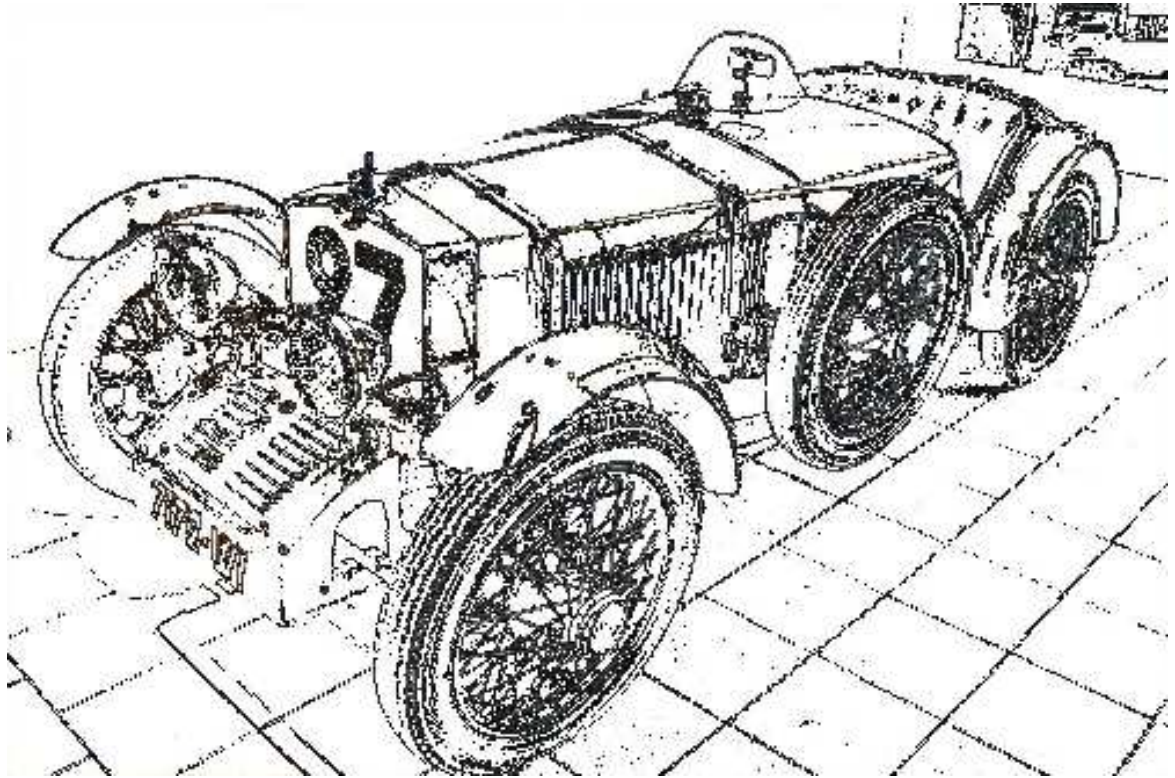


REV RECORD



March 2007 - Volume 48 - Number 2



1929 Tracta Type A, on display at the Tampa Bay Auto Museum. Photos by Mike Edgerton inside...

Inside...

***2007 Season Race Schedules
A Look Back at WOR Games
Swamp Buggy Racing***

2 WOR BOARD

Rev Record - March 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



by Mike Wright
Rev Record Editor

Well it certainly feels good to have that first issue of the Rev behind us. There was a big learning curve with just about everything from that first issue. First was the search for a printer. Joy made many phone calls and found that while Kinko's is wildly expensive, there are several reasonable choices in the Dayton area. They all seem to like working with PDF files, so I had to download a PostScript driver and a PostScript to PDF converter and fiddle with the settings to get the output to look right. The PDF we generated for the printer was 192 Megabytes, which was too big to put on the WOR website, so more fiddling with the settings got that down to 823 Kilobytes. Being able to crop, resize and resample pictures in several different formats helps here, so I downloaded the free IrfanView software and it worked great. The SCCA sends out an

address list in Excel to the RE and Membership Chairman who then forward it to me, and a little searching on the internet helped me get up to speed on how to use that file with the MailMerge feature in Microsoft Office, so we were able to create the mailing labels without too much hassle. The sorting of the zipcodes still confuses me, despite Starla and Pam's patient explanations and demonstrations. I think Joy understands this step, so there's nothing to worry about.

The last issue was mailed on Tuesday, January 30th and it hit my own mailbox two days later. I got an email that same night, so I know at least one other person got their Rev in a timely fashion. However, I am perplexed to hear that one other person waited a week to get his copy while another person told me at the Daytona 500 party that she still had not received their copy! I don't know what happened, but if you don't get your Rev in a reasonable time, send me an email and tell me about it.

Our intrepid RE is back from the SCCA Convention and he provides us with a full report. Also attending

was Dave Howard, our Race Chairman. Dave is one of two candidates for a national level position. We wish him well. Mike Edgerton is back from sunny Naples, Florida. He finally got to experience swamp buggy racing and he shares that with us, along with his trip to the Tampa Bay Auto Museum. And what would the Rev be without something controversial from someone? This time we have Everett to thank for the controversy in the form of some frank discussion about SCCA's role in supporting the Great American Solo Series. Finally I want to say thanks to all who braved the cold to come to the Daytona 500 Party at the Christopher Club. Steve Demeter gets one Horse's Ass nomination from me for nearly t-boning the Bigler's car as he attempted a bootlegger's turn on the ice, plus he parked his car right in front of the only shoveled out walkway at the club.

As always, if you have anything you want included in the Rev, or you have any feedback, positive or negative, or you have pictures or stories to share, please don't hesitate to contact me.

Please direct all *Rev Record* correspondence to:
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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

If you'd like to see your advertisement in the Rev Record, please contact the editor for rates and availability.



by Steve Demeter
WOR Regional Executive

Out of the Horse's...

Well your RE made it to and back from the 2007 SCCA Convention in one piece, although some folks there might have wanted to shred me. Let's say that a couple of moments were worthy of another Horses Ass major landslide win.

One thing was that the CRB is in the early stages of consideration for allowing 14 and 15 year olds to hold full competition licenses. They are proceeding with what would seem to be appropriate fear and trepidation and I think that IF it should happen, there will be strict controls to keep it safe (if racing can be called safe) for everyone.

Mike Dickerson did an excellent job of holding our attention in the 3 times daily region development sessions. The material is pretty dry, but Mike did an excellent job of keeping us awake and attentive. Talk to me. There were a lot of good ideas brought out.

The BOD Town Hall was interesting to say the least, with your RE earning one of his potential Horses Ass nominations there. The main points to come out after all the usual bickering and griping was that Enterprises is actually making a small profit and is paying down the current debt and that there was NOT \$300,000 given to Pro Racing. Pro Racing was extended a line of credit, which they did not actually use. Our BOD said that they were absolutely committed that Enterprises and Pro Racing had to stand on their own financially going forward, period, end of story.

There is a new president of Pro Racing and I spent quite a bit of time with him. Very nice gentleman and he seems to have good ideas. One point we did talk about is that to thrive, Pro racing needs to have a NAMED series that can be a stand alone event, like the old Can-Am, F5000 and the glory days of the Trans Am. There is talk of reviving the Trans Am as it was

Membership Report

Membership Anniversaries for March

45 years: Mike Edgerton

30 years: Bill Smiley

10 years: Jeffrey and Elizabeth Lutes, Dean Rindler

originally, i.e. cars actually based on real production cars. Probably not this year though. Good stuff.

SFI is now "certifying" individuals for knowledge of the GCR. This is mainly in the area of tech inspection. While passing the SFI test will not necessarily get you a tech license, it was generally agreed that your DA's would look favorably on anyone who had passed it and was applying for a license. I took it and will reveal the results once I have them.

We had an interesting session with all the RE's sitting with their area directors. We were asked to independently name 5 things positive about the SCCA and then to name 5 things negative about the SCCA. The results were rather surprising that the top 3 were pretty much named in every division's top 5.

Got to do a LITTLE bit of sightseeing. Most everything was closed after the sessions were over, but did manage to skip ONE meeting and take that hour and the two fifteen minute breaks at each end of it and walk to the Alamo and quickly tour it and make it back for the next session. It was rather humbling to see just how small and not really well built it is and to think that the Texans held Santa Anna and his army of thousands off for days in there.

The riverwalk is neat if you want to walk or eat. Not a lot more than that to do. But I managed to walk it every evening. The place to eat in my opinion is called Manhattan Mexican. I was the only gringo in there except for a few of the hired help. The food was great and I got totally stuffed for \$11.00.

One other thing; do not fly Delta. I will tell you about it later if you ask. All in all it was quite a learning experience for me and I will share ideas with everyone as time goes on.



by Everett McCauley
Assistant Regional Executive

Since the dividing of the old Central Division of SCCA and the forming of two new Divisions, some things just don't make any sense to me. The biggest question seems to me to come from the forming of the Great American Solo Series, or as they like to be called, GASS. If memory serves me correct, at the fall scheduling meeting in Columbus the Regional Executives voted not to go along with this group of people. After looking at their web site I am even more confused. Their Schedule lists five events to date, and two of them seem to be with clubs other than sanctioned SCCA clubs. How can this be? In their solo series charter page they state that they are going to promote great events within the Central and Great Lakes Sports Car Club of America (SCCA) Divisions. They want to promote SCCA and increase competition within the SCCA Divisions. How can this be true when at least one of those other clubs has NASA backing? One of

these clubs (MVSCC) plans to have an event in our Region. Now ask yourself where is this going to take place and how is this going to affect our club in the long run. How can this happen with GASS stating they want to promote SCCA? All regions are supposed to be protected by the SCCA bylaws. Any region wanting to play in another region's area must ask for jurisdictional approval. When I was RE of this region some of our Solo members approached our board and wanted WOR to sponsor a Divisional Solo event. When asked what was expected of this club and could we make money on this event, the answer was any money made (or they said we might lose money) would go to the Divisional Solo and all they wanted was to use us for sanction and insurance purposes and of course our equipment. We of course said NO. In talking to other regions, this seems to be one of the reasons that most regions don't want to put on a Divisional event. It looks like now they are forced to go to clubs other than SCCA to put on their events. Another point of interest on their web site is the listing of 2007 committee members. At the bottom of the list is a series of people that hold offices within the Great Lakes and Central Division. These positions range from Divisional Directors to Solo Safety Stewards and even go as far to name the National Solo Chair. If this group

of people is not officially recognized by our National office, why are they allowed to make people believe they are with this information? Has it come to be that National and Divisional people don't care about regions and are allowing others clubs to play in our regions at will? Ask yourself why belong to SCCA and pay the high cost of membership when you can join another club and pay much less and still play and have fun under the umbrella of SCCA?

Now on to other items of interest!

Those people that want to go road racing, this may be of interest to you. The St. Louis Region is putting on a Super School on Friday, March 23 and Saturday, March 24 with a companion Regional Race the next day, Sunday, March 25. Here is a change to get you license and your first race under your belt all in one weekend. If you need more information, look elsewhere in the Rev or call me.

Don't forget to mark your Calendar for PDX'S. We (WOR) are having one on Friday before the WOR Games and to my understanding Cincinnati Region is also having one on Friday, August 10th before their race. Now is the time to start planning for these events and maybe see if you really want to road race and have what it takes.



*Monthly Membership Meeting
and Daytona 500 Party at the
Christopher Club held on February 18*

6 MEETING MINUTIA



by Pam Poppe
Secretary

WOR Board Meeting Minutes:

WOR board meeting minutes Feb. 8th, 2007
Meeting was called to order. 10 board members present.

Steve and Dave reported about their trip to the national convention in Texas. Both attend meetings and returned with lots of information and updates.

- Treasurer report by Bob Jennings, first payment made to Mid-Ohio for WOR Games. Audit in progress.
- Activity chair Deb Rudy reminded us that it's pizza and trivia for the next membership meeting. No budget report at this time.
- Publicity Chair: Mike Edgerton unable to attend due to prior commitment.
- Membership Chair: Steve Colletti not present.
- Solo Chair: Budget was up first. Christian passed out the budget. He asked for questions or concerns regarding the budget. Several points were made. Motion was made and seconded to accept the solo budget. Vote taken, 9 yes. Accepted. Solo schedule still pending, waiting on confirmation for Dates. Website budget presented, motion made and seconded to accept, vote taken, 9 yes. Accepted. Web site looking really good.
- RevRecord : lay out looks great, good job, remember to get your articles and pictures in by the 15th.
- Rallycross budget was presented by Dave Rudy. At this time all events will be held at Dwire's. Discussion and points made regarding budget. Motion was made and seconded to accept. Vote taken 6 yes, 2 no ,1 abstained. Accepted.
- Year-end awards budget presented by Everett McCauley, motion made and seconded to accept, vote taken, 9 yes, Accepted.
- The WOR games budget was presented by Starla McCauley, discussion, motion made and seconded to accept, vote taken, 9 yes, Accepted.
- PDX budget presented, discussion and points made, motion made and seconded, vote taken and accepted.
- Awards banquet budget presented by Starla McCauley, motion made and seconded to accept, vote taken and accepted.
- With no further new or old business the meeting was adjourned.



Membership Meeting Minutes:

Membership meeting / social Feb. 18th, 2007

Due to the weather on Tuesday the membership meeting was cancelled and rescheduled for Sunday. We decided to turn it into a meeting/social and held a Daytona 500 party in the lower level of the Christopher Club. Everyone brought food to share, there were two TV's, and lots of good friends having a great time and of course an exciting race at the finish. Steve Demeter and Dave Howard spoke about their trip to the national convention and shared lots of information. In the end everyone enjoyed the time together with the possible exception of the kids getting a little bored. See you all at the next meeting/social.



by Dave Rudy
Rally Chair

RallyCross Report

Well not much has happened with WOR RallyCross other than a mostly final schedule is now complete which you should find elsewhere in this newsletter.

I am planning some rules changes for 2007 that might make things a little more interesting. The main change is now we will have one throw away run, meaning your worst run will be dropped. If we run two different course then you will have one dropped from each course. I am also planning on bringing back the separate morning and afternoon courses, as long as it can be safely run in the opposite direction.

This and other rules changes, which are clarifications and regional additions to the National Rules, should be posted online before the first event and will be posted at all events.

If the weather cooperates we will kick off the season on March 3rd with a short but sweet fun event at Dwire's followed two weeks later by the first points event. Stay tuned to the website for updates.

As always I am looking for volunteers to assist at the events. Here is what I have so far:

Jim Hardesty – Timing/Scoring
Witchdoctor
Allen Dwire – Chief of Safety

Dan Coughnour – Event Safety
Dave Rudy – Everything else!

What I could use is someone to do trophies. I have ideas but am always looking for something inexpensive and awesome. I also need a waiver chief. That position is an all day job, but they can appoint someone to help while they compete.

That's all for now. See everyone at Dwire's in March.



by Christian Moist
Solo Chair

Solo Report

Everything is going very well in the WOR Solo department. We are very excited to welcome Adesa Cincinnati/Dayton to our Solo program. Adesa will be letting us use their ample sized lot and facilities for three events this year along with two events at Kil-Kare Speedway and four events at Nutter Center's Lot 8.

Our season will kick off with a test and tune at Kil-Kare the 8th of April where we will be looking to maximize the amount of runs and shake off the cobwebs. This event is limited to 60 drivers to maximize time on course, and will cost the usual \$25 for SCCA members and \$30 for non-members. Runs will be timed and posted. Be sure to pre-register on myautoevents.com to secure your spot.

All other solo dates are posted on the website as well as on myautoevents.com. We urge everyone to attend and test their driving abilities!



by Dave Howard
Road Race Chair

On the Grid

A lot of news from Texas and the National Convention - several announcements, rumors and awards were handed out. Let's start with the awards. Big congratulations to Great Lakes Division's own Pete Hylton for taking home the SCCA's high honor in the Woolfe Barnato Award, and to this year's class of Hall of Fame Inductees-Marge Binks, Carl Haas, Mark Gerstein, General Curtis LeMay, and Ted Robertson. *(All awards are listed on page 12 of the Rev.)*

Besides being this year's Rookie of the Year, Andrew Caddell also won the Mazda Motorsports 11/10's award. This award was given to the top Mazda powered performer at this year's Runoffs. The prize is a new Mazda MX-5 ready to run in the 2007 SCCA Pro Racing SIRIUS Satellite Radio Mazda MX-5 Cup Presented by Hankook. The package also includes prepaid entries in all MX-5 Cup races by SCCA Pro Racing and a new set of tires for each race donated by Hankook.
(article continued on page 14)

8 WOR GAMES



by Starla McCauley
WOR Games Chair

The race season is upon us; just listen real hard and you can hear all the race engines screaming to get to the track and clear all the dust from their pipes. The months will fly by with excitement, and October will be here before we know it. At the March general membership meeting I will have a sign up list for all you that want to work our 42nd annual WOR Games. You need no experience, only the desire to be at the track and have fun. We had a lot of people that worked the race for the first time last year and they keep telling me that they can't believe how much fun they had! It is a great way to meet other people from all the other regions and make new friends. The first WOR Games meeting will be at my house on March 21, 2007 at 7:00 P.M. So come and join us, have some snacks and make plans for the best WOR Games ever! --Yours for the race...

My First WOR Games

by Mike Wright

There are some things that stand out as highlights of my first experience from the 2006 WOR Games: the early morning fog over the rolling Ohio hillside, the fun atmosphere of the worker party on Saturday night, and urinating in front of the fans seated on the hillside overlooking the keyhole. Aaah, memories!

My weekend actually started on Wednesday night with packing the trunk of my 92 Talon. I had to pack early because I was going straight from work Thursday to the Hampton Inn in Mansfield where I would spend the next three days having a blast at the track. On Friday I was going to have fun flogging my Talon at Mid-Ohio Sports Car Course in the Performance Driving Experience (PDX), while Saturday and Sunday I volunteered to perform Flagging and Communications duties for the 41st running of the WOR Games. This would be my



third time at a PDX but my first time working F&C. I'll leave the PDX story for another time. The events of Saturday and Sunday are what I really wanted to write about.

Saturday started early in the morning with me and my buddy Jim Suhr (also at the PDX, also working F&C for the first time) grabbing a nice breakfast at the Hampton Inn and rolling up to Mid-Ohio at about 0700. If you are working you must get registered first before the SCCA lets you out on the track. Once registered we drove out to the campgrounds behind turn 14 where the group known as Lake Erie Communications (LEC) was preparing for the race. These are the guys and gals dressed in all white outfits who man the flagging stations. If they aren't there, then the race won't happen, simple as that. After a short meeting and introductions we got paired off with some veterans. I'm a bit embarrassed to say I can't remember the names of everyone I met that weekend, but I do remember two of them: Bill Armitage and Erik Avendutti. In addition to their senior F&C status, Bill is the webmaster/photographer for LEC and Erik is one of the



Director's of LEC. Both were very helpful and friendly (as were everyone I encountered) as they tried to show me the ropes. On Saturday I worked in the morning with Bill at turn 10 and in the afternoon I trotted down the hill to work with Erik at turn 11.

With Bill on the headphones at turn 10, my job was to look back down the track towards turn 9 looking for slower traffic to throw the blue flag at. This seemed like a big responsibility to give a novice and I was reluctant to wave it at first. But as

the races progressed and I got a feel for the relative speeds of the faster and slower cars in the races, it became clear what to do. Towards the end of the race, when the leaders are overtaking the back markers is when you use the blue flag the most. At first I felt guilty about possibly insulting the slower cars: "Hey you there, you're really, really slow, so have a blue flag!" I also was worried that my timing would be off and the driver of the faster car would see the blue flag and mistakenly slow down! Well, what a fool I was for having that thought. The fast guys know what's what and they know who the blue flag is for.

Turn 11 duties were slightly different. While we could in theory throw a blue flag, the reality was that, because it's a blind corner, warning approaching drivers of a car off the track was the main duty at turn 11, so the yellow flag and the white flag were what I mostly used. I think we had only one car go off and stay off, but only for a short time. I ended up having lots of fun in the sun that day as the weather was perfect. After the racing we all went back to the picnic shelter at the campgrounds where the WOR folks had set up a great catered dinner to thank us for working the race. They also gave out awards and door prizes. They obviously want to show how much they appreciate the F&C crew.

Sunday morning I got paired with Bill again and this time got assigned a pretty good gig; I got to work the keyhole all day. It was pretty cool because the vantage point gives a good look down the track towards turns 1, 2 and 3, great closeup view of turns 4/5, and a look all the way down the straight-away until the kink at turn 6. There

were many opportunities to wave the blue flag as cars went through turn 3. Two high points of working Sunday were when a Formula Vee lost his driveshaft and rolled to a stop near my position. Actually, when he first went off track, he came straight off turn 3 at race speed and was heading right for us and I was getting ready to run. But then it turned out he was just doing what veteran racers do, which is to try to park it near a worker station in a safe spot. He waited out the rest of the race with us, and I got to look at his car close up. I tried to sound like I knew what I was talking about when the tow truck arrived:



"helmet and gloves on, hold the tow strap above your head with one hand." I was just telling him what Bill told me to say. Another bit of excitement was when a Club Formula Continental (#65) lost a rear wheel and spun into the sand on the outside of turn 5. With Bill waving the Yellow and calling it in on the headset, I waited for a break to cross the track and shuffle the driver off behind the barrier wall. When the tow truck came, I carried the wheel out of the trap to the back of the truck. Man was I surprised when I found how light that thing was. It's a pretty substantial looking thing and I was expecting it to

weigh what my street car wheels weigh, about 40 pounds, so I bent down, grabbed it, and gave a mighty tug upwards and just about whacked myself in the head. It felt like about 15 pounds. Maybe it was the adrenaline of running around the racetrack. And oh yeah, when you're manning the keyhole, there are no porta pottys out there. Fortunately Bill drives a big Chevy pickup to hide behind. Hope I didn't offend any of the fans.

All in all I have to say I loved the experience. If you're into camping, the track has a large campground out behind turn 14 where you and

many of the LEC people can set up your Winnebago or your tent. I was perfectly happy staying at the Hampton thanks to Jim's frequent flyer miles. Maybe I'll bring my tent next time. And there will definitely be a next time because I'm hooked. I'm planning on joining the LEC and getting a regional F&C endorsement on my SCCA card. It's a great gig, and I highly encourage anyone to join up. Lots of fun and great perks like getting to see the races for free, camping for free, having 2 lunches and dinner provided, and of course, getting the best seats in the house for up close racing action.



SWAMP BUGGY RACES

Rev Record - March 2007

The Edgerton Report



- Last month, we reported on the Jaguar CX-F and a Chrysler Minivan with “Swivel-n-Go” seating introduced at the Detroit Auto Show. If you went to the show, you did not see either vehicle. They were removed for public viewing. Chrysler’s excuse was that they did not want the competition to get a close look at the design. Who are they kidding? Their competition was there, in force, during Press Days to get all the photos, measurements & tech data they need. Jaguar had no excuse.

- MINI owners & owner wannabees will want to catch the new movie “Hammer & Coop”. I haven’t seen it, but I will.

- Speaking of MINIs, rumor has it that BMW will launch an all-wheel-drive MINI in 2008. Should be a great rally vehicle.

- Got a chance to see a new form of vehicle racing (for me). While vacationing in Naples, Florida with Jim Schardt (former RE), we went to a local car show and then on to the Swamp Buggy Races. You had to be there!

- Also, while in Naples, we noted that the charity wine fest auctioned-off a new Rolls-Royce Drophead Coupe for \$4 million. If the winning bidder had just waited about six months, he could have bought one for \$408,000. Guess he just needed a quick tax write-off.

- Our Florida vacation included a visit to the new, Tampa Bay Automobile



TAMPA BAY AUTO MUSEUM



Rev Record - March 2007

Museum. We viewed an elegant display of primarily French vehicles with an emphasis on “firsts” in engineering and/or design. Some of the unique marques included: Tracta, Amilcar, Hotchkiss, Adler Trumpf, Aero, Tatra, Salmson, Claveau, a rear-engined Mercedes 170H and an exact-scale replica of the 1769 Fardier De Cugnot steam-powered vehicle ...the world’s first self-propelled vehicle. Surf to: www.tbauto.org for more info.

- Pick-up a copy of the March issue of Hemmings Sports & Exotic Car magazine. Local car collector, Rick Grant, is featured with his 1965 Maserati 3500 GTI Vignale Spyder. Rick has owned this car for thirty years and has won numerous awards,



including “Judges Choice” at the Boonshoft Museum of Discovery Concours d’Elegance.

- While on the subject, please note that the Concours has changed location and benefactor for 2007. The Dayton Concours d’Elegance will be held at the Carillon Historical Park on Sunday, September 16th. There will be a “Classic Tour” and “Track Party” on Saturday. All proceeds go to Dayton History and the Carillon. Stay tuned for details.

- Did you watch any of the Barrett-

Jackson auto auctions? Neither did I. Too many muscle cars and not enough antiques, classics, vintage and sports cars. All is not good on the auction scene. BJ has been accused of: not giving the promised time on the auction block, claiming a celebrity was on the phone with a higher bid and kicking a well-respected automotive editor & publisher out of the event for making disparaging remarks about the auction company.



Top Photo: 1937 Mercedes 170H. Middle: 1942 Tatra T87 Air Cooled V8 Rear Engine. Bottom: 1769 Fardier de Cugnot.

2006 Awards Presented at the SCCA National Convention, Feb. 1-3, 2007

**General****Woolf Barnato Award – Peter Hylton** (pictured left)

Hall of Fame Inductees –

Marge Binks, Mark Gerstein, Carl Haas, Curtis LeMay, Ted Robertson

Board of Directors Special Recognition Award –

JoAnne Jensen for GCR redesign

Club Racing

President's Cup – Mike Miserendino

John McGill Award – Jim Rogaski

David Morrell Award – Mike West

Martin Tanner Award – Arizona Emergency Services Team

Kimberly Cup – Bryan Golay

Mark Donohue Award – Jesse Prather

Jim Fitzgerald Rookie of the Year Award – Andrew Caddell

RallyCross

Regional Achievement – Oregon Region

Divisional Achievement – Southeast Division

RoadRally

Robert Ridges Award – Jeanne English

Arthur Gervais Award – Old Dominion Region, Old Dominion Rally 1

Norm Hill Award – Arizona Border Region, Great Canyon Rally

Regional Achievement – Arctic Alaska Region

Divisional Achievement – Northeast Division

Manufacturer of the Year – Subaru

Solo

Solo Cup – Paula Baker

ProSolo JCJ Cup – Andy Hollis

Johnson Spirit of the Sport – Team Underdog (Heyward Wagner accepting)

Rookie of the Year – Bryan Heitkotter

Driver of the Year – Kevin Wentzel

Driver of Eminence – Tommy Saunders

Divisional of the Year – Finger Lakes Region/Western New York Region

Region Communications

Honorable mention – Florida and Reno

3rd - Oregon Region

2nd – Indianapolis Region

1st – Wichita

Tom Burke (for Outstanding Membership Recruiting)

Small Regions – River Cities

Medium - Utah

Medium Large – Glen

Large – St. Louis

Jumbo – Central Florida

Region Achievement

Small Regions – Big Island of Hawaii

Medium – Blue Mountain

Medium Large – Kansas City

Large – Philadelphia

Jumbo – Washington DC



The San Antonio Riverwalk (above), The Alamo (below)



LET'S GO RACING **13**

WOR / OVR / Cincy 2007 RACE SCHEDULE (as of: 2/17/07)

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.

DATE	DRIVER'S SCHOOLS	WOR	OVR	CINCY
March 3-4		RallyX TT @ Dwires		Solo TT @ Ford
March 10-11				
March 17-18		RallyX PE1 @ Dwires		
March 24-25	STL Super School @ GIR			Solo PE1 @ Ford
March 31-April 1				Solo EVO @ Ford
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 @ Ford
May 5-6		Solo PE2 @ Adesa		
May 12-13		RallyX PE3 @ Dwires	Solo PE2 @ Trail	
May 19-20				Solo PE3 @ Ford
May 26-27 Memorial Day			Solo PE3 @ Cooper	
June 1-2-3			OVR @ M-O	Solo PE4 @ Ford
June 9-10	Great Lakes Div @ GM - D - INR Lead all racing regions involv.ed	RallyX PE4 @ Dwires		
June 16-17		Solo PE3 @ WSU	Solo PE4/EVO @ OSU	
June 23-24				Solo PE5 @ Ford
June 30-July 1				
July 7-8		Solo PE4 @ KilKare		
July 14-15				Solo PE6 @ Ford
July 21-22		Solo PE5 @ WSU	Solo PE6 @ Trail	
July 28-29		RallyX PE5 @ Dwires		
Aug. 4-5			Solo GC PE7/8 @ OSU	Solo PE7 @ Ford
Aug. 10-12		Solo PE6 @ Adesa		CIN @ M-O - D - R (IT,SM,SRF)
Aug. 18-19		RallyX PE6 @ Dwires		
Aug. 24-26			Solo PE9 @ Cooper	Solo PE8 @ Ford
Sept. 1-2 Labor Day			Solo PE10 @ Cooper	
Sept. 8-9		RallyX PE7 @ Dwires	OVR @ M-O - D-C	Solo Fun Event/Car Show
Sept. 14-16				Solo TT @ Ford
Sept. 22-23				
Sept. 29-30		Solo PE7 @ WSU		
Oct. 6-7		WOR @ M-O - D-C		Solo PE9 @ Ford
Oct. 12-14				
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		

by Larry Dent

Director, Area 4, Great Lakes Div

I was happy to see a number of you at convention, and to have a chance to discuss some of the issues affecting our members. Thanks for your time and support.

For those that were not able to attend, I am happy to report that this was by far the best convention I have attended for many years. A lot of positive things came out of convention and here are just a few, in my view.

First and foremost was the very positive financial condition the national office was able to report to we members. You will recall that last year the club was in pretty dismal financial condition, for a variety of reasons, not the least of which was the support that had been given our professional racing arm, and a major looming law suit settlement. The suit is behind us now, and the pro situation is at least under control, if not completely resolved. This, combined with staff cuts in the Topeka office, reduced expenses, some modest fee and membership increases, plus efforts at every level to contain costs, has resulted in a very positive financial end of year position. The reorganized financial statement has been published, is much easier to understand, and is available for all members to see, and this is as it should be. No secrets, no surprises.

Mr. Julow has, in the opinion of the BoD and members in general, performed to a very high standard in his first year as the CEO of SCCA, Inc. He interacted with the membership at all the meetings and was very plain spoken as concerns were voiced to him about various aspects of the club's operation. I

firmly believe we have chosen very well in his hire as our leader and look to him for continued improvement in the clubs operation's and financial condition.

As I have been appointed the Chairman of the BoD of the SCCA Foundation, one of the conventions highlights for me personally was my report to the annual meeting about the status of the Foundation. Hopefully you all are aware that the SCCA Foundation is the charity arm of SCCA Inc, our parent club corporation, and as such is a 501 C (3) not for profit corporation, separate from SCCA Inc. This allows the Foundation to accept donations that are 100 % tax deductible to the limits of the tax laws. The Foundation is launching a youth driver-training program, called "Survive The Drive" in conjunction with the BMW-CCA Foundation and the Tire Rack as partners. The program was developed by the BMW Car Club, but they have not the resources (read that regions and members) around the US that the SCCA has, and so they have asked us to partner with them in a very ambitious nation wide youth driver training program.

In 2007 we will be developing our own version of the program in 6 regions around the country, with the intention of making the program available to all our regions in 2008. Since more young people age 16 to 24 are killed in car accidents than die from any other cause, the need for an advanced driving program is everywhere.

To that end we do need additional funding, so I am urging each and every member to add an extra few dollars to your membership renewal by checking the Foundation donation box and including this

extra amount with your annual dues.

I will keep you all posted on progress on this very interesting and vital program, one that I hope will be embraced by each and every region in 2008.

The 07 racing and solo season is just around the corner now, and I hope all of you participate in some manner. It is the only way you will receive back in enjoyment the full measurement of your dues.

On the Grid (cont. from page 7)

Other information coming out of Texas included the addition of a few new sponsors to club racing. Valvoline is back as the "Official oil" of SCCA and Pace Trailers has stepped up as a sponsor for both Club Racing and Solo. Along with the sponsorship Pace is also offering all Solo and National Club Racing drivers a chance to win a new Pace Pursuit trailer valued at \$14,000. See the SCCA web site for details. Volkswagen has also stepped up to offer a contingency program for registered Volkswagen SCCA competitors offering a payout of up to \$300,000.

The last of the racing news out of Texas comes in the form of a few new race series. The first is the launch of the Volkswagen GTI Cup in 2008 to be sanctioned by SCCA Pro Racing. And yes, the rumors are true! It was confirmed at the convention that SCCA Pro Racing is in negotiations with the Big 3 to bring back TRANS-AM as a Stock body racing series with the first season to be in 2009.

Mark Your 2007 Calendars:

1 Mar	Mike Edgerton 45th Anniversary with SCCA
3 Mar	GLD Spring Training - Clarion Hotel, Toledo, OH (Editor's Birthday) WOR Rally Cross TT at Dwire's Farm
6 Mar	WOR Board Meeting
13 Mar	WOR Membership Meeting - Timing Equipment Tutorials
15 Mar	Deadline for April <i>Rev Record</i> Submissions
17 Mar	WOR Rally Cross PE1 at Dwire's Farm
23-25 Mar	St. Louis Region SuperSchool at GIR
24-25 Mar	LEC F&C Seminar - Comfort Inn North, Mansfield, OH
31 Mar	NeOhio Safety Day - Nelson Ledges
3 Apr	WOR Board Meeting
7 Apr	Club Racing Annual Tech & Dyno Day
8 Apr	WOR Solo TT at Kil-Kare
10 Apr	WOR Membership Meeting
22 Apr	WOR Solo PE1 at Adesa
5 Oct	WOR PDX - Mid-Ohio
6-7 Oct	42nd Annual WOR Games - Mid-Ohio
8 Dec	Awards Banquet - Christopher Club
May 2009	WOR 50th Anniversary

Officials Time Out

by Dave Howard

GLD Administrator Emergency Services

By now Spring Training is over and I hope those that attended learned something.
Other training dates to keep in mind:

Lake Erie Communications Training Seminar
March 24th - Comfort Inn North, Mansfield, OH
See the Lake Erie website for details

NeOhio Safety Day at Nelson Ledges
March 31st at Nelson Ledges Road Course

I will be attending the NeOhio event so if you are interested in carpooling let me know.
As Always Play Safe and I will see you at the Track.

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.

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

Ads from the Membership:

To place your free WOR Member ad here...
 contact the *Rev Record* editor at
 msw151@yahoo.com or PO Box 181, Enon, OH 45323-0181

WANTED:
 Old WOR Games memorabilia:
 Glasses, cups, posters, etc.

WANTED:
 Old SCCA race t-shirts or race track t-shirts.

Starla McCauley @ 937-866-3419

FOR SALE:
 92 Miata Airbag - \$50
 92 Miata Leather Steering Wheel - Poor Condition - \$10
 92 Miata Package C Tan Leather Driver's Seat - Poor Condition - Make Offer
 1983 Mercury Lynx Front and Rear Seats Biege - Rear Seat has a tear - Make Offer
 Also rear package tray and the rear interior panels.
 (2) 2-Barrel Carbs from my 1972 Chevelle - I am thinking \$20 each
 Late '80's Steering Wheel from a Ford F-150 - \$10
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