in my ITA Saturn SC2 so I can improve my driving skills and show off to family and friends. What is the best location to install the camera to maximize the value of video taping a few laps?

RR: Well Mr. Plastic fenders, there are two locations you might want to consider. 1. Take a passenger and let them run the camera. I prefer a novice since they add so much more to the audio track. 2. Have somebody run along side the car down the straight. You shouldn't have too much trouble keeping up with them.

Michael D., Topeka:
My job is to coordinate members and directors of regional chapters of SCCA to maximize their efforts and adhere to the National agenda. I seem to have made a lot of progress except for one region. They don't do anything I suggest and I'm pretty sure they are making faces at me over the phone. How do you get and maintain respect from subordinates?

RR: No one knows better than me the group you are referring to. Had the same problems until I found Paxil. Better living through chemistry, I always say. Plus I stopped kicking the dog.

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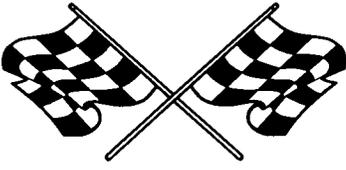




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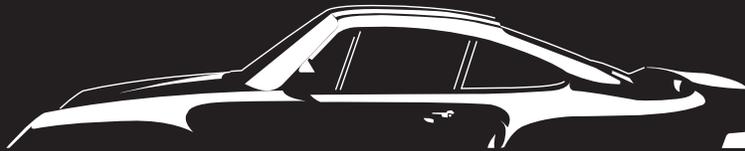
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