

REV RECORD



Where the heck did everybody go?



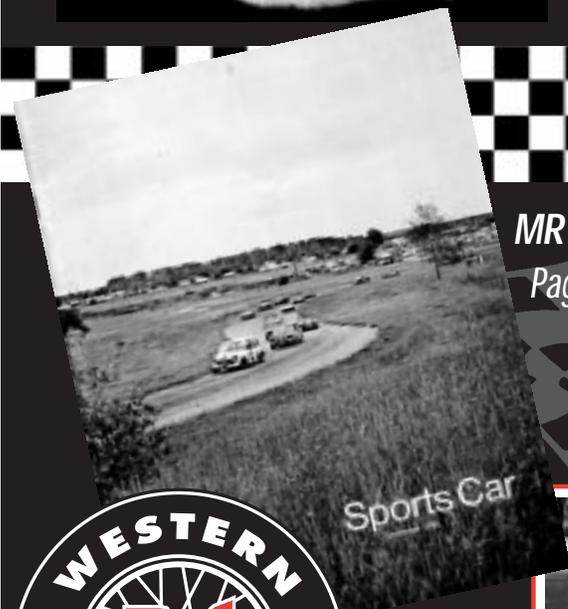
AND ARE YOU COMING BACK?
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TAJ KREUZERS WUZA HIT!



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WOR's own David Jones and his proudest moment in racing



MR WIZARDS TIME MACHINE

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Sports Car



Mr Ed Cranks Up the Filler This Month

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The Ultimate Rally Car?



Rev Record June 2003

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Dan Coughnour is an idiot® Copyright 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

"So I have concluded that racing in wet conditions requires a lot of patience"

MR.ED

Bill Myers
Rev Record Editor
Idiot Savant



Hola muchachos!

This is your dashing and devilishly handsome Rev Record editor here trying to figure out what the heck happened to spring and when will it be safe to take the rain tires off old grey.

Don't know bout you folks but my life has been running on redline since the first of the year. Having to work twice as hard to make a buck, every damn fossil fuel sucker I've got has broken in some weird and unimaginable way, and a new puppy (holy crap what was I thinking)...



So I'm not surprised when I found my June issue going out woefully late. And even less surprised when I only got a few articles from the folks that actually are suppose to write this stuff. Don't for a minute think this is some kind of waa-waa about how nobody writes anything because my empathy and

guilt levels are running very high these days. How-some-ever, so as not to leave you with a bunch of blank pages, I decided to fill some space with gossip, ego, facts, and pictures of stuff. If there's anything I've got an abundance of, it's stuff.

So here we go in absolutely no order of importance...

First and foremost...

The Taj Kreuzers 2003 was a success if only measured by donations alone. We raised \$16,000 for the Miami Valley Ronald McDonald house.

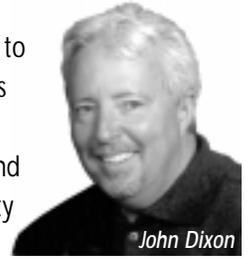


We attracted 200+ cars to the Kreuzers car show on Sunday. We also added two more events over last year. An Auto Cross at the Kettering Business Park (old DESC) on Saturday attracted 60 competitors. It was my first auto cross (sorry Greg I tried to give you that honor but the weather didn't cooperate) and I had a ball sliding my old tub around. I set my objective to humiliate my friend, and co-driver, Yuri Rojas. I wasn't disappointed. I'm still finding cone parts from his deft and subtle drive stylings. I believe the difference in best times was 3+ seconds, but who's counting?

We also added a driving tour we called The Taj Road Warriors. While I couldn't participate I heard stories that sounded more like it was 50 cars on a cannonball run instead of the picturesque country ride I had in mind. Personal culpability prevents me from providing more details. A wink is as good as a nod to a blind man.

Who's We?

Actually I had little to do with the success of the Taj Kreuzers. The real hero behind this party for charity is a WOR member,



Porsche-lanthropist, owner/curator of the Taj Ma Garaj Porsche Museum, and all around good-guy: John "The Taj" Dixon.

His tireless efforts, the ability to squeeze blood from a nickel, organize great automotive events, and direct all the proceeds to a very worthy cause, truly deserves the lions share of the credit.

(Plus I got to drive his 959, what a guy!)



200 Porsches



1949 Tatra Terraplane



WW2 Schwimmwagen



Continued on page 12

WOR RallyCross Report

Rally Report May 2003

By Dave Rudy

Well WOR-ites how the hell are you?

I have to admit I am not happy. WOR had their first RallyCross of 2003 on April 26 at the Greene County Fairgrounds! And guess what! NO ONE showed up! Very disappointing. I can't really say that no one showed up, there were nine entries, two of them were running two cars so we really only had seven people. There was an entry from Columbus and even one from Richmond, Indiana.

Well those of us who were there had a great time and had eight runs on

the Chris Watson designed course. We ran 4 times then reversed the course and ran another 4 times. The course was not fast but it was challenging especially for those underpowered non 4WD cars. Fun was still had by all. A few spectators even stopped by and I took them for a ride around the course. It's always fun tearing around in the dirt with a passenger holding on for their life. In the end it was a battle between Dan Coughnour Sr. and Dan Coughnour Jr., with senior taking the overall honors.

The May event will be history by the

time you read this so try to make an effort to get to the Watson's in June (weather permitting) for a blast in the pasture.

Also in June NSC is holding a TSD Rally/Tour in Preble County. The highlight of the rally is a tour of the many covered bridges in the area. Competitors can run the TSD Rally or if they don't want the challenge there is a Tour that traverses the rally course visiting the covered bridges but does not involve timing and scoring. It is just a tour! If you have any questions please contact me. Until next time

2003 WOR RallyCross Results - Event #2 May 17, 2003

Greene Co. Fairgrounds - Chairman: Dave Rudy

Best Overall Class

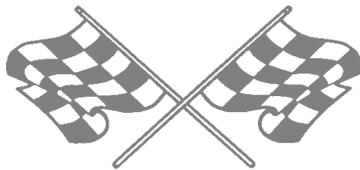
(3) 4WD Eric Adams: AM; 1.22 1.27 1.26 1.22 PM; 1.25 1.30 1.25 4WD	Total 2.47
(17) U2.7 Dan Coughnour Sr.: AM; 1.21 1.47 1.33 1.21 PM; 1.37 1.52 1.37 U2.7	Total 2.58
(5) U2.7 Chris Watson: AM; 1.28 1.31 1.38 1.28 PM; 1.43 1.46 1.43 U2.7	Total 2.71
(6) U2.7 Jim Hardesty: AM; 1.30 1.34 1.42 1.30 PM; 1.48 1.59 1.48 U2.7	Total 2.78
(59) 4WD Dan Coughnour Sr.: AM; 1.28 1.29 1.38 1.28 PM; 1.50 1.68 1.50 4WD	Total 2.78
(7) U2.7 Dan Coughnour Jr.: AM; 1.40 1.34 1.40 1.34 PM; 1.46 1.54 1.46 U2.7	Total 2.80
(10) 4WD Nick Folger: AM; 1.36 1.48 1.58 1.36 PM; 1.48 1.62 1.48 4WD	Total 2.84
(9) U2.7 Andrew Glover: AM; 1.35 1.42 1.54 1.35 PM; 1.51 1.58 1.51 U2.7	Total 2.86
(1) U2.7 Dave Rudy: AM; 1.43 1.44 1.53 1.43 PM; 1.55 1.62 1.55 U2.7	Total 2.98
(19) U2.7 Larry Lindgren: AM; 1.62 1.47 1.53 1.47 PM; 1.53 1.53 1.53 U2.7	Total 3.00
(590) 4WD Dan Coughnour Jr.: AM; 1.52 1.52 1.49 1.49 PM; 1.61 1.62 1.61 4WD	Total 3.10
(4) 4WD Sean O'Melia: AM; 1.49 1.63 1.67 1.49 PM; 1.70 1.86 1.70 4WD	Total 3.19
(2) 4WD Brian Guilfoos: AM; 1.47 1.69 1.59 1.47 PM; 1.75 1.86 1.75 4WD	Total 3.22
(8) O2.7 George Haralamos: AM; 1.61 1.51 1.59 1.51 PM; 1.72 1.84 1.72 O2.7	Total 3.23
(16) U2.7 Matt Lindgren: AM; 1.66 1.66 1.67 1.66 PM; 1.61 1.61 1.61 U2.7	Total 3.27

DRIVE IT LIKE IT'S STOLEN... AND IT WAS!

If you see this car anywhere, call a cop! Someone stole it from Atlanta Motor Speedway. More information please contact Mike Dickerson, Manager of Regional Services: mdickerson@scca.com



WOR RallyCross Schedule



RallyCross Schedule 2003

- 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



So... you want a pizza me?

By Eric Marcus
Activities Chair & Politician Extraordinaire

2003 WOR-SCCA Activities Calendar

- | | |
|-------------|-------------------------|
| 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 |



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Denny Powell 937-322-5643




SOLO CHAIR REPORT

Greg Stephenson

<capncrunch@woh.rr.com>

Some things you might not know about Solo II in this region.

The Solo II program in our club has grown steadily in the past couple of years. Information is passed around at the events, at membership meetings, and on our message list. Some of this information makes it to the Rev Record in meeting minutes or submissions, some of it doesn't. The reasons for this omission from our newsletter vary. Either I didn't mention it because it wasn't something I thought was noteworthy, it may affect a single event and happen too late to get it into the Rev record, (in which case it's probably mentioned in the event articles somewhere) or I may have thought it was common knowledge since it had occurred throughout my involvement with the club, so I didn't think to put the information in the Rev. No matter what the reason, as things trickle down through the grapevine, it stands to reason that some people may know things others don't. This article is an attempt to address some of these areas I thought was common knowledge.

First off is course setup. With our current base of operations being the VA Center, we have the ability to setup the course on Saturday. The setup time is generally 10:30 AM until we are done (about 3:00 PM).

Anyone that wishes can come out to help at any time during those hours and not only receive our thanks, but a first look at the course as well. Part of setting up the course involves walking the course to ensure safety rules are adhered to and the course is visually acceptable. I will not guarantee the course will not be altered a bit Sunday morning, but if you want a sneak peek, come out and help.

The next issue is walking the course after setup on Saturday. The course is not officially opened for walking until Sunday morning. In certain rare circumstances, the course could be opened before hand for walking. This Saturday, for instance, Crissy and Kent opened up the course area on Saturday at 6:45PM. That time was used to finalize setup for Sunday. I didn't know the course area would be available for all at that time, but the information went out to everyone on the list as soon as it was known. I always try to get the information out as fast as I can, but can't assure everyone it will be broadcast to all our mediums in time for everyone to know. If it's scheduled in advance, like most things are, you can bet your bottom dollar I'll try to get the info to everyone. Again, however, walking the course before the official open course time subjects you to walking a course that could very well change before the event starts. (It has every single time so far)

Can I stop you from going to the lot and walking the course once or twice Saturday evening? No. If I'm there and see you, I'll put you to work, though. Bottom line is if you have the time to come help, even just a half hour or so, it allows you to see and have input into what's happening Sunday, so don't be shy.

Another item you might not know is pre-registration for our solo II events. You don't have to have internet access to pre-register for our Solo II events. Included in every copy of the Rev Record (right Bill?) is a registration form. This form has everything you need except an envelope, pen and stamp. Just fill it out and mail it in by the time listed on the form and we'll get you in the system. You can either pay \$16 before hand by including a check or money order in the envelope with that registration form, or \$20 at the event. That means you can pre-register without pre-paying. With the list of entrants growing for each and every WOR event, pre-registration becomes more and more critical. If you pre-register, please make every effort to be there. If you don't you are taking a spot away from a potential new member. At our WOR/OVR challenge, we had a few OVR and at least one WOR member turned away because the cap of 200 was met. When it was all said and done, 25 pre registrants didn't show up. Those that didn't show up hurt the program by taking away space for people that were there, made setup much harder because we had to rearrange work assignments and reassign run-work order. Not only were 25 competitors not allowed to compete, everybody at the event suffered from it because it caused a delay in getting the event under way.

Another item worthy of note is our entry cap policy. The VA Center parking lot is just big enough to handle a maximum of

150 competitors. I know it seems odd to talk of caps and Solo II at the same time, but there is only so much space and so much time during the day to host an event. To keep things exciting and fun, we have to set some limit on how many people we have competing at one time. In this case, we can reasonably handle the maximum capacity of the lot space.

Finally, the schedule and Winter Heats. the schedule is created as a combined effort between WOR, OVR, and CenDiv. We use the Divisional schedule as a basis for initial blackout dates, include the nearby National Tours, road racing events and Pro Solo's and then work together to use what's left so we don't host an event on the same day. This helps not only the Division, WOR, and OVR, but it maximizes our exposure, potential audience, and provides a more professional feel to the club's Regional events. The more we fit in with the next level up, the more prepared our new members will be, and the more potential new members we are able to cater too. Every December and January, we have "Winter Heats" in which we discuss the proposed schedule and revise as much as possible. Those that come to the Winter Heat events have a major impact on how the Solo II program directs its focus. We will announce Winter Heat dates as soon as possible, but those dates are determined by the Solo committee. Factors in determining these dates include: The date of the Round Table, The date of the Year end Banquet, Weather (hey it snows around here sometimes :-)

I'd like to personally thank the Fox and Hound for hosting our Initial Winter Heat for the last two years.

I hope that gives everyone a little more insight into the Solo II program and clears up any confusion as to what goes on in the Solo world.

Presented below is the remaining dates and locations of the WOR Solo II events.

06/15/03 Points Event #4 VA Center

07/20/03 Points Event #5 VA Center

08/24/03 Points Event #6 Kil-Kare

09/14/03 Points Event #7 VA Center

10/19/03 Points Event #8 Kil-Kare

11/02/03 Fun Event #2/ Tie Breaker VA Center*

* In case of cancellation of 10/19 event, 11/02 event will be held at Kil-Kare

Standard Event Day Schedule

Registration and Tech - 8:00am to 9:30am

Tech Closes - 9:45am

Novice Driver's Meeting - 9:45am

Driver's Meeting - 10:00am

First Car Start - 10:15am - 10:30

Trophies - After Clean-up

WOR-SCCA Radar Detectors Not Needed.



The Life of a wannabe MG owner!



Dangit, what broke now, the trials and tribulations of a Turbo Dodge driver.

Why is it when you finally get things the way you want them, somebody or something comes along and tosses a monkey wrench in the gears? I admit that certain choices affect the rest of your life. I admit that choosing a vehicle is a matter of personal preference and taste. Heck, I'll even admit that Chrysler stands for "Can't have refund. You're stuck leasing Edsel's replacement". I refuse, however, to admit defeat just because I own and race a Turbo Dodge. This was going to be a great start to a great year. I had picked up a Dodge Daytona Shelby Z from a fellow autocrosser the end of last season. The car itself needed a couple of very minor things, mainly a starter and a coolant temp sensor. Big deal, right? Right. After the starter and CTS were installed (Thanks Steve and Bill) I thought things were on the upswing. I had 2 events left in this season (last year). I'd finish them up and then the car would get a paint job, the suspension would get stiffened and there was going to be sunshine in paradise. Well, after the first event with the new starter, the head gasket blew. No big deal, these cars are notorious for that. A new head gasket was put in (Thanks again, Steve and Bill) and away we went. The car was running like new. It had good power and was handling nicely on the street. I was on cloud 9. Next event comes and the car

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THE SLACKER REPORT

Forcably Written by
Tom Bicknell

WOR had a drivers school on May 10th. I was there. So was lightning. The slacker didn't stick around long enough to know what all went on but I do know the instructors did a great job. I also know that when you mash your brakes in the middle of a tight turn you get a real good view of the entire parking lot real quick. Best moment: Watching the rev editor Bill Myers miss a shift on a practice run. Worst moment: 40 days and 40 nights of rain in 5 minutes.

The day after the drivers school was the WOR/OVR challenge at the OSU airport. Imagine a post nuclear wasteland overrun by vegetation and debris... now race on it. On top of the "tractionly challenged" surface we had a constant 45mph wind blowing in from the pig farm two miles away. Pointer cones became little parking lot sailing vessels and would often just start sailing through the course on their own. A cone on corner four placed 4th in H stock for its efforts. The slacker on the other hand continued to test the theory that if I mashed my brakes in the middle of a turn I would be #1 super hero champion d stocker. The rest of WOR did much better but I believe OVR took the coveted "We drove the course yesterday HA HA" trophy. Best moment: Riding with Kent Weaver and seeing every damn stupid thing I was doing wrong. Worst moment: Heat 4 and its long parade of cone targeting cars on corner four.

This installment of the Slacker report wraps up with one of the best autocrosses ever! It took us nearly four hours to reach Grissom AFB (or whatever they are calling it now adays) and we stayed in a hotel only slightly larger than one of those japanese day sleep pods for business men. Things I don't know for fact: Friday people drove the course for fun and possibly drank lots of beer. Saturday there was either some crazy wedding or possibly some kind of beer drinking event involving frying turkey, and people ran the course again. Come Sunday and I think everyone was hung over and couldn't drive... because the slacker won a third place trophy in D stock. The weather was perfect the course was great and I turned what I thought were good times. Then I rode with Terry Teeter and found out I sucked and couldn't drive worth squat. The event was frightenly well run and I think everyone had a great time. To the best of my knowledge nobody killed the bird or its eggs that lived in a runoff zone after turn four. Best moment: Riding with Terry and watching him stop time to reposition his Neon with some dark magick to avoid slowing down or hitting cones. Worst moment: 45 minutes of 1960's peace songs at 120db while everything was being setup in the morning.

As usual photos of these events are usually found here in the rev and also at <http://www.goodhumorracing.com> following events.

HELP WANTED



WOR GAME VOLUNTEERS, LACKEYS, AND GRUNTS NEEDED

- Experience preferred-will train for fun
- Wages not great-great rewards
- Hours long yet gratifying

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!

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



Gratten Bench Racing With The John

See ya on the Armco!
-John Schlegel

So I have concluded that racing in wet conditions requires a lot of patience.

Our weekend at Grattan 05/24-05/25 was pretty damp. Not so damp as to justify using my 'rain' (a.k.a.: street) tires, but wet enough that no one had much traction.

Jen and I joined a host of fellow WOR racers, including: Shawn Hobbs (ITC Fiat X1/9,) Travis Schwenke (ITB VW Golf,) Chris Wikle (ITB VW Golf,) and Dan O'Sullivan (ITA Honda CRX.) Plus, our normal band of Saturn racers and crew was there too (James Walker in the red #34 car and Mark Rushbrook in the black #21 car.) Everyone 'jokes' about how it always rains at Grattan over Memorial Day. Well, yes it is funny – but it is also true. In fact, the trophies this year were very nice large umbrellas. (This, to me, seemed like dark humor that someone really twisted like Myers would surely appreciate.)

So as you might guess based upon my very limited wet racing experience (wet shorts being the exception,) my perception of the traction limits were much different than the reality of the traction limits. So on the very first lap of the Saturday morning qualifying session, I spun it. I almost saved it – enough that it never came all the way around. Instead, I ended up with the front wheels on the grass at the inside of the racing surface and the rear wheels just barely on the track. Everybody was going really slow, so the traffic behind me came to a stop or went around me, more or less. I looked up to find a break in traffic so as to rejoin the fray and saw Chris Wikle in his

ITB VW Golf. And I thought to myself, 'Oh there's Chris. I wonder if I should wave to Chris.' Then I thought, 'Does Chris, have room to get by? I think he does.' And then Chris went by. But alas, he did not have room after all.

So WHACK - right into the right rear fender. So the bumper cover was ripped 3/4 of the way off, the right rear wheel was knocked into lots of negative camber, and there is a hole in the fender panel. We tried to rip off the bumper cover in the pits, but it would not rip loose. So we decided to scrap the session, fix the thing for real, and start the race from the back. Fortunately for Chris, his damage was minimal and he was able to complete his session. In fact, he qualified 4th overall and 1st in ITB!

Travis qualified 13th overall and 4th in ITB. Dan qualified 25th overall and 5th in ITA. And our friends Mark and James qualified 1st and 2nd overall respectively. (I figured that I should include that so that Myers can't make fun of Saturn racecars too much.)

Back in the paddock, I used a hammer and some channel lock pliers to reshape the bumper cover attachment bracket and used some sheet metal screws to reattach the bumper cover to the bumper (since all of the plastic pin holes were ripped open.) Then Jen patched the fender hole with generous amounts of white duct tape. And I realigned the strut to knuckle interface.

It looked/looks pretty good after the repairs, so the SCCA allowed us to start from the back of the pack – 31st overall. With 2 laps to go in the race, I was in 11th when the rain started pouring down again. So we all

slowed down. At this point, the Miata in front of me seemed really close - and really slow. And I thought, 'If I just pick it up a little tiny bit, I can get him!' Yeah right. So I picked it up a bit, spun it again, and lost another spot. So then, of course, I had to go get my spot back. So I picked it up again - and spun it again. And again. And again. Finally, on the last lap as we came out of the hairpin, I was sure that I could get him and reclaim my spot. So I made a run on him and got right beside him for the right hander at the top of the hill. But in the middle of the turn, I decided that I did not have the traction to pull it off - and that if I kept on it, I was sure to push this guy and his poor little RX7 off the track as we made the final left hand turn and entered the front straight. So I lifted - which induced yet another spin - which allowed a Miata to pass me as I restarted. So my lack of patience turned an 11th place finish into a 13th place finish overall, 4th in ITA. One more lesson learned in my quest for adulthood: patience is a virtue.

Meanwhile, some of our friends were doing much better than me – while a few others were doing much worse. The good news first: Chris absolutely destroyed the rest of the ITB crowd! He finished 4th overall and 1st in ITB. The next closest ITB finisher was in 17th overall! Great job, Chris! Also, our team Saturn racer, Mark won the race.

Now for the bad news: Travis and his Golf sprung a leak in the coolant reservoir tank – resulting in a DNF. And Dan missed a shift, which resulted in an over-rev, which caused the CRX to enter limp home mode. So he finished 28th overall and 6th in ITA. And fellow Saturn team racer James destroyed a left front axle – so he finished 29th overall and 7th in ITA.

Continued on page 10

Gratten Bench Racing With The John Continued from page 9

Sunday went alot better for some of us – and not so much better for some others. It was still sprinkling a bit off and on. But it was more ‘off’ than ‘on.’ So I had a normal qualifying session in which the car was more or less pointing forward the entire time. Ironically, would you believe that I qualified 13th overall and 4th in ITA? That seems to be some sort of magical combination – since Travis qualified this way on Saturday, I finished this way on Saturday, and then I qualified this way again on Sunday! Weird, don’t you think? Meanwhile, Chris qualified 6th overall and 1st in ITB. And Saturn team racer Mark qualified 4th overall and 3rd in ITA. However, Dan’s CRX was still ailing, so he cut the session short and called it a weekend. Travis was still experiencing mechanical problems, so his qualifying time was about 4 minutes off pace, leaving him to start at the back. And James destroyed yet another axle – the last of our spare units. Needless to say, for me, starting in 13th was alot easier than starting in 31st. And when you start in 13th, you tend to be surrounded by Spec Miatas - which have an advantage over the Saturn in the corners, but don’t stand a chance on the straight-aways. So I walked down the middle at the start and took turn one in 10th spot. Then I spent the entire rest of the race chasing down another Miata in 9th. I finally got him on the front straight at the start of the last lap. But at about that same time, I started smelling coolant. And as no-one was particularly close in front of me, I suspected that it might be me. By the time I got to the hairpin, I KNEW it was me, so I was praying that we were really on the last lap. Sure enough, when I got to the top of the hill, the checker was out. Whew! What a relief! It turns out that the upper radiator hose had fallen off the radiator and I was dumping anti-traction juice all over the track! So I tried to stay off the racing line and the officials let me exit the track at the back gate. I was able to get onto my paddock lane just as the coolant temp entered the red, so I shut it down and coasted the rest of the way.

They ended up giving me 8th overall and 4th in class. We’re not real sure where 8th came from. Jen had counted 10th and 9th for 15 laps - so this is a mystery position. There was a Miata in front of me that was penalized 30 seconds for a stewards action, but even with the penalty, he was still in front of me. So... ??? Hell, I’ll take it however I can get it, I guess. Chris had the best finish of the group – again winning ITB and claiming 7th overall. Travis went from last place to 15th overall and 2nd in ITB. And team Saturn racer Mark claimed 2nd overall and 2nd in ITA. Next up is MidOhio over the July 4 weekend.

Greg Stephenson continued from page 7

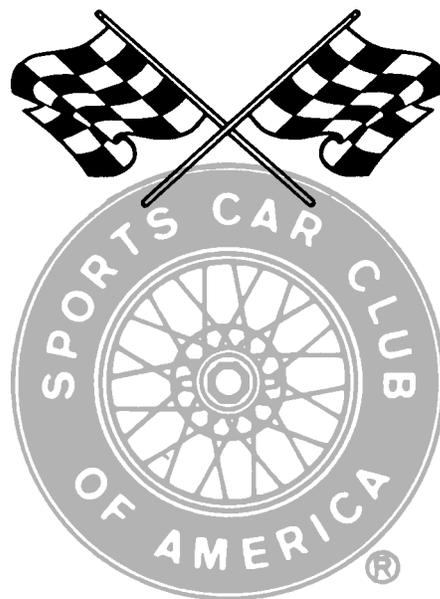
decides that all is well. Great! Things are on track for my plans. I finish the event and take the car over to set up a time to get it painted for next year. On the way home from that meeting, I have what can be deemed a momentary lapse of reason and take the car on an off road excursion, breaking the driver’s side mirror and bending the snot out of the rear axle. Ok, I can handle that. get a new axle and that’s when things really get nasty. I made 1 trip to Cincinnati to get spindles and brakes from an 89 Daytona, and another trip to pick up an axle that isn’t bent (first replacement was bent too and I didn’t notice). The fresh axle is still in my garage waiting to be put on. I fix all the little problems and get ready for this season (still bent axle) by getting Mopar road race springs for the rear and Ground control for the front. A new set of shocks and struts are put on for good measure too. The car is aligned and ready to venture out — still unpainted and still with a bent axle —to the first event, the WOR/OVR challenge on May 11. It rains like the dickens on May 10, and the car is acting weird (again...aiigh) It’s hunting idle and running full rich. I can live with this so I continue on. On my way to meet everyone at the Nutter Center parking lot, 6:00 am on Sunday the 11th, the CV joint blows. Ok. I manage to secure a second seat in a car (Thanks John) and head up to the challenge. Well, I wind up about mid pack in a borrowed car, but things

went pretty well for the day. I get back to the Nutter center parking lot to pick up my car and limp it home. What do you know, it’s not raining and the car starts and runs smooth as silk (except for the CV). Ugh. Maybe for points event #3 the CV will be replaced. My paint budget is gone, and to make matters worse, today it sounds like the 3rd gear synchro is gone...so much for new tires. I used to snicker to myself when I talked to a couple of friends that raced MG’s. They’d tell me things like “I just got it back together because the oil pump went at the last event.”, or “I just got this fixed and now something else is wrong.” I don’t snicker any more. I now feel your pain, brother! :-)

I also now understand their commitment, dedication, and love for their automobile of choice. When it’s working right, it’s a blast. When there are minor glitches, it’s a blast, and when you’ve given over a pint of sweat and tears to get it running, you’re married to the monster and won’t give up. To everyone that does, or has worked all through a Friday to get the gremlin fixed, just to have a new gremlin show up on Saturday, or worked all week to put it back together for that *1* event just to have to tear it down and start over on Monday, I have now fully joined the club. Good luck, Go fast, and I’ll bring beer and band-aids in the trailer for ya :-)

Greg Stephenson,

The Lunatic Turbo Dodge owner.



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

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

EVENT FEES

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

Continued from page 2

MR. ED

"We had more fun than a Golden Retriever at a cat chasing contest..."

There's a whole bunch of pictures documenting the events, on line at:
<<http://www.kreuzers.com>>

I would highly recommend participating in next years events and seeing for yourself what this lunacy is all about. I'll keep you informed. Here's some more photos of the Taj Kreuzers 2003.



But Wait...

CHECK THIS OUT!



Under the "Looke what I found" category...

One of those friend-of-a-friend, of a friend... anyway I came into possession of a pristine copy of Sports Car magazine from December 1970. Got a real kick in the pants at the ads and stories. Made me feel really freaking old that I recognized names in the point standings.

Bite me.

The cover credit said it was taken at the 1970 Blue Water Regionals at Waterford Hills. I would guess it to be G Production as there's a Mini, Ford Cortina and blue bloody bunch of Bugeye Sprites cutting weeds and jumping cracks. Ever want to relive that golden era, just take a trip North to Nelson Ledges. Speaking of which, this rag has a feature article of when they repaved it! Pre Rhino-Lining and pot-holes, as it were. If there's is room, I'll reprint it.

My personal favorite is the classified. Would-a, could-a, should-a... there's some cool stuff and there's stuff that was trash then and is still trash now. Again when there is room, it'll be there.

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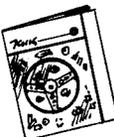



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WHERE IN THE HECK DID THEY GO?



Regional Executive: Kent Weaver Assistant RE: Everett McCauley
Secretary: John Schlegle Activities Chair: Eric Marcus
Membership Chair: Scott Stout Road Race Chair: Steve Colletti

Maybe they'll write something next month, maybe they won't!

Self help for Nelson Ledges



All regions don't, unfortunately, have sound, major race courses available on which to state national, regional and school events. The void is often filled by temporary courses or by smaller, less successful upgraded course safety requirements has increased the difficulty of running at these facilities and while a few race sites have been abandoned, there are still a number of SCCA members pitching in to salvage a race site. Nelson Ledges (formerly Steel Cities International and before that Nelson Ledges) is a good example of the latter. Members of several regions have pitched in and rejuvenated Nelson and their story deserves telling. -Jim Patterson

By Don Baker Jr.

"Auto racing, the sport of the 70's" rings hollow in the ears of track owners who have closed the gate for the last time. Just as auto racing is crossing the threshold of major league sports, an ironic fate is overtaking some of the small, local race courses. Several of these training grounds for the racing stars of the future have been forced to close because of rising costs.

As auto racing moves into the big time, so do the operating costs for track owners and promoters. Many of the smaller courses have been unable to cope with the rising insurance rates and operating cost of staging low income regional races. Track owners have been ordered to clean up their race courses to meet the new minimum safety standards required for the granting of an SCCA sanction. With barely enough money in the till to pay existing bills, and none for improvements, many small

courses around the country have been given over to wheat fields, housing developments or simply left deserted. Such was the fate awaiting Steel Cities International Raceway, which lies just a few miles west of Warren, Ohio, at the start of the 1970 racing season. Its owner had struggled for years to keep the track open despite deteriorating track conditions, increased operating expenses and an almost unanimous local apathy towards his plight. When it appeared that SCIR would not make it through the first event of the new decade, a group of local racers and SCCA members stepped in, in an effort to save the course.

The group, mostly members of the Mahoning Valley Region, SCCA, signed a contract with SCIR owner Marvin Drucker which gave them virtual control of the course's operation and direction. The new management group was incorporated un-

der the name of Mahoning Valley Motor Sports, Inc. Chairman John McGill is aided by three trustees: Clyde Huckonen, Grover Griggs and Charles Caldwell. The Board of Directors consists of members from the five surrounding SCCA Regions; Steel Cities, Northern Ohio Valley, Northeast Ohio, Misery Bay and Western New York. The course is leased through the 1971 season by which time Mahoning Valley Motors Sports, Inc. hopes to be in the black. At the time of the take-over by the new management team, SCIR "resembled a North Korean prisoner of war camp." According to John McGill. "Five primitive outhouses dotted the paddock area which was full of holes, and the timing tower looked very much like a guard tower in a POW camp" he said. With nothing but enthusiasm for raw material, the new leasing group dug in to convert the "POW camp" into a race course. The problem was compounded

by the fact that SCIR is one of the most raced on courses in the country. In 1970 alone, more than 10 SCCA road racing events were planned in addition to time trials by various local sports car clubs, go-kart races, motorcycle races and the country's longest motorcycle race, a 24 hour enduro. Using only volunteer labor, the task had to be completed on off weekends and spare evenings.

The first and most important task, the group felt, was to make the course safe for participants. Consequently, the four foot high weed verges were mowed, hidden stumps and logs were removed, holes in the track were patched and two large earthen mounds, which had been destined to support a bridge until they were declared unsafe, were leveled. The dirt from these two mounds was then used to construct protective bunkers for corner workers

Next on the agenda came physical improvements, The timing tower was refurbished and plans are new underway to

construct a new tower with heated meeting rooms, a restaurant and facilities for timing and scoring personnel. Armco barriers were erected along unsafe portions of the course. New access roads were cut and existing ones were widened. The false grid, which had been located just behind the timing tower was moved to a less congested area which also gave the cars better access to the course.

Many of the old buildings were destroyed. Those that weren't were moved, reinforced and put to use as refreshment stands, officials headquarters and storage sheds. Several new structures were built, the most important and expensive of which was a ladies' rest room. "If we ever expect to draw spectators" said trustee McGill, "our facilities are going to have to make them want to come back." With the objective of eventually drawing spectators, several spectator areas have been selected on the basis of safety and visibility. A new spectator bridge is being planned and a new entrance to the course will be open by the

start of the 1971 racing season.

There are no definite plans beyond the 1971 season. However, if the Mahoning Valley Sports, Inc., remains solvent, the course will be repaved for the 1972 season. All of the improvements that have been made, as well as anticipated ones, cost money. The lack of that vital commodity was about to shut down the course earlier this year. "Almost all our labor force is free," said McGill. "On July 4th weekend alone, we had over 50 workers on hand, which is quite a sacrifice to make for some of these people with families. In addition to free labor, MVMS, Inc. has called upon the local racing community for assistance. Racers in the area have responded with a will. "A retired stock car driver from Pennsylvania donated a tow truck," said Charles McGill. "A local construction company provided us with a bulldozer and we've been offered so many spectator bridges that we can't possibly use them all. When the time comes for repaving, we've been offered a good price on materials. The racing public's enthusiasm for saving Nelson Ledges Road Course, the new or reinstated name for the course, has been overwhelming. As soon as people find out that we're not trying to make money, but just save the track, they're enthusiastic about helping the cause," said trustee Charles Caldwell. If the Nelson Plan works, and it appears at this time it is a good chance, other SCCA regions around the country can be expected to resurrect some of the abandoned and deserted road courses that lie fallow for want of management and money. If this happens, and needed training grounds are provided for the racing stars of the future, than auto racing can truly be called "the sport of the 70's."

I still want to know where the trailer park, & corner workers came from. -Ed

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Way Kool Stuff From SCCA Sports Car Magazine Classifieds, 1970

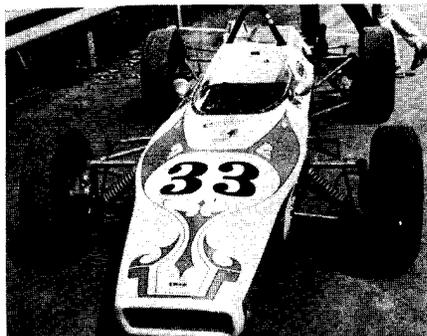


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9	43
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12	46

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Size	Glove
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S	8
M	9
L	10
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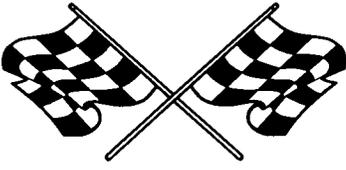
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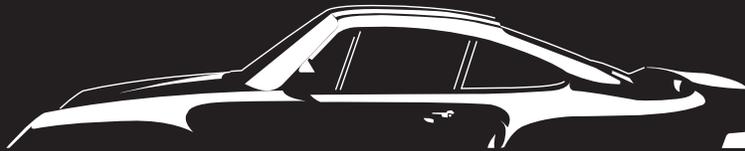
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