

REV RECORD



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Nightfall doesn't slow Team Colletti pitstop during Summit Point Enduro. Photo by Sean Banerjee.

Inside...

John Pfetzing's Racing Review

Rick Docken Shares View

12 Hours at the Point

Sports Car Club of America * Western Ohio Region * www.worscca.org

Regional Executive
Steve Demeter
sjdhammer@aol.com
937.427.4187

Solo Co-Chair
Christian Moist
moto27cm@yahoo.com
937.238.2686

Rev Record Editor
Mike Wright
msw151@yahoo.com
937.257.5887

Assistant RE
Boris Tirpack
rdrcr@sbcglobal.net
937.864.2276

Solo Co-Chair
Frank Levinson
fhlevinson@gmail.com
937.299.3057

Publicity Chair
Mike Edgerton
autoedge@sbcglobal.net
937.866.5729

Secretary
Keith Pulford
lemans4vr@yahoo.com
513.967.3281

Rally Chair
Dave Rudy
zrudys@netzero.net
937.545.2995

WOR Games Chair
Steve Colletti
vinnyvtek0627@ameritech.net
937.294.1533

Treasurer
Jim Suhr
jsuhr@woh.rr.com
937.885.4022

Road Race Chair
Dan Coughnour
dcoughnour@yahoo.com
937.232.0732

Webmaster
Christian Moist
moto27cm@yahoo.com
937.238.2686

Membership Chair
Steve Colletti
vinnyvtek0627@ameritech.net
937.294.1533

Activities Chair
Dan Coughnour / Ildiko Marcus
dcoughnour@yahoo.com
937.232.0732

Historian
Nancy Edgerton
nedgerton@sbcglobal.net
937.866.5729

WOR Membership Meeting:
second Tuesday of every month (except September & December)
7:30 pm
Christopher Club
3150 South Dixie Dr.
Dayton, Ohio

Please direct all *Rev Record* correspondence to:
[msw151@yahoo.com](mailto:mw151@yahoo.com) or P.O. Box 181, Enon, Ohio 45323-0181

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

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by Mike Wright
Rev Record Editor

Well, it has been a very busy month for me personally. Where shall I begin? I went to work F&C at Mid-Ohio on 21-22 June at the Grand-Am Rolex Emco Gears Classic. One of the support races was the Mustang Challenge. About midway through the morning practice session one of the Stangs went plowing through the gravel at the keyhole, hit the tires with great force, and flipped over. Driver was OK, corner workers, wreckers put it back upright. As we were loading it onto the flatbed I noticed the driver had taped a temporary name over the door frame of his rental Stang. The name read "The Stig." Hopefully those of you who watch Top Gear will get the reference. Later on during the Rolex GT race I got to try out my rainsuit for the first time, as the skies opened up with a torrential downpour. Watching it a week later at home on TV just didn't do it justice.

One week after I was back at Mid-Ohio for the Sportscar Vintage Racing Association (SVRA) only this time I was up in the starter's stand. Longtime veteran starter Randy Holton offered to let me try starting, and I must admit it was rather cool. Once again I had to use the rainsuit as the skies opened up for more downpours both afternoons. I was really appreciating my second-hand Columbia rainsuit with elastic cuffs. Bring on the rain!

Took a break from the racing to travel up to Watkins Glen, NY to visit Joy's family. Normally I would be excited to visit the Glen, and was looking forward to catching a race (either spectating or working F&C) but I soon found that the whole area was overrun with wine festival goers. Not only was there no racing, all the cheap hotel rooms within 100 miles were reserved

months ago. Bummer! On our way home we made an extended detour up north to visit Niagara Falls on the Canadian side. Boy, things sure have changed since Joy and I visited there twenty years ago. Pretty landscaping in Canada, and the falls are still spectacular. Too bad the place has been over-commercialized. In order to go from hotel room to the falls, we were herded through a brand-spanking-new mini-mall complete with crappy gift shops and over-priced fast-food restaurants. Canada is catching up with smarmy U.S. marketing techniques. I'll never go back. One side-note. We rented a car from Hertz and as luck would have it, they gave us a new Prius Hybrid. I was skeptical at first, but quickly grew to love this car, not only for the 49 mpg we consistently got (at 75 mph), but just the overall pleasantness of the car and unobtrusiveness (fancy talk!) of the drivetrain. Or maybe I'm just a sucker for the techno--nerdy wow factor of the gas-electric drivetrain and the cool in-dash status display.

Most recently, Joy and I went up to Nelson Ledges for the NeOH double regional on 26-27 July. This time I wasn't working F&C or starter. We were helping NeOH's do it all race chair Stephanie Eisele with the hospitality functions. Ever since she volunteered, Joy has been a nervous wreck about planning the food and drinks for our WOR Games. I insisted that Joy come up to Nelson to get first hand experience of what goes on behind the scenes at a race, especially one as clubby-feeling as Nelson.

We met and talked at length with many SCCA officials from NeOH, one from MVR, and some Nelson Ledges employees. We spoke with registrars, stewards, and timing and scoring officials. I think we both came away feeling relieved and much more confident that the WOR Games will be a success. I believe we can expect some good advice and a helping hand

from the NeOH and MVR regions if we want it, and believe me, we do want it. We would be most appreciative if any WOR members wanted to come up to help out at the WOR Games. It would be an especially good time to try your hand at corner working. It's a low-pressure regional event, it's your home event, and we're going to have the best Saturday night party.

Rumors continue to swirl about the possible sale of Nelson Ledges. I thought I could get an official response while I was there, but nobody was talking. The rumor is that WOR Games is the last event to be held at the current Nelson Ledges Road Course. On Labor Day the track is rumored to be closing in its current form and will reopen under new ownership as a racing country club. Some people are worried about this. I think it is exciting to consider the possibilities. As long as it manages to retain the laid-back atmosphere it now enjoys, I think the future looks very bright.

If you are reading this and wondering to yourself what all this racing stuff I'm blabbing about is really like, let me extend a personal invitation to you to sign up for the Performance Driving Experience (or PDX) that WOR is sponsoring as part of the WOR Games this year. Basically, the PDX is an event designed to let you drive your street car on a race track under the guidance of an experienced SCCA instructor. Think of this as a bridge between the world of Solo and the world of Club Racing. I know that the PDX events I went to with my friend Jim Suhr were what ultimately led me to consider SCCA Club Racing. We're trying something a little new and spicy for this year's WOR Games and PDX. We're going to offer for the first time (for any SCCA region that I'm aware of, ever) PDX run groups on Saturday and Sunday mixed in with the Club Racing run groups. *(continued on page 7)*



by Keith Pulford
Secretary

WOR Board Meeting Minutes for July 1, 2008:

Apologies received for non attendance from Frank Levinson. Frank & his wife have recently become first time parents and the meeting sent their congratulations.

RE: Announced that the Treasurer has resigned and he thanked Lauren for her sterling efforts during her time on the board. RE presented Mr Jim Suhr for

the position of treasurer. This was approved unanimously by the board.

A handover period will be available until mid-August. RE called for reports from the Chairs:

Membership: Nothing to report.

Road Race: Competition results are being reported in the Rev Record.

Activities: The membership meeting of July realized a profit. Actual expenditure for 6 months has been \$79 against a budget of \$700. A 'brat' bash will be provided at the next member's meeting at \$5/person.

Treasurer: Reported that the club has sufficient funds.

The treasurer will meet with the new treasurer to arrange handover details with the bank.

Any checks received for weekend membership are to be paid to National office.

Assistant RE: The audit is now complete & the books are balanced.

Rally: The Preble County Fairground national event had 39 cars attend. The rain caused the runs to be reduced from 12 to 8. The event lost approximately \$30 & to date, mainly caused by an over budget cost for catering. Two sponsorship payments are outstanding. One competitor had to be evicted from the event by the SCCA officials for unacceptable behavior. The Fair Board gave a favorable reaction & were happy with the clean up. A total payment of \$195 (i.e. \$5/car) is due to the Great Lakes division. RE will discuss this charge with Great Lakes Division before payment is made. Some replacement equipment is required i.e. wrist bands & two chairs. Two fire extinguishers need recharging.

Solo: Next Solo event is August 3rd.

Rev Record: New Rev Record is in the post. As postage costs have increased plus additional copies have been produced and sent to schools and other regions REs it was proposed to increase the budgeted expenditure to 240 copies /month. Proposal was accepted by the board.

WOR Games: Sanction numbers have been allocated for the race and PDX event. Entrant fees are being finalized. It is recommended that the Friday PDX fee will be \$195 which will include a box lunch for each driver. \$185 for Saturday's PDX to include the party dinner. \$175 for Sunday's PDX entry. This was approved by the board. The Saturday party meal will be supplied by the track caterers, their 'ribs' meal will be ordered. Saturday party meals to be provided from funds, for officials, corner volunteers and entrants. Budget for 60 volunteers.

Additional meals can be purchased for \$15. Contract received from Bluegrass Motorsports Club for 2009 WOR Games event. Agreed that a \$250 refundable deposit be sent to BMC. Dan Coughnor stated that 5 Corvettes are planning to participate in the PDX – which days are unknown. Reminder that 2009 race dates are allocated by the Great Lakes division in November 2008. Suggested that WOR plan for 2 meetings in 2009 – one at BMC and one at Nelson Ledges. 2008 PDX event requires a Registrar for Friday. PDX Safety Stewards will be Dave Rudy and Dan Coughnor. Invitation for instructors need to be dispatched & advertised. Instructor insurance is \$14 – recommended that instructors pay a \$50 fee. On-line registration to use DLB.

AOB: Recommend that preparations start for the 2009 meetings. Review Bluegrass Motorsports club contract for 2009 WOR Games.

WOR Membership Meeting Minutes for July 8, 2008:

RE: requested reports from the board.

Treasurer: reported that club finances were in good shape. RE reported that Jim Suhr has accepted the role of Treasurer following Lauren's resignation. RE & meeting congratulated Lauren on her College placement & thanked her for her work for the club. A handover period will take place until mid August.

Rev Record Editor: the postal meter fee requires payment of \$180.

Competition Chair: all received results have been published in the Rev record.

Membership Chair: introduced two new members to the meeting. (*continued next page...*)



by Steve Demeter
Regional Executive

RE Rant...

First of all, congratulations to Dave Rudy for putting on the Rallycross of all rallycrosses at the Preble County Fairgrounds. It went fantastic. Also, many thanks are due Allen Dwire for all the help he provided. Is that guy dedicated to the club or what? Or maybe he just loves the sport. You know the thing about how love is blind and crazy.

Bigger news: WOR will host the 2008 GLDIV Roundtable, thanks to the hardy volunteers: Nancy Edgerton, Mike Edgerton and Dan Coughnour.

The WOR Games is progressing nicely with several "new" to running a race people really stepping up. It is simply a great thing to see.

As I get into the last half of my second year as RE, I can see why it wears people out and I am not working half as hard as most of our people. But I am also always careful to not take credit where it is not due. Remember, I am just like the dumb supervisor at work, all I do is step back and let the people who know how do their jobs. And we truly have great people in this club. For now...

Mark Your Calendars

- 8-10 Aug Cincy PDX/Restricted Regional at Mid-Ohio
- 9-10 Aug GLDiv Solo Championship at Grissom Aeroplex, Peru, IN
- 10 Aug Corvette Troy AutoX at Kil-Kare
- 12 Aug Pizza Membership Meeting - Christopher Club
- 16-17 Aug RallyCross PE6 at Smoke and Mirrors
- 22-24 Aug 24hr of Nelson Ledges
- 29-31 Aug WOR Games / PDX at Nelson Ledges
- 6-7 Sep OVR Double Regional at Mid-Ohio
- 9 Sep Membership Meeting at Taj Ma Garaj Museum
- 11-14 Sep NASA National Championships at Mid-Ohio
- 16-19 Sep SCCA Solo National Championships at Topeka, KS
- 20 Sep RallyCross PE7 at Smoke and Mirrors
- 21 Sep Solo PE3 at Kil-Kare

(continued from previous page) **Activities Chair:** the next month's members meeting will see a change to the original proposed offering – see the Rev record for details. Activities are still running within budget.

Solo Chair: next event is August 3rd at Kil Kare. Frank Levinson also introduced the new baby to the meeting.

Rally Chair: the recent National RallyCross held at Preble County Fairgrounds had 39 entrants & resulted in a \$39 deficit. National Office complimented the region & together with the Fair Ground want WOR to repeat the 2 day event in 2009. Rally Chair thanked all of the volunteers, especially Allen Dwire. Event featured prominently on the SCCA web site headlined with a picture of Dan Coughnour's VW in action. RE congratulated Dave Rudy & Allen Dwire for their hard work in achieving a great success.

Assistance for Allen Dwire was requested to prepare farm for next weekend's event.

WOR Games Chair: reported that the Sanction numbers have been allocated for the PDX & Race Supps. Entry forms are on the web site. Trophies to be ordered. It was agreed that on-line registration would not be offered this year. Further investigation of cost & viability would take place in preparation for the 2009 event.

Old Business: none

New Business: WOR has been approached to consider hosting a Round Table meeting in November. It was proposed and accepted that Dan Coughnour and Mike Edgerton would chair the relevant committee.

6 ACTIVITIES ACTION



by Ildiko Marcus
Activities Chair

From the Activities Desk

Even though there were storms and dark threatening clouds all around us, for some reason we were spared and Brat Bash 2008 went on as planned. Good food and drink were had by all. The newest member of the Levinson family, Henry Eugene, made his very first appearance. Lookout Mom and Dad, the girls will be chasing after this cutie in the not too distant future!

Due to the heat and kitchen issues, we will be changing the August spaghetti nite to pizza and popcorn (and maybe pie) for a "pittance". Dan plans to show some crazy car movies as well as try to stump you with automotive trivia/dumb prizes...so plan on staying after the meeting.

Western Ohio Region 2008 Activities Schedule

August 12 - Pizza Membership Meeting

activity: Automotive Trivia / Race and Car Movies

September 9 - Membership Meeting at John Dixon's Taj Ma Garaj

activity: WOR Race and Sports Car Concours d'elegance (oldest, ugliest, prettiest, & truly special - guest judge: John Dixon) viewing Porsche collection

October 14 - Trick or Treat Snacks Membership Meeting

activity: WOR Board Nominations / Automotive Trivia / Halloween Costume Contest / Bob for Apples

guest speaker: Ned and Kate Lawler...

"Goodwood Vintage Hill Climb & Pebble Beach Concours"

* November 1 - Hayride and Bonfire *

November 11 - Steak Cookout Membership Meeting

activity: WOR Board Elections / Automotive Trivia

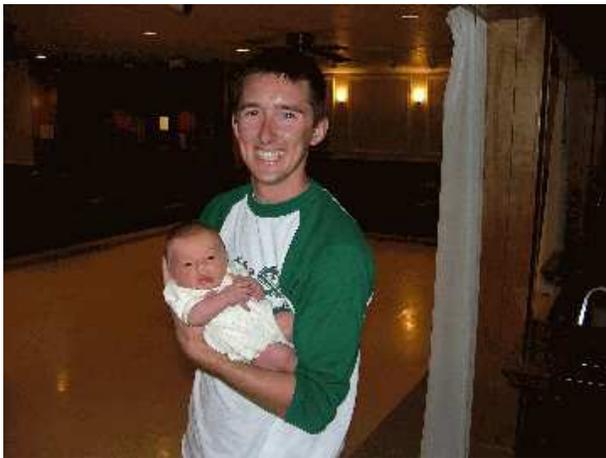
guest speaker: Skip Peterson...

"Dayton Concours & British Cars"

* December 13 - Awards Dinner at the Christopher Club*

** indicates non-membership meeting activities





left: Brat Bash. top: Chef Ildiko Marcus
middle: Frank and little Henry Levinson
bottom: Joy Wright enjoying Ildiko's great food
Photos on page 6 and 7 courtesy of Dan Coughnour.

(continued from page 3) Nobody has tried it before, and maybe nobody ever will again, but the SCCA people in Topeka thought it was a great idea for attracting new people to the Club Racing program. Sure it's extra trouble, and sure something might go wrong, but we're a plucky little region who's just crazy enough to try it! See the website for all the details.

Speaking of Jim Suhr, I want to announce that Jim is the new Treasurer for WOR. Jim is taking over the position from outgoing Treasurer Lauren Marcus, who has been accepted to Purdue to study for her MBA. Thanks Lauren, we hardly knew ye, and thanks Jim for stepping up for the club. The club only works because of those who volunteer their time.

It's not too early to remind everybody of the September membership meeting at the World Famous Taj Ma Garaj. The Garaj is owned by John Dixon and is a unique collection of vintage Porsche automobiles. (I'm sorry I sold mine; no wait, I'm not sorry.) Hope to see a good turnout there. Maybe we'll have a slide show with highlights from the WOR Games. Photographers please attend WOR Games! We'll host your pictures on the WOR SmugMug web site. Maybe have a contest for best pix. Anyone want to organize this?

Wow, am I long-winded this month! I have to be to fill up the Rev because there were no Rally or Solo events since the last issue, so Dave Rudy and Christian Moist had no reports for us. We did, however, get a report on the newest addition to the club. Solo co-chairman and Rookie racing sensation Frank Levinson and wife Becky announced the arrival of their first child, Henry. We have minutes to peruse thanks to the efforts of Keith Pulford, our secretary. Keith has also been kept very busy with producing the WOR Games Supplementary Regulations (Supps.) Who is this Rick Docken guy who keeps giving us these great stories? Joy coaxed an autobiography out of him for this month, in addition to the GrandAm article he provided us last month (but we didn't have room for.) Another one we didn't have room for last month was Steve Colletti's story and pictures from his team competing in the 12 Hours at the Point this year, but we have room now. John Pfetzing provides us with another race report from ORP, with a sad ending. Thanks to Indy region photog John Wilmoth for supplying photos of WOR racers to go along with John Pfetzing's article. John Wilmoth is due to get one of his photographs published as the cover shot on Sports Car magazine in the near future. Good job John!

Let me finish by saying SEE YOU AT WOR GAMES!



by Rick Docken
Race Doctor

Getting to Know Rev Contributor, Rick Docken...

When Joy asked me to put together a little auto-bio piece, I wondered where I should begin and what should I include. Warning: random thoughts ahead. Enjoy!

I followed my father's lead and completed a degree in Aeronautical Engineering from THE Ohio State University, and also took a commission with the United States Air Force, for which I served a full twenty and then some. In an odd sort of way, one of my early assignments that I was "volunteered" for led to my post-military service with the US Government. I am a technical systems analyst; I can't say much more than that, so...

There was a very short period in my life, between the ages of 8-15, where I experienced some key events that ignited, shaped, and nurtured my passion for America's road-going culture, and sports cars and racing.

My dad was a Cadillac man through and through, and we had a couple of the old Caddies that had more fins than Finland! Dad called one of them "Blackbird" because it looked like the SR-71. The fact that the cars were jet black and HUGE only added to the really sharp impression they made on me.

Lee Iacocca's campaign worked. On me. I was hooked on the Mustang from the very get-go.

The trouble was I was only about eight years old at its unveiling. That didn't matter, as less than 10 years later a white 1966 model became my first car, complete with the 289 V8 and a 3-speed autotranny. It just barely got me through my college years; when I sold it at graduation the only thing holding the floor pan together was the carpeting!

To answer Ford's Mustang, GM introduced its own pair of ponies—the Chevrolet Camaro and Pontiac Firebird. Although now closed, the final assembly plant at one time was a few minutes down the road in Norwood OH. My dad took me and some friends on a plant tour over Easter break a couple of years running; the second time the Z-28 and Trans Am versions were in production. At the end of the tour, we watched the cars go through the "delivery" dyno test. It was all hohum as first one and then another and then another "plain Jane" rolled the speedometer on the dyno from zero to about 50.

Then a Z-28 rolled up. At idle this car was a serious monster. I thought I had a nervous stomach, but it was the thumping burble of the exhaust that was pummeling me from head to toe! Then all hell

broke loose when, after looking over at the assembled tour group, the test driver stomped the pedal through the floor, the engine "BLAAM, BLAAM, BLAAM-ing" and the transmission slam, slam, slamming from one gear to the next in precise, rapid-fire response! DAY-YUM!

From that point on, "Z-28" was tattooed, branded, and etched on my brain. Eventually, a Z-28 became the second sports car I owned—a white, 1984 high-output 4-barrel. Believe it or not, this was our "family" car that got us from here to Florida for many a Spring break, and then took us to Norton AFB in southern California, where we reluctantly sold it after many good years of service. If I had to guess, I'd say that it has come to rest over the edge of the highway somewhere in the San Bernadino Mountains, as I sold it to someone who gave it to his son to replace a car that the son had wrecked. I didn't say anything; we were moving and I needed to make the sale.

The last sports car imprint came via a Houdini of sorts, a great escape artist who made a B-grade romance flick that was set in a small village in central France. Of course I'm referring to the movie "LeMans" that I saw on first run when I was



Henry
Eugene
Levinson
*born to Frank and
Becky Levinson
on 24 June, 2008
at 11:32 am.*

*7 lbs 2.6 oz
19 inches
Brown hair
brown/green eyes*



fourteen. I vowed then that I would someday have my own Porsche, which I eventually did—33 years later. A black, 1987 911 now sits under title in my garage, complete with a small “Gulf Racing” logo window decal to commemorate its emotional roots.

Although it was in pretty good condition when I acquired it, I find that I am investing a small bill or two each winter in making it a little better. It’s a Targa, so as long as the sun is out, the top is off, even down to temperatures in the low 30’s. I get weird looks from others in the cold, but the feeling of open air motoring just can’t be beat! Sometimes I like to imagine I’m in the dominating 936 Spyder screaming down the Mulsumme Straight. Did the 936 have an iPod hookup?

I have no doubt that this will be my last and final sports car. Whether it goes in the box with me is a matter for someone else to decide, but look for it in the parking lot at the wake. Have my son take you for a quick spin, or better yet, just ask to borrow the keys!

My passion for auto racing came from my dad. As a poor youth, he would somehow get from Columbus

Ohio over to Indy most years for qualifying. He had pretty much given up on that until 1971, when he and I both stared in awe at the dark Sunoco McLaren featured front and center of the Dayton Daily News sports page. We agreed that we would go to qualifying the very next weekend, and we continued to go to “Pole Day” for the next several years. Although dad was strictly Indy, my racing panascape expanded over subsequent years to include virtually every type of modern day road racing—F1, CART and IMSA and the current evolutions of both, and now motorcycles (my son’s passion that I hooked him into when he was just six!). My family and I have gone to tracks all across the US, and with any luck we will be at the holiest of road racing grails, Lemans, next June.

My passion for sports cars and racing extends beyond the curbs. I have what some have claimed is a first-class library of racing and Porsche titles, and technical racing magazines. I have sunk enough into acquiring die-cast model cars (period-unique racing and Porsche cars) to probably pay for a modest club racing team, but of course the

die-casts don’t break down or take up any room in the garage.

You will see me at the track if you go to Mid-Ohio for regional, national, and most pro events. I’ve worked the false grid since joining SCCA in 1996. Although I’ve tried other specialties, I prefer the grid because there’s always action there. It gives me the opportunity to get “up close and personal” with all of the cars, and I can exchange a friendly hello with the drivers. The best part of working grid, though, is splitting the cars on the track from one line exiting the grid into two lines in preparation for the race. Standing between two lines of cars passing within arm’s length at close to 100 miles per hour is exhilarating, puckering, and fascinating all at the same time!

Drivers I wish I could have gotten to know: Mark Donohue and Al Holbert. Interesting drivers and people I have met, mostly from “working the grid” through my SCCA membership: Bob Akin, Rob Dyson, Vic Elford, David Hobbs, Sue Donohue, and David Piper. There you go. Rick Docken, Race Docktor, in about two pages. Thanks for reading!



by Rick Docken
Race Doctor

Grand Am At Mid-Ohio

For sports car racing enthusiasts, nothing beats the 24 hours of LeMans, but seeing Grand Am live the weekend after was a good “hair o’ the dog” if you please. This weekend had a little of everything—Grand Am prototypes and GT cars, the Koni Challenge ST cars, Formula BMW and, to round out the event, the Mustang Challenge.

Of course, the Grand Am represents one half of the old IMSA in which “garagistas” could buy a customer chassis, drop in a race-prepared stock engine, and go racing. The effort to contain cost is working, as a very robust field of over 40 cars in a combined prototype and GT field took the green flag.



Grand Am Power

I hadn’t seen the Mustang Challenge before; the most remarkable feature of this series was the monstrously huge wing that the cars dragged around behind them. I couldn’t tell if the wing really produced any downforce, but it was clear that if nothing else, the rear drag was enough to keep most of the cars pointed forward. I can’t say precisely how big the wings were, but I bet both of the Wright Brothers, long gone though they are, are still green with envy!

Between the prototype and GT classes there are something like a half dozen engine and car makes. When



Mustang Challenge On Pace

the two classes are on the track together, the blend of exhaust notes made for an interesting “cocktail” of sound—high-pitched, almost jet-like Mazda; the throaty, lilting BMW V-8’s; the snarling Fords, and the buzzing Porsches. I found the best listening spot was in Thunder valley, near the crossover bridge. At that spot, most of the cars have hit top RPM coming down the hill and the trannies are banging into the next gear as the cars travel uphill towards the Carousel turn. If a pack of cars approached the entry to Thunder Valley, it sounded almost like an approaching train as the blast of air echoed off of the concrete barrier.

This was also a good viewing spot. The entry in the Valley is a 90 right with an immediate dropoff. It was neat to watch as some cars got tail happy while others executed a well-coordinated four-point slide out to the gators. As each of the cars settled, they became consumed in a contest for position as they raced under the bridge and back up hill.

Grand Am’s tight costs containment has, for a number of years, resulted in prototypes that are nearly identical in appearance. This year, however, there has been a bit of a shakeup in chassis providers—Lola being the most notable example—which has resulted in a bit of competition in nose profiles. As an aside, I asked one crew chief what kinds of modifications are allowed and which are prohibited. His answer seemed somewhat evasive, as he said that “you can do whatever Grand Am allows.”

The Lola (Krohn Racing) has a raised radiator profile somewhat akin to the profile of the Porsche 917-30 and 936. The Doran (Kodak) has an abbreviated profile leaving it more box-like. Finally, the Crawford-Porsche



New Doran Nose Profile



Crawford "Spyder" Nose

(Ruby Tuesday's) has a box-like protrusion in the nose like the Doran, but it has an upper lip very similar to the nose inlet of the ALMS' Porsche spyders. That is a brilliant cross-marketing strategy!

Recently, it seems like the Pontiacs have been holding court more often than not in the Grand Am, which you might expect given the series' name. However, this weekend the Porsches seemed to have gotten in right, as the Brumos Team put their prototype on pole. Pontiac answered with the GT pole. All looked set for a very competitive race on Saturday.

There was one minor glitch, however, and that was a tremendous downpour after the green flag. This was a real wild card as one car after another fell victim to the greatly reduced grip. The video on the Grand Am site of

the cars in turn one shows this to great effect. Cars came through the turn, seemingly okay but as they exited they continued in a wide, gentle arc—controlled chaos in an uncontrolled situation! The rain eventually stopped and the Brumos put on a charge for all time, coming up just short as the race finished under caution, denying the decent-sized crowd what could have been an all-time classic sports car finish at this track. The race results were the flip of qualifying—Pontiac took top honors in DP and Porsche first took the checkers in GT.

Next up at Mid-Ohio is the ALMS, offering its brand of factory-backed, technology based racing. The Grand Am-ALMS split has been one that has worked to the advantage of all-series directors, sponsors, racers, and fans alike!

Winning Farnbacher Loles Porsche Gt



Winning Gainsco Pontiac Dp





by Mike Wright
Race Fan

Steve Colletti teamed up with High Street Racing for the WDC Region's 12 Hours at the Point, June 14 at Summit Point Raceway in WV. He drove the red Integra with Dave Davidson and Bill Niemeyer and finished 4th in the ITA class completing a total of 318 laps.

Along the way they had to put up with an electrical problem that forced them to cycle the kill switch two times per lap, got stuck in the gravel once, endured two red flags due to lightning, and finally ended up breaking an axle with just 30 minutes left in the race. The High Street Racing team consisted of Bob Roth, Dave Volante and Jarrod Igou. They raced an Integra Type R in the ITR class and finished first in class completing a total of 341 laps.

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by Dan Coughnour
Road Race Chair

Road Racing Report

On Memorial Day weekend at Gratten Raceway, Mike Helm finished 2nd on Saturday in his ITA MR2 and on Sunday he also finished 2nd. Sean Hobbs won the ITC race on Saturday in his "oh so fast" Fiat X1-9. The next day his X1-9 let him down.

Jim Hardesty reports that on Saturday, July 5, at ORP, he qualified 11th out of 19 cars at the Indy Leap Laps Enduro. During the race, Jim stopped for gas, which cost him 4.5 minutes; otherwise he would have finished 9th, rather than the 16th place at the end of the Enduro. You will have to ask him why the stop took 4.5 minutes to gas up his ITC Honda Civic. Where did you put that gas cap? Pam Poppe also raced in that Enduro and finished 14th. WOR's racers are out there trying.

Please send me more reports.



*The nearly twin Integras of Team Colletti and Team High Street at Summit Point.
Photos courtesy of Sean Banerjee.*

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The Western Ohio Region of the SCCA

Invites you to join us for the 2008 WOR-GAMES and a Performance Driving Experience at Nelson Ledges Raceway August 29-30-31, 2008

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What is a Performance Driving eXperience (PDX) event?

PDX events are non-competitive track events where a driver has an opportunity to drive his or her street car on a racetrack in controlled environment with an instructor. These events concentrate entirely on the teaching of safe car handling and performance driving techniques giving drivers the opportunity to improve their driving skills and increase their enjoyment of driving their street vehicle. SCCA memberships and competition licenses are not required. The only requirements are a safe hard top car, a helmet and a desire to have fun and learn.

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For more information or registration please contact:
Steve Colletti at Colletti Motorsports 937-294-1533 or on line at
<<http://www.worscca.org/pdx/index.php>>



by John Pfetzing
Roving Reporter

Indy Grand Prix at ORP

Practice day on Friday, 4th of July was cancelled because of rain, however the evening partying went on. I arrived in time for J.D.'s cookout and unbeknownst to me a cake was brought out and people began happy birthday. My birthday was earlier in the week and Cynthia's a couple of days later. The cake said Happy 112 years old. What the boys did was use the sum of our two ages. Clever it was and it had people guessing what age each of us was. In addition there were two small NASCAR cars on the cake and it was obvious which one was mine. It was Mark Martin's car from a couple of years ago - namely the VIAGRA car.

The weather for the remainder of the weekend was warm and sunny, and the total number of entries was approximately 85. There were two qualifying sessions for the national groups on Saturday and at the end of the day there was a one hour enduro. WOR had two entries with Pam Poppe (ITA) finishing 14th overall and 6th in class. Jim Hardesty (ITC) finished 16th overall and 1st in class.



Sunday race one. HIPPI racing was crewing for Bill Baten who was driving a black Camaro. On Saturday he went out for the first qualifying session and was black flagged for smoke. I was

working black flag this weekend so pit tech looked over the car and could not see anything. The car was driven back into the paddock area and it was then we saw a spot of oil about the size of a quarter on the ground. The boys cleaned around the oily area and tightened everything. The HIPPI boys made suspension changes and Mr. Baten went out for the second qualifying session. After three laps more smoke so he came in and parked it. He had however produced a time under the lap record and was extremely pleased. Saturday evening was spent taking things apart and the problem was found to be a coupling. With not a new one to be had, everything was cleaned and JB Weld was applied. An incantation was performed and three prayers said. On



Sunday morning emergency practice the Camaro started smoking after just two laps. I thought they were finished but they came out and presented the car on the false grid.

Apparently the crew packed sealant around the bad coupling and tightened everything they could. On the first lap a slight bit of smoke so he was being watched. On laps 2 through 16 it remained about the

same but on the second to last lap the smoke became worse and on the last lap going into turn one lots of smoke appeared but he made it around and won the race. A happy driver he was.



In race 2 Mark Crellin, DP, finished 14th overall and 1st in class. In the SRF race JD Pfetzing started 5th and finished 5th. He was a tick slower than the four cars in front of him and a bit quicker than the cars behind him so he spent most of the race by himself. The start was interesting because he had Joelle Pence behind him and she gave him a bump draft all the way to turn one. As I watched my feeling was that all 110 lbs, was saying to herself get out of my way big boy I want to get through, but I found out afterward that she had told JD in advance that she was going to give him a big push at the start. Joelle and her husband Steve were nose to tail for most of the race but something happened in the carousel that made Joelle spin. She gathered up her car and drove back to finish about a car length behind her husband. It could have been an interesting ride home for the two of them.

WOR supplied several workers namely; Deb Rudy (start/finish), Barry McDonald (corner), Doug Mildren and Steve Harris (stewards).

The regional race scheduled for the fall has been cancelled and it had everyone wondering if there would ever be an SCCA race there again. I personally liked the track and had a ton of good experiences over the years so a possible loss of this track made me quite sad. If, in fact, this turns out to be true I can say that I attended the first race held at IRP and the last race at ORP/IRP.

top: JD Pfetzing
middle: Mark Crellin
bottom: Pam Poppe.
Photos courtesy of John Wilmoth
jwwPhotos.com

START YOUR ENGINES

15

2008 Great Lakes Division Race Schedule as of: 07/18/08

Rev Record - August 2008

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
8/9 & 8/10		CIN @ MO (R)	WMR @ GRA	CIN @ MO (PDX)
8/16 & 8/17				VSCDA @ GRA
8/23 & 8/24		SBR @ GM (R)	SBR @ GM	
8/23 & 8/24		NEO @ NL (R)(24hr)		
8/30 & 8/31		WOR @ NL (D)(C)		WOR @ NL (PDX)
9/6 & 9/7		OVR @ MO (D)(C)		
9/13 & 9/14				
9/20 & 9/21				
9/27 & 9/28		XXXXXXX		
10/4 & 10/5				
10/6 to 10/12		OVR @ MO (D)(C)	Runoffs @ HPT	

C = Champs Series Event; D = Double; R = Restricted; T = Tentative

GM - GingerMan Raceway / GRA - Grattan Raceway / ORP - O'Reilly Raceway Park

MO - Mid Ohio / NL - Nelson Ledges / WAT - Waterford Hills

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Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate ____ / ____ / ____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____

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Have you been an SCCA member before? No Yes: Year _____ Previous Member# _____

Membership Dues (Includes region dues)

- | | | | | | |
|-------------------------------------|---------|--|----------|-----------------------------------|---------|
| <input type="checkbox"/> Individual | \$75.00 | <input type="checkbox"/> Family | \$115.00 | <input type="checkbox"/> Military | \$45.00 |
| <input type="checkbox"/> Spouse | \$25.00 | <input type="checkbox"/> First Gear (24 yrs & under) | \$45.00 | | |

Spouse Name _____ Birthdate ____ / ____ / ____

Children Name _____ Birthdate ____ / ____ / ____

The SCCA's **Membership Referral Program** is an incentive for current SCCA members to refer new members. By providing the name and membership number below of the SCCA member who sparked your interest in the SCCA, you are granted a \$15 discount toward your first year's dues and your SCCA friend will receive a credit on their membership renewal.

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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

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(Region Name)
By applying for membership I agree to abide by the bylaws of the SCCA and the SCCA Region named above.

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Have you always wanted to try RallyCross but you don't want to get your own car dirty?

Here's your chance to see what all the fun is about. At this year's WOR RallyCross events a RallyCross rental car will be available.

The rental car is a '93 Nissan Altima with an automatic transmission and snow tires. Last fall it got hit by a falling tree that put a dent in the roof and removed the back window. It sat outside with no window for several months slowly filling with water. Now the interior has been gutted, the gallons of water sucked out and it has some stylish cardboard and plastic covering the missing back window. In other words, it's the perfect RallyCross car. The car will run in it's own RC class with trophies awarded.

The fee for the RallyCross rental car is now \$20 in addition to the event entry fee.

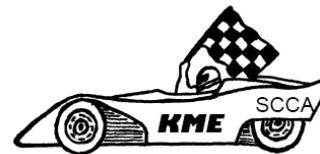
For more information about the RallyCross rental car contact Jim Hardesty. jimhardesty@ameritech.net or 937-426-0778.

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