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The Observer's Stand

GOODYEAR



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The membership of The Ohio Valley Region extends its sympathies and prayers to three families who have recently experienced losses.

The David Packard family for the loss of John Joseph Thum, Jr., the father of Diane Packard.

The David Sellers family for the loss of Dorothy Sellers, mother of the Sellers children.

The Pete Larson family for the loss of Sandy, his wife.

OHIO VALLEY REGION SCCA
Board of Directors' Meeting
February 8, 2006
Gibby's New Albany Grill, New Albany, Ohio

Board Members Present: Craig Wollenslegel, Phil Alspach, Barry Baker, Kirsten Dell, Matt Downing, Phil Griffith, Jude Summers

Officers Present: Andy Bell, Mary Jane Berchak, Dave Brown, Rebecca Fast, Tim Gordon, Brooks Greer, Larry Hall, Deb Hamilton, Greg Laycock, Sue Rupp

Members Present: Dusty Griffith, Becky Wollenslegel

Call to Order: 7:28 p.m.

Minutes: January, 2006 minutes were distributed.

Motion to approve January minutes as corrected.

Baker/Griffith

Motion carried.

National Convention

Craig and Becky Wollenslegel, Andy and Tammy Bell and Phil Alspach attended the 2006 National Convention. They each gave an overview of the sessions they attended and will have more detailed reports in the Observer's Stand. Phil mentioned that the convention next year will be in San Antonio, Texas.

Treasurer's Report: Phil Alspach distributed the treasurer's report, checking and savings registers and the Stanberry Cup Fund report. Phil has a new form for the treasurer's report to include the RallyCross program. He stated that the national office did not send a check for membership dues last month.

Motion to approve Treasurer's Report

Baker/A. Bell

Phil Alspach abstained. Motion carried.

RACE

Pro, Regional & National: Jude Summers will be having a brainstorming meeting after the Central Division Spring Training meeting. Phil Alspach has nothing new to report.

RallyCross: Orion Fairman per email to Craig reported that the National RallyCross rules have been approved and published and the OVR Supps will be done this weekend. The schedule will be finished soon and published in the Observer's Stand. Tentative dates are May 6, June 17 & 18, August 12 and September 9 & 10. We have one approved OVR Rally Safety Steward, Mike Smith, and three more pending approval: Orion, Tonya Smith and Neva Hoover. Still working on the The Hatfield Subaru Sponsorship. Orion is working with Dave Rudy to make sure all other paperwork is done; sanctioning, insurance, etc.

Worker Licensing: Phil Griffith reported that there may be two people from Crawford County joining and attending the LEC Seminar the weekend of March 25 at the Comfort Inn North in Mansfield. LEC/OVR Safety Day at Mid-Ohio will be April 15 from 8:00 a.m. to 4:00 p.m.

Bill is working with Cindy for lunch/break snacks. The Mid-Ohio Staff will be doing demonstrations and hands on training of race car fire fighting, use of a fire extinguisher, roll over response and extraction, driver removal from open and closed cars, and the proper response to a disabled car and returning the driver to the car. Motorcycle response to be announced.

Social: Tim Gordon reported that 169 members attended the 2005 Awards Banquet. He thanked

everyone that helped with the banquet and stated that we need better communication next year. Tim distributed the tentative 2006 Socializer Schedule with times to be published at a later date.

Saturday	April 15	Columbus Motor Speedway
Wednesday	May 24	Rooster's Restaurant on Olentangy River Road
Wednesday	June 28	Columbus Clippers Baseball Game at Cooper Stadium
Wednesday	July 26	Gibby's New Albany Grill – Gravity Grand Prix
Wednesday	August 16	Columbus Crew Soccer
Wednesday	September 20	The Winking Lizard Tavern – Charity Auction
Wednesday	October 25	The Old Spaghetti Warehouse – Nominations
Wednesday	November 29	Location To Be Announced – Elections
Saturday	January 6, '07	Clarion Hotel, Dublin – 2006 Awards Banquet

Watch the Observer's Stand for updates.

SOLO: Andy Bell stated that he does not have a solution yet for insurance on Moby, but he has received much advice from insurance companies. He is having a meeting on Monday to discuss the schedule at Cooper Stadium. The supps are ready for approval and he and Tammy are the two new safety stewards.

Observer's Stand: Mary Jane stated that the deadline will be this weekend for the next issue.

Web Master: Greg Laycock wants some ideas about what we want and what is working for the web site and what sections need updated all the time. He can set it up so each officer can make their own changes. He is open to suggestions for items needed.

Historian: Rebecca Fast asked about insurance for the storage facility. Was decided that we don't need insurance since the items in the storage facility do not have any monetary value. Joel Topolosky has photographs available for the club to use.

Special Events: Frank Vessell per email to Craig stated that he has drivers lined up for the Children's Hospital visit on February 20. Sara Fisher will come to a meeting to talk to us.

Publicity: Tonya Smith not present.

Membership: Sue Rupp reported that we have 694 Regular members, 5 Lifetime, 108 Spouse, 29 First Gear, 215 Family and 28 Dual. Craig stated that at the National Convention Colan Arnold said the national office is sending out a membership card in 3 – 5 days after the application is received.

Competition Licensing: Dave Brown stated that if a member lets their license lapse, Central Division charges \$25 to have it reinstated.

By-Laws: Brooks Greer distributed the final copy of proposed changes for the Board to review and vote on at next month's meeting. Then they will be distributed to the members for a vote.

OLD BUSINESS:

Central Division Spring Training

*Motion to send two additional members; Dave Killian and Tony Kasper Summers/Alspach
Motion carried.*

NEW BUSINESS:

Phil Griffith reported that he and Louie Beal went to Mid-Ohio to see the changes that had been made to the track. There is new drainage and all new paving, but kept the same contour. They are working on guard rails and fences.

2006 Board Meeting Schedule

Location:
Gibby's New Albany Grill
29 South High Street
New Albany, Ohio
614/775-0270

The Membership is always welcome. We have a separate meeting room, and a non-smoking environment

			Apr 12 th	May 10 th	Jun 14 th
Jul 12 th	Aug 9 th	Sep 13 th	Oct 4 th	Nov 8 th	Dec 13 th

CLARIFICATION OF FEBRUARY ARTICLE

The February issue of the Observer's Stand included a draft of proposed changes to the By-Laws of the Ohio Valley Region. The introduction to the article apparently did not make it clear enough that the changes are **PROPOSALS** and that the By-Law committee is seeking membership input.

The Board of Directors will consider the proposals and any input received from the members. They will review the By-Laws before the formal change of by-laws vote which will be taken with the election balloting in the late fall.

If you have comments on the proposals and/or other changes to the By-Laws, get your comments to Brooks Greer at greerb@localnet.com or at: 33 Sycamore Street, Crooksville, Ohio 43731.



Web master Greg Laycock,
also a photo of the current
OVR Board of Directors



TREASURER'S REPORT -- OVR-SCCA, INC. --	FEBRUARY		YEAR: 2006	
PROGRAM SERVICE EXPENSES:	EXPENSES	REVENUE	EXPENSES	REVENUE
RACE:	MONTH		YEAR TO DATE	
SANCTION FEES.....				
INSURANCE.....				
AWARDS.....			\$525.31	
TRACK RENTAL, MEDICAL.....	\$10,000.00		\$10,000.00	
FOOD.....				
OTHER RACING EXPENSES.....	\$39.32	\$25.00	\$192.84	\$25.00
EQUIPMENT RENTAL & MAINT.....				
EQUIPMENT PURCHASES.....				
GARAGES.....				
INCOME: ENTRY FEES/SPONSORS..			-\$240.00	
SUBTOTAL: RACE.....	\$10,039.32	\$25.00	\$10,478.15	\$25.00
MEMBERSHIP: (DUES,FEES)		\$1,240.00		\$1,240.00
POSTAGE/PHONE.....			\$144.28	
SUPPLIES.....			\$134.54	
PRINTING.....			\$18.00	
SUBTOTAL: MEMBERSHIP.....		\$1,240.00	\$296.82	\$1,240.00
SOLO II: AWARDS			\$2,776.14	
LOT RENTAL.....				
SANCTION FEES.....				
INSURANCE.....				
MISC.EXPENSES/RULE BOOK.....	\$73.93	\$80.00	\$681.93	\$80.00
PORTA POTS.....				
EQUIPMENT PURCHASES.....				
INCOME: ENTRY FEES/SPONSORS..				
SUBTOTAL: SOLO II	\$73.93	\$80.00	\$3,458.07	\$80.00
RALLYCROSS: AWARDS				
LOT RENTAL.....				
SANCTION FEES.....				
INSURANCE.....				
MISC.EXPENSES/RULE BOOK.....				
PORTA POTS.....				
INCOME: ENTRY FEES.....				
SUBTOTAL: RALLYCROSS.....	\$0.00		\$0.00	
OBSERVERS STAND: SUPPLIES			\$100.00	
PRINTING.....	\$3,118.21		\$3,118.21	
POSTAGE/PHONE.....	\$160.00		\$160.00	
AWARDS.....			\$130.00	
ADVERTISING.....				
SUBTOTAL: OBSERVERS STAND.....	\$3,278.21		\$3,508.21	
MANAGEMENT: SUPPLIES	\$31.77		\$31.77	
AWARDS.....			\$872.79	
POSTAGE/PHONE.....	\$18.25	\$8.00	\$38.55	\$8.00
PRINTING/COPYING.....	\$11.90		\$30.89	
MERCHANDISE.....			\$28.00	
CONFERENCES.....	\$1,641.39		\$4,110.39	
SOCIALIZERS.....	\$6,838.68	\$45.00	\$7,634.68	\$2,587.75
MISCELLANEOUS/INTEREST.....	\$764.22	\$635.47	\$764.22	\$1,306.25
SUBTOTAL: MANAGEMENT.....	\$9,306.21	\$688.47	\$13,481.20	\$3,902.00
TOTAL EXPENSES - TOTAL REVENUE	\$22,697.67	\$2,033.47	\$31,222.45	\$5,247.00
SURPLUS/(LOSS)	-\$20,664.20		-\$25,975.45	
ASSETS ON HAND:	1/2/2006	2/2/2006	2/1/2006	MID-OHIO
CHECKING	\$96,718.36	\$90,985.48	\$69,941.99	CUP
SAVINGS	\$139,414.28	\$139,835.91	\$140,215.20	TROPHY FUND
TOTAL:	\$236,132.64	\$230,821.39	\$210,157.19	\$2,165.17
Phil Alspach, Treasurer				

THE SOCIAL TORQUE

TIM GORDON
SOCIALCHAIR
DEEP WOODS, OHIO

The days to our race season are getting fewer and I hope your ready to go. Time to drag that car cover off and give that baby a bath, fluid level inspection and a bolt check.

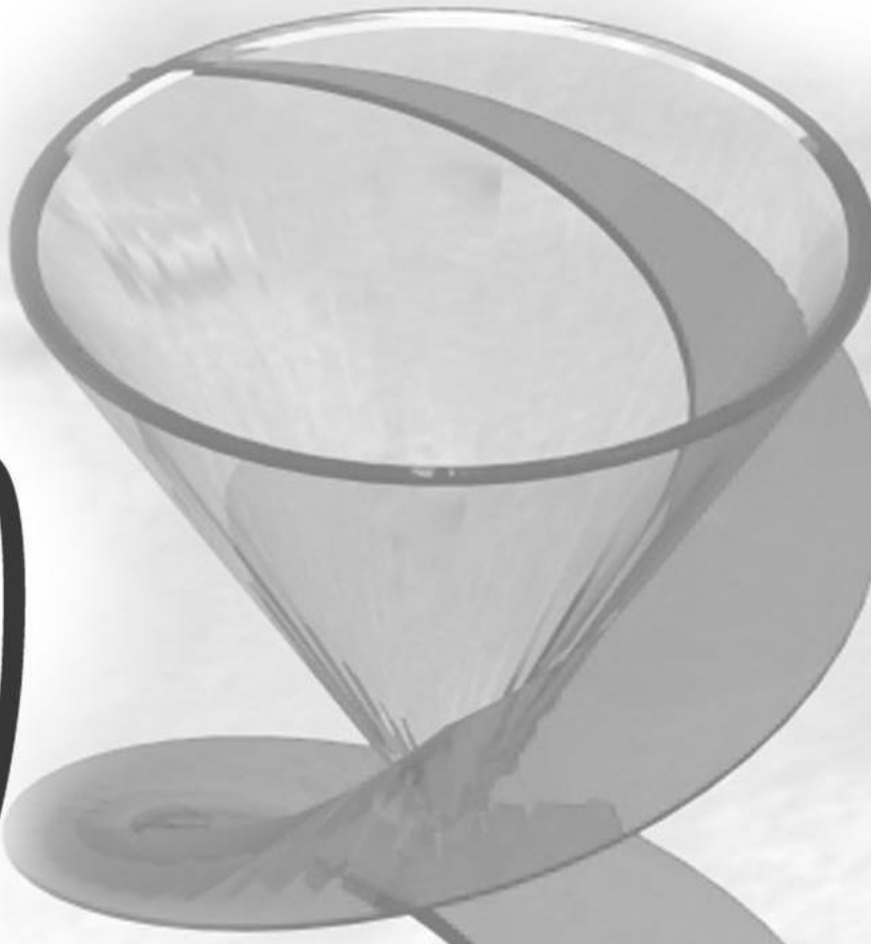
The social season is starting too, with new places to go and more family things to do. The first socializer is at COLUMBUS MOTOR SPEEDWAY, APRIL 15th Racing at 7:00 p.m.

The gates open at 5:00 p.m. Time Trials at 6:00 p.m. The cost is \$ 10.00 per ticket for our group rate. You must get your ticket from me or Craig Wollenslegel before you enter the Gates, to get your discount. Look for the OVR BANNER until 6:45 p.m. for group tickets.

There will also be a chance to win \$100.00 worth of FREE GAS Cards. FREE GAS and Racing, whats not to like? Heres what you'll see at the NASCAR DODGE WEEKLY SERIES:

Late Models
Columbus Modifieds
Sport Stocks
Crazy Compacts, Plus.....Winged Sprint Cars.
So BE There !! Maybe next month I'll "lighten" up a bit.

See you at the Socializer, Tim Gordon



LEC OVR SAFETY DAY

LEC and OVR are planning a race worker safety training day to be held April 15, 2006 at the Mid-Ohio Race Course from 8:30 am to 4:00 pm. This will allow time for participants to make it back to the Socializer at the Columbus Motor Speedway:

NOTE: Minors are welcome as observers, reporters, or photographers, but they will NOT be permitted to take part in any of the work groups.

Schedule:

8:30 am – 9:00 am Registration
9:00 am – 10:00 am Introduction & Demonstration
10:00 am – 10:15 am Break
10:15 am – Noon Work groups
Noon – 1:00 pm Lunch
1:00 pm – 4:00pm Work groups with afternoon break

Race car fire fighting- use of a fire extinguisher- with Bill Armatage
Roll over response and extraction – with Eric Avendutti
Driver removal from open and closed cars – with Phil Griffith and Lou Beal
Proper response to a disabled car, and returning driver to car – with Jim Goff and others

For additional information and to indicate plans to attend, contact Phil Griffith at philflags@ecr.net or 740/625-7737

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The Mid-Ohio School

HONDA GOODYEAR
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TURF

AREA 4 DIRECTORS REPORT

Great Lakes Division

by Larry Dent

I am writing a fairly long report on the Convention as many important things happened. For me the meetings are longer and more stressful than just a normal convention since I had Board of Directors meetings all day Wednesday, all the regular business meetings on Thursday, several small committee meetings Friday in between award presentations and symposiums; then regular convention activities all day Saturday, and more BOD meetings Sunday morning till noon. After these meetings, I made a fast trip from Kansas City to the SCCA offices in Topeka for Sunday afternoon and Monday meetings with the CRB (club competition board to you old timers).

I have been appointed to many boards and committees and met with them when BOD meetings and activities did not conflict. I am serving on the Insurance Committee, BOD Liaison representatives to the CRB, the Compensation committee, and am Chairman of the SCCA Foundation committee. As you can see, this presents a substantial workload, but I will give some brief highlights. More details will be forthcoming in *SportsCar* and regional web sites, so I will try not to go too deep, nor get too boring.

The most important thing was the hiring and introduction of Jim Julow as our new President. I was involved in his hire right from the first interview to his intro at convention and I firmly believe we have the right man. I spent a fair amount of time with him during convention and my conversations reinforced that belief. I will not go into his past other than mention he was Vice President of Chrysler's Dodge performance group. I urge you all to give him your total support. When Steve came on board there was some sniping that did not make his job easier. The snipers were wrong then and I urge you all to be part of the solution now, not part of the problem.

Many questions were asked about the club's financial position. SCCA, (the Club, Enterprises and Pro.) combined to finish the year with a profit of \$178,058.00. Having said that, I will add that the BOD knows we could have done much better, and steps have been taken to assure that we will in 2006. Pro lost money but brought a great deal of positive media exposure. The BOD wants to make sure Pro at least breaks even next year, while continuing to add positive press to the SCCA brand in the market place. Enterprises not only made money, but also has started to pay off its past debt to the club; a very positive happening indeed. The bottom line is we are NOT nearing bankruptcy as rumor would have it. We are being VERY frugal on cash flow, and I believe we are on the right track.

In club racing, class formulation and consolidation continues to be a topic very much on the table. No definitive action has been taken on this, including the method of obtaining a 24 class field at the runoffs. These items have simply been put out for discussion. Your views are appreciated and solicited, BUT, keep in mind that no matter the final decision and end result, not everyone will be satisfied. This one area has generated a great deal of discussion and will continue to do so for the immediate future.

Many awards were presented and CENDIV certainly had its share. *Sports Car* and the CENDIV web site will detail them, but as a general comment you all did "real good". My congratulations.

Other news deserving comment;

The move to split Area 4 and Area 5 into two separate divisions continues with the appointment of Angelo Gazzola as Area 5 Executive Steward. Both he and Area 4 Executive Steward Steve Harris will work together to coordinate activities this year until the split becomes final in the fall. Contrary to rumor, the split is going as originally planned and things are on schedule. On a personal note, my no vote on the proposed appointment of an Area 5 Executive Steward was in no way a

vote against Angelo. He is a good friend and a fine steward. We were simply embroiled in a rather heated discussion concerning the principles of the split, nothing more.

My wife Linda and I have volunteered to co-chair the first Great Lakes Division Roundtable. Central Division (now Area 5) will hold their own meeting. The Great Lakes Div Roundtable will be in Fort Wayne, the home of the original Roundtable on the first weekend in November. I am planning on a Saturday and half Sunday schedule with a breakfast Saturday morning. This could change so I need input. E-mail me your comments and schedule suggestions at lwdent@localnet.com please.

Finally, I have tried to answer all the e-mails I have received on a great variety of subjects. When I came back from vacation I had 243 messages, so if I don't answer right away please cut me a little slack. Also, when you send me a note for/against car changes, be sure they also go to the CRB. They actually make the rules changes and the BOD only approves or disapproves. They need to know your feelings even more than the BOD. The BOD can suggest, but the various boards work out the details and make the proposals to the BOD for final approval/disapproval.

The new Rally Cross program deserves a mention. 133 events were held in 2005, with 3434 participants nationwide. Twenty-six (26) Regions held events and there was a 22% growth rate over 2004. It is a rapidly growing and expanding program and the rules will shortly be posted on the SCCA Web Site. A Rally Cross board has been formed, known as the RXB, and you will soon be able to post e-mails to RXB@scca.com. Regions that have not held a Rally Cross might want to look into the program.

Note to F500 people, as published in the February *FastTrack*, a decision was made mandating the placement of the engine with exhaust forward as it has been for most of these cars since the inception of the class. The implementation date was to be determined by the BOD and will be published soon. The BOD has agreed that we will not give out

information on such actions in advance of the official notification so just hang in there a few days longer.

Many thanks to all who voted for me and keep the faith.

Larry Dent

Convention Report

from Becky Wollenslegel

Ahhh yes, another trip to Kansas City in February! Truthfully, I was sorta, kinda looking forward to this Convention having passed in 2005 when **Craig** was recovering from yet another ankle surgery. We were to fly out of Columbus at noon on Wednesday with a 2 hour layover in Memphis and were scheduled to arrive in KC sometime after 4:00. The rest of our little OVR troupe, new Solo-Chair **Andy Bell**, his wife **Tammy** and **Phil Alspach** would not arrive until mid-day Thursday.

Reportedly, **Brian Culbertson** would also be attending this Convention, but his travel arrangements were kept pretty hush-hush because he is a member of the Comp Board – wait, sorry - CLUB RACING BOARD. Apparently these guys are pretty important and rumor has it they synchronize their travel so no two of them are in the air at the same time.

Travel arrangements made, the next order of business was packing for the trip. As part of my continuing efforts to master packing “light”, I made a list of essentials, broken down by day, then event, then outfit including all possible accessories and alternatives. Excuse me, but I just cannot fathom how women can pack a week’s worth of clothing in one small stylish tote that they then sling over their shoulder. What if you dribble raspberry vinaigrette down the front of your coordinated shirt on day one? What good is it if to travel with 5 items of clothing that all mix and match if you wake up 3 days into the trip and your pants feel too tight? Do those women give any thought to mood

changes? Keeping all those things in mind, I end up with a huge wheeled suitcase upon which an airline employee will attach a big orange sticker that proclaims to all “HEAVY – ask for help when lifting!” (I might have felt sorry for **Craig** when he was hauling that thing around, but he had the nerve to LAUGH and say “Tell me you aren’t you making a list!”)

Wednesday was a relatively warm sunny day, for February, and knowing we would rarely set foot out of the hotel complex, we opted to travel in lightweight jackets and each had just a small carry-on bag. I carried magazines, books and knitting. At my insistence, **Craig’s** bag contained toiletries, a change of underwear and a clean shirt for each of us. That is how you insure that your luggage won’t get lost – you come prepared! (Don’t ask - it has to do with Karma.) Good thing we were trav-



eling light, because the first leg of our trip we found ourselves on a small “regional” jet that only carried 50 passengers and had limited carry-on space. In fact, the overhead area above our seats was reserved for the crew! Originally, I was pretty excited to see that we were in row 12, thinking that would be mid-way back. Unfortunately, on this particular plane row 12 was so far back that only the bathroom was behind us! Fortunately our time in row 12 was only a little over an hour.

We had a 2 hour layover and plane change in

Memphis. One of Murphy's Laws must say your arrival gate will be as far away as possible from your departure gate! We trekked across the airport and then started thinking about lunch. (Pay attention here – you're going to love this story!) We decided on *Backyard Burgers*, stood in line, got our food and then settled in at a mostly clean table in the Food Court. Then I say to **Craig** "I think she gave you too much change." He says he doesn't think so and pulls out the receipt to show me that his change agrees with what the receipt says his change should be. I point out that the amount she entered as cash received is \$10.00 too high. He agrees I am correct and calmly continues to eat his backyard burger. I wait a few bites before pointing out that the "right thing to do" would be give the \$10.00 back. He gives me that "You've got to be kidding" look and continues to chow down on his spicy fries. I wait a few more minutes and then point out that her register is going to come up short at the end of her shift and does he really want that on his conscience? He ignores me so I wait a few more minutes and then ask "Don't you believe in Karma?" He snarls "NO!" but he gets up and heads back up to the counter to return the money. Let me rephrase that. He TRIES to return the money. The cashiers proceed to argue with him! The first one says "No way, wasn't me. I didn't make no mistake." The other girl says yes, she remembers the order, and that she did ring up the cash incorrectly, but she gave him the correct change. "No, really" he tries again, "you gave me \$10.00 extra." But she won't budge. Finally, **Craig** walks away in frustration, while I am sitting there trying not to laugh. We gather up the remains of our lunch and as we head for the trash bin **Craig** says "Let's go find another magazine - *Backyard Burgers* is buying."

A few hours later we were settled in at the Westin Crown Center in downtown Kansas City, MO. We checked in at Registration and picked up our agendas and Convention goodies. This year we were given portfolio/briefcases from Sunoco, pens from Subaru and nifty gadgets called "neck-wallets" were provided by SafeRACER.com. This little goodie had multiple pockets to hold our pens, credentials, meal tickets, room keys – you name

it! It even had a zippered pocket to stuff cash into. Very cool! We were on the lookout for **Brian**, but no sign of him, so we went looking for a place to have dinner and in the process did see some familiar faces including **Dorothy** and **Duane Harrington** of NEOhio. They had just finished eating at a place that puts your hamburger in a little train and sends it to your table. Way too cute for us! We considered the Sushi Bar but eventually relaxed on the indoor patio at the *Streetcar Named Desire*. At least I guess it was a patio – it had a wrought iron fence around it and a gate – even though it was inside a mall! **Craig** liked it there because they are also a beer carry-out. Imagine – February in the Midwest and it's so warm you can't use your hotel balcony as a beer cooler!

We started Day #2 with a big breakfast buffet and ran into the **Harringtons** at the reaster-aunt. We had heard a rumor that the lunchtime RE's meeting would not include food so we made sure to get our money's worth at the buffet. (The rumor turned out to be correct.) We still had a couple hours to fill so we did some shopping. I won't bore you with the details except to say that while I remembered to pack my travel set of hot rollers, I somehow managed to leave at home the very important clips that secure the darn things to the head! Suffice it to say, there are very few gadgets that will work as an emergency substitute. We wandered through the mall (whoops, there go the **Harringtons** again) and then I ended up dragging **Craig** over to the *Hallmark* Welcome Center for a little culture and greeting card history. We had finished our tour when the very nice lady that worked there offered to start the movie on "Creativity" a little early if we would like to see it. We hated to disappoint, since the movie seemed so important to her, so we agreed. She ushered us into their little movie theatre and said she was going to "just real quickly check" to make sure there wasn't anyone else in the Center that wanted to see the movie before she started it up for us. Guess who she found - the **Harringtons**!

With still more time to kill before his first meeting, we were doing some window shopping when I caught **Craig** sneaking a peek at

his watch. I asked him if we needed to head back and he replied "No, we still have time to run into the **Harringtons** about five more times." Still no sign of **Brian** – he must have been in some pretty important meetings. We headed up to the room so Craig could gather up all his important RE stuff before heading off to "*Region Academy – First Years*" and I could take a break for an hour or so until my first session began. Yep, you guessed it – we ran into the **Harringtons** in the elevator!

The **Bells** and **Phil** had not flown out of Columbus until Thursday morning so I was surprised to see **Andy** and **Tammy** make it to the first session - *Solo Best Practices*. We were pleased to learn that our program's practices are already among the best! **Andy** and **Tammy** had just dropped their luggage in their room and had not had a chance to eat, so they went off in search of food while I joined **Craig** at the *BoD Annual Meeting/Town Hall* where we learned about the successful and not so successful ventures of SCCA in 2005. Even though the *Town Hall* was very short with only a few questions answered by the Board of Directors, the session ran over and we were late for *Risk Management*.

We had an hour and a half to kill before the *Welcome Reception* was to begin so we had a sandwich back on the patio of the *Streetcar* which turned out to be a good move because although the line for free beer moved pretty quickly, the line for hot hors d'oeuvres at the reception went on forever. **Phil** had arrived before us. He was at the head of the line for food and was enjoying the free beer! **Craig** and **Andy** discussed business with **Everett** and **Starla McCauley** and **Pam Poppe** of WOR while **Tammy** and I stood in various lines hoping to fill our plates with stuffed mushrooms and chicken fingers. Finally at about 9:30 we decided not to honor OVR's tradition of closing the party and headed back to the hotel. The reception was held in the restored Union Station, which is now, among other things, a Science Museum. Union Station is attached to the hotel by "The Link", an enclosed pedestrian walkway that meanders between several downtown hotels, restaurants, shops and "hot spots". As we were heading away from the party we finally

ran into **Brian** and friends heading in the opposite direction. He greeted us, shaking hands and sounding very businesslike and explaining that he was in search of food. Then he started giggling (yes, you read that correctly, giggling) and told us he had been drinking \$5.00 Martinis and now he was looking for dinner. We told him he had better hurry and wished him well in his search.

Day #3, was busy and packed with information. It started early with the *Leadership Breakfast* which included awards and a Keynote speaker. **Tammy** slipped away as soon as the stores opened and I was thinking to myself that this woman must be a real serious shopper if she needed to get started that early in the morning! My Kansas City shopping sprees in the past were with **Kirsten Dell** and **Linda Culbertson** (Shopping Queens!) and neither of them had to be at the door when the store opened. I later learned that **Tammy**, like me, had a packing emergency and she was off in search of FLAT shoes to rescue her sore feet. I met up with her again before the *Grassroots Motorsports Growth Panel* and after determining that neither of us had any interest at all in that topic we did some window shopping and headed over to Hallmark again. She seemed to be more interested in the history of greeting cards than **Craig** had been.

Lunch included the Rally and Solo Awards and an amusing version of *Jeopardy* organized by SCCA Historian **Pete Hylton**. In the afternoon **Craig** had more *Region Academy* sessions and **Andy** and **Tammy** were following the Solo track so **Craig** drafted me to attend *Rally/RallyCross* meetings. Oh, my! These guys are more than just a tiny bit off center! I referred to them as the snowboarders of SCCA. I was a bit out of my element – but was amazed to find that there were folks in the room who knew even less about *RallyCross* than I did! At least I had seen some pictures – although I'm not absolutely sure there were cars there in all the dust.

I had to leave *Rally/RallyCross* early to attend a session about *Online Registration*. I was already a believer in online registration and this turned out to be my favorite session of

the whole Convention. First we were told that the corporate office plans to use online registration for the Runoffs and Solo Nationals – not a huge surprise, but they also made it clear that they have no desire to push Regions to follow their lead, nor do they intend to “require” anyone to use a particular software or online company. However, they have been talking with **Donovan Brown** of DLBRacing.com and they wanted to give him an opportunity to share his version of “What online registration can do for you!” By the time Donovan was finished I felt like I was back in high school at a Pep Rally. “Can’t” is not in the man’s vocabulary and he certainly impressed many people, including me.

Friday evening is the traditional time for the OVR delegation to gather for a nice dinner which gives everyone the opportunity to share what they have learned and discuss how we can put our newfound knowledge to work for the Region. **Craig** made reservations at *Benton’s* steakhouse atop the Westin Hotel and we invited **Brian** to join us. Although he couldn’t commit, he said he would try to meet us there – but not to wait for him. I think he wanted to see if he got a better offer! We all dressed up a bit and met upstairs on the eighteenth floor – the only time the whole week that **Craig** and I had a short elevator ride anywhere since our room was on the 17th! The guys all had a huge chunk of prime rib, prompting **Phil** to wish he had a dog with him to eat his leftovers. **Tammy** and I had the best crab cakes I have ever eaten in my life.

Saturday morning **Tammy** joined **Andy** in *Solo Safety Steward Training* and I experienced my first *Town Hall with the CRB* with **Craig**. I must tell you, **Brian** made us all proud. He stayed awake through the whole session and gave intelligent answers to the questions from the floor. (I’m assuming to prepare for this session he studied and then went to sleep early the night before, which would explain his not joining us for dinner.) We also attended interesting presentations on *Member Services* and *Finance*.

Next was the *Club Racing Awards Luncheon*. More good food and this time *Wheel of Fortune*. Imagine our surprise to see our own **Brian Culbertson** as one of the contestants! Not only did he get to play Bonus Round but he brought down the house with his choice of consonants “S” “R” “T”.

The afternoon brought the *SEB Town Hall* and *Safety Symposium Part II* – both of which I skipped. Instead I spent the afternoon trying to pack everything back into our suitcases and resting for awhile before dinner. Saturday evening was the *Hall of Fame Induction Banquet*. **Brian** joined us for dinner and we learned he had stood us up the night before to visit a Jazz club with his new friends. We were just honored to finally have him at our table. The food and service were exceptional. Guest speaker **Bobby Rahal** shared entertaining stories with us from his early years in racing. The banquet was the perfect ending to four busy days.

Next morning we checked out and met for breakfast before heading to the airport. After a short discussion we determined that we would have a shorter wait and less expense if we took a taxi instead of waiting for the shuttle. We ended up with a chatty cabbie, which was a good thing because he took our minds off the discomfort of the four of us being squashed into the middle seat of a minivan! I’m not real sure how **Phil** got to ride shotgun. We had an uneventful plane ride to Minneapolis/St. Paul where we had a short layover. We had heard we were heading home to some snow and it was interesting to be flying in bright sunlight and then to descend through the clouds into a dreary, snowy Columbus.

So to sum up – no one ended up in the emergency room. (Ask **Craig** about his 1st convention!) **Craig** and I didn’t have an “upgraded” room with a Murphy bed (**Phil** and the **Bells** were “upgraded” this time!) Our luggage followed us through several plane changes without mishap and my mother’s dog didn’t die (don’t ask!) Must be Karma!

Convention Report

from Craig

No matter where we go, or how we get there, it seems there is always a little stress involved. **Becky** was a bit concerned about flying to KC and back on an airline that has filed for bankruptcy, but it was a good trip. Northwest was on time and the Westin Crown Center is definitely a top drawer Convention Center. The Kansas Region did a wonderful job of making us all feel welcome. This year the Convention was informative, positive and "upbeat". It's safe to say that this has not been a "stellar" year for SCCA, but it's not all doom and gloom either. 2006 shows a lot of promise with new presidents for both SCCA and Pro-racing.

As I attended better than six hours of meetings with RE's one thing was very apparent to me. We at OVR should be very proud of our Region, our Board of Directors, our officers and our members! Some regions struggle month to month with finances and have barely enough capital to hold a race, or even a solo event. The officers of some regions are so busy fighting amongst themselves they have lost sight of their obligations to the club and the members. The RE sessions stressed concepts about running our Regions like a business to insure that the health of the club remains strong. OVR is already there and our business-like attitude allows us to continue to expand into new areas like RallyCross, while continuing to maintain our wonderful road racing and solo programs. Additionally, OVR, NEOhio, NWOR, WOR, and Cincy enjoy a great working relationship filled with a spirit of cooperation and teamwork.

While I was basking in the wonderfulness of OVR, **Becky** was attending meetings on new online registration programs for Race and Solo, member services, and RallyCross. **Andy** and **Tammy** were gathering every bit of information they could find on new ideas for Solo and safety and **Phil** was working the rooms of the Safety Symposium, Club racing and regional administration.

I attended an interesting panel discussion with representatives from SCCA, AMA and NHRA. In addition to a passion for racing, all three organizations have many other areas in common. All three have about the same member "average" age, we all have similar concerns about safety, retaining places to play and

rising insurance costs and all three have had a significant drop in membership in the past year. SCCA lost 3,857 from our membership rolls last year; of that about 1,766 came from the Subaru Program and 1,000-1,500 resulted from the changes to pro-rally. AMA and NHRA had no clear idea where their membership drops came from, and only SCCA has new plans in the works like SRT or the new Life Membership program to maintain and increase our membership.

No matter where you turned, the hot topic of the convention was frustration with the continued financial losses of SCCA Pro. Once again in 2005, Pro-racing lost money — this year that loss was about \$135,000. During the panel discussion with AMA and NHRA, while they couldn't account for their steady membership drop in the past three years, they were shocked that we even asked if their Pro-racing programs were profitable. Their programs actually support their clubs! Some SCCA members defend Pro-racing, touting the "brand exposure" of our club as cheap advertising even at a loss of \$135,000 per year. Others are ready to pull the plug if the new Pro-racing president doesn't at least show at least a "break even" in 2006.

One of the financial highlights of conventions was to hear OVR member, **Eric Skirmants** announce a financial turn-around for SCCA Enterprises. In nine months, **Eric** not only stopped the cash flow from SCCA, Inc to support Enterprises, but he actually started repayment on the loans that have been extended to the program over the years. Congratulations to **Eric**! Maybe we should find an OVR member to take over Pro-racing.

The second "hot topic" of the convention was the constant requests from the membership for a financial statement that can be understood by the average member without an accounting degree and explains just where our money goes. Our Board of Directors took a pretty good verbal beating about these questions and according to our Area 4 Director **Larry Dent**, our new president is committed to providing the answers. We'll all have to wait and see on that one.

There was a lot of good stuff in Kansas City, but the really exciting news is that the 2007 Convention will be held in San Antonio, Texas!

The 2006 SCCA National Convention

Andy Bell

The 2006 SCCA National convention started for us bright and early on Thursday the 2nd. We picked up Phil Alspach and headed for the airport for the 9:30 departure. The out-bound trip was uneventful as we headed for Kansas City. Once we made it there, our taxi driver did an outstanding job avoiding the local police radar and we arrived at the Westin in time to register and make it to the initial Solo meeting on best practices.

The Solo best practices meeting consisted of 4 segments including waiver control, registration, timing and scoring, and chairing large events. As I sat and listened it became clear that our region practices the SCCA "best practices" a part of our daily routines. In many cases our region is on the leading edge of how to run a smooth solo event.



From the best practices meeting we went to the board of directors meeting and town hall. Some notes that I collected from that meeting include:

Overall membership is around 53,000 members. This is down from last year attributed to the losses in the pro program, cancellation of the rally program and the end of the Subaru program memberships.

Club racing entries were up 17%. Volunteer workers for club racing events remained

steady for the year.

Pro solo had a record number of entries and had a record number of participants at the Peru event (398 entries)

We were introduced to the new president of SCCA who said a few words of introduction.

We also found out that the national convention will be moving next year. The new location is San Antonio Texas. The SCCA convention will be there for the next three years.

Pro racing in 2006 will focus on the world challenge series, MX-5 racing series, and formula drift. The Trans Am series future is in debate and the ultimate fate of the series seems to be in question.

Rally cross is off to a good start. Next year rally cross will have its own report to submit to the board.

SCCA enterprises has turned a losing business segment into a profitable business over the last year. Sales on Spec racers are increasing and selling the value proposition of a spec racer is having an effect. Enterprises will pay back club loans over the next few years as they work to establish more sales and build on the successes of this year.

Several people put forward questions to the board, many of which were acknowledged by the board but no resolution was put forward.

Questions included:

What is being done to recruit new workers and provide an incentive for them equivalent to those being offered by NASA?



How is national working with regions to encourage performance driving experiences. In regards to:
Sanction fees for the event
Insurance rates for track days.

Phil challenged the board on its decision to move the runoffs to Heartland as well as issues of pro racing's drag on regional finances and the reduction of classes proposed for the 2006 run offs.

The most significant proposal came from a club racer who suggested that the board act more quickly in classifying new cars into existing race classes rather than creating new classes. Four additional points were offered to the board for approval and they agreed to take the proposal under advisement.

From there we moved to the SCCA risk assessment presentation. Pete Lyon did a great job of presenting insurance and coverage issues for both on and off-track activities.

We wrapped up the first evening at the SCCA reception at Union Station. This building is a beautiful example of art deco architecture and made a great backdrop for the reception.

Craig made sure I was introduced to the delegation from the WOR region and we finished the evening swapping stories and challenges of event planning over a few drinks. In fact,

Tammy and I attended most of the remaining sessions through the week with Pam Poppe from WOR. After years of trying to get Tammy to try solo, I think it was Pam who has finally convinced her to do it!

Friday started out with a group breakfast, guest speaker Herb Fishel, and award ceremony. I have to admit that after Herb spoke, I snuck out to do a sales call for my "real" job with a local aerospace manufacturer in Kansas City. I found out later that the girls also snuck out of the awards ceremony to check out the Hallmark tour and shopping in the mall! By 11:00, I was back for the end of the grass roots discussion with NHRA and the AMA. The challenges of site retention and competitive series seem universal to all of our groups.

The lunchtime solo awards ceremony included a game of SCCA history jeopardy which was hosted by Pete Hylton and won by the RE from the Alaska region. This was a great format, both informative and fun! Being from a financially strapped region, the winner asked to keep the traffic cones used to keep score rather than the prize!

After lunch, Tammy and I went to the site acquisition classes. This was a very informative set of sessions. The SCCA has a committee that has been formed to come up with the tools we need to go out and secure and retain a site. (Note: they will not get the site FOR us!) They are redoing the proposal packet to give to prospective site owners as well as collecting testimonials and best practices to be shared with other regions. This year's event sanctions will include a section for site

description (professional sports lot, national park, etc) so that other regions can use these examples to acquire additional sites and to show prospective owners that locations similar to their own are participating.

The second session of this class became more of an open forum of ideas and obstacles that we see in pursuing a site. It became obvious that RETAINING a lot is just as important as FINDING A NEW ONE! In the first year, the committee has done a good job creating and



revising tools to get a new site. However very little has been done in the areas of retaining them once we find them! In general, the feedback from the attendees was for the committee to create a set of tools or a strike team to advocate SCCA at the first sign of trouble at existing lots. We need to address non SCCA autocross clubs who abuse our sites, community blanket bans on motor-sports within city limits, and biased noise ordinances to name a few.

The next class introduced us to the key players in the national solo office and their responsibilities. It is nice to put a face with a name so you know who you are talking to when questions come up. In fact during this session, a question came up on our Formula Jr. Program! It seems the national office has misplaced our sanction for 5-7 year olds!

The final class for the day was on marketing material that is being put out to promote SCCA and solo. Look for some great new ads coming in your favorite car magazines. The best local tool for our solo program is a .PDF that can be printed out and folded in half so we can insert a schedule and membership info

for newcomers.

That night, the OVR group went up to Bennington's restaurant for dinner. They really know how to do steak (and shrimp and crab...)! The convention reports from the last couple years were right! We all had a great dinner with a few drinks. Phil and I decided to go socialize some more while the rest of the gang headed off to bed. All week Phil helped point out who was who and how they fit into the club.

Saturday started out with the safety steward training. This was one of the best sessions of the weekend. John Lieberman presented this class and his enthusiasm and passion for the sport was obvious. To my surprise Tammy was really into this presentation. It turns out that many of the reporting issues are similar to the issues she faces in her day-to-day pre-school administrative position. It looks like OVR will have a couple of additional safety stewards soon. If you have the opportunity to sit in on this training, I encourage you to do so. It will make everyone on the site more safety conscious even if you decide not to go through with the sign offs to become an "official" safety steward.

From there I went to the safety symposium. Last year an e-mail was published that stated that cars equipped with air bags and a standard 3 point harness could cause serious injury to a driver wearing a full face helmet. This could potentially impact many solo and HPE drivers, so additional investigation was performed in 2005. The testing was done by FIA technology and tested multiple conditions (no helmet, open face helmet, full face helmet and no airbag scenarios in both static

airbag deployment and dynamic crash tests.) The end results were surprising. The scenario with the least chance of injury (by the numbers) was no helmet with an airbag. Due to other factors, this is not practical in motor-sports, so on to the helmet results. As it turns out the results show very little change from the non-helmet to the helmet equipped forces, and no real difference at all between open and closed helmet designs. The only thing noticed in the tests was that open face helmet or full face helmets with open visors, guide the airbag to the eye area. That said, chances of any serious injury are very remote at best. When the tests were repeated it was found that cars with no airbag had the most potential for forces that can cause head injuries as the head whips back and forth from the impact. So to conclude it is recommended to wear a helmet with some type of eye protection in an airbag equipped car!

The second half of the presentation was on seat and belt attachments in stage rally cars. While I know there are folks in the club interested in this, my fun meter was almost pegged so Tammy and I headed out to check out the vendor area and displays. Dodge had their SRT products on display and we picked up a few shirts and stickers in the vendor area.

Lunch and club racing awards was next and Saturday's game show spoof was Wheel of Fortune, again hosted by the popular Pete Hylton. To our surprise, our own Brian Culbertson was picked to be a contestant! We were even more surprised when he won! During the final phase of the game, Brian was asked to pick 5 consonants for his unknown words. He started with S...R...T... , at which point the crowd caught on to the sponsor plug and roared with laughter.

The final solo class for the day was an open SEB town hall. Phil and I sat in while Craig and Becky went to the membership and finance sessions. We confirmed that our region is price competitive in solo and has as many if not more runs than the average. The longest debated issue was on standardizing sound measurement processes. This impacts national competitors who may be caught out

when attending a location with more severe sound constraints than their local region. The board agreed that this is a priority for the year, but no easy solution was at hand. For now competitors will just have to adjust their exhausts according to the locations they race at. Issues of car classification changes came up. With the release of several new cars on the horizon the SEB is unwilling to shuffle dominate cars right now until performance of the new cars is confirmed. The Formula Jr program was also a hot topic. It seems that info and kart prep standards vary greatly across the country. The program needs guidance and long-term direction. As a result I threw my hat in the ring as a candidate for the Kart Advisory Committee. I figured Drew will be in karts for 10 years anyhow and the twins are right behind.....

That night we had the Hall of Fame inductions and Keynote speaker Bobby Rahal at dinner. As an avid historian myself, I enjoyed the stories and accomplishments of both the inductees and Bobby. I found it especially moving to hear Mark Donohue's son speak about how he has gotten to know his father from the stories given to him by other competitors and friends as he has raced around the country. Since Mark died when he was very young, he does not have these memories of his father and has been grateful to receive them from the racing community.

Sunday morning, we ate a hearty breakfast and all squeezed into a van for the trip back to the airport. The trip home was uneventful, although in the layover in Minneapolis we found out where fast food workers are assigned that can't handle the pressure of drive up windows!

I want to thank the region for giving me the opportunity to go to Kansas City. Tammy has already asked about going to San Antonio next year!

2006 CONVENTION

2006 SCCA CONVENTION NOTES

by Racer Phil Alspach

The trip out was uneventful for me, who had not flown for over 10 years – it still sucks – with the addition of having to take your shoes off. I flew out with Andy and Tammy Bell on Thursday, with Craig and Becky Wollenslegel leaving the day before. We got to the hotel convention site, got checked in and registered in time to catch the Thursday PM meetings.

The Stewards Town Hall: Cendiv – Area 4 (Great Lakes Division) has 7 National races, and Area 5 has 4. The stewards are to actively seek out new stewards. Workers should use the word “Alert”, not “May Day”. They then gave a stewards test that no one could agree on.

Town Hall with the Board of Directors: There was typical flak from the Directors. Our Area 4 Director, Larry Dent seems to be one of the best. I got up and spoke and I think I got my points across:

That the members are fed up with the dues, sanction, and insurance increases, especially with SCCA dumping money into the losing Pro Racing Department.

That the proposal to drop certain classes from the Runoffs was ill-advised.

That the decision to move the Runoffs to Heartland Park Topeka was ill-advised.

That all in all the BOD was doing a miserable job.

The Regional Leadership Breakfast: OVR did not win the following awards: Regional Achievement award, The Tom Burke award for highest membership increase, the Website award, nor the Newsletter award.

Grassroots Panel (Eric Prill): Featuring AMA (252,000 members) and NHRA (80,000 members) – (both their memberships are down as is SCCA's). The highlight was someone asking (with tongue in cheek) if these organizations tried to make money on their Pro events (in contrast to SCCA losing money on Pro).

Rally – Solo Luncheon: Rally awards were given (OVR won none), Solo awards were

given (OVR won none). Food was good.

Club Racing Dept.: An explanation of how the office works including scheduling and sanctions. One Region puts on 12 races a year (so why do we whine about putting on two?).

Club Racing Lunch: Featured awards to the ex-CRB members and introduction of the Board. Awards to the ex-Court of Appeals and introduction of the Court of Appeals. Introduction of the national administrators, the ex-Stewards were introduced. The Time Trials council was introduced. The professional drivers schools administrators were introduced. Costa Dunias won the Dave Morrel stewards award. Jay Wright posthumously won the George Snively award (Jay was injured at the Runoffs at Road Atlanta in a MX-3, and subsequently drove a SSC Neon. He invented a restraint system).

The Jim Fitzgerald Rookie award went to Dave Shotz (Arizona Border), and the Kimberly Cup went to Mark Coffin (GP) from North Carolina Region. Bobby Rahal and David Donohue presented the Mark Donohue award to Kristian Skavnes. The food was great.

A seminar on On-Line registration was given by DLB Racing (OVR has gone to them for our solo registration). Using Pay Pal with this system is better than the merchant credit card accounts we now use. The fees for this system are flat: \$150 per sanction # for races, and \$50 for solo. Goodbye My Auto Events.com. Atlanta Region, and DC Region are using DLB. We are probably a year away from OVR using it.

Club Racing Board Town Meeting: (John Martinson). Went over procedures for change. Will go to unleaded racing fuel sometime (about time!). Lots of talk about single inlet restrictors, everyone wants all classes to run at the Runoffs. The CRB will recommend that!! GT2 dying because new cars are not being built (too expensive), while DSR is hot because manufacturers are building cars. B & DP are proposed for ex-Speed Challenge cars, and those that exceed EP. Kent Prather talked about 9" roll bar vs. ½ hoops. Some cars have less than 9" straight across. It is easy for tech to measure. Brian Culbertson would

like full width cages. Several people want specific changes to help themselves. Don Kadunc sent a chart for single inlet restrictors vs. hp. Scott Sanda (Chicago Region) wants to raise driver license fees to pay for more Tech. (Now we know why we split the Division).

Safety Symposium: Developing airbags for F1 (yawn).

Annual Banquet: Many awards were given out, including the 2006 Hall of Fame Class Inductees: John Bornholdt, John Buffum, Mark Donohue, Denise McCluggage, Grant Reynolds. All but Donohue were there to accept. David Donohue accepted for his late father. Again, the food was great, and the cocktail party even better.

It was great to talk with Bobby Rahal, and see old friends like Grant Reynolds, and Mark Gerstein, etc., but all in all not much of importance happens at a convention. I still am convinced that SCCA is on the wrong track, and that a wholesale replacement of the Board of Directors is needed. Pro Racing either needs to make money or should be dumped, as

should the SCCA University.

The flight back was OK, with a long stop in Minneapolis. Glad I don't have to fly more often than once in 10 years.

See ya at the track.

Racer Phil



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Technical Services **RACING BULLETIN**

DATE: March 15, 2006 NUMBER: **RM06-01**

FROM: National Staff

TO: SRF Competitors, Stewards, and Scrutineers

SUBJECT: Spec Racer Ford Decals

The National Office has been advised that the required decals for the Spec Racer Ford class, outlined in GCR section 17.1.5.C.24.f., are currently available only in limited quantities.

Based on the availability of the decals, we are recommending that compliance of the SRF decal rules be suspended until further notice from the National office. And the limited quantities are used by those needing them for participation in the Goodyear contingency program.



by
Craig

Every time I go to an SCCA Meeting it amazes me how many people work so hard and donate their time and money for the "love for the sport" and no pay. The Spring Training Seminar in Indianapolis was no exception.

While I was working with the RE's of the new Great Lakes Division **Phil Griffith** was communicating with the F&C folks, **Earl Myers** was scrutinizing the Tech Meetings, **Doug Ruth** and **Fred McAninch** stewed over the Steward Meetings, **Becky** and **Tonya Smith** signed up for the Registration Meetings, **Phil Alspach** attended several meetings to round-out his knowledge and training as a Race Chairman and **Mike Smith** rallied around the RallyCross training sessions.

Tony Kasper accepted a new job for the 2006 Season as Division Administrator for Timing and Scoring since NeOhio's **Con Peplowski** has accepted the position of National Administrator. While **Tony** was getting a handle on his new responsibilities, **Dan Hodge** was knee-deep in Steward-in-Training Meetings to prepare for the season.

Steve Harris and **Angelo Gazzola** reported to the RE's that the split of Central Division is progressing smoothly with very few conflicts. Both Area 4 and 5 have officially become independent businesses and we, the Great Lakes Division Board and Officers, spent a lot of time working on a Division Operations Manual and making financial decisions that will insure all the funds are properly accounted for and frugally spent. We also voted to eliminate the

November Roundtable and replace it with an RE meeting for scheduling and to work on the Division Business.

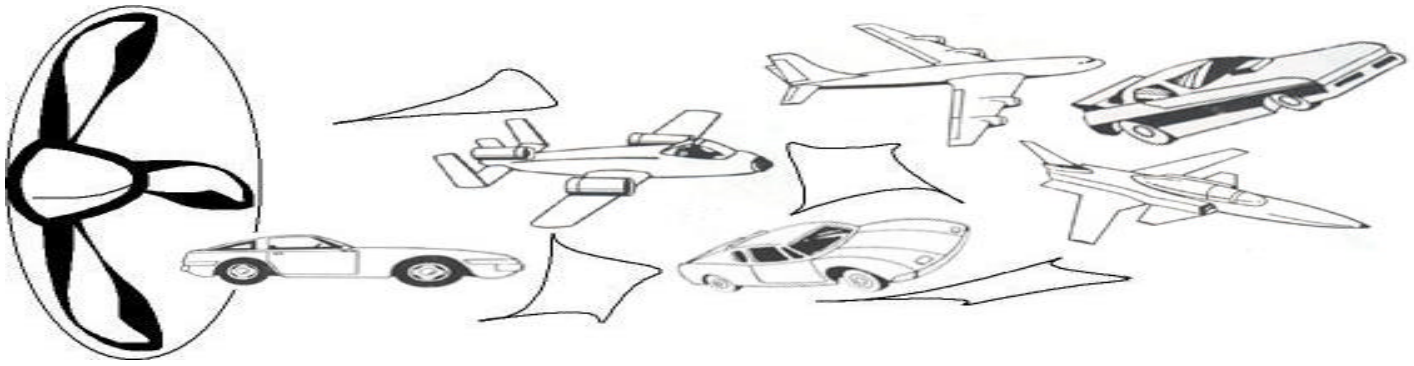
The 2006 Competition Season for the Road Racers will continue to be a combined effort of both areas and all the points will be maintained by the same pointskeeper and the qualification for the Runoffs will be calculated as it has been in the past. Central Division will also have only one Safety Steward. However, in 2007, Great Lakes Division will need our own pointskeeper and safety steward.

Speaking of the Runoffs, **Larry Dent** reported that the National Board of Directors and the Club Racing Board are still working to decide how to run 25 Championship Classes in 24 races. Hopefully, they will have that figured out by the time you read this.

RallyCross continues to pick up momentum throughout the division and **Dave Rudy** of WOR will be serving as the Great Lakes RallyCross Steward. Locally, **Orion Fairman** has been working closely with **Dave** and has the OVR program ready to go.

Another conversation topic and momentum mover of the weekend was the new online registration programs available at DLBRacing.com. Many regions will be using DLB for road racing, rallycross and autocross registration. We should have our pages up and running for Solo by the time you read this. I am excited about how easy site is to work with from the standpoint of the competitor and event administrator.

Our first Socializer of the year will be different, exciting, loud and a lot of fun. If you have never been to Columbus Motor Speedway, you really need to join the rest of us on April 15th. The details are available elsewhere in the Observer's Stand. If you know how to have fun.....you'll be there!



FROM THE WIND TUNNEL

After I sent the February issue to the printer, I realized that there were two stories from the Awards Banquet that I had failed to include. One was the list of door prize helpers that John Fippin had called upon to help draw numbers and the other was the list of the people who had donated door prizes. So with humble apologies, here is the list of John's helpers : Jenna Beerman, Drew Bell, Brittany Hoover, Hannah Gleckler, Dillon Packard, and even Kirsten Dell.

And here is the second list: JEG's High Performance, thanks to Rusty Bell; Smokin' Tire Products, thanks to Ron Murdick; TCR Group, thanks to Phil Alspach; Doug and Kathy Gall; Jed Hacker; Brad and Liz Foreman; Red Diamond Engines, thanks to Tim Gordon. In addition, Tim Gordon put together a list of people who contributed a great deal of help in getting the Banquet put together. This list included Kirsten Dell, Don and Mary Jones, Craig and Becky Wollenslegel, John Fippin, Brad & Liz Foreman, Brian Culbertson and Sue Rupp.

New business: When I was talking to Craig, he told me that Becky was willing to help proofread, but I think that it would be awfully far for either of us to travel to the other's house to do the proofreading. Therefore, I have decided that we can do electronic proofreading. If you are willing

to be a nit-picking, beady-eyed proofreader, send me your e-mail address and I'll e-mail articles for you to work on.

More new business: We are going to start a new feature in The Observer's Stand. There will be an advertising page that contains only business card ads. This will NOT replace the classified ads which will still be available for buying and selling items. This will be a page containing black and white images of business cards. Non-members will pay the price listed on the standard advertising contract and their business cards will appear on this page. Members will pay a reduced rate to have their business cards appear on this page. This will provide members with a method of advertising businesses and/or services that don't really fit in the classified section.

Becky sent me a note asking if everybody had noted the article in GRM featuring OVR's own Todd Meade. Did everybody?

A Challenge From the Editor. There isn't any prize, but I'll publish a list of everybody who gets in touch with me and tells me who is pictured on the cover and what the connection is with this issue. E-Mail, USPS, telephone will do. A small hint, I took the photo in 1972 at Mid Ohio.

A SERIOUS NEED: I need identified photos of OVR members who competed at the 2005 RunOffs. I would like to compile a set of both the drivers and their cars.

2006–Ohio Valley Region, Sports Car Club of America

SUPPLEMENTAL REGULATIONS

All events are sanctioned by the Sports Car Club of America (SCCA) and hosted by the Ohio Valley Region of SCCA. All events will be held in Columbus, Ohio at locations noted in the Observer's Stand. The event will be conducted in accordance with the SCCA 2006 Solo rules and classes. The following supplemental regulations merely clarify points not completely covered in the Solo rules for the 2006 season. Should changes be necessary to these supplemental regulations; changes will be posted on the regions website www.ovr-scca.org and published in the Observers Stand.

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1. Event Operation

A. The daily event schedule will be as follows: (Any revision will be published in the Observer's Stand and posted on the website) (All times are Eastern Standard/Daylight Savings)

7:00AM-8:30AM	Walk-in Registration (Limited to 30 Entries)
7:00AM-9:00AM	Online Registration Check-in
7:00AM-9:00AM	Worker Assignment sign-up
7:00AM-9:00AM	First & Second heat cars may report to grid
7:00AM-9:10AM	Tech Inspection open
7:30AM-9:00AM	Course open for walking
8:30AM-9:00AM	Novice & Mandatory Formula Jr. Course Walk & Meeting
9:10AM-9:30AM	Mandatory All Driver's Meeting
9:30AM	First Heat Workers report to MOBY
9:30AM	Second heat cars finish reporting to Grid
9:30AM	First heat drivers report to grid
9:35AM	First car on course
After last car	Trophy Presentation

B. Registration and payment will be in advance and accepted through midnight two

days prior to the event and handled through an online registration service. Registration will also be accepted by mail with checks payable to OVR received by 6:00 PM Thursday prior to the event. Entrants may send registration and payment to: Becky Wollenslegel, OVR Chief Registrar, 431Whitehall Drive, Columbus, Ohio 43213-1956. If a competitor registers on line and commits to making payment by mail, and fails to fulfill their commitment by 6:00PM Thursday prior to the event, he/she will be removed as a registered competitor.

C. Event entries may be capped at the discretion of the Solo Chair, and onsite registrations will always be capped at a maximum of 30 registrations per event. Entry will be reserved for those registered and paid in advance followed by those who register at the site. No preference will be made for members. Registration is only confirmed when payment is received. Assuming there would be openings, competitors who desire to register on site after 8:30 AM will be charged a late fee of \$10.00. Late onsite registration will end at 9:00. Registered drivers checking in after 9:00 AM will be charged a late fee of \$10.00. Late check-in will end at 9:10 AM.

D. Fee schedule is as follows:

E.	SCCA Members Registered and paid in advance	\$25.00-
	SCCA Members Registered and paid at event	\$30.00
	Non-members Registered and paid in advance	\$30.00-
	Non-members Registered and paid at event	\$35.00
	SAE Students, FJ Drivers, OVR Board members, Solo Chiefs	\$15.00
	Pre-appointed setup & tear down crews	\$10.00

F. Entry fees may be credited to a future event only for an emergency, at the discretion of the Solo Event Chair. Fees will only be credited to the NEXT scheduled event, should the competitor have another problem or fail to show, those fees will be credited to the Stanberry Cup Fund. All registration fees collected when a competitor does not show at an event will be reclassified as a donation to the Stanberry Cancer Fund rather than income from Entry Fees. Fee schedules may be revised only if published in the Observer's Stand prior to an event. Any entry fee, paid by check and returned to the OVR Treasurer, for any reason, will result in a \$25.00 service charge

G. Only event Chiefs and Timing & Scoring personnel are permitted in and around the Timing & Scoring vehicle. Unauthorized personnel will be disqualified from the event. Questions with respect to Timing & Scoring should be made to the Event Chairman; he will handle all Timing & Scoring protests. Posted times are unofficial until confirmed and marked official by the Timing & Scoring Chief. Spotters and radios may be utilized for penalty tracking; a chase vehicle may be used periodically to gather incident logs from course worker stations. A final audit will be made after each run group and subsequent scoring changes will be posted.

H. The Solo Chair has the authority to set the number of runs per heat and can end the Event at his discretion as long as each entrant has the same number of opportunities to run in class and has had at least three runs. If changes are made, scoring will be adjusted accordingly.

I. Everyone entering the event site must sign the waiver form and wear an official credential (wristband). Wristbands must be properly displayed; preferably on the wrist, or at least the front, upper part of the body, not attached to hats, belt loops, shoestrings, etc. (A driver or passenger must be able to display their wristband to the starter before each run). A worker will be stationed at the entrance to control access to the site and ensure waivers are signed and credentials issued.

J. Adults accompanied by minors must report to Registration for Minor Waivers and wristbands. (See Section 12)

K. Trophies will not be mailed to, or held for winners. Plan to attend the award presentation, or have a designee attend the trophy presentation to accept an award. Trophies will be awarded based on the number of cars that actually compete in class during the

event as indicated below:

1-3 entries	1 trophy	10-13 entries	4 trophies
4-6 entries	2 trophies	14-17 entries	5 trophies
7-9 entries	3 trophies	18-21 entries	6 trophies

In addition to Class Awards, we will present trophies to the top raw FTD recipient and the five best PAX –times and Registered Novices.

N. There will be no bumping in open or ladies classes.

O. Fun runs may be available at the end of the regular runs if time permits and with the permission of the Solo Chair. Only registered competitors for that day may run a “tech inspected” car. A fee of \$1.00 per run may be charged and will be a donation to the Stanberry Cancer Fund. Timing equipment and course workers may or may not be available. To insure that the drivers who participate in fun runs are available to help with cleanup, driver’s licenses will be collected at the beginning of the runs and not returned until all of the equipment is properly collected and stored.

2. Competitor Requirements

A. Competitors, with the exception of Formula Junior Drivers, must present a valid driver’s license at Registration. SCCA members must show a valid membership card to receive the member discount.

B. All competitors are required to work each event. Failure to fulfill worker requirements will result in disqualification, which is not protestable. The Worker Chief will track compliance at each heat. Plan to work.

C. Entries are limited to a maximum of three different competitors in the same car, in a given class at an event only with prior approval of the Solo Chair.

D. OVR encourages all competitors to comply with Section 3.7 of the 2006 Rules regarding vehicle identification. New competitors may use paper, which is masking taped to their vehicle. Paper, markers and masking tape will be available in the registration area. The registrar will maintain a list of permanent numbers for each competitor in the region. These numbers will be given preference over any other numbering system.

E. A competitor may only enter an event once.

3. Event Safety

A. Speed on the event site property shall not exceed 10 MPH. Tire warm ups in the Paddock area, or on surrounding roads are prohibited. THERE WILL BE NO WARNINGS - IF YOU ARE CAUGHT, YOU WILL BE ASKED TO LEAVE! 10 MPH is a fast walk. If we need to run to catch you, you are going to fast.

B. Passengers age 12 and above will be allowed to ride with competitors. Minor passenger must have properly filled out minor waivers. (see section 12)

C. No person may ride on any vehicle coach work or trailer at any time at the event site.

D. No visible alcoholic beverages will be allowed on the event site during competition. The use of alcoholic beverages and illegal drugs is prohibited at all times. Violators will be disqualified from the event. Anyone found to be under the influence will be disqualified without refund.

E. Drivers will be held responsible for the actions of their crew and guests.

F. Any time Formula Junior Karts are competing, no cars will be moving, on course, or in, or near the grid area.

4. Course, Grid and Course Design

A. There may be more than one car on course at a time.

B. No vehicles will be allowed in the Grid area except for the cars being run in the current heat.

C. Two-driver cars will run from the car’s lowest number position in the two-driver lane. It is the responsibility of the second driver to run in the proper order and to insure that at least five minutes or five cars have elapsed from the first driver’s run.

- D. If you need help or need to remove a car from the grid, please coordinate with the Grid Chief or Grid Workers.
- E. The course design may be evaluated by drive through by the Solo Chairperson, Chief Safety Steward, Event Chairperson, or designated driver.
- F. All pylons at and before the start and at and after the finish line, surrounding the timers, will be scored as a "DNF" if displaced per the "down and out" rule.
- G. No fuel containers of any type will be permitted in the grid area without supervision of a grid worker and a fire extinguisher readily available. The Formula Jr. Kart grid is an exception to this rule. A fire extinguisher and water supply will always be available in the kart grid area.
- H. Drivers are expected to stay with their vehicles in the grid area and may be eliminated from a run if their absence results in a delay of the event.

5. **Protests and Appeals**

- A. Protests and appeals must be written and specific, pursuant to Section 8 of the SIIR
- B. The Protest and Appeals Committee is appointed by the Solo Chairperson from members who are knowledgeable competitors. Such committee(s) will not include the Event Chairperson or the Solo Chairperson.
- C. A final appeal is available and must be submitted to the OVR Board of Directors.
- D. Fees are as follows: Protest - \$20.00 Appeals - \$20.00 OVR Board Appeal - \$75.00

6. **Karting and Formula Junior Driver's Program**

- A. The Formula Junior Driving Program is fully supported by OVR. All Formula Junior drivers will be familiar with the provisions and guidelines set forth in the OVR Karting Guidelines published under a separate cover, as well as the WKA and SCCA Rule Books.
- B. While the karts are running, no full-bodied cars will be on course or moving in the grid area.
- C. Event Procedures for the running of karts. Karts will be assigned a run/work group each morning. After the last full bodied car in the group has run and returned to its grid location, the karts will take the course. The Youth Steward, Safety Steward and Grid Workers will coordinate to insure that the karts are safely directed around or through the grid area during their runs. Generally speaking, the karts will be run in numerical order by class in the following order: Shifter Karts, 100CC Adults, FJB, FJA, FJ4, FJ3, FJ2, FJ1 and FJK. The Formula Junior Youth Steward may deviate from the order above to allow for two-driver karts, or new drivers that might be significantly slower than others in their class.

7. **OVR Novice Driver Program**

- ~~A.~~ A driver who has participated in fewer than three (3) SCCA events in the last ten (10) years will be eligible to enter the program for the current year.
- B. Drivers will be responsible for declaring their novice status at each event by signing up as a novice competitor at registration.
- C. Novice drivers will compete against each other on a handicap basis utilizing the current PAX index.
- D. The novice class is a separate trophy class. Novice drivers will also be eligible for regular trophies in their respective classes.
- E. The Amy Pickering Solo II Novice Driver of the Year Award is a rotating award that will be given to the Solo II Driver who has exhibited the most improvement over the course of his or her first year as a Solo II competitor. Amy Pickering grew up in the SCCA family. After getting her driver's license, she impressed her fellow competitors with her driving skill, ability to learn and enthusiasm for the sport. Amy died shortly after concluding her first year as a Solo II competitor. In an effort to help fill this void, a Memorial Award was created in her memory in 1988. Additional attributes considered for this award include enthusiasm for the sport and support of the region.
- F. To be eligible a novice must be an OVR/SCCA member in good standing and compete in at least six (6) of the regular season points events.

G. The winner of this award is determined by a voting committee made up of the Solo Chairperson and two ineligible experienced drivers, usually the Novice Coordinator.

8. OVR Solo Driver of the Year

A. To be eligible to be considered for Driver of the Year an entrant must be an OVR/SCCA member in good standing and compete in at least six (6) of the regular season points events as an OVR/SCCA member.

B. The Driver of the Year Award originated in 1968, and is a rotating cup that is presented to the individual who has demonstrated outstanding driving achievements, and met certain criteria such as winning his or her class at the local level, and by competing on divisional and national levels. Selection will be based on the driver's track performance, as well as his/her support of the region and a positive representation when competing outside of OVR.

C. Will be selected by a voting committee made up of the Solo Chairperson and two ineligible experienced drivers.

9. Stanberry Cup Event & Award

A. The Stanberry Cup Event & Award were started in 2002. These programs were created in memory of Lynn Stanberry and to recognize her support of OVR's Solo II program, even while she was very ill. It was Lynn's desire to see more women involved in motorsports. The Stanberry Cup Award is a rotating cup that was developed to recognize a female member of OVR who's active participation, whether through competition, promotion or support of OVR's events, furthers the Solo II program. This award is voted upon by the Solo Chairman and the program Chiefs.

B. The Solo program has also dedicated its energy to supporting programs that increase breast cancer awareness, education and research. "Extra" funds that are raised by the program will be dedicated to the Stanberry Cancer Fund. At least one October Event will be dedicated to a fund-raiser event in support of the Stanberry Cancer Fund.

10. OVR Season Class Championship

A. Each class will have a season champion if entries warrant.

B. To be eligible to be considered for a class championship, an entrant must be an OVR/SCCA member in good standing and compete in at least six (6) of the regular season points events as an OVR/SCCA member.

C. Points will be awarded to members relative to the official class winning times. To calculate the total points earned during the season, we will considered the best eight (8) events during the season.

D. Event points are not transferable between classes

E. Points = $100(900 * (\text{competitors time} - \text{class winner time} / \text{class winners time}))$.

Points are whole numbers; fractions will be rounded to the nearest whole number

The maximum points awarded for a non-winner is 99 points.

The minimum number of points awarded to any competitor is 25 points

Single car classes will be awarded 70 points.

F. In the case of a tie, points are calculated without rounding to the nearest whole number.

11. Governor's Cup

Governor's Cup will be a special event and covered by a separate supplemental.

12. Waivers for Minors

A. Parents or legal guardians must sign a minor waiver for each minor attending an event.

B. Two terms of waiver are available. A one-day waiver, valid for that event only and an annual waiver. All minor waivers must be witnessed by a Registrar. Minors do not sign the adult waiver.

C. Only one parent or legal guardian signature is needed on a one-day waiver to allow a minor to attend an event.

D. A waiver must be signed by both parents or all legal guardians before a minor can

compete at the event or be permitted in designated "hot" areas. (Specifically, minor drivers in the Formula Junior Kart Program, minors age 12 and over who wish to be passengers in competing cars or in "hot" areas and any competing licensed driver under the age of 18.) Minors with signed waivers allowing them in hot areas will be issued a special wristband.

E. Annual waivers must be signed by both parents and all legal guardians. The waiver must state "All SCCA Events and All Dates" to be valid. A new waiver form must be signed each calendar year. A yellow "Rally/Solo Minor ID" card may be issued to designate the Region has a signed waiver on file. A processing fee of \$5.00 may be charged. A single-parent may be asked to provide a copy of a death certificate or sole-custody statement to accompany the original waiver document. In the case of "shared custody" both parent's signatures are required on the waiver. Participating minors with signed waivers will be issued a special wristband.

F. A minor attending the event without his/her parents or legal guardians may bring a signed waiver to the event. Blank waivers are available from the Registrar. Waivers are also available online at www.scca.org and must be completed in duplicate and printed in red and black to be accepted. Waivers must be presented to the Registrar to be witnessed. Minors will not be permitted on the event site without a waiver signed by a parent or guardian. The region may require that the waiver be notarized.

G. Club Racing 2006 Minor ID cards permit the minor to be in non-hot areas only at Solo events. A separate waiver is required for participating minors as detailed in section 12.D.

13. Sound Control

A. In an effort to help insure that the region continues its good neighbor policies that enable us to get and retain premium sites, OVR will continue to enforce sound control regulation. OVR feels the equipment being utilized is of sufficient quality and accuracy. Any competitor desiring to debate the accuracy of our equipment must first calibrate and donate equipment of greater quality to the region before submitting their appeal.

B. The sound level of each vehicle will be measured at the fastest "under power" portion of the track at a distance of 100'.

C. Any sound level produced and measured by any vehicle that is equal to or greater than 98db at 100' will be found in violation of the OVR sound limitations.

D. All vehicles exceeding 96db will be logged by the sound control workers and posted at the conclusion of each heat.

E. Any time a vehicle produced sound that is measuring 98db or more will be immediately logged and reported to the Event Chairman or Chief Tech Inspector by radio. The event official will advise the entrants of the vehicle that they are in violation of OVR's sound regulations.

Should any vehicle be measured a second time in excess of 98db, the Event Chair or Chief Tech Inspector will advise the participants that they:

1. Will not be entitled to any more runs, unless they can prove that an acceptable effort has been made to bring the vehicle into compliance,

2. All times recorded prior to the violation will be changed and recorded as DSQ (disqualified).

H. Violations of the Sound Control Standards do not warrant a refund of entry fees, all decisions are final, and are not eligible for protest.

14. Annual Tech Inspection

OVR will support an annual tech inspection process based on a calendar year. Under this program, cars of eligible SCCA/OVR members will be inspected annually for technical safety and preparation for Solo II competition. After the Annual Tech is completed the competitor is responsible for verifying that the car remains in compliance with Section 3.3 of the 2006 Solo Rule book. If there is a change in the condition of the car during the year, such as damage or

significant modification, the competitor is responsible to obtain a re-inspection before competing in the next event. Any car may, at the discretion of the Chief Tech Inspector, be re-inspected at any time.

A. To be eligible to participate in the Annual Tech program the owner of the vehicle must be 1) a Current SCCA Member, 2) judged responsible, skilled and capable of insuring the vehicle is safe for competition, 3) possess a current rule book and:

1. Must have three years as an active competitor with OVR, or
2. have documented, on the back inside of his/her rule book, 12 OVR event tech inspections, or
3. been eligible in the prior year, or
4. receive a waiver from the Chief Tech Inspector supporting equivalent experience in other SCCA regions.

B. To verify that an annual tech inspection has been completed, an Annual Tech Card will be issued and a decal will be placed in the lower left-hand corner of the windshield. Should the decal become lost, the Annual Tech Card will serve as proof of the inspection and another one issued.

C. Annual Tech Inspections may be accomplished at any time during the season that a competitor becomes eligible, or decides to participate. The Inspections will be conducted by appointment at each event, and signup sheets with appointment times will be displayed in the registration area.

D. Rulebook entries verifying the successful completion of an inspection may only be authorized and signed by the OVR Chief Tech Inspector, or his Designee, in his absence.

15. Miscellaneous Topics

A. Pets must be enclosed in a vehicle or on a leash at all times. No pets are permitted in the grid and staging areas. Do not allow your pet to relieve him/herself without properly disposing of the items left behind. No pets will be left unattended in public areas.

B. Driver's Meetings are mandatory. Failure to attend a mandatory driver's meeting will waive the competitor's right to protest for that event and lead to disqualification for any timed runs made by the competitor.

C. For regional competition, OVR will provide an Adult 100cc Yamaha class. This class basically mirrors the WKA Manufacturers Cup, Section 200.

D. Children under the age of 5 years are to be in the hand of someone at least 16 years old. Under no circumstances are children under the age of 12 permitted in the grid and staging areas, except for Junior Kart Drivers during and in preparation for their heat.

E. Overnight camping is not permitted on the event site without prior approval of the Solo Chair

F. Any competitor or spectator found to be littering, defacing, or damaging property belonging to OVR, its sponsors, or event site owners can be disqualified and/or ejected from the event site, and penalties applied at the discretion of the Solo Chairperson.

G. The Solo Chair and/or Registrar will maintain an e-mail list to help keep participants informed of schedule changes, etc. Participants are encouraged to regularly visit the Region web site at www.ovr-scca.org and are invited to join the unofficial discussions with other OVR members at www.autocrossforum.com.

H. Information gathered, such as names and addresses will only be shared within the region and National Offices of the SCCA.

I. Smoking is not permitted on the grid or staging areas.

16. If you have any problems feel free to contact a Committee Member listed on the OVR Web_Site at www.ovr-scca.org.

2006 Ohio Valley Region Formula Jr Kart Regulations

For 2006, the SCCA has made some changes to the Formula JR kart program. The junior program will be broken into only two nationally recognized classes, FJA and FJB. Briefly, the FJA category comprises of drivers from 12-15 year old and FJB will be for drivers 8-11. Engine type (2 cycle or 4 cycle) will no longer be a consideration for national event classifications. The KAC will place all approved engines into the FJA and B categories based on performance parity. It is our understanding that no current engines will be affected and new engines will be classified as they are introduced. The KAC recognizes that most junior activity is at the regional level and it is up to each region to determine if sub classes will still be used. In OVR we will continue to support FJK thru FJ4 classes. These are fully covered by the insurance policy because they are sub sets of karts approved for FJA and FJB. It is my belief that it is in the best interest of the club to do so because of a current lack of parity of the 2 cycle and 4 cycle engines used in these classes. If you travel outside our local club races you will most likely have to compete in either FJA or FJB based on age and regardless of your engine type. I believe that our club has an excellent informal peer mentoring system with our existing classes. If you observe our younger karters, they listen very closely to their older peers. They quickly learn additional hints and experiences that the older competitors are willing to share from when they were younger. I believe it also helps the older competitors because they start analyzing their successes and performance in order to pass down that knowledge. I believe the new classification from the KAC is an attempt to duplicate this success in other areas. They may be hard pressed to do so if the engine/chassis combinations do not have parity within each age group because of the new classification. This year I hope to become more involved with the KAC. I see this as a critical path to developing drivers for the future. With our current insurance policies, it is possible for a driver to have 10 years of autocross experience before they ever compete in a car! We have seen the success of one of our graduates in the form of Cory Fergus. Hopefully with input from our region and others, we can continue to improve the program, bring in new participants and help guide the rules decisions going forward. I look forward to another successful year in 2006 for the OVR Formula Jr program

The Ohio Valley Region follows the rules and classifications that appear in the most recent edition of the Solo Rule Book. Competitors should note that the current Rule Book might be changed by SCCA during the course of a season. Such changes appear in the Fastrack News in the SCCA Garage section of SCCA.com. It is the Region's intention to create a fun, safe and level playing field for both Junior and Adult Kart Drivers. The following material summarizes the karting rules and sets out the guidelines and rules that govern the karting program. In order to promote and maintain the Region's objectives, it may enact Supplemental Regulations.

Formula Junior Driving Program

The rules for Junior Drivers and their karts are found in Section 19 and Appendices G and H of the 2006 Solo Rule Book. Competitors or their families are expected to have a copy of the Rule Book and be familiar with its contents. More detailed material is found in the WKA Technical Manual under sections 100, 200, 250 500, 550, 600, 700, 750, and 900. We recommend competitors also obtain a copy of the Technical Manual and be familiar with its contents. Copies of the WKA Technical Manual are \$20 and may be purchased online at: www.worldkarting.com. All drivers who are competing for points must drive a kart for which he or she is age eligible and which is in compliance with the Rules.

Driver Eligibility – Safety is the Region’s primary concern. Before being allowed to compete, a Junior Driver must be approved by the Region’s Youth Steward. A Junior Driver’s experience, maturity, discipline and skill level will all be considerations in determining whether a child may be allowed to compete, or continue to compete. OVR Formula Juniors age 8 through 11 compete in FJB (FJ1 or FJ3). Junior Drivers from the ages of 12 through 15 compete In FJB (FJ2 and FJ4). Additionally, OVR has been approved to participate in the pilot program that allows 5-7 year-olds to complete in Cadet Karts with 3hp engines per Section 900 of the 2006 WKA rules. The OVR class designation shall be FJK. The class in which a Junior Driver competes during the current calendar year is determined by the age that Driver was on December 25th of the preceding year. For example, a Driver who turns 16 in February of the current calendar year may compete in FJA(FJ2 or FJ4) during the current year, because that Driver was 15 on December 25th of the previous year, which is the date that determines eligibility. If, during the season, a Junior Driver has a birthday that would enable such Driver to move up to an “older” class, that Driver may move up at the time of their birthday. Once a Junior Driver moves up, they may not return to the younger group. Each Junior Driver must be an SCCA member, provide a current minor waiver in compliance with SCCA requirements, participate in the Junior Driver’s meeting and course walk, complete at least one additional course walk and a worker’s assignment as approved by the Region’s Youth Steward. Failure to provide a waiver or attend the driver’s meeting or course walks will result in the Driver not being allowed to compete. Failure to complete a satisfactory work assignment will result in disqualification from the event, with no points or awards. An adult must accompany competing Minors for the duration of the event.

Kart Eligibility – Ohio Valley Region uses the WKA Technical Manual and the Solo Rule Book to determine a kart’s eligibility. All Junior Drivers and their families must be familiar with both books and present a kart that complies with the rules for FJA(FJ2, FJ4), FJB(FJ1, FJ3) or FJK in order to compete for points and trophies.

Numbers shall be displayed on the front, rear and both sides of the kart. In no case shall the numbers be smaller than 6” in height and ¾” in stroke, with a high-contrast color and background.

FJA(FJ1) & FJB(FJ2) Karts (4 cycle) - are described in SCCA Solo Rule Book, Section 19.2A.1 and 19.2.b.1 and in Sections 250, 700 and 750 of the WKA Technical Manual. Where there is a conflict or confusion between the two books, the SCCA Rules are to be followed. The nose cone for the bodywork should be of a “sports car” design; see Figures

258.2-5 in the WKA Tech Manual, not CIK style (see Figure 208). Side pods are to have flat sides which may match to the nose cone, but which otherwise are not to have a top or bottom. CIK style side pods and nose cones are not compliant (see Figure 208 for CIK style) with the WKA rules. Notwithstanding the WKA rules concerning bodywork noted above, OVR will allow alternate bodywork, provided that the OVR Youth Steward and Safety Steward determine that the bodywork consists of a nose cone and side panels/pods, provides adequate driver protection and does not give a competitive advantage. For example, OVR will allow CIK bodywork on a FJ1 or FJ2 kart, provided that it consisted of a nose cone, side pods and steering fairing.

FJB(FJ3) & FJA(FJ4) Karts (2 cycle) – are described in SCCA Solo Rule Book, Section 19.2A.2 and 19.2.B.2 and in Sections 200, 500, 550 and 600 of the WKA Tech Manual. Where there is any conflict or confusion between the two books, the SCCA Rules are to be followed. Competitors should pay particular attention to the specified carburetors and exhausts. Due to significant performance differences, the use of a non-specified carburetor or exhaust will result in the kart being prevented from competing, at the discretion of the Youth Steward (considering factors of experience and safety). The bodywork is to be CIK style, as depicted in Figure 208 of the WKA Manual, and consist of side pods, nose cone and steering fairing. Notwithstanding the WKA rules concerning bodywork noted above, OVR will allow alternate bodywork, provided that the OVR Youth Steward and safety steward determine that the bodywork consists of a nose cone and side panels/pods, provides adequate driver protection and does not give a competitive advantage. For example, OVR will allow bodywork depicted under section 250 of the WKA Technical Manual, which is intended for Briggs powered Gold Cup karts.

Safety – Junior Drivers are expected to follow the directions of the Youth Steward and should remain in the area designated as the kart grid at all times. Except during the course walk, Junior Drivers less than 12 years of age are not allowed on the course, in the grid or any hot area, unless they are in their kart for their runs. All Junior Drivers must be able to learn and drive the course, know how to turn off their engine and display the ability to safely drive their kart. All Junior Drivers must wear a neck brace designed for motor sports, gloves, a full face helmet with shield that complies with Solo Rules section 4.3.1 (current required Snell rating), shoes, socks and a drivers suit, or: full length pants and a long sleeve, abrasive resistant jacket. WKA Technical Manual section 100 provides additional safety information.

Note - Junior Drivers and their families should pay particular attention to the required combined weight of their kart and driver, as SCCA Solo Rules impose significant time penalties for competitors who are underweight. OVR will provide the official scales at each event. As part of the tech inspection, the driver and their kart must meet the minimum weight and may be weighed after every run at the direction of the Youth Steward. This is a pass/fail criteria. Actual weights can be provided at the competitor's request. Also, note that specific tire sizes are required (6.00 x 11.0-5 Rears; 4.50 x 10-5 Fronts), which may be smaller and narrower than those allowed in adult classes. Tire compound is restricted to Bridgestone YHC or other manufacturer's models with a durometer reading of 58 or higher. A list of approved tires will be maintained by the youth steward. If a tire is not included on the list, the competitor must provide proof that the tires meets a durometer reading of 58 or higher.

Required Weights

FJB

FJ1 – Briggs Raptor Gas – 245, Methanol - 250
Methanol – 285

FJ3 — KT100 - 250 Briggs WF – 275 —Comer K80—250 FJ4 – KT100 - 295, Briggs WF - 275

FJK – 125

F125- 385

F100-360, with front brakes 385

FJA

FJ2 – Briggs Raptor Gas – 280,

Adult Karts

In recognition of the significant disparity in performance between some centrifugal clutch karts and shifter and special powered (i.e. Rotax) karts, OVR will provide two classes for karts driven by adults: F125 and F100. All competitors must comply with the Solo Rules and the specifications contained in the WKA Technical Manual. Numbers are to be displayed on the front, rear and both sides of the kart. In no case may the numbers be smaller than 6" height with 3/4" stroke, with a high-contrast color and background. Tire sizes shall be those specified in the WKA Technical Manual. Tire type, manufacturer and compound are open.

F100 - Drivers must be 16 years of age or older. Eligible karts include those specified in the WKA Technical Manual sections 214.8 through 214.15, sections 264.1, 264.2, 264.6, 264.8, 264.9, 264.10, 264.11, 362.1, 362.4, 362.5, 362.6, 362.10. This class is intended to accommodate Yamaha 100cc and comparably powered karts with can or pipe exhausts. Minimum weights will be as set out in the SCCA Solo Rule Book or the WKA Technical Manual, for the actual or comparable class of kart. Bodywork should be as required in the WKA Technical Manual, except that alternate bodywork may be allowed, as outlined in the Youth Drivers section, above. Tire and wheel size, tire type and manufacturer, carburetors and exhausts are open. Centrifugal clutches are required and may be wet or dry.

F125 - Drivers must be 16 years of age or older. Karts eligible for this class include those specified in the 2006 Solo rulebook section 19.1. Minimum weights will be as set out in the SCCA Solo Rule Book or the WKA Technical Manual, for the actual or comparable class of kart. Bodywork should be as required in the WKA Technical Manual, except that alternate bodywork may be allowed, as outlined in the Youth Drivers section, above.

Ohio Valley Region, Sports Car Club of America 2006 GOVERNOR'S CUP SUPPLEMENTAL REGULATIONS

Governor's Cup is sanctioned by the Sports Car Club of America (SCCA) and hosted by the Ohio Valley Region.

The following supplemental regulations merely clarify points not completely covered in the Solo rules and OVR Supplemental Regulations for the 2006 season.

Only OVR members are eligible to compete in the Governor's Cup portion of the event.

On-site registration Friday Night and Saturday will be limited to 30 entries. Due to the early start No on-site registrations will be accepted on Sunday

This will be a double-points weekend and count as two separate events toward the season championship. Saturday will be a "normal" event and scored as Points Event #7. Sunday will be a separate event, consist of three or four timed runs in the morning, and scored as Points Event #8.

To determine the competitor's eligibility for the Governor's Cup on Sunday afternoon, we will use the Sunday times only to determine the class winners that are eligible for the Governors Cup Run Off.

The runoff field will consist of 64 cars filled as follows:

The winners of each open and ladies class recognized by SCCA or OVR with entrants in the event as determined above.

Slots remaining will be filled with competitors not included above, based on fastest PAX indexed times from Sunday's Event.

Each of the 64 entrants will be given one run. Based on their PAX calculated times, the 32 fastest drivers will advance to the next round. **Those eliminated will be designated as workers for the balance of the event. Entrants that fail to work will lose all the points earned in Event #8.**

The 32 advancing entrants will be given one run. Based on their PAX calculated times, the "Sweet 16" fastest drivers will advance to the next round.

Those eliminated will be designated as workers for the balance of the event. Entrants that fail to work will lose all the points earned in Event #8.

The "Sweet 16" will have earned a position in the Governor's Cup Finalists bracket. This will be similar to the bracket format for ProSolo as outlined on page 145 of the Solo Rulebook. The initial pairings will be determined by random draw from a hat. As each name is pulled the 16 bracket positions will be filled starting at the top of the bracket and moving in descending order. The drivers will make their runs in that order.

Two driver cars may have to run out of the planned order during the bracket portion of the competition. However, if the system determines that driver "A" runs before driver "B" they will have to follow that order in their car.

Entry Fee for the weekend will be \$45 for members and \$55 for non-members. Entry fees for Saturday or Sunday only will be \$30 for members and \$35 for non-members. Karts and Chiefs will be \$30 for the weekend and \$20 for Saturday or Sunday only. No credits may be used for this event. The Party will be hosted by Autobody Specialists and Appearance Automotive. Door prize drawing will be held at the Party. Additional party reservations may be purchased at a cost of \$5.00 per person.

The weekend schedule is as follows:

Saturday

7-8:30 Late Tech & Registration Check-in
7:30-9 Course Open for Walking
7-9 Worker Assignment Check-in
8:30-9 Novice Course Walk & Meeting
8:30-9 Formula Jr Course Walk & Meeting
9:10-9:30 Mandatory Driver's Meeting
9:30 1st Heat Workers report
9:30AM 1st Heat Drivers report to grid
9:35AM First Car on Course

Sunday

7-8 Tech and Registration Check-in
7-8:25 Course open for walking
8:30 - First car on course
After regular runs - Gov Cup

Trophies will be presented Saturday and Sunday

Door prizes Saturday evening at the Party
Ticket holder must be present to win.
Worker prize drawings Sunday

2006 OVR RallyCross Series Supplemental Rules

March 15, 2006

These rules are in addition to or in clarification of the 2006 SCCA RallyCross Rules.
<http://www.scca.org/FileLibrary/File/2006RallyCrossRules.pdf>

I. Entrants

All licensed drivers are eligible to enter. Those with learners or "Temps" are ineligible. Drivers under 18 years of age must have a signed waiver by legal guardian or parent. Entrants may enter only once per event.

All entrants will work the event or face a DSQ.

Attendance at the drivers meeting is mandatory, failure to attend will result in a DSQ. Time and place of Driver's Meeting will be posted or announced at registration.

Cars may have multiple drivers.

Co-drivers (passengers) are allowed (age 12 or over, per SCCA RallyCross Rule 5.2.C).

Everyone connected (drivers, workers, spectators, etc.) with the event must sign a waiver and wear the provided wrist band in plain view.

If a minor waiver is required please follow directions on SCCA's website for waiver requirements.

Fee is \$25 for SCCA Members and \$30 for Non-SCCA.

II. Eligible Vehicles

The event is open to all fixed roof production based vehicles that pass tech inspection. No lifted trucks or SUV's. Stock ride height trucks and SUV's will be eligible dependent on present conditions as they are more prone to rollovers. See Rule 6.1 in the 2006 National RallyCross Rules. Other vehicles will depend on if the chairman, tech inspector, and safety steward deem them acceptable or unacceptable for a rallycross (ex: SAE Baja, vehicles with proper rollover safety equipment such as roll cage, window nets, and arm restraints). Remember SAFETY is our #1 concern!

III. Tech Inspection.

Each vehicle entered must pass safety inspection per the SCCA RallyCross 2006 Rules.

IV. Classes (refer to National RallyCross Rules Section 6.2 for further clarifications).

SR - Stock Rear 2wd. Any DOT tire including snow tires.

SF - Stock Front 2wd. Any DOT tire including snow tires.

SA – Stock All Wheel Drive. Any DOT tire including snow tires.

PR - Prepared Rear Wheel Drive. Any tire including Rally tires.

PF - Prepared Front Wheel Drive. Any tire including Rally tires.

PA – Prepared All Wheel Drive. Any tire including Rally tires.

M2 - 2wd Modified. Any engine, transmission, body work and tire.

M4 - 4wd Modified, Any engine, transmission, body work and tire.

Note: Competitors are responsible for proper classification of their vehicles. Please ask if you are unclear of the class your vehicle belongs in.

V. Awards & Series Points

Class Awards will be presented in each Class after each event to the top 3 scoring drivers per Class.

Overall Awards will be presented after each event to the top 3 drivers at the event.

Each participant will receive points toward Year End Awards. As follows:

1st = 20, 2nd = 16, 3rd = 13, 4th = 11, 5th = 9, 6th = 7, 7th = 6, 8th = 5, 9th = 4, 10th = 3, 11th = 2, 12th and higher = 1.

You must run a minimum of 3 events in a particular class to be eligible for year-end awards in that class. The best 4 of 6 will be counted for overall score.

You must be a member of the Ohio Valley Region of SCCA to be eligible for year end awards.

VI. Scoring

All timed runs minus your slowest time will be added together to arrive at your total score for the event. Lowest time is the winner per class and overall. If two distinct courses are utilized your slowest time from each course will be dropped.

Each pylon that is displaced will be 2 seconds, or 3/100 minute penalty depending on the clock system in use for that event.

Each pylon displaced after the finish line will be assessed a 30 second or 50/100 minute penalty.

2 seconds (3/100m) for vehicle on course with windows down more than 1" without nets.

2 seconds (3/100m) for vehicle on course with sunroof open.

If you are off course and do not reenter properly, you will receive a DNF for that run.

A DNF will be scored as the slowest timed run in class plus 15 seconds (25/100m)

VII. Course

You may walk through the course prior to the start of the event or during the lunch break.

Parade laps may be taken prior to a heat due to course complexity, but will not be mandatory. Announcement on Parade Laps will be made at the Driver's Meeting.

VIII. The Event Site – Hoover's Field

The houses and immediate areas are off limits to competitors. If you need something ask a series official for guidance.

Do not park in the drives to the houses or otherwise obstruct their use.

Please do not visit the site prior to the event date.

OVR will attempt to place directional signs at key intersections to aid locating site.

OVR RallyCross 2006 Standard Event Day Schedule

8:30-10:00 am Registration

8:30-10:00 am Course open for walking

10:00 am Drivers meeting

10:15 am Heat 1 (3+ runs)

12:30-1:15 pm Lunch break

1:15 pm Heat 2 (3+ runs)

3:15 pm Cleanup and trophies



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SOLO II NEWS

We are now ready to accept registrations.

We are using **dlbracing.com** to process all of our online registrations, permanent numbers and all of our downloading for 2006.

This site allows us administratively do a lot more than in the past and it will look a little different to you.

This site is email address driven. Every competitor will need an **unique** email address. This means you **cannot** register your co-driver or another family member with your email address. Most Internet service providers allow more than one address per account, or you can easily get a free email address with hotmail, yahoo, etc.

Step One: Sign up for a Permanent Reserved Number. This is a new system - your number from last year will not automatically be reserved for you. Numbers will be reserved first-come, first served. (Those of you who registered before the site was ready - your number is not registered as permanent. **You** will have to register the number as permanent. We cannot do it for you)

Go to the following site to reserve your number.

<http://www.dlbracing.com/clubs/numbers.aspx?Max=599&SC=true&ClubID=96>

Step Two: **After** you have registered your number, **then** go to www.dlbracing.com. Setup your garage and profile, and then register for any events.

NOTE: DLB allows you to register with your real name or a nickname. If you choose to use a nickname, the online entry list will not identify you by name and the results, and points list will also use your nickname.

Entrants have the option using Paypal or mailing a check (made out to OVR-SCCA) to Becky Wollenslegel, 431 Whitehall Dr., Columbus, Ohio 43213-1956.

Unpaid entries will be canceled if payment is not received by the closing of registration.

If you experience any problems, let Craig know by email or phone 614.237.7098

1-Apr	Limited Test n Tune	Cooper Note #1
2-Apr	Test n Tune #2	Cooper
29-Apr	OVR Driver's School	OSU Note #2
30-Apr	Points #1	OSU
13-May	Test n Tune, The Ohio Challenge	Cooper Note #3
14-May	Points #2, The Ohio Challenge	Cooper
28-May	Points #3	OSU
10-Jun	Evo. Driver's School, Phase 1 or 2	Cooper Note #4
11-Jun	Points #4	Cooper
28-Jun	OVR Socializer, Clippers Game	Cooper
9-July	Points #5	OSU

29-Jul	Points #6, Governor's Cup	Cooper
30-Jul	Points #7, Governor's Cup	Cooper Note #5
20-Aug	Points #8	Cooper
3-Sep	Points #9	OSU
8-Oct	Points #10	Cooper
22-Oct	Points #11, Stanberry Cup	OSU
5-Nov	Fun Event	Cooper

Note #1 - Entries are limited to 50 and ABSOLUTELY NO ON-SITE REGISTRATIONS will be accepted. This event will be run in a manner that will allow entrants the time to work on the car, make adjustments, change settings or equipment and make another run. It is intended to be a real day of testing and tuning, not just seat time. To allow optimal time for making changes and adjustments, the day will be divided into 1.5 hour segments with each participant working the course for one 1.5 hour segment during the day. Karts will also be accepted for this event, but will only have one test session for 1 hour during the lunch break for full-bodied car drivers. The cost for this test day will be \$40 per car, and limited to the first 50 cars on a first-come, first-serve basis. The cost for Karters interested in registering for this event will be \$20 and they should contact Andy Bell at 614.847.9921, rather than registering online. Entries are limited to 50 and ABSOLUTELY NO ON-SITE REGISTRATION

Note #2 – Entries are limited to 50 students. ABSOLUTELY NO ON-SITE REGISTRATIONS will be accepted. This school is limited in the number of students to provide a more structured teaching environment, more productive day and a low student/teacher ratio. Our intent is to make this school available for competitors with less than three years experience. Registration for this event will be made through application to Jon Beerman at jbeerma1@Columbus.rr.com. Anyone interested in teaching should also contact Jon Beerman at 614.578-1215. The fee for this year's school will be \$45.00 and include a box lunch provided at the noon break. Entries are limited to 50 students. ABSOLUTELY NO ON-SITE REGISTRATIONS will be accepted.

Note #3 – We have challenged every region in the state to join in what used to be the OVR/WOR Challenge.

The details on how the winning region will be determined are still being ironed out, but this could be one of the best events of the year!

Note #4 – Entries are limited to students in each Phase. ABSOLUTELY NO ON-SITE REGISTRATIONS will be accepted. The total cost of the course is \$225. Interested people should check on-line for any vacancies or contact Jeff Robinson at jrobinson@dispatch.com or Andy Bell at bellboysracing@sbcglobal.net. ABSOLUTELY NO ON-SITE REGISTRATIONS will be accepted.

Note #5 – Our intent again this year is to make the Governor's Cup a "blowout" Solo II weekend. We will have a Friday evening tech, registration and welcome with refreshments, (a late tech will be available on Sat, but there will be no Sunday tech) overnight camping, a Saturday night party, bunches of door prizes and special trophies. Think: Weekend Autocross Party! Registration will be only in advance on-line and close a week before the event.

New Solo 2 Chief

We have a new Chief position to fill this year - we need a Waiver Chief (or a couple co-chiefs). In 2007, this position will be required according to the new rules, so we are starting early. The Waiver Chief will make sure that waiver people are available from 7AM until the last car is through the lights. They will also be responsible for recruiting waiver people, training people on waivers and helping insure that everyone onsite has signed the waiver. If you are interested in this position let Andy know.

According to SCCA, the official description is:

5.5 Chief of Waivers

The Chief of Waivers shall be responsible for ensuring that the waiver function complies with the requirements of the SCCA insurance coverage as regards Solo events.

Specifically, the Chief of Waivers shall ensure that the following are met:

- 1) The waiver function follows the Solo department guidelines.
- 2) All waivers used at an event are correctly signed, witnessed, and completed, including the event designation, location, date, and all required signee and witness information.
- 3) Necessary supplies and equipment are maintained as applicable.
- 4) Waiver workers are on duty from the time the gate or site is opened until the event has been completed.
- 5) Waiver workers have been recruited, trained, and assigned in cooperation with the Chief of Workers.
- 6) Waiver workers are SCCA members.
- 7) Communication is provided between the waiver station(s) and event administration.
- 8) Waivers are properly stored for the number of years required by Solo department guidelines and local laws.

This position shall be filled by an SCCA member. It is strongly recommended that the Chief of Waivers perform no other duties for the event.



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SCCA
50 YEARS OF COMPETITION

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OVR & SCCA Merchandise

Contact: Phil Alspach

SOLO II Rule Books are available for \$20.00 plus \$4.00 (priority mail) or \$2.00 (media/ book rate) shipping and handling; from Phil Alspach (Merchandise) or the Solo Chair.

CLUB RACING RULE BOOKS(GCR): Are now available for \$25.00 to members (\$31.25 for non members), plus \$5.00 (priority mail) or \$3.00 (media/ book rate) for shipping & handling; from Phil Alspach (Merchandise) or Dave Brown (Competition Licensing Chair).

Please make checks/money orders payable to:

OVR-SCCA, Inc.

(Please include \$1.00 for postage and handling unless otherwise noted.)

Mail Orders to:

OVR Merchandise
 c/o Phil Alspach
 44 Forest Ridge Drive
 Columbus, Ohio 43235-1411
 (614) 888-8100

ITEM #	Description	Price
OVR-NT	OVR Name Tag	\$10.00
	Price includes postage	
	Name & Return Address Required	
OVR-50	OVR 3" Square decal w/new checkered flag logo	\$0.50
OVR-HP	OVR Hat Pin	\$1.00
OVR-2	OVR 2 1/4 Decal	\$0.50
OVR-3	OVR Patch	\$1.00
OVR-4	OVR 3 1/2" Decal	\$0.50
OVR-8	OVR 8" Decal	\$1.50
2601	SCCA 8" Wire Wheel Decal	\$2.50
2602	SCCA 4 1/2" Wire Wheel Decal	\$1.30
2603	SCCA 2 1/4" Wire Wheel Decal	\$1.00
2606	Master Switch Off Decal	\$1.00
2607	Fire Extinguisher (Red E) Decal	\$1.00
2608	SCCA Club Racing Decal (3 Required)	\$1.50
2600	SCCA Pro Racing Decal	\$1.50
2614	SCCA 2" Wire Wheel Inside Decal	\$1.75
2620	SCCA Solo 2 (Blue/Red) Decal	\$1.50
2624	SCCA Wire Wheel Logo	\$1.50
3615	SCCA Wire Wheel Patch	\$2.50
3616	SCCA Wire Wheel w/initials Patch	\$2.50
3619	SCCA Initial Patch (Red/White/Blue) Drivers	\$3.00
3637	SCCA Club Racing Patch (Drivers Suit)	\$3.50
3620	SCCA Flagging & Communications Patch	\$3.00
3630	SCCA Initial (Red & Black Jacket Back) Patch	\$3.50
4640	SCCA Wire Wheel Pin (for year tabs)	\$4.00
4655	SCCA Initial Pin (rectangular) Cloisonne	\$3.00
	The following can not be mailed due to size, weight, or fragility:	
1500	SCCA Winshield Decal wide (special order)	\$5.25
	CLOSEOUT! Act Quickly!	
	Not available much longer!	
2622	SCCA Generic Decal	\$1.50
	OVR New Logo Apparel (50th Anniversary)	
	Add \$3.00 shipping & handling PER ITEM:	
One Sz	OVR BaseBall Cap	\$7.00
M/L/XL	OVR Polo/ White	\$20.00
XXL	OVR Polo/ White	\$21.00
XXXL	OVR Polo/ White	\$22.00
XXXXL	OVR Polo/ White	\$23.00
M/L/XL	OVR Denim Button Down	\$25.00
XXL	OVR Denim Button Down	\$26.00
XXXL	OVR Denim Button Down	\$27.00
M/L/XL	OVR T shirt/ black	\$7.00
	OVR Sweatshirts	
	Add \$5.00 S&H PER ITEM	
M/L/XL	OVR Sweatshirts	\$20.00
2XL/3XL	OVR Sweatshirts	\$25.00



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DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO EVENTS or OTHER EVENTS
April 15-16				
April 22-23	QUAD@ BHF (D)	QUAD @ BHF (5)	INR @ GM	CCS @ RA
April 29-30			BVR @ BHF	
May 6-7		INDY@ IRP(D) (4)		VSCDA @ GM
May 13-14	NEO @ NL		DET/FWR@GRA	
May 20-21			MIL @ BHF	SVRA @ RA / ALMS @ MO
May 27-28		WMR@GRA (D) (4)		Memorial Day
June 3-4		MIL @ BHF (D) (5)	OVR @ MO	AMA @ RA
June 10-11		DET @ GM (D) (4)		
June 17-18		MIL @ RA (D) (5)		VSCDA @ BHF
	MICHIANA @ GM (D)	MICHIANA @ GM (4)		
June 24-25			CHI @ RA	Cleveland Grand Prix
				GRAND AM @ MO
July 1-2		CINCY @ MO (D) (4)		USGP @ INDY
July 8-9		BVR @ BHF (D) (5)	INDY@ IRP	Ferrari @ RA
July 15-16		FWR@MO (D) (4)		BRIC @ RA
July 22-23		MIL @ RA (R)	MIL @ RA	VSCDA @ TBA
		NEO @NL ENDURO (R)		
July 29-30		CHI @ ABJ (D) (5)	NEO @ NL	AMA VINTAGE @ MO
Aug. 5-6				HONDA SUPER CYCLE @ MO
Aug. 12-13			WMR @ GRA	VSCDA@ GRA
Aug. 19-20				ALMS @ RA / VINTAGE GRAND PRIX @ MO
Aug. 26-27		CHI@ RA (D) (5)		
		FWR @ GM (D) (4)		
Sept. 2-3		WMR/LSR @ GRA (D) (4)	NEO @ NL	
		MIL @ MM (D) (5)		
Sept. 9-10		OVR @ MO (D) (4)		
Sept. 16-17				VSCDA @ RA
Sept. 23-24		NEO @ NL (D) (4)		CCWS @ RA
Sept 30-Oct 1		INDY @IRP (D) (4)		
Oct. 7-8		WOR @ MO(D)(4)		
Oct. 14-15			Runoffs @ HPT	
Oct. 21-22				
Oct. 28-29		CHI @ BHF (5)		

ABJ Autobahn JolietB
HF-Blackhawk Farms
BIR-Brainerd Int'l Raceway
GRA-Grattan
GM-GingerMan
IRP-Indianapolis Raceway Park

M-O-Mid Ohio
NL-Nelson Ledges
RA-Road America
WAT-Waterford Hills
MM - Milwaukee Mile

D=Double
R=Restricted
T= Tentative
(4) Area 4
Champ
(5) Area 5
Champ

Classified Ads:

Guidelines: All OVR/SCCA members receive **FREE** ad space in *The Observer's Stand* and on the OVR web site. Non-member classified advertisers will be charged at the rate of \$5.00 per ad, per insertion, payable in advance of the advertisement being published. *Paid* advertisements are designated by a "ppa" at the end of the ad. Advertisements will run for two (2) issues, with the second month distinguished with a (*). Ads will **not** be after two months without specific written, electronic, or telephone instruction from the seller.

Send All Classifieds To:

Mary Jane Berchak
6939 Watkins Road
Delaware, Ohio 43015-9100
740/881-0172
mjberchak@columbus.rr.com

For Sale: 02' Jeep Liberty Sport, 6cyl stick, 4 x 4, 20 mpg. Red, fleet maintained personal buyout, pampered by me, 95K hiwy, all records. Strong, solid, fun, EC. Priced to move \$7800.

Bill Nixon (614) 481-7827*

Tires For Sale: 4 Falken Azenis, 205 x 55 R16. Good Asking \$50. Contact Randy Wilson at (614) 486-6980 or rlwilson91@hotmail.com

*

For Sale: One Richmond Trans in excellent condition. Midget ribcase housing with Hewland gears. Tilton annular throw-out bearing (new last year). Rebuilt last winter by professional racing shop. -new bearings, -new seals, -new Taylor Bronze Dogs -All gears and input shaft REMed (Isotropic finished, Taylor gets over \$1000 to do this for a complete box)*

Six races on trans plus the Run-Offs (I had lots of problems at the Run-Offs so it wasn't run very hard) Asking \$3900 (Just for grins a new Taylor box is \$5500 before the REMed gears)

For more info contact me at

Peter Morton
Peter@nobudgetracing.com
(248) 583-6219*

For Sale: Longacre Hot Lap In Car Timer – Make offer. / 2 each AutoPro neck collars ((1red, 1 blue) - \$5.00 ea. / 4 each, Bridgestone Potenza Re-040, 18" OEM for RX-8, great tread @ \$5.00 ea.*

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 Total Price \$ 28,000 will separate some componets.

Jack T. Anderson
 JTA Racing
 740-412-4276 cell
 740-548-1265 home

Records for Sale --When my Mother died, she left an enormous collection of vinyl phonograph records. So far, my Dad, my sister and I have catalogued nearly 800 of them. There are more to go. There are country, gospel, rock and roll, classical, easy-listening, a little bit of everything. There are 33 1/3's, 45's, and even 78's. Some are in the original covers, many are not. If anyone is looking for a specific recording to fill out a collection, get in touch and we'll see if we can help you. Mary Jane Berchak, (740) 881-0172 or mjberchak@columbus.rr.com.

For Sale:

1 Set of Aluminum rims for 1990's Honda CRX-Si (stock) w/ old street tires, rims in good shape tires need to be replaced. 14" \$200 or best offer

1 Set of Honda Steel rims with BF Goodrich R1 tires, rims are in good shape don't know how good the tires are. 14" \$ 100 or best offer.

Mary Berchak 740-881-0172
mjberchak@columbus.rr.com

For Sale:

1 Set of Aluminum rims 15"x6.5" (5-100mm & 5-115mm w 36mm offset) bolt patterns. I ran them on a '00 Celica GT for Solo 2 only, has old worn out Kumho tires (that need to be replaced) \$200

From ArcaMax.com

Car Dreams

A man went into his shrink's office and says, "Doc, you have got to help me! Every night I keep dreaming that I'm a sports car.

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"Relax", says the doctor, "You're just having an auto-body experience."

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qualified 5th and finished 6th

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#94 Craig Markusic in a Acura
Integra . Qualified 30th and fin-
ished 25th

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