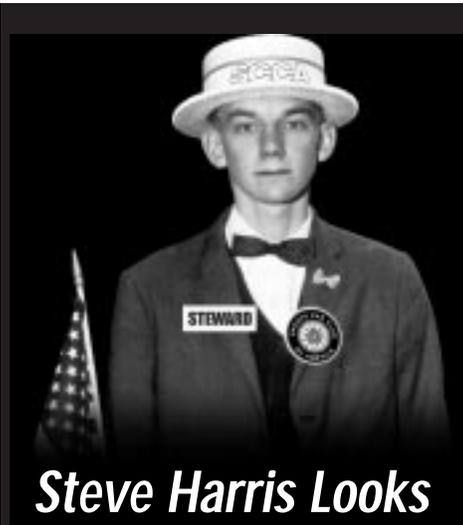


# REV RECORD



## Steve Harris Looks For His Happy Spot

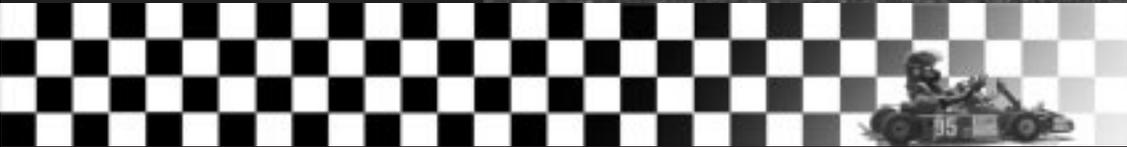
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## CHRIS WATSON MAKES ALIEN CONTACT!



Chris documents entire event on film

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**WEAVER SEZ I DO IN PERU**

## GREG STEPHENSON GOES BERSERK!

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## Kent Weavers Observations Of Grissom

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Rev Record July 2003

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A small double wide just outside Detroit



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*Dan Coughnour is an idiot*® Copyright 2003

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WORDS TO RACE BY

*"We shall hang together, or most assuredly, we will hang separately."*



## RExREPORT

BY KENT WEAVER

It seems like forever since I last wrote anything – okay it's been two months, but it's not like I wasn't busy doing other things that ate up all my time...like getting married. Yes, it's true – "*Yours Verbosely*" didn't write anything last month and was duly chastised. Rightly so! It's pretty sad to think it'd come to that after I have been pushing so hard for the rest of the board to write articles regularly so everyone knows what's going on. I would like to thank the rest of the board for covering for me as the wedding approached and we then went on the honeymoon. There were really a lot of people that made it all possible that I need to say "**Thank You!**" to: **Starla and Everett McCauley** for chairing the Jun membership meeting complete with activities; the **committee as a whole** for putting up with the date change on the "Jun" board meeting and making sure their areas don't need my "help"; **Bill Myers** for putting together a great Jun Rev Record, and to **Dave Rudy** for hosting the "Jun" Board meeting.

I've been told there are a couple people who are getting together to write an article on the *Weaver Wedding Fest*

(a.k.a. Crissy's & my wedding) therefore I won't say as much as I'd be tempted to here. First off I would be remiss if I didn't tell everyone Crissy was a beautiful bride. Secondly, if you weren't there you missed what could best be defined as a definitely unique wedding/reception and a great time. How many weddings have you been to where: the wedding party arrived in cars one at a time; cone bearers made an arch of pylons for the bride & groom to walk under; the wedding party hopped in the cars and made a course run between the wedding and reception; the wedding cake had a race car as the topper; the flowers were pylon-colored gerbera daisies; there were deep fried turkeys cooking right behind the reception tent (that is it's own story); fun runs were part of the reception; or just many other unique and fun things? One of the best things (other than the obvious) was being able to introduce non-racing friends to what we do for our hobby – the looks on their faces after a ride and their comments (exclamations, expletives, etc.) were great! The same goes for being able to introduce Grissom Aeroplex to some of our friends and WOR members who don't normally travel out of our region and hearing their reactions afterward. Many "**Thank You's!**" go out to those who really made it all come together and be so fun - especially to **Greg Stephenson, John Schlegel, Bill & Linda Smiley, Aaron Hale and Mindy, Rene Keyzer-Andre, Danny Popp** (Cincy), **Roger Johnson** (NWOR), **Michael Clevenger** (KYR) **Bill Headlee**

(FWR), and the **Grissom Air Museum**.

We honeymooned on St Lucia in the British West Indies, which was simply fantastic. One thing that kept coming to my mind as we wound our way up the mountains on this little island is how the 1-1/2 lane wide roads would make great hill climb or Pro Rally sites! The island had all sorts of fun to offer including beaches, unlimited free alcohol, a rain forest, a volcano spewing boiling sulfur (pew), waterfalls, little remote villages, top optional sun bathing, snorkeling, a Catamaran cruise, and all sorts of other water sports – including when we tried to get our autocross fix on a jet ski and nearly killed each other.

The WOR Solo 2 event "*The Ball & Chain Invitational*" as I heard it called, was the next day, Jun 1, and was a nice addition to the festivities of the weekend. The weather turned out to be much nicer than Saturday with sunshine and 70s instead of the 50's with gale force winds everyone endured at the wedding. We had a fair number of WOR members make the trek resulting in 95 entrants total. Greg, John, and the rest of the organizers combined to make the event run fairly smoothly so that everyone got five runs on a long, grippy concrete course designed by Danny Popp and still got home at a decent time. Again, we really need to thank Bill Headlee and the FWR gang for use of their equipment at our event making it so much easier to put on.

*Continued on page 4*

### Continued from page 3

If you are one of the ones who came out to the Grissom event and want to go back, your next opportunity is the SBR regional PAX Challenge on June 28 & 29; however, I'm sure you'll get this issue after that date. The next is the National Tour July 5 – 6, but this event has already reached the entry cap. The next most likely would probably be Aug 16 – 17 for the Cendiv Solo II Divisional Championships. This is a big event with the best in Cendiv coming to compete one last time before Nationals. Enter early, that event will probably reach the entry limit too.

**Back to Business** - As I announced at the May membership meeting, the Springfield Rotary has contacted WOR about hosting their *Springfield Rotary Mini-Grand Prix* in downtown Springfield. This is not a street solo, this is a "wheel-to-wheel" bodied go-kart race between company sponsored low-powered karts for charity. A number of nearby SCCA regions host Mini-Gran Prix's in their regions, such as FWR and Misery Bay (in PA). I am trying to schedule a presentation of their business plan by early July and will let you know about it later. This is a great opportunity for WOR to be involved with and help the community, as well as get our club more publicity. If you would like to help or even volunteer to chair the event please contact me – should be a lot of fun.

As you've undoubtedly heard, the June 15 solo event at the VA Medical Center was cancelled. The VA has

been a wonderful host to us for the many years we've been there. Unfortunately liability concerns caused them to cancel all events on their facility, however we are working with them to address those concerns. In the meantime, Greg and the solo committee are very busy trying to locate and make arrangements for alternate sites.

**WOR Games** – As always, this premier event for our region needs your help. We need many volunteers to make this the success people have come to expect as competitors, workers, and family. Please mark Oct 3 –5 on your calendars to come out and help.

**Back to Racing** - Turned out Crissy and I spent the two weekends prior to the wedding at Grissom too. May 18<sup>th</sup> was a regional FWR event, which had around 100 entrants. I had forgotten just how much I missed Grissom and it seemed like forever since we'd been there. WOR did well with me and Crissy bringing home the 1<sup>st</sup> and 2<sup>nd</sup> place trophies in FS respectively, John Schlegel 2<sup>nd</sup> in DSP, Bill Smiley 2<sup>nd</sup> in CM, and Linda Smiley bringing home the 1<sup>st</sup> place trophy in CML.

The next weekend, Memorial Day Weekend and my last as a "free" man, was three days of fun (May 24 - 26) with a test & tune on Saturday followed by the first Cendiv Series event of the year on Sunday and Monday. Saturday, Crissy and I finally got to really work on the Mach 1 set-up, test-

ing different tire pressures, shock settings, and three different front sway bars. We probably put 40 or 50 runs on the car dialing it in. Sunday came and the Mach 1 was ready. Crissy and I were co-driving in FS and ran the last heat of the day. The Ladies class, FSL, had run the heat before so we had a decent baseline as to what times we were going to be running. Crissy went out first and came in 2 seconds ahead of the ladies class best time and 1 and 2 seconds ahead of the other two FS drivers! Then it was my turn to try to beat Crissy (her time!) and I was just able to do it coming in a mere 0.4 sec. quicker! By the end of the four runs, I was still in first by 0.5 sec.s and Crissy was in 3<sup>rd</sup> only 0.2 sec. out of 2<sup>nd</sup>. Her lead on 4<sup>th</sup> was drastically reduced when we offered our car to a fellow competitor for his last run after his broke only to have him turn a time two seconds quicker than his previous run and only 0.011 sec. behind Crissy's. Sunday was also very close with all of us within 0.4 sec. of each other. I held on to the win with Crissy being edged into 4<sup>th</sup>. Kris Bjerkaas got the 4<sup>th</sup> and last trophy in BS (co-driving an Martin Brown's Honda S2000), Dean Rindler and Matt Pettus of the HART team finished 5<sup>th</sup> and 9<sup>th</sup> respectively in BS, Chad Fraley 4<sup>th</sup> in DS, John Schlegel 8<sup>th</sup> in DSP, Linda Smiley 1<sup>st</sup> in CML, Aaron Hale with a 2<sup>nd</sup> place trophy in SM, and Codie Knabe won F-Jr3.

Cendiv Solo II Championship Series Event #2 - Oscoda, MI – Jun 21 & 22. This was one of our longer trips at 410

# WOR RallyCross Schedule



## 2003

### 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

August 12	Brat Bash & Pinewood Derby
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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miles each way. DET had roughly 160 entrants for this event at the Wurtsmith/Oscoda Airport along the scenic by-ways of Lake Huron. The weather was nice, sunny and dry, with the lows near 50 and the highs in the 80s. Two of the Hart Team (Chett Wohlgamuth and Richie Newman) made the trip with their yellow STS car along with Crissy and me. FS was the battle of WOR vs DET, Mustang vs Mustang, the Weavers in their Mach 1 versus the Shehans (Mark and Heather) in their Bullitt. We ran in the first heat, so Crissy was literally the second car on course and got the

privilege of trying to clean the line for us. After the first runs, I was in first with Crissy in 2nd 0.6 seconds behind me. When the day ended after five (5) runs I was in the lead, 0.75 seconds ahead of Mark with Crissy only 0.047 behind him and Heather another 0.4 behind them. Sunday we got four runs and I took the lead after the first run with Crissy and Mark battling out for 2nd. Crissy led by as much as just over 0.5 seconds after the first couple runs only to have Mark jump ahead on the third and last runs. I finished first with Mark 2nd, and Crissy 3rd. STS ran the last heat and

was the largest class with 20 drivers. Chett Wohlgamuth and Richie Newman battled it out for 10th and 11th place finishes. DET Region did a great job with this event and we were home by 9:45 even with a dinner stop.

Next up is two more trips to Grissom again, the first for a SBR event (June 28 & 29), and the next weekend for the KYR hosted National Tour (July 5 & 6.) The following weekend (July 13) we are back up in MI, this time in Flint, for the 3<sup>rd</sup> Cendiv Series event of the season.

- Kent Weaver

**SCCA Solo.**

# SOLO CHAIR REPORT



## **RANTINGS FROM THE LUNATIC FRINGE**

**Greg Stephenson**

### **SOLO Report:**

Meant to tell you, Oscoda went well. Cendiv Solo II Championship Series Event #2 - Oscoda, MI - Jun 21 & 22. This was one of our longer trips at 410 miles each way. DET had roughly 160 entrants for this event at the Wurtsmith/Oscoda Airport along the scenic by-ways of Lake Huron. The weather was nice, sunny and dry, with the lows near 50 and the highs in the 80s. Two of the Hart Team (Chett Wohlgamuth and Richie Newman) made the trip with their yellow STS car along with Crissy and me. FS was the battle of WOR vs DET, Mustang vs

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<http://www.solo2.cendiv-scca.org/2003/2003.htm> shows the results.

### **Radar Detectors Not Needed**

## **WOR-SCCA**



### **LOST IN THE SHUFFLE**

*You don't know what you got until it's gone.*

Everybody in the club, by first hand knowledge or reading the Rev, has heard of Solo II. How many actually know what it does for the club as a whole, or what happens when it's not always available? Well, I'm going to tell you in my own little way. the Solo II program is a way to introduce the SCCA to potential new members. It does this by providing a safe, fun, very economical venue to those that are interested in motorsports. Solo II is a "first look" at the world of grassroots motorsports and by the sheer nature of the beast, draws attention to what you can safely, legally do in your vehicle without any prior knowledge of racing, car preparation, or safety. It is the foundation of a long term relationship between motorsports enthusiasts, car enthusiasts, and race fans. It is not a way to directly make money, though it usually does help fund the club. It is not an afterthought, though it sometimes is. It is certainly not something to be taken for granted, though it usually is. We rely on business or real estate owners to allow us to use their land to host these events. That should NEVER be taken for granted, but sometimes it is.

What happens when it's gone? We're getting close to finding out. The June 15th event was cancelled because the Veterans Administration site we have taken for granted was unavailable to

threatens the very existence of our club as it is today. It's an old issue that we continue to bandaid every year. Find a company or property owner that's willing to let us use their facilities, use it to death and continue the process, looking for new places. Eventually, policies, personnel, company goals, or nature takes over and we're on our butts looking for the next place. In the mean time, the club suffers because money is not generated to support club activities, club members go play elsewhere, so our membership and participation drops, and people stop having as much fun. When a new site is found, we start to gather strength again, but we're always just a bit weaker than we were before. How much more of this can we take?

There is a solution to this problem. The solution is three-fold and requires the help of every member, active or not. Part one of the solution is to get out and promote the SCCA and WOR to people. It's much easier to find a site in the short term if you're well known. We are NOT well known. That's our fault and it's a pity. that needs to change. All it takes is to mention it to people...Heck, even displaying the Rev conspicuously at your office desk or on your coffee table will get people asking, "What's this?". Then you have to TELL them. Another simple way is to come to a membership meeting every once in a while. Bring a friend — especially the friend that asked you about the Rev Record you have stuck on your desk (hint!). If you really want to take an active role, get out there

and talk to the local business owners. A quick trip to the corner store, a chat with the manager, and away you go. When you go into a store that advertises in the Rev, tell them, "I saw your ad in the Rev record." simple, painless, and lets them know that they're getting patronage because they associate with WOR! Wow, what could be simpler?

The next step is to share. Why are we in this club? Is it to be with a group of people that share similar interests in cars and motorsports? Is it to share ideas, help each other out and enjoy what we've done?

Or is it to keep to ourselves, covet what we have and who cares about everyone else? Sharing doesn't just mean lending someone a wrench or tire, it means sharing ideas, volunteering to help out, and communicating. I'll bet someone in this club knows somebody at Miller Valentine construction. I'll bet if that person talked to them, Miller Valenting might be able to reasonably lease a site for WOR to use as equipment storage and a Solo II course. same goes for Kroger, etc. I'll also bet somebody works for Fox 45, or the Dayton Daily News or another media outlet. With a little talking, I'll bet we could have some really good press which would help us continue to grow, expand, and enjoy our club. Again, very simple....Just speak up.

The third way to take the bull by the horns and stop relying on others good graces to keep us alive is build our own place to run. Old wounds, thoughts

of folly, or whatever, it's the PLAIN TRUTH!

This is a club in crisis. I don't care how much we have to fund WORGames. It's the ONLY road race we put on. I don't care how much is in the bank for the Awards Banquet. It's the only time we see most members. I don't care how many club meetings we have. It's lacidassically attended at best. Our club is on life support! We need club members to step up, speak out, and start being a club, or there will be no club in very short order.

Your choice folks! We need our members help — all of them. Otherwise, will the last person out, please turn off the lights.

Sincerely,

Greg Stephenson  
WOR Member and Damned Proud of it!

Can I finish eating before they hang me?

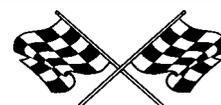



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"We shall hang together, or most assuredly, we will hang separately."

- Benjamin Franklin, PA Region

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# GREG'S GOT A SCREW LOOSE



*This series of articles is not just an attempt at humor. The car and the people are real (oh brother are they). This series covers the building of a VW Rabbit GTi, from side yard reject to (hopefully) trailer queen extraordinaire. The series will be presented in as many articles as it takes to complete the project — at least 2. I hope you all enjoy reading this and maybe learn something, even if what you learn is I need professional help. -Greg Stephenson*

## Project GTi, Part 1; The Art of War

Ice-cream headaches and used cars have a lot in common. If you knew beforehand the crushing pain to come, you'd rethink the next bite. I picked up this project car from its previous owner easily enough. The car had had its head torn apart and the previous owner had lost time, storage space, and desire to put it back together after purchasing his new toy, a Corvette.

Simple enough, I thought. Go get the car, trailer it back to my house, a little time putting the head back on and I'd have a worthy little autocrosser or a nice car to get my competition license in. It's funny how your mind simplifies the daunting task ahead by moving right past the busted, bleeding knuckles and cursing at stripped bolts and jumps right into you cruising the track in your reclaimed wonder. I received the little GTi in the condition stated by the owner. The head was in the hatch, along with

nicely marked baggies containing, valves, springs, retainers and tappets, all nicely labeled. Woohoo, a "tinker-toy". The Exterior of the car has very little rust (hey, it's an 83) and was in much better shape than I ever expected. The shocks and springs are still nice and firm. The brakes are non exist-

ent, as is the headliner, and the windshield is cracked. In other words, I thought, "not bad". I even got a repair manual with the car so I'm set!

**Day 1.** Being a firm believer in RTFM (read the f\*ing manual), I took the first day to pour over the book to see the disassembly and reassembly procedure.

A little time here quickly pays off under the hood. the book, however, had other ideas. It became obvious to me in short order that this manual was well used, especially when parts of chapter one detached from the binding and landed squarely in my coffee. Paper, it seems, always seeks the nastiest stuff to land in. Ok. Paper is dried, and rearranged so page 26 flips to 27, not 34, and away we go. Day 1 comes to an uneventful close and I'm satisfied I have the tools I need to complete the task and the prep can begin.

**Day 2.** A clean part is a happy part.....usually. I spend some time prepping my work area (coffee table) so I can lay this thing out and see what I have. I have enlisted the help of a mighty weapon against oil stains. It's called part washer :-). The head enters the parts wash and gets a nice cleaning so I can see what I'm looking at.

After a nice wash, in comes the head and the wonderfully numbered sandwich baggies of "head stuff". The parts are laid out on the coffee table and out comes the book so I can make visual reference to which part goes where. One curious dog and a wave of the hand later, I have a nice pile of "Cyl 1" baggie contents, spilled coffee and book papers in the center of my coffee table. Herumph.

This is going well. Another cleanup, a couple of vows never to bring coffee to the work area and some mumbling and we're back in business. A quick inventory of parts for the baggie reveals I'm missing the keeper. Oh great. A search turns up nothing, so we'll add them to the shopping list and carry on. Everything else looks good, so we'll get the mating surfaces cleaned up and drive the nail home, so to speak. "Let the cleaning begin"

**Day 3.** Still cleaning. What in God's name was baked on this engine? I've had super glue that didn't stick as well. Time for a trip to the store for more supplies and we'll grab some parts off our list on the way. One trip, a honey-do list and a couple other errands later, it's time to call it a night.

# 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

*Just when you thought his  
printer cartridge was empty...*

## WE AIN'T DEAD YET!

WOR has lost the use of the VA Center parking lot for the time being. It is uncertain whether or not this is a permanent loss, or temporary. This has, unfortunately put the rest of the season up in the air as far as dates and places are concerned. WOR will have all points events and will make every effort to keep to the original schedule. As of right now, however, every event scheduled at the VA Center is in limbo. A team of over 20 people are working hard to find us a new lot to run and we are looking at the Kil-Kare schedule to see if we can fit many of the remaining dates there if need be. As another option, we are talking to OVR and Cincy region to see if we can either use their site as a fallback, or even running at those venues to finish up our points events if necessary. The Solo Committee and RE are working hard to make sure WOR members are informed of the changes as they happen, get us a new site, and keep everything as close to the published dates as possible. THE KIL-KARE events are unaffected and will be run on their scheduled dates!

Thank you for your patience and understanding. This is, unfortunately, something that is out of our control and we are diligently working to provide a solution that will keep WOR's tradition of fun, safe, venues for the remainder of this season.

Greg "Hooked on Phonics" Stephenson  
WOR Solo Chair



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

**HELP WANTED!**  
**WOR GAME**  
**VOLUNTEERS,**  
**LACKEYS, AND**  
**GRUNTS NEEDED**

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

## WOR RallyCross Report

*Rally Report by Dave Rudy*

By the time you read this our third RallyCross will have come and gone. I do mean gone...I had to cancel it due to the weather. Isn't this supposed to be Ohio? What's up with all of the rain?

The May RallyCross was also a moist day! We ended up ending early because the course was getting just to sloppy. Everyone still had a good time though, I still have a thousand pounds of mud and grass stuck under my car! But I did not lose my exhaust this time out.

Speaking of cars, I have to say I have missed racing this old car, my classic Mercury Lynx. I built this car in the early nineties to run competitive TSD Rallies in the Ohio Rally Championship which has since ceased to exist. I also ran a couple of Pro Rallies in it in the mid-nineties. I survived a meeting with a tree on one outing and then a blown head gasket on another. The car then morphed into a cocoon in the garage until this past January when I decided to try to fix it. I really hate working on cars anymore! I was bruised and bloody for a month. Now it runs, notice I did not say runs great, but it runs. This is a 98 hp 4 speed pig running on 13 inch tires, the point is it takes some flogging to get it to move well. But it is really fun. Using the Lynx for RallyCross is helping save the Neon for pavement fun, and that is good.

Anyway I need to get out and clean more mud out of the Lynx! So I hope to see everyone at the July RallyCross. Don't miss it. It's good dirty fun.

I've got a spot  
that makes me hot,  
but you ain't  
been to it.



By Stephen Harris,

National Chief Steward SCCA

Many years ago when I began to participate in SCCA road racing, I was warned about staying clear of the Stewards. From the description I received, I expected the equivalent of the racing Gestapo. Who were these guys? At first, I thought anyone with a white uniform and a radio was a Steward. But these guys were very friendly. In fact, everyone at the track was very friendly. Then I actually spoke with a few guys who were clearly marked "Steward". They were very helpful; certainly not the ferocious, evil twin brothers of Satan they were purported to be. However, even after many years of racing, I never had a clear idea of which Stewards did what, and why so many Stewards were needed on a race weekend. It wasn't until I was invited to join the Steward's program (now some 13 years ago), did I finally understand the skill and knowledge by which the Steward's ply their craft. The purpose of this column then, will be to educate you on what the Stewards do.

And yes, like the Marines, we are always looking for a few good men (and women) to join the corps. Let me know if you have an interest.

#### FUNCTION

The Stewards are there to administer the race in accordance with the General Competition Rules (GCR). A common misconception is that the Stewards are the racing police. Bite your tongue! The Stewards are the judge and jury. The competitors are the police in SCCA. In fact, Stewards are prohibited from conducting "witch hunts". Even if we suspect a car is illegal, we follow the GCR, which depends on fellow racers to protest the suspect vehicle so the Stewards can take action.

#### WHO DAY?

Most of the Stewards are ex-racers. Some of us were even good racers (ok so I never won a race). Most have held Regional office. All are experienced. To become a Divisional Steward, you must be a Steward in training (SIT) for about two years. License grades follow other SCCA worker specialties – Divisional, Divisional Chief, National, National Chief, etc. There is one Executive Steward for each Division in SCCA. This position rotates about every two years.

#### RACEDAY ORGANIZATION

On a given weekend, the Executive Steward approves all the Steward assignments. Each event has a **Chief Steward**. The powers of the Chief Steward are broad and mighty, but there are checks and balances. The Chief Steward may organize the other Stewards however he sees fit (consistent with the GCR). But it normally

breaks out like this:

There are usually 3 to 5 (ideally 4) **Assistant Chief Stewards (ACS) – Operating**. These are the people you see moving across the track in between races, or in the pit lane. They rotate assignments through the weekend such that there is a Steward in the control chair for every session that cars are on track. There is a back-up operating Steward helping the Steward in the control chair. There in an Operating Steward at the Black flag station in the pit lane, while the last Operating Steward in either off (unassigned) or doing Safety car duty. Believe me, you need an off session after a busy session in the control chair. Information can be fast and furious, and sometimes life threatening. Decisions must be made quickly, clearly and correctly. It can be overwhelming for new Stewards, even with an experienced back up Steward. There is a protocol that is followed, but I will save that for a future column.

There are normally 1 or 2 **ACS Safety Stewards**. Their assignment is just what it sounds like. They do track inspection, accident documentation, take care of insurance issues when there are injuries, liaison with the track medical staff, and do pace and safety car. After the event, the ACS Safety follows-up to ensure that any lingering safety issues are resolved.

More and more events will also assign an **Assistant Chief Steward**. He helps the Chief Steward with many tasks throughout the weekend includ-

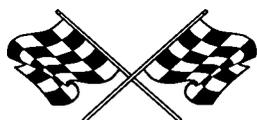
*Continued on page 12*

**ASK THE STEWARD***Continued from page 11*

ing registration issues and tech issues. Finally, there is the **Stewards of the Meet (SOM)**. This committee of Stewards is responsible for hearing protests and act as observers to ensure that the whole event is run in accordance with the GCR. The SOM have a leader, the **Chairman of the SOM**, who runs the committee and is responsible for getting all the paperwork and results in to Topeka within 10 days of the event. Interestingly, the SOM are prohibited from doing anything operationally on a race weekend. As they are the final local authority and may have to hear a protest against a race official, the SOM cannot become part of the race operation. That is why they cannot help re-grid cars or provide much assistance to anyone. However, you will often see the Chairman SOM and the Chief Steward conferring on an issue to be sure the Chief Steward's actions have complied with the GCR. To maintain competence and their license, Stewards must work each of these areas throughout a race season.

**QUESTIONS**

Sorry, but this first column was heavy on the information and light on the wit. My writing style is usually a bit more entertaining and I will try to be more clever in future installments. Send me your questions about any Steward related issue and I will cheerfully answer in this column. Send to [sharris@rixan.com](mailto:sharris@rixan.com).



# NATIONAL RACING NEWS

By Chris Watson,  
*Grand Poohbah & Racer Extraordinaire*



**Hi guys! Chris Watson here.** I attended the Mid Ohio Race of Champions National put on by OVR. I raced the Shannon in CSR. The race weekend was very well attended. My race group alone had 56 cars and the classes were Formula Atlantic, Formula Mazda, CSR, and S-2000. Normally these classes are not that huge. In fact I haven't raced in that big of a group since the late 90's. It certainly made the racing fun. Saturday was wet, very wet. I elected to go out in the morning qualifying session although a lot of the guys did not believe that the afternoon would be better. Their mistake. The morning session was pretty dry and I could have gone out on slicks. I qualified 24<sup>th</sup> overall and 5<sup>th</sup> in class. The afternoon proved to be very wet and after two laps I said to heck with it. No one was going to improve their times and guy guys who stayed in the pits in the morning were screwed. We left the track hoping for better weather on Sunday.

Sunday dawned clear and sunny but cool. Perfect racing weather. OVR did a masterful job of keeping on schedule and we raced about 2:00pm. I got a good start considering the traffic then looked up to see waving double yellows. Two S-2000s had gotten together on the front straight so we cruised for four laps while the tow trucks cleaned up the mess. On the restart I was sleeping and lost a couple of places, but worked my way back to a fourth in class and 20<sup>th</sup> overall. I was still fighting a push with the car (it has been a

problem all year) and the brake pedal started getting mushy but the car felt much better than at Kershaw.



My crew for the weekend was a lawyer/customer/friend/autocrosser/rally crosser from Cincinnati named Larry Lindgren and was a great help. He never complained about the weather but is on the Adkins diet and was not impressed with my selection of track food. All in all it was a good weekend and other than some black tire marks from contact with an Atlantic and a Mazda, not much to do to get the car ready for the National at Grattan in two weeks.

For the National at Grattan, I brought my 10-year-old son Elliot. The race was Father's Day weekend and Kim decided to stay home and let us guys bond. The plan was to drive to Grattan on Friday night and spend Friday in the trailer. My crew was from Saginaw and we were going to go back to his house Saturday night and return to the track on Sunday. CSR was in the last race group of the day so we had a long time to kill. Unfortunately we drove up 23 around Toledo and into Michigan. Bad mistake. 23 was a parking lot so we jumped over on 50. Bigger mistake. 50 runs through Brooklyn Michigan, which is

where the Michigan 500 stock car race is on Father's Day weekend. Actually it wasn't too bad because we hit it at 7:00pm and the worst of the traffic was over. We got to the track that evening and had to pay for an upper paddock space, as all of the rest of the paddock was full. \$15.00 for a space which isn't too bad as we had a great viewing spot and all pavement so the car stayed clean. Saturday was beautiful and practice went OK. I tried some wider front tires that were old Goodyear stickers. Still had a push that seemed to get better as the tires heated up. For qualifying I put on some Hoosiers that I had used at Mid Ohio for the race. They were great! I qualified 10<sup>th</sup> overall in the race group and first in class. The group was FA, FC, CSR, DSR, and S2. There were only 15 of us and the whole race numbers were small for the weekend. Biggest group was the GTs with about 25 cars. I think most of the guys were getting ready for the June Sprints. Race day was perfect weather wise. My crew and I had had a miss-communication and he was unable to make it. Elliot and I spent another night in the trailer and watched the latest James Bond movie on a 12-volt TV/VCR running off a race battery. So my crew for the weekend and Father's Day was Elliot. I asked him to time me which he did. In qualifying I spun off the track going over the bump and he rode all the way down to that part of the track to see what was up. They had to black flag the session to get me out and then he pedaled all the way up to get times again.

*Continued on page 15*



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For the race I asked him to give me laps completed and he was standing on top of the garage balcony so I could see him. I tried to give him a little wave to let him know I could see the laps and he did a great job. I got a great start and was running 6<sup>th</sup> overall for a while until the brake pedal started going soft again and I had to pump them to get good pressure. I ended up first in class (first National win!) and 8<sup>th</sup> overall. Great weekend! We towed back to Oregonia through Indiana and got home at 11:00pm. Tired but happy. And a great way to spend a Father's Day!

A bit of trivia. The winner of the Formula Ford race got penalized one lap for illegal fuel. He bought his fuel at the track at Mid Ohio so a bit of cau-



tion guys. I wasn't tested but several others were and were also penalized. The rumor was that they had Mid Ohio fuel as well. You might want to spend the \$5.00 and have your fuel tested I before running it through the car. Next race for me will probably be the National at Mid Ohio in August. See you at the track. Go Fast and Have Fun!

Chris Watson, Shannon Racecars



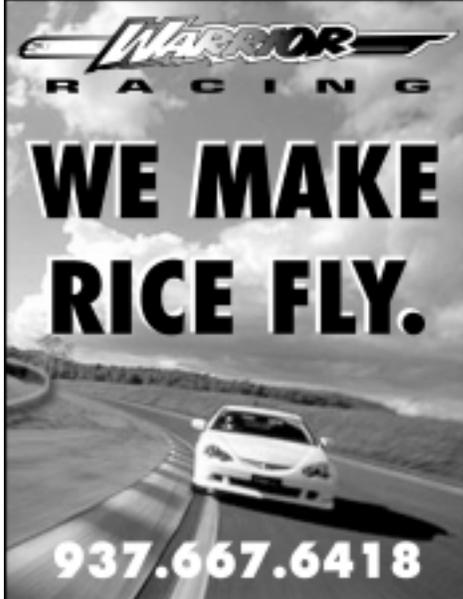


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# Taj Kreuzers



**The 3<sup>rd</sup> Annual Taj Kreuzers Was A Huge Success!** *By John Dixon*

The Taj Kreuzers 2003 was successful in a number of ways, but was successful for only one reason... that reason is **YOU!** I could blather on about it but you know who you are, and the children and families that will benefit from your generosity couldn't be more appreciative. We had a good time and the Miami Valley Ronald McDonald House is enriched, what could be better than that?

**\$16,000** is no small donation to any charitable organization. To the children and families who find themselves thrown into one of life's "hard left-handers", it's the difference between suffering their tribulation alone or with family. If you've never been in that situation, count your blessings. Some of those who have, understand the healing value of family. If you want to see who we're helping, look at your neighbor, look at your best friend... look in the mirror.

The Taj Kreuzers was comprised of 4 events for 2003: The Taj Kreuzers/OVR-PCA Autocross, The VIP evening at the Taj Ma Garaj, The Taj Kreuzers Road Warrior driving tour, and the traditional Taj Kreuzers Concours and car show. Each event out-paced our expectations. Your turn out was impressive, the volunteers were abundant, our sponsors and benefactors were way more than check writers. This was a community coming together for all the right reasons.

We had 5 photographers taking photos at all the events and if you were there I'm sure you've been captured for posterity. Go on line to [kreuzers.com](http://kreuzers.com) and see for yourself. And while you are there, click on the Ronald McDonald House logo to see what you are contributing your efforts and dollars toward.

## **The Taj Kreuzers 2004**

We are planning even more events for next year. Stay tuned to [kreuzers.com](http://kreuzers.com) for details. We're going to need your help again... and your friends. You will be rewarded for your Porsche-lanthyropy with a weekend that we are determined to make a leading regional event. All it's ever going to take, is you.

*Sincerely*

*John Dixon*

**Thank you, thank you, thank you...**

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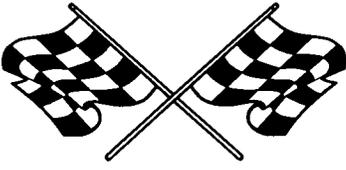
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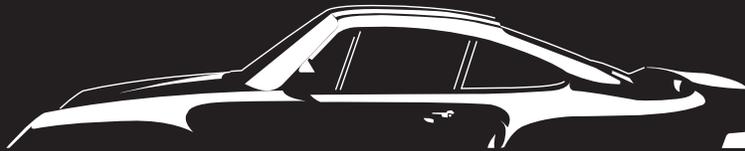
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