

# REV RECORD



Jan / Feb 2009 - Volume 50 - Number 1



*Cover photos courtesy of Mike Edgerton; mosaic design by Billy Wright.*

***Inside...***

***Western Ohio Region Awards  
24 Hours of Daytona  
Roundtable***

**50 Years  
Western  
Ohio  
Region  
1959 - 2009**

Sports Car Club of America \* Western Ohio Region \* [www.worscca.org](http://www.worscca.org)

## Regional Executive

Steve Demeter  
 sjdhammer@aol.com  
 937.427.4187

## Assistant RE

Boris Tirpack  
 rdrcr@sbcglobal.net  
 937.864.2276

## Secretary

Keith Pulford  
 lemans4vr@yahoo.com  
 513.967.3281

## Treasurer

Jim Suhr  
 jsuhr@ieee.org  
 937.885.4022

## Membership Chair

Keith Pulford  
 lemans4vr@yahoo.com  
 513.967.3281

## Solo Chair

Frank Levinson  
 fhlevinson@gmail.com  
 937.299.3057

## Rally Chair

Dave Rudy  
 zrudys@netzero.net  
 937.545.2995

## Road Race Chair

Jim Hardesty  
 jimhardesty@ameritech.net  
 937.426.0778

## WOR Games Chair

Steve Colletti  
 vinnvtek0627@ameritech.net  
 937.294.1533

## Rev Record Editor

Mike Wright  
 msw151@yahoo.com  
 937.257.5887

## Publicity Chair

Mike Edgerton  
 autoedge@sbcglobal.net  
 937.866.5729

## Webmaster

Christian Moist  
 moto27cm@yahoo.com  
 937.238.2686

## Historian

Nancy Edgerton  
 nedgerton@sbcglobal.net  
 937.866.5729

## Activities Chair

None

**WOR Membership Meeting:**

10 February 2009  
 7:30 pm  
 Christopher Club  
 3150 South Dixie Dr.  
 Dayton, Ohio

Please direct all *Rev Record* correspondence to:  
[msw151@yahoo.com](mailto:msw151@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*

Since the last issue of the Rev Record there have been several newsworthy events. The Great Lakes Division roundtable was a big success. Many thanks again to Mike and Nancy Edgerton, Ildiko Marcus and Dan Coughnour for organizing a superb event. The four of them did WOR proud. One of our special guests at the roundtable was Jeff Dahnert, who at the time was VP of Finance for SCCA. He has been promoted now to president and CEO of SCCA.

We had several elections during the winter months. The Area 4 Director was a close battle with our own GLDiv Executive Steward and WOR member Steve Harris campaigning against John LaRue of Indy region and Marcus Merideth of Detroit region. In the end the race was close, but Marcus won with 39 percent of the votes, Steve garnered 34 percent, and John had 27 percent. Looking at the numbers another way, Marcus comes from Detroit, which is 1389 members strong, but he got 634 votes, so roughly half of his own region voted for him. John is from Indy region, which has 458 members and he got 449 votes, roughly his entire region. Steve is from WOR which has 215 members and he got 558 votes. My take on these figures tells me that Steve had wide appeal throughout the division, but just couldn't overcome the hometown favorite vote power from GLDiv's 900 pound gorilla region. Steve also has stepped down as GLDiv Executive Steward, handing the reins over to John Peterson. Maybe with all his newfound free time we'll see more of Steve behind the wheel.

Our own WOR Board of Directors elections was a complete snooze fest. None of the positions were running

opposed. See the masthead on the inside front cover for the 2009 Board and their contact information. In the future it might be a good idea to save the club the expense of printing and mailing ballots if none of the positions are being challenged.

The year-end party at the Christopher Club was a good time, thanks to those party masters Dan Coughnour and Ildiko Marcus. However, the attendance was very light. Once again, events like this cost the club money. It might be a good time to rethink our party arrangements and decide what makes the most sense for our annual awards party. I will mention that the board is considering moving the membership meeting to a pub/restaurant with a meeting room in the hopes of increasing attendance and saving the club some money. If you have an opinion one way or the other, let us know.

Big changes are in store for the Rev Record this year. In an effort to save some money and reduce the editing and publishing workload, the Rev is going to an alternate publishing arrangement this year. Look for only four full-blown issues of the Rev Record (Feb, May, Aug, Nov) with simple postcards mailed on the off months.

Here's some breaking news from the racing world. Mid-Ohio will be hosting the newly reborn Trans-Am series in conjunction with the OVR Race of Champions May 30-31. Technical rules will be based largely on the GT-1 class of cars. Mid-Ohio is currently round four of seven scheduled so far. More information and complete schedule can be found at [sccatrans-am.com](http://sccatrans-am.com) website.

I need to say a few words about the F&C business. Basically, we need more of 'em! They are the most in-demand of all the race volunteer groups. This year at Bluegrass

Motorsports Park we will be holding our WOR Games and PDX on 11-13 September, and Cincinnati Region will be holding a PDX and Club Trials event on 15-17 May. F&C training would normally be available from Lake Erie Communications at Mid-Ohio during the Porsche Club event, but that is scheduled for the same day as the Cincy PDX at BMP. The only possibilities I see for F&C training are the Indy Region event at ORP on 1-3 May (a two hour drive from Dayton) or maybe the MVR Driver School at Nelson Ledges on 17-19 April (a four hour drive; yuck.) If anyone is interested in helping your club with this important part of running a safe race, please contact me or one of the other board members. It's demanding, but it's fun too and you get a great view of the racing you can't get anywhere else.

WOR is fifty years old this year. We were granted a full charter from SCCA on April 25, 1959. I would very much like to make the May 2009 issue of the Rev Record into a 50<sup>th</sup> anniversary edition, but to do that will require some nifty photos and articles from our members. Remember, I've only been in the club for about three years, but several of you have 20-30-40 or more years with WOR. Surely you can find something interesting to send in. Please don't wait for me to call you. Send in whatever you've got right away.

This month we have reports about Bluegrass from our third term RE and our second term WOR Games chair. We get a nice introduction to our incoming Road Race chair. Our award winning Race Docktor has favored us with two feature articles to help set the mood for the 2009 race season. We also have a lengthy farewell article from outgoing Area 4 Director Larry Dent. All that, plus a whole bunch of fun facts and other stuff. Welcome to 2009, the fiftieth anniversary of Western Ohio Region!

# EXECUTIVE ORDERS



by Steve Demeter  
*Regional Executive*

## RE Rant...

Well the New Year is on us.

First I want to talk about Bluegrass Motorsports Park. A group of us went there Sunday January 11 to meet with the other regions in the ar4ea and start the planning process on the Cincy PDX and WOR Games. The main challenge facing both regions will be building the worker base in the locale.

Central Kentucky region, which has already given us the needed permission to hold the WOR Games in their geography, was well represented and they are excited about having a track to call home. But they need help in training and seasoning their

people who want to become race workers. The bottom line is that WOR and Cincy are going to have to step up and support each other's events like never before. Yours truly already has agreed to be the chief instructor at their PDX in May. EVERYONE else has to similarly step up.

Speaking about stepping up, WOR needs an activities chair for this year. Ildiko and Dan did a fantastic job last year and left some great ideas for others to follow. Remember it is YOUR club. We have a couple of people that already have volunteered to do an event, but it needs a chairperson.

I can not say enough good things about BGM. The scenery and vistas should be fantastic. The track has been designed with FIA and FIM guidance. The runoff areas and barriers should be among the safest in the world (small grassy strip followed by pavement, followed by

gravel trap and then if you manage to make it past all that, double row Armco protected by bundled tire walls). The course configuration should be challenging to say the least. There is a banked turn with a nice large radius for the gut check and plenty of elevation change, blind apexes and to let the monster stretch their legs, a front straight of 3200 feet.

They will have both paved and grassy paddock, motor home parking spots with hook ups, garages for rent and the usual concessions and other vendor spots.

There is a Rallycross park and a Solo pad in their future vision. I congratulate Brad and his team for coming this far in this short time and can not wait to get on the track, which will be paved with the same mix used on 2 recently built for Formula 1 tracks.

Til next time.

## Anniversaries for 2009

<u>Name</u>	<u>Years</u>	<u>Years</u>	<u>Name</u>
Western Ohio Region	50	15	Matthew Connelly
Barry McDonald	35	15	Rick Reilich
Dennis Powell	35	15	Amy McAllister
Stanley Geist	35	15	Dennis Cox
David Hale	30	15	G Collins
Nancy Edgerton	25	10	Donald Smith
Steve Colletti	20	10	Allen Dwire
Nancy Colletti	20	10	Alyona Reinke
Katie Colletti	20	10	Nikolai Reinke
David Woodward	20	10	Harold Linville
James Hardesty	20	5	Colleen Lovett
James Wende	15	5	Christopher Grayson
Dennis Connelly	15	5	David VanArtsdalen
Evan Connelly	15	5	Pat VanArtsdalen



by Keith Pulford  
*Secretary and More*

Membership meeting location may be changing.  
Please consult the website for the latest news: [worscca.org](http://worscca.org)

## WOR Board Meeting Minutes for January, 6<sup>th</sup> 2009:

**RE:** announced appointees for 2009:

Publicity-Mike Edgerton; WOR Games-Steve Colletti; Rev Editor-Mike Wright; Web Master-Christian Moist  
Motion was unanimously accepted.

**Rev Record:** Proposed, seconded & unanimously accepted that production for 2009 would be four full issues & 5-6 postcard &/or Email blasts. Also a reminder to the board that this was the region's 50<sup>th</sup> year.

**Membership:** Nothing to report

**Treasurer:** Finances are OK. 2008 ledgers to be audited. Treasurer is considering an on-line billing payment & management system & will table any proposals to the Feb meeting.

**Assistant RE:** requested advice if any inventory changes had been made.

**Road Race:** Region has (1) new licensed driver. Proposed Tech & Dyno day is tentatively scheduled for the first or second week of April. Denny Powell (Tech Chief) to be consulted. Steve Colletti to check with shop schedule.

**Activities:** Investigating an alternative venue for the monthly members meeting. O'Charleys can provide a meeting room free of charge.

**WOR Games:** Attending a PDX seminar at BlueGrass circuit on January 11<sup>th</sup> to review circuit progress & meet with Kentucky region personnel. Start to seek sponsors for the WOR Games meeting. Working at establishing a worker base at BlueGrass. Second deposit to Blugrass is due in January 2009 (16<sup>th</sup>).

**Rally:** WOR is scheduled to run a National 2 day event at Preble Fairground on June 20/21<sup>st</sup>. Scheduled a 2 day August event at Allen Dwire's premises. OVR have offered (2) more events at beginning & end of season. OVR willing to guarantee workers & can be run at the same time as another meeting providing a 6 event series.

**Publicity:** February Member's meeting will be press released. WOR's 50th Anniversary to be discussed. Headquarters to advise official start date of region. 2009 SCCA National convention will be at Las Vegas

**AOB:** 2009 audit committee to be chosen.

**Rally:** to organize 2 'Fun' rallies for 2009. One in the Spring & one in the Fall possibly with a sponsor. SCCA is raising Solo & RallyCross fees.

First draft budgets are required for the February meeting.

WOR game registration requirements discussed.

*Next Board Meeting scheduled for February 3<sup>rd</sup> 2009 at Champs*

## WOR Membership Meeting Minutes for January, 13<sup>th</sup> 2009: *submitted by Mike Wright*

It was a cold night. Members present included Steve Demeter, Dave Rudy, Allen Dwire, Denny Powell, Eric Marcus, Boris and Retha Tirpack, and Mike Wright. That's only eight members. Rally chair announced he had sent an email to divisional and national personnel stating his extreme displeasure with events surrounding the National Rallycross this year. He surmised that after they receive his email, WOR may not be holding a national RallyCross event after all.

Assistant RE: NTR. RE reported on the WOR Board decision to allow the Rev Record Editor to scale back the printing and mailing of the Rev Record. The plan is to publish four full Rev Records and five alternate versions. This will reduce the workload for the publisher and will save the club some money. Eric Marcus seemed to agree to be the WOR Games Registrar for the 2009 WOR Games, on the condition he could get some help on Saturday while he watches the USC-OSU game. He also agreed to using DLB Racing for online registration and payment. The meeting was adjourned at 0830.

## Western Ohio Region 2008 Membership Awards

**Dan Coughnour** was awarded the Ned Kamp Award. This is the most prestigious award WOR presents. It is given to a WOR member that is a consummate volunteer, one who is always working to make WOR better and more fun for all of us.



**Mike and Joy Wright** were awarded the Joann Burke Memorial Worker of the Year Award. Joanne epitomized the spirit and intent of this award in the enthusiasm she had as a volunteer in all aspects of WOR. This is given in recognition of overall dedication to all aspects of WOR – club racing, solo, rally and the club in general.



**Jim Suhr** was awarded the President's Award. This award is presented solely by the RE to the person who has helped make the RE's job easier.



**Boris Tirpack** was awarded the Bob Kimes Memorial Driving Spirit Award. This is given to a club racer who, while having a great season, also enthusiastically participates and contributes significantly in other areas of the club.



**Frank Levinson** was awarded Driver of the Year. This is awarded to the driver who has a great season and represents WOR's dedication to their amateur road racing program.



**Steve Colletti** was awarded the Nancy Davis award. Nancy dedicated 40 years to working on the WOR Games as a chairman, registrar, committee member, doing whatever she could to make it a successful, safe and fun event. This award goes to a club member that works WOR Games and gives enthusiastically to make the race a success while expecting nothing in return.

**Keith Pulford** was awarded the Tom Burke Award. Tom enthusiastically welcomed everyone to WOR and actively recruited new members because he loved the club and wanted others to experience the fun of the club. This award is given to recognize a new member who becomes actively involved in the club and demonstrates that same spirit. *(not pictured)*

**Rick Docken** was awarded the Editor's Choice Award. A new award this year, it is given by the editor in appreciation for significant written and photographic contributions to the Rev Record. *(not pictured)*

**Steve Demeter** was awarded the Horse's Ass Award for going on track with a nearly dead battery and stalling on the pace lap at Mid-Ohio.



*photos courtesy of Mike Edgerton*



by Jim Hardesty  
*Road Race Chair*

## Missed Apex

Hello, I'm Jim Hardesty, your newly elected Road Race Chair. I'll start with the traditional thumbnail biography. I've been around motorsports all my life in one way or another. I grew up in Riverside, California about 20 minutes from Riverside Raceway and saw a lot of NASCAR, SCCA and IMSA races back the 70's. I used to have a piece of fiberglass from Bobby Allison's IROC Camaro when he crashed with Bobby Unser in 1974. My dad ran a '57 Chevy at Orange Show Speedway, a quarter mile oval in California.

But it's been a long, slow path to road racing for me. After college, my wife and I ran road rallies for about 15 years. At the high point we used to run 3 or 4 rallies a month and we got pretty good.

I joined SCCA in 1989 primarily to be eligible to navigate Pro Rally. I navigated 4 or 5 events but with each event my motion sickness got a little worse. I had to give it up after proving it is possible to throw up for 8 straight hours.

In 2002 I started running autocross events after hearing about it for 10 years from Dave Rudy. I started out driving my wife's Honda Civic. It was an automatic and I ran H stock on street tires, but it was a blast and I bought a WRX in December of

2002. Since then I've stuck pretty much with regional events. I ran one national event but I realized I'll never be good enough to have fun running events at that level and its way too much effort and expense for three runs a day. I also ran a couple of PDXs in the WRX and realized that driving on a race track is a lot of fun.

I've always wanted to race. But to be honest I have no mechanical aptitude at all. So it's taken me 45 years to get on the racetrack. I still don't know anything about cars but I realized I never will so what is the point of waiting? Like many people, what made me decide I could go road racing was Dave Gran's book *Go Ahead - Take the Wheel*. This book convinced me that even though I don't actually know anything, I can still go racing. Last year I bought an ITC Civic, did the drivers school, ran about eight events and voila, I'm a national license holder. My goal this year is to run about 5 weekends and spend less than \$5k. Actually, the first goal is "don't hit anyone."

Enough about me, what about WOR? There are some exciting things going on in and around WOR this year. First and foremost is the upcoming opening of Bluegrass Motorsports Park (BMP) just south of Cincy in northern Kentucky. In September, WOR Games will be the first SCCA race to be held at the new track. There is a low speed lap of the course on youtube.com. Just search on Bluegrass Race Track. The track has a huge amount of elevation change and so far the layout looks

very nice. It's not all beer and pretzels though. WOR Games has some challenges. It is just one week after the OVR race at Mid-Ohio. And since BMP is the first road course in Kentucky there isn't a huge base of workers in the area. So we're going to have to work hard to ensure we have enough cars and workers. Cincy region has a PDX and Time Trial event scheduled at BMP May 15-17. I encourage you to attend.

Besides WOR Games, the other WOR road race event is the annual tech which will be held April 4 in conjunction with the WOR Dyno Day at Colletti Motorsports in Moraine. I'm working now to ensure we have the same great weather as last year. And I'm wondering if anyone has a car out there that can compete with Boris's Corvette for top honors on the dyno.

Goals for the year include building a better relationship with some of our neighboring regions and getting as many members as possible involved. WOR has a number of people with race worker licenses. Everything from race administration to stewards to flagging and communications. And according to the national office, at the end of 2008 WOR had 33 licensed drivers. This includes 18 drivers with a national license, 11 drivers with regional license and 4 members with a novice license. We're a small region, but we do have a lot of active members.

Here's to a great year and don't forget: *Gas early and gas hard.*

# CHAIR CHAT CONTINUED



by Dave Rudy  
*Rally Chair*

## Rally Report

For 2009 the WOR Rallycross and Road Rally schedule is going to be a little light.

For Rallycross I will be will working with OVR on using a couple of their events as WOR points events, just like in 2008. Look for a WOR/OVR Spring Challenge and a Fall Challenge at National Trail Raceway near Kirkersville, Ohio. Then, possibly in August a two day event with Saturday night cookout/party is in the works for Smoke and Mirrors. The big tamale this year is the National Challenge event planned for June, most likely the 20th and 21st.

I will need a lot of help with the National Challenge event this year in the form of Saturday/Sunday tech, Registration, Saturday night party (need organizer) which will probably be a cookout this year. Then I will need Sunday afternoon teardown and field restoration help, which might happen on the following weekend if the field is a mess.

As for Road Rally I am thinking I will try to do a Spring Gimmick Rally and a Fall Gimmick Rally. No real ideas or anything yet.

I just want to remind everyone that this is a year off for me and I am trying to spend more time with my family so the schedules will be a little light. Just look forward to a full-on assault in 2010.

So let's get dirty and Rally Ho!  
Coming soon... Guerilla Rallycross.



**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 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  
937-426-0778.

### 2008 Rallycross Season Winners

- PA Neil Hancock
- M4 Seth Miller
- SF Allen Dwire
- SA Miles Voegeli
- PF Chris Hastings
- M2 Pete Remner
- RC Jim Hardesty

### 2008 Solo Season Winners

- |                   |                    |
|-------------------|--------------------|
| SS Dan Coughnour  | STS Ryan Zupancic  |
| AS David Santel   | STX Dave Fischer   |
| DS Frank Levinson | STU Duane Simons   |
| ES Kenneth Moist  | SM Christian Moist |
| GS Robert Martin  | SM2 Tom Thieman    |
| CSP Bob Gordon    | ST2 Joel Pohlman   |



by Frank Levinson  
*Solo Chair*

## Solo Status

The 2009 season is in sight! With only a few months left to go before the season kicks off, I am as excited as ever! The plan for 2009 is to build on what Christian and I were able to accomplish during last year. The schedule is currently set to have six points events, with at least one of them being a joint event with Cincinnati Region. Currently all of our events will be held at KilKare, however I am always on the lookout for other sites to host our events, so if you have ideas on possible Solo sites please let me know. See you at the starting line!



by Steve Colletti  
*WOR Games Chair*

## WOR Games 2009

It is important that our region put on a good show with WOR Games this year. We will be the very first SCCA race at Bluegrass Motorsports Park and I think we should work as hard as we can to make it a great success and recoup some of the money lost on last year's event at Nelson Ledges. The simple fact that it will be a new track will be an attraction for many drivers. It also appears to be fast and challenging, which adds to its allure. In order for the event to be a success we will need workers to help with flagging, pit out, safety, etc. We need licensed workers in many areas. I urge all members to become active and get an SCCA specialty license so that we can become a strong region and host great events once again, events that people look forward to competing in and working in just like the WOR games of the past. Make a difference, get a license and help out!

January 11 was the first meeting for the local regions that plan to hold events at Bluegrass. It was attended by some WOR members that came down with me in my van, Boris Tirpack, Mike Wright, Denny Powell, Frank Levinson and Mike Wheeler to name a few. Also making the trip were Steve Demeter and Mike Scott. We walked the newly paved track in some very cold weather and came away thinking that this place is going to be special. It has charm, the darn track is fast and at the same time very technical, and it is set in a very beautiful mountain area of Kentucky. Other regions attending were Cincinnati, Kentucky and Central Kentucky.

I am looking for sponsors for our event. I think we should have at least one title sponsor and a co-sponsor followed by support sponsors. Any person or business can be a sponsor. If you know anyone or any business that you think may benefit from a relationship with WOR and this event, please have them contact me.

## Western Ohio Region 2008 Club Racer Points

### Divisional Points

SM	Jim Suhr
ITE	Steve Colletti
ITS	Mike Wright (3 <sup>rd</sup> in GLDiv)
ITA	Mark Frost Jason Albright Fred Albright Mike Helm Joseph Ellis Frank Levinson Pamela Poppe
ITC	Shawn Hobbs (1 <sup>st</sup> in GLDiv) Jim Hardesty
DP	Mark Crellin (2 <sup>nd</sup> in GLDiv)
EP	Mike Helm
DSR	Franklin Howard Charles Dipasquale Bryan Homan
S2	David Hale (1 <sup>st</sup> in GLDiv)
SRF	Franklin Howard Alex Moore
FC	Christopher Watson
CFC	Steve Demeter (2 <sup>nd</sup> in GLDiv) Rex Gunning (3 <sup>rd</sup> in GLDiv)

### National Points

DP	Mark Crellin (1 <sup>st</sup> in GLDiv)
CSR	Larry Connor
DSR	Franklin Howard (2 <sup>nd</sup> in GLDiv)
SRF	Alex Moore
FC	Steve Demeter
GT1	Boris Tirpack (technically in MIDiv)



by Rick Docken  
*Race Doctor*

## Racing Outlook - 2009

Before I launch into my first piece for 2009, I want to thank the powers that be in WOR for awarding me "Editor's Choice" for outstanding journalistic contribution for 2008. I come from the school of lean forward and put passion into what you do. I guess it works!

Now onto the business at hand. I hate to echo most of the other reporters and columnists I've been reading, but 2009 doesn't look like it will be very kind to racing, for racers and spectators alike.

There are a few bright spots forthcoming this year, however. We may very well look back on these one or two nuggets in October and view them as critical lifeboats that will not just keep racing afloat through the next offseason, but may actually boost it going into 2010.

In sports car racing, Grand Am looks well positioned, at least for the Rolex 24, as 2009 kicks off. According to news postings and message board traffic, there may be up to 55 cars (21 DP and 34 GT) at Daytona for the Rolex 24. Numbers, however, are not the whole story.

Grand Am, which tries to stay at arm's length away from the manufacturers, will be affected by the Big 3 status. I understand that some of the top teams are losing their affiliations with/to Detroit. For some teams, things will be very

different under the hood (and inside the cockpit!) than they were in 2008. In the vacuum left by Detroit, however, there are rumors of more involvement from overseas.

For ALMS, I think the off season announcements by both Audi and Porsche could have been devastating. All told, three teams and six top-flight cars are gone—just like that. On the surface, that's John Bishop's

worst nightmare come true, and a repeat of what tanked IMSA back in the early 1990's. Although Audi is gone, I have to wonder if that may not be a blessing in disguise. Yes, they pushed technology; that they were almost always the pre-race favorite to win, eh, kind of zapped the sizzle for me.

As far as Porsche is concerned, a few years ago I had hoped that their P2 program would catch fire like the old 962's did, and that IMSA would have had really full fields of competitive customer and factory cars. It didn't; I don't know if acquisition and operating costs were prohibitive and so kept sales to near zero, or if running in Audi's shadow finally got to Porsche. Maybe Porsche's P2 exercise was as much about positioning logistics and customers for a P1 effort as it was about just plain racing.

ALMS is also contending with a lot of action from across the other ocean. Honda has moved up to P1 with two Acura teams (Highcroft and

deFerran). However, the marriage with Andretti, who has won races for them, appears to be over. With Audi all but gone from P1, will Acura now whitewash the privateers



like Audi has for so many years? The B-K motorsports P2 team has closed up its Mazda operation, but it will be replaced with two cars from Dyson. I have high hopes for Dyson racing, as they always put together a first-class, competitive operation. P2 looks to be ripe for the pickings and they are returning to a Lola chassis that they've successfully run in the past. They are probably the most professional non-factory team going in all of motorsports today.

However, gone is the Dyson blue and white Thetford color scheme that has become so familiar after 10 years. In 2009, they will carry the battle in the green and yellow livery of BP.



That's it for the prototypes. I'm struggling to visualize the competition both in both P1 and P2, but I'll wait for the on-track action before I render judgment.

I think the fact that GT1 has been a Corvette benefit for so long, and the fact that the GT1 team is gone soon, may finally force ALMS to do what it should have done many years ago, that is, consolidate GT racing into one class. For me, Corvettes and GT1 were like Audi and P1—the outcome is known before the green flag waves. At least they added the spectacle of load, throaty, V-8 thunder.

I haven't been following developments in the major open wheel series as closely as I have been following pro sports car action, but from what I read and so on, 2009 will be a year of transition for both. New rules are in the pipeline which will not be fully implemented for another year or so.

The good news for the IRL is that a number of manufacturers have expressed interest in being engine providers for the series. I hope that

does not come at the cost of supporting on-going sports car programs. Formula 1 has finally severed ties with North America with the cancellation of the Canadian Grand Prix. I don't understand how Sir Bernie thinks that more featureless tracks is the future of that series, but then I don't operate on his strata, so...

I would ask the majordomos of F1 and the IRL to take a serious look at what has happened to the cars in each, and resolve to make the cars more attractive. Lately, function has far outstripped form and that has given us too many seasons of ghastly looking "cars" that on the one hand look like bricks and on the other look like some kind of alien craft.

Both Bernie and Tony would be wise to consult with Swift Engineering and have that outfit gin up something like they did for F-Nippon. It's a "two surface" design with a nice-looking monocoque. It looks like what a top line formula car should look like—sleek, with no extrusions, extensions, or anything else to upset its innate elegance.

While the news from the major series seems gloomy, the bright spot may be a new, renewed, or reenergized push for green racing. The Society of Automotive Engineers is hosting a seminar on the topic in April. I've always felt that while racing makes for good entertainment, it also can be a very viable laboratory for road car technology.

That was the case with tires, safety belts, and fuel management; it can be for energy, too. Racing applications will be able to not only demonstrate the performance aspects of alternative energy, but also those behind the scenes factors that are perhaps even more critical to Joe the consumer—handling, storage, durability, and so on. While dollars for "normal" business may be hard to come by, green racing may be chic and as such it may be able to attract new revenue streams. Who knows?

That's it for now. Best wishes for all who are reading this. Take care with your preparations for and activities in, 2009.

See you on the grid.





by Rick Docken  
*Race Doctor*

## 2009 Daytona 24 Hours

It was a razor thin but very sweet victory for the Brumos Porsche gang after 24 hours of the most intense racing at this seasonal kickoff event in a long time. This was Brumos first win at Daytona in its traditional red white and blue since 1978, when the team captured first place honors driving a Porsche 935.

This was a special double victory of sorts as the pilot of the #58 Porsche DP was David Donohue, taking the checkers here some four decades after his father claimed first place in the Sunoco-sponsored Lola T70 coupe.

The only one who apparently wasn't excited for David and Brumos was a very down in the mouth JP Montoya who went whining on about nothing. It was hard to believe that this top driver, who has won two straight at Daytona and came up just a few hairs short this time, couldn't find something positive about his experience this year.

In fact, there were many positives. For instance, that the race even happened after all of the bad financial news that was breaking news as the 2008 season went into hibernation. There were 49 cars that took the green flag. True, it was a few short of the starting fields from recent years, but you can't argue with the starting grid of 19 DP's and 30 GT's.

Another positive was that new rules changes for caution flag procedures,



and that there were so many, made for close racing for the entire 24 hours. Less than a quarter second was the difference at the flag between first and second, with two more cars finishing just seconds behind the lead duo.

I have to say that I sometimes wished that the rules hadn't changed so that there was a bigger cushion at the finish. However, it is the mark of a true champion who best marshals the forces and makes the best use of the rules in play to garner a victory. The fact that Brumos had to race all the way to the checker will make for sweet memories for many years to come.

Yet another positive from the fan front is the later start and hence, later finish. In years past, sunrise meant coffee, Danish, and checker flag. This year at daybreak there was still a very large chunk of racing yet to go. I know from the message boards that this poses significant logistical challenges for the teams and fans alike, but it was interesting to see how the longer Sunday played out.

Finally, being a long time Porsche fan, it was good to see that this year's 24 was in essence a Porsche benefit. It was almost a Porsche sweep in DP. Had Penske not fallen out at the 18-hour point with an uncharacteristic mechanical failure, it is entirely possible that his team could have shared the podium with the Brumos pair.

In GT, it was a TRG The Racers Group one-two leading a Porsche podium sweep. It seemed like the GT finish was inevitable even before Saturday sundown, as Porsches were up front almost from the beginning. That's how dominant the Weissach warriors were this year.

2009 was a bit unusual in that many DP teams were fatally bitten by bad luck gremlins early on in the event. A number of teams that used Pontiac power last year returned this year with Ford power. The newcomers and established Ford-powered teams reportedly had Roush motors under the bonnet. It was the proverbial 25-cent part that bit them all, as a crankshaft sensor located deep in the engine failed. That wiped out the



two-car teams of Michael Shank and Krohn racing almost in the same blink of an eye. Others followed throughout the course of the “day.”

It was also unusual in that weather was not a factor. It was a relief that rain, which has intervened dramatically in the recent past, was never a threat. In addition, while it was cold in Florida (no, really—it was in the 30’s) up through Saturday a.m., Sunday morning it was appreciably warmer. This meant that there was truly 24 hours of real racing.

The other “unusual” was that the NASCAR driver presence was hardly a factor this year. Jimmie

Johnson was the only top roundy-rounder. Gone were Tony Stewart, Jeff Gordon, and Sam Hornish. I don’t know if that’s necessarily a bad thing, but personality crossover typically makes for good promotion.

I need to mention a couple of things that I think could use some attention. I was occasionally able to call up the Grand Am live timing and scoring site. Let me just say that I was far from impressed. I’ve exercised similar sites for Sebring and Le Mans in years past and the Daytona site is merely a dot in the rearview mirrors to the other two. OK, it provided all the necessary scoring information and it was kept current. However, the chart was small and couldn’t be expanded for

the visually challenged like myself. It was visually uninspiring. And, it had no live video stream display, access, or link.

Secondly, I did not notice a “green racing” promotion. I’m not a racer, so I don’t know what the impact of green racing is on the logistics and pocketbooks of racers. But as a fan I am deeply aware of the magnifying glass that an increasingly sensitive public is putting on racing. When other top line racing series are putting an emphasis on greener, friendlier racing, and promoting the heck out of it, Grand Am needs to “get it in gear.”

Right now they don’t necessarily have to lead, but they do need to be on the bandwagon. Maybe the bandwagon they join is the one where Grand Am asks each fan to donate some dollar amount so that either carbon credits can be purchased and applied, or palm trees can be purchased and planted around the Speedway!

Anyway, the Daytona 24 has always been a good start to the racing season, and puts a period on the lonely winter off season when I occupy my free time attacking the stack of car and racing periodicals that have accumulated over the past year. With the completion of the 24, the full racing calendar is just around the corner. Next up—the “new” ALMS from Sebring.

**WOR Games 2009**  
**Bluegrass Motorsports Park**  
**11-13 September**

## TO THE MEMBERS OF GREAT LAKES DIVISION, and the SCCA

On January 1, 2009 I will officially hand over the reins of the GLDiv Directorship to my friend Marcus Meredith. For the next 3, or perhaps 6 years, he will be the person dealing with the frustrations of running this club. I have had many pleasurable moments in the chair, but the frustration has also been great, seeing the decline of the club in so many ways, and not having the ability to make the changes needed to assure our continued existence. So please indulge me a parting communication with comments coming from my 3 years "in the barrel".

The challenges facing the club are great and many, and if they continue to converge upon us without proper response it could well be the "perfect storm" in the making.

"MAKE IT EASY, MAKE IT FUN" was our primary objective in years past. Unfortunately the club has lost sight of this simple, fundamental reality. Instead we have become complicated and intimidating both to new people wanting to enter our programs, and to seasoned veterans trying to keep pace. This has happened over years of our leaders failing to realize that the club was on a slippery slope of bureaucracy and complicated rules, and even changing those rules on a monthly basis. I wanted very much to see a **rules season** again instituted. I worked hard to get one enacted. I thought the major rules changes should be done by the printing of the GCR, new car classification finished by January 1, and competition adjustments complete just after the June Sprints. Many members want something like this, but I was unable to get such a simple concept in place. The competition will eat our lunch if we do not simplify our rules, rules making and rules enforcement process.

"GRAYING OF THE MEMBERS". We are not attracting and keeping the new, young and energetic people we need to continue to be the premier sports car club in America. We have strong competition from other sanctioning bodies, marque clubs, vintage clubs, hot rod clubs and more. We were never the only game in town, but

we were the BEST game in town. If we do not work to attract and KEEP young people active and happy in our club we will lose by default. New members are the gold of the club. They need to be welcomed, mentored, and tutored, so they can replace the silver haired folks like me when our canes, walkers and wheel chairs will no longer get us to the action.

"BOARD OF DIRECTORS". An old saying goes, "One AH SHOOT wipes out 10 ATTA-BOYS". My BoD has had too many "AH SHOOT's" and by shooting ourselves in the foot has garnered the disrespect of the members. Perhaps the Club has outgrown its governance. If SCCA wants to be a national presence, to compete with other sanctioning bodies, and to have the level of support and infrastructure that has developed over the years, it has to have updated governance. It cannot rely on Directors who are solely elected by popularity and without regard to qualifications. Every major corporation appoints its Board of Directors, and they are people of qualification. Businessmen with knowledge and training in the competitive world of business.

This BoD has not served the membership as well as we should have. I am not sure how this should or could change, but it is certainly a real problem. Couple that with the BoD being at odds with the CRB time after time, changing their programs and recommendations and you have chaos. The BoD has chosen to "tinker" with recommendations, programs and ideas, and this "tinkering" has usually resulted in a debacle such as the class consolidation rule that was passed and then rescinded several weeks later. Our leadership has failed you too many times recently. We did accomplish a lot of good things, so all is not gloom and doom, but the BoD needs to be a Board of Directors and establish policy, make good appointments and stay out of the day-to-day activities.

WHAT IS NEEDED? Rules stability for one thing. The BoD needs the courage to set policy and stick with it. They need to appoint good people to the

CRB and SEB and then support them, not micro-manage everything that comes down the line. As I mentioned, a “rules season” would be a good start. A time for change, a time to stop changes.

“NATIONAL STAFF”. The BoD needs to support the staff. Don’t assign them a task and then discard it when the results are in. Communicate to the staff through the CEO. Staff works for the CEO not the BoD. Staff morale there has been a problem for this cause.

“CHAMPIONSHIP EVENTS”. We need to continue to make the Solo RunOffs and the Road Race RunOffs our primary participation experience. These two events need to shine brighter than the sun for our members, but they both have suffered some tarnish in the past couple of years. Fortunately that is past history with two new and great venues for them both. The future looks good here.

“SOLO”. The Solo issue is very acute. The club must take a proactive national approach to assisting regions in acquiring and managing safe Solo sites. This is far and away more important to the survivability of the club than all of the hand wringing over the next runoffs venue or the national club racing program. The Solo program is our best outreach program. It is our star, but also has the potential for the most severe liability claims and possible destruction of the club if

improperly or not proactively managed. Which leads me to;

“INSURANCE”. We all need to continue to work on holding safe events and avoid course designs that allow accidents. 2008 was another very bad year for solo accidents and these accidents can affect the insurance loss ratios very dramatically. If we lose our insurance we are out of business, period. In spite of our bad Solo loss record in 2008 we were still able to gain a very nice rate decrease overall for 2009. That could change if we do not control losses, and right now Solo is leading the loss parade.

“MEMBERS”. Participate, participate and participate. You get out far more than you put in, and if you put nothing in, you get nothing back. Be positive in your actions and your e-mails. When I got an e-mail that started “What are you morons thinking” I simply hit delete, which brings me to my final comment.

“NEWBIES” Finally, the regions need to work their tails off to recruit new people, introduce them to the sport, nurture them and make them feel part of the action without burning them out. We need to stop the downward trend of membership by making it “FUN and SIMPLE”.

For the sport, and the SCCA, I’m Larry Dent, proud to be a 45 year member.



*Thanks, Larry, for your dedication to Great Lakes and the SCCA.*



by Mike Wheeler  
*Guest Reporter*

## Tire Safety

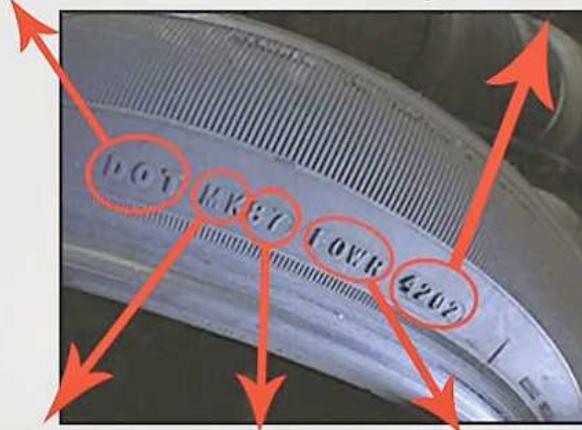
Remember how Dan Coughnour, as a PDX instructor, went for a wild ride in a Ferrari at Mid-Ohio? Remember how that ended? Speculation is that the tires on the Ferrari were 6 years old and they were not up to the task of supporting the Ferrari at track speeds. How then do you determine the age of your tires?

This graphic breaks down the various codes in the Department of Transportation's serial number for tires. A cryptic code of four numbers at the end of the 12-digit DOT serial number can tell the consumer which week and year a tire was manufactured.

This tire's DOT code indicates that it was made in the 41st week of 1994. Tires made in the 1990s have three numbers at the end of the DOT code, while tires made after 2000 have four numbers.

DOT: Tire meets DOT safety standards

4202: Week and year tire was made - 42nd week of the year 2002



MK: DOT's tire plant code

87: Tire size code

FOWR: Manufacturer symbol identifying tire brand



### Competition Licenses in GLDiv

432	National
167	Regional
51	Novice
6	Vintage

### Competition Licenses in GLDiv by Region

Central KY	14	NWOhio	18
Cincinnati	43	Ohio Valley	106
Detroit	155	Saginaw Valley	2
Fort Wayne	8	South Bend	14
Indiana Northwest	4	S. Indiana	1
Indianapolis	64	S. West Virginia	13
Kentucky	13	W. Michigan	36
NEOhio	137	Western Ohio	27
N. OH Valley	1		

# DATES TO REMEMBER 17

Rev Record - Jan / Feb 2009

*WESTERN OHIO REGION & COLLETTI MOTORSPORTS  
TEAM UP TO PROVIDE THE*

*2008 ANNUAL TECH & DYNO DAYS  
Saturday, 4 April 2009 - 9:00 a.m. at*



2835 MAIN ST. . MORaine, OH 45439 . 937-294-1533  
[www.collettimotorsports.com](http://www.collettimotorsports.com)

## ANNUAL TECH

Contact

*Denny Powell at 937-322-5643  
to schedule your  
annual tech appointment*

## DYNO DAYS

Contact

*Steve Colletti at 294-1533  
to schedule your  
dyno appointment*

## Mark Your Calendars

- 19 Feb SCCA National Convention, Las Vegas
- 7 Mar GLDiv Spring Workers Seminar, Toledo
- 10 Mar WOR Membership meeting
- 4 Apr Annual Tech/Dyno Day, Colletti Motorsports
- 14 Apr WOR Membership meeting
- 17-19 Apr SCCA Driver School, Nelson Ledges
- 1-3 May Indy Grand Prix, O'Reilly Raceway Park
- 12 May WOR Membership meeting
- 15-17 May Cincy PDX/TT at Bluegrass Motorsports Park
- 20-21 June WOR hosts SCCA National RallyCross
- 11-13 Sep WOR Games at Bluegrass Motorsports Park



# 2009 Spring Training Event!

With time for learning, planning, and socializing, the 2009 Spring Training Event will be a positive investment of time as Stewards, Race workers and Solo specialists together to prepare for a rewarding and fun 2009 season. Interesting sessions are being developed, with opportunities for everyone.

It's the not-to-be-missed event that gets the season started: **Register by February 25** to save your seat! *Help me by using a separate form for each household, please, and the more clearly you write, the more accurate the attendee roster will be.*

## Spring Training!

### March 7, 2009

## Toledo

### Park Inn 101 North Summit St.

Attached to Seagate  
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**800-670-7275**

**Rooms:**  
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Name: \_\_\_\_\_ \$ \_\_\_\_\_

Region of Record \_\_\_\_\_ Specialty \_\_\_\_\_

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

**FEE TOTAL \$ \_\_\_\_\_**  
*Check payable to Great Lakes  
Division SCCA*

Address: \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ ZIP \_\_\_\_\_

Send your registration and check by February 25 to:

Val McCammon, 4916 Hollopetter Road, Leo, IN 46765  
(260) 637-0500 pyramid@bluebirdview.com

# PLAN TO ATTEND 19

## 2009 Spring Training Agenda March 7, 2009

Rev Record - Jan / Feb 2009

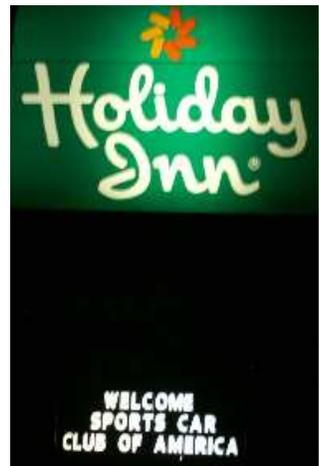
Friday, March 6, 2009: 6:30-10:00 p.m. Registration  
Saturday, March 7, 2009

Time	Ballroom 1 (2 <sup>nd</sup> floor)	Waynesfield (2 <sup>nd</sup> floor)	Eagle Point (2 <sup>nd</sup> floor)	Vistula (2 <sup>nd</sup> floor)	North Cape (3 <sup>rd</sup> floor)	Presque Isle (3 <sup>rd</sup> floor)	Orleans (3 <sup>rd</sup> floor)
7:00-8:30 a.m.	Registration & Continental Breakfast						
8:00-8:15 a.m.	Opening Session						
8:30-10:00 a.m.	Registrars EMS Start	Stewards	Solo	Race Control	Tech	T&S	F&C
10:00-10:15 a.m.	BREAK						
10:15-11:45 a.m.	Registrars EMS Start	Stewards	Solo	Race Control	Tech	T&S	F&C
12:00-1:15 p.m.	LUNCH						
1:15-2:45 p.m.		Stewards	Solo	Worker Collective	Tech	T&S	Champ Series
2:45-3:00 p.m.	BREAK						
3:00-4:30 p.m.		Stewards	Solo		Tech	T&S	Great Lakes Div Board
4:30-5:00 p.m.							



*Trans-Am  
racer of the  
early 1970's.*

The Holiday Inn at the Dayton Mall was the scene for the Great Lakes Division Roundtable. SCCA members from all over our region made the trip to Dayton to participate in the management of our club. Regional Executives haggled over the 2009 race schedule. Solo chairs fretted about lack of solo tracks. Workers of all sorts gathered for feats of strength and the airing of grievances. And one grateful driver thanked his guardian angel. Mike and Nancy Edgerton, Ildiko Marcus and Dan Coughnour were the gracious hosts, tough negotiators, frugal chefs and even the hard-nosed bouncers. The food was very nice, the discussions were productive, and a good time was had by nearly all who attended.



*photos here and on cover courtesy of Mike Edgerton*



# LET'S GO RACING 21

## 2009 Great Lakes Division Race Schedule

as of 01/14/2009

Rev Record - Jan / Feb 2009

DATE		DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
3/7	& 3/8	Workers and Stewards Spring Seminar (Toledo, OH)			
4/18	& 4/19	MVR @ NL (D) NEDiv			
4/25	& 4/26	CenDiv @ BHF (D) CenDiv			
5/2	& 5/3		INDY @ ORP (C)	INDY @ ORP	
5/9	& 5/10				
5/16	& 5/17		NEO @ NL (D)(C)		CIN @ BMP (PDX/TT)
5/23	& 5/24		WMR @ GRA (D)(C)		
5/30	& 5/31		OVR @ MO (R)	OVR @ MO	
6/6	& 6/7				
6/13	& 6/14				12 Hour Summit Point
6/20	& 6/21				CHI @ RA; GrandAm @ MO
6/27	& 6/28				SVRA @ MO
7/4	& 7/5			NEO/DET @ NL (D)	
7/11	& 7/12		SBR/WMR @ GIN (R)	SBR/WMR @ GIN	
7/18	& 7/19				AMA @ MO (Super Bikes)
7/25	& 7/26				AMA @ MO (Vintage)
8/1	& 8/2		CIN @ MO (R)		CIN @ MO (PDX)
8/8	& 8/9			WMR/SBR @ GRA	ALMS/IRL @ MO
8/15	& 8/16				
8/22	& 8/23		NEO @ NL (R)(24hr)		
8/29	& 8/30				
8/29	& 8/30				
9/5	& 9/6		OVR @ MO (D)(C)		OVR @ MO (PDX)
9/12	& 9/13		WOR @ BMP (D)(C)		WOR @ BMP (PDX)
9/19	& 9/20				
9/26	& 9/27				
9/22	to 9/27			Runoffs @ RA	
10/3	& 10/4				
10/10	& 10/11		OVR @ MO (D)(C)		
10/6	to 10/18				
C = Regional Champ Series Event; D = Double; R = Restricted; T = Tentative					
BMP - Bluegrass Motorsports Park / GM - GingerMan Raceway / GRA - Grattan Raceway					
ORP - O'Reilly Raceway Park / MO - Mid Ohio / NL - Nelson Ledges					



Trans-Am racer,  
reborn for 2009.



# 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) \_\_\_\_\_

Dues include payment for subscription To SportsCar (\$24 value)  
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2835 Main Street \* Moraine, OH 45439  
1-937-294-1533

At the end of 2008, this car was built to demonstrate how to achieve noticeable & credible HP without the installation of a Turbo.

*Engine-B-20 V-tec-CRV Block with a B-16 Cylinder Head  
Modifications are:*

*WISECO 0.5 mm over size - 11/1 Forged Pistons*

*EAGLE Connecting Rods*

*TYPE R Crankshaft*

*EXEDY lightened Flywheel and upgraded clutch*

*SUPERTECH 1.0 mm oversize racing valves and springs*

*Competition multi-angle valve job*

*AEM ECU standalone that can be tuned for any mode.*

The combination of displacement and a V-tec cylinder head produces an impressive broad Torque and an HP curve that pulls hard from a standing start all the way to the red line at 8200 RPM.

*Integra Type R Transmission*

*LSD, close ratio gears and 4.40:1 final drive*

*ACURA GSR 15" wheels with KUMHO tires*

*4 wheel disc brakes*

*OMNI Coil over Power Suspension*

*1998 CIVIC 2 door coupe body, the stiffest of the Civic shells*

*ACURA GSR Leather seats*

*Bright Silver metallic paint*

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