

REV RECORD



WESTERN OHIO REGION www.worscca.org

June/ July 2002 Vol. 43 Issue 6

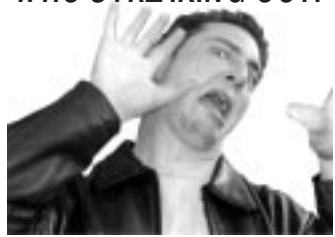
THE SUMMER IS HALF GONE!

Full Story on what we're doing about it and why

Every Page



WHO'S FREAKING OUT?



WOR Games Hall of Fame

C. Casey Winzit, is remembered for welding the front wheels together of two cars to win both first and second place at the 1937 WOR Games at Mid-Ohio.

**GIANT
TWO MONTH
ISSUE!**

Over 2 months of articles and photos from the usual suspects

Every Page



Our esteemed board keeping you informed!

DON'T MISS THE BIG PIG AT AUGUST MEETING! Page 4

Rev Record June-July 2002

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Please direct all correspondence to RevRecord, 356 S. Patterson Boulevard, Dayton, OH 45402.

WOR holds membership meetings on the second Tuesday of every month (except December) at 7:30 P.M. at the Christopher Club, located in the Hills & Dales Shopping Center, South Dixie Dr., Dayton, Ohio.



WORDS TO RACE BY

“Winners make losers, losers make excuses”

REG-X WHINE REPORT

*Eric Marcus
Regional Executive &
Grand Poohbah*

Bill (*rogue Rev Record Editor*), This is it! I've had it. Every month I write you a nice article for your monthly rag (*who are you sending them to?*). One time, once. Count it...once, I forget. So what do you do. You plaster my note all over the newsletter. Well, if that wasn't embarrassing enough, the following month you take my lovely article and embarrass me again by disfiguring my picture and placing it not only next to the article but on the cover. ON THE COVER! Why? Why would you want to do this to me (*...because you're a politician?*)?

I have an (*self*) important job to do for WOR as the RE. I not only have to lead, I have to plan for the future, too. Did you know that it is almost time for us to start gathering nominations for next year? How is that going to happen. All of us are afraid to send you articles for fear of what you might do to us (*be very afraid*). How can I tell people that we need them to make the club successful. How can I tell them that we need them to volunteer their time to WOR and run for office? I can't anymore. You have ruined it for me. Do you think I'm going to write any more articles for you? Guess again.

This month, I had hoped to write a really nice article about the WOR Games (*so where is it?*). I was going to tell everyone about the new theme, "Victorious Secret" and that the race weekend was again in the first weekend of October. I wanted all the WOR members to mark their calendars and plan to go to Mid-Ohio that weekend, either to race or to work. Now, thanks to you, that will never be said. We won't have workers and we won't have club participation and it will be all your fault (*did you learn that from Enron?*). Thanks, Bill.

Bill, I know you are proud of your newsletter. You brag how a single copy gets passed all around the Indy Region. Everyone has to read it. People come up to you at races and ask for your autograph (*on checks maybe*). Well, it is a nice newsletter. But you don't have to do this to us just to make it funny. Try to be nice to us for a change. Try to find a better way to make your point. Try to see our side for once. (*Whew! We have real whine connoisseur here.*)

OK. I'll give you a last chance (*please Mommy no more hangers*). I'm going to write an article and attach it to this e-mail (*liar-liar pants on fire*). Please fix my picture and print my article just the way I wrote it. Don't change a word. Don't add fancy stuff. Don't try to make this look like another one of your tabloid-like articles. Just print it. Please. If you do it right, I'll get all the other Board members to write an article for July. Agreed? (*sure Ear-ick*)

Thanks. Eric RE

Lets have a show of hands for a volunteer to take over the Rev Record, read your article, or lick a steak knife. -Ed.

**GO FAST,
BE INFORMED!**



Remember...

*All the latest results of WOR-SCCA races and events, schedules for events, list of contacts and directory, are posted on our web site:
<http://worscca.org>*

Membership Chatter Activities Chairz



Scott Stout



Steve Demeter

(TWINS SEPERATED AT BIRTH)

Our general membership meeting will be held on Tuesday, July 9th at 7:30 p.m. at the Christopher Club in Moraine. After the business part of the meeting stay for the fun!

The July activity planned is to include a foot gymkana. There will be skill tests at each "checkpoint" such as guess how much these cones weigh, how many lug nuts are in this jar.

Many thanks to Nick & Shirley Folger for putting this together for us!

Any questions? Need directions?

Contact Scout Stout or Steve Demeter.

News FLASH The Brat Bash this year will be a pig roast instead. The cost will be the same as in previous years, but Chris Watson has generously offered to roast a pig for all of us to enjoy. If you have ever had pig at one of his rallycross feeds, you will not miss this one. So mark the August 13th meeting on your calendar.

SETTLERS BEANS

Settlers Beans Ingredients:

- 2 16 oz. canned butter beans (drained)
- 2 16 oz. kidney beans (drained)
- 2 16 oz. pork & beans (not drained)
- 1 onion diced, sauted
- 1 lb. bacon, cooked & crumbled
- 1 lb. ground chuck, cooked
- 2/3 C. brown sugar
- 2/3 C. white sugar
- 1T. mustard
- 4 T. molasses
- 1/2 C. ketchup
- 1/2 C. BBQ sauce (I use Montgomery Inn)

Directions: Combine all ingredients and either bake in oven at 350 degrees OR place in crock pot (inside sprayed for easier clean-up) on low for several hours.



Don't Miss August
Membership Meeting!
TIME TO PIG OUT!



GOT PIG?

Tuesday, August 13th

7:30 PM

At the Christopher Club

(Hills & Dales Shopping Center)

**DON'T FORGET TO BRING
A COVERED DISH!**



SO YOU ALWAYS WANTED TO BE A RACECAR CONSTRUCTOR?!

- Chris Watson

As many of you know, I own Shannon Racecars, Inc., constructor of Shannon Sports 2000 cars. Sounds impressive yes? I admit it even looks impressive to me in the annual issue of SportsCar. Reality is something quite different. Basically it amounts to having all of the original drawings, jigs, molds, and spare parts for the Shannon project. I am trying to piece together the last tub to produce a final (probably) Shannon. A bit of history is probably in order here to properly tell the story.

In 1996 I decided to join the SCCA and go racing in big cars. I had been Enduro Karting for 6 years and decided to spend some real money. I bought an old Van Diemen Formula Continental and raced it for one year. After a year of being trounced by the newer FC cars being driven by kids with no body hair, I decided to try to get competitive. Research led me to the Sports 2000 class. I wanted a

purpose build racecar, liked the Ford engine for it's simplicity, and liked the looks of the S-2000s. I also liked the guys that raced in that class, as I had met a lot of them in race groups with the FC cars. I had seen a Shannon run in the 1996 Runoffs, found out it was for sale, and after an interesting



telephone conversation with the owner who was at the Daytona 24 hour race trying to qualify a Camel light, I bought the thing. Eddie Jones who is currently Michael Andretti's lead engineer at Team Green/Motorola designed the Shannon. Eddie and his father had decided to build a car for the Olds Pro Series and named it after the Shannon River in Ireland. Eddie's father died early in the project but Eddie continued on and got together with Bertil's Racing to build the cars. Interestingly Eddie's father had designed and built a F1 car in the 60s and I think he raced it too. There were 7 original Shannon tubs built and 6 of the cars were completed. The first Shannon I bought was owned by Owen Trinkler from Nashville. He raced the car to a third in the 1996 Runoffs. I went to see the car in Pennsylvania and ended up bringing it home. A year of racing in the 1997 season qualified me for the Runoffs. I was running 9th when the engine decided to let go in turn one and that was the end of that. I ran in 1998 and again qualified for the Runoffs but decided to pass on the race due to monetary reasons. I had heard that the Shannon project was for sale so I bought it from Bertil's Racing Engines and brought it home.

Unfortunately I proceeded to make a big boo boo. When I first received the project I should have tried to complete the final tub right away. I had most of the pieces and the parts that were missing would have been

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Call For Tech Inspection
Denny Powell 937-322-5643

ASS-RE

The Lawnboy Report



Lawnboy Report for June 2002

Well gang, as per last month there just isn't that much to report regarding the Ass't RE position. We've had a board meeting (actually 2, one of which I couldn't make) where we discussed all sorts of fun stuff including WOR Games, Solo, Rally, Activities, and a mission statement. Current plans are for Eric and me to come up with a draft mission statement and send it out to everyone for comment. So, as with previous articles I'll give a quick run down on the WOR autocross scene with tales from distant events.

The autocross race season has progressed nicely with WOR members being at numerous events. The WOR Driver's School on April 20th was well attended and reportedly the students got a lot out of it too. Instructing at these schools is especially fun/rewarding not only in seeing the student improve which is great, but as an instructor we get the added benefit of having the opportunity to drive the student's cars at times too. It's amazing just how well that gets across what you've been saying when they can see their car doing things they just didn't think possible. But really, the neat thing is seeing the students figure it out and improve. The main points remain the same, comfortable driving position, look ahead, smooth inputs, and slow in = fast out.

Sunday April 21st WOR followed the school up with a points event – or at

least tried to. The event dawned miserably cold and rainy and the smart students decided we were insane to even try and have an event so they stayed home. Turned out they were right as the lightning and thunder hit right as the rest of us insane/die-hard people were gathering for the driver's meeting and the event was cancelled within 30 minutes later. That's okay; we cleaned everything up and went to Hooter's for bench racing and good times.

The following weekend, April 28th, the WOR Road Warriors went to OVR on a trophy raid. The best way to summarize this event was WINDY, REALLY WINDY! A few of us went up Sat night and camped on-site through a very stormy night, but Sunday started out warm and dry. Yea! Looked like it'd be a great day; however, the wind kicked up and played havoc with the timing lights and then it got even worse. Cones were frequently being blown sideways or even toppled over before a car even got there. As a course worker, I probably set up ten times as many cones that were blown out of place than were hit! I even had a slalom cone blow over on one of my runs when I was only 40 feet away from it – really messes up a run! Couple the wind with nearly 200 drivers and it turned into a very long day. WOR came away with 6 of 8 bringing home trophies. Linda Smiley (1st – CML), Bill Smiley (1st – CM), Codie Knabe (1st – F-J), Crista Bolinger (1st – FSL), John

Because You Need To Know!

NEW WORDS FOR 2002 - Essential additions for the workplace vocabulary:

BLAMESTORMING: Sitting around in a group, discussing why a deadline was missed or a project failed, and who was responsible.

SEAGULL MANAGER: A manager who flies in, makes a lot of noise, craps on everything, and then leaves.

ASSMOSIS: The process by which some people seem to absorb success and advancement by kissing up to the boss rather than working hard.

SALMON DAY: The experience of spending an entire day swimming upstream only to get screwed and die in the end.

CUBE FARM: An office filled with cubicles.

PRAIRIE DOGGING: When someone yells or drops something loudly in a cube farm, and people's heads pop up over the walls to see what's going on.

MOUSE POTATO: The on-line, wired generation's answer to the couch potato.

SITCOMS: Single Income, Two Children, Oppressive Mortgage. What yuppies turn into when they have children and one of them stops working to stay home with the kids.

STRESS PUPPY: A person who seems to thrive on being stressed out and whiney.

SWIPEOUT: An ATM or credit card that has been rendered useless because the magnetic strip is worn away from extensive use.

XEROX SUBSIDY: Euphemism for swiping free photocopies from one's workplace.

IRRITAINMENT: Entertainment and media spectacles that are annoying but you find yourself unable to stop watching them. The O.J trials were a prime example.

PERCUSSIVE MAINTENANCE: The fine art of whacking the crap out of an electronic device to get it to work again.

ADMINISPHERE: The rarefied organizational layers beginning just above the rank and file. Decisions that fall from the adminisphere are often profoundly inappropriate or irrelevant to the problems they were designed to solve.

404: Someone who's clueless. From the World Wide Web error message "404 Not Found," meaning that the requested document could not be located.

GENERICA: Features of the American landscape that are exactly the same no matter where one is, such as fast food joints, strip malls, subdivisions.

OHNOSECOND: That minuscule fraction of time in which you realize that you've just made a BIG mistake.

John Schlegel (2nd – DSP), Sean Rose finished just one out of the trophies (6th – SM) with his brother Tony (12th – SM), and I finished 2nd in FS.

May 4th and 5th, WOR went on another trek to Grissom Aeroplex near Peru, IN. Rene Keyzer-Andre had heard all our wondrous stories of Grissom (long, fun, higher speed, challenging, concrete courses with lots of grip) and decided to join us even after a couple of his friends chickened out. Just ask him how much fun he had, the others really missed out on a fun time! Of course you should also ask him about his circuitous route he took getting there complete with the "bridge out" and the local IN constabulary. Saturday was a true Test & Tune where you could run as many runs as you could stand, I only took seven and was probably on the low side of most of the people there. Saturday we all got together, grilled out, and had a picnic near the Smiley's motor home. Sunday was a great day with another Smiley fresh cooked breakfast and a 60+ second course. Rene got to learn how things magnify themselves when done at higher speed. After a spin and lots of tail sliding on the first couple runs he got it gathered together and turned in some pretty good runs by the end of the day. WOR combined for six trophies: John Schegel (1st - DSP), Bill Smiley (2nd - CM), Linda Smiley (1st - CML), Crista Bolinger (1st - FSL), with Cheryl Swarts (2nd – CML), Codie Knabe (2nd – F-J), Rene Keyzer-Andre (4th – SM) finishing out of the trophies, and me (1st -FS)

Evolution School - May 11th. What can you say, one of the best autocross and performance driving schools in the

country. It's taught by multi-time Solo II National Champions and covers every aspect including seating position, driving techniques, looking ahead, apexes, and reading the course during a walk through. The course is timed in five segments so you can determine what your weak parts are, what your strong points are, and see marked improvement in each one hopefully. This time I just went as crew support for Crissy in the Cobra. Unfortunately, the price of the school became the cheap part when the right front wheel departed the car as she was entering a 270 deg tight turn. Luckily the damage was pretty minor compared to what it could have been and more importantly neither she nor the instructor were injured. Turns the threads pulled out of the one-year-old Ford lug nuts - some of which even looked like small springs! Checking and rechecking the torque throughout the event is a good thing to do.

WOR Event - May 12th. Yep, the Cobra was back in action on Sunday after we stayed up most of the night bending, twisting, and drilling the fender so it could be reattached, then replacing the wheel hub, lug nuts (all of them), and rotor. Unfortunately the day dawned overcast and soon became wet, complete with downpours, thunderstorms, and wind. Yuck! Fears of another cancelled event crossed everyone's mind, but I'll let Greg explain the details of how that event went over all. Needless to say WOR finally got an event under our belt even with the uncooperative weather!

KYR Event – May 19th. The Cobra wasn't ready from having the professionals redo the body, so we ran the G Stock in Crista's six-cylinder Camaro. The event was held at Papa John's Cardinal Stadium, which is

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THE MOTHER OF ALL ROAD TRIPS.



I was out of town from 26 April to 13 May on the Mother of All Road Trips !! Drove my 1992 Sebring supercharged Miata all the way to the Santa Monica pier on Historic Route 66 !!

I left Dayton on Friday, 26 April (with another Miata from our local club driven by Paul Haller) to meet up in St. Louis with some Route 66 friends from Springfield IL in a 1970 hot rod Chevelle (met 'em last year on the organized Route 66 tour thru the state of Illinois— that time, we drove Route 66 from Chicago to the Chain of Rocks Bridge at St. Louis).

Our two Miatas and the Chevelle went all the way to Seligman AZ on old Route 66 to take part in the 3-day ARIZONA FUN RUN with 800 other cars (Seligman to Kingman to Oatman to Topack/Golden Shores, 3/4/5 May). My Miata won honors for the Best Japanese Car at the Show 'n' Shine contest. Then the Chevelle guys turned around for home, while my buddy and I in our

two Miatas followed old 66 right to the Santa Monica Pier, and waded in the Pacific Ocean !!

We spent another day in the LA area visiting the Mazda Design Studios (hosted by Truman Pollard) and corporate center in Irvine (Elaina Verhoff), and had dinner with Barb Beach/Phil Wolfson of Miata Magazine and some San Diego friends (Mark and Kathy Booth, et al). Also stopped by Roshan's BrainStorm Products shop before heading home via Death Valley, 3 national parks in Utah (Zion, Bryce, Arches), then east on I-70 thru the famous and beautiful Glenwood Springs Canyon. Tops down every day except the last couple of stormy days driving home from Kansas to Ohio.

Followed major thunderstorms and hail all the way home. Purposely slowed down my progress to prevent overrunning the storms. Arrived home Monday night, 13 May (5852 miles in 18 days on the road) This was One Excellent Adventure !!!

Paul's Miata had a flat tire in Death Valley. He hit some bad pavement and severely dented one of his MOMO Arrow alloy rims. He had to run on the small "donut" spare tire 165 miles to Las Vegas to find a shop that could sell him a 15" steel replacement rim so he could drive home. He shipped the bad rim home via UPS.

I had to stop in Salinas Kansas to change my supercharger drive belt at a motel on Sunday, 12 May (I carried a spare belt with me). Other than these two small incidents, all went well (except for two very severe, zero visibility dust storms in NE Utah and western Colorado on the way home).

Took lots of great digital photos. The thing that still impresses me about all of Route 66 is the things that are STILL there after 60-70 years. Other than the normal ravages of time and weather, many old landmarks and structures are still intact ... old cafes, gas stations, general stores,

motels, etc. They are still standing, not torn down, windows not broken, not spray painted, furniture still in the old motel rooms, kitchen items still on the shelves of the old restaurants... it's truly amazing. The ghost towns are frozen in time !! Wonderful piece of Americana !!!!

One very KOOL thing happened during our 3-day stay in Kingman AZ at the Arizona Fun Run. A foreign couple pulled in one evening to our motel. Turns out the couple were from the Netherlands on a Route 66 tour from Chicago to LA. They took 4 weeks in the rented Mustang convertible to get from Chicago to Kingman AZ.



The very hot looking woman (complete with European thong bikini) was the hit of the swimming pool one evening. I noticed she had earlier been eyeing our Miatas in the parking lot, so naturally we began to talk cars while I admired her form from behind dark sunglasses.

She said she had just purchased a used '93 Miata in her home country of Holland. I asked if she had joined the local Miata Club in the Netherlands. "Sure," she said. Well, you know what's coming next !!

I asked if she knew Petra van den Berge. Her face just lit up ... "Sure, I do !" she said. So I began to explain the worldwide Miata Family Thing. I gave her one of my Miami Valley Miata Club Cruise Cards to take back to Petra.

What are the odds ???

Here we both are in the middle of nowhere, a chance meeting in an Arizona motel parking lot between an Ohio Buckeye and a European tourist, and we BOTH know the same Miata Nut in Holland !!!!

I told this story to Mazda in Irvine to try to impress them about how Miata folks are just one BIG FAMILY !!! Barb Beach loved the story !!

Cheers, Drake

Ed: "Hot looking babe in a thong" this is just like the Playboy Advisor. Got to love the Drake!

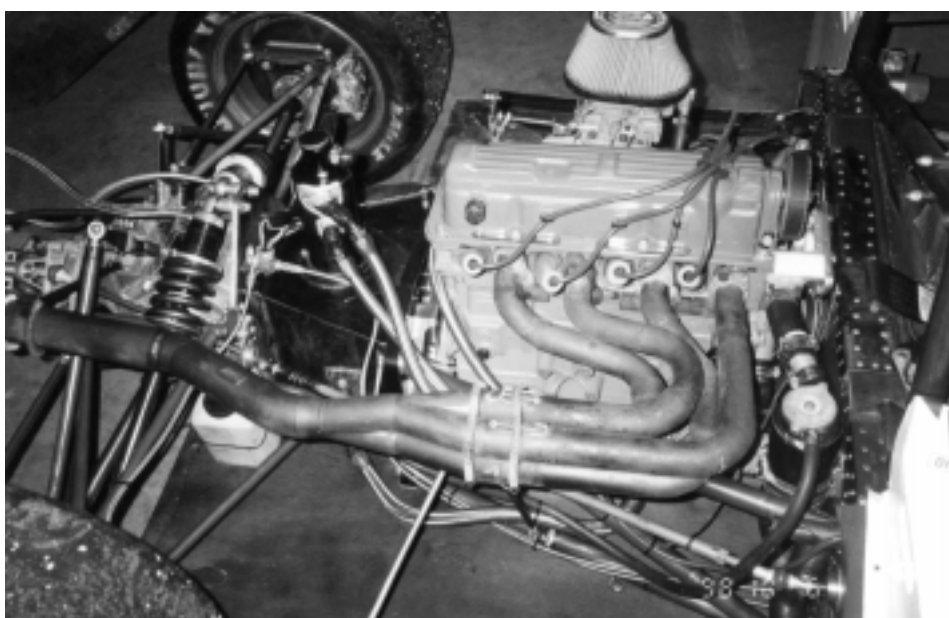


(Continued from page 5)

SO YOU ALWAYS WANTED TO BE A RACECAR CONSTRUCTOR?!

easy to fabricate. However I procrastinated and over the years sold a lot of fairly critical parts to customers. Now I am trying to finish the last tub and I am having a very interesting time trying to find some of the parts. The radiators were out of a Fiat Panda 4x4. Never imported to this country of course and made in France. A three month wait (never heard of Fedex!?!?). The wheel bearings were out of a Fiat Tipo. I think I have managed to track these down through a company in Israel who is getting them out of the Far East. A three-month wait and I am not sure if the quality of the bearings is going to be the same. The price is right (actually too right, what am I getting!?!?). The steering box is being fabricated in England. Delivery!?! Haa Haa! Don't ask.

There have been some favorable surprises. The input shafts for the Staff's gearbox were on the shelf in England and should be here by the time you read this. The axles are custom made here in the USA and are already here. I have found a local machine shop that sponsored my son's baseball team (see, advertising does work!) and they are making the odd ball fabricated stuff. They are quite impressed with Eddie's original drawings but some of the nomenclature is a bit of a mystery. Luckily Eddie still answers my phone calls and is helpful with the terminology. The reason I say lucky for me that he answers my calls is that a year ago he came to my shop to get a seat foamed for a Shannon he was going



to race in California. While he was here, the door on the back of my trailer decided to fall on the hood of his nice new Nissan Maxima, punching a big hole in it and changing its shape significantly. He was stuck in the Shannon waiting for the foam to set up so we could calm him down, and run for the woods to hide. It was one of those things that was nobody's fault but I don't press my luck asking for tickets etc. However, I am trying to get him to come to a WOR meeting and give us a little talk. Stay tuned.

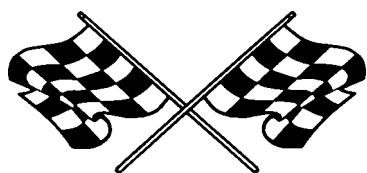
So life as a racecar constructor continues. Hopefully the car will be completed before the end of the summer, but waiting for three months for parts makes for slow progress.

I can tell you this. The Internet is not all it's cracked up to be. I know that the parts I am looking for are probably sitting on a shelf somewhere in Italy or France or England. Or maybe even here in the USA. But finding the right guy who can get them to me is a different story. Any suggestions would be greatly appreciated.

Email me at shannonracecars@aol.com. See; there is a point to this story!

Have Fun and Go Fast!

Chris Watson,
President Shannon Racecars Inc.



SCCA Solo



GOING SOLO

Greg Stephenson

WOR Solo2 Schedule:

July 27th/28th - Points Event #5 (VA)
August 18th - Points Event #6 (VA)
September 15th - Points Event #7 (VA)
October 27th - Points Event #8 (VA)
November 10th - Tie Breaker/Fun Event (VA)

Event Day Schedule

(Exept Drivers School)

Registration & Tech - 8:00 to 9:30am
 Tech Closes - 9:45am
 Novice Driver's Meeting - 9:45am
 Driver's Meeting - 10:00am
 First Car Start - 10:15am - 10:30
 Trophies - After Clean-up

KK - Kil-Kare Speedway

Dayton-Xenia Rd. Xenia, Ohio

Directions from I-75: Take US 35 East. Turn left on Valley Pike. Turn right on Dayton-Xenia Rd. Kil-Kare is on the left 1/4 mile.

VA - Veterans Administration Hospital

US 35 and Liscum Ave. Dayton, Ohio

Directions from I-75: Take US 35 West. Turn right on Liscum Ave. Turn right into the First Gate for the Veterans Administration Center (about .1 miles). Turn left on first road. Look for SCCA Trailer



SUGGESTION FOR THE BOARD

I'm not a very active member but I race enough to keep my license and do several test days a year road racing. Anyhow, what I've noticed is that the Rev Record doesn't have a running calendar of events, meetings, etc. I really feel this would be very helpful. I wouldn't mind trying a autocross or rallycross but I never know when they are. A calendar in the front that lists all the upcoming events and some of the events that are local to us would be great. You can't plan for something if you never know when it is. Anyhow, that's my 2cents worth. - Tim T.

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Lawnboy Report for June 2002

where we held a Cendiv Series event a few years ago so it allowed for a larger, fun course. Biggest challenge was the sand based asphalt that made it VERY slippery if you got off line - not necessarily the theoretical right line, but the line that everyone else had been using up to the time you got to run. Still, it was a fun course and a good time. KYR does a great job of running their event incorporating many things from big events such as on-line pre-registration, two grids, times posted after each run, and most importantly worker change on the fly - the event didn't shut down between heats. There were over 175 entrants there and everyone got five (5) runs in over a span of just under 6 hours. We were the only WOR with Crista (GSL - 2nd) and me (1st - GS, only 0.4 behind the winner in FS.)

Kent Weaver

ASS-RE

The Lawnboy Report



Lawboy Report for July 02

I guess I can start this article the same way as the last one, and the one before that, and the one before that... As the Asst RE, there really isn't much to report. The one thing I was supposed to do last month, go to the board meeting, I just wasn't able to. I missed it because I was back underneath the Cobra making front-end suspension repairs resulting from our last foray to Grissom, which I'll get into later. Needless to say, my May autocross expenses are starting to look more like a typical club racing expense account. So, on to the unofficial reports of how WOR did at other region autocross events:

Cincinnati Sports Car Club (CiSCC) Test & Tune – May 25 & 26 at Grissom Aeroplex in Peru, IN. Yes, the plan was to go back to Grissom for the Memorial Day weekend to shake out the freshly repaired Cobra while hopefully trying to avoid putting too many cone marks on the gorgeous new paint job. On the way to Columbus to pick up the Cobra on May 23rd, the brakes on the truck started making those ominous squealing noises. That meant the plans for leaving directly after work on Friday were now on hold until I could install new front rotors and brakes. All was going fine and well until I learned a valuable lesson. That lesson being:

“Buy beer and pizza for a good friend to come over and do the axle bearings, rotors, brakes, etc right up front.” We called Bill Smiley to come over and finish things up while I was at Kettering Hospital getting three stitches in my left index finger from using the edge of the rotor to spinning the rotor by using the edge of it to seat the bearings instead of using the wheel studs! Many thanks to Bill & his pit bunny, Linda, who made it possible to leave early Saturday to do the test and tune.

The test and tune was going well, the car felt great, and we were getting hungry before our work period so we decided to go eat across the street at Barb's Kitchen Diner. While eating, the dark clouds rolled in and as we were returning the lightning started. Of course, while that happens there is no racing so we went and checked into our hotel. By the time we got up to the room the sky had opened up and it started dumping. The rain was so heavy we couldn't even see the truck in the parking lot across the street. Then that little tinkle of hail was evident too. Once it let up we returned to the site to find all the porta-johns toppled and a couple of them slid a 100 yards away. The pylons and timers had all been blown and washed a few hundred feet away too. Luckily, the only “damage” was to things be-

ing wet and someone's RV air conditioning unit inlet fins.

Saturday night we all gathered at the Smiley's motorhome with the Smileys, Swarts, and some other racers to grill out and have a party. Temps were cold, but it was a great time complete with a 20 lb deep fried turkey. Sunday we scrubbed in new tires and then went back to the old ones to finish fine-tuning the set-up. Late in the day while I was cleaning up someone yelled “Kent, that's your car!” As I look over I see the car stopped on course and smoke coming from the LF corner. Great news, no body damage! This time, the damage was “limited” to the suspension – it appears the brake caliper mounting bracket failed allowing the caliper to contact the wheel cascading to a whole host of damages. Given Monday was Memorial Day, I had time to strip the front suspension out of the car and get my shopping list ready. A whole bunch of parts later including a new steering rack, lower control arms, brakes, etc, and a substantial overnight fee, I had the car back together and getting aligned Thursday afternoon so we could depart later that evening for the first Cendiv Series event of the year in Milwaukee, WI.



New member, Ed Mauer

MILW (Cendiv Series Event #1) – June 1 & 2. We left Thursday evening to meet up with the Swarts, who live in Indy so we could depart early Friday from there. On the way there, my luck continued as I lost a trailer tire. On the plus side, I noticed the vibration before it blew and therefore prevented any real damage except to the tire which was already missing a hand-size piece of tread. Of course, that slightly delayed Friday departure, but not too badly. The Smileys, Swarts, and we were the only WOR members that made the trek through Chicago to go what is always a great event in Milwaukee at Miller Park. Nice big asphalt lot, fairly grippy (although with some slickness to it) and a very good course - not quite as nice as last year's in my opinion. Friday and Saturday the temperatures were in the 90s and it was HOT. The brand new, unbroken-in, ceramic brake pads, differential, and alignment on the Cobra just wasn't seeming to work at all – she just didn't want to stop nor turn – not a good thing! It's so frustrating to succeed in getting everything together seemingly just like before just to have it not work right! That evening we did a parking lot adjustment to the toe and bled the brakes again. While bleeding the brakes on the Cobra and changing the clutch in the Swart's Tiga FF (which failed during their runs), the winds shifted direction and kicked up big time tearing up a number of awnings. The temps dropped 10 to 20 degrees in a matter of minutes, but we really didn't have any rain with it. Sunday dawned 30 degrees cooler than the high Sat and continued to drop nearly another 10 degrees throughout the day. The Cobra worked much better, the brakes

were better but still weren't there although it did do well enough to turn in the 3rd fastest run in class on Sunday. HART Racing came out with a G Stock Acura CL instead of their full rig and E Prepared Civic – what a real change! WOR combined for three trophies: Crista Bolinger (1st - FSL), Bill Smiley (1st - CM), and Cheryl Swarts (1st - CML). Rick Swarts was one out of the trophies (6th - CM), Linda Smiley (11th - CM), Codie Smiley-Knabe (5th - F-J), Dean Rindler (9th - GS), Andy Ryder (10th - GS), and me just one out of the trophies (4th - FS)

WOR Event – June 9th. What, no rain, no thunder, no lightning?!?!? Weren't we at the VA Med Center for a 2002 WOR event??? Yep, it stayed dry and WARM, okay HOT all day! Need to say thanksto the scouts for providing plenty of water and fluids with their concessions. There were over 80 drivers and all of us got six runs. The event started off rough with a few dnf's, but things

settled out and went well overall. I'll let Greg Stephenson give you the details, but the course was a mix of speed and technical with one long section stretching from almost one corner to the other that the horsepower cars loved. The brakes and diff still weren't working right, but the Cobra was still running strong enough to win.

Now we're off to Rantoul, IL (near Champaign) at the Rantoul Aviation Center (what used to be Chanute Air Force Base) for the 2nd Cendiv Series event of the year. The diff has been redone yet again and I've installed a different brand of brake pads that seem to be working much better than the first. Guess we'll see soon. Should be a good weekend no matter what happens with the racing as the gang is planning on camping together at a nearby campground and having another cook-out and party.

More tales to follow, Kent Weaver

DON'T FREAK OUT!



If you haven't already figured out by now that the Rev Record has been a little late then you're one of the few. My apologies. Sometimes there just isn't enough hours in a day, but don't freak out, I haven't forgotten you! - Ed.

GREETINGS

When the original license waiver fee increase was adopted at the Spring Training meeting, Lloyd Jennings, divisional licensing chairman, voiced some objection to the size and subsequently the fairness of the flat \$25.00 fee. After discussing the situation with Terrence and myself, Lloyd has proposed adopting a variable rate schedule that takes into account such factors, as the number of consecutive waiver requests and waiving driver's schools when transferring from another sanctioning body. I have attached Lloyd's proposal and I would ask each of you to carefully review and comment on it.

Your Humble Servant, Wally Sunderland

PROPOSED WAIVER FEES

I have looked at the reasons for request for waiver of race participation requirement and I feel that some conditions should have a higher fee than others. For example, I think that a driver that did not participate in the required number of races because of car, financial, or personal problems should not have to pay as much as a driver that has no intent of participating in the required number of events when the license is issued. I think that a driver that is transferring a competition license from another racing organization without the expense of going through a SCCA driver's school should pay a higher fee. With these thoughts and others in mind, I propose the following waiver fee schedule:

1. A request for a waiver for the first time (no consecutive previous request) \$10.00

2. A request for a waiver for a second consecutive year: \$25.00

3. A request for a waiver for a third consecutive: \$50.00

4. A request for a waiver for the fourth consecutive: \$100.00

5. A request for each consecutive year there after: \$100.00

6. A request for waiver of driver's schools (both): \$100.00

I believe that this fee schedule will generate more revenue for the Division, but, at the same time, not hit the racer who is down on his luck quite as hard as the flat fee. I agree with the argument that each racer that does not meet the race participation requirement is saving money by not paying entry fees, but I would guess that any one of them would have gladly paid the entry fee to make the requirements instead of spending that money and probably more to repair the blown engine or repair the damaged bodywork of the race car. I would also hope that this fee schedule will encourage those that have no intention of participating in the required number of SCCA races to get more involved.

Those of you who have been involved in organizing a road race should be aware of the up front and fixed cost to the host club for road race events. To get these drivers to participate in more races can only help the host clubs pay for those events.



ROOKIE'S LOG BOOK

March 15: My driver physical was looked forward to less than my first rain race. I've never been to the doctor before, voluntarily, and the gleam in the doctors' eyes at hearing I was yet unmolested by the medical industry was enough for me to momentarily consider golf. Treadmills, pumping dye, signing waivers, fasting and taking bodily fluids would be humiliation enough for a lifetime if it wasn't for having light cast where no sun has ever shone before. Apparently at 50 I'm as healthy as I want to be at least enough to pay the bill and go racing.

The last words from my doctor were, "Why do you want to go racing?" I didn't have an answer right then I just wanted to go home and take a shower.

April 10: Tech and safety inspection for the old Porsche went pretty well. Since my car and I share the same age it seemed appropriate the inspector did the same to my car as the doctor did to me. The cage was stamped, the book was signed, and another F Production was born.

April 20-21: Driver school at IRP has arrived. The car's looking good, my new Simpson duds are looking sharp, truck and trailer pulled great... a lot to be thankful for. Everybody keeps asking, "**Are you really going to race that car?**" Got the flag test right, got me a personal instructor and I'm out on the track. WHOA-NELLEBELLE... one mistake and you're taking concrete samples home with you! Now I know what they meant!!! Well at least I'm surviving respectably, it can't get any worse without blood loss... **wrong**. Rain. Ohmygawd rain. No rain tires, no rain experience. Who was the first idiot to figure out what drag racing tire goo does to a road racing surface when it's wet and why am I reenacting his experience? I learned to fear IRP and drive looking out my driver side window.

Continued on page 16

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ROOKIE'S LOG BOOK

Continued from page 14

Transmission went South and so did we. Indy was a good time, people were great but I'm still going to have nightmares about concrete walls that go bump in the night.

May 10-11-12: Who the hell was Nelson Ledges? I think he was the first person to build a paved road in the US and it's now a race track near Akron. Driver school number two found us at two and a half miles of gravel, pot holes, pot holes fixed with spray on truck bed lining and weeds you can loose an old Porsche in. But all turns are a long way from concrete of any kind. My car seems to really like the rough surface and I certainly felt my life expectancy improving. Ten laps and I was within 2 tenths of my class record, not me, the car. I was getting the hang of that four wheel drift stuff and I had the attention of anybody spectating too. When you are hooked up and having fun everybody seems to know it.

Darn that transmission! Parts availability being what it is for a 50 year old car we packed up and headed for the local Tractor Supply Store for raw materials and found a car wash to work on the car out of the weather (did I mention it was raining again and still no rain tires). Next day, repairs made, it was out on the track for more street tire rain experience.

End of the day brought Miller Time and my driving school certificate. Most expensive, hard earned beer I've ever had... all I want is more. Now when somebody asks if I'm really going to race that car I tell them it's stayed in the garage long enough.

Lead, follow, or you can stand in my empty garage.

Bill Myers
Rev Record Editor

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Thank you, Rob

Ed: I know you sent a picture Rob but I couldn't get it off your email. Take it from me folks, this is one sweet car.

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*1997 Mustang Cobra



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 **ROAD RACE REPORT**
- Steve Colletti

Well the race season has begun and I hope every one is off to a good start. With all the prep done in the winter months a good foundation was created for a good season of competitive racing.

- Congratulations to **Dan O'sullivan** for earning his competition license (Honda ITA), and to our own **Bill Myers** (Porsche FP), Bill loves Nelson Ledges which only proves what we all knew Bill is nuts and loves junk yards and trailer camps with a race track added.

- WOR member **Travis Swanke** has a first and a second (VW ITB) Great job !!

Remember most Thursday evenings at Putnam park late apex holds a lapping session contact Todd Tede for more information or call me @ Collettimotorsports 937-312-1533 also Wheel Source is having a session there also give them a call for more info 937-299-0035.

Please send me info on your finishing results or interesting stories about events or just getting to the event.

Yours for the sport -Steve Colletti

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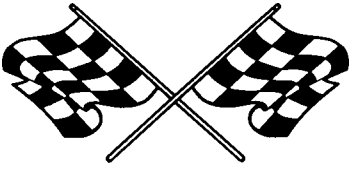
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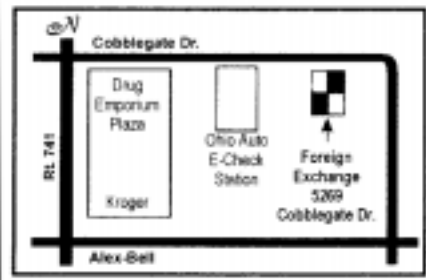
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