

# The Observer's Stand

Volume 56, Issue 1

ISSN 1087-9390

April 2010



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#### Publication:

*The Observer's Stand* is published by the Ohio Valley Region/SCCA, Inc.

Editor: Simi Ritch

Circulation Manager:

Sue Rupp

Writers & Photographers: Members of OVR

#### Subscriptions:

*The Observer's Stand* is free to members of the Ohio Valley Region/SCCA. Non-members may subscribe at a rate of \$15.00 per year. Bulk-rate.

Mail is *not* forwarded by the Post Office.

To subscribe, or to submit an address change, please contact:

OVR / Membership Chair

Jeff Knapp

P. O. Box 8715

Newark, Ohio

43058-8715

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## 2010 Contacts

Regional Executive  
David Brown  
1557 Bean Oller Road  
Delaware OH 43015  
740/363-4180  
[SpdMonkey@aol.com](mailto:SpdMonkey@aol.com)

Directors  
Phil Alspach  
44 Forest Ridge Drive  
Columbus OH 43234-1411  
614/888-8100  
[racerphil@hotmail.com](mailto:racerphil@hotmail.com)

Barry Baker  
694 Mount Vernon Avenue  
Marion OH 43302-5330  
740/387-2675  
[bdbaker212@aol.com](mailto:bdbaker212@aol.com)

Andy Bell  
301 Holly Grove Road  
Lewis Center OH 43035  
614/847-9921  
[bellboyrcing@sbcglobal.net](mailto:bellboyrcing@sbcglobal.net)

Matt Downing  
380 Quail Hollow Court  
Pickerington OH 43147  
614/834-0305  
[matt@downingracing.com](mailto:matt@downingracing.com)

Larry Hall  
8465 Bridletree Way  
Columbus OH 43235-1493  
614/846-1228(h)  
[LarryRHall@hotmail.com](mailto:LarryRHall@hotmail.com)

Simi Ritch  
1011 Arcadia Blvd  
Westerville, Ohio 43082  
614/946-1017  
[Simi.Ritch@gmail.com](mailto:Simi.Ritch@gmail.com)

## Officers

*Historian*  
Rebecca Fast  
2761 Berlin Station Road  
Delaware OH 43015-9406  
740/369-6255  
[Becca2HP@aol.com](mailto:Becca2HP@aol.com)

*Membership Chair*  
Jeff Knapp  
P.O.Box 8715  
Newark OH 43085-8715  
740/415-8114  
[ovemembership@yahoo.com](mailto:ovemembership@yahoo.com)

*Region Secretary*  
Simi Ritch  
See listing under Directors

*Treasurer*  
Phil Alspach  
See listing under Directors

*Assistant Treasurer*  
Larry Hall  
See listing under Directors

*Social Chairman*  
Willy Church  
13130 Center Village Rd.  
Galena OH 43021-8617  
740/965-2090  
[willycanfixit@aol.com](mailto:willycanfixit@aol.com)

*Communications*  
**Observer's Stand Editor**  
Aaron & Simi Ritch  
See listing under Directors  
[theobserversstand@gmail.com](mailto:theobserversstand@gmail.com)

*Community Special  
Events Liaison*  
Frank Vessell  
5563 BowFalls Blvd.  
Dublin OH 43016  
614/529-1302  
[frank.vessel@sbcglobal.net](mailto:frank.vessel@sbcglobal.net)

*Web Master*  
**Contact Observer's Stand Editor**



*Autocross/Solo  
Chairman*  
Andy Bell  
See listing under Directors



*RallyCross Co-Chairs*  
Tim White  
2147 Margo Rd.  
Columbus OH 43227  
740/361-4427  
[twhite@gmail.com](mailto:twhite@gmail.com)

Mike Paktinat  
1996 Harwich Road  
Columbus, OH 43221  
614-465-6725  
[junk@paktinat.com](mailto:junk@paktinat.com)



*PDX Chairman*  
Larry Hall  
See listing under Directors



## *Race Specialty Chiefs*

*Race/Licensing  
Competition  
Licensing/Novice  
Permits/Log Books/GCR*  
Dave Brown  
See listing under RE

*Course*  
Larry Hall  
See listing under Directors

*Flagging &  
Communications*  
Ronda Knapp  
P.O. Box 392  
Newark OH 43058-0392  
740/258-8956  
[roenap@yahoo.com](mailto:roenap@yahoo.com)

*Grid*  
Kathy Gall  
14591 Mill Hollow lane  
Strongsville OH 44130  
440/878-8989  
[rallye@ameritech.net](mailto:rallye@ameritech.net)

*Information*  
Duane Ward  
5885 Linworth Road  
Worthington OH 43085-3309  
614/436-6087  
[duane.ward@sbcglobal.net](mailto:duane.ward@sbcglobal.net)

*Pit/Paddock*  
Brian Flint  
623 Pub Street  
Galloway OH 43119-9097  
614/783-3988  
[bflint@knowfearmotorsports.com](mailto:bflint@knowfearmotorsports.com)

*Registration/Race*  
Gloria Sheets  
457 E. Jeffrey Pl.  
Columbus OH 43214  
614/735-7561  
[gloriasheets@yahoo.com](mailto:gloriasheets@yahoo.com)

*Scrutineer/Tech*  
Barry Baker  
See listing under Directors

*Sound*  
Dennis Barschow  
6221 Hollyberry Lane  
Hamilton, Oh 45011-5196  
513-460-7788  
[dsbarschow@fuse.net](mailto:dsbarschow@fuse.net)

*Start*  
Frank Vessell  
See listing under Officers

Don Randles  
6161 Kister Rd.  
Wooster, OH 44691  
330-601-2382  
[donsanr@sssnet.com](mailto:donsanr@sssnet.com)

*Timing & Scoring*  
Tony Kasper  
803 Joselyn Avenue  
Mansfield OH 449904-1664  
419/756-7487  
[t.steemer@prodigy.net](mailto:t.steemer@prodigy.net)

David Killian  
12115 Drake Road  
North Royalton OH 44133  
440/646-4089  
[Drkillian@ra.rockwell.com](mailto:Drkillian@ra.rockwell.com)

*Pro Race Coordinator*  
Jude Summers  
130 Forest Ridge Place  
Columbus OH 43235-4625  
614/888-4646  
[jusummers@columbus.rr.com](mailto:jusummers@columbus.rr.com)

*National Race Co-Chairs*  
Jude Summers  
See Listing under Pro Race

Matt Downing  
See listing under Directors

*Regional Race Co-Chairs*  
Phil Alspach  
See listing under Directors

Larry Hall  
See listing under Directors

*E S Fire & Safety*  
Richard Nester  
541 E. Paradise St.  
Orrville OH 44667-2231  
[Ran812@aol.com](mailto:Ran812@aol.com)

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**We'd love**  
pictures from  
events,  
articles, or  
even snippets  
of information  
that would be  
relevant to the  
members of  
OVR!

## Editor Update

By Simi Ritch

This issue of the OS has been quite a learning process for me. When I volunteered to take on the task of putting together the magazine I **don't fully think I realized I knew** what I was getting myself into.

I admire all the previous editors of the magazine for selflessly putting so much work and effort into the magazine without ever really letting **on everything that is required. It's** been an awesome experience to figure out my first publishing project and really hope that as we continue to learn more the magazine shows **it's progress as well.**

**I'm looking forward to getting submissions** from the membership to help make this magazine full of things that are even more relevant to all of the readers.

As we move forward the frequency of the magazine is still being worked **on; hopefully this won't be a problem** and now that the first one is on **it's way to the printer I will hope to** not allow myself to get quite as far behind from a publishing perspective as I did with the first one. The task seemed quite daunting.

Along the same time I switched jobs and have been pretty over whelmed by everything I had taken on. This will be calming down; but at the same time we will be adding racing back into our life schedule (this **is a GREAT thing don't think for a moment I mind).**

So in closing I appreciate your coming along for the ride as I figure out all the ins and outs of the OS, and I welcome any feedback you have to make the magazine even better; I especially welcome any volunteers who may want to help with layout!

## RE-ality Check By Dave Brown

**I can't believe its 2010 already.** Last year went so quickly yet at times it seemed like it was hardly moving. In any case I start with apologies for not having columns in the most recent issues of *The Observers Stand*. I have excuses, but needless to say **it really doesn't matter after the** fact. What matters most is the region is in good shape financially and as always we are moving forward.

On that idea of moving forward there is much to bring you up to speed on. With this issue of the **magazine I'm happy to announce** our new editors: Simi and Aaron Ritch. There will be changes and **that's a good thing as change is** good for us. Simi has some great ideas for this year and I hope all of you will help her by sending race recaps and other stories to be published. I challenge the club racers to submit a quick recap of their weekends and share their love of the sport with others. Solo drivers are famous for having their photos in the magazine, but we need more write-ups. Submit them to Simi or she might assign them.

Several of us returned from the 2010 SCCA National Convention and you can find the reviews in this issue. As February come to an end we leap into the 2010 schedule with the Great Lakes Spring training Seminar in Toledo. This year Solo will hold their own sessions elsewhere. We held our annual awards banquet and I have to give Willy Church a huge Thank You! This years banquet was great and attendance was good. I have several trophies from people that **did not attend. I've handed out a**

few already, but have many at home still. In my next column **I'm going to list them out and try** to get the pile down. In fact I have many from previous years too. If you see your name as a winner give me a call and we will get that trophy to you. If you **haven't noticed yet we moved our** monthly BOD meetings please make sure you check the website to verify the location before coming out. Our first meeting was at the Winking Lizard Tavern at CROSSWOODS and it was a bit noisy that first night we hope that things go a lot smoother with some changes to the seating arrangements. It was also great to welcome representatives from Mid-Ohio and ARSHOT to give presentations on their respective groups. ARSHOT is hoping to develop Cooper Stadium as a Motorsports facility.

For more info see [www.cooperparkcomplex.com](http://www.cooperparkcomplex.com) and help make this a reality.

Finally, it would not be the RE-ality Check without a little hockey mixed in with the racing. The USA team beat Canada in the Olympics and the same happened **with my son's team as he** got to battle in a home and home series with a team from Toronto. We go play in Toronto in a few weeks. Unfortunately I missed the games as I was in Detroit with my daughter for a tournament. She gets her crack at the Canadians as a member of the Team USA U10 all girls team at a tournament in Brampton Ontario over Easter. Lots of fun to be had driving up there twice in two weeks. Hopefully all this snow has long since melted by then.

# Social Update By Willy Church

I wanted to thank all the members who helped out with the 2009 awards banquet. It went well and most all had fun. I did ! I could not have pulled it off without your help . THANK YOU!

We had 150 attendees and I made a few changes from the years past the keep up with the economic times. So any comments about what you would like to see changed let me know.

You as well as every member who helps out throughout the year in all parts of the Ohio Valley Region make this such a great club. What makes a club is members helping

out with a common interest and we have many ,and hope more can help out this year.

Have a fun year and join us at the socializers.

We have a pinewood derby planned in April, along with a party at the OVR National Race, the Columbus Clippers Game, School Bus Racing. We may have some additional socializers as we iron out the schedule please be sure to check the dates and times on the website: [http://www.ovr-scca.org/\\_ovrclub/meetings/meetings.asp?hl=social.asp](http://www.ovr-scca.org/_ovrclub/meetings/meetings.asp?hl=social.asp)

Name	Date	Location
Pinewood Derby	4/21/2010	Winking Lizard - Crosswoods
Party at National Race	5/22/2010	Mid Ohio Lexington, Ohio
Columbus Clippers Socializer	7/27/2010	Clippers Stadium Columbus
School Bus Racing	8/21/2010	Columbus Motor Speedway
Nominations	10/20/2010	Winking Lizard - Crosswoods
Elections	11/24/2010	Winking Lizard - Crosswoods
2010 Banquet	1/15/2011	Holiday Inn Columbus - Worthington



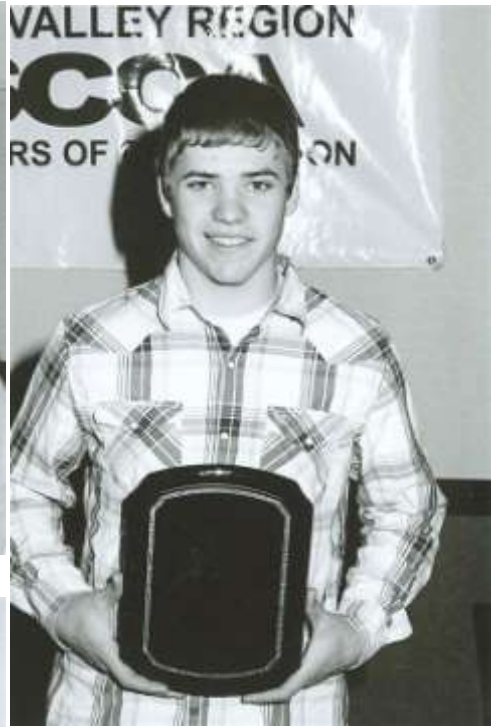
Drew Bell the winner of the Gravity Grand Prix held on February 24th.

Photo Courtesy Willy Church

# 2009 Banquet Photos By Brian Baby









# In Memoriam



In the past few months the region has lost members who have actively participated in the club over the years , they will certainly be missed.

John Pfetzing 1/27/2010

Bob Bruce 1/27/2010

Judy Cowie 2/4/2010

Mark Alexander 3/10/2010

Contributions have been made in their honor to different causes they have supported by OVR.

*To thank you for  
your kind sympathy and tribute  
to the memory of  
Robert (Bob) Bruce*

*Thanks again, Bob would have  
been very pleased that you remembered  
him in such a generous way.  
Judy*

*Ohio Valley Region, SCCA  
It is rewarding to know that  
the Region donation to ALS Society  
will spare someone from that  
horrid fate.*

*See you at the races with  
Judy as my guest.*

*Bob Cowie*

THE ALS ASSOCIATION  
CENTRAL & SOUTHERN OHIO CHAPTER  
[www.alsohio.org](http://www.alsohio.org)

1170 Old Henderson Rd.  
Suite 221  
Columbus  
Ohio 43220

PHONE 614.273.2572  
TOLL FREE 866.273.2572  
FAX 614.273.2573  
EMAIL [alsohio@alsohio.org](mailto:alsohio@alsohio.org)

February 17, 2010

Mr. Jude Sommers  
Ohio Valley Region Sports Car Club of America, Inc.  
44 Forest Ridge Dr  
Columbus, OH 43235-1411

Dear Mr. Sommers,

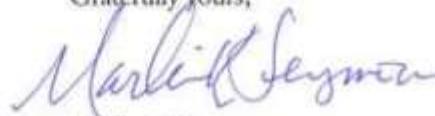
Thank you very much for your \$75.00 donation to The ALS Association Central & Southern Ohio Chapter in memory of Mrs. Judy Cowie.

By contributing to the Central & Southern Ohio Chapter, you are helping to provide critically needed information and caring support to ALS patients and their families along with helping to fund cutting-edge research that will one day unlock the mystery of this baffling disease.

I simply cannot thank you enough for your support as we come together in an effort to triumph over this disease.

We will inform the family of your contribution. Please feel free to contact us if we can provide you with any further information about ALS or our services to our patients and their families. You may contact us at the number above, find out about current chapter information at our website: [www.alsohio.org](http://www.alsohio.org) or ask to join our mailing list for regular mailings.

Gratefully yours,



Marlin K. Seymour  
Executive Director  
The ALS Association  
Central and Southern Ohio Chapter

*Thank you for your generous gift.*

PS In compliance with the 1993 Tax Act and to allow you to use this letter as a receipt for your gift for tax purposes, let me state that The ALS Association provided you no consideration (something of value) in return for your gift of \$75.00.



Sinclair Community College Foundation, 444 West Third Street, Dayton, Ohio 45402



(937) 512-2510  
 fax: (937) 512-2388  
 www.sinclair.edu/foundation

February 23, 2010

Mr. Phil Alspach, Treasurer  
 Ohio Valley Region SCCA  
 44 Forest Ridge Dr.  
 Columbus, OH 43235

Dear Mr. Alspach:

This letter acknowledges your gift of \$75.00 in memory of Mr. John Pfetzing. Your gift will be used as you have requested and the family will receive an acknowledgement of your gift.

A memorial gift is a thoughtful way of honoring a friend or loved one, while providing important assistance to our students and college. We are pleased and grateful that you have chosen to direct your gift to Sinclair Community College at this time of sadness.

Thank you for your contribution.

Sincerely,

Thomas A. Raga  
 Vice President of Advancement

Funds received as an absolute gift:

\$75.00	<i>Annual Campaign - Maurice Jacobs Memorial Endowment for Math Students</i>	<i>Business Check</i>	<i>9446</i>	<i>2/23/2010</i>
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The Internal Revenue Code requires that we acknowledge contributions in writing and state that we provided no goods or services in return for your gift. This receipt should be kept with your tax records for the year of your gift. YOUR CHARITABLE DEDUCTION MAY BE DISALLOWED IF YOU ARE UNABLE TO PROVIDE THIS ACKNOWLEDGMENT TO THE INTERNAL REVENUE SERVICE UPON REQUEST.

Your support guarantees the opportunity  
 for an affordable, quality education.



February 17, 2010

Ohio Valley Region  
Sports Car Club of America  
44 Forest Ridge Drive  
Columbus, Ohio 43235

Dear Friends:

I am writing in acknowledgment of and thanksgiving for the gift made to the Central College Church "The Best Is Yet To Come" fund in loving memory of Bob Bruce. I can think of no finer way to honor the life of a loved one than to make possible the further sharing of the true life in Jesus Christ. That is just what your gift will do. With your permission, I'd like to include a note in next week's worship bulletin that a gift in Bob's memory has been received as a further investment in Christ's ministry at Central College Church. I believe such an anonymous witness to your love and faithfulness to the cause of Christ can serve as an inspiration to others.

The author of the book of Hebrews refers to that "great cloud of witnesses" cheering us on as we run the race of faith:

*Therefore, since we are surrounded by such a great cloud of witnesses, let us throw off everything that hinders and the sin that so easily entangles, and let us run with perseverance the race marked out for us. Let us fix our eyes on Jesus, the author and perfecter of our faith, who for the joy set before him endured the cross, scorning its shame, and sat down at the right hand of the throne of God. Consider him who endured such opposition from sinful men, so that you will not grow weary and lose heart.*

*Hebrews 12:1-3*

May your knowledge of Bob's place by our Father's side be an encouragement to you each day as you fix your eyes on Jesus and continue in His service.

On behalf of all the pastors, the elders of the church, and the family of faith at Central College Church, let me again express heartfelt thanks. If I or any of the pastors can be of service to you in any way, please don't hesitate to give us a call.

For Christ and His Kingdom,

Reverend Malcolm S. Davis

cc: Judy Bruce

## Solo Report—Andy Bell

The new year is upon us and I am looking forward to racing season in 2010. We are going to try to implement several changes in the solo program this year and grow our PDX program. The Rally cross program is getting prepped for the season after giving us some great attention with the East Coast Championship they held in 2009 and we have three club races again for 2010.

On the solo front, I am going to try to step back from front lines of the program. As I had predicted last year, my current workload may impact how many solo events I can attend this year, so it is time to involve some fresh faces in the leadership roles at each event. Stick with us for 2010 because there may be some growing pains as we try to restructure the program some.

1. We are going to try to rotate new people into chiefs roles for each event. That means chiefs can sign up for 2-3 events or more if they WANT to, but do not have to feel like they MUST be at every points event. This also means that the chief for Grid last week may be the chief for Set up next week. The job variety should help prevent some of the burnout we have seen over the last year. Certain key positions may only have 3 or 4 people throughout the year, (Timing, chair, safety) but even this is a departure from how we have done things over the last few years. The rest of the positions are up for grabs. We prefer to have some experience for these roles and it is still up to the chairperson if they feel that the person is qualified for the role. However,

if you want to try a position for a day please contact me and we can make sure you get the training you need for that position.

2. We are changing our trophy system for standard events. Governors Cup and the Great Lakes Divisional Series race will have standard trophies, but we are reducing the positions awarded at regular points events. In addition the awards will be certificates with a discount for your next race. When we reviewed the financials over the last few years, over half the entry cost is in sanctions, insurance, and lot rental. Our next largest cost is trophies. They typically run \$5-\$7 each and we pay that much whether you win 1st or 5th. I also tend to take about ½ of the trophy purchase home each weekend because people either do not stay to pick them up, or we overbuy for the event. (This is not as bad as it seems because then we would recycle the trophies and use them at later events.) I think the solution that Aaron Ritch has come up with will provide something that the racers can use, gives back to the club, and keeps our overhead down.

3. Our timing and scoring system is getting long in the tooth and some of its operating quirks have been impacting us over the last year. We are purchasing Axware so that we can grow and move forward with the program. Axware gives us flexibility for number of runs per day, unique car groupings, more PAX based options, and external interfaces such as bar code readers. It may take an event or two to get the wrinkles out, but then we should

be good to go.

4. We have purchased 400 new cones for this year and are transferring the old ones to Rally cross to support them as they try to build up their own equipment resources.

We are going to switch to Motorsportsreg as an on line registration service. DLB served us well for many years, but for consistency within OVR we are trying to get to one on line system for all of our registration work. Now Club, PDX, Solo and I believe Rally cross can all be found at the same place. This also cross trains several of our registrars for each of those events so we can help each other with technical issues when they arise.

Financially the cone purchase and software will impact our start to the year and it will take several events to pay off these capital outlays at the beginning of the season, but the BoD has been very supportive that we have gone about as far as we could with the old equipment and it is time to freshen things up. This means we all need to respect the equipment we have and take care of it the best we can. We are hoping the major issues with Moby are behind us and as we get back into the black we can start concentrating on new radio purchases, etc.

On the solo race locations front there has been a lot of work going on and I want to recognize Jon Beerman for doing a tremendous amount of footwork over the winter. The motorsports idea for Cooper Stadium is getting some traction and thanks to Jon we are

establishing a good relationship with that group. We believe the facility, as proposed, would be able to accommodate our autocross program although not in the same way we use the facility now. This summer the final decisions will be made by Franklin County and if successful we may have access to Cooper again until construction starts and then again once it is complete. We are again working with National Trails for several events this year and are working with OSU to confirm our

dates on the Ackerman lot as well. Finally, there may be a new facility for those of us who like to travel. Good progress has been made on establishing an SCCA foothold at Wilmington Airpark. The Cincinnati and Dayton guys are working it with some support from OVR. If it works out we may be able to share the facility for large events in the same way that the Indiana clubs share Grissom AFB for large events. Keep looking for sites. Locations are in high

demand since several autocross locations around town have become unavailable for various reasons and the other Marque clubs are looking for places to run as well.

I am looking forward to the season and the challenges that lie ahead. I am confident that as we get used to the new structure it will reduce the stress and workload for each individual, but we are counting on you club members to make that happen!!!

## 2010 Solo Schedule



Event	Date	Location
Test & Tune	04-03-2010, Sat	National Trail Raceway
Points 1	04-10-2010, Sat	National Trail Raceway
Points 2	05-15-2010, Sat	OSU Ackerman Lot
Drivers School	05-30-2010, Sun	OSU Ackerman Lot
Points 3	05-31-2010, Mon	OSU Ackerman Lot
Points 4	06-06-2010, Sun	OSU Ackerman Lot
Street Survival	06-26-2010, Sat	OSU Ackerman Lot
Points 5	06-27-2010, Sun	OSU Ackerman Lot
Points 6	07-10-2010, Sat	OSU Ackerman Lot
Points 7 Governors Cup	07-11-2010, Sun	OSU Ackerman Lot
Points 8	07-18-2010, Sun	National Trail Raceway
Points 9	08-08-2010, Sun	OSU Ackerman Lot
PDX	09-03-2010, Fri	Mid Ohio
Points 10	09-05-2010, Sun	OSU Ackerman Lot
Points 11	10-03-2010, Sun	OSU Ackerman Lot
Fun run	10-23-2010, Sat	National Trail Raceway
Fun run 2	11-07-2010, Sun	National Trail Raceway

# 2 Tenths; A Members' Journey to Becoming a National Champion

By Scott Johnson

How long is two tenths of a second? The blink of an eye? The snap of your finger? Not much time really, but as everyone who races knows, it's all it takes to win or lose. I did both this year by that slim margin.

I joined SCCA in 1996 with the hopes and dreams of becoming a world class road racer. Not an uncommon dream for most of us. Though the "world class" part has eluded most of us, we still love racing and give it everything we have. I discovered shortly that the expense of road racing was beyond my means at the time, so I started doing open track days whenever I could. This didn't happen often enough to satisfy my appetite for speed so I started auto crossing to fill in the gaps between track events. I did all my events to have fun as I have never had the "fierce competitor" attitude. I enjoyed learning car control and found personal satisfaction in finally making a car do what I wanted it to do. Though I wasn't fast enough to win any auto cross events



Photo Courtesy Wes Duenkle

early on, I managed many second and third places (and fourth and fifths). It wasn't until 2003 when I purchased my Mitsubishi Evolution that I start becoming a "little competitive". What brought this on was that I started winning and

I liked it. Its amazing how, when you're not winning you race for fun but when you start winning those competitive juices start flowing and you want to keep on winning. I managed to win the OVR solo II championship in

A stock that year and promptly stopped winning thereafter. This was partly due to my car being reclassified and my unwillingness to build the car up to class standards. So it was back to having "fun" (and I was).

In 2006 Orion Fairman started an OVR Rally Cross program. What the heck was Rally Cross? I had never heard of it. An auto cross in the dirt? Isn't that hard on the cars? I had so many questions but it certainly sounded intriguing. There were two events that year but due to zoning concerns we lost out lot. Then at the last Solo

points event of the 2007 season at National Trails Raceway, the start of another rally cross season was organized for the following day in their overflow parking area. The event was held in a nice hay field with some elevation changes. This was done in the hopes of attracting some of the Solo people to Rally Cross and it worked. This would be the beginning of the 2007-2008 Rally Cross season. Saturday after the Solo event I went to the field where the Rally Cross course was being set up. I asked if I could do a slow lap just to see if my car could handle the rough surface. By the end of the lap I wasn't going slow and it didn't seem unduly rough. Sign me up!

Sunday morning I was there bright and early with worn out snow tires on the front and my street/auto cross tire on the rear (what a combo). But not to worry, the Evo was a street version of a world class road rally car. How could I not do well? I'd been auto crossing for over 8 years. After two spins in the same corner and not being able to rotate the car the way I wanted, my confidence (some may say overconfidence) going in was soon snuffed out. Would I do this the rest of the 2007-2008 season? The Evo is my daily

driver so I had to get new snow tires to survive the winter roads anyway. This time when I purchased them I kept in mind the tire requirements for Rally Cross. After my first three Rally Cross events I was still struggling. The events were slippery grass or mud or both and I was in awe of Orion, ZB Lorenc and others as they drifted their cars sideways through the corners with rooster tails of mud ejaculated from their tires. This is what I wanted to do! What was my problem? I decided to make my goal to eventually match Orion's times as he was usually FTD. I had to try something. The next event started out slippery like the previous ones and I was tailing my class by 5 seconds. I had been trying left foot braking and using the e-brake to get the Evo to drift through the corners. No success. After lunch for the afternoon session I said screw it, no more left foot breaking or e brake just go banzai. Fortunately for me the track had dried up enough for me to get traction and the Evo started doing what I knew it could do. Finally! By the end of the event I had gained 10 seconds and won my class. OH NO! Now I'm becoming "competitive" again. Would I still have fun? In spades! As it turned out I competed the rest of the 2007-2008 season, steadily improving and won my class, Prepared all wheel drive

## Mid 2008

By this time I'd started auto crossing less and rally crossing more. I started winning regularly and was having more fun than I have had in a long time. Does winning help make it more fun or does having more fun help you win? A deep philosophical question I can't answer. I even won a National Challenge event that boosted my confidence to the point that I thought I might have an iota of talent for this sport. A couple of more wins and the next thing I hear is Orion and ZB discussing whether they are going to the Rally Cross National Championship. Both of these guys had competed in the previous years first National Championship. Did I dare consider myself good enough to compete at the national level? I wasn't that confident. Maybe I should take a Rally Cross driving school. As it happened Paul Ecklund was putting on a school sponsored by Randy Lee and the Tennessee region of SCCA at the very site of the National Championship. How convenient. Paul and Randy were both excellent instructors and set up a variety of driving exercises to hone our driving skills. They both convinced me that I was a good driver and if I would just not hit so many cones (always a problem for me) I might have a chance of doing well at the National Championship. That's what I needed to hear.

*"I might have a chance of doing well at the National Championship"*

I would be going to the Rally Cross National Championship and give it my best shot.

In the mean time, back at the ranch I decided to put rally tires on my car instead of snow tires.

This is not an easy proposition on an Evo. They only make rally tire for 15" rims or smaller. The

Evo needs 17" rims to clear the brakes. What to do?

Fortunately another member with an Evo, Jamie Easley found a used "small brake" kit that would allow the Evo to accept 15" rims. A bit of confusion (allot actually) arose at this point as to whether the brake kit would take me out of Prepared all wheel drive class and put me in Modified 4 class. Some knowledgeable people told me that I'd be OK in Prepared and others said I had to move to Mod 4 and I wasn't smart enough to read the Rally Cross regulations to decide for myself. Again, what to do? Prepared, Mod 4? Mod 4, Prepared? How about going to Stock all wheel drive? The only reason I was in a Prepared class was because I had camber plates and a larger rear sway bar that I had put on for Solo II. The camber plates would not affect the handling if they were removed the sway bar on the other hand would. How much? In theory it should make me faster, as the rear

end wouldn't rotate as easily. Could I adjust just a few events before the National Championship? Should I even make the change this season? I decided to move to Stock All Wheel Drive (anyone need a small brake kit for an Evo?). It was a good decision. The Evo was faster and I was starting to get closer to my goal of matching Orion's times.

### October 2008

Six of us from OVR are headed to Nashville, Tennessee for the 2008 Rally Cross National Championship, Orion and ZB, the veterans, and Draco Withington, Mike Paktinat, Tim White and myself, the rookies. We were hopeful that Orion or ZB or both would come back with a class championship. Two days of racing on the longest rally cross course any of us had ever driven and a lot of controversy in the M4 class made for an intense weekend. When all the dust and mud had settled, Tim White came away with the Stock front wheel drive championship and I won the Stock all wheel drive Championship. I was in shock. I didn't know how to act. I went quiet and introverted. How could I have won a SCCA National Championship when I had never before been competitive on even a divisional level?. Was it a fluke? Was I lucky? All sorts of thoughts were racing though my brain. The last OVR Rally Cross event of the

season reinforced my thoughts that it was a fluke. On an extremely muddy and slippery course, it was like the beginning of the season when I couldn't get the car to turn. I came in last place in my class! Something I have never done in all my SCCA competitions. Oh well, I was still a National Champ.

### 2009

A new season is here and not soon enough. I have new Nokian tires now allowed by the 2009 regs. I'm hoping they work better than my previous tires. I've heard good things about them. Our first event, I let Orion drive my Evo in M4 class (his M4 car is broken) and I drive it in SA. He proceeds to drive my stock car to FTD, annihilating the rest of his class, and I end up second fastest for the day. I love these new tires! I'm feeling better about my skills, finally being able to close in on Orion's times. The next two events I finally reach my goal. I set FTD! Did I mention, I really love these tires?


Now finally, what the title of this article alluded to. I'll bet you never thought I'd get here. For 2009, the Ohio Valley Region of the Sports Car Club of America hosted the Rally Cross Eastern States Championship. We were excited to have our region picked for this event and everyone worked hard to put on a first class rally cross. Two days of competition, this would be fun, or two days of

fun with a little competition mixed in. No. This was a National event and the competition would be intense. Though I had managed to win all my class events so far this year, it amounted to only three, as we had a couple of events cancelled. I was feeling a little nervous and insecure going up against people from all over the country. Despite the economic woes that plague the U.S. we had 58 competitors show up from all corners of the country.

This was one of the dustiest rally crosses I have ever attended. As soon as we wore through the grass, which was during the first session, the dust billowed in huge clouds behind each car. The corner workers had to make dust masks out of whatever they could find and everyone and everything had a layer of grit on it by the end of the day.

By the end of Saturday, despite hitting numerous cones, I had amassed a 9 second lead and was feeling a little more confident going into the next days competition. Sunday we had a water truck on sight to try and control the dust, though it didn't end up helping.

I was hitting cones all day, and because our times were not being posted, I thought my lead was being whittled away down to a mere second or two. Miles Voegeli, a fellow OVR competitor, was in second place and had dogged me ever since I had moved to

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the Stock all wheel drive class the previous season. He is an excellent driver and has won his share of events. On the second to last run of the day I ran 60.5 seconds, just shy of the 59 second runs the M4 class was running. It would be really great to run a time equal to the guys in M4. On the last run most people would be saying to themselves, "I only have a 1 or 2 second lead, lets make good safe run, don't hit any cones, and maybe I can win this thing". Instead I'm sitting there on the starting line thinking, I can do a 59, I can do a 59. The flag drops and I start my last run. Feeling good, haven't hit any cones yet, maybe I can do it. I entered a corner, that had given me problems all day, way too fast. #&\*@! I can't brake hard enough! I'm going to miss a gate, a 10 second

penalty! Wait! Don't panic, just loop around the gate and re-enter it, I'll only loose a few seconds, there might be a small chance. As I make the loop, I'm faced with going through an area of groundhog holes and possibly damaging my car. My loop now becomes larger than I planned. As I complete the loop and enter the gate correctly, I hesitate for a fraction of a second, thinking all is lost and take it easy for the rest of the course. I then come to my senses, completing the course with no more mistakes. As I got out of my car I had no idea of my placing, 1<sup>st</sup>, 2<sup>nd</sup>, last? Miles approached me, wondering what had happened to me out there, and we headed off to timing and scoring discussing the possible outcomes. We hadn't gone far when ZB came toward us from the timing truck,

yelling 2 tenths, 2 tenths! Who do you think won ZB then asked. I pointed towards Miles half hoping I was wrong, but ZB pointed to Miles also and I know I'd blown it. As it turned out, even though I had hit many cones throughout the day I still had a 10 second lead over Mile on the second to last run. I lost 10 seconds and a fraction in that one mistake. I'm still disappointed in the result and I still end up kicking myself over trying to figure out what I should have done differently.

The next event was the 2009 National Rally Cross Championship in Fountain, Colorado. Economically I could barely afford to go. Emotionally, I couldn't not go. A year had passed since I had won the 2008 Championship, but I still had thoughts that it was luck or a fluke. Maybe if I did well this year those felling would go away. I hadn't been to Colorado for many years and of all the time I had been there I had never driven up Pike's Peak. This was a must do before I went on to the championship. It's a beautiful drive and I enjoyed it immensely even if traffic kept me from driving faster than I probably would have.

The Rally Cross National Championship was held at the U.S. Truck Driving School between Fountain and Pueblo and Friday was test and tune day. I needed to be there be-

cause I had been warned that the surface was completely different from anything I was used to and that the Colorado Rally Crossers liked their courses tight and technical. Pretty much the opposite of what I liked. Friday was cold but dry and my first test run was a disaster. The surface was much looser than I expected and having not walked the course I had no idea where it went and promptly got lost; not much of a confidence builder. Subsequent run got better but I could find no one in my class to compare times to. So I set my sights on M4 as I did in my home region. I was nowhere as close as I wanted to be. I got tips from Ken Cashion, the chief steward of the event and Warren Elliot who became my biggest cheer leader for this event. I didn't get any closer to the M4 class but felt I was doing my best by the end of the day.

That evening the local region held a night rally cross that I thought would be fun to attend but being an "old man" who needs his "beauty sleep", I passed. Saturday morning held freezing drizzle and rain. The event was delayed an hour to give competitors traveling greater distances a chance to get there. Reports of a 50 car pile up in Denver. One of the drivers in my class

doesn't make it. How icy will the course surface be? There are two separate courses running simultaneously, a longer one and a short one. SA will run the short course first. By the time I make my first run



Photo Courtesy Rupert Barrington

the ice is not a problem. The surface is as dry as it was Friday. I lead by 8 seconds after the short course, which surprises me as I am still not used this tight technical course. Hopefully the longer course will be more open. Not! It has some hair pin turns that are so confined that you can't kick out the rear end without hitting cones and so tight that the turning radius of my car barely gets me though without a penalty. The surface conditions are also more varied than on the short course. By the end of the day I'm only 6 seconds ahead of my competition. Sunday they're going to combine both courses into one big super course. I was hopeful that

maybe this course will be more open; it didn't end up being so.

Sunday morning there was more freezing drizzle and it was colder. All the two wheel drive classes will run first so all of us 4 wheel drive drivers are working corners. Everyone seems to be having trouble at my corner. They're all sliding to the outside at exit. No one can get their rear end to rotate and keep their nose in tight. It doesn't look off camber. I'll have to see how my car handle it.

I am the first one to run for the final session of the event. The pressure is on and I'm feeling it. Warren is cheering me on, telling me all I have to do is maintain my 6 second lead. Is that all? I'm sure going to try. My first run is sloppy and I don't feel very good about it, but at the finish line the tell me I've set the fastest time for the day. This should have made me feel good, but the thought that came to my mind was "that won't last". Unfortunately I was right. All those following me were faster by a significant amount. I needed to step it up if was to maintain my lead. The rest of my runs were as bad as the first one, and I watched my lead disappear as everyone else in my class improved their times. Finally on my last run, unlike

the Eastern States Championship, I put together a good run that was in the ball park of the rest of my class. Was it enough?

It was déjà vu all over again. As myself, Jason Miller, who had been in second and Peter Zlamany, who had been in third, discussed how we thought the final order of finish would be, a friend of Jason and Peter came from the timing truck and told us (unofficially) that Jason had won and Peter had come in second by 4 tenths of a second. He wasn't sure how I finished. I congratulated Jason and Peter, disappointed in myself for not having been able to drive better. Though, despite the cold and ice, I had a really fun time as I always

do when I'm rally crossing.

After packing our cars, we made our way into the building where the awards banquet was to be held. As everyone milled around the room talking of the weekends events, they finally posted the official results. There was a mad rush by most everyone to check the final results. I need glasses to read and for some reason I had left them in my car. So as I approached the board where the results were posted, I saw Peter in front of me and asked him to read the times and tell me how far back I was. There was a pause and he said "you won, by two tenths of a second." I stood there in stunned disbelief. Peter may have congratulated me, but I don't

remember. I was in a daze as I let what he said sink in. Then a wave of mixed emotions, "I won!" I felt bad for Jason and Peter with the confusion over the results.

In the end, my last run saved my lead by the narrowest of margins to give me my second National Rally Cross Championship in a row. I have more confidence in my abilities now, and maybe my first Championship wasn't a fluke, but I hold no illusions that I can go on winning, but I do know I will always have fun.

## 2010 OVR Rally Cross Schedule

Name	Date	Location
Points Event 1	Saturday, April 17th 2010	National Trail Raceway Lot 'F'
Points Event 2	Saturday, May 1st 2010	National Trail Raceway Lot 'F'
Points Event 3	Saturday, June 5th 2010	WOR Region - TBA
Points Event 4	Saturday, August 7th 2010	WOR Region - TBA
OVR National Challenge / Points Events 5&6	Sat/Sun September 25th-26th 2010	National Trail Raceway Lot 'C'
Points Events 7	Saturday, October 16th 2010	National Trail Raceway Lot 'C'
Points Event 8	Saturday, October 31st 2010	National Trail Raceway Lot 'C'

# 2010 SCCA Convention Coverage: Dave Brown

I was lucky enough to be able to represent OVR at the 2010 SCCA National Convention in Las Vegas. As it was last year the event was held at the South Point Hotel, Casino and Spa. Four representatives of OVR went to Las Vegas to cover as much as we could. Joining me was Phil Alspach, Larry Hall, and Tim White. I came back richer in knowledge and decidedly poorer in wealth. Thru this report maybe I can pass that knowledge on.

This year I flew out a day early to **avoid last year's nightmare of** travel. The convention took place about 3 weeks earlier compared to last year and Las Vegas in January can be pretty cold and snowy. In fact less than a week before the convention there was considerable snowfall on the strip as a friend of mine spent that week in Vegas and told me what type of clothing to bring. Long sleeved was in order. I flew from Columbus to Atlanta and was lucky to have an open seat next to me which is always a pleasure. My connecting flight to Las Vegas was in the same terminal too. I arrived in plenty of time to be on an early flight and again I had an open seat next to me on a Boeing 767 which meant lots of room to stretch out! I always try to Avoid flying Southwest Airlines even when it means I have a stop instead of a direct flight. A day of travel like this is easy and I arrived and called Phil and Larry to pick me up at the airport.

Check in went smoothly and after a long day I had a quick dinner. Wednesday morning Phil and Larry went sight seeing and returned at lunchtime to take me to In N Out Burger. Now if you have never been out west you have no idea how good these are. They only serve burgers and fries with a milkshake or coke. **That's it! How you order it is up to you.** While eating we got a lesson in all things Vegas from a former

Ohioan and now local resident. We spent the rest of the afternoon on the strip checking out the various casinos and looking for cheap gifts to bring back for my kids.

Late that evening Tim and his wife Ashley came in and we all gathered **to eat at midnight for the "Cab Driver Special" which was breakfast** food for about \$3 a person. Nice! Unfortunately the next morning was the start of the conference and I had an 8:00am meeting on RE orientation. The big news here was memberships are changing. The spouse membership is going away and the family option is being discounted. The convention itself was somewhat different from last year in that they added a competitor track and while many of those meetings sounded great for me personally I always had ones that I needed to cover for the region. **The RE's had a great meeting with the BOD** and it was really nice to see that Great Lakes Division has leaders from many regions that are willing to stand up and speak their minds instead of just going with the **flow. In fact I can think of RE's from** 4 other regions of Great Lakes Division that brought up very thought provoking ideas. Most importantly these meeting help to break down barriers and at least for me make the members of the BOD seem like just another SCCA member. One of the main purposes of going is to be seen and heard by others so they know who you are when you inevitably need to work together in the future. The day ended with visits to **the vendor's area and the SCCA Annual Meeting and Town Hall** followed by the welcome reception presented by Mazda. Luckily this year there were no incriminating photos taken of me. At least none that I am aware of at this time.

**Friday morning's sessions included** one with a strange name, but a message that will stick with me for

a while. The title was "Give 'em the Pickle" Customer service. The presentation was a video from Bob Farrell, **Founder of Farrell's Ice Cream Parlors.** Some of you may remember **that long ago there was a Farrell's** at Graceland Shopping Center. In **any case the "pickle" is something** extra or special that you do for customer service. We watched the 20 minute video and had a long group discussion about customer service. Throughout the presentation and discussion I saw so many places where we as an organization can improve. The video was excellent and I encourage everybody to look into it. In fact I found it online at [www.dailymotion.com/video/x3dnb\\_give-em-the-pickle](http://www.dailymotion.com/video/x3dnb_give-em-the-pickle)

I encourage you to watch it and learn. We all got the little Heinz Pickle pins for attending.

I ended the day with an excellent session on engine prepping to win from Joe Huffaker. During that presentation we got to hear an audio clip of the 6.0 liter Ford 4 cam **engine from Brandon Davis's Mustang** run on the dyno. The sounds were incredible. That evening I gathered the 10 OVR members for a nice dinner at the Silverado steakhouse. Joining us were Dick and Kevin Ruck, Sam and Carol Halkias, and Jerry Cabe in addition to every other member including Ashley White. It was a great way to relax and get ready for the final day of the convention and the awards that were to follow.

The CRB Town Hall was the opening attraction of this the final day and much like last year there was nothing earth shattering to come out. It became quite obvious that the CRB did not want a mandatory Head and Neck restraint rule passed, but the BOD did it anyways and many people including myself applauded them for it. These devices can save your neck in a severe

crash. Formula 500 is being looked at to include and become F625 with motorcycle engines being tried out across the country. Spec Miata remains a hot-button class with **"parity" being a common theme.** I tried to get help for the 94-94 1.8 to no avail. Yes I own one of those. The owners of 1.6 are also asking for help. **Seems to me that if the '99's** are somehow slowed it might make the racing better. I also attended the Executive Stewards Town Hall and much discussion was had over the GCR re-write, fuel testing, and sound control. You will hear all about it this year. **Needless to say the GCR's won't be printed until late February.**

At the Club Racing Luncheon we

learned that our very own Kevin Ruck was the winner of the Jim Fitzgerald Rookie of the Year Award. It came as a surprise to me. Within 2 seconds of the background of the winner I knew it was Kevin and as we all looked around the table it was nice to see the proud **smile on Dick's face as well as Kevin's.** For once it was nice to be seated at the front and with one of the stars of the show. Congratulations Kevin! The afternoon went fast and before I knew it the time had come for the final awards and Hall of Fame induction ceremony. Once again it was great to be seated at the front as Sam Halkias was announced as the winner of the Presidents Cup. What a wonderful honor for Sam and such a pleasure to have

two of the big winners of the convention at our table. We even received a couple bottles of champagne from friends of Sam. A most excellent way to end the convention.

Once again my trip home was to begin early and I left the Casino at **4:00am to find no taxi's available** and I waited about 15 minutes for one to show up. I made it thru TSA and boarded a jammed full Boeing 757 one row behind Steve Harris. The trip to Atlanta was fast and easy. Before leaving Atlanta I grabbed some stuff for the kids and we came into Columbus early. The perfect end to a trip out west. What a difference a year makes!



OVR's Sam Halkias (President's Cup Winner) chats with OVR's Kevin Ruck (Rookie of the Year).

Photo Courtesy Larry Hall.

## 2010 SCCA Convention Coverage: Larry Hall

### 2010 SCCA NATIONAL CONVENTION

The week started off on a solemn note as I learned of the passing of John McGill, John Pfetzing, and OVR's Bob Bruce. All of this before I even stood in line at registration for the convention. The week went

better as I was busy in meetings and ended on a couple high notes. Saturday was a great day as OVR's Kevin Ruck was awarded the Jim Fitzgerald Rookie of the year and OVR's Sam Halkias was awarded the President's Cup. I wonder if two drivers from the same region have ever earned those awards in the same year before. That was indeed cool!

The convention was held at the South Point Resort in Las Vegas for the second year. Although located on Las Vegas Boulevard, it is not in "the strip". Let's just say if "the strip" were in downtown Columbus, the South Point would be across from Scioto Downs.

The term "sequestered" comes to mind.

The big news at the beginning of the meetings was changes in the national membership dues and discounts for working or referrals. National dues for a member and spouse now fall under the revised FAMILY rate of \$85. This saves couples \$3 over last year and larger families \$16.

Referrals are now worth \$10 instead of \$5 and are **unlimited**. This money referred to as "SCCA Gold" can be used to pay dues, purchase SCCA merchandise, or entry fees at a national office run event. A member may verify referrals credited to them on their member profile page on the SCCA website. If you believe the information is incorrect, contact member services.

The discount for volunteers working SCCA events has also changed. Working 12+ days now earns a \$45 reduction on your national dues, plus special ID card, recognition in *Sports Car*, and maybe more to be announced in the future. Working Pro event days is still "under consideration".

This was all good news, of course, but it was mentioned in too many different sessions wasting a lot of valuable time. There should have been a general announcement at the beginning of the convention and been done with it.

The New Worker Membership incentive was a topic for one session as there is a lot of confusion concerning this program and weekend memberships. The weekend membership is more popular method of recruiting members in the Solo and Rally Cross programs. The New Worker program is geared for recruiting club racing volunteers to work events. Their first weekend at the track is free and if they work 4 days/year their dues are \$30 for the first three years. The form for this is a three-part form that is available from member services. NOTE: This program is also available for referrals.

There is no space on the form so you have to hand-write "REFERRING MEMBER # \_\_\_\_\_." In the

margin of the top copy to get credit.

There will be a membership drive this year with pressure on the regions to grow as well as retain membership. This carries into several discussions on declining numbers of volunteers for club racing. **These topics were focused on "Recruit and Retain" as well as "How to do more with less".**

My plan was to attend sessions relating to my two specialties –Emergency Services and Race Administration- and fill in with general topics as the schedule allowed.

Emergency Services topics included the awareness of types of care required for older drivers and workers versus the red bull generation. The issue of medical privacy vs. knowing who is allergic to bee stings and where their EpiPen was kept was discussed.

A presentation was given on the extrication challenges presented by the structural components and alloys used in new showroom stock automobiles.

The new Emergency Services Manual is currently being reviewed by the CRB.

MotorsportsReg.com, which OVR uses for club racing on-line registration, gave a presentation as well as being available for specific discussions in the vendor hall.

The new features for their program are: they can interface with SCCA national office to process week-end memberships and membership verification, validate transponder #s, populate region of record data with SCCA approved region name/abbr/#. They are now able to process E-checks as well as credit cards.

New features expected this year are an on-line Help function, a reporting overhaul and a new interface design.

In a separate meeting with MotorsportsReg.com and Dorothy Harrington, we worked on standardizing reports for registrars in the Great Lakes Division. This is a very responsive company and is willing to help us set up a process that meets our requirements.

I attended sessions on Registration and Timing and Scoring to obtain a better view of the challenges facing those specialties. It was enlightening how differently tasks are done across the US. Registration in some regions employed an “express line” staffed by a scrutineer to handle logbooks, helmets, etc. Other regions hold registration in the same building with a hospitality Welcoming area. This initiated a discussion on drinking beer and signing waivers. (Should be done in the reverse order).

The Timing and Scoring session also highlighted how differently tasks are done but meet the same required results. A representative from AMB conducted part of this session covering obtaining replacement parts and calibration services.

A general session was held on Customer Service. This was a very good presentation using a video from the early 1980's titled “Give 'em the pickle”. The star of the video was the owner of Farrell's res-

taurants. I remember one in Columbus; I think it was in Graceland. His keys to satisfying customers were: service, attitude, consistency, and teamwork. These principles are timeless and apply across the board. He ended the tape by stating “Allow people to complain – and then resolve that complaint”. A short workshop was held after that looking for ideas/inputs on how to improve customer (member/driver/worker) relations.

I thought the convention was done well. I learned something in each session I attended and there was time in each one to contribute feedback. People from the national office were accessible and willing to listen. I reacquainted myself with people I had worked with at the RunOffs when they were at Mid-Ohio and made many new friends

This was a very worthwhile trip.



Sitting with SCCA Great Lakes Division team Dorothy and Duane Harrington, Larry Hall and Phil Alspach

Photo Courtesy Larry Hall.

# 2010 SCCA Convention Coverage: Tim White

With this being my first trip to the SCCA National Convention and my first year chairing Rally cross, I was very excited to participate, meet, and learn as much as possible. My wife decided to come along as well (mostly to keep me out of trouble I think) so we both enjoyed the sites and sounds of Vegas. Ashley and I arrived in Vegas late in the evening on Wednesday and Phil was nice enough to come and pick us up to save us the cab fare. I really think he just wanted to show off his new Chevy Aveo rental car. We made it to the hotel and caught a late supper with Dave, Phil and Larry where we had the entertainment of hearing about past conventions and what sites we should see while in Vegas.

Thursday the convention started with people still arriving from all corners of the country. Lots of new faces and a few familiar ones. The 3 days of the convention passed in a bit of a blur with all of the good sessions and chances to meet new people.

The first session for me was the Solo Open Forum with lots of good discussion about new and upcoming information about Solo on both a national and local level.

There will be a deduction in the family membership cost in comparison to previous years to absorb the members that would be left out by the removal of the spouse membership. This should simplify the cost structure and allow both families with and without kids a further discount.

Solo contingencies will now be available for signup online instead of requiring onsite paperwork. The concept is to do everything online with the option to edit online as well in case you go to an event and have to drive a different car, on different tires, or a different class.

You will also have the ability to assign the payee in case the codriver won and the owner of the car does not want to have the contingency on his/her taxes.

In reference to sound levels, most regions will use the road racing equipment with the rules being 100 db at 50 feet. That is the national rule, the local regions may have a lower level required so when traveling for Tours and Pros it would be best to check the local sound requirements.

There are some new developments on the Pro Solo equipment, but nothing has been announced in terms of pricing. The presenters were hopeful that new equipment would be available later this year with implementation sometime next year.

One of the members in the meeting was from a region that ran an **“appreciate event” for the Army** giving the soldiers who registered a price break. This went on over the summer and this region was eventually invited into the base to run events on the base concrete. The Army has a program called Warrior Adventure Quest that is used to reintegrate the soldiers back to normal life. This program could make good use of autocross due to the adrenaline and excitement of the event, and could also be a good gateway into a base type environment.

Rally cross Regional Best Practices Discussion was a very good session with lots of discussion among different regions chairs talking about what they did to succeed. I gleaned a few ideas from this session including **running “challenge” events** pitting one rally car against another in a circular style track. I hope to put this idea and more into play in OVR this year.

We also talked about spectator type events and how they will probably

need to have the site approved by the RXB. This issue was later clarified that the individual region should talk to the national office for **approval. There shouldn't be an extra charge for a spectator event but regions should still check.**

There was some talk about the Ritchie Brothers Auctioneer sites. They have gravel lots all over the country. The RXB is looking for a good way to contact the business owners as this would provide a great resource for new sites that **wouldn't degrade as fast as dirt.**

Saturday was a great day for Rally cross with the first session being the Rally cross Discussion Forum.

A proposal was brought forward about having event officials or traveling stewards at the national events) to prevent bias on rules. There was an idea of having a \$1 extra cost per car per sanction added to fund the travel and hotel costs for the officials. There was also some discussion on possibly having the divisional rally steward call the region in question and have them pay for the way to check up on the region. The thought on having the region pay for the steward to travel was not very popular due to some regions not being able to cover the costs and still show a profit for the events. Nothing was finalized at the convention but the RXB said they would be considering all ideas on the subject.

Rally cross may have something similar to the Solo site acquisition package. Currently the RXB is suggesting regions download the Solo acquisition package and modify it for their needs until something official is published.

The second session of the day was Rally cross Rules Discussion where discussion of stock allowances for reliability, new classes, and DNF conversations dominated.

A proposal for a regional addition of a Street Modified class was put forward and seemed to have good backing. The general rules of the class were M2/M4 overall rules but with all season tires required. No snow tires or rally tires. In thinking about it I would like to implement the SM class in Rally cross, but I need to hash out the rules and see if it would be an addition or a substitution. Look for a test event in the future!

There has been some discussion about allowing smaller diameter wheels in the stock class for safety and ease of running. Stock class is also up for discussion on extra cool-

ing mods for reliability (radiator, oil cooler, hood vents, PS cooler). The only change that seemed to gain any traction was adding additional cooling capacity for the radiator. The wheel diameter reduction was considered for cars with 18 or 19 inch rims, but nothing concrete was hashed out.

Crash bolts are being reviewed for safety concern. Further clarification if they are safe should come from the RXB later this year.

A national rule set is being reviewed for DNF run scoring. There is currently no national rule set for how a DNF run is scored. When-

ever the rule is clarified it will be optional as different regions have different types of surfaces that **wouldn't work with an overall rule set.**

Overall, the convention was very informative and full of good discussion. Both my wife and I had a great time and met a lot of very nice people. I would like to thank the Ohio Valley Region for giving me this opportunity to attend the conference and look forward to implementing the knowledge and ideas gained to continue improving the participants experience.

## 2010 SCCA Convention Coverage: Phil Alspach

### SAM HALKIAS WINS SCCA'S PRESIDENTS CUP

KEVIN RUCK WINS THE JIM FITZGERALD ROOKIE OF THE YEAR AWARD

Well, you know what they say – **“What happens in Vegas, Stays in Vegas”**. So, that's my report. Bye, Phil.

But seriously, Larry Hall and I traveled together, with RE, Dave Brown arriving later, and Tim & Ashley White arriving the next day. Dick and Kevin Ruck appeared later, and Sam & Carol Halkias on Friday.

Larry, Dave, and I did a little sightseeing on the Strip, Fremont Street and Hoover Dam before the convention started, and we did a little gambling. I wanted to put the Club treasury on one spin of the Roulette wheel, but the others stopped me. Ha!

Well, its Thursday now and time for the convention to start.

Pro Racing Town Hall: Pro racing showed a \$164,000 profit in 2009, and their debt to SCCA was reduced to \$285,000. F2000 had the best Pro car counts, and their last race this year is at our Autumn Classic XIX Labor Day weekend at Mid-Ohio.

Solo Forum (Howard Duncan): They discussed the **new Family Membership plan, and the new “Solo News”**. **The new contingency awards plan is on line,** and they are discussing sound control for the major events (Nat. Championship, Tours, and Pro Solo). **It will be 100 db at 50 feet, and I don't believe they have a clue how difficult this will be to implement and enforce; I believe it to be much more difficult than in road racing.**

### Leadership Luncheon:

Tom Burke Membership Award: Guam Rgn. (Small), South Jersey Rgn. (Med.), Philadelphia Rgn. (Lg.), and Milwaukee Rgn. (Jumbo).

Region Achievement Award: Salina Rgn. (Small), Blackhawk Valley Rgn. (Med.), Northern New Jersey Rgn. (Lg.), and Colorado Rgn. (Jumbo).

Communications Award: First – Atlanta Rgn., 2<sup>nd</sup> – Kansas City Rgn., 3<sup>rd</sup> – South Jersey Rgn.

Risk Management: There was a discussion of SCCA insurance, and how rate are determined, etc. ACE USA is the carrier. In the past Performance Rally had high claims, and SCCA dropped that sport. Now, Solo has high claims. Officials, Directors, and Officers are covered by Liability Insurance. The RE has to sign the Region up once for this liability insurance through Rick Meyers. Racing liability insur-

ance covers guard rails, etc., but not expendables such as oil dry. We should not publish, or e-mail information about accidents. The event starts when Registration opens, and waivers must list all events for the weekend, and be signed immediately. (i.e., our PDX must be listed with the Regional Race on the same waiver.)

SCCA Annual Meeting: New Directors were introduced, 15 year old drivers allowed, FF Honda Fit engines allowed, Runoffs will include all classes, GCR – only allow rule changes once a year, the SCCA is in the black, Jerry Warnaka is Chairman of the Board of Directors, and they finished up with Department Head reports.

Motorsportsreg.com: We met with Brian Ghidenelli of MSR.com, and Dorothy Harrington also attended.

Several minor issues were ironed out.

Meet the President (Jeff Danhart): All of SCCA is in the black financially, but there is a 10% membership decline (but stabilized). **There will be a “What can I do with my car?”** website on April 15. There will be some region incentives for membership increase and member retention. We had a successful Solo Nationals and Runoffs.

Rally/Solo Luncheon: The Rally awards were announced, including Subaru as the manufacturer of the year.

In Rally cross, the Photo contest was announced. Finger Lakes Rgn. won the Regional award, and Rocky Mountain Div. the Divisional award. The Solo awards were: Divisional of the year was CenDiv at Milwaukee. Driver of the Year: Clemens Berger, Spirit of the Sport: Mike McClintock, Driver of Emphasis: Tom Berry, Pro Solo overall winner: Sam Strano.

Motorsportsreg.com Session: New applications: Automated weekend memberships by way of an SCCA token sent electronically to SCCA national office; temporary membership certificates; membership verification. A list of region of record has been added. Can use e-checks but MSR gets 4 ½%.

PDX: **Should be called “Precision Driving Experience”.** Can be combined with racing event, a stand alone event, or a weekday PM event. In a 4 to 5 year program, instructors are to be certified, ride alongs to be offered, \$55 entry fees for one (1) session on track, timed events. Customer Service would be to make it fun, make the drivers welcome, give them info on what items needed. Some Regions give gift card for the instructors, have 50 drivers maximum, and pay their workers (this all depends on what the entry fees are and what the track rental fees are, of course).

Registration: Minor waiver cards are blue this year. There are new weekend membership forms (full page), other new forms are: Regular Membership forms, minor waivers, volunteer membership forms.

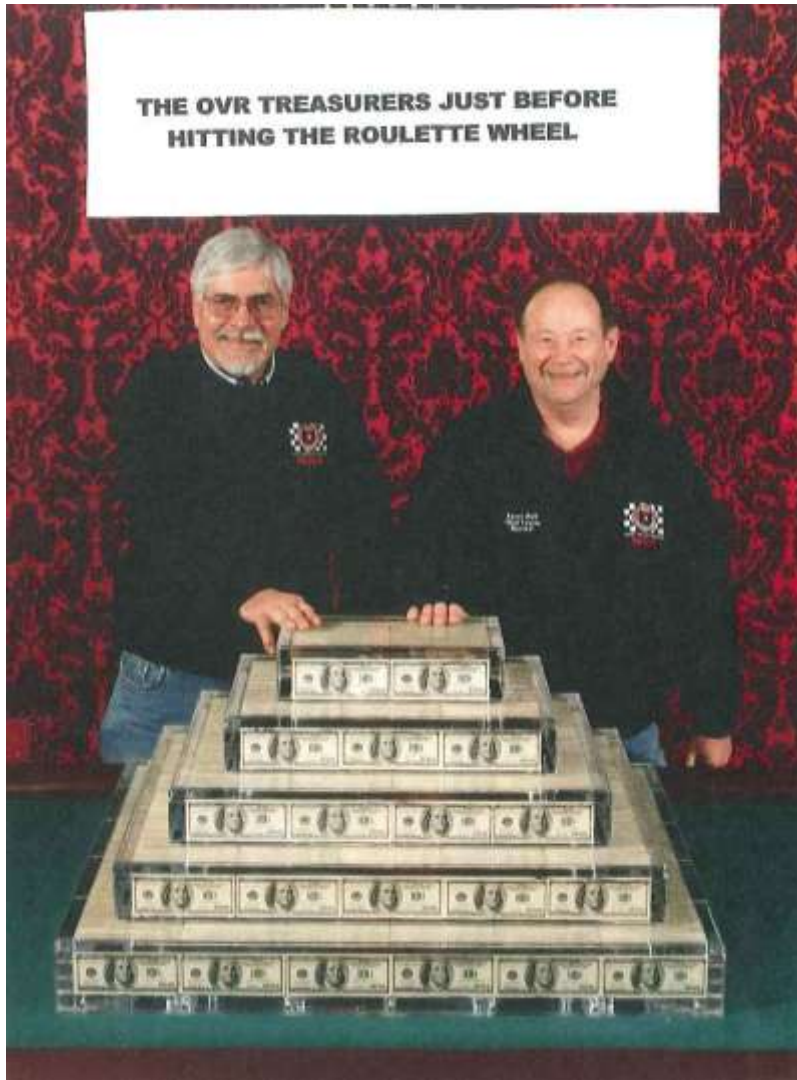
Things to do at Registration: Smile – make **customer happy. Do not drink; don't bring beer into building. Don't let drunks sign the waiver.** 15 year old drivers (not allowed at Mid-Ohio). Volunteer Membership Form: work free one weekend (once) and discount \$30 total. Waivers: Registrar initial, and Chief Registrar must sign and date immediately, not later. Some Regions run an express line - the Registrars have a Tech license, can issue helmet stickers and Tech form and can sign vehicle log book (eliminating trip to Tech).

Club Racing Board Town Meeting: F500: **People don't like two strokes and CVT's; they need more cars.** Proposal for 600cc motorcycle drive train conversion, fuel injected computer, 6 speed, 16,000 rpm. \$12000 new, \$5000 conversion cost, 850 lbs. w/driver. Porsche Cup cars in GT2 would be a showroom stock type of racer. It was noted that in Spec Miata, the 1.8 and 1.8 engines are dogs, and that the 1.9 is **better. The Super Sweep (OVR's Race of Champions is one of them).** Win the super sweep race, win the Division, win in National Points, and win the Runoffs, and you win the Super Sweep! National racers will need the Safe Racer decals (free). The two double National races in Florida kill the rest of the season in SEDIV; same for SOPAC. The 1.6L Spec Miata is the most popular; need competition adjustments – for reliability slow the

faster cars, not make the slow cars faster. H Production: Dayle Frame wants the tin-tops slowed, they are killing the roadsters (ancient cars) – 100 lbs. has been added to the CRX. There was a proposal for a single format with two races. Toly Aruntoff wanted to know why there would be split starts at the Runoffs; he wanted to just “mix it up”. Safe Racer is offering discounts on purchases for National cars – requires National stickers. FF – drivers are worried that Ford drivers will go away if concerned that Honda will be tweaked or modified. There is no plan to allow Spec Miata in ITA, although they are allowed in Oregon (car has to be in SM trim). SSC is kept pure, but SSB allows packages; they are trying to bring cars in, but not hybrids (dangerous voltages, emergency services not prepared for spills etc.) – very little car company contingency now.

Kevin Ruck brought up that the IT Board had some resignations due to the CRB not allowing realignment with a transparent process or multipliers. Head and neck restraints – narrow requirement, only some allowed. Many did not like the 4 race requirement for the Runoffs – hard on the Regions, hard on prep shops, timing bad, and depend on area of the country. The CRB thinks Hans is great. The

CRB needs to spec in the rules now for Diesel fuel. With 71 Nationals and 236 Regional's in the US there were only 25 Drivers Schools. Should we require a Drivers School to get a National? There is a problem getting tracks for Drivers Schools. Midwest and Great Lakes divisions have Divisional Drivers Schools.



Suggest combining Drivers Schools and PDX's together. 15 Year old drivers can't be reprimanded by making them work corners. Appeals must be decided at the Runoffs, but some think more time is needed. – won't change the procedure because we want champions at the Runoffs. Fire system dating is not required.

New fuel testing procedures: For full test, must be sent to lab (very expensive), and no portable equipment (even for Runoffs).

#### Executive Stewards Town Hall

(David Nokes): After the Executive Stewards were introduced, chronic problems were discussed: Training, communication, attitude/behavior, and consistency of decisions. Chief Stewards should partner with the race organizer during the event to prevent negative economic impact. There is attrition – **SIT's need** to be recruited for the next generation of Stewards. Minimum penalty guidelines: Fairness, consistency, predictability.

Avoidable body contact (bump drafting and

rough driving) – both continue = CS action or RFA (1 or 2 positions). One continues – **other doesn't = DQ offender by CSA or RFA.**

Pass under yellow: Practice = open black flag – session over & reprimand by CSA (at end of session)

Qualifying = loss of qualifying times by CSA or RFA. Race = loss of 3 positions in class or lap penalty to affect position. Spin under yellow = same as pass.

Jump Start = CSA or RFA = loss of one position in class.

Car not in compliance: Prior to race (after qualifying) = loss of times. After race = after compliant finishers in class and may lose points.

Sound Control: MAY be in effect for all events. Exec. Steward can waive enforcement, but must still take readings. If sound is enforced vigorously, you lose cars.

At 3 reading over limit: if waived by exec. = no penalty; if controlled track = removed **from track and "non compliant"; if not a controlled track = allowed to fix.**

Fuel Testing: send in for full blown test (bond \$250), but still have local tests.

The GCR has been rewritten for cleanup and more readability (committee headed by Steve Harris).

On Line version is the official version (because it is updated constantly).

Some rules were moved to the specialty manuals. Plan on sound to be in effect at the Runoffs.

Club Racing Luncheon: The outgoing members of the CRB were recognized. Dave Morrell award (for Stewards) went to John Hoffman (WDC rgn.). The Kimberly Cup (most improved driver) was won by Tom Ellis (Fla Rgn.). **KEVIN RUCK (OVR) WON THE JIM FITZGERALD ROOKIE OF THE YEAR AWARD.** And finally, the Mark Donahue RRDA award (for drivers) went the Michael Varracins (Chicago Rgn.) FV driver.

Solo Events Board Town Hall: They talked about the quality of events. Should specific **Toyota's be suspended from competition due to the recall?** – Not an SCCA problem; Toyota has not said to not drive the cars. Tortured interpretation of the rules is blown off by Protest Committees. NW Region has a drifting program. There is a 30 year limit on Stock class cars. People want larger National courses. Discussed poor spectator access at Lincoln Air Park. We have 74 classes; what is the appropriate number of classes? SCCA has a good promotion kit with banners, etc. There is a need to put cleaning up the grid in the Supps.

The Awards Banquet: Awards were given to the Directors leaving office. The Solo Cup went to Sandy Brown. The Robert Ridges Rally award was won by Ron Ferris. The John McGill outstanding service award went to Fred Cummings. And **THE PRESIDENTS CUP WENT TO OVR'S SAM HALKIA** for his outstanding drive in the E Prod win at the Runoffs. The BOD Worker of Excellence award was won by Dave DeVore of Reno Region. The past Chairman of the BOD, R.J. Gordy was recognized. The SCCA Hall of Fame winners were announced, and they included Nick Craw, Briggs Cunningham, and others.

And finally, the Wolf Barnardo award for long term contributions went to Andy Porterfield who had 400 wins in 50 years. In summary, the 2010 SCCA Convention was very worthwhile, some meetings were good, some were poor, but meeting and talking with the SCCA movers and shakers always makes it worthwhile. The hotel and the luncheon and banquet food were excellent. Las Vegas is a great place, lots of sightseeing, gambling, shows, etc. on the strip and Fremont Street. Lots of sightseeing outside of town too (Hoover Dam, the Grand Canyon, Red Rock Canyon, Lake Mead, etc.) I recommend that everyone tries Vegas at least once.



OVR's 2010 SCCA Convention Attendees  
Photo Courtesy Larry Hall.

  
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# The PDX-planation - By Ken Berchak

The new year is already 2 months old. Competition cars are either still in their trailers or sitting snugly in the shop under going service work, modifications, and or repairs for the coming season. As I looked out the window I watch the magic of Mother Nature in full bloom - snow flakes gently floating from the sky, covering the ground in a blanket of winter white beauty. As I watched, the thought of how much gas do I have for my snow blower flashes through my mind. Oh well.

The PDX Corner is a new column for the Observer Stand. It is not going to be a series but articles for and about the September, 2010 PDX event. My intent is to define what a PDX is, what is necessary to have a safe and enjoyable event, and some tips on driving this type of an event.

I guess the first item on the list is who can enter this type of event. Well, just about anybody that has a legal driving license, hold an SCCA membership, and has the desire to learn more about driving. Autocrossers, rally-crossers, future rac-

ers, and people that are tired of getting speeding tickets are candidates.

What is a PDX. Well PDX means Performance Driving Experience. In SCCA's terminology a PDX is a level 1 Time Trial. Per the rules, "Level 1 events are NON-COMPETITIVE and are based on the instruction and practice of performance driving and car handling." This definition is critical.

What does the term NON-COMPETITIVE mean. Well, for starters, there is no timing of the entrants laps - EVER!! Second, beginning and intermediate level students ride with a qualified instructor. Advanced students may or may not have a "riding" instructor. Third, the purpose of the instruction is car handling, often at speeds exceeding open highway limits. And fourth, there are restricted passing zones.

OVR holds their events at Mid-Ohio Road Racing Course in Lexington, OH. Per SCCA's rules, "the



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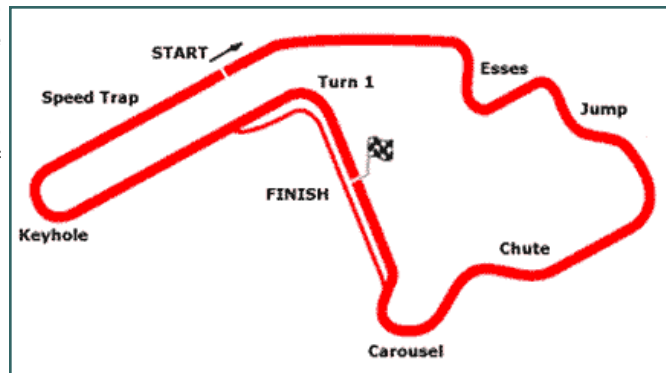
course should be chosen as to maximize exposure to a variety of car handling situations, while minimizing exposure to hazards." Mid-Ohio fulfills this definition. The track has been called a "driver's track" ever since it was laid out. Of all the tracks that I have driven, Mid-Ohio has the lowest average speed per lap. The reason is the keyhole, station 3, the "S", stations 7, 8, and 9, Thunder Valley, and the Carousel. The track has 16 turns in 2.4 miles. The longest straight is from the keyhole to the beginning of the "S". Even that "straight" has a kink in the middle at station 5. As I have often said, I have screwed up every turn but one - pit lane entrance. In short the track requires concentration, awareness, and belief. The apex of the turns are not always visible. Many of the turns require a little "bold leggedness" to take at speed. Even though Mid-Ohio is a safe driver's course, there are places that can be nasty, especially if the driver insists in going "off-road". In places, the barriers are close to the road edge or within easy striking distance for a car at speed. The turns also have FIA curbs. These "high" curbs will redirect a car in a turn, sometimes with crushing results. But most of all, a fast clean lap is the ultimate joy!

OVR holds a PDX in compliance with SCCA's rules. As such, beginning students are required to attend classroom instruction during the event. The intent is to put the classroom instruction to use during a riding instructor session. Our schedule permits additional classroom instruction between sessions to answer any and all questions that are on the students mind. The most important part of the driving session is with the riding instructor. IT IS NOT THE INTENT OF A PDX THAT THE STUDENT SHOULD TEST THE FORTITUDE OF THE INSTRUCTOR. This type of student driving, first, will be called out by the instructor, if this doesn't work, I will talk to the student as Chief Instructor. It is my goal that the event be a safe and enjoyable event for ALL participants, instructors and students.

As noted, a PDX has restricted passing zones. The passing zones are laid-out to provide sufficient distance for a clean pass. There is NO

passing in the corners! Passes can only be made with a signal from the car being passed. Usually, this is a "point-by" from the car in front. A hand out the driver's window. Passing is only on the left, right side passing is a no-no. With restricted passing zones, some problems develop. A student or instructor that misses a faster car coming up and doesn't issue a "point-by" can cause a back-up in traffic. Although not always used, the "passing flag", a blue flag with a yellow diagonal strip, may be shown to the lead car. It is the responsibility of the lead car driver to let the following car by at the next passing zone. This can be interesting, especially if the lead car is has more power than the following car. To see a Mini pass a Ferrari is always enjoyable!

Next on the list is the car. What type of car is ideal for this type event. When I first joined SCCA, I would have said bring out your MG, Triumph, Alfa, Turner, Lotus, etc. Now I suggest any sports sedan, current sports cars (Miata, Mini), pony type car (Mustangs, Camaros), auto-cross cars (stock and limited prepared) even an econo-box. What isn't allowed are vans, pickup trucks, SUV's, cross-over type vehicles, and semi-tractors. The rules even allow for IT competition cars. What I don't recommend, especially for beginning or intermediate level students are single seater sports racers. Formula cars are also on the not allowed list. (Single seaters, by their definition, don't allow for a riding instructor.)



Per the level 1 rules, "any car that is street legal will NOT require a roll bar/roll cage, except for Convertibles and Targa top automobiles. (A Targa top vehicle is a semi-convertible car body style with a removable roof section and full width fixed "B" pillar and roof section. The rear window can be fixed or removable (some Porsches, and Corvettes and GM pony cars.) If your car is in this group, contact your PDX official. For the purpose of a PDX only, a street legal car is defined as a car which meets local requirements for inspection and the car must possess CURRENT, VALID registration.

Of the cars so defined, what is the best. Well, there are many. What I have found for beginning students is not a car with high horsepower. In fact, the run of the mill econo box does very well. The lower power level requires the student to concentrate on driving the corners and not having him worry about getting down the straights. Yea, it is fun to come out of the keyhole, put your foot down and rocket down the straight. The skill level required to carry the speed through the corner is usually greater than a beginning and some intermediate students can handle. Thus, the recommendation of a lower powered car. Even beginning students can drive this type of car closer to the car's limit, hence the student learns more about car handling and performance driving, which happens to be the idea behind the PDX!

The next area of concern is the car itself. The rules state that a legal street car can be used. What about safety gear. First off, at the minimum a 3-point seat belt DOT is required, the type that are installed in the car from the factory. Multi-point belts, 4, 5, and 6 points are

also allowed as long as both the driver and instructor have the same type of belts. There is no age limit on the belts as long as they are in good condition, i.e., no fraying or cuts of the web material.

Both student and instructor must wear an M-95 or higher helmet. Long sleeved shirts and pants (100% cotton material recommended) must be worn by both in the car when it is on track. Shoes which fully cover the foot at least to the ankle are to worn while the car is on track. These are basically the same requirements that an auto-crosser has. 100% cotton material garments are not common today. Blended cloth, cotton and other synthetic material are more common. What to look for is the highest cotton content possible. The higher the cotton level, the more comfortable the garment will be, especially if it a warm day.

The next article will deal with the car it self and what preparation is needed, both to pass tech and student/instructor safety. Till then, remember, keep the shiny side up.



Larry Hall presenting the Stanberry Fund Donation for the JEGS Foundation Racing for Cancer Research. People in the picture, left to right, Mike Coughlin, Jeg Coughlin Jr., Larry Hall, Rusty Bell. One of the programs The JEGS Foundation is helping to fund is the Nationwide Children's Hospital Research on Pediatric Cancer.

Photo Courtesy Larry Hall

# My Pro Racing Experience

By Brian Flint – Ohio Valley Region member and Chief Pit Marshal

*Portions of this article have been submitted to and may be appearing in the June issue of Sports Car.*

Outside the world of SCCA racing there are several different pro racing organizations. Of these, I chose to go racing with Grand-Am in what is now their Continental Tire Sports Car Challenge series (formerly KONI Challenge and KONI Sports Car Challenge). I started out racing a Chevy Cobalt SS in 2007 and 2008 for Team Cobalt California. I then moved to a Mazda RX-8 in 2009 with Meyer Motorsports and will again be racing an RX-8 in 2010 with Pirate Motorsports. I have learned several things in my transition from club racing to pro racing, some important and some not so important.

## Of the important things I've

learned, one of the biggest is that **there is no more "gentlemanly" racing** going on. If you have your nose in on somebody, take the corner. In club racing it is unwritten, but somehow understood, that if you are not at least halfway past someone with your nose by their door handle entering a corner, back off and wait – **the "gentlemanly" thing to do**. I found out really fast, in my first event, that if someone has their front bumper next to my back bumper they feel as if it is their corner. **Don't ever leave someone 3/4 of a car width at the apex** – they will dive in and punt you out of their way.

OK, so pro racing is more aggressive. I found myself pushing the car more than I would in a club race - after all, there is now prize money involved. The higher up I finish, the more money I can make. I was no longer in the laid back environment of a club race where I was be-

ing careful not to damage my car. Damage is something that can happen, and usually will, in every pro race. Pushing harder causes more things to happen, good and bad. Pushing harder caused me to exit Turn 1 at Mid-Ohio Sports Car Course too wide and I ended up in my first ever flip (and so far fortunately my only flip). Thankfully, nothing was hurt except for my ego and the car. I learned really fast that all that safety gear I was wearing – **IT WORKS!!** I still fail to **understand why it is that, as I'm** watching the sky go by in my windshield, everything seems to run in **slow motion when you're involved in** an incident.

The flip at Mid-Ohio brings up a somewhat funny story. I came around Turn 1 and dropped my right side tires off the exit curbing into the grass. The curbing hooked the right rear and sent me straight across the track into the tire wall that **is driver's left at** the exit. Anyone that has worked at Mid-Ohio for any length of time will tell you that this is known as **the "Rahal Slam"**. Bobby Rahal first made this bone-head move in an IndyCar. I must thank him for this because, if memory serves me correctly, he slammed into a concrete barrier. Because of Bobby hitting the wall there, tires were added to soften the blow. After all, if one car made it to that spot, another one most certainly can (and eventually will).

*"At over 90 miles per hour, my car became a pogo stick when it hit."*

At over 90 miles per hour, my car became a pogo stick when it hit. Because of the sloped nose on the Chevy Cobalt SS that I was driving, the front of the car was pushed down into the ground by the tire wall and I shot up into the air doing a right to left sweep as I barrel-rolled left to right one time. One of the corner workers later told me that he heard the hit and when he turned to look, he saw the nose of my car above the catch fence.

As I was watching the sky go by in the window, I keyed the microphone and calmly said "I flipped."

"No?" was the response back from the crew.

I'm thinking to myself "why would I joke about that."

I replied back, "Yes."

"Where" was the next response from the crew?

OK, now I'm thinking "were you guys even watching? I just drove past you

on the front straight not 10 seconds ago."

I keyed the microphone again. "At one."

The car then hit the ground, landing on all four tires and I'm thinking "great, I'll be able to drive it back to the pits," but the momentum slowly laid the car up on its passenger side and it slid so that I was actually facing race direction. So there I was, laying on my right side looking at where I was supposed to be going and watching all the cars go by me.

"No, you're not," came across the radio.

"Yes, I am. I'm laying on my side at one." I replied back.

"No."

"Yes, I am!"

"Ummm, are you hurt?"

"No, I'm fine, but the car's not."

the car. Everyone knew that I was one of the drivers. Now I see the safety truck pull up and a head appears in the driver's side window.

I'm thinking to myself sarcastically, "Great!! It's Brian Sipes."

"Oh, it IS you!!" he says.

way in 2007. When I came off of infield turn 6 and onto the banking of NASCAR turn 1, I said to myself "Holy s\*\*\*!" I was in no way prepared for that by anything that I had ever seen on TV. All the forces of nature seem to be opposite in this situation. The track is rising up into the air and the faster I go, that's where the car wants to go. Here I am turning left with my foot



I was later told by the team owner that they didn't believe me because I was too calm on the radio. He said that he still didn't believe me until he came around the corner of the medical building and actually saw the bottom of the car. I told him that there was no reason for me to get all excited, that I wasn't hurt just the car was. I said that if that ever happened again I would be sure to scream into the radio so that maybe they would believe me.

To make this incident even worse, I know most of the Safety Team at Mid-Ohio since I am the Chief Pit Marshal for OVR. So here I am, hanging sideways by my belts, wondering just who will be the first to show up on the scene. Of course they all knew that it could be me in

All I could say to him at that point was "Just shut up and get me the f\*\*\* out of here."

A few minutes later, after stabilizing the car, I climbed out unhurt. I walked myself to the truck and made my required appearance at Medical. Other than my pulse racing and my blood pressure being elevated, I checked out fine.

Of the not so important things, the one that strikes me the most is the complete injustice that television does for all the race tracks. I had seen it on TV and thought to myself, "Wow, that's really steep", but nothing I had ever seen could have prepared me for the feeling I had the first time I hit the 31 degree banking at Daytona International Speed-

on the floor and the car is trying to go right and climb the hill.

It was about that time that a great realization came over me. I was racing at Daytona in a professional race!! This was something I had always dreamed of doing when I was growing up. I also realized that dreams can come true. One of my dreams had always been to pro race. Now I'm getting the opportunity to actually live one of my dreams. My next door neighbor asked me just last year when was I going to stop racing? I told him one of two things needed to happen in order for me to quit. Either it was no longer fun or I couldn't get in and out of the car easily.

Please ensure you verify the above dates on the Great Lakes Website as published schedule is subject to change: <http://www.greatlakes-scca.org/calendar>

## 2010 Great Lakes Division Race Schedule

as of 02/09/2010

DATE		DRIVER'S SCHOOLS	REGIONALS	NATIONALS	OTHER EVENTS
3/5	& 3/6		Workers and Stewards Spring Seminar (Toledo, OH)		
4/24	& 4/25				
5/1	& 5/2				CenDiv Double National at BHF
5/8	& 5/9	GLD @ NL (D)			
5/15	& 5/16				
5/22	& 5/23		OVR @ MO (R)(C)	OVR @ MO	
5/22	& 5/23				CenDiv Double National at RA
5/29	- 5/31			WMR/FWR @ GRA (D)	NEDiv National at NL
6/5	& 6/6				
6/12	& 6/13		NEO @ NL (D)(C)		
6/19	& 6/20				GrandAm @ MO
6/26	& 6/27				CenDiv National at RA
7/3	- 7/5			NEO/DET @ NL (D)	
7/10	& 7/11		SBR @ GM (R)(C)	SBR @ GM	AMA Vintage Bikes @ MO
7/17	& 7/18				Honda Super Cycles @ MO
7/24	& 7/25				
7/31	& 8/1		CIN @ MO (R)(C)		CIN @ MO (PDX)
8/7	& 8/8		Indy @ BMP (R)(C)	Indy @ BMP	IRL/ALMS @ MO
8/14	& 8/15		WMR @ GRA (D)(C)		
8/21	& 8/22		NEO @ NL (D)(C)		12 Hrs of NL / VSCDA @ GRA
8/28	& 8/29				CenDiv Double National at BHF
9/4	& 9/5		OVR @ MO (D)(C)		OVR @ MO (PDX)
9/11	& 9/12				
9/18	& 9/19				
9/20	to 9/26				Runoffs @ RA
10/2	& 10/3	Indy @ BMP	Indy @ BMP (C)		
10/9	& 10/10		OVR @ MO (D)(C)		
10/16	& 10/17		WOR @ MO (D)(C)		WOR @ MO (PDX)
10/23	& 10/24				
C = Regional Champ Series Event; D = Double; R = Restricted; T = Tentative					
BMP - Bluegrass Motorsports Park / GM - GingerMan Raceway / GRA - Grattan Raceway					
MO - Mid Ohio Sports Car Course / NL - Nelson Ledges					

OHIO VALLEY REGION SCCA—Board of Directors' Meeting, **January 13, 2010**  
Winking Lizard, Columbus Ohio

**Board Members Present:** Dave Brown, Barry Baker, Larry Hall, Phil Alspach, Simi Ritch, Matt Downing

**Officers Present:** Gloria Sheets, Mary Jane Berchak, Mike Paktinat, Tim White, Jeff Knapp, Jude Summers, Frank Vessel, Willy Church

**Members Present:** Dennis Sirois, Ken Berchak, Tonya Smith, Mike Berchak, Aaron Ritch, Matt Downing, Zsolt Dvornik, ZB Lorenc, RB Wright, Bob Smith, Tim Gordon, Dennis Barschow, Z.B. Lorenc, Earl Myers, Mike Smith

**Call to Order:** 7:33 p.m.

**Reminder: Starting February 2010 the NEW LOCATION FOR Board Meetings is the Winking Lizard at Crosswoods; 100 Hutchinson Avenue, Columbus, Ohio.**

**Minutes:** Minor corrections to the December minutes were recorded.

*Motion to approve minutes*

*Baker /Alspach*

*Motion Approved*

**Old Business:**

National Convention attendees for OVR are Tim White, Larry Hall, Phil Alspach, and Dave Brown.

**Banquet:**

Willy shared that there are 145 people attending the banquet there are also 8 people who are going to attend only and will not be eating food. Everything is prepared, and volunteers are lined up for getting set up. There was an issue with the block of hotel room and the price that was quoted; Willy will be looking into this issue.

Phil proposed for 2010 the banquet; ticket for children will be 10 dollars per child.

We will table this topic for now, and we will need to look into the fee structure for next year before we publish fees for the banquet based on increases in cost of living etc.

**Observers Stand:**

Mary Jane reported that there is an email from Sue about December issue, it will be mailed tomorrow; bulk on Friday.

*Motion to get a gift certificate for the Fulfillment Center Berchak/ Baker Motion Carried.*

Mary Jane has made arrangements for Banquet will have a photographer. Brian Baby.

Aaron & Simi Ritch will be taking over the Observers Stand for 2010.

Website ads will be updated by Simi Ritch; Mary Jane Berchak will continue to update Race results to the website.

**Rally Cross**

Tim reported Schedule firmed up for 2010, 5 events, we may try to share with WOR.

Mike Paktinat is attending as Tim's co chair for the program for 2010.

There are questions from Eastern State Championship around finance information; there may have been a discrepancy between the funds that were deposited. The board will need to look into this issue; and will

need to figure out a plan of action of how to deal with this issue; there will be a process at the event to count the money with the rally officers present at each event that way more than a single person is accountable for the funds getting to the bank. Going forward the treasurers need a statement break down of money turned in for how many people registered etc; detail so that issues like these can be caught before hand.

### **Solo**

Simi reported for Andy who was unable to attend due to being out of town for work. The Great Lakes Spring meeting is planned for March 20<sup>th</sup> in Indianapolis. For the 2010 OVR season we are still working with our existing locations to plan our schedule. Andy will also bring the budget forward during the meeting next month. Cones which had already been discussed earlier in 2009 will be ordered. Tonya Smith will convey to Neva Hoover she can move forward with ordering on behalf of the solo program.

Members have also been in touch with Cooper Stadium officials for potential use of the facility again in the future. Another site that has recently been in talks with members from our region about our using their facility this location is Wilmington Air Park; we will determine best way to approach this situation with other surrounding regions as well since it may not fall within our jurisdiction for use.

### **Special Events**

Frank reported that Nationwide and another hospital in town have lifted their visitor ban (due to H1n1) Frank will look into setting up a visit.

### **Membership: Jeff**

710 members currently.

Years of service pins; 20 and up pins have been ordered. 31 for 5 years, 19 for 15 years. Jeff will take care of this in time for the banquet.

### **Race:**

Jude reported that there will be a race chairmen meeting that will be held in February. Chiefs and etc for 2010 are being figured out.

The Stewards list has come out for our races. Pro contracts will not be received until mid February

The GCR has changed the qualification specs for making the run off's you only need to have 4 starts & 4 finishes in region and out of region

### **Treasurer:**

*Motion to approve Treasurer's Report*  
*Phil abstained, motion carried.*

*Baker / Downing*

### **Social:**

Willy reported that this is the last meeting at this location; the remodeling will be done at the new location.

Upcoming Socializers Feb 24: Gravity Grand Prix, March (date TBD): Slo Motion Motorsports  
April 24: Pinewood Derby, July 27: Columbus Clippers, August 14: School Bus Race at Columbus Motor Speedway, Oct 27: Nominations, Nov 17: Elections

**New Business:**

**Sound**

Dennis Barschow reported that he will be covering Sound for 2010; budget has been submitted. The sound meter will need to get certified by someone who is approved and then will need to look into logistics of getting it calibrated.

The site has also been changed to turn 1A. This should make it easier to get volunteers there is also a plan to build a stand for sound; it will have a platform, and will be on wheels. Have worked with Mid Ohio to ensure they are ok with us making this type of (appx 1200 dollars).

*Motion to approve the budget for trailer and sound.  
Motion Carried.*

*Barschow / Brown*

Barry Baker updated that he will be looking to get 5 tech Radios instead of 6 to be bought; and budget has been submitted.

*Motion to approve Stanberry Cup donations for 2009; \$900 be donated to JEGS cancer research fund  
Hall / Downing.  
Motion Carried*

**Stewart Fund:** Jerry will send out nomination forms in March; they will be returned by April and the committee (who is not staffed yet) will review May 1<sup>st</sup> need to be announced on May 1<sup>st</sup>. If anyone wants to volunteer for this committee please send your name to Larry Hall. Those who have already volunteered are Larry Hall, Jude Summers, Ken Berchak and Gloria Sheets.

*Motion to adjourn  
Motion carried, meeting adjourned 9:13 p.m.*

*Baker/ Ritch*

Respectfully submitted by Simi Ritch, 2009 Region Secretary

TREASURER'S REPORT -- OVR-SCCA, INC. --  
PROGRAM SERVICE EXPENSES:

	JANUARY		YEAR 2010	
	EXPENSES	REVENUE	EXPENSES	REVENUE
	MONTH		YEAR TO DATE	
SUBTOTAL: RACE.....	15,841.85	-		
SUBTOTAL: MEMBERSHIP.....	347.00	550.00		
SUBTOTAL: SOLO II	21.93	-		
SUBTOTAL: RALLYCROSS.....	9.42	4.00		
SUBTOTAL: OBSERVERS STAND.....	1,710.79	-		
SUBTOTAL: MANAGEMENT.....	2,353.75	1,798.36		
TOTAL EXPENSES - TOTAL REVENUE	28,284.74	2,352.36		
SURPLUS/(LOSS)	17,932.38			



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**OHIO VALLEY REGION SCCA  
Board of Directors' Meeting, February 10, 2010  
Winking Lizard, Columbus Ohio**

**Board Members Present:** Dave Brown, Barry Baker, Larry Hall, Phil Alspach, Simi Ritch, Matt Downing, Andy Bell

**Officers Present:** Gloria Sheets, Tim White, Jeff Knapp, Jude Summers, Willy Church

**Members Present:** Dennis Sirois, Ken Berchak, Brian Sipes, Bill Whitmore, Kevin Ruck, Robert Lawrence, Jon Beerman, Bruno Tibachi.

**Call to Order:** 7:33 p.m.

**Minutes:** Minor corrections to the January minutes were recorded.

*Motion to approve minutes*

*Alspach*

*Motion Approved*

*Baker /*

**Old Business:**

Tech Radio Update - Barry Continues to work on these.

## **News Updates:**

### **2010 Convention**

The convention was held in Vegas, attendance was higher than the previous year. Some changes include that the spouse membership is changing to family membership; this will take effect in April. We will need to review our fees to ensure they are in line with the National Office.

Pro Race: GCR has been rewritten; led by Steve Harris. Sound is now optional; but we are still encouraged to post it and have enforcement based on the track and its requirements. Kevin Ruck won the Jim Fitzgerald Rookie of the year for Road Racing Award for 2009. Sam Halkias won The Presidents Cup (Top Club Racing Runoffs Performance) for 2009. There was a fuel testing update: it is very expensive and Barry will be looking into options on this further.

The Emergency Service Manual is being revised also and should be out shortly.

Articles will be submitted for the Observers Stand.

Dave's Insurance handbook is available to view.

### **Mid Ohio**

Mid Ohio representation Bill Whitmore & Brian Sipes joined us to help us understand the break down. Bill is currently in the process of on boarding and understanding everything that goes on. Both will be in attendance most of the time. Bill will handle race track side of things.

Ambulance Service (working with Dr. Hancock) working to finalize; there will be a new ambulance company this year also. There are some tire walls extended & rebuilt; no surface or ground changes.

The team is looking forward to start the season. Safety day is March 27<sup>th</sup>. Everyone is welcome to attend at the track.

### **Cooper Stadium**

Arshot Representative - Jon Beerman brought Bill Schottenstein to talk about a Cooper Stadium update; there is a proposal for a multi sports facility at the old cooper location.

There is a video on you tube – <http://www.youtube.com/watch?v=USkzJAOcAT0>– race track among other attractions. Intended focus is on grass roots racing and education similar to the Piedmont School Program. They would like to bring a program to the area to offer education and potential jobs. The website is [www.Cooperparkcomplex.com](http://www.Cooperparkcomplex.com)

Sound studies are in progress; city ordinance requires a 65 db limit or below. The group has been in discussion with center of automotive research at Ohio State; or even with Columbus State about possible training and schooling for Central Ohioans. There is potential for garage rental to allow work to be done on cars and testing occurring to allow for direct feedback. There is potential for BMX partnership. This is a real opportunity to help develop the community in various ways.

What is asked of the club is that we are to show our support and our involvement by attending the public meetings; the date will be provided of when the next meeting will be held. Jon Beer-man will keep us in the loop.

**Race:**

Jude / Larry/ Matt/ Phil will review motorsportsreg before next board meeting; and a meeting with the chiefs is in the works. We have been contacted by Formula F2000 would like to bring 30 cars to our September regional race.

National Race: central division schedule has scheduled a double national the same weekend as our double national at Road America; our race is a Super Sweep race.

Pro contracts are currently being worked on. All 3 of our club races & the PDX are on mo-torsports reg calendar currently.

According to Insurance Book; National office is only providing participant & event insurance, we need to look into if we have a general liability policy. Phil says there is officers and direc-tors insurance. Gloria will look into this. Gloria is borrowing the insurance book from Dave.

**Observers Stand**

Content of Observers Stand will be due to Simi by Feb 23rd.

**Rally Cross**

Thanks from Tim for opportunity to attend national convention; the schedule has been planned out for 2010. There are some stipulations built into schedule to allow for less field damage which will allow for less cost to be incurred.

We will partner with WOR for some events in 2010.

In order to bring resolution to the money issue the Rally-X chair to buy a locked money box; box will be handled by registration chief or event chair. A new registrar for 2010 is being trained. A log sheet should be kept of who has box. And only one person should be responsible for the money. Before event is completed there will be account reconciliation. Tim will do a write up of the procedure to be kept on record.

Looking into sponsoring some part of the rally-x program; last years trophies from auto-x are being replaqueted the cost of that is \$120.

Tim is working on proposal for transportation which will be shared at the next board meeting. Tim is still awaiting contract from National Trail.

**SOLO**

Andy brought the contract from National Trail; Need everyone to review and approve.

Motion to approve contract

*Bell / Ritch*

*Motion Carried*

Andy has been in talks with OSU and other clubs looking for usage of the lot as there are many lots that have become unavailable lately to other groups. OSU still plans to give us first priority as we have been with them for a significant period and have no issues.

There will be a meeting for anyone looking to be a chief will be held in March. Next Tuesday there is a small group meeting that will be held to do final planning of chief implementation and new trophy system. Online registration will be with motorsportsreg. New Software package is also being finalized and will be ordered.

Motion to approve the 2010 budget as submitted by Andy.

*Bell / Baker*

*Motion Carried*

**PDX**

Event Chairman **TBD** for 2010. Dave Brown will look into this. Jerry Cabe will be Great Lakes Division Chief for PDX

**Competition**

Head and neck restraints will be mandatory in 2012.

**Treasurer:**

*Motion to approve Treasurer's Report*

*Baker / Hall*

*Phil abstained, motion carried.*

Per Phil the 2009 Banquet had 144 Attendees.

**Membership**

Membership report: 127 family, 45 First Gear, 11 National/Life, 445 Regular, 70 Spouse: Total of 699 members.

Jeff ordered pins and they sent the wrong ones again, sending back the wrong pins, so have Phil look for the credit for them. He did finally receive the right ones. Jeff will be mailing out the pins and Year tabs to members that were not present at the banquet.

**Social**

Tim Jenson will set up a pine wood derby track; move to April and do pine wood derby that way in April. We will make a 100 dollar donation to Tim.

Motion to approve donation

*Church /*

*Baker*

*Motion Carried*

End of Feb Socializer will be Gravity Grand Prix on Feb 24.

July dates for Clippers game are being determined.

Holiday Inn – We have secured the same weekend for awards banquet for 2011.

Motion to accept dates shared as of now for Socializer for 2011.

*Bell / Downing*

*ing*

*Motion Carried*

There have been a significant amount of losses recently to those close to OVR.

Bob Bruce – Church / ACS- Donation gathered

Judy Cowie - ALS

Jon Phetzing – Sinclair College

Motion to donate 75 dollar per person; Phil will take care of sending

*Baker / Bell*

*Motion Carried*

The club needs to develop a process that is consistent; Willy will look into this further and work with Jude.

**News:**

Spring Training is being held in March 6 in Toledo. Larry Hall has schedule and registration form. Those of would like to go are Barry Baker, Dave Brown, Larry Hall, Phil Alspach, Dick Ruck, Rich Nestor (EMS Chief), Gloria Sheets, Deb Hamilton

Motion to allow above mentioned members to attend Spring Training

*Downing /*

*Ritch*

*Motion Carried*

Phil will book hotel, Solo Spring Training is March 20<sup>th</sup>.

*Motion to adjourn*

*Baker/ Ritch*

*Motion carried, meeting adjourned 9:52 p.m.*

Respectfully submitted by Simi Ritch, 2009 Region Secretary

TREASURER'S REPORT – OVR-SCCA, INC. --  
PROGRAM SERVICE EXPENSES:

	FEBRUARY		YEAR 2010	
	EXPENSES	REVENUE	EXPENSES	REVENUE
	MONTH		YEAR TO DATE	
SUBTOTAL: RACE.....	284.78	300.00	16,126.63	300.00
SUBTOTAL: MEMBERSHIP.....	-	685.00	347.00	1,235.00
SUBTOTAL: SOLO II	3,164.35	426.68	3,186.28	426.68
SUBTOTAL: RALLYCROSS.....	645.00	-	654.42	4.00
SUBTOTAL: OBSERVERS STAND.....	6.24	-	1,717.03	-
SUBTOTAL: MANAGEMENT.....	11,094.42	97.03	13,448.17	1,895.39
TOTAL EXPENSES - TOTAL REVENUE	15,194.79	1,508.71	35,479.53	3,861.07
SURPLUS/(LOSS)	13,686.08		31,618.46	



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# 2009 MEMBERSHIP APPLICATION OHIO VALLEY REGION/SCCA

**RETURN TO:** Jeff Knapp, OVR Membership  
P.O. Box 8715  
Newark, Ohio 43058-8715  
740.415.8114

**OR**

Colan Arnold, Director, Customer Service  
SCCA, Inc.  
P.O. Box 19400  
Topeka, Kansas 66619

Dear Prospective SCCA Member:

To apply for membership in the Ohio Valley Region of the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below and return it with payment to either of the addresses above:

**PLEASE PRINT OR TYPE:**

Name \_\_\_\_\_ Birth Date \_\_\_\_\_  
(Month/Day/Year)

Address \_\_\_\_\_ Telephone \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

02 Married \_\_\_\_\_ Single \_\_\_\_\_ Spouse's Name \_\_\_\_\_  
(Member Number, if current member)

**IF APPLYING FOR FAMILY MEMBERSHIP (husband, wife and children), List names and ages of children under 18 years**

03 Name \_\_\_\_\_ Birth Date \_\_\_\_\_  
04 Name \_\_\_\_\_ Birth Date \_\_\_\_\_  
05 Name \_\_\_\_\_ Birth Date \_\_\_\_\_  
06 Name \_\_\_\_\_ Birth Date \_\_\_\_\_

Have you been an SCCA member before? No \_\_\_\_\_ Yes \_\_\_\_\_ Previous Member Number \_\_\_\_\_

I am interested in the following areas of SCCA activities (your membership dues will be allocated to the interests you choose :)

Club Racing \_\_\_\_\_ Solo \_\_\_\_\_ Road Rally \_\_\_\_\_ Rally Cross \_\_\_\_\_ Worker/Official \_\_\_\_\_ Pro Racing \_\_\_\_\_

Why are you joining SCCA? \_\_\_\_\_

Membership in the Sports Car Club of America is dual – National and Regional. Dues are for one (1) year from date of payment. Make one check or money order, for the total amount, payable to SCCA, Inc.

<b>Annual National Dues</b>	+	<b>Annual Regional Dues = Total</b>	
<b>Member Type</b>			
Regular Membership 65.00		Regular Membership 15.00	= \$80.00
Spouse Membership 23.00		Spouse Membership 10.00	= \$33.00
Family Membership 101.00		Family Membership 20.00	= \$121.00
First Gear Membership 45.00		Includes both SCCA and Region dues= \$45.00	
Dual Membership		20.00	= \$20.00

- \* Spouse must be a regular member's legal spouse.
- \*\* First Gear must be under 25 years of age
- \*\*\*Family Membership includes Member, Spouse and Children under 18
- \*\*\*\*Dual Members must be a current member from another Region and must supply:

Member No. \_\_\_\_\_ Expiration Date \_\_\_\_\_ Region of Record: \_\_\_\_\_

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. Do **NOT** send cash.

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Visa Number \_\_\_\_\_ Expiration Date \_\_\_\_\_

I hereby apply for membership in the Sports Car Club of America, Inc. And it's Ohio Valley Region #29, and agrees to abide by its bylaws.

Applicant Signature \_\_\_\_\_ Date \_\_\_\_\_

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