

# REV RECORD



June 2008 - Volume 49 - Number 5



*Mark Frost motoring at the Indy Spring Sprints. Photo by John Wilmoth at jwwPhoto.com*

## ***Inside...***

***Rearview Look at Driver's School  
Fast Friday Fun at Indy 500  
Summer Shapes Up***

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**WOR Membership Meeting:**  
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7:30 pm  
Christopher Club  
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*Rev Record* is a publication of the *Western Ohio Region (WOR)* of the *Sports Car Club of America, Inc (SCCA)*. All views and/or opinions are those of the author(s) and not necessarily those of the *Western Ohio Region, SCCA., Inc.*

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

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by Mike Wright  
*Rev Record Editor*

You can read all about the Driver School elsewhere in this issue of the Rev. I wanted to use my editorial space this month talking mainly about one thing, and that is the importance of having friends at the track.

The Friday before the Driver School was a Nelson Ledges Fun Day and both Frank Levinson and I wanted to have some fun. While Frank was driving his street car, I was driving my ITS car that I was going to use for the school. Last month I wrote about taking this car to the Cincy Region's Solo event at Kentucky Speedway to shake out the cobwebs. Fun day would be my first time on a track at speed in this car.

Steve Colletti strongly suggested that I use the fun day to stress test the car, and now I see how right he was. On my fourth run of the day coming out of the carousel I felt something go "ping" and the steering went wobbly on me. Fortunately I was alone at the time, and I was able to quickly pull into the grass between flag station 9 and 10. As I sat there wondering what to do next, I saw in my mirror an RX7 go wide coming out of the carousel, overcorrect and start heading for me! He saved it, but it made me want to find a safer spot to wait for the session to end. I started backing my car towards station 9 and I saw the corner worker running toward me carrying a fire bottle. It turned out to be Erik Avendutti, one of the Lake Erie Communications Chiefs, and one of my friends at the track. We looked over the car as the session ended, and I limped back to the paddock with a wrecker following me.

After I parked it we started looking for what broke. It wasn't obvious until we got it jacked up and took the wheel off.

It turned out the steering knuckle had broken at the bottom attach point. Just a side note here. When I asked Steve about spare parts to bring to the track, the very first item on his list was spare knuckles. Needless to say, I didn't have any. My weekend at school was pretty much ruined!

Or, rather, it would have been ruined if not for the efforts of my other friends at the school. Steve "Never say never" Colletti was very upbeat about our chance for success. He suggested we locate a junkyard and try to find the part. Frank Levinson offered us his SRT-4 to drive around looking for the junkyard, even letting us drive on his R compounds. Kerrie Lane, co-owner of Nelson was helpful in locating and calling the nearest junkyard, 422 Auto Wrecking, just a 5 mile ride away. With Steve driving, we got there about 15 minutes before closing time. The person searching the computer inventory initially couldn't find the part or any equivalents and I was feeling pretty dejected. But after a little more searching by another employee, the part was found, and it even had a pretty good bearing still attached. Woo hoo! Thirty-five dollars later we were on our way back. Thank you 422 Auto Wrecking.

Now here is where the real heart of the story lies. Steering knuckles don't just change themselves. It requires real effort and it's a job I've never done before. Once again, friends to the rescue. This time it was Greg Hall, one of Steve's employees (pictured). This young man is the reason I'm able to say I completed the school, because he single-handedly fixed the knuckle problem. We pulled

the ailing car into the Tech Shed and Greg got to work. With the help of friend Jim Hardesty's electric impact wrench (don't leave home without it) Greg was able to swap out the knuckle in about 90 minutes. He claimed it was no big deal, and they do it all the time for Steve's Acuras, but for me it was a huge deal. Greg, you are da' man!

I also have to thank other friends, like well-known racer Mark Frost, who helped me by changing my tires when the track was wet. I was sitting in my car, suited up, as the one minute whistle was blowing on the false grid, just as Mark finished tightening the last lug nuts and dropped me off the jack. I was feeling like quite the race driver, but very nervous about making it to that session. Other friends included Frank's two college buddies, Alex Yovonovich and Cooper Lacy who came in from Indiana to help Frank and me, and Jim Suhr who got up early Sunday to make it the last day. I hope I can repay all the good deeds these people extended to me. I know I will be doing my best to "pay forward" all the help I received for the school.

That may be the most important lesson I learned at Driver School. No matter what else happens on the track, when you get off the track, be a friend to everyone.



Rev Record - June 2008



by Steve Demeter  
*Regional Executive*

### RE Rant...

First of all thank you to the club and everyone who sent cards and flowers for my mom's passing this month. Life sucks... then you have to go on.

Once again, things are going well without much help from yours truly. The audit is nearly done, we have our new charter, and Dave Rudy held another successful RallyCross this past weekend. There was no dust and the mud was not bad. Maybe the weather Gods will shine on him this year.

Next month is the National RallyCross at Preble County Fairgrounds. Don't miss it. Dave and Allen Dwire have great things going on and great sponsors lined up. It seems that those two have done the job of all jobs selling SCCA to the smaller towns in that area.

I missed what I understand was a truly gourmet breakfast at the end of the breakfast rally. I did make the Mexican Feast at the most recent meeting, both of

which were prepared by our magnificent activities co-chair, Ildiko Marcus.

Speaking of activities, give Dan Coughnour the credit due him for the breakfast rally and the two guest speakers at the May meeting. If you are not coming to the meetings, you are really missing out on great stuff.

Steve Colletti and the WOR Games committee have things well under way, except that your RE has not as of this writing lined up a chief steward. In my ignorance, I thought that the stewards organization sort of dealt with that among themselves. Well, I am still learning and there is one less thing that I did not know that I now know. That issue will be fixed shortly.

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## Mark Your Calendars

- 8 Jun Solo PE 1 at Kil-Kare
- 10 Jun Ice Cream Social Membership Meeting - Christopher Club
- 21 Jun WOR RallyCross National Event at Preble Co Fairgrounds
- 26-29 Jun Vintage Grand Prix of Mid-Ohio (SVRA)
- 8 Jul Brat Bash Membership Meeting - Christopher Club
- 17-20 Jul ALMS/IRL Speed World Challenge at Mid-Ohio
- 26 Jul RallyCross PE 5 at Smoke and Mirrors
- 3 Aug Solo PE 2 at Kil-Kare
- 29-31 Aug WOR Games / PDX at Nelson Ledges



by Keith Pulford  
*Newly Knighted Secretary*

## **WOR Board Meeting Minutes for May 6, 2008:** submitted by Steve Demeter

*These are not truly complete and represent the reporter's notes...*

**Activities:** Two Guest Speakers planned for May membership meeting. Food will be Mexican Themed.

**Breakfast Rally:** 12 cars entered. Won by Corvette of Troy member. Turnabout is fair play since it seems WOR members have won a few of their rallies. Food was extensive, varied and extremely good.

**Treasurer:** We are still solvent and deposit has been paid to Nelson Ledges for WOR Games.

**Rally:** RallyCross this Saturday at Smoke & Mirrors. Note: no food available. There will be a 1 hour lunch and an area eatery set up by Alan will accommodate the participants.

All trophies for this year's RallyCross events are paid for except for the National event.

A sponsorship renewal check from Wagner Subaru has been received. Thank you for your ongoing support.

**Assistant RE:** Audit is 90% complete.

**Webmaster:** E mail blast will be sent to members for the May meeting. If you are not receiving them, send your current e-mail to him.

A new sponsor for the web site, slickcar.com has signed on. The Wheel HQ has renewed their sponsorship.

Working to create an electronic flyer for WOR Games.

**Solo:** Still working to set up new site. WPAFB is caught in red tape and regulations.

**WOR Games:** Working on Supps. Joy Wright has agreed to organize the Saturday beach party.

## **WOR Membership Meeting Minutes for May 13, 2008:** submitted by Keith Pulford

**RE:** New Secretary proposed & elected (Keith Pulford). RE requested reports from the board:

**Treasurer:** Reported that finances are good.

**Assistant RE:** Audit is close to completion with one issue outstanding.

**Rev Record Editor:** Introduced meeting guests to the Rev Record, also, reported that the printer was still supplying an economical & quality product.

**Road Race Chair:** The Drivers school at Nelson Ledges was attended by 5 WOR novices. All passed with no incidents.

Run-offs for 2009 will be held at Road America.

Results for the ORP weekend of May 3/4th will be published in the next Rev Record. Over 50 entries, of which, were a number of club members who participated with varying success.

**Activities Chair:** April's Membership Meeting had 39 attendees for the 'Pizza' evening in which Mike Edgerton presented his visit to Amelia Island & the Detroit Auto Show.

12 cars competed at the May 4th breakfast rally

The June Membership Meeting will be Ice Cream & Wagon Race night.

**Solo Chair:** Reported that the first event of the year will be held at Kil-Kare on June 8th. This event will pair experienced drivers with rookies to provide help in settings & improving technique.

Still researching additional sites, 2008 will be limited to Kil-Kare.

**Rally Chair:** A RallyCross event was held on May 10th. Racing started at 2pm, once the standing water had dispersed & 20 competitors participated. The event was completed with 8 runs by 6pm. Competitors appeared happy with the event.

The National RallyCross Championship is planned for June 21st at the Preble County Fairgrounds. Volunteers to help on any of the event days are needed & will be welcomed.

**Old Business:** none **New Business:** none

# 6 ACTIVITIES ACTION



by Ildiko Marcus  
*Activities Chair*

## From the Activities Desk

We had two excellent guest speakers, Dale Clark and Brad Poppell, as well as lots of Mexican food to eat at our last monthly meeting. A big thank you to Mike and Nancy Edgerton for their help in setting up and tearing down at the May meeting.

This month, we will have an ice cream social with all the toppings and goodies, all you can eat for 3 dollars. Do not forget to bring your Radio Flyer wagons for the Christopher Club races, **no balloon tires allowed**. Dan and I hope to see you there on June 10<sup>th</sup>.



*Fiesta fun photos by Dan and Ildiko.  
Thanks to our guest speakers  
Brad Poppell and Dale Clark.  
Happy Birthday Lauren!*

### Western Ohio Region 2008 Activities Schedule

**June 10 - Ice Cream Social Membership Meeting**

*activity:* Automotive Trivia / Radio Flyer Wagon Races

**July 8 - Brat Bash Membership Meeting**

*activity:* Automotive Trivia / Pool / Hat Contest

**August 12 - Spaghetti Dinner 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"

# BREAKFAST RALLY RULES



## Breakfast Rally - May 4, 2008

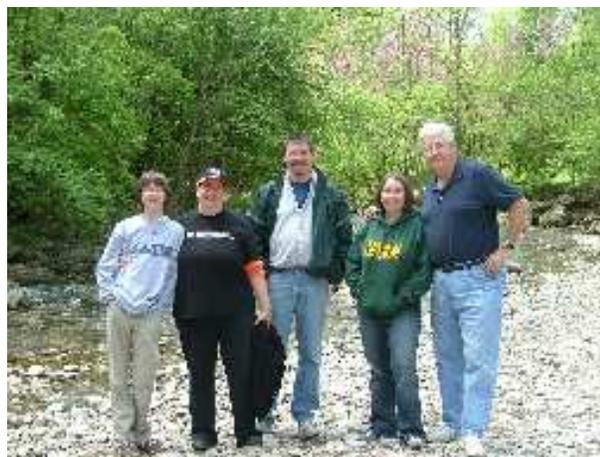
The sign hunt fun rally that ended at Magee Park in Bellbrook, had 12 entrants. There were 30 signs to look for. Two teams tied for first place, Deb and Steve Harris and the carpetbaggers from Corvette Troy, Dave Weaver and Jannelle Rhoades. Each team had 25 correct answers and they did it in the same time. Dave and Jannell won two tickets to the Dayton Dragons, courtesy of Chuck Grove. Deb and Steve won two tickets to Regal Cinema. Everyone enjoyed a huge breakfast that Ildiko prepared. Special thanks to Nancy Edgerton, Vicky Stanley, and Lauren Marcus for helping Ildiko. And now the envelope please:



### Breakfast Rally Results

Score   Team

- 25 Steve and Debi Harris
- 25 Dave Weaver and Jannelle Rhoades
- 24 Chelsea Coughnour and Lauren Marcus
- 23 Duane and Lorey Simons
- 23 Tom and John Barrett
- 23 Mike and Nancy Edgerton
- 23 Dave Sellers and Majorie Page
- 21 Mike and Joy Wright and Billy
- 21 Nick and Shirley Folger
- 21 Dave and Chris Rudy
- 5 Boris and Retha Tirpack



*Pre-Rally photo at the Christopher Club and Post-Rally photo at Magee Park. Photos courtesy of Dan and Ildiko.*

## ***Anniversaries for May / June***

Deborah Sonderman, 25 years

## ***New members since April***

Andy Ciarniello  
Daniel McCelvey  
Jason Herzog

Dave Fischer  
Jason Dove  
Frank and Pamela Howard

Chris Greenhouse  
Chris French  
Alex and Sara Moore

# 8 CHAIR CHAT



by Dan Coughnour  
*Road Race Chair*

## Road Racing Report

The Nelson Ledges drivers school went very well for Jim Hardesty, Mike Helm, Frank Levinson, Pam Poppe and Mike Wright. All are going to do regional road racing and hopefully all will be sending me their results.

In another vein, SCCA has seen fit to allow NASA licensed drivers to run with us at our races, I applaud this move. Until next month, see you at the races.



by Christian Moist  
*Solo Co-Chair and Proud Papa*

## Solo Report

### *WOR welcomes it's newest future First Gear member:*

Solo Co-Chair Christian Moist and his lovely wife Carley welcomed their first child into the world on Friday, May 23, 2008. Little Claire was born 7 lbs 7 oz and 20 inches long. Congratulations to the proud parents.



**Reminder: Solo PE1 at Kil-Kare on June 8th, 2008**



by Dave Rudy  
*Rally Chair*

## Rally Report

This past month has been relatively exciting and stressful. Rallycross PE 2 was run as a dual event with OVR. My son Chris and I traveled to National Trail Raceway for this event and it had the setting to be a very bad day. Chris and I ran the Trusty Neon in PF while Pete Remner borrowed the Neon for M2. None of us did real well especially with me debeading a tire on one run. In the end Chris finished 4th in PF and I finished 3rd, beaten by a bone stock 2008 Ford Focus. It was still a fun day and it was nice seeing people we have not seen in a while.

While OVR's courses are long and quick, for PE 3 we were back at

Smoke and Mirrors, which is tight and compact.

I arrived at S&M on May 10 to standing water and basically had no faith that we would be running that day. While I lounged around most of the morning and occasionally surveyed the course others were optimistic that something could happen. I received numerous phone calls about conditions and told people not to bother because I did not think we could run in the conditions. It would just tear up the field and not be any fun. At noon we had a driver's meeting with the 20 competitors present and let them decide how to proceed. The consensus was to go to lunch and see how the field looked after that. Most of those present went into West Alexandria to Barney's and had a very good lunch. While we were at lunch several stayed behind and setup a course. After we returned from lunch the course was ready

and we commenced competition. We started with four runs for each of the groups on a nice 30 second course. Then we flipped the start and finish and ran 4 runs on the reversed course. Competition was completed by about 6 pm and everyone went away pretty happy.

It was nice to see that the event was not dominated by one type of car. First overall went to the Subaru Outback of Miles Voegeli, second overall went to Z.B. Lorenc in a VW GTI, third went to Allen Dwire in his Golf and fourth was Jim Hardesty in the Rental Altima. It is nice to see a variety at the top.

Next up is the National on June 21 at Preble County Fairgrounds. A lot of volunteers will be needed for this event to be a success so if you are free Friday, Saturday or even Sunday for cleanup please let me know or just show up.



by Steve Colletti  
*WOR Games Chair (with Keith Pulford's Help)*

## WOR Games / PDX: 29-31 August 2008

It is WOR Games Day (-100 days) on May 20th, 2008 and we are progressing well within the schedule.

The schedule of Chief Officials is nearing completion but some spaces still remain - contact Steve Demeter if you are interested.

We are starting to appeal for volunteers in all disciplines to donate their valuable time to the success of this great weekend, so be sure to consult the calendar and reserve this weekend for this fun event. Everybody's help will be most welcome and especially their company at Saturday night's Beach Party.

Currently we are in the final stages of compiling the timetable, entry form and supplemental regulations into a printable form. This is our primary task, in order to gain the SCCA's sanction number, which then allows us to publish the WOR Games program.

Some issues (e.g. camping, pit lane requirements, track close time, etc.) have to be clarified due to this being the first time we have used Nelson Ledges for the venue. These are being resolved and we are getting close to publication.

Everyone involved has provided valuable information and help, which has been arriving daily. Needless to say, but I will, thanks to all of you.

## **WOR RallyCross National Challenge**

**21 June 2008  
Preble County Fairgrounds**

**Registration and Details at  
[worscca.org](http://worscca.org)**



## **WOR Games / PDX**

**29-31 August 2008  
Nelson Ledges**

**visit [wor-games.com](http://wor-games.com)  
for more information**



by Frank Levinson  
*Aspiring Speed Racer*

Although it's been weeks since I completed the two day driver school at Nelson Ledges, I still feel like I should be ripping around turns, heel-toeing, and trying out braking the other drivers on the road. I recently made the decision that I have too much money, so what better way to get rid of it than road racing! I don't know of any way to have more fun than out on the track racing, wheel to wheel, with fellow racecar enthusiasts. All of this is from a driver school, with a little five lap race at the end of each day. I think its safe to say that I'm hooked, and I'm looking forward to more!

Seriously though, this was an absolutely wonderful time and for those that may be considering making the jump into road racing, I highly recommend it. The weekend was made all the more enjoyable by having an extremely capable car and crew, all provided by Colletti Motorsports. You did read that correctly, I've started road racing without owning a road racing car, and it is surprisingly easy. Colletti Motorsports was able to provide a very affordable ride for the school, as well as tires, gas, suspension setup, general maintenance, and everything else needed to run a trouble free weekend of road racing. Steve, Greg, and Mark from Colletti Motorsports came out to take care of the rental car and also to support the other WOR members during the school. This turned out to be a boon since changing conditions during the weekend necessitated changing tires and minor suspension tweaks to keep the car on track. In addition, Mike Wright's car suffered a broken knuckle, which Greg fixed in record time! All in all, I think I've been spoiled by Steve's crew, I think it will be hard to not race with them!

Having only done a few track events and driving schools, I was a little apprehensive about jumping feet first into wheel to wheel racing, however through the weekend I was able to learn what was expected of me as a competitor and driver, the rules of the road, how to respectfully drive alongside other racers, and perhaps most importantly what not to do (on and off the track). The schools success was due to the exceptional staff of event organizers, instructors, and corner workers - who were able to adeptly teach in the classroom and monitor all of the on track hi-jinks. Throughout all this, the most surprising part of the weekend for me was what happened off the track. While I had an inkling of what road racing would be like, I was bowled over by the competitive yet friendly atmosphere that characterized the weekend. The attitude of the drivers and crews were all business on the track, but back in the pits people were quick to offer assistance, lend tools, and even a cold beer at the end of the day.

Although the weekend did go well for all of the WOR members, fate was taunted on more than one occasion. I will only highlight my own foibles, but nearly everyone had some issue... I was twice caught out by pushing too hard, too early, resulting in two elegant pirouettes going into Oak Tree (Turn 4 or 5?). The first spin had me going backwards up the banking, much to the chagrin of a Renault that was closely following me. Some heroic driving from the Renault ensured Colletti's car remained in pristine condition despite

the mud on the car. Needless to say my heartbeat noticeably increased when I found myself staring back at a field of wound up IT cars quickly approaching my front bumper. However, vigilant corner workers quickly threw up the yellow flag informing the field of my misplaced car. If you'd like to catch a glimpse of my first spin, visit YouTube for Jim Hardesty's video of his own off track excursion (it's public so I can call him out) and you'll see a red and white Integra sitting on the top of the banking after he rejoins rubber to concrete, search "SCCA Drivers



Frank speeding down the front straight in Colletti's Integra.  
Photo courtesy of Frank's pit crew, Coop and Yovo.

School Spin" on YouTube. The second spin was a carbon copy of the first, except it was the next session and I ended up facing the right way, though still getting a bit of mud on the car. After an explicit epitaph, I dropped the hammer and berated myself for making the same mistake, at the same place, for the same reason. This spurred the necessary change in driving technique to make sure it didn't happen again.

While I could recount the whole experience, it just wouldn't do it justice. I can only suggest that those of you who are interested in road racing get out there and experience it for yourself!

# GETS 2 PASSING GRADES



by Mike Wright  
*Still Trying New Things*

Another first for me and this time it's a biggie. I went to the Great Lakes Division Driver School at Nelson Ledges Road Course held this past April, and guess what...I passed! I'm now the proud owner of an SCCA Novice Permit. Now all I have to do is make it through two races without incident and I can apply for a Regional Competition License.

There were about 45 students, about half from Great Lakes Division, the other half from Northeast Division. According to Steve Harris, Executive Steward for Great Lakes Division and a member of WOR, the school actually turned a profit for the division.

My instructor was Dayle Frame, who races an H production Austin Healey Sprite from Western Michigan Region. In his spare time he is also the GLDiv webmaster, and the editor of the WMich Region newsletter "Backfire" along with his wife, Dr. Melinda Frame. (Husband and wife editors... what a concept.) The students under his tutelage included Chris Dercole in an ITE Mustang, Philip Viruso in an ITE M3, Mark Keefer in an ITS RX-7, and me in my ITS Probe. Now, some of the more astute readers will note that one of these cars is different in one very important detail and that is... front vs rear wheel drive. So while Dayle was full of good advice for the other students, he freely admitted to not knowing a thing about front wheel drive and pretty much said "you're on your own" to me, which was fine. The school is more about teaching safe racing the SCCA way and learning about the parts of the GCR that govern Club Racing (can you name all the types of Stewards at the race?) rather than teaching the fine details of car control.



I was there with four other students who are members of WOR: Frank Levinson, Jim Hardesty, Jim Helm and Pam Poppe. All of us passed and all of us made it through without major incidents. There were a few minor incidents however, two of which were captured by Jim Hardesty's in-car camera and posted on YouTube.

Just to give you an idea of where we all stand, I'll say this about lap times: most of us need a lot of work yet! If you look at our fastest laps from our practice race on Sunday and compare to the track records, you can see what I mean:

<u>Name</u>	<u>Class</u>	<u>Best</u>	<u>Record</u>	<u>Diff</u>
Mike Helm	ITE	1:20.747	1:10.325	10.422
Frank Levinson	ITA	1:20.985	1:15.755	5.230
Pam Poppe	ITA	1:27.356	1:15.755	11.601
Mike Wright	ITS	1:24.336	1:14.408	9.928
Jim Hardesty	ITC	1:28.468	1:21.064	7.404

One last word about the school. The Nelson Ledges Road Course is immaculate. I don't care what you've heard about Nelson in the past. That old course doesn't exist anymore. The brother and sister team of Scott and Kerrie Lane have done an excellent job spiffing the place up. Also, the people I've met at Nelson Ledges are very proud of their local track, and are friendly and helpful. People I met and want to thank include NEOh RE Debbie LaFond, Registrars Dorothy Harrington, Stephanie Eisele, and Sandi Kryder. I'm looking forward to the WOR Games being a very fun event this year, even if I have to work and not race. See you on the track!

*top photo: A courteous (and slow) Mike Wright waves the leaders by at turn 4. Photo courtesy of Dayle Frame.  
left photo: WOR gang enjoying a cold one after a hard day at the track. Photo courtesy of Frank Levinson.*



by Richard Docken  
*Loves Racin'*

## Indy: 2008

Big. That is the Indianapolis Motor Speedway in a nutshell. I was in awe with the enormity of the speedway the first time I visited in 1971. I felt that way again this year, too, as I attended “Fast Friday,” the last day of practice prior to Pole Day qualifications. I hadn’t planned to go on Friday, but work and the weather conspired to make it so.

I anticipated an extra special “Fast Friday” for a number of reasons. One, as the last day of practice prior to qualifying, each driver is trying to “made his mark,” posting fast lap after fast lap; regardless of the week’s fast times, the hot shoe on Friday typically was the favorite for the pole. Two, this year the Wednesday and Thursday sessions had been completely rained out, so all of the drivers were itching to get on track to log laps, evaluate the car setups, and work out the kinks in car and driver alike. Finally, this was the first Indy 500 post reunification; it promised to bring back the feelings “of old.”

The buzz is definitely back, as the number of spectators was huge—more like the early nineties. This was first evident in the parade of cars slowly inching their way into the track. Inside the parking was at a premium—partly because of the crowd size, and also because another parking area has been sacrificed for track improvements. The turn 1 parking area, the former Snake Pit, is now the Moto GP turn 1 complex. I was directed to park in the turn three area, which seemed to be twenty miles from the scoring tower/pagoda.



*Photo of Scott Dixon courtesy of Carey Akin.*

As I made my way to the tower terrace, I reflected on the fact that Indy is usually one of two extremes—sunny, hot, and humid, or blanketed with dreary gray clouds and rain. Today was UN-usual in that the skies were medium overcast, but not enough to impede track action. It took about an hour past opening to get the track surface ready for use, but once it was open, the drivers were quickly down to business. I was surprised that with the amount of rain that had fallen on the previous two days, there were no “weepers” that sometimes plague Indy.

The fast times were shared principally between Ganassi, Penske, and Andretti-Green Racing. Lap after lap, the drivers for these teams were at the limit. Top speeds were in the 226+ range, below the desired limit of 230, but a bit faster than the Pole speed from last year. This made for a promising competition for the Pole, especially with the new format. As you may know by now, Pole Day preserves only the best eleven qualifiers for the day. All others must start from scratch on subsequent days. This means that each day of qualifying has not only competition for the best times, but incorporates a “bubble day” too.

Pole Day was almost a carbon copy of Fast Friday—Ganassi, Penske, and Andretti-Green teams dominated. All

other first day qualifiers ended up at the tail end of the eleven cars. The new format allowed and encouraged drivers to make repeated attempts throughout the day to capture the top spot, which they did. Competition for the 11<sup>th</sup> spot was just as vigorous. Scott Dixon (pictured) nixed a front row result to make another attempt—and took pole (at 226+) from his teammate, while young Graham Rahal was left waiting at the door because his car was not ready for a final, last second attempt! Tony G has listened to his critics and definitely implemented a change for the better.

That’s it for Indy, except for one thing. For as many years as I have gone to Indy, I always get the impression that the traffic control people outside the speedway act like it is the first time they have ever had to deal with a big crowd, and they seem oblivious as to what so many people may be doing there. For example, I was on Olin Street, which enters 16<sup>th</sup> just east of the Speedway entrance. Not until the line of cars was backed up for about a half mile did any of the men in blue decide to render assistance. Then, another who was posted on 16<sup>th</sup> wouldn’t let cars merge into the gate entry lane—cars were forced to bypass the entrance and make their way to another gate. There has to be a better way!

## ***Cameron Argetsinger, 87, Road Racing Pioneer, Dies***

*Published: April 27, 2008*

*Cameron Argetsinger, whose love of speed cultivated on country roads led him to help revive road racing in postwar America and establish Watkins Glen, N.Y., as a stop on the Formula One circuit, died April 22, 2008 at his home in Burdett, N.Y. Cameron Argetsinger brought Grand Prix racing to New York. He was 87. The cause was complications of a stroke, his daughter, Louise Kanaly, said.*

*For two decades, the world's best drivers and fastest, most maneuverable cars — those that meet the strict set of engineering requirements that define Formula One — descended on a village on the southern tip of Seneca Lake, one of the Finger Lakes. Watkins Glen offered the sport's richest purse, blazing autumnal foliage and a legendary starter in a lavender suit with a big cigar who jumped in the air to wave flags to start and end the race. The village, with a population of less than 3,000, three times beat out Monte Carlo and other glamorous Formula One stops to be named the best-organized Grand Prix event of the season. Sports Illustrated described the charm of the United States Grand Prix at Watkins Glen as "courage and cornpone, sophistication with straw in its teeth." Site selection owed something to Mr. Argetsinger's family's periodic residence since the early 19th century and something to his love of the twisting, undulating lanes winding among the scenic lakes. His father taught him to drive at 12 on these rural byways, and he later relished driving as fast as minimum safety, liberally defined, permitted. As a World War II veteran and college student, he dreamed of resuscitating the sport of racing sports cars on real roads, called road racing, which had lapsed before the war. Part of his motivation came from his excitement in reading about the Vanderbilt Cup races on Long Island in the early years of the 20th century and briefly in the 1930s, he said in an interview with The New York Times in 1998. But that was just part of the story. "It's been said, and it's not entirely wrong, that I did it because I had an MG-TC and didn't have a place to race it," he told The Times. That first race in Watkins Glen in 1948, which involved 23 cars, followed a route that Mr. Argetsinger laboriously concocted on his living room floor during the winter holidays of 1947, according to Philippe Defechereux in "Watkins Glen 1948-1952" (1998). Mr. Argetsinger lined up magazines to represent roads.*

*Cameron Reynolds Argetsinger was born March 1, 1921, in Youngstown, Ohio. His father, J. C., was a steel-company executive who collected classic Packards. "He always had fast cars and he liked to drive them fast," Cameron said. "I inherited it, I guess." By the time Mr. Argetsinger was 20, he was part-owner of a Packard dealership in Warren, Ohio, Brad Herzog wrote in the Cornell Alumni Magazine in 1998. He served in the Army in World War II. After his discharge, he bought the MG-TC, which had 19-inch wheels, leather upholstery, an elaborate instrument panel and four forward speeds. In 1947, he joined the Sports Car Club of America, for which ownership of a sports car was required. He entered Youngstown University, from which he graduated in 1951, and thought more and more about the racing potential of Watkins Glen on visits to the family's nearby cottage. After he developed a route, he beguiled the local Chamber of Commerce with his vision of gallant goggle-wearing drivers with scarves snapping in the breeze. Next, he had to win approval from nine government agencies, as well as the New York Central Railroad, whose tracks the route crossed. The day of the race, Oct. 2, 1948, became known as the Day the Trains Stopped. Mr. Argetsinger finished ninth. "The country roads of upstate New York he called home had become the streets of Le Mans, a biscuit reincarnated as a brioche," Mr. Herzog wrote. By 1950, the event was drawing 100,000 spectators; in 1956, a permanent course was built. In 1958, the not-for-profit Grand Prix Corporation, which Mr. Argetsinger helped establish, was attracting international drivers for Formula Libre races, which allow a wide variety of cars. In 1961, the town's bold bid for a Formula One race was accepted. Mr. Argetsinger, who graduated from Cornell Law School in 1954, had various top executive positions in the corporation running the event until 1969. Then his attempt to buy it was rebuffed, and he resigned. He worked in various industry positions, including executive director of the Sports Car Club of America. He also practiced law, and with his wife he started a research library dedicated to motor sports in Watkins Glen.*

*Mr. Argetsinger is survived by his wife, the former Jean Souse; his sons J. C., of Montour Falls, N.Y.; Michael, of Chicago; Peter, of Sebring, Fla.; Robert, of Sunset Beach, Calif.; Sam, of Burdett, N.Y.; and Philip, of Phoenix; his daughters Louise Kanaly, of Rochester; Marya Smith, of Elizabeth, Ill.; and Margretta Argetsinger, an actress known as Getchie, of Manhattan; 15 grandchildren and 13 great-grandchildren.*

*In 1974, as the head of the sports car association, Mr. Argetsinger tried for an even greater triumph than he had achieved in Watkins Glen: he proposed a Grand Prix race in Central Park, promising it would be bigger than Indianapolis. New York City said no.*

By Mike Edgerton, *The AUTOMOTIVE EDGE: Photojournalism for the Sport & Industry*



by John Pfetzing  
*JD's Biggest Supporter*

The weather was brutal on Saturday with a cold 35 mph wind blowing in from the west. On top of that there was no where to go since the tower was torn down. We finally got to use part of the cafeteria for driver information, and even here there was an effort to throw us out when the cafeteria closed mid afternoon. We stayed in place with the help of Pete Hylton. The food, as usual, was excellent. Barbecue pulled pork with lots of side items. At the end of the day there was a pursuit race which no one wanted to have except the racers themselves who had already payed their money. What was the problem with the rest of us? We were cold - very, very cold. It was especially bad for the corner workers. As a note the weather on Sunday was much better.

For those who might not know what a pursuit race is let me explain. It is open to all cars who raced during the day. For those who entered, their fastest time of the day was taken, be it in qualifying or in the race. The cars then lined up in the pits with the slowest car first and the fastest last. The cars are then released one at a time with various gaps in-between as a handicap based on their fastest times. In theory all the cars should reach the checkered flag at the same time but it never works that



way. Two cars of interest to WOR people were driven by Shawn Hobbs and J.D. Pfetzing. Shawn driving his beautifully prepared Fiat X1/9 started second, and J.D. driving his SRF started second to last in a field of about 15 cars. The race was ten laps in length and after about six laps it looked like Shawn had a win in his pocket, but J.D. was working his way through the field nicely although still a ways behind. Shawn, who was the crowd favorite, was peddling that Fiat as fast as it would go but just entering the last lap J.D. passed for the win. What was really nice to see was both of these drivers excited and happy at the end of the race. They both had a lot of fun and it was great to see two drivers from the Dayton area take the first two places. Congratulations to both. Jason Albright also entered the event, but he had trouble with his Mazda RX-7 and was able to complete only five laps.

*Photos by John Wilmoth at jwwPhotos.com*



### Indy Spring Sprints May 4-5, 2008 *Partial Results*

Car #	Driver	Class	Sat.		Sun.	
			Q	E	Q	E
33	Shawn Hobbs	ITC	1	1	1	1
77	Jason Albright	ITA	5	2	4	4
81	Fred Albright	ITA	4	5	5	3
75	Mark Frost	ITA	3	7		
58	Frank Howard	SRF	5	6	6	6
08	Alex Moore	SRF	7	7	7	7
15	J.D. Pfetzing	SRF	2	2	2	2

# START YOUR ENGINES 15

## 2008 Great Lakes Division Race Schedule as of: 02/28/08

Rev Record - June 2008

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
6/7 & 6/8				
6/14 & 6/15				
6/21 & 6/22				
6/28 & 6/29				
7/5 & 7/6		INDY @ ORP (R)	INDY @ ORP	
7/12 & 7/13				
7/19 & 7/20				
7/26 & 7/27		NEO @ NL (D)(C)		
8/2 & 8/3				
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		QVR @ MO (D)(C)		
9/13 & 9/14				
9/20 & 9/21				
9/27 & 9/28		INDY @ ORP (D)(C)		
10/4 & 10/5				
10/6 to 10/12			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				

### SCCA Board Approves NASA Licenses For Club Racing

TOPEKA, Kan. (May 9, 2008) Sports Car Club of America's Board of Directors approved today at its face-to-face meeting in Topeka the approval of National Auto Sport Association licenses for Regional Club Racing competition, effective immediately. The NASA Competition License joins those of 13 other organizations approved for Regional competition. Any of these license holders may participate in a Regional event, providing they are a full, First Gear, family or weekend member.

The full list of organizations with licenses approved for competition are:

BMW CCA	CACC	FIA
HSR	ICSCC	IMSA
MCSCC	NASA	PCA
Ontario Region CASC	SCCA Pro Racing	SVRA
VMC	Waterford Hills	West Canada Motorsports Association

Detailed information on the licenses approved for each organization is available in the SCCA General Competition Rules, section 3.1.5.



# 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 \_\_\_\_\_

E-mail \_\_\_\_\_

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.

Referred by SCCA member: \_\_\_\_\_ # \_\_\_\_\_  
(First / Last Name & Member Number required)

### 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

**Payment Method:**     Check     Credit Card     Money Order

Visa/MasterCard (only) Acct# \_\_\_\_\_ Exp. \_\_\_\_\_ Total Amount Enclosed \$ \_\_\_\_\_

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

**I hereby apply for membership in the Sports Car Club of America, Inc. and the 086 - Western Ohio Region of the SCCA.**  
*(Region Name)*  
**By applying for membership I agree to abide by the bylaws of the SCCA and the SCCA Region named above.**

Applicant's Name (Signature Required) \_\_\_\_\_

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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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