

REV RECORD



September 2008 - Volume 49 - Number 8



RallyCross is red hot in Western Ohio Region. Photo courtesy of Elliot Sherwood.

Inside...

***Rudy & Sherwood's View of RallyX
The Race Docktor Delivers
Latest WOR News***

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

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by Mike Wright
Rev Record Editor

So far in August we've had one Solo event and two RallyCross events, with the WOR Games yet to come. Christian Moist and Dave Rudy give us reports on the happenings. Cincinnati Region put on what is becoming one of the premiere events in the Great Lakes Division, the IT SPEC*tacular. Race Chairman Todd Cholmondeley and his crew do a first class job organizing the event, including the tough tasks of publicizing and attracting sponsors.

On the Friday before the IT SPEC*tacular, Cincy put on a PDX featuring the Italian car club. Several WOR members were helping Cincy put on this event, including Dan Coughnour, Dave Rudy and Jim Hardesty. Dan was instructing in a yellow Ferrari, and there's more to the story, but not from me. John Pfetzing writes more about the incident, and the whole weekend, in this issue.

In conjunction with the Cincy races Saturday and Sunday, several WOR members were at the track and



helping out. It's a great time and I highly recommend it. I was lucky enough to have a front row seat from the starter's stand, and I was unlucky enough to draw the short straw and so, I started the split-start of Group 1, the ITS and ITB cars. The reason a split start is such a bad idea is because the second group basically gets a free pass to behave like morons on the start, once they realize that the first group got the green flag.

The view from the starter stand at Mid-Ohio is particularly good. From there I was witness to some interesting things, two of which are pictured here. Notice the rope

around starter Mike Metzler's hands? That's because he dropped one of the double-yellow flags just seconds before the pace lap. Starter Chief Don Randles used the rope as a humorous reminder to use

two hands next time. The second picture is interesting, I think, because of the body language of the two people. The starters have an excellent view of the black flag station. This is where bad boys (and girls) go to be scolded by the stewards. You can tell just by looking at the body language that Mr Car and Driver is sorry for whatever he did.

Did you know that as SCCA members, you are welcome to spectate at any non-spectator race as long as you give your name to the registrar before the event? The GCR (General Competition Rules) in paragraph 3.7.5.E spells this out. The reason I mention it is because I read on the SCCA Forums about an SCCA member who was turned away at Watkins Glen. I wouldn't want any WOR members who are thinking of coming to a race to be turned away on a technicality.

Finally, here's a little dining out tip. If you are eating at a restaurant that still uses wooden salad bowls, like the Brown Derby Roadhouse at Mid-Ohio, and the bowl seems to have splinters in it, don't keep eating from it like I did!



EXECUTIVE ORDERS



by Steve Demeter
Regional Executive

RE Rant...

Can't believe that WOR Games is just 3 short weeks away. Special thanks go to the entire race committee, and a great BIG THANK YOU to Debbie LaFond and the NeOhio Region for all her / their guidance and help to this newbie committee and newbies to Nelson Ledges.

The WOR Games will be most likely over by the time you read this and I think that we will be remembering a successful event. Special thanks to my good friend Dan Coughnour for agreeing to forgo participation in the PDX on Friday to cover the lack of finding a chief steward for that day and to Duane Harrington for agreeing to chief the PDX on Saturday and Sunday, at the last minute. Thanks to all the workers and particularly the chiefs of specialty, all of who undoubtedly will have done a fabulous job. And thanks to the race committee, who under the able leadership of Steve Colletti, have learned much and pulled together and have planned and set up a great event. I think that anyone who missed it will regret doing so.

WOR Racers, be sure to be getting your results in Dan Coughnour's hands, as he is planning on doing the first annual road racing driver awards and it will be based on the results he receives.

And do not miss the September meeting for it will be truly something special. For the good of the club...

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Mark Your Calendars

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
- 28 Sep MVSCC at Kil-Kare
- 5 Oct Solo PE4 at Riverdowns
- 6-12 Oct SCCA Runoffs at Topeka, KS
- 10-11 Oct OVR Autumn Classic at Mid-Ohio
- 11 Oct RallyCross PE8 at Smoke and Mirrors
- 12 Oct Corvette Troy at Kil-Kare
- 26 Oct MVSCC at Kil-Kare
- 1 Nov GLDiv Roundtable - Prestige Plaza Holiday Inn, Miamisburg, OH
- 15 Nov RallyCross PE9 at National Trail Raceway



by Keith Pulford
Secretary and More

WOR Board Meeting Minutes for August 5th, 2008:

Membership, Solo & Rally Chairs unable to attend the meeting.
Re called for reports from the Chairs:

RE: congratulated the REV Record Chair for another high quality publication.

Rev Record: 240 copies were mailed to recipients & copies sent to SCCA HQ for judging vs other region's issues.

Treasurer: that the region's funds were good.

Christopher Club invoices need further analysis – the Treasurer will contact the Club.

Assistant RE: nothing to report for this month.

Activities: RE congratulated Activities Chair for a 'Fine Brat bash' at the July Member's meeting.

The Christopher Club presented an invoice for drinks which was unexpected. This caused the event to make a small loss but the overall expenditure against predicted budget is lower than predicted.

Next Member's meeting will be a Pie, Popcorn & Pizza evening with a film based on the 80's Can-Am races.

The Nov 1st Hayride is cancelled due to the Great Lakes Round Table event at the Dayton Holiday Inn.

Round Table Event: Holiday Inn Prestige Plaza Drive Miamisburg recommended to be used for this event.

10 rooms to be reserved. Registration charge to include lunch & should be in the range of \$25-30. Registration fees to be collected by WOR representative. Proposed to accept this recommendation. Motion accepted.

WOR Games: Pace drivers will be Dave Rudy & Dan Coughnour plus a steward operating communications to the stewards. RE will contact Debbie LaFond regarding radio requirements. The timing & scoring budget has been agreed. The Chief Tech will arrive at 7.30pm on Friday. The Registrar will compile the driver packets. Currently no PDX Chief Steward – Dan Coughnour is applying for the licence. Safety Steward will be Dave Rudy. 8 x Instructors have volunteered. The Saturday dinner will be the 'Ribs' meal. The number of trophies will be reduced & the quality increased. The Assistant RE will investigate the location of the photo ID equipment which has been requested by the Registrar. The Secretary thanked Mike & Joy for their enormous help with publishing the WOR Games supps.

AOB: None & Meeting adjourned.

WOR Membership Meeting Minutes August 12th, 2008:

RE: RE requested reports from the board:

Assistant RE: Nothing to report

Treasurer: Reported that the club had sufficient funds banked. WOR Games invoices to Kryder Racing & for the radio equipment to be paid.

Rev Record Editor: RE congratulated Joy & Mike for another excellent issue. The next deadline is August 15th.

Road Race Chair: Impressive WOR appearances at Mid-Ohio. Dan Coughnour related his eventful instructor session in a Ferrari 360 which blew a tire during a session.

Activities Chair: September meeting will be at the Taj Ma Garaj at 7pm with a car concours being judged by John Dixon. Food & non alcoholic refreshments will be available & we will be able to tour the Porsche/VW museum. Meeting open to SCCA members and their guests only.

Solo Chair: August 3rd event had 44 entrants & 8 runs were provided. Next event September 21st at Kil-Kare.

WOR Games: 13 entrants for WOR Games & 3 PDX to date. This will be the last event on the current Nelson Ledges configuration. Race committee will decide & review if the event needs to be cancelled because of low entries. Nelson Ledges & Lake Erie are actively promoting the event. The WOR Games Chair is visiting Nelson Ledges this weekend during The Longest Day. Dan Coughnour has issued 100 fliers to the Cincy Corvette club and at Mid-Ohio PDX.

Rally Chair: Next event on August 16th/17th at Smoke & Mirrors. July 26th event had 29 including 8 non members entries producing a profit.

Old Business: None. New Business: None. Meeting Adjourned

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by Ildiko Marcus
Activities Chair

From the Activities Desk

Pay attention folks!!!! September's meeting will take place on the 9th from 7-9pm (our usual date and time) but the location will be at the Taj Ma Garaj Porsche Museum. John Dixon has graciously consented to allow us to hold our membership meeting, (and it will be quick!), among his lovely and well cared for Porsches. We will have light snacks and soft drinks available, but absolutely NO alcohol by request. After the meeting, John will judge our very own WOR Concours d'elegance. Trophies will be given in the following classes;

- Best Sports car
- Best Race car
- Oldest Sports car
- Oldest Race car
- and the public gets to vote a People's Choice Award

All WOR members are invited to enter. Your entries may be placed starting at 6:30pm.

The Taj Ma Garaj is located at 300 South Perry St. in Dayton, Ohio. Directions are:
- travel south on Ludlow
- at Packard Museum turn right onto Franklin St.
- then right onto South Perry
- the Taj is at the corner of Perry and Eaker St.
Parking is available along both Perry and Eaker St. Please DO NOT PARK in the church parking lot, you will be towed. Only concours entries may park in the Taj parking lot.

Please be respectful to the cars and property so that we may have this wonderful treat again in the future. If you have any questions call Dan Coughnour at (937) 232-0732.

Please make note that the scheduled hayride and bonfire on November 1 has been replaced with the Great Lakes Division Roundtable hosted by the Western Ohio Region. For more information contact Nancy or Mike Edgerton at (937) 866-5729.

Western Ohio Region 2008 Activities Schedule

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~~**
GLDiv Roundtable at Holiday Inn*
Prestige Plaza - Miamisburg, Ohio

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

**MEMBERSHIP MEETING
9 SEPTEMBER
JOHN DIXON'S TAJ MA GARAJ**



by Christian Moist
Solo Co-Chair

Solo Status

The second solo event of WOR's season is now complete. 44 racers showed up to compete at the event, held at Kilkare Speedway in Xenia. While this attendance was down compared to our last event, the competition was still very stiff. Many of the top competitors from Cincy Region, WOR and the MVSCC duked it out through seven runs, where some great battles took place.

An all star A Stock field of Jack Strahm and David Santel had one of the closer battles of the day, trading winning times through the final run. David edged Jack out by just over one tenth of a second, due to Jack's final winning run being nullified by a cone strike. It was definitely a great battle and pleasure to watch!

D Stock attendance was back to normal for this event. With 6 drivers, it was the largest class of the day. Frank Levinson proved that he's still the DS king in the area, taking the class by almost eight tenths of a second; a dominating performance.

Two of Central Kentucky Region's STS drivers, Ryan Zupancic and Michael Alsip, made the trip to WOR. They claimed the top two spots in their class and lent a helpful hand in the timing and scoring trailer.

Top times of the day belonged to Tom Thieman and me, separated by little more than a tenth of a second. Top PAX was held once again by Frank Levinson. He's a machine.

Thanks to all who came out to make this event a success. Our next event is September 21st at Kilkare Speedway. This will be the final event that WOR will be hosting in 2008. The fourth points event will be held as a joint event at River Downs in Cincinnati. Drivers must run three of the four WOR events and be a WOR member to qualify for year end awards.

Final Results - WOR SCCA Solo PE1 - 2008-06-08

Total Registered: 104, with Times: 104

<u>Top Times Of Day</u>	<u>Time</u>	<u>Class</u>	<u>#</u>	<u>Driver</u>
Raw time	37.476	FM	62	Stuart Phipps
Stock	41.223	AS	11	Justin Harbour
Street Prepared	41.134	ASP	77	Gregory Lloyd
Prepared	41.028	FP	11	Bryce Mercer
Modified	37.476	FM	62	Stuart Phipps
Touring	44.235	STS	20	Ryan Zupancic
Street Modified	39.986	SM	27	Christian Moist
Stock Ladies	49.259	HSL	10	Claire Frimming

Final Results - WOR SCCA Solo PE2 - 2008-08-03

Total Registered: 44, with Times: 44

<u>Top Times Of Day</u>	<u>Time</u>	<u>Class</u>	<u>#</u>	<u>Driver</u>
Raw time	44.378	SM	27	Christian Moist
Stock	45.730	AS	40	David Santel
Street Prepared	48.910	CSP	14	Bob Gordon
Prepared	45.959	BP	70	Dennis Cox
Modified	45.601	DM	3	Michael Wolf
Touring	48.923	STS	20	Ryan Zupancic
Street Modified	44.378	SM	27	Christian Moist

For more results visit: <http://www.worscca.org/solo/results/>



by Rick Docken
Race Doctor

ALMS at Mid Ohio, July 2008

I've always enjoyed the action of the ALMS series at Mid-Ohio. That is especially so as the series continues to evolve and mature with factory entries in the prototype classes, the uniquely American Porsche vs. Audi battles on the track, and the more recent emergence of the Acura teams as a viable and consistent threat to win events.

This year I was able to add another somewhat unique dimension to my usual ALMS experience. I was an ALMS pit lane media reporter, assigned to monitor and report on the activities of 6 of the teams competing that weekend. As cars would pit, I would relay the activity—tires, driver change, fuel, and assorted problems, to the ALMS media center, where these reports would be posted on the ALMS website. "My" teams were the Field P1 and P2 cars, the Patron P2 Acura, and two Ferrari and one Porsche GT2 entries.

The ALMS shared the event weekend, and the pits, with the IRL. All teams from both series had their individual pit equipment deployed in the pit lane for the duration of the weekend. This abundance of equipment severely taxed and cluttered the already smallish Mid-Ohio pit stalls to the point of bursting at the seams. This is the environment that I had to work in and see through!

At times, the action was quite hectic, especially at the start of the race. One of the cars I was covering, the #37 P1, was in the pits on the parade lap, and again shortly thereafter. Needless to



say, getting information under those circumstances was quite challenging, trying to balance the need to report with the team's need to properly diagnose and fix the problem under the most trying of circumstances. The action picked up again at the first caution, as almost all of the cars pitted. I had to quickly bounce from stall to stall, catching glimpses of the action ("Let's see, was there a driver change there or not? Did that team change tires? 2 or 4?" and so on).

The action really and literally got hot just a few stalls down when the Gil de Ferran entry experienced a severe refueling mishap. As we now know, in and amongst all of the other pit activity, the de Ferran entry released with the refueling hose still connected, creating a flash fire. All I knew at the time, though, was that there was a big ball of flame not too far from where I stood, followed by a blast of heat. I know that this is a routine risk and sometime occurrence for the drivers and crew, but this is the closest I have ever been to something like that!

Covering the race action up close and personal was a joy and thrill, but that wasn't the only benefit of being a media reporter. With my "media" credential, I had access to the Mid-Ohio media center in the tower; with its unique vantage point, I had a real catbird's seat to watch some of the early morning practice and qualifying sessions. I also had access to the (air-conditioned) ALMS media tent. On such a hot day, that alone seemed to be reward enough! I also was issued an ALMS media handbook and I had my choice of team press packages to select from. Finally, I was issued an ALMS jumpsuit to wear in the pit lane during the race. I was really im-

pressed with the treatment I received when I wore that suit—I could go virtually anywhere, anytime without interference.

How I happened upon the opportunity to do this was almost as interesting as covering the race itself. While attending the Grand Am event at Mid-Ohio in June, I ran into a longtime SCCA friend who had been working media for ALMS for a number of years. After a brief discussion I indicated my interest and she was able to get me on the media access list. Just like that. I could have lobbied the ALMS for years and I would have likely never have been able to get that kind of break!

Anyway, that was my short-lived experience at the 2008 ALMS at Mid-Ohio, since I was only at the ALMS for the one day. I was told that there was much more that I could have done in a media capacity if I had more time available. You can bet that I've put the Thursday and Friday preceding ALMS next year on my vacation schedule!



2 WHEELERS

9



by Rick Docken
Race Doctor

AMA at Mid-Ohio, August 2008

I know that SCCA is a 4-wheels on the ground club, but two wheel road racing is still road racing, and the American Motorcycle Association can put on a good show, weather permitting.

I say weather permitting, since the last two AMA events at Mid-Ohio have been essentially washed out by heavy rains. This includes the supposed-to-have been, first of many, "Super Cycle Shootout" and last year's regular season event. The Super Cycle Shootout was literally and figuratively washed out after just one shot. And, according to some, if things don't change for the good and soon, the whole of American Super Cycle racing may also get washed down the drain, too.

Well this year weather wasn't an issue, as the Saturday was cool and dry, with enough broken clouds to keep the sun from getting things too hot. The crowd was healthy but thinner than years past. Action on the track was steady, as there were five major groups sharing time throughout the day.

Red Bull was splashed all over Mid-Ohio. They sponsored a youth racer development series (much like they did for the old CART and Formula 1). This included a portable VIP suite that dominated the grounds on the inside exit from turn 1. They also had sweet young things passing out samplers of the latest Red Bull drink. That the youth market is the target demographic was hammered home when a young female marketer offered a sampler can of Red Bull's latest to my son and nephew, looked me straight in the eye, and left!

During the practice sessions, I scouted the infield and planned my viewing for the afternoon's

Super Cycle race. While perusing the different vendors, I came across a unique offering from a Ducati dealer who would set you up with an on-line Ducati gift registry. It's a neat idea that I hope spreads to other types of offerings.

The best place to watch the bike races, at least for the first two laps, is on the berm facing turn one. The bikes green flag from a standing start and race at minimal spacing and full acceleration around turn 1 and up to the keyhole. The keyhole turn serves to space the bikes a little, but they still scream as a pack down the back straight towards China beach. The turn 1 berm is good for about two laps, when the bikes are pretty spread out, already! You either must be content to watch the parade, as AMA has devolved to Suzuki factory domination, or go look for another viewing spot.

I recommended to my son and nephew that we check out thunder valley, with its 90-right and falling straight. They agreed and we made our way over. While en route to our new viewing spot, Neil Hodgson, a recent transplant to AMA from World Superbike, had a massive engine failure that managed to violate the fairing. This allowed his oil to spill on to the track in Thunder Valley. As I was looking up to the turn, my son is yelling, "Dad, look." I turned to see first one, then another, rider dip the front wheel in the oil. I looked back to the turn, noting that the yellow and debris flags were displayed. Most riders were slowed and in a "rest" position on the bikes. However, I heard the sound of one last bike on full throttle. How he missed the flags and the slow riders is beyond me, but he joined the first two victims and dumped his bike under the bridge!



Well, the action wasn't over yet. As if to compensate for the nearly hour delay for cleanup and the return of the medicopter, the restart was equally exciting.



After one sighting lap, the field was released in anger once again. When the bike got to thunder Valley, the first two bikes were missing and the remaining riders were in rest position, looking back over the shoulder. It turns out that a cooler had been dumped on the walkover bridge. Water from melted ice had pooled on the track, right in the corner of the turn. The two lead bikes had hit the water at maximum speed and lean, and went sailing off. Thankfully only the bikes were harmed and the AMA allowed the teams to make repairs and get the bike back on the ready line.

There was one more red flag period to address a fire from a split fuel tank; this happened in the keyhole. In the end, it was another Suzuki walkover, bringing to an anticlimactic end a race that had provided lots of suspense, peril, and dramatic action.

It will be interesting to see what kind of show AMA will bring to Mid-Ohio next year, as many changes are in the cards for format, riders, and teams between now and then.

pg 8-9 photos courtesy of Rick Docken



RALLYX ROX



by Dave Rudy
Rally Chair

Rally Report

Well it has been a busy month or so. We had a Rallycross at Smoke & Mirrors on July 26. It was hot! It was dusty! It was just plain fun!

There were 29 entries and did I say it was dusty. Upon my arrival at S&M I found several competitors patiently waiting on me. Allen had put them to work put they were still waiting for me to give them more to do. There were a lot of the regulars, but some were driving other people's cars. It made for some interesting class battles. With my lack of ability to start on time and all I had to coerce Pete Remner to design a course at the last minute. He gave us a great course that crossed over and doubled back on itself. Did I mention it was dusty? After a lunch break we reversed the course and had just as much fun in the dust. In the end everyone got 8 total runs and went home with some stylish Smoke & Mirrors dirt on everything they brought with them.

Then on to the August event. This event was a two-day event with points events as if it was one event. Well it is August and it has not rained in a while. So guess what? It was dusty. 18 brave souls came out and had the pleasure of witnessing me running late, doing registration, setting up T&S and trying to figure out what to do about a course. Tim Spellman just happened along and I volunteered him to set up Saturday's course and he did a great job. Everyone got 10 runs on Saturday's course which was used unchanged after the lunch break.

After competition was concluded on Saturday we had the pleasure of Dan Rensing and Lori Rensing making a demonstration run in Dan's 1930 Chevrolet Coupe. The classic car is set up for the Paris-Beijing Rally that he competed in last year. It was very cool to see that on the course kicking up dust.

After announcing of Saturday's times a good number (11) of us prepared to camp (well not me anyhow) at Smoke & Mirror's for the night, but before that we needed nourishment. We kind of got that at a local Eaton restaurant. Let me just say this I won't ever go to that restaurant again. But we had an adventure and did it as a group. It gave us something to talk about around the camp fire.



On Sunday morning Amanda Dwire cooked up a magnificent breakfast for the campers. Amanda you are awesome! After getting a big breakfast I was kind of groggy and forgot about the course needing revised for day two. In steps Pete Remner to the rescue and he reconfigured the course and got me moving to do the drivers meeting. I eventually got the first car off at about 11:45. At the end of the day everyone got 8 runs.

From what I can remember (it was yesterday!) the top three overall were Draco Withington in a Subaru, Dan Coughnour Jr. in a Beetle, and Seth Miller in a Subaru. We had several first timers and a few old timers. Three people in the rental car on Saturday and four in the rental on Sunday. The largest class was PF with yours truly losing his Saturday lead on Sunday to get beat by Chris Hastings. (fyi. I am trying to do this from memory because the scorecards are in the trunk of my car at home and I am at work!?)

Another interesting thing I tried this weekend was after the announcing of scores on Saturday I proposed that Sunday's groups be determined by taking the top half of the competitor's from Saturday and they would be in group 1, everyone else would be in group 2. The competitors really enjoyed the change and it made several of them step up their driving. At the end of Sunday's competition only one class position changed and that was the in the PF class.



37.7	37.6		
7.1	40.9+3	36.2	37.3
3	37.2+1		
	40.7		
	35.9+2	37.4+1	37.5
	36.0	38.3	35.7
	35.8	37.8	
	7.7		
	7		
	38.0+2	37.9+1	



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Photos on pages 10-11 and the cover courtesy of Elliott Sherwood.



That is a quick rundown of the last two events. We are having fun in WOR at the Rallycrosses. Grab your friends and come out and play with us in the dirt.

Next up is September 20 at Smoke & Mirror's as well as the Divisional 2-day event on September 13-14 at National Trail Raceway east of Columbus, Ohio.



by John Pletzing
Roving Reporter

IT*SPECtacular

The weather for this event was wonderful with sunshine and cool temperatures. It was in the low 70's Friday and Saturday, and in the low to mid 60's on Sunday with most people wearing light jackets and asking themselves is this really August? The car counts were good with approximately 150 for the PDX, 180 for Saturday, and 181 for Sunday.

Notes: It was worth coming to the PDX just to see the forty or so Ferrari's on display and on the track. In fact there was a grandiose incident involving a Ferrari that was only about seven weeks old, at least to the new owner. Our own Dan Coughnour, as an instructor, was sitting in the right seat of a beautiful yellow Ferrari going down the back straight near the kink



Photos courtesy of Mike Wright

when the back end of the Ferrari stepped out smartly. Control of the car was lost and the right rear banged the wall smartly. In fact there were scrapes all down the right side. The right rear suspension was badly broken so the car was undrivable. Both the driver and Dan took a big hit, but did manage to walk away with nothing more severe than a great deal of soreness

and being a bit woozy. When the Ferrari finally came to a stop the driver said something to the effect: my dad's going to kill me. When I heard this I thought to myself this is a truly grounded-for-life incident. Having said that it might not have been the driver's fault because both Dan and Everett McCauley, who was following, said that a tire blew.



As chief steward of the PDX I worked the black flag station and talked with any driver that did a no-no. Almost all those drivers knew what they had done wrong and were apologizing when they arrived at the black flag station. However, there was one Corvette driver from NASA who was irate when black-flagged. He started yelling at me about this Dodge Charger who came in on him down in the esses. I tried explaining to him that the rules for a PDX do not allow him to pass anywhere near a corner and that he was wrong in what he was doing. It didn't sink – maybe NASA drivers are a bit thick. In any case he started yelling so much that his face was turning red. I stood by the driver's door, saying



nothing, as his rant went on. Finally I told him to go back to the paddock and park it and cool down. He was not allowed back on the track anymore that session. I've never before done that. Wouldn't you know that he was called in again during the second session. This time for two wheels off. This time he tried to argue this was no big thing and should not have been called in. At this point he was told that if it even looked like he was going to violate a rule he was out of here. He was good for the remainder of the day, but there were several workers just hoping he would screw up again, with one wishing him to hit something hard and mess up his nice Corvette.

Kathy Gall, a grid worker, made hot egg and cheese sandwiches for all the workers and officials to have for breakfast Sunday morning, and they were really good.

Jason Albright broke the lap record in IT7 on Sunday. Poor Shawn Hobbs was in first place in Sunday's race when his throttle cable broke. Isn't racing fun Shawn? There were lots of prizes given out at the party Saturday evening with yours truly walking away with a 10x10 canopy, and Shawn getting a set of Hoosier tires. At the corner worker's meeting in the morning a worker who tried to save a turtle that was on the track during a race at ORP in July was presented the turtle award. It was a foot long stuffed turtle. Good fun these corner workers have.

Speaking of corner workers they went above and beyond their call of duty when during Saturday's first Group 5 race, race control lost communications. Race control could hear the corners but the corners could not hear race control. Lake Erie Communications realized, on their own, that something was wrong so they had each corner check in. They deduced correctly that the communication problem was with control. They took it upon themselves to call for a full course yellow (good call) then they went to double yellow when it appeared control was not going to be back on line anytime soon (good call) and once the number of laps had been run for a complete race the Chief Steward who finally got on their land line checkered the race. Lake Erie did a fantastic job!

ROAD RACIN' 13



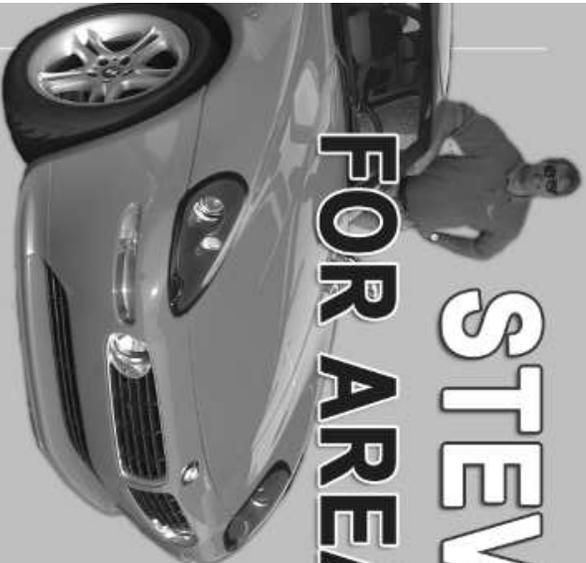
by Dan Coughnour
Road Race Chair

Road Racing Report

9-10 August, Cincy IT SPEC Results:

<u>Sat, 9 Aug 2008</u>		POS	PIC	BEST LAP
Group 1: ITS / ITB				
No WOR Members				
Group 2: SRF				
JD Pfetzing			1st(trophy)	1:42.106
Alex Moore			12th	1:45.866
Group 3: ITA / IT7 / ITC				
Jason Albright	IT7	10	1(trophy)	1:47.474
Fred Albright	IT7	16	3(trophy)	1:47.922
Steve Colletti	ITA	22	15	1:48.043
Jim Hardesty	ITC	25	7	1:54.056
Pam Poppe	ITA	28	16	1:59.150
Shawn Hobbs	ITC	30	10	1:51.361
Group 4: SM / SSM				
Jim Suhr	SM	32	31	1:50.088
Group 5: ITR / ITE / TCC / AS				
No WOR Members				
Group 6: FF / CFF / FC / CFC				
Rex Gunning	CFC	2	2(trophy)	1:31.125
Steve Demeter	CFC	10	4	1:35.886
Chris Watson	FC	11	3(trophy)	1:38.572

<u>Sun, 10 Aug 2008</u>		POS	PIC	BEST LAP
Group 1: ITS / ITB				
No WOR Members				
Group 2: SRF				
JD Pfetzing			1st(trophy)	1:42.775
Alex Moore			14	1:45.507
Group 3: ITA / IT7 / ITC				
Jason Albright	IT7	7	1(trophy)	1:47.890
Fred Albright	IT7	13	3(trophy)	1:48.679
Steve Colletti	ITA	16	11	1:48.528
Shawn Hobbs	ITC	18	3(trophy)	1:51.221
Jim Hardesty	ITC	23	7	1:55.671
Pam Poppe	ITA	27	14	1:57.358
Group 4: SM / SSM				
Jim Suhr		37	36	1:50.982
Group 5: ITR / ITE / TCC / AS				
No WOR Members				
Group 6: FF / CFF / FC / CFC				
Rex Gunning	CFC	4	4	1:32.114



STEVE HARRIS FOR AREA 4 DIRECTOR

Experienced

- Solo (ok - I was slow and got lost a lot!)
- Road Racing (Racer, Steward, Executive Steward)
- Administration (Regional Executive and Asst. RE)
- SCCA certified Track Inspector
- President and CEO of a small business for 25 years

"I have a wealth of knowledge about how our club functions. I will put my experience to work for you. Let's improve SCCA together."



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Past Director Chuck Shapiro



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15

2008 Great Lakes Division Race Schedule

as of: 07/18/08

Rev Record - September 2008

DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
9/6 & 9/7		OVR @ MO (D)(C)		
9/13 & 9/14				
9/20 & 9/21				
9/27 & 9/28		XXXXXXXXXX		
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				

Anniversaries for July thru December 2008

Pamela Poppe	5
Marilyn McCauley	5
Bryan Sellers	10
Larry Connor	10
Alexander Shayesteh	10
Retha Tirpack	20
Robert Snell	20
Scott Miller	20
Russell Cramer	25
Linda Smiley	30
James Schardt	45

New members since June 2008

Ben Bingamon	Keira Brown	Eric Cook
David Davison	Toni DiPasquale	Jalen Dove
Wes Earick	Joseph Ellis	Daniel Finley-Graham
James Gillespie	Paul Hancock	Kara Hancock
Ronald Hester	Cary Keller	Hope Keller
Robert Martin	Luis Melendez	Chris Miller
Edward Trudeau	Jeff Walker	Ashley Whitney-Rawls

Membership is 229:
including First Gear, Spouse, Family and Regular members.



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) _____

Date (Required) _____

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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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