

REV RECORD



April 2007 - Volume 48 - Number 3



'54 Ferrari 121 LM (front), Mercedes Benz 300 SLR (back). More Amelia Island photos & details inside by the Edgertons

Inside...

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The 12 Hours of Sebring
Amelia Island***

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Rev Record - April 2007

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WOR Membership Meeting:

second Tuesday of every month (except December)

7:30 pm

Christopher Club

3150 South Dixie Dr.

(in the Hills & Dales Shopping Center)

Dayton, Ohio

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Copies of this and past issues of the *Rev Record* can be viewed at www.worscca.org

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Layout and Design of the *Rev Record* by Joy Wright

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by Mike Wright
Rev Record Editor

Spring is finally here, and racing has finally started. The RallyCross guys were first out of the gate playing in the muddy cornfields of Allen Dwire's farm on March 17th. The first chance for Solo will be the Test and Tune at KilKare on Easter Sunday. Club racers need to get their annual Tech done at Colletti's place on Saturday April 7th, while your first race opportunity is the weekend of April 28-29 at either Nelson Ledges or Gingerman.

The weather the day of the March Membership Meeting was beautiful, 70 degrees and sunny. I took it as an opportunity to get the 944 out of hibernation. It started on the first try! I didn't even have to charge the battery. This car hasn't been touched since October. Hopefully this bodes well for the rest of the Solo season for me.

The Speed Channel has some interesting series making their debut in March: Forza Motorsports Showdown and Bullrun. Forza is mostly a big advertisement for Microsoft's Forza videogame on their XBox. The show is basically the game come to life, with six teams in various cars (Corvette, vintage Challenger...) competing on various tracks (oval, autocross, drag...) accumulating points that can be traded in on various go-fast components. Kinda cheesy, but it does feature Lou Gigliotti in some of the segments. Bullrun is hosted by big-time wrassler Bill Goldberg,

and it features about a dozen two-person teams trying to navigate cross country with various weird challenges to trip them up. Each contestant's car is wired up with sound and cameras and we get to watch them as they bumble and stumble from one checkpoint to the next.

Several of your WOR clubmates, including yours truly, participated in the First Annual RR-AX.com Tri-State Challenge Karting Enduro at Competition Racing of Lawrenceburg, IN. This was a well-run event at a top-notch facility with nearly new Honda powered karts. The event was organized by Scott Gilles, an Atlanta area racer recently transplanted to the Cincy area. If anyone reads Grassroot Motorsports, you may recognize Scott's CRX entry in the \$2006 Challenge. Eight three-man teams ponied up \$150 to rent the place for 90 minutes. The first 30 minutes were spent on practice and qualifying. Then the race was started, F1 style, and it was no holds barred for one solid hour. Christian Moist led his team to second place, while



Team WOR Kart (Frank Levinson, Jim Suhr and me) placed fourth. See video of the race on YouTube

(search terms rr-ax karting.) Afterwards we went on a tour of the Koni facility just down the road in Hebron, KY. Lee Grimes, along with his teammates Jay Fizer and Gordon Benson, showed us a bit of the magic that goes into making those yellow shocks you wish you could afford. What makes them so good? Lee said it was the Pixie dust.

We are very fortunate to have two feature articles this month. A big thank you goes out to WOR's own Richard Docken for volunteering to write up his experience at this year's Twelve Hours of Sebring race. The race finished up late in the evening March 17th, and I received his writeup in my email the next afternoon. Very nicely done sir! He wasn't the only one soaking up the Florida sun as Mike and Nancy Edgerton were also enjoying the sun and cars of a different sort at the Amelia Island Auction and Concours. They favor us with a report and pictures in this issue of the Rev.

I believe I said all compliments go to Joy and all complaints come to me. I'm still learning this editor stuff, but I did make a mistake last month by not crediting the pictures of the Daytona party. Let me say thank you to Linda Smiley for supplying us with her happy snaps of the party.

One final detail. If you have a change of address you need to send it to SCCA headquarters. Don't send them to me. Send them an email at membership@scca.com and be sure to include your member number. I believe the member's section of the SCCA website even allows you to make the change yourself.



by Steve Demeter
WOR Regional Executive

Out of the Horse's...

First, I did not nearly T-bone the Biglers in the parking lot. I executed a carefully planned slide-in parking job. So I would like to offer the name of Mike Wright in nomination for even thinking that the maneuver was in the least teeny little bit unplanned.

We had some significant award winners from the Last Ever Mid-Ohio Regional Championship...

In 5th in FC was Chris Watson. Chris did not run all the races and he was in a new to him car, back in a formula car after probably about 10 years in S2000. In 6th in SRF was Chris Pierce, again another WOR

member running only part of the schedule in an intensely competitive class. In 3rd in CFC was your intrepid RE. He ran all the races except for Saturday at the WOR Games. What happened there has already been highly publicized. All I can say on the season is that I would have won a lot of races if not for a fellow WOR member.

Champion in ITC was Shawn Hobbs, our WOR driver of the year. Champion in S2000 was Dave Hale, in what was his first full season of racing.

Now the guy that took all those wins from me. The guy who ran 10 races in total for the season and won 8. The 2 DNF's are directly attributable to the pounding the car took at the one weekend that he ran at ORP, Rex Gunning. Rex was nearly infallible all year long. Checking the grid sheets, I think only once did he not qualify on pole. As I said before every race he finished, he won. It doesn't get much better than that.

Congratulations to all.

Stay tuned for news that will be released when something becomes official on PDX events at Mid-Ohio that WOR will be involved with.



by Everett McCauley
Assistant Regional Executive

From the Soap Box...

Sometimes I think that there seems to be nothing to write about, but then National or Divisional comes to my rescue. I just received a copy of a memo from Michael Dickerson about the National Solo Site Acquisition Committee. Here is an excerpt from this memo: "The Solo Site Acquisition Committee is probably the most active it has been

since its inception about three years ago. Chairman George Schweikle and the dedicated committee members are actively looking to improve tools and communications to assist Regions and their Solo programs in acquiring and maintaining good sites and good relations with site owners. At the same time, there is effort to learn from Regions what they are doing to successfully acquire and manage solo sites." I really like the last sentence the best. You see, this committee is made up of five people, only one of which I would have a problem with. It's that Raleigh Boreen sits on this board. If you do not recognize that name let me remind you that he is the Secretary of the Great American Solo Series. You know that series that states how loyal they are to

SCCA and yet invites and supports other competing car clubs (NASA) to join in the series and have events in Regions that have said they want nothing to do with the Series. That would be our Region is case you have not been following my series of articles. He would be the last person I would want to trust with information about my Region and its Solo plans. If he had this information what would keep him from passing on this information to those other clubs, and then our region could potentially start losing sites. However, I am sure it would look good to the people of GASS.

At the last membership meeting the issue of Mid-Ohio and the available race dates seemed to have come up for the millionth time. If I were *(continued on page 7)*



by Pam Poppe
Secretary

WOR Board Meeting Minutes for March 6, 2007:

There was a special meeting with Cincy's race chairs regarding their PDX and what our club can do to help them. This meeting was held before our regular board meeting.

Our board meeting was called to order and all board members were present. **Publicity chair-Mike Edgerton** submitted a budget for postage, motion was made to accept and second, motion passed. Mike also reported that he wrote an article about club meeting information and sent it out to 18 publications. **Activities Chair-Deb Rudy**, no budget report, pizza and trivia for Mar meeting. Looking for donated items for door prizes. **Rally Chair-Dave Rudy**, Mar 17th rally at Dwires-depends on weather, check web site for updates, April 28th no site, trying for HARA, Nov event TBA, Wagner Subaru back as a rally sponsor, Nick Folgers doing trophies. **Membership Chair-Steve Colletti**, no budget yet, had ideas to dress up the WOR trailer. **Solo Chair-Christian Moist**- is now engaged, Test-N-Tune April 8th at KilKare, always need help with set-up and help the day of event. New timing software demo at meeting. Web site doing well. **WOR Games Chair-Starla McCauley**, WOR Games on track, will combine WOR Games and PDX meeting. Eric Marcus will be the registrar for WOR Games. Art work for front cover for WOR Games and a theme is being worked on by Steve Low. Banquet coming along well. **Road Race Chair-Dave Howard**, Annual tech, must call Denny first, this will be held the first Saturday in April, also Dyno available for WOR members, must have valid SCCA membership card. Spring training, recruitment and retention, worker retention important. 107 attended spring training. **Rev record-Mike Wright**, going well, very few mailing issues, some members not getting their rev in a timely matter or not at all. 250 Rev's are printed every month. **Treasurer-Bob Jennings**, money market doing well. Audit committee still working the books. **Assist RE-Everett McCauley**- no report. **RE-Steve Demeter**- Driver school-end of round table no region wanted to do a drivers school-big loss. Divisional stepped up as a whole to put on driver school. Great lakes board wants to run the drivers school. all regions would lose money. Everett made a motion not to participate financially. Motion was second, open for discussion, vote was taken. Motion passed. Motion to adjourn and second, vote taken. Meeting adjourned.

Membership Meeting Minutes for March 13, 2007:

Meeting was called to order by our RE at 7:45 p.m. **RE** - Steve began the meeting by recognizing road race members and their accomplishments the past racing year. We would also like to welcome Scott Oldfield and his father and Zac Zavakos, Marybeth and Carl Zavakos as guest and possibly new members. **Assistant RE** no report at this time. **Rev Record** is being sent to other Great Lakes regions. Very few mailing problems, printing 250 copies per month. **Solo Chair** - Test-N-Tune April 8th Kilkare Speedway, new timing program up and running. Help needed for setup on Saturday at Kilkare, come out and help and get a look at the course. Also volunteer to help on Sunday. By the way, congrats to Christian on his engagement. **Road Race Chair** - reminder for annual tech and dyno available on April 7th at Colletti Motorsports located at 2835 Main Street, Moraine, Oh 937-294-1533. Safety Day at Nelson Ledges on March 31st. Safety day at Mid-Ohio some time in May is pending. First National at Gingerman on April 28-29. **WOR Games** and PDX meeting Tuesday, March 20th at 7:30 . The meeting will be held at Starla McCauley's house. Call 866-3419 if you would like to volunteer. **Activities Chair** - next meeting we will be having chicken chunks, activity? **Misc. news** - from the national office a new SCCA banner for our region would cost us \$50. Funding of a driver school in Great Lakes Region, 19 regions in all would share in the financial loss. Our region declined to participate financially. Meeting with Cincy's road race chairs regarding their PDX and what our club could do to support their event. A possible co-event with Cincy at Mid-Ohio. Steve Harris several e-mail's not good for region. **New business** - a motion was made for Pam Poppe to create a general membership and business directory. Motion second and vote taken, motion passed. Regarding the membership/business directory any member that owns or works for a business that would like to be listed, please e-mail me your information at Toothfurry73@aol.com . I will report next month on the progress. No further business, meeting was adjourned.

6 CHAIR CHAT



by Dave Rudy
Rally Chair

RallyCross Report

Well, the 2007 Season is not starting off too well... the March 3rd Test and Tune was cancelled due to a Noah's Ark type rain at Dwire's Farm. Then it was questionable if the March 17 PE1 would

happen because of warming temperatures and more rain. In the end Allen decided to use another field, meaning the cornfield behind his house, which was a really great site. It gave us elevation change and a lot bigger course. PE1 had great potential until... (insert a long pause) the sun came out and started to thaw the field. At this point it turned to mud soup with corn in it. Seventeen competitors turned out and all gave it a try, but conditions worsened and the day was stopped after 3 runs each. Allen's Mule was busy throughout the day pulling stuck competitors and tow vehicles out of the mud, including Allen's

own car. I think the Mule will be my favorite addition to the Dwire farm site this year.

Next up is PE2, and that is now at Dwire's main field on April 28. Let's hope the rain is done by then. I would like to thank all those that came out to Dwire's and gave the mud a try. The day did not go as planned and I plan to have more fun in April (fingers crossed).

And all don't forget to thank Wagner Subaru for sponsoring the WOR RallyCross Series in 2007.

Now let's go play in the mud... later.



Cornfield antics from March 17th RallyX PE1 at Dwire's Farm. Photos swiped from CLR4ILS; hope he doesn't mind.



by Christian Moist
Solo Chair

Solo Report

Everything in the solo department has been going smoothly. Not much

has been happening since last month's column. We've just been tying up a few loose ends before our first event, the Test and Tune at Kilkare on Easter, April 8th. Keep in mind it's not too late to pre-register for this event, we are expecting a good turnout and are planning on giving everyone plenty of time for testing and tuning.

Shortly after the Test and Tune, we will be taking the short trip down to Adesa Cincinnati/Dayton for our

first points event on the 22nd of April. Be sure to pre-register on www.myautoevents.com for this event as well. Not only will this make the check-in process much quicker for everyone, but it will also ensure your spot at the event, as there is an entry cap of 150.

We look forward to seeing everyone at the races!

No Road Racing Report submitted this month.



by Starla McCauley
WOR Games Chair

Well, time is racing by and the count down is on before the green flag drops at the 42nd Annual WOR Games. By the time you read this article, we will have had the first WOR Games planning meeting. For those of you that attended, I want to thank you for the support that you are giving your club! For you that weren't able to make it, I hope to see you at the next meeting. There has been a lot of talk as to why we still have WOR Games, and there could be a hundred different answers to that question: tradition, love of road racing, camaraderie, enthusiasm of the automobile, or just the thrill of being out on the ragged edge just to name a few. But the only answer that should be correct is that we are a racing club.

Whether it is Solo, RallyCross, PDX's or road racing it is something that we all love. So don't box yourself into just one area of your club, experience them all. There is something in every area of this great club for all of us.

On to other issues of the racing. We started WOR Games at Mid-Ohio in 1964 when it was little more than just dirt and mud. Now it is one of the premier tracks to be able to race on. Yes the prices have gone up and the rules are a little tighter, but look around and ask yourself – what did we pay for that new car to race, and the garage to put it in 42 years ago. Now ask yourself what we pay for those same things now.

There have been plenty of emails, letters, and conversations saying that Mid-Ohio is not a user-friendly track and that we should move to another track that is cheaper. Well, I checked some of the other tracks. We discussed the idea of moving WOR Games 3 years ago, but were told that other tracks were too far and would not be supported. When all was said and done, after weighing all the different factors that make WOR Games what it is, the price was not that great of a difference. As a race chair, I know that Mid-Ohio has been very accommodating to Western Ohio Region and continues to support our region to the best of their abilities. We all have to remember that they are a business and as in any business it needs to make a profit to survive.

So come to the next general meeting and sign up to work one of your club's events or call or email me with any questions or ideas that you have. Yours for the race, Starla

P.S. Come to the next meeting and find out how to see the Pro races at Mid-Ohio (free)!

Asst RE Report (cont. from page 4)

these people I would probably be a little upset with SCCA and sometimes I can see why. National pulled out the Run Offs and moved them to their hometown and there is nothing anybody on the lower levels of this club can do about it. However, when you have our Divisional Executive Chief Steward sending out emails that encourage regions to take their races to other race tracks, it is a wonder any region can even talk to or get a race date at Mid-Ohio. Here is a portion of an email dated

12-21-2006 from our Divisional Executive Chief Steward. You be the judge... "Racing has become a Sellers Market. There is more demand on track usage from SCCA and other organizations than dates on the calendar. Gone are the days when we submitted our dates and they were rubber-stamped by the track operators. Today, we must fight for dates with little alternative if we do not take the date offered. And where we have unfriendly track management, we are getting a take it or leave it attitude. Fortunately, we have some tracks where

we enjoy excellent relationships, Nelson Ledges and Gingerman to name two. We are trying to shift more of our business to these operators." I would have to wonder why he didn't name Mid-Ohio and at the same time, I can understand some of Mid-Ohio's attitude. This is also the same person that said a few years ago that if we moved the WOR Games to Nelson Ledges that it was too far and the race would not be supported and it was a bad idea in his opinion. This is just my opinion as usual... Everett

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The 12 Hours of Sebring

by Richard Docken
WOR Cubby Reporter Extraordinaire

Ah—it’s March and it’s been cold in Dayton for way too long. This is a good time to head south for a few days and enjoy some top-line sports racing. Sebring, here I come!

I have unknowingly developed the habit of heading to Florida for professional springtime racing once every 10 years or so. My last visit to the old Hendricks Field complex was 1997, and before that I attended the IMSA Palm Beach event in the mid-to-late 1980’s. I’ll be filing my next report sometime after 2015!

ALMS is branded as the high tech sports car and race series, and this event promised no less. Despite that, there was a sense of the past woven into the entire weekend. In the 12-hour event, there would be a renewal in the prototypes of the 1980’s battles between “factory” Porsches, customer Porsches, and a major Japanese factory effort, along with a venerable Mazda entry. In GT2, there promised to be a reprise of the classic 60’s Ferrari-Porsche, and American V-8 powered GT cars. All of this, juxtaposed on historic Sebring International Raceway—sorry for waxing nostalgic, but I sometimes can’t help myself!

In addition to the ALMS 12-hour feature, there was plenty of other great racing on the schedule, covering a wide range of interests. Star Mazda and Skip Barber, SPEED Touring and GT, Porsche GT3 (US cousin to the Porsche Supercup) and an SVRA vintage race were run Thursday and Friday, in between scheduled full days of practice and qualifying. I took advantage of the generous schedule to walk about Sebring so as to view the action from as many vantage points as possible, and to retrace some of the no-longer-used sections of track.

The nice thing about Sebring is that, no matter where you choose to spectate, you will always be able to see some type of good racing and with the full fields there was plenty of that. Sebring offers a potpourri of challenges—sharp turns, tricky chicanes, fast sweeping bends and long, flat out straights. It was really neat to watch the car and track dynamics for each of the different race class and track sections—the kind of stuff that gets lost in the television broadcasts.



IMSA Lites Action

The fences seemed like they were very close to the track surface, which enhanced the experience. The only viewing drawback to Sebring is that it is completely flat, so you only see action in the immediate area, despite the many and strategically placed viewing berms. There were no large monitors or status boards anywhere around the track, which is puzzling since there have been 2-3 at the IMSA events at “small” Mid-Ohio!

The IMSA Lites made their professional debut at Sebring. For the uninitiated, these are serious evolutions of the C and D sports racers. They made their club debut a few years ago and the type has developed very quickly. It is my hope that the P1 and P2 classes can be merged, allowing the Lites class to become the “gentlemen” class once epitomized by the GTP Lights in the 1980’s. However, based on the Thursday race, there is much work to be done. Too many off-course excursions meant that much of the race was run behind the pace car. The promise and potential of this class make it worth following; sadly, they will not be in the lineup at IMSA’s stopover at Mid-Ohio this summer. I found one other aspect of Sebring to be tremendously thrilling. Since there are so many sections that can be run at full throttle, I could hear the V-8’s of the GT1



Dyson P2 Porsche

Corvettes and GT2 Panoz cars no matter where I was, whenever they were out. The mixture of engine sounds certainly was remarkable, but the V-8's were, in a word, dominant. Yeow!

Friday was as much down as Thursday was up. Rain and thunderstorms were predicted for the day, and the prediction turned out to be valid. More on that later. The day's action began with a pitiful vintage race staged by the SVRA. When I was here last, the HSR sanctioned the event, and they had many cars representing a number of classes and year groups. In the two races Friday morning, I didn't see much of interest. I'm not sure what that says for vintage racing.



Chili Pepper Racing's Jetta TDi

The SPEED Touring race was good, with spirited racing between the Mazda and Acura teams and teammates. I like the SPEED racing because these are true "stock" cars that you can find at a dealer; they turn left and right, and accelerate and brake when racing. The SPEED Touring event featured the debut of the "Audi R10" junior racer, that is, the Jetta TDi fielded by Chili Pepper Racing. Although CPR is about as far behind in development as the Audis are ahead in P1, it was a good first effort. I hope that more manufacturers quickly follow suit and use the SPEED series to develop alternative or green fueled cars for street use and for good quality racing.

That was it for the day for me, as the rains came. Much like the moniker "Mud-Ohio" I think that "Sandbring" is appropriate for what happened to the infield. Streams and puddles everywhere meant that my shoes were fast laden with soggy grit. The Porsche GT3 "race" became a pace car benefit, with only a couple of laps run under a very cautious green. After that, the rains became unbearable. After sitting in my Ford "Expendable Lunch Vehicle" for over two hours, I called it a day and headed out.

Brilliant sunshine combined with comfortably cool and dry air made for the best weather for racer and spectator alike Saturday. The Acura win made for a mild upset in P2 and the GT2's pulled off a thrilling finish, with Ferrari eking out a well-earned victory over its longtime rival. In contrast to the action in the lower two classes, the major classes were merely benefit runs for the major factories. Somehow IMSA has to convince Audi and Chevrolet that racing means competition. And, if I were a stockholder, I'd be asking what the marginal return is (just in racing results) for the gross amounts being invested?

Finally, sports car racing fans need to know that the "kudzu" of stock car racing is everywhere. The local paper had a pull out section for the race, and ran a number of nice articles on the different activities (including law enforcement running random checks on license plates!). However, the paper still ran a full-page deal for the upcoming NASCAR race in Atlanta. The bread and butter in Sebring is the 12-hour, but NASCAR gets top billing? That doesn't make sense to me.

That didn't matter to the large, record crowd. I didn't find the rowdiness of legend; in fact, the people were very polite and friendly. But there is certainly a vagabond feel to the place. All matters and types of RV's complete with sofa sectionals, recliners, and flat



screen TV's! Speaking of culture, I stumbled onto a secret place that serves a great Italian dinner. Oddly named "Andy's Hot Dog World," the place stays open late on Fridays only to serve a variety of Italian dishes complete with the fixings. If you're looking to get away from the track, I'd suggest that you head south on US 27 to downtown Lake Placid; you won't regret it!

Well, the race is over and I'm back in cold Beaver Creek OH. Unlike Steve D, I had no problems whatsoever with Delta, going or coming.

by Mike and Nancy Edgerton
WOR Reporters d'Elegance

Amelia Island is located just north of Jacksonville, FL and is the scene of the annual Concours d'Elegance and Vintage Motor Car Auction. An added attraction this year was the Legends of Road Racing seminar with such historical motorsports figures as Sterling Moss, Vic Elford, John Surtees, Brian Redman, Derek Bell, John Fitch and David Hobbs.

The seminar and auction were held at the Ritz-Carlton hotel while the Concours was presented on the 10th and 18th fairways of the Golf Club of Amelia Island at Summer Beach, adjacent to the hotel.

We enjoyed listening to the tales (some of them probably true) spun by the "vintage" drivers and coveted many of the cars on display awaiting the fall of the auctioneer's gavel.

Our arrival at the Concours in the early morning was greeted with fog. It was surrealistic to see the elegant classic vehicles emerge from the fog as they found their way to the display area. Featured vehicles were those that participated in the Targa Floria, Milli Miglia, Carrera Panamericana and the Isle of Man TT. Other special classes included: Rare Corvairs, Fiberglass Sports Cars and Great American Woodies.



'81 Porsche 935/78 "Moby Dick"- sold: \$440,000

Aficionados like to compare the Concours at Amelia Island with the famous Concours at Pebble Beach. We have been to both and highly recommend each to any and all car lovers. The Amelia Island event is less pretentious than Pebble Beach (sip wine at Amelia....sip champagne at Pebble Beach). While Pebble is strong on the true classics & brass-era cars, Amelia likes to spice the show with the unique and unusual. Both events prosper thanks to strong financial support from major sponsors such as: General Motors, BMW, Mercedes-Benz, Porsche, FedEx, Road & Track, ALCOA and Meguiar's.



'63 Shelby King Cobra Cooper Monaco Ford Type 61 M - sold: \$935,000

Page 11 Photo Information:
Top Left & Right:
Yenko Stinger and Description
Middle Right:
Foreground - D-Type Jaguar
"Recreation" - sold: \$115,000
Background - Bob Tullius Group 44
Trans Am Jaguar XJS - sold: \$225,500
Middle Left & Right:
D-Type Jaguar and Description
Bottom:
'71 Porsche 917 Spyder -
sold: \$850,000

& CONCOURS D'ELEGANCE

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THE AMELIA ISLAND CONCOURS D'ELEGANCE

1966 CHEVROLET YLKO STINGER
DAVID C. BIRCHALLIS MERRILL, OR

The 1966 Chevrolet is a very special car. It was built for the purpose of racing and is a true classic. The car is in excellent condition and is a true collector's item. It is a true classic and is a true collector's item. It is a true classic and is a true collector's item.



THE AMELIA ISLAND CONCOURS D'ELEGANCE

1957 JAGUAR XK150
GARY & KATHY BARTLETT MUNCIE, IN

The 1957 Jaguar XK150 is a very special car. It was built for the purpose of racing and is a true classic. The car is in excellent condition and is a true collector's item. It is a true classic and is a true collector's item. It is a true classic and is a true collector's item.



GREAT LAKES DIVISION 2007 RACE SCHEDULE AS OF 12/21/06				
DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO EVENTS or OTHER EVENTS
April 7-8				
April 14-15				
April 21-22				
April 28-29		NEO @ NL - D-C	INR @ GM	
May 5-6		INDY @ ORP - D-C		VSCDA @ GM
May 12-13			FWR/DET @ GRA	
May 19-20				
May 26-27 Memorial Day		WMR @ GRA - D-C		
June 1-2-3		OVR @ M-O	OVR @ M-O	
June 9-10	Great Lakes Div @ GM - D - INR Lead all racing regions involved			
June 16-17				FORMULA ONE @ INDY
June 23-24		NEO @ Cleveland GP - R - T		Cleveland Grand Prix GrandAm @ M-O
June 30-July 1				Vintage Grand Prix @ M-O
July 7-8			INDY @ ORP	
July 14-15				JA Mini GP @ Fort Wayne
July 21-22				ALMS & IndyCar @ M-O
July 28-29		FWR @ GM - D-C	NEO @ NL	AMA Vintage @ M-O
Aug. 4-5				Honda Super Cycle @ M-O
Aug. 10-12		CIN @ M-O - D - R (IT,SM,SRF)	WMR @ GRA	
Aug. 18-19				VSCDA @ GRA
Aug. 24-26		24 Hour Enduro @ NL - R	SBR @ GM	
Sept. 1-2 Labor Day		WMR @ GRA - D-C		IRL/ALMS @ Belle Isle
Sept. 8-9		OVR @ M-O - D-C		
Sept. 14-16				
Sept. 22-23				AMA @ M-O
Sept. 29-30		INDY @ ORP - D-C		AMA Super Bike @ M-O
Oct. 6-7		WOR @ M-O - D-C		PDX @ M-O 10/5
Oct. 12-14			SCCA RUNOFFS	VSCDA @ M-O
Oct. 20-21				
Oct. 27-28				
Nov. 3-4				
Nov. 10-11				
	D=Double	R=Restricted	T= Tentative	C=Champ Series
	GM-GingerMan	GRA-Grattan	M-O-Mid Ohio	
	NL-Nelson Ledges	ORP - O'Reilly's Raceway Park	WAT-Waterford Hills	

TRI-REGION RALLY / SOLO 13

Rev Record - April 2007

WOR / OVR / Cincy 2007 RACE SCHEDULE (AS OF 2/17/07)					
DATE	DRIVER'S SCHOOLS	WOR	OVR	CINCY	SCCA PRO EVENTS or OTHER EVENTS
April 7-8		Solo TT @ KilKare			
April 14-15			Solo TT @ OSU		
April 21-22	MVR Double Drivers School @ NL	Solo PE1 @ Adesa			
April 28-29		RallyX PE2 @ TBA	Solo DR School @ OSU	Solo PE2 @ ??	
May 5-6		Solo PE2 @ Adesa			VSCDA @ GM
May 12-13		RallyX PE3 @ Dwires	Solo PE2 @ Trail		
May 19-20				Solo PE3 @ ??	
May 26-27 Memorial Day			Solo PE3 @ Cooper		
June 1-2-3			OVR @ M-O	Solo PE4 @ ??	OVR @ M-O
June 9-10	Great Lakes Div @ GM - D - INR Lead all racing regions involved	RallyX PE4 @ Dwires			
June 16-17		Solo PE3 @ WSU	Solo PE4/EVO @ OSU		FORMULA ONE @ INDY
June 23-24				Solo PE5 @ ??	Cleveland Grand Prix GrandAm @ M-O
June 30/July 1					Vintage Grand Prix @ M-O
July 7-8		Solo PE4 @ KilKare			INDY @ ORP
July 14-15				Solo PE6 @ ??	JA Mini GP @ Fort Wayne
July 21-22		Solo PE5 @ WSU	Solo PE6 @ Trail		ALMS & IndyCar @ M-O
July 28-29		RallyX PE5 @ Dwires			AMA Vintage @ M-O
Aug. 4-5			Solo GCPE7/8 @ OSU	Solo PE7 @ ??	
Aug. 10-12		Solo PE6 @ Adesa		CIN @ M-O - D - R (IT,SM,SRF)	CIN @ M-O - D - R (IT,SM,SRF)
Aug. 18-19		RallyX PE6 @ Dwires			VSCDA @ GRA
Aug. 24-26			Solo PE9 @ Cooper	Solo PE8 @ ??	24 Hour Enduro @ NL - R
Sept. 1-2 Labor Day			Solo PE10 @ Cooper		IRL/ALMS @ Belle Isle
Sept. 8-9		RallyX PE7 @ Dwires	OVR @ M-O - D-C	Solo Fun Event/Car Show	OVR @ M-O - D-C
Sept. 14-16				Solo @ River Downs	
Sept. 22-23					AMA @ M-O
Sept. 29-30		Solo PE7 @ WSU			INDY @ ORP - D-C
Oct. 6-7		WOR @ M-O - D-C		Solo PE9 @ River Downs	PDX @ M-O 10/5 WOR Games @ M-O
Oct. 12-14					SCCA RUNOFFS
Oct. 20-21		RallyX PE8 @ Dwires	Solo PE11 @ Trail	Solo Make-up or Fun Event	
Oct. 27-28				Solo Make-up or Fun Event	
Nov. 3-4			Solo FunRun @ Cooper		
Nov. 10-11					
Nov. 17-18		RallyX PE9 @ TBA			

Here's a consolidated list of racing in and around the WOR Region. Use this for planning purposes only. For up-to-date schedules please check the respective region's websites.

ATTENTION:

The following people have trophies from past years:

David Kleinfelder, Solo Class Champ F Mod 2006
 Mike Dziengel, Solo Class Champ F Stock 2006
 Joel Pohlman, Solo 2nd Place F Stock 2006
 Jack Strahm, Solo Class Champ SM2 2006
 Chris Grayson, Solo 2nd Place Street Mod 2006
 Chris Grayson, Solo Cone Killer Award 2006
 Rudy Oliver, Solo 1st Place Super Stock 2005
 Matt Oliver, Solo 1st Place STS 2005
 Minh Nguyen, Solo 1st Place Street Touring 2004
 Michael Booher, Solo 1st Place F Street Prep 2004
 Michael Dungan, Solo 1st Place SM2 2004
 Eric Ward, Solo 2nd Place Street Mod 2004
 Craig Clouse, Solo C Stock Champ 2002
 Bob Kleinfelder, Solo A Street Prep 2nd Place 2002
 Shawn Kelly, Solo Street Mod 4th Place 2002
 Terry Teeter, Solo G Stock 2nd Place 2002
 Brian Kral, Solo H Stock 3rd Place 2002
 Jim Gadrow, Solo D Stock 3rd Place 2002
 Eric Yousey, Solo STS 2nd Place 2002
 Geoff Bowman, Solo G Stock 7th Place 2002

I will have these awards at the next two membership meetings, please come to the meeting and see what you have been missing, get re-acquainted with old friends and pick up your award. If you are unable to attend either meeting please contact me at my e-mail: toothfurry73@aol.com to make other arrangements. Thank you in advance. Pam Poppe

Membership Report

Membership Anniversaries for April:

30 years: Eric Marcus
 15 years: William Hughes
 5 years: Robert Kleinfelder

Club Racing Annual Tech and Dyno Day

When: April 7, 2007
 When: 9:00 a.m. – 5:00
 Where: Colletti Motor Sports
 2835 Main St.
 Moraine, Ohio 45439
 (937) 294-1533

ALL WOR Members can receive their Annual Techs and a FREE Session on the Colletti DYNO. (Must show SCCA Membership Card)

Please call Denny Powell for your Tech Appointment at 937-322-5643 after 6:00 p.m.

Mark Your Calendars

7 Apr	Club Racing Annual Tech & Dyno Day
8 Apr	WOR Solo TT at Kil-Kare
10 Apr	WOR Membership Meeting
21-22 Apr	MVR Driver School at Nelson Ledges
22 Apr	WOR Solo PE1 at Adesa
28 Apr	WOR RallyX PE2 at Dwire's Farm
6 May	WOR Solo PE2 at Adesa
8 May	WOR Membership Meeting
12 May	WOR RallyX PE3 at Dwire's Farm
19-20 May	LEC F&C School at Mid-Ohio
5 Oct	WOR PDX at Mid-Ohio
6-7 Oct	42nd Annual WOR Games at Mid-Ohio



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below and return, with payment to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299 or you can join online at SCCA.com by clicking on "Join Now".

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____
Address _____ Telephone (____) _____
City _____ State _____
Zip _____ County _____
E-mail _____

Have you been an SCCA member before? No Yes: Year ____ Previous Member # _____
 Single Married Spouse's Name _____ Birthdate ____/____/____
Spouse Member Number If Current Member: _____

IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children under age 21:

Name _____ Birthdate ____/____/____
Name _____ Birthdate ____/____/____
Name _____ Birthdate ____/____/____
Name _____ Birthdate ____/____/____

PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

- Club Racing Pro Racing Rally Solo

To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

Annual National Dues		Annual Regional Dues		Total	
<input type="checkbox"/> Individual Member	\$ 60.00	+	Individual Member	\$ 15	= \$ _____
<input type="checkbox"/> Spouse Member	\$ 20.00	+	Spouse Member	\$ 5	= \$ _____
<input type="checkbox"/> Family Member	\$ 95.00	+	Family Member	\$ 20	= \$ _____
<input type="checkbox"/> First Gear	(you must be age 24 and under)				\$ 45.00

Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH.

Visa/Master Credit Card No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and _____ Western Ohio / 086
and agree to abide by the bylaws. (Region Name / Number)

Applicant's Signature _____ Date _____

Dues include payment for subscription To SportsCar (\$24 value)
(Dues are not deductible as charitable contributions)

What's SCCA?

Sports Car Club of America is one of the country's largest motorsports organizations. Activities range from professional racing and rallying to socializing. In between is a myriad of activity—road rallies, solo events (check where it's just you and your car against the clock on a testing course) and club racing, for those who want to be race car drivers. SCCA Pro Racing, a wholly-owned subsidiary of SCCA, Inc., organizes, officiates and sanctions the organization's professional motorsports offerings. SCCA Pro Racing's series include World Challenge and the Mazda MS-5 Cup.

SCCA IS LOCAL

There are over 100 local chapters of the SCCA all around the country—ones near you. You'll be involved in local events close to home and can make weekends of it with friends at Divisional and national events as well. SCCA is like no other motorsports organization—because you're involved, because you help to plan, stage and run events, or compete in them.

YOU GET IN ON THE ACTION

If you're not into competing with your car, then you might want to join the thousands who officiate—timing and scoring, scrutineering (that's inspecting cars before they compete), working as flaggers, handling official's duties in the pits, on the starting grid and start-finish line. These are just a few of the things you can learn to do, as well as attend SCCA's racing driver schools and earn your competition license.

INDIVIDUAL MEMBER

\$60 National dues plus from \$5 to \$25 Regional dues.

- You are eligible for National Championships.
- You are eligible for SCCA competition driving schools—leading to a national racing license.
- You can work toward your SCCA Official's License for duties at major regional and national Club events, as well as at professional events.
- Take part in social activities of nearby local chapters to which you'll belong. Vote in Club elections, serve on committees, etc.
- Free annual subscription to SportsCar®, the SCCA official monthly magazine.
- Free SCCA cloth insignia (for you jacket or cap plus decal for your car).
- Free Participant Accident Insurance while participating in SCCA activities.
- Discounts on rental cars and merchandise.

FAMILY MEMBERSHIP (Husband/wife and children under age 21)

\$95 National dues plus from \$10 to \$35 Regional dues.

- Here's a way to get your immediate family involved for less than the cost of two individual memberships.
- Now your children (under 21 years of age) can hold certain worker licenses, receive a membership card, SCCA cloth insignia and decal, event insurance benefits and become active partic pants in the Club.
- Share a subscription to SportsCar.

FIRST GEAR (age 24 and under)

\$35 National Dues plus \$10 Region Dues.

- Includes subscription to SportsCar magazine (\$24 value) insurance benefits and discounts on Club Merchandise and other products and services. Does not include ability to hold Club Racing, Pro Rally or Time Trial competition license.

SPOUSE MEMBERSHIP

\$20 National dues plus \$0 to \$15 Region Dues.

- A Spouse member is either a wife or husband of a individual member, and pays prescribed annual dues.
- Same privileges of a individual member except one SportsCar magazine per household.

MILITARY MEMBERSHIP

Full time active duty military personnel annual SCCA national dues are \$25 and active the individual to full membership privileges. Spouse and children do not receive reduced fees. Those full time active duty military personnel desiring to pay the reduced annual fee must include a statement from their unit commanding officer or a copy of their military ID card each year. Region dues are determined by SCCA Regions.

TAKE YOUR CHOICE.

Either way, it's a way to enjoy yourself and share an interest with others who enjoy automobiles—whether it be a sedan, suv, compact, truck, van or sports car—or you don't even have to drive or own an automobile, that's not a requirement for membership in SCCA.

Complete the application on the reverse side and send in today.

You might want to give a membership to a friend or loved one, too.

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