

REV RECORD



Steve Colletti takes a moment to wave during Street Survival.

Photo By: Jerry Stem

Inside...

The Proof is in the....Accident ?

2013 WORSCCA Nominations

Rallycross Nationals Report

A Message from Steve Harris

Sports Car Club of America * Western Ohio Region

WWW.WORSCCA.ORG

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WOR Membership Meeting:
Second Tuesday of the month
7:30 pm
Bullwinkle's Top Hat Bistro
19 North Main St.
Miamisburg, Ohio 45342

Please direct all *Rev Record* correspondence to revrecord@worscca.org

Copies of this and past issues of the *Rev Record* can be viewed at www.worscca.org

Rev Record is a publication of the *Western Ohio Region (WOR)* of the *Sports Car Club of America, Inc (SCCA)*. The views and opinions expressed here are those of the author and do not necessarily reflect those of the *Western Ohio Region, SCCA, Inc.*



2013 WOR Board Nominations And End of Year Award Nominations

Well folks, it's once again time to put in your nominations for WORSCCA board members.

If you want to help out the club and help shape the future direction of WORSCCA, put your hat in the ring. Likewise, if you know someone who you think could do a good job in any of the board positions

The following is a list of board positions for WORSCCA. It does not reflect any current chairperson's intentions to run for office again.

Regional
Executive _____

Assistant Regional
Executive _____

Treasurer _____

Secretary _____

Membership
Chair _____

Club Racing
Chair _____

Rally Cross
Chair _____

Solo
Chair _____

Publicity
Chair _____

Note: The positions of Rev Record Editor and Webmaster are appointed by the currently seated board.

Nominations may be e-mailed to the current Regional Executive (mikeyskeys@yahoo.com) or Assistant Regional Executive (jerry@arrestingphotography.com)

End of Year Award descriptions:

Ned Kampe 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.

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.

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.

President's Award: This award is presented solely by the RE to the person who has helped make the RE's job easier.

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.

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.

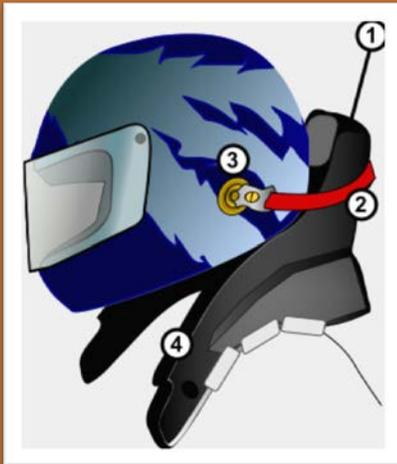
Horse's Ass Award: Given in the spirit of fun to the person who does the most bone-headed stunt of the year. Not limited to drivers or events on-track.



Picture 1 - The Head and Neck Support (HANS) Device



Photo Courtesy of Gary Milgrom, VP of HANS Performance Products



Picture 2 - How a HANS device works: 1. HANS device, 2. Tether (one per side), 3. Helmet anchor (one per side), and 4. Shoulder support.

Image provided by Wikipedia Commons, Free Distribution License

THE PROOF IS IN THE ... ACCIDENT?

How many times in your career have you created a product that saved your own life? Well, don't feel bad, not many of us can claim a positive response to this question. However, there is one person in the motorsports industry that has helped create a device that would soon save his own life as well: Jim Downing.

Road racer Jim Downing, along with his brother-in-law Dr. Robert Hubbard, designed the Head and Neck Support (HANS) device in the early 1980s. The HANS device was invented to combat head and neck injuries, including basilar skull fractures, that so often plague the motorsports world. Basilar skull fractures have been attributed as the cause to several driver deaths, including Dale Earnhardt, Blaine Johnson, and Patrick Jacquemart (mutual friend of Downing and Hubbard). The beginning times of the HANS device were difficult, as the device was declined by many racing organizations and high manufacturing costs kept sales to only 300 units as of the year 2000. However, in the following decade, the benefits of the HANS device were finally realized. Racing organizations started requiring all participants to wear a HANS device, including the SCCA Club Racing Board at the beginning of 2012. HANS Performance Products have now sold over 100,000 units and have saved countless racers from injury and death.

However, there is no better demonstration of how great your safety product is than by the co-creator wearing a HANS device during a race and crashing. According to Mr. Gary Milgrom, Vice President of HANS Performance Products, Downing was on the back straight of Mid-Ohio Sports Car Course, traveling "about 145 mph in his Peach-DAY racer and lost all rear down force." Downing's car suddenly went airborne, straight in the direction of the trackside. Downing's Peach-DAY racer landed upside down, but continued moving down the track due to the momentum of his speed at the time of the accident.

Traveling upside down is scary enough for any racer, but to further complicate the situation, the vehicle's roll bar kept exerting pressure on Downing's head due to the way the car landed after going airborne. Milgrom claims that this situation forced Downing's "head forward and downward, injuring his back." This accident was the perfect recipe for a serious neck and/or head injury, and perhaps even a sad, but all too true and occurring, death.

But, thanks to Downing wearing a HANS device, his head was held in its normal position, reducing serious injury and allowing Downing to give full accreditation to the worthiness of his own product.

The astonishing fact that Downing can attribute his current good health to an invention he helped create is almost unbelievable, but all of those that race anything at any speed should take serious note to this incident. The HANS device works, and now with a new adjustable version, there truly is no reason on earth why a driver should go without one!

By James Greening

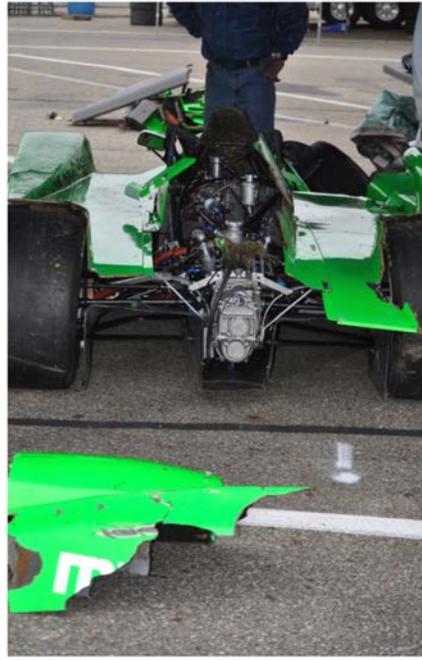
Looking for your next HANS device?

Check out <http://hansdevice.com> for the one and only HANS performance products!

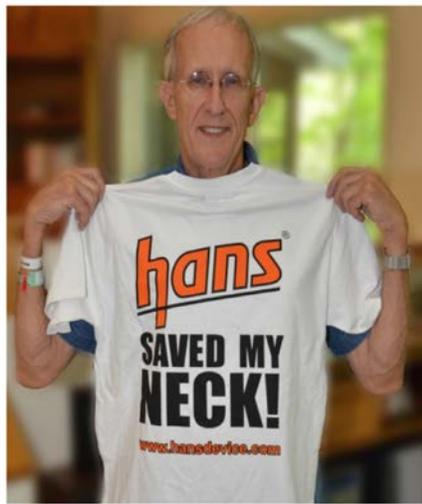


HANS® is a registered trademark of Hubbard/Downing, Inc. All photos, logos, trademarks, website information, and historical information have been provided courtesy of and with permission from Gary Milgrom, Jim Downing, and HANS Performance Products for this article only. Further use is strictly prohibited.

Picture 3 - Jim Downing's Peach-DAY Racer after the accident at Mid-Ohio Sports Car Course



Both Photos Courtesy of Gary Milgrom, VP of HANS Performance Products. Picture 3 obtained by Gary Milgrom from Lauri Burkons. Picture 3 taken by safety marshals at Mid-Ohio Sports Car Course. Picture 4 provided by Gary Milgrom.



Picture 4 - Jim Downing after the accident, and the shirt says it all!



R.E. Rambles
By Mike Sonderman



Rallycross Report
By Chris Hastings

Well, I and the rest of the board have done about as much damage as we can do this year. By the time you read this all WOR and Great Lakes Division competition events will be over except our outstanding Rallycross program. Hope you enjoyed the competition and got to do everything you wanted to do.

It's been a great season in the start tower at Mid-Ohio. I witnessed many heated battles in all the race groups. A good time was had by all. I even got to work turn 1. What a rush standing right next to Formula Atlantics and D Sports Racers flying through the turn. I recommend trying it once next summer. If you can't afford to race it comes close to the excitement.

Great Lakes Division Roundtable is November 3rd in Columbus Ohio. If you want to see how the politics and management of the division works this is your chance to learn and be a part of it. If you want to be part of the politics and management of WOR the November meeting will be our elections. I'll let Jerry talk about that in his article. Remember vote early and vote often.

Last thing on my agenda is the year end banquet. As we have no activities chair this year we need someone to run the banquet. If you have time to help out please contact me.

Thanks

Mike sonderman

There have been a few changes to the RallyCross schedule in recent weeks. Points Event #6, hosted by OVR and originally scheduled for September 15, was cancelled due to low preregistered entries. The new date for WOR event #6 is October 20. It will still be hosted by OVR at National Trail Raceway in Hebron, Ohio and will feature the 'Duel in the Dirt' format in the afternoon session.

Points Event #7 has been moved back a week due to the original date conflicting with the Great Lakes Division Roundtable Meeting. The new date is November 10, still at Roos Farm in Waynesville.

The RallyCross National Championship is quickly approaching (or may have passed by the time you read this). Eight Ohio RallyCross regulars hope to bring some hardware home from Tulsa, Oklahoma. With exactly one week to go before the event kicks off, ninety-eight entrants are registered; just on the cusp of breaking the record set last year at ninety-nine. Look for report here when we get back.

As always, feel free to contact me with any questions or suggestions. See you in the dirt!



The Membership Motor By James Greening

As quickly as the season started, the race tracks are once again becoming barren and empty thanks to another great WOR SCCA racing season coming to a close. That is, unless you are a Rally Cross driver, then the opportunities still abound and the fun season is just starting in the snow and mud!

And as the races come to a quiet end and our cars catch their breath, there is no better time than now to evaluate the racing season and to reflect on each critical turn. Your Western Ohio Region Board members feel the same way, and we are reflecting on what we did correctly and what failed over this past season.

In order to accurately analyze the season, WOR recently released a general membership survey to all of its wonderful members to get your opinions and thoughts on *your* Western Ohio Region. We had an overwhelming response by almost 50 of our members, which is about 28% of our membership. This is a great number when conducting surveys! Thanks to all of you who took the survey, and if you have not taken the time to take the survey but desire to do so, there is still time! Just go to this website and let us know what you think:

<http://www.surveymonkey.com/s/SZBW523>

Again, huge thanks go out to all of you who took the time to share your thoughts, and be on the lookout for an analysis of the results in the next issue of WOR's Rev Record. I can tantalize you with this conclusion – the results are surprising and may lead WOR into great new directions!



Photo from the collection of James Greening

One of those new directions is already occurring, thanks to one of our members stepping up to take the lead on a wonderful project – Street Survival. I would like to sincerely thank Alan Suhr for volunteering to head up WOR's first Street Survival program. His willingness and dedication will most definitely pay off, and I personally look forward to working the event on October 7th at my home grounds of Wright State University's Nutter Center. I know that Street Survival will become a staple event for WOR and the Dayton-area community, which will help save teenagers' lives every year that it is hosted. Thanks again Alan for your leadership and being a model member of WOR. Make sure to thank Alan the next time you see him, and also start thinking about what you can do for the club – it is *your* club!

Due to members' willingness to step up, WOR can put on events like Street Survival that will help enrich the future of driving and attract new members to this lifestyle we call "motorsports". And speaking of new members, we have a few that have made WOR their club of choice. A huge welcome goes out to Barry Black, Paul Sheffer, and Colin Wurster. We here at WOR hope to see you soon at the races and at a meeting. Thank you for joining us and feel free to reach out to us if you need anything at all.

THE 2012 DAYTON CONCOURS D'ELEGANCE

Photos and Words by James C. Greening

When one pulls into a parking lot and observes a 1984 Lamborghini Countach just three spaces down, one knows that he or she has arrived at the best place to be on a Sunday afternoon. At the recent Sixth Annual Dayton Concours d'Elegance, this was exactly the case (See Picture 1).

I started to wonder, if cars like the Lambo were asked to sit in the parking lot, then what treasures could possibly be awaiting for my wife and I once we entered the beautiful entrance to Carillon Park? The answer was over 200 priceless, spotless beauties gathered together among the green spaces of Carillon Park, strutting their endless curves and immaculate engines to all those who passed by, which numbered in the thousands.

Now in its sixth year, the Dayton Concours d'Elegance showcased automobiles and motorcycles made prior to 1980, including a special section dedicated to "micro cars". The motor vehicles would compete in almost 30 classes to see who could walk away with the coveted prizes and awards. The winners would then be invited to make a parade lap of the grounds for all to see and admire, to dream and envy.

As a volunteer at last year's event, I knew that the Dayton Concours d'Elegance was a show that could not be missed. And, since I now knew the famous Mike Edgerton (Member Extraordinaire of WOR and show director of the event), I had to go and represent the SCCA. Donning a SCCA polo, brochures, and business cards, I had the privilege to talk to many participants and attendees about WOR and the SCCA in general.

All in all, the sixth showing of the Dayton Concours d'Elegance was a spectacular car event and all WOR members should plan on attending next year's event. It is sure to be a great experience for any fan of motorsports and beauty!



The Sixth Annual Dayton Concours d'Elegance was held on September 16th, 2012 at Dayton's historical Carillon Park.



*Picture 1 – 1984
Lamborghini Countach*



*Picture 2,3,& 4 – Just a taste
of what the Concours offers!
Photos courtesy of J. Greening*



ATTENTION ALL WOR MEMBERS

PLAYSTATION TOURNAMENT

So, do you think you have what it takes to conquer all on the digital video track? Come out and prove it at the WOR Membership meeting at Bullwinkles on November 13, 2012 at 7:30pm. As the votes are counted for the elections, we will have various PS3 motorsports games hooked up to the televisions for your enjoyment. Bring friends and challenge them to the fastest time!

Hope to see you there!!





Competition Corner
By Mike Wright

Another Runoffs season has come to a close. Only one WOR member raced at the Runoffs this year. Jim Suhr raced in Spec Miata and had a fine race with the owner of SafeRacer, Mr Mike Asselta. Jim had a great time, turned his best ever lap times at Road America and treated his wife Becky to some fine dining in and around the Elkhart Lake area. Nice going Jim! Runoffs videos were "broadcast" live on www.speedcasttv.com and you can find the recordings of the races there also. These are well done, with commentary from Dorsey Schroeder and Randy Pobst, two pro racers with longtime connections with SCCA.

My last race of the year was the OVR double regional at Mid-Ohio on Sept 1-2. The Ohio Valley Region sometimes manages to get on-track announcers at their SCCA events and this was one of those times. Sometimes they struggle to find things to say, but not for the ITC races this weekend. They were very excited by the show the three ITC front runners put on. One of those was WOR's Jim Hardesty and his Honda Civic. Jim and his two competitors, Bill Shearer and Jim Royal of NEO region, were just inches off each other's' bumpers for every race of the weekend and the announcers loved it. I loved watching it. They raced close and clean and returned to their mutual paddock area, always, as friends. A great example of what SCCA racing can, and should, be.

The Great Lakes Division website has divisional points standings for all GLDiv races. Just out of curiosity I tallied up the number of Spec Miata racers we have throughout the division. I was looking for an indication of which regions in GLDiv might have the most racers. It's not a terribly accurate way of counting, but we work with the data we have available. Results were that OVR and Detroit each supplied 23 % of the racers, NEO supplied 17%. IND and WMR supplied 10% each, Cincy 7.5%, KYR 5%, and with only one racer, WOR represented 2.5% of SM racers. Not really surprising, as OVR, DET and NEO represent very large metro areas, and all have club racing tracks nearby. It also shouldn't come as a surprise that WOR, being a smaller region and pretty far removed from the race tracks, doesn't have many club racers. Many of the regions in GLDiv don't have any club racers at all. I'm sure the results are skewed because of the class I selected. Someone at GLDiv could probably do a more thorough analysis.

Finally, the GLDiv Roundtable meeting is scheduled for Saturday, November 3 in Columbus. Registration is \$25 and includes continental breakfast and lunch. The big event of the Roundtable is the meeting to decide on the upcoming season's race schedule. There are also breakout sessions targeted at various race worker specialties. For more information go to the GLDiv website at www.greatlakes-scca.org.



Car Show Report By Jerry Stem

Here we are again, and time for another rambling from your entrusted assistant RE. It seems like only a few months ago I was writing about how to get new blood into our club? Well it was, and I have been on a mission.

I've been trying to attend cruise-ins and car shows as much as time allows, and I carry SCCA brochures and stickers in my glove box, both the Scion and the MR2. I've handed out a handful to anyone that looked even remotely interested, and left them on my windshield when I wandered off to check out the other cars. I took the MR2 to a car show in Fairborn recently that was supposed to have a "race car" class (they didn't) but that didn't stop me from actively talking to many spectators that asked about the SCCA. You know, the Secret Car Club of America?

At that car show I made sure the GoPro camera was prominently on the roof (which got plenty of attention actually), and I printed a few 4x6 photos to show the car in action. We've discussed recently purchasing a tablet of some sort to share among members and load up with racing videos and photos, that might catch more interest. I've seen enough of these cameras to know many of you would have plenty of action to share.



There is a car show this weekend at Wright Patterson that I'm hoping a few other members can bring their car out to and display with our banner and brochures. We might even have a few photos to include in this edition, depending on timing. We also have the Street Survival event coming up in a few weeks with another chance to get our name out there and bring in new people. Anything we can take advantage of to promote the club is a good idea.

The only other thing I have is that I asked my girlfriend to marry me last Friday (Sept 24). We're talking about an outdoor wedding, and I'm wondering if I can talk her into a RallyCross ceremony at Roos Farm? His and hers helmets? Parade lap around the course when pronounced man and wife? I'll let you know what she says...



Photos by Jerry Stem

Dear Area 4 Members,

I had hoped to issues a comprehensive Newsletter bringing you up to speed on a number of topics, and still will.

But several items required immediate distribution.

GLD Roundtable – SOLO

I sent you a reminder about our upcoming Roundtable. A track for SOLO was not included with the initial reminder. Our good friends Raleigh and Velma Boreen are busy putting a SOLO track into the Roundtable Agenda as it should be. Solo is a valued and important part of SCCA. It is well managed and enjoys excellent participation. Because it does not have the problems some of our other programs have, it does not mean it should be ignored. Thanks Raleigh and Velma for stepping up and making sure Solo gets its place at the table.

The “Majors”, Scheduling and the Announcements at the Runoffs

I just got off a Conference Call with Jeff Dahnert, Lisa Noble, and Bill Kephart that included a lengthy discussion about the Majors. There will be two informational talks at the Runoffs about the evolution of the Majors program and what is planned for 2013. Unfortunately, I tried to provide you a glimpse of this program in my last Newsletter and got back-stabbed by one of our GLD members. Nevertheless, I believe you deserve to know what is going on with your club and I will continue to provide you pertinent information without stealing any thunder from Topeka.. So, let me tell you a few things to help alleviate some of the fears and rumors going around.

- There will be 4 Conferences (formerly zones). Our Conference will be CenDiv and GLD.
- There will be 6 races within each Conference. Butch Kummer has been talking with specific Regions about becoming one of the 6 races.
- The Majors will be multi-faceted (i.e. not all races will necessarily follow the same format)
- All events will be “opt-in” for the Regions. Current successful events can continue to run independent of the Majors.
- But wait, there is more.....I will be able to provide many more details after the Runoffs announcements

My suggestion is to continue our scheduling process. Things will gell in the coming weeks and dates may change based upon scheduling of events around us (i.e. the National office is limited on how many events they can support on any given weekend). We will have a better picture by Roundtable. I think the Majors will be good for SCCA and good for the Regions. Change has always been painful in our club, but change we must to keep up with realities around us. Again, if you have specific questions, please ask.

The Runoffs

I will be there the entire week. If you have anything you wish to discuss, let me know and I will make the time. Oh yeah, since I am not allowed to Steward this year, I landed a pretty good gig driving the Pace Car. Whoo hoo!

Regards,

Steve

Stephen Harris

Director

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Rallycross National Championships By Chris Hastings

Seven regular WOR competitors made it Tulsa, Oklahoma for the 2012 RallyCross National Championship. Just over one hundred competitors took on the challenges presented by three different courses ranging from approximately 80 to 120 seconds in length. Miles Voegeli finished 7th out of 18 in Stock All wheel drive, just 47 hundredths of a second out of the trophy positions. ZB Lorenc also finished in 7th place in Modified Front wheel drive out of 16 drivers. Orion Fairman came in 7th of 17 in Modified All wheel drive behind another frequent Ohio competitor, Brian Ballinger of Fort Wayne, in 6th. Modified Rear wheel drive had six entrants, three of which were from Ohio. There were also only three cars for those six drivers: Evan Arthur shared his Miata with me, Pete Remner shared his RX-7 with a driver from Colorado, and a pair of drivers from Oklahoma piloted another RX-7. After eight timed runs, Evan Arthur finished in 4th and Pete Remner in 3rd. Bringing the only trophy back from Tulsa was myself (Chris Hastings), finishing 2nd and a distant 17 seconds back from Will MacDonald who put on an absolute driving clinic in Pete's RX-7. All in all it was a fun weekend of dirt slinging and socializing with fellow enthusiasts from all across the country.

-Chris Hastings

Street Survival Teaser



Here is a pair of photos from our first Street Survival, courtesy of Assistant R.E. Jerry Stem.

We hope to have a full write up and more photos for you soon, but Street Survival was a great experience. Seeing the improvement in the student's confidence and skill over the course of the day was amazing.





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 _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.
(please check only one box)

- Club Racing
- Time Trials/PDX
- Rally
- RallyCross
- Solo
- Vintage
- Pro Racing

Membership Dues

(Includes region dues)

- Individual \$80.00
- Family \$100.00
- First Gear (24 yrs & under) \$45.00

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

*I will become a member in the region I reside in or place me in _____ region.
By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

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

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If you would like to ensure that the Rev Record continues to be a full length publication, we need your help. WORSCCA is a volunteer organization, working hard to bring you the content and events that you enjoy, but we can't do it alone. We need your help. Whether it's running for a position on the Board, writing an article for the Rev Record or coming out to the races, WORSCCA doesn't exist without your support.



Special thanks to :



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