

REV RECORD



August 2007 - Volume 48 - Number 7



Andy Manganaro ahead of the pack in his 1969 Alfa Romeo GTA jr during the Vintage Grand Prix at Mid-Ohio.

Inside...

***Pro Racing Highlights at Mid-Ohio
WOR Racers Get Around
Paul Lane Memorial***

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WOR Membership Meeting:

second Tuesday of every month (except December)

7:30 pm

Christopher Club

3150 South Dixie Dr.

(in the Hills & Dales Shopping Center)

Dayton, Ohio

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

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

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by Mike Wright
Rev Record Editor

Well, I'm pleased to report that I'm now an official graduate of the Lake Erie Communications Flagging School. I've had six days of training recorded in my logbook, taken the one day "classroom", and am now qualified to work the Pro Events at Mid-Ohio. As they say, it's the second best seat in the house. My first Pro Event turned out to be the Sportscar Vintage Racing event, held June 27 – July 1 at Mid-Ohio. The weather for

this event was just perfect, but what made this event a true joy to work at was the beautiful assortment of vintage racing cars that participated. Being a long-time Mopar fan, I got the biggest kick out of watching the hemi-powered Challenger race against the NASCAR-ish Thunderbird in the Group 10 event.

Here's an interview I conducted with a longtime WOR member several months ago. I had hoped to write a better story, but time has run out. Rather than tell you who is being interviewed, I've decided to print it without the name, so some of you "old-timers" in the club can guess who the interview was with. Answer will be in next month's Rev.

What made you decide to join SCCA?

I had just bought a used Austin-Healey 100/4 and was a member of the Miami Valley Touring Club when some of the members mentioned that there was a local SCCA region for sporty car people interested in racing.....that was me.



What was your first car you raced?

An H-Modified (now called C Sports Racing). It had a Devin body, a 3-cylinder/2-cycle SAAB engine, Goliath wheels, a Crosley rear end & Rolls-Royce radius rods. I paid \$650 for the car & trailer....."ready to race" (it wasn't).

What was your favorite early memory of the club?

Group going to the races at Put-In-Bay.....camping in the infield at Mid-Ohio.....the Sebring Dinner Dance.....our first WOR Games.....the Bellefontaine Hillclimb (a rich kid from PA won in a Corvette.....Roger Penske).

If you were a tree, what kind of a tree would you be?

BUCKEYE!

Is that enough to go on? The first person to email me the answer to who this is will get a lovely prize selected especially for them from the pile of doo-dads strewn across my desk.

Finally, I'd like to take this opportunity to invite all members to think about the upcoming elections. There are going to be quite a few board members who are not going to be back next year. Starla, for example, has given ample notice that she will not be running the WOR Games next year. I can't speak for every board member, but I'll just say I'd be surprised if more than four of the nine elected members consider running again. Just a reminder that the elected officers are the Regional Executive (RE) and Assistant RE, Secretary, Treasurer, Activities Chair, Membership Chair, and the three racing chairs (Road Race, Solo, and RallyCross.) There are also four board-appointed positions: the Rev Record Editor, the Publicity Chair, the WOR Games Chair, and finally the Webmaster. Everett, as the Assistant Regional Executive, is responsible for the yearly elections. If he contacts you to toss your name into the ring, please consider it carefully. The health of the club depends on getting an energetic group of individuals working on the board, but that requires some of you out there to volunteer. Also, when it comes time to vote, don't just ignore the ballot. Give some consideration to who will best manage the club.

Welcome New Members

Adam Williams

Chris Blazer

Mike Wheeler

Mark Starcher

Tom & Lisa Geisheimer

4 EXECUTIVE ORDERS



by Steve Demeter
Regional Executive

Out of the Horse's...

The big issue facing the region at this time is next year's WOR Games chair. Starla has made it clear that she will not be continuing after this year. She has done a fantastic job over the past few years in the face of increasing costs and declining entries and has kept WOR Games alive when it started out on life support.

So anyone willing to take on this job next year, now is the time to speak up. The meat of the work is just starting and now would be the best time to be sitting at the feet of the

master (even though Starla is truly a lady, I can't think of the term which would describe the master in a non gender specific way.)

Now a few words about how a track and its personnel should take care of a broken race car.

Should it be dragged onto a flatbed with a corner off, probably doing thousands of dollars in additional damage, or should it be carried on a hook, doing no further damage?

Kil-Kare is only a few miles from my house and I go out there on Thursdays to watch the test and tune. For 5 bucks, it is a great motorsports fix. I have struck up a friendship with a guy who has a vintage sprint car, but he drives the wheels off the thing. Anyway, a couple of weeks back he did a slow spin into the wall, bending up his

push bar and denting the fuel tank. There was a push truck and a golf cart with a tow rope dispatched. They ended up using the push truck to get him back to the paddock. I asked the guy on the golf cart why they did not tow him since the push bar was crunched pretty badly. His response: It is the driver's car and we do what the driver wants.

And people wonder why members are leaving SCCA? When a little local track treats their drivers like they are actually happy they are there, and respects their wishes to not further damage an already wrecked race car, versus the common treatment a SCCA club racer gets. Think about it the next time you might be an official and a driver asks that his car be handled in a certain way. That driver might be the next one to leave SCCA.

Mark Your Calendars

3-5 Aug	Honda Super Cycle Weekend *
10 Aug	Cincy PDX at Mid-Ohio
11-12 Aug	Cincy I.T./SPEC-tacular at Mid-Ohio
12 Aug	Solo PE6 at Adesa
18 Aug	RallyX PE6 at Smoke and Mirrors
18 - 19 Aug	Solo Divisional Championships, Peru, IN
3 Sep	WOR at Dragons Game
14-16 Sep	NASA National Championship *
16 Sep	Concours d'Elegance at Carillon Park
21-23 Sep	AMA Grand National Championship *
25 - 28 Sep	Solo National Championship, Topeka, KS
5 Oct	WOR PDX at Mid-Ohio
6-7 Oct	42nd Annual WOR Games at Mid-Ohio
8 Dec	WOR Christmas Party - The Christopher Club
7-9 Feb	SCCA 2008 National Convention, San Antonio

* WOR money makers at Mid-Ohio



Special thanks to Lee Grimes of Koni for guest speaking at last month's membership meeting and thanks, too, for donating the limited edition poster. The membership meetings have certainly been entertaining these days due to the terrific scheduling efforts of Steve Colletti. Thanks, Steve!



by Pam Poppe
Secretary

WOR Board Meeting for July 3, 2007:

Meeting was called to order at 7:40 p.m. **Publicity Chair:** press release for next membership meeting - ice cream social with guest speaker Lee Grimes. **Rev Record Editor:** Financial report given on printing and mailing cost so far this year, discussed the bulk mailing issues, will be dropping several

ads. Will publish an August Rev. **Solo Chair:** next solo July 8th at Kil-Kare. Setup will be on Saturday 4:00. Out of minor waivers. Side note: will have use of the restrooms at the Wright State ballfield for the remaining solo events held there. See solo report for further information. **Web Master:** website making money on side ads. **RoadRace Chair:** Mike Wright is now an official F&C worker. Reported on the Mid-Ohio Vintage Race. See race report for more information. No reports back from the Great Lakes driver school. Looking for more people to work events. August 26th need workers for Neohio Sat and Sun. **Rally Chair:** not present. **Activities Chair:** not present. **Secretary:** no report. **Treasurer:** Financial report given. Waiting on solo deposit from last event. **Assistant RE:** planning for elections, will ask at membership meeting who's running for office. **WOR Games Chair:** download sups files - sent to National for approval for WOR Games and PDX. Reminder that we need workers for the pro races at Mid-Ohio. **Old Business:** none. **New Business:** request for club T-shirts. Motion made to adjourn, second, meeting adjourned at 8:55 p.m. Respectfully submitted, Pam Poppe

Membership Meeting Minutes for July 10, 2007:

Membership meeting called to order at 7:40p.m. **RE:** on a sad note, Paul Lane a long time WOR member passed away. A moment of silence in his honor. **Membership Chair:** introduced two new members: Adam William and Chris Blazer. Welcome to the club, glad you're here. Also reminded that Lee Grimes will be our guest speaker tonight. **Assistant RE:** it's the middle of the year and now it's time to be thinking of running for office, a lot of Board members are not returning, also looking for someone to do WOR Games next year. If interested in running see me or e-mail me as soon as possible. **Special Race Report:** by John Pfetzing, see John's article in this month's Rev. **Road Race Chair:** track changes at Indy. Also, a bad accident at ORP involving Rick Reillick. Mike Wright is now an official F&C worker. Need workers for the pro races at Mid-Ohio. Reminder about the Dragon tickets for Labor Day weekend. The cost is \$15 per ticket, these are reserved seats. See Dave Howard or Deb Rudy. Till next time, Play safe. **Rally Chair:** nothing to report, next rally July 28th at Dwire's, Dan Coughnour will be the chair for this event. Rally Nationals are picking up. **Publicity Chair:** report within budget. **Web/Solo Chair:** Solo event 4 had 45 entries, 8 runs given, HOT-HOT-HOT. Next event is July 22 at Wright State lot #8, this is a joint event with Cincy. Web site making money off the ads. So keep on clicking on them. **Activities Chair:** ice cream social tonight, report on the 4th of July parade in Fairborn. August meeting will be the Brat Bash \$4 with a side dish to share or \$5 without. **Treasurer Report:** report given after bills are paid. **Secretary:** finishing up the membership directory, still waiting on club member's business information to be listed. **WOR Games Chair:** WOR Games meeting is the 4th Tuesday of every month at Donatos. Need workers for the pro-races at Mid-Ohio. **RE:** See RE's report about lessons on removing cars from the race tracks. The RE has requested a report from the treasurer on the budgets-vs-income and where we stand at this time. By-law changes will be voted on next membership meeting. **Old Business:** requested a printed treasurer report for next membership meeting. budget-vs-income. **New Business:** None. Motion made to adjourn, second, meeting adjourned at 8:30 p.m. It is my pleasure to introduce our guest speaker, Mr. Lee Grimes from Koni. Thank you so much for being here tonight. Mr. Grimes had donated a limited print poster to our club which will be offered to the highest bidder, at this time I believe it's up to \$80.00. See Steve Colletti for more information regarding the poster. Respectfully submitted, Pam Poppe

By-laws Vote at the August Membership Meeting

Bring your ballot from the July Issue of the Rev Record or print a copy from the WOR website to cast your vote regarding the latest by-law changes.

6 WOR GAMES and MORE...



by Starla McCauley
WOR Games Chair

Well time has raced by and it is almost time to drop the checkered flag on the 2007 WOR Games. We still need someone to step up to chair next year's race. Your club needs your help so take the plunge and be creative. It is very fulfilling to make this race happen. So give me a call or email and let's get started. Yours for the race...

2007 Pro Races At Mid-Ohio:

By the time you read this we will have done four Pro races. It has astonished me how little response the members of our club have shown. This was (and still is) a great opportunity for our club to make some income. We still have three races left, so come to Mid-Ohio and work a shift each day - then spend the rest of the time watching the races, enjoying the friends that love the sport, and making new friends. Please call or email me and put your name on the list to support your club.

Remaining Mid-Ohio Pro Race Work Schedule:

3-5 Aug Honda Super Cycle Weekend
14-15 Sep NASA National Championship
21-23 Sep AMA Grand National Championship
Come join in the fun and see some great racing, too!



above: Billy Wright meets Koni Shocks sponsored Jeremy Croiset (winner of SPEED's TV show "Setup")

top right: Hard working women of WOR, Deb Rudy, Starla McCauley and Linda Krusala, at Registration.
middle right: Manly WOR men manning the Mid-Ohio gates, Bob Jennings, John Pfetzing and Everett McCauley.

bottom right: Mandy & Billy Wright drive up enthusiasm for the Mid-Ohio Driver's School.



by Deb Rudy
Activities Chair

August is the Brat Bash \$4 with side dish to share or \$5 without
September is the 'oldies but goodies' - Snacks (donation)
October is time for Board Member Nominations - Snacks (donation)
November will be Board Member Elections - Steak Dinner (\$5/person)

Don't Forget to Buy Dayton Dragons Tickets for Sept 3rd - \$15 each.



by Dave Rudy
RallyCross Chair

Well gang, there is not much to report on this month. There has not been an event for a couple of weeks and we have a few more weeks until the next Rallycross. Since there is no Rallycross to talk about I will have to write about the other stuff I have been doing.

The Subaru Challenge Road Rally was the first of June in Cincinnati put on by Scenic Road Rallies. Debby and I made the trip down as well as Dan Coughnour and Ildiko Marcus. With \$500 at stake we figured the competition would be tough in this scavenger hunt/question and answer rally on the roads east of Cincinnati. We were not wrong. We missed 3 questions and 3 scavenger hunt items and tied for third overall with the tie breaker pushing us to fourth. No cash for us but we did get a cool Subaru STi bar stool. Dan and Ildiko took the home \$500 placing first overall, having one correct answer more than second place. Scenic Road Rallies puts on some nice events in the Cincinnati area with some for

special interest clubs, ie Subaru and Mini. Go check out their website at www.scenicroadrallies.com.

Then it was on to Indy for the F1 race. My son Chris and I battled the heat and stiff upper lip crowd to see Lewis Hamilton, in a McLaren, hold off teammate Fernando Alonso, also in a McLaren for his second F1 win. That was cool as well as Allen Dwire helping me keep my sanity by passing a cold Fosters my way several times during the day.

Next was to Mid-Ohio for the Grand Am weekend. Debby and I bribed Mike and Dawn Gordon into helping out working at the track. Great Lake Beer at Buck's and gokarts after that were all Mike needed to agree to come along. Speaking of the gokarts, Mike Wright and family joined in the fun as we stayed until they closed the track. Don't know who was the fastest, I just know it was not me!

Then it was my first Solo out of town this year. I tagged along with Jim Hardesty, Scott Irwin and George Thielen. Warming the tires for Jim, the best I could manage was fourth place behind Jim in third with George taking the DS

class win. All in all it was a good day and OVR was running like clock work as usual. Good job OVR.

Now to Kil-Kare for the WOR Solo event. I pulled the Neon out of mothballs to abuse it a little bit. I abused it quite well, boiling the power steering fluid on my third run. Then the heat started taking its toll on me and the car. But I won my class! (yes I was the only one in my class!) Had fun catching up with people I have not seen in a while.

After a two week break Debby and I will be off for the Toledo ProSolo. Wish us luck. Unfortunately that is the same weekend as the next WOR RallyCross. I have volunteered Dan Coughnour to run the event in my absence and I will have a report on these events next month.

Everyone don't forget to get with Starla about working at Mid-Ohio. The club has an agreement with the track to provide workers for the gates and registration for all of the pro races. In return for working at the track the club will be compensated at the end of the year. This is another way for us to boost the clubs finances to help pay for things like the newsletter and the banquet.

--Rally on.



by Christian Moist
Solo Chair

Forty-five entrants came out to complete in our 4th Points Event held on the 8th of July. While the temperatures quickly rose to the 90s, competitors took to the course for eight runs a piece. The course at Kil-Kare Speedway was fairly tight, very unique and challenged every-

one equally. Run times ranged from high 30s to high 40s, with Christian Moist taking the top time of the day. Frank Levinson once again took top PAX time of the day in his Dodge SRT-4 ACR. For complete results for the 2007 season thus far, including year to date points, be sure to check our website at www.worscca.org.

By the time of this printing, we will have hosted the WOR/Cincy joint event at the Nutter Center's Lot 8.

The next event will be held at Adesa, which hosted our first two points events. The season will be over before we know it, and so far this year, we have had a ball!

Also, it's not too late to qualify for this year's WOR Regional Solo Series Championship. Running four points events automatically qualifies WOR members for year-end awards, which will be presented at the banquet. See you at the races!

8 THE EDGERTON REPORT



Paul Lane Gets the Checkered Flag

Paul Lane reached the finish line of life on July 9, 2007. He ran a good, clean race. The later stages of his race were slowed by severe body damage. Paul saw this as just another of the many challenges that he always faced with logic and determination.

Marj was Paul's team manager, crew chief, caregiver and loving wife. Without her undivided love and attention, Paul's race would have resulted in an early DNF.

Nancy and I became close friends with the Lanes when we joined WOR in the early sixties. We competed in rallies where the Lanes were infamous for getting lost and finishing last...if they ever found the finish line.

Paul had a passion for: Marj, Spencer and Karen, his son and daughter-in-law, classical music, gardening, photography, writing, New York, gourmet cooking & dining, travel, Formula One, the Boonshoft Museum, the Society of Automotive Engineers, teaching children, cars and WOR-SCCA.

Paul & Marj were very active in WOR. Paul was R.E. in '72 and again in '81. They were also editors of the award-winning Rev Record in the early years and staffed the "Driver's Information" booth at the WOR Games for a number of years. Paul was the chairman for the WOR annual car shows at the Dayton Mall. Paul also initiated the Boonshoft Museum of Discovery Concours d'Elegance.

Paul combined his passion for travel, cars, writing and photography by covering such events as LeMans, the SCCA Runoffs, North American International Auto Show, Watkins Glen Grand Prix, New York Auto Show, Meadow Brook Concours d'Elegance and the Performance Racing Industry show. He has had articles & photos published in Sports Car, Race Car Engineering, Grassroots Motorsports and the Rev Record.

Their mode of transportation over the years included: Sunbeam Alpine, Alfa Romeo, Lotus and an assortment of BMW models. Their travels took them to Germany to take delivery of a BMW and to England to pick up the Lotus. Paul had started a restoration on the Lotus. He realized that he was not physically able to complete the task so it now resides with the British Museum of Transportation for completion of the project where it will become a lasting and fitting memorial to Paul.

Personally, I imagine Paul is currently trying to set up interviews with Jimmy Clark, Mark Donohue, Tom Burke, Enzo Ferrari, Les Griebling and a host of other departed automotive legends.

Paul Lane's physical pain and suffering is now gone. I know I speak for the entire WOR in expressing sympathy to Marj, Spencer, Karen and Paul's entire family.

by Mike Edgerton
Automotive Edge

VINTAGE GRAND PRIX

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Vintage Grand Prix at Mid-Ohio Sports Car Course, 29 June - 1 July, 2007

top right: Russ Cramer -
'86 Porsche 944 Turbo -
finished 1st in Class
below left: John Higgins -
'66 Porsche 910 -
finished 1st in Class
middle left: Bob Colaizzi -
'62 Lotus Super 7 -
finished 2nd in Class
middle right: Ted Bernstein -
'64 Alfa Romeo GTA jr
bottom: Jim Shardt -
'66 Yenko Stinger -
finished 1st in Class



not pictured:
Shelby Mershon -
'69 Brabham BT 29 - finished 1st in Class
Dan Mershon -
'69 Brabham BT 21 - finished 4th in Class
Dan Mershon -
'97 Lola T-97/20 - finished 2nd in Class



photos courtesy of Mike Edgerton (including photo on the cover), results compiled by Mike Wright



by Richard Docken
Roving Reporter

ALMS and IRL at Mid-Ohio

I've always enjoyed pro sports car racing at Mid-Ohio, but especially the American LeMans Series. Their visit to Mid-Ohio Sports Car Course in July did not disappoint; the schedule included prototypes, grand touring, Porsche GT3, and Speed World Challenge touring and GT series races. In addition, the weekend co-featured the first visit to Mid-Ohio by the Indy Racing League and its developmental series, the IPS.

I took a vacation day on Friday just so I could experience the

full effect. Needless to say, with the many racing series represented, the schedule was packed. Friday's action lasted until 8:00 in the evening. Saturday began earlier than normal for M-O at 7:30 and continued through the ALMS enduro which ended around 6:00. There was so much to accommodate that there was no traditional lunch break. That's racing!

The weekend's first excitement was not even on the track—it was the buzz created by a Porsche Carrera GT being driven through the worker/driver entry gate. This was supposedly one of the owners of Rahal-Letterman racing, who according to rumors in the credential line had made quite the "sport" of his travel north along Route 314 into Steam Corners.

ALMS Prototypes & GT. The prototype ranks have grown ever so slightly since Sebring, with the addition of Team CytoSport's P1 Lola (one of last year's Dyson cars). There was a decent field of 27 cars representing the four race classes. It should surprise nobody who has been following ALMS this year that

both Penske P2 Porsches bested the Audi R10's. The surprise was that the Fernandez P2 Acura beat out the Audis, too. The Dyson Porsches, along with the Highcroft and Andretti Acura teams, closely followed. The other P1 and P2 teams, essentially privateers, didn't turn in competitive times. I saw Rob Dyson back in the paddock, engaged in what seemed to be a very serious cell phone call. I wonder if he was on the horn to Weissach, begging the factory to give him the special bits that they are providing to Roger!



Porsche GT3. There were 25-30 GT3 cars. Most of them were in the factory white finish. But there were a few colorful ones in the pack, including the three retro schemes that I saw at Sebring (light blue and orange Gulf, Jagermeister orange, and the orange, red, and yellow 917 "hippie"). All that was missing was a silver Martini! GT3 is supposed to be a "gentlemen's series" but from the amount of bent and wrinkled sheet metal, I'd say that it was less gentle and more "man!" For the Porscheophile, this is a wonderful series; the racing was close and the finish was exciting!

Speed World Challenge. Both World Challenge groups were robust and colorful, representing a wide variety of manufacturers. I know there is a desire among some in racing circles to resurrect the old Trans Am series, but in my book today's World Challenge is carrying the spirit of the original Trans Am more than the last iteration of Trans Am was. Maybe World Challenge isn't truly stock, but the body shells and much of what's inside is like what can be found on the showroom floor.



Anyway, they all put on a good show. I was delighted to see that Chili Pepper Racing, with their "Audi Jr." diesel-powered Jetta, had made great strides since Sebring, when I last saw them.

IRL & IPS. The IPS engines sounded kind of "tinny" and bordered on being harshly loud. The IRL cars, on the other hand, had a much better sound and did not seem to be unbearably loud. I watched the IRL practice from outside turn one, and the predominant sound was the tire noise, much as it was with the CART cars; the tire noise really buries the engine audio. The IRL cars looked quick, and a check of lap times indicated that they were within 1 second of the CART track record. For all intents and purposes, the IRL and Champ Car provide the same on-track "spectacle." For that matter, many people were at work supporting these



and INDY RACING LEAGUE



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(counter clockwise) top left: P1 Aero.
middle left: ALMS on-track action.
far left: Fernandez Acura.
left: Highcroft Acura.
bottom: Prepping a GT3.
right: Speed World Challenge GT Cadillac.
middle right: Speed WC on-track.
far right: Speed WC Aero
top right: Penske "Juggernaut"
photos courtesy of Richard Docken



like mileage, drivability, operability, and affordability; clean diesel; odorless ethanol (needs work; the odor was less green and more like another color!).



the preferred paddock spaces and treatment. If that's the case, the IRL was the main event, because they had all of the garages, and



the lower two paddock areas. ALMS teams were relegated to the upper paddock, and World Challenge and GT3 were in the adjacent grassy areas. In the pits, IRL and ALMS shared the spaces behind the wall (less sharing and more occupying the same spaces), while the other groups had to set up pit space in pit lane. This caused a bit of a jam up in grid as the crews had to stage with the cars until the previous session was done and all of those cars had cleared the track. But, everyone was understanding and made the best of it.



races—vendors, caterers, and guys shining up the trucks. Regardless of what patch is on the uniform, these are legit jobs, which means paychecks which, when the day is done, means food on the table. It's all goodness.

Having two major series share a weekend presented some logistical challenges. Typically, there has always been one headliner at M-O, who gets

I was a little disappointed that nobody capitalized on the presence of alternatively fueled vehicles to score some green credit. With the diesel powered Audis (and lone Jetta) and ethanol powered IPS and IRL cars, I would have expected a lot more promotion in the local and surrounding press. Racing has always been used as a proving ground to test products and ideas. New and environmentally friendly fuels are no different. Racing can highlight issues that need to be resolved so as to make everyday use acceptable. Things

All told, this was a great weekend of racing, highlighted by two headlining acts. The vendors were happy with the crowds ("more traffic for Friday practice than the entire Grand Am weekend"). I noticed that crowd behavior was markedly better than on the old CART weekends. With CART, Mid-Ohio was like a zoo—people and cars going every which way, non-stop. With the ALMS and IRL, the crowds seemed to be just as large, but were either more polite, more considerate, or there was better crowd control. Whatever, it made the weekend a much better experience than I expected.

And now a word from the SCCA. I've worked both Grid and Scrutineering for a number of years for SCCA club racing. As a result of this faithful and reliable service, I was rewarded with the opportunity to work Grid on this weekend and in exchange I was given free admission. The value of benefits I received totaled well over \$200 (about double that of an annual family membership!), including weekend pass, camping, access to the hot pit, and reserved parking. We got to "do our thing" for GT3 and Speed World Challenge. Even though we are not "pros" in the paid sense, we gave an outstanding accounting of ourselves, allowing the pro directors to keep focused on their main business.

I certainly enjoyed the free access, but the kudos from the pro racing staffs were priceless!



by John Pfetzing
Papa Gets Around

The Italian Job...

Everything you've heard is true. They drive quickly in close quarters. What amazed me the most was the number of motor scooters and how they drove. Rome, Italy has many four and six lane roads that are not of the interstate type. More like the Far Hills type with bumper to bumper traffic. Picture your three lanes becoming seven lanes because of the scooters. They traveled to the left of the outside lane, between the outside lane and the middle lane, between the middle lane and the inside lane, and on the berm. Can you imagine being on a scooter traveling on the divider line with a bus to your left and a semi to your right? It would scare me to death. They would zip in and out of the real lanes and their newly created lanes with only a centimeter to spare. Why they didn't scrape up hundreds of bodies each day I know not. One difference I observed is that the Italians never close up a space so the guy coming up can't get in, which is something all of us do in this country. Another thing these scooters do is at a traffic light. There might be three or four at the light when it changes to red, but by the time it turns green again there are fifteen to twenty and when it turns green it's like waving the green flag at the track. These scooters take off like a bunch of bees heading for a nest. I have two scooters at home, which haven't been used for years, and Rome has inspired me to get them back into action, but not Italian type action.

Indy Grand Prix - July 7-8 National Race Indianapolis at ORP

<u>Class</u>	<u>Name</u>	<u>Qualifying Position in Class</u>	<u>Finishing Position in Class</u>
DP	Mark Grelin	1	1
FA	Rick Reilich	1	Wrecked
DSR	Charlie DiPasquale	1	Mechanical - completed 12 laps
SRF	J. D. Pfetzing	8	9
SRF	Chris Pierce	10	5
SRF	Charlie DiPasquale	Wrecked	

During SRF qualifying I was watching my son, J.D., from outside turn 1 when about 2/3 of the way through the session I saw him spin in turn two. The emergency trucks immediately started out on the course and I couldn't understand why as he only did a spin and was able to continue. What I didn't see, but later viewed on J.D.'s in-car camera, was Charlie DiPasquale spinning exiting turn 2, hitting the tire wall hard, and bouncing back onto the track along with lots of debris including many tires. As J.D. explained it, he had not seen a yellow as he was already past the flag station as the incident occurred and all he saw was the mess ahead of him and it was a real "Oh Sh**" moment. He locked up the brakes and slid through the debris field hoping for the best. He got lucky and only hit a tire causing a little body damage. Charlie, though, had to have his car towed back and couldn't race on Sunday. A very unfortunate incident happened on Sunday when our own Rick Reilich, who had completed all but two laps in his race while in a comfortable first place position, slid off the track just before turn 12, the carousel, and toward the flag marshals behind two concrete barriers. Rick hit one of the barriers with such force that it was toppled on its side. Everything under



the barrier was crushed, but fortunately no corner worker got hurt. Rick was knocked out from the hit and even his helmet was cracked. He came around as the workers were getting him on a board. I heard that he was arguing with the workers saying that he needed to get back into the car as he had a race to run. He was told that the only race now was to Methodist Hospital. HIPPI racing had one of their crew drive Rick's truck and trailer back to Dayton and I understand that Rick is back in Dayton and he will recover. We all wish him the best.

WOR Solo Results at Peru National Tour, 30 June - 1 July, 2007

Several of our WOR members got a taste of what National-level competition feels like when they made the 3 hour trek to Grissom AFB near Peru, IN to compete in The Tire Rack SCCA Solo National Tour, held 30 June to 1 July. This was a two-day event, running on two different courses. Each competitor got 3 runs on each course, and the best times were added together to create the final score. There were a total of 198 entries and competitors came from 8 of the 9 divisions in SCCA. The only division not represented was Northern Pacific.

While WOR had a fair showing with 4 competitors, two of our neighboring regions in Ohio had very strong showings, with OVR having 14 racers, and Cincinnati having 12. Scott Giles and Renee Hines of Cinci Region, who have helped Christian in the past with his Solo events, were among the Cinci contingent.

OVR took firsts in DSP, EP and SM2, and seconds in DSP and DM. Cinci took firsts in ASP, ESP and FM. WOR had a tough time of it this year. Our strongest showing was from our Solo Chairman. Christian placed fifth out of twelve in the Street Modified category, but was only 0.115 seconds from getting a fourth-place trophy.

From looking at the stock category results, some early favorites might be shaping up for the Solo National Championships in Topeka, KS in September. The cars to beat in stock classes appear to be:

SS: Vette Z06

AS: Honda S2000, but Solstice GXP looks promising

BS: RX8

CS: Solstice

DS: no clear leader

ES: Miata

FS: 2007 Mustang

GS: Mini Cooper S, but only one competitor in class

HS: Mazda 3 challenging the Mini Cooper.

It would be nice for our club if we could drum up support for Christian and the others who plan on competing in Topeka. After all, it is a 700 mile, 11 hour drive, and they could use some help with entry fees, driving, or just encouragement.



pictured on page 12: Rick Reilich (top) and Charlie DiPasquale (bottom)

pictured on page 13 from top: Ken Moist - ES; Frank Levinson - DS; Christian Moist - SM; Myke Dziengel - FS

photos courtesy of John Wilmoth at jwwPhotos.com

I DID NOT KNOW THAT...

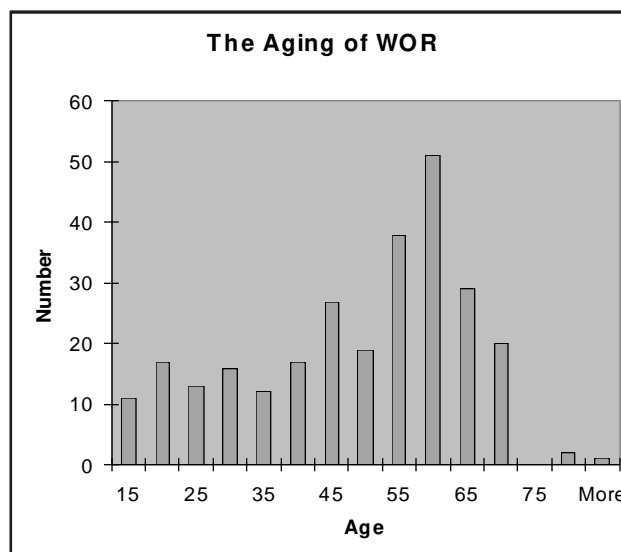
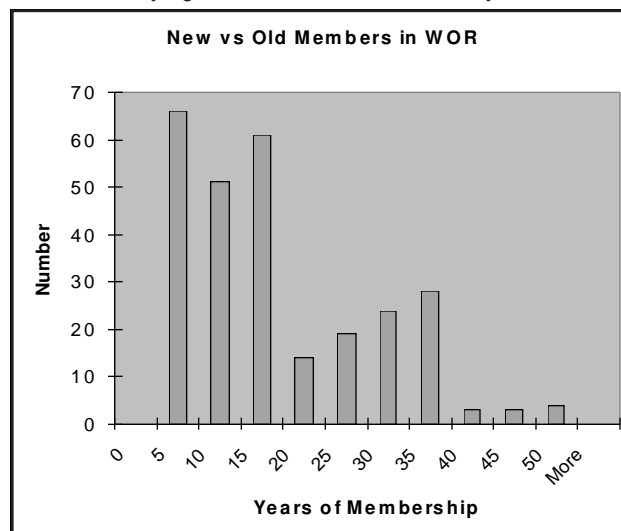
WOR members hold a variety of specialty licenses.

We have numerous regional license holders, and we have quite a few national license holders as well.

Here's a quick rundown on the different types and numbers of licenses held by WOR members.

Type of License	# in WOR
Crew	215
National Competition	23
Regional Race Control	15
Regional Competition	13
Regional F&C	12
Regional Registrar	7
Regional Pit/Grid	7
National Race Admin	6
Novice Permit	5
Solo Safety Steward	5
Regional Timing & Scoring	4
Regional Scrutineer	4
RallyCross Safety Steward	4
unknown	2
National ES-Fire Rescue	2
National Race Control	2
Divisional Race Control	2
Regional Starter	2
Regional Pit & Paddock	2
Solo Safety Instructor	2
Vintage Competition	1
National Ser Chief Steward	1
Nat/Div Chief Steward	1
Div Chief Steward	1
Div Steward	1
National Scrutineer	1
National Pit & Paddock	1
National Pit/Grid	1
Divisional Starters	1
RoadRally Safety Steward	1

This chart shows a good portion of our membership is staying in the club for more than 5 years.



This chart shows that WOR is getting older.
The largest group is those from 60-65.

From the usgpindy.com website comes this comparison of race cars. Formula 1 cars are truly amazing, especially when compared to other forms of race cars. I also put my Eagle Talon and my wife's Odyssey in the spreadsheet just for comparison.

How much horsepower would the Odyssey need to make in order to accelerate with the F1 car? How about 2413!

Series	Liters	HP	Min Weight	HP/Liter	HP/Weight
Talon	2	135	2550	68	0.05
Odyssey	3.5	240	4310	69	0.06
FBMW	1.1	140	1025	127	0.14
GT3	3.6	400	2811	111	0.14
NASCAR	5.7	790	3400	139	0.23
Indy Pro	3.5	420	1460	120	0.29
Indycar	3.5	670	1600	191	0.42
F1	2.4	750	1333	313	0.56

GREAT LAKES DIVISION 2007 RACE SCHEDULE AS OF 12/21/06				
DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO EVENTS or OTHER EVENTS
Aug. 4-5				Honda Super Cycle @ M-O
Aug. 10-12		CIN @ M-O - D - R (IT,SM,SFR)	WMR @ GRA	
Aug. 18-19				VSCDA @ GRA
Aug. 24-26		24 Hour Enduro @ NL - R	SBR @ GM	
Sept. 1-2 Labor Day		WMR @ GRA - D-C		IRL/ALMS @ Belle Isle
Sept. 8-9		OVR @ M-O - D-C		
Sept. 14-16				
Sept. 22-23				AMA @ M-O
Sept. 29-30		INDY @ ORP - D-C		AMA Super Bike @ M-O
Oct. 6-7		WOR @ M-O - D-C		PDX @ M-O 10/5
Oct. 12-14			SCCA RUNOFFS	VSCDA @ M-O
Oct. 20-21				
Oct. 27-28				
Nov. 3-4				
Nov. 10-11				
	D=Double	R=Restricted	T= Tentative	C=Champ Series
	GM-GingerMan	GRA-Grattan	M-O-Mid Ohio	
	NL-Nelson Ledges	ORP - O'Reilly's Raceway Park	WAT-Waterford Hills	

2007 Great Lakes Division & Central Division - Dual Solo Divisional Championship Grissom Aeroplex, Peru, Indiana - August 18-19, 2007

Schedule of Events

Friday, August 17:

5-7:15pm Reg & Tech at Site
Course 1 Open for Walking
Welcome Party
7:30pm Gate Closed, Site Locked

Saturday, August 18 - Day 1:

7-8:00am Course 1 Open for Walking
Late Reg & Tech by appt only
8:30am Driver's Meeting
9:00am First Car Off
5:30-7:15pm Course 2 Open for Walking
7:30pm Gate Closed, Site Locked
Dinner Party at Event Site

Sunday, August 19 - Day 2:

6:30-7:45am Course 2 Open for Walking
8:00am First Car Off
Trophies After Last Car Off

Registration Information

Entry Fees:

Fee Prior to 8/5/07 \$50
Jr Karts Fee Prior to 8/5/07 \$40
Late Fee (postmark after 8/5/07) \$10
Checks Payable to: GLDiv Solo Divisional
Mail to: Jennifer Merideth

33707 Glen Avenue
Westland, MI 48186-4595
detsoloreg@comcast.net

or Register at www.MyAutoEvents.com

Questions

Jason Tipple - realspeed74@aol.com
Marlene Obenour - obenour4@earthlink.net

Other Information

- Enter site near water tower, take first right
- No camping allowed at event site
- Overnight, self-contained camping available at Grissom Air Museum ONLY - \$7 per night. (no other camping on base)
- Site gate will be locked from dusk to dawn



Membership Application

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below and return, with payment to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299 or you can join online at SCCA.com by clicking on "Join Now".

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____

Address _____ Telephone (____) _____

City _____ State _____

Zip _____ County _____

E-mail _____

Have you been an SCCA member before? ☐ No ☐ Yes: Year ____ Previous Member # _____

☐ Single ☐ Married Spouse's Name _____ Birthdate ____/____/____

Spouse Member Number If Current Member: _____

IF APPLYING FOR FAMILY MEMBERSHIP Please list names and ages of children under age 21:

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

Name _____ Birthdate ____/____/____

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

To find your region dues, visit <http://www.scca.com/Join/Index.asp?reference=dues>

Annual National Dues		Annual Regional Dues		Total	
<input type="checkbox"/> Individual Member	\$ 60.00	+	Individual Member \$ \$15	=	\$ _____
<input type="checkbox"/> Spouse Member	\$ 20.00	+	Spouse Member \$ \$ 5	=	\$ _____
<input type="checkbox"/> Family Member	\$ 95.00	+	Family Member \$ \$20	=	\$ _____
<input type="checkbox"/> First Gear	(you must be age 24 and under)				\$ 45.00

☐ Enclosed is my check or money order for \$ _____ U.S. DO NOT SEND CASH.

Visa/Master Credit Card No. _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc. and _____ Western Ohio / 086
and agree to abide by the bylaws. (Region Name / Number)

Applicant's Signature _____ Date _____

Dues include payment for subscription To SportsCar (\$24 value)
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Have you always
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what all the fun is about.
At this year's WOR RallyCross events a
RallyCross rental car will be available.



The rental car is a '93 Nissan Altima with an automatic transmission and snow tires. Last fall it got hit by a falling tree that put a dent in the roof and removed the back window. It sat outside with no window for several months slowly filling with water. Now the interior has been gutted, the gallons of water sucked out and it has some stylish cardboard and plastic covering the missing back window. In other words, it's the perfect RallyCross car. The car will run in it's own RC class with trophies awarded.

The fee for the RallyCross rental car is \$30
in addition to the event entry fee.

For more information about
the RallyCross rental car contact Jim Hardesty-
jimhardesty@ameritech.net or 937-426-0778.

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