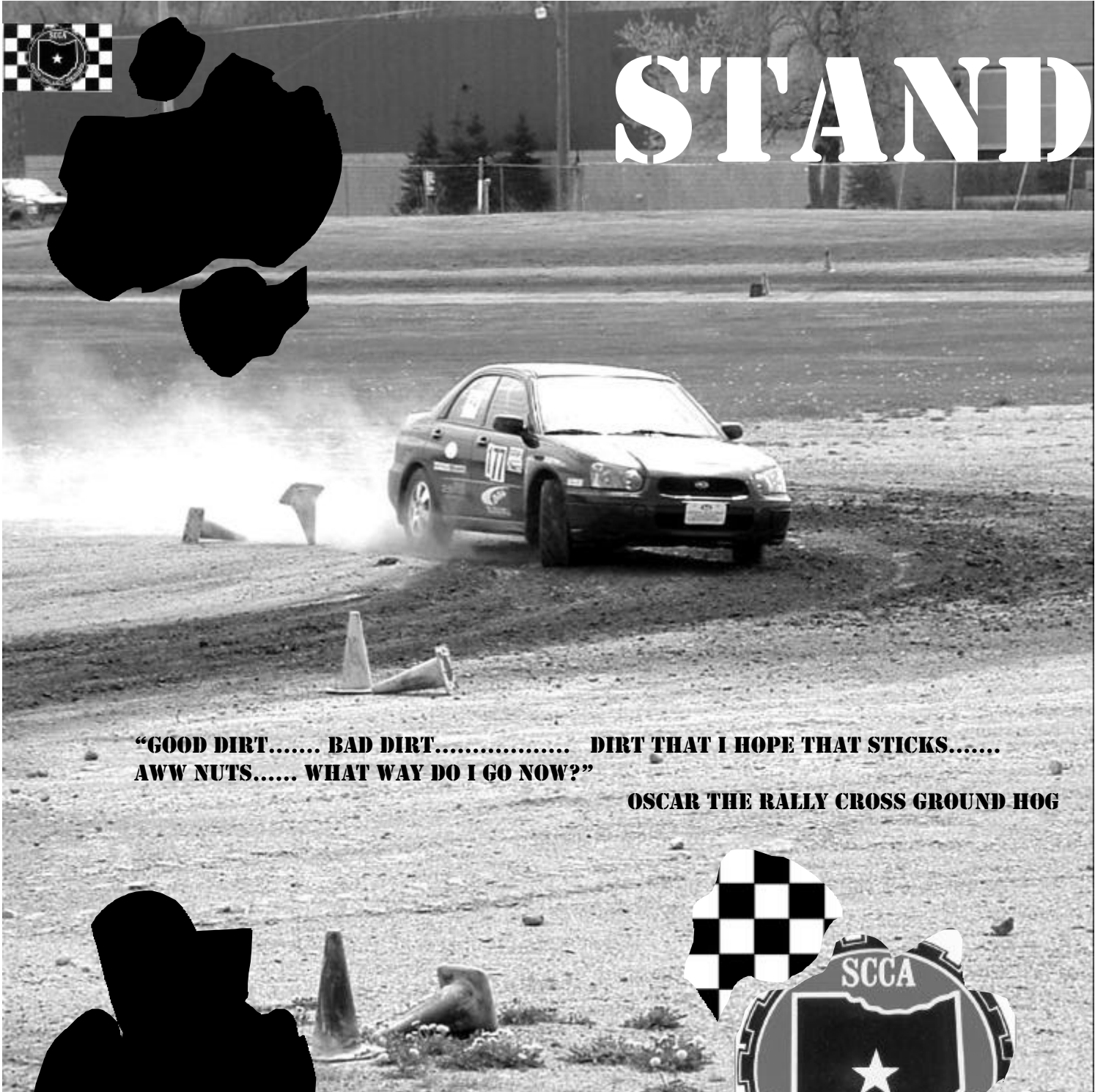


OBSERVER'S

STAND



**“GOOD DIRT..... BAD DIRT..... DIRT THAT I HOPE THAT STICKS.....
AWW NUTS..... WHAT WAY DO I GO NOW?”**

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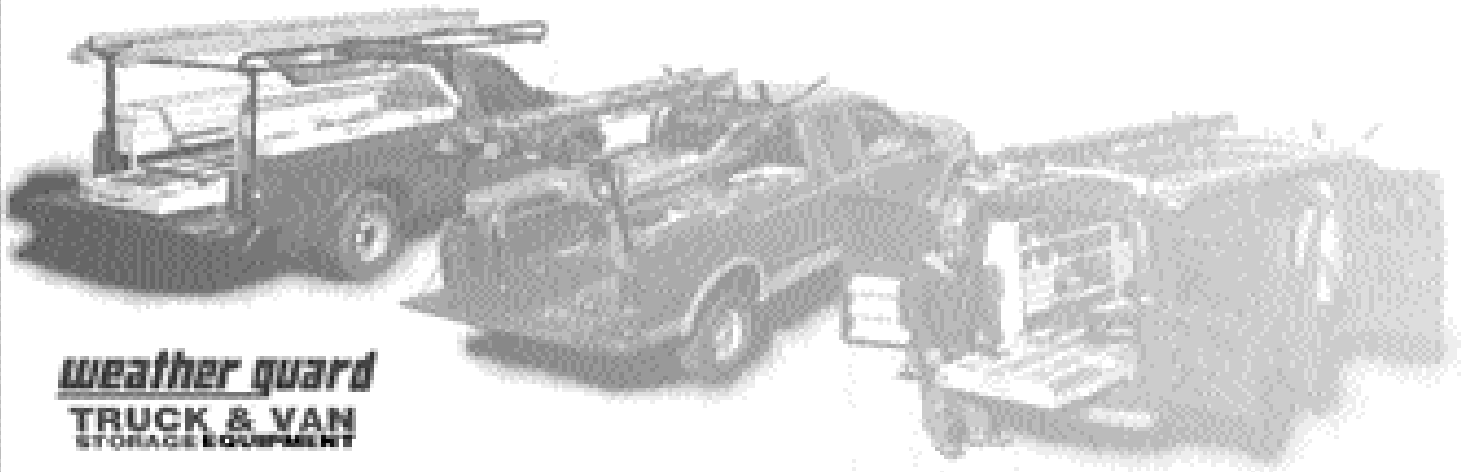
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The Observer's Stand

Volume 51, Number ISSN 1087-9390

OVR Contacts	4
Schedules	7
Board of Directors	11
RE Report	15
Wind Tunnel	16
New Mid-Ohio Track	17
Social Report	21
Social Torque	23
LEC Safety Day	24
On the Road	26
Road Racing Results	27
Solo Reports	28
Roger H. Johnson Solo Report	30
April Solo Results	31
May Solo Results	34
May Rally Cross Results	36
Odds & Ends	37
OVR Merchandise	38
OVR Classified Ads	40

Condolences and Prayers

The list of people to whom the Ohio Valley Region sends its condolences and prayers is not short:

To Shelia Vermeer for the loss of her mother.

To Orion Fairman for the loss of his uncle.

To Becky Wollenslegel for the loss of her aunt.

And there is an addition:

On May 23, Pat Byers told me that Jerry always grabbed *The Observer's Stand* to check and make sure that his obituary wasn't in it.

Sorry, Jerry, although you can't read it, you're in here now. On May 20, 2006, Jerry got the Checkered Flag and is now on his Victory Lap. I can only hope that the Victory Lap is as good as all of the race laps were. You were a joy to know, and we will all miss you.

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DATE	DRIVER'S SCHOOLS	REGIONALS	NATIONALS	SCCA PRO EVENTS or OTHER EVENTS
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
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 Joliet
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

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

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

RALLYCROSS SCHEDULE

OVR's initial RALLYCROSS schedule is:
May 6
Inaugural RallyCross
Hoover's Field
June 17, 18
OVR/WOR RallyCross Challenge
Hoover's Field
August 12
OVR RallyCross Event 4
September 9, 10
OVR Season Ending Events

Central Division Rally Schedule

April 1
Moonlight Monte
May 6
WI Glacier Trails
May 20
Twilight Tour
September 8
POR
October 7
Johnny Appleseed

CENDIV Solo Championship Series Schedule

March 25
Solo Seminar
Andersen Logistics Indianapolis, IN
May 27-28
Area National Tour
Grissom Aeroplex Peru, IN
June 3-4
Area Pro Solo
Grissom Aeroplex Peru, IN
June 10-11
#1 CIR/BVR
Rantoul/Chanute AFB Rantoul, IL
June 17-18
#2 South Bend Region
Grissom Aeroplex Peru, IN
July 1-2
Area National Tour
Miller Park Milwaukee, WI

July 9
#3 Saginaw Valley Region
Wurtsmith Airport Oscoda, MI
July 15-16
#4 Detroit Region
Wurtsmith Airport Oscoda, MI
July 29-30
#5 Indy Region
Grissom Aeroplex Peru, IN
August 19-20
Divisional Championship
Grissom Aeroplex Peru, IN
September 3
#6 Chicago Region
Route 66 Raceway
September 9-10
#7 Cincinnati Region
Ford Sharonville Plant Cincinnati, OH

2006 Socializer Schedule

April 15
Columbus Motor Speedway
1841 Williams Road
Columbus
May 24
"Are you Safe to Race?"
Rooster's
3370 Olentangy River Road
Columbus
June 28
Columbus Clippers Baseball
Cooper Stadium
1155 West Mound Street
Columbus
July 26
Gravity Grand Prix
Gibby's New Albany Grill
29 S. High St.
New Albany
August 16
Columbus Crew Soccer
One Black & Gold Blvd.
Columbus
September 20
Charity Auction
The Winking Lizard Tavern
1380 Bethel Road
Columbus
October 25
Nominations
The Old Spagetti
Warehouse
397 West Broad Street
Columbus
November 29
Elections
Speeds Indoor Karting
New Location TBA

2006 Solo Schedule

Date	Event	Location
June 10	Evo. Drivers School, Phase 1 or 2	Cooper Note #4
June 11	Points # 4	Cooper
July 9	Points # 5	OSU
July 29	Points # 6, Governor's Cup	OSU
July 30	Points # 7, Governor's Cup	OSU Note # 5
August 20	Points # 8	Cooper
September 3	Points # 9	OSU
October 8	Points # 10	Cooper
October 22	Points # 11, Stanberry Cup	OSU
November 5	Fun Event	Cooper

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@dispatsch.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.

L.E.C. Event Schedule

DATE		EVENT	TRACK	REGION
May	13-14	PORSCHE CLUB RACE	MID-OHIO	
	13-14	DRIVER SCHOOL	NELSONS LEDGES	NEO/SBR
	19-20-21	AMERICAN LE MANS	MID-OHIO	
	20-21	DRIVER SCHOOL/REGIONAL	NELSONS LEDGES	SCR
	27-28	NATIONAL	NELSONS LEDGES	MVR
June	3-4	NATIONAL	MID-OHIO	OVR
	10-11	DOUBLE REGIONAL	NELSONS LEDGES	FLR
	17-18	DART KARTS	MID-OHIO	
	23-24-25	GRAND AM	MID-OHIO	
July	1-2	DOUBLE REGIONAL	MID-OHIO	CINCY
	8-9	N A S A REGIONAL	MID-OHIO	
	15-16	DOUBLE REGIONAL	MID-OHIO	FWR
	22-23	12 HR ENDURO	NELSONS LEDGES	NEO
	28-29-30	VINTAGE MOTORCYCLES	MID-OHIO	
	29-30	NATIONAL	NELSONS LEDGES	NEO/SBR
August	4-5-6	AMA SUPERCYCLES	MID-OHIO	
	12-13	N A S A REGIONAL	MID-OHIO	
	18-19-20	S V R A	MID-OHIO	
Sept	2-3	NATIONAL	NELSONS LEDGES	NEO/SBR
	9-10	DOUBLE REGIONAL	MID-OHIO	OVR
	16-17	N A S A CHAMPIONSHIP	MID-OHIO	
	23-24	DOUBLE REGIONAL	NELSONS LEDGES	NEO
	29-30-1	AMA SUPERBIKE SHOOTOUT	MID-OHIO	
Oct	7-8	DOUBLE REGIONAL	MID-OHIO	WOR
	14-15	V S C D A	MID-OHIO	
	21-22	DOUBLE REGIONAL	NELSONS LEDGES	MVR
	28-29	REGIONAL/ENDURO	NELSONS LEDGES	WNYR

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**OHIO VALLEY REGION SCCA
Board of Directors' Meeting
March 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, Tim Gordon, Larry Hall,
Deb Hamilton

Members Present: Rusty Bell, Ken Berchak, Dusty Griffith, Becky Wollenslegel

Call to Order: 7:30 p.m.

Minutes: February, 2006 minutes were distributed.

Motion to approve February minutes as corrected.

Griffith/Summers

Motion carried.

Central Division Spring Training (Steward's & Worker's Seminar) Reports

Phil Griffith: Yellow flagging and staying safe was discussed. Requesting that
F & C workers give notification that they are working an event by
the Monday previous to the event.

Mike Smith (per Craig): Our RallyCross program is inline and there are three
other regions also running the program this year.

Phil Alspach & Craig Wollenslegel: Points will accumulate this year the same as last
year. Great Lakes Division is in the process of setting up manual, etc. in
preparation for the change over. Kirsten is getting the name changed and
tax exempt papers. The money from Central Division is being split now
with Great Lakes getting \$18,000.

Becky Wollenslegel & Tonya Smith: Attended the Registration meeting, which was a
rehash of the meeting at the National Convention. Dorothy Harrington
will be the Divisional Administrator for Great Lakes and Mary Ann
Kendell for Central Division. Connie Peplowski will be the National Administrator of Timing & Scoring
with Tony Kasper taking over as Divisional Administrator.

OLD BUSINESS:

By-Laws: Phil Alspach stated that the proposed changes went into the Observer's Stand before
the Board voted on them.

*Motion to put statement in Observer's Stand that the changes were a first draft of the proposed
By-Laws and that they will be printed again for member comments after the Board votes.*

Alspach/None

Tabled until Craig can discuss with Brooks Greer.

Treasurer's Report: Phil Alspach distributed the treasurer's report, checking and savings registers.

Motion to approve Treasurer's Report as corrected.

Baker/Griffith

Phil Alspach abstained. Motion carried.

Phil received payment for two months of membership dues from the National Office.

Publicity: Tonya Smith unable to attend due to sickness. Nothing to report.

Competition Licensing: Dave Brown stated that NASA lost a driver due to a fatal accident in a
Formula Mazda at a Texas track.

Special Events: Frank Vessell not present.

SOLO: Andy Bell reported that the chiefs' meeting was well attended.

Will be making several modifications to the interior of Moby on March 18. OSU installed a new security system and
we now need a card with a magnetic strip to get into the gate.

Andy will be doing a presentation at the Spring Training Session in Indianapolis.

*Motion to send Andy & Tammy Bell and Mark & Joyce Gleckler to the Spring Training Session with costs being cov-
ered by OVR for registration and one night motel expense.*

A. Bell/Alspach

Kirsten Dell opposed. Motion carried.

Andy also reported that he purchased some new cones and he has the sites reserved for all events. Phil Alspach will
be getting the license for Moby on Saturday. On-line registration will be ready soon.

By-Laws: Brooks Greer not present.

RACE

Regional & National: Phil Alspach mailed the final copy of the supps to Doug Ruth for approval. Need to get sanction numbers for both races as soon as possible.

Jude Summers will be having a chiefs' meeting the last week of this month. Will notify everyone of the date and time later this month.

Pro: Phil Griffith noted that at the Steward's Seminar last week, concern was expressed that should there not be enough F & C staffing at the beginning of an event, the stewards have the authority to cancel the event at the gate. Jude Summers noted this has always been a concern, but that OVR has a signed contract with LEC that they will supply at least the mandatory workers needed to staff F & C at Mid-Ohio. We have, in the past, assisted LEC, if needed, in providing extra workers at events. She noted that OVR chiefs do their own recruiting and report back to the race chair/committee in advance if possible if they sense they are going to have a problem with staffing.

Social: Tim Gordon stated that the first socializer will be April 15 at Columbus Motor Speedway. The gates will open at 5:30 p.m. and the first green flag is at 7:05 p.m. He is getting 100 tickets @ \$10.00/ticket which he will have April 5. He can return any unused tickets at no charge. There are no caterers, pavilions or shelters at the track. Tim will be set up with a banner so members can buy tickets when they get to the track.

The Clipper's Baseball Game is June 28.

Motion to pay \$500 deposit for Club House meal and tickets.

Gordon/Summers

Motion carried.

August 16 is the Columbus Crew Soccer socializer which is Johnsville Brat Night. Seating is in the stadium club and mid-field tickets.

Motion to pay \$340 deposit to hold a space.

Gordon/Baker

Phil Alspach abstained. Motion carried.

Tim and Craig have been checking into locations for the 2006 Awards Banquet.

Motion to have banquet at the Embassy Suites 1/20/06 and pay an \$1800 deposit.

Alspach/Baker

Motion tabled until Tim obtains and emails a contract to the Board.

Observer's Stand: Mary Jane Berchak explained the business card ad page. She is continuing to work on the picture quality problems. Needs everything sent to her by this weekend for the March issue. The calendar issue will go out in April, as in the past.

Worker Licensing: Phil Griffith explained that minors are welcome at the Safety Day at Mid-Ohio but they will not be permitted to participate in the hands-on events. Won't know about lunches for the event until March 15.

Membership: Sue Rupp unable to attend due to sickness. Nothing to report.

Web Site: Greg Laycock is working on the web site.

Historian: Rebecca Fast not present.

Motion to adjourn.

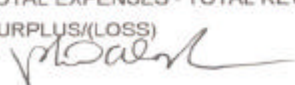
Baker/Griffith

Motion carried and meeting adjourned at 9:01 p.m.

Respectfully submitted,
Debbie Hamilton, Region Secretary

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

	MARCH		YEAR: 2006	
	EXPENSES	REVENUE	EXPENSES	REVENUE
	MONTH		YEAR TO DATE	
SUBTOTAL: RACE.....	830.00	(1,304.88)	11,308.15	(1,279.88)
SUBTOTAL: MEMBERSHIP.....	171.53	555.00	468.35	1,795.00
SUBTOTAL: SOLO.....	1,875.88	6,037.83	5,333.95	6,117.83
SUBTOTAL: RALLYCROSS.....	120.00		120.00	
SUBTOTAL: OBSERVERS STAND.....		85.00	3,508.21	85.00
SUBTOTAL: MANAGEMENT.....	2,170.80	661.65	15,652.00	4,563.65
TOTAL EXPENSES - TOTAL REVENUE	5,168.21	6,034.60	36,390.66	11,281.60
SURPLUS/(LOSS)		866.39	(25,109.06)	
			MID-OHIO CUP TROPHY FUND:	\$860.29



Phil Alspach, Treasurer

**OHIO VALLEY REGION SCCA
Board of Directors' Meeting
April 12, 2006
Gibby's New Albany Grill, New Albany, Ohio**

Board Members Present: Phil Alspach, Barry Baker, Matt Downing, Phil Griffith, Jude Summers, Craig Wollenslegel
Officers Present: Andy Bell, Mary Jane Berchak, Dave Brown, Orion Fairman, Rebecca Fast, Tim Gordon, Brooks Greer, Larry Hall, Sue Rupp, Tonya Smith, Frank Vessel

Members Present: Dusty Griffith, Mike Smith, Duane Ward, Becky Wollenslegel

Call to Order: 7:30 p.m.

Minutes: March, 2006 minutes were distributed.

Motion to approve March minutes as Submitted.

Baker/Summers

Motion carried.

RE Opening Comments: Craig opened the meeting with a quick track update. Craig had returned from Heartland Park with a brief report of garages, timing & scoring, tire and tech buildings are still under construction. He counted 10 trees that were planted, the track paving is done, but most of the track is surrounded by mud. Cody, his son said; they should talk to Kohler about new bathroom fixtures. In general, the facility still has a lot of potholes to fill, construction to finish and cleaning to do. Phil Griffith reported that Mid Ohio finished paving at 3:30PM, Thursday, April 6th just in time for their first event on Saturday. Driver comments were positive about the new surface.

OFFICER REPORTS:

Competition Licensing: Dave Brown – nothing new to report.

Special Events: Frank Vessell reported that 5 people participated in the February 20th Children's Hospital visit. It went very well. Sue Rupp was there and reported it as a "heart-warming" experience. Frank is putting plans together for an ALMS visit in June and another visit on September 20th. The "1000 Miles of Smiles" toy drive is supposed to be handled by the National Office at the Runoffs this year. OVR was so successful at collecting toys last year that Frank is thinking about a local campaign centered around our September Regional Race.

Solo: Andy Bell attended the Cendiv Solo Seminars and was a little disappointed at the lack of Leadership training sessions, and that seminars geared toward competitors weren't very well advertised. Andy reported that the Moby remodeling went very well. They still have a couple karts to finish, but that the visibility was great from the side of Moby and the karts will be a great "labor-saver". The first Test n Tune weekend at Cooper Stadium went well with a lot of runs. Some new Cat 5 cables worked very well with the timing lights, and he also got some more cabling from work that was going to the dumpster....speaking of raiding dumpsters; the Solo program also procured a shopping kart that should be useful for moving equipment. Andy is confident that everyone knows that he has taken over as Solo Chairman and is looking forward to the next event. After spending the first weekend with the Motorcycle School using part of the lot and the Columbus Dispatch article on plans for development of Cooper Stadium, it is apparent we need to start looking for future sites.

Treasurer's Report: Phil Alspach distributed the treasurer's report, checking and savings registers.

Motion to approve Treasurer's Report

Baker/Griffith

Phil Alspach abstained. Motion carried.

By-Laws: Brooks Greer said that only one member has submitted any comments about the proposed changes. He also pointed to a couple other areas of the bylaws that should be addressed. After a discussion, it was decided that the Board should meet in Executive Session to review the proposed by-laws. A meeting was scheduled for 7:00PM on May 3rd at Phil Griffith's house to allow the Board to discuss the proposed changes.

Regional Race: Phil Alspach reported that the Regional Race Supps and additional classes have been approved. The SCCA Enterprise program will be included in Timing & Scoring and trophy counts. Everything is under control

National Race: Phil Alspach reported that the National Race Supps have been approved. Jude Summers said that the Race Committee Meeting went very well. We have a sanction number, insurance is taken care of and we received the first entry the same day as the committee met. Jude and Phil said that they are still waiting for a contract from LEC, the Timing & Scoring software is ready and entry information will be mailed to National Drivers this week. The next Race Committee Meeting will be held on May 17th.

Pro: Jude reported that we have our contract in place with Mid-Ohio, and that the Specialty Chiefs have until May 5th to submit their Worker Lists for the ALMS Weekend.

Social: Tim Gordon stated that the first socializer will be April 15 at Columbus Motor Speedway. The gates will open at 5:30 p.m. and the first green flag is at 7:05 p.m. Tim will be set up with a banner so members can buy tickets when they get to the track. He also reported that John Fergus has agreed to pay for an OVR ad in the Columbus Motor Speedway Program. The May socializer will be held at the Olentangy River Rd, Rooster's and the topic of the night will be "Are You Safe to Race?" Barry and Bruce will also be available to do annual tech for the Road Racers in the Kohl's parking lot. Craig will put the June Clippers Event and the August Crew games up on the DLB Website.

Worker Licensing: Phil Griffith said that Mid-Ohio and LEC are paying for the LEC Safety Day Lunches on April 15th. After a discussion about additional port-a-johns for the corner workers, it was decided that should be a Mid-Ohio/LEC problem to resolve.

Craig also reported that Bob Griffith's license was re-instated as soon as Dr. Butler reviewed his test results and Bob is "back-to-work".

RallyCross: Orion Fairman reported that the directions to "The Hoover Place" have been sent to the Web Site and the Observer Stand. The driveway to get to our site is done, Sanction Requests are ready to go to Dave Rudy for approval and he is working with DLB to get his events listed. He will be meeting with Hatfield Subaru on Friday regarding their sponsorship commitment including getting a couple loaner cars for the Stanberry Cup Media Challenge. Craig reported that Brian Hoover is looking into a new carrier bearing for Moby, but other than that, Moby should be ready to make the RallyCross journeys.

Historian: Rebecca Fast had nothing new to report.

Observer's Stand: Mary Jane Berchak and Sue are working together to publish the 2006 Roster and Calendar this month and they are about 3/4 done. Mary Jane said that she has been working with Greg and now has access to the website and has placed her first classified ads. Phil and Jude pointed out that we needed to get the National Race package on the Website as soon as possible. Phil requested that the Logo be included on the cover page, more often.

Web Site: Mary Jane reported that Greg Laycock is working on changes to the web site

Membership: Sue Rupp reported 1116 members: 712 regular, 120 Spouse, 225 family, 29 1st Gear, 5 life and 30 dual-members. Her reports and the members she receives from Topeka are finally very similar.

Publicity: Tonya Smith said that she had been very busy. She has been inviting different forms of media to OVR events and she is trying to encourage a media day challenge at the October Stanberry Cup Event. Tonya visited the following media representatives: NBC 4, ABC 6, FOX 28, WBNS 10TV, UPN, THE OTHER PAPER, THE DAILY REPORTER, COLUMBUS MONTHLY, Q-FM 96, 92.3 WCOL COUNTRY, 93.3 WLZT SOFT ROCK, 93.7 SOFT ROCK, 94.7 SUNNY 95, 97.1 THE MIX, 97.9 WNCI, 98.9 MAGIC, 99.7 THE BLITZ, CD101, 105.7 THE BREW, 103.9 TEDFM, 920 WMNI, 106.9 COUNTRY, K95.95.5, 107.1 THE WAZU, AND 107.5 COLUMBUS HIP AND R&B.

Motion to repay Tonya \$67 for flyers and promotional material.
Motion carried.

Smith/Baker

OLD BUSINESS:

Support of Area 4 Driver School: Craig asked the Board for a decision on whether or not OVR would support the Area 4 Driver's School as submitted by Mark Seaman. There was a lot of discussion regarding the budget that was submitted by Mark and the feedback received from other regions. The Board questioned some of the budget numbers and the logic of agreeing to cover an unknown amount of losses divided over an unknown number of regions for an event when OVR would have no control over the outcome.

Motion to financially support a share of the losses incurred by the Area 4 Drivers
Opposed Phil Alspach Motion Carried.

Downing/Baker School up to \$250

NEW BUSINESS:

SRT Program: Craig distributed information received from Mike Dickerson regarding the new SRT membership program. Since the SRT program does not have any event scheduled in our area, it is unlikely that OVR will receive any benefits from the program.

Speed Challenge Recruiting Effort: Craig distributed information received from Mike Dickerson about ALMS. The national office is looking for several members to work at the SCCA area to help market SCCA to people attended the event. Craig will send out email looking for volunteers. Phil Griffith and Sue recommended moving the Recruitment Area out of the Paddock to increase the chances of a successful recruiting event. Craig will make that suggestion to Mike.

Motion to adjourn.

Alspach/Summers

Motion carried. Meeting adjourned at 9:10 p.m.

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

	APRIL YEAR: 2006			
	EXPENSES	REVENUE	EXPENSES	REVENUE
	MONTH		YEAR TO DATE	
SUBTOTAL: RACE.....	7,727.60	4,670.00	19,035.75	3,390.12
SUBTOTAL: MEMBERSHIP.....	181.99	740.00	650.34	2,535.00
SUBTOTAL: SOLO	2,694.17	4,070.00	8,028.12	10,187.83
SUBTOTAL: RALLYCROSS.....	-	-	120.00	
SUBTOTAL: OBSERVERS STAND.....	1,496.54	-	5,004.75	85.00
SUBTOTAL: MANAGEMENT.....	1,908.29	1,223.89	17,560.29	5,787.54
TOTAL EXPENSES - TOTAL REVENUE	14,008.59	10,703.89	50,399.25	21,985.49
SURPLUS/(LOSS)	(3,304.70)		(28,413.76)	

Phil Alspach, Treasurer

MID-OHIO CUP TROPHY FUND:

\$860.29



Ramblings from the Throne

By Craig Wollenslegel

The Spring Seminars really seemed to get the season jump-started. Since my last column,

the club has been busy in every aspect of our sports. Workers are signed up and ready for ALMS weekend, the planning is done and everything ready for our National Race in June and the Race Committee is ahead of schedule for the September Regional Race and the Solo and RallyCross Programs have had an excellent start.

Mary Jane Berchak has settled in at the helm of the Observer Stand, sent out the calendar and roster and is really working hard to get out issues on time. Thanks Mary! Yours is one of the most challenging jobs in the region.

Tim Gordon has hit two home runs with Socializers at Columbus Motor Speedway and "Are You Safe to Race" at Rooster's. Another great June Socializer is planned at Cooper Stadium. Registration for the June 28th Baseball Game will be up on DLBRacing.com by the time you read this.

So far this year **Cody** and I have been spending a lot of time crewing. We have visited Road Atlanta, Heartland Park and Gingerman. Car counts have been down a little from the past years, but every region has been optimistic about the 2006 season. The greatest thing about crewing this year has been renewing friendships at nearly every event.

Phil Alspach was at Atlanta and had his son crewing for him to make it a family weekend. I met folks at Heartland Park that I knew from the Conventions and other races and at Gingerman we saw a lot of OVR members. After last year's snow, a lot of people had said that they would never go back but this year OVR was represented by **Mark Hardyman, John Fergus, Sam Halkias, Corey Fergus, Scott Rettich, Nick Evans, Roger Schroer, Lee Feineigle, Matt Brannon and John Mills**. Rain/No Rain/Intermediate seemed to be the question of the day on Sunday. **Sam, Scott and John** made the right choices and won their classes. At the finish of the S2000 race all the crews were standing on the pit wall with no idea who had won! **Mark Hardyman** made one of the wildest drives of the race. After a hard start

and a spin that put him in back, he made his way up through the pack to third place where he managed to get around **Corey**. He ran on to catch up with **John** in the last four laps for a near photo finish.

Anyway...back to the region. Since March the Solo Chiefs have remodeled Moby to improve visibility, and make it easier to load and unload at the events. **Andy Bell** has the program well in hand and I'm enjoying sitting back and helping **Becky** with the registration side of the events.

Orion Fairman did a wonderful job of making the dirt fly and getting our first RallyCross up and running. Although the car count was small, the fun-o-meter was pegged and a lot of people are promising to come back, ready to run. We can't thank **Randy Hoover** enough for letting us play in his backyard. A little time on his tractor should take care of those ruts we left in his lawn.

The Board of Directors met to work on updating the OVR Bylaws and review the committee's recommendations. We should have a pretty good set of bylaws to get to the membership for approval before long.

I want to thank everyone who helped on the projects we have had going on during the past couple months. We have all been busy since the March Issue of the Observer Stand and I really don't see much non-OVR time on my new OVR Calendar in the coming months.

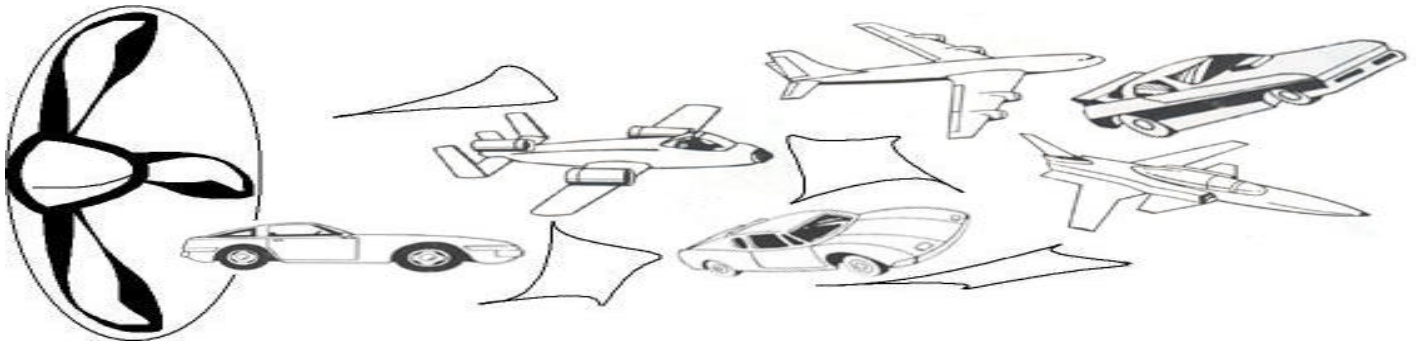
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From the Wind Tunnel

By Mary Jane Berchak

Item 1. I recently found out that the photo in Dave Jones' article in February was not correctly identified. I said that it was the model of the Buckeye Bullet that Dave had referred to in the article. It was really the model of the Smokin' Buckeye which was the predecessor of the Buckeye Bullet.

Item 2. When I first set up the list of Contacts back in January, I mistakenly thought that this was a section that would never change. Boy, oh Boy, was I wrong. It has changed every month and sometimes twice a month. Just be aware that you need to grab the latest version if you are getting phone numbers and/or e-mail addresses.

Item 3. I was disappointed that only 3 people contacted me to identify Mark Dohohue on the front cover of the March issue and figured out that I selected him because of his induction into the Hall of Fame, and because people mentioned him in the articles about the Convention. The 3 people were Phil Alspach, RB Wright, and Sam Halkias. Sam asked me a question that I can't answer- What was Mark driving in the photo? I don't recall, it was a rental car and if you look closely in the background you can see the crutches he was using that summer to allow a badly

broken leg to heal.

Item 4. The Solo (no longer Solo II or Solo 2) results are going to look different this year. We are going to post the full detailed results on the OVR website and the results in the Observer's Stand are not going to include the individual runs, only the best time. The results from the first points event were 5 pages long when they were printed out in detail and I could foresee 20 pages of Solo results if we had 2 big events in one month.

Item 5. Thanks to all the people who have submitted photos, notes and articles. I hope that I always have to squeeze things into the pages so that everybody's contributions are included. I have noticed that several people have given me CD's of photos without telling me who took the photos. My understanding of convention (and probably the copyright law) is that photos are the property of the photographer and that publication must be accompanied by permission and credits. So please tell me who took the photos.

Item 6. There have been several people who have traveled outside the area to participate in races. Nobody has sent me back results. I did find out a few by looking on other Regions' websites. Please let me know where and what Region so we can print the results of the OVR member's participation.

The New Mid-Ohio Track

by Ken Berchak, with *asides* by Walt Berchak

This article is not part of "Where The Tire Meets The Road" series. I thought instead that I would use this chance to bring the members some new information concerning Mid-Ohio Road Course.

First, let me take a moment to thank the management and owners of Mid-Ohio for investing considerable sums of money in renovating a favorite place to play. Without their investment in time and materials, we would not have a familiar but new place to run.

For several months we have been hearing about the repaving at Mid-Ohio. On April 8-9, 2006 I had the good fortune to drive the new surface, just after its completion on April 6, 2006. I can now tell you that the road course is nearly ready for a new season of racing. The only work left must be done by Mother Nature, time seasoning of the new surface.

So, to the questions. Did they change M-O? Answer Yes/No. Is M-O still a technical track? Answer YES! Is the food still the same? Answer Yes. Alright, enough of the b——. On to the experience.

This all came about when my number one son said, "Dad, the BMW club is having a high speed driver school at Mid-Ohio, why don't we go?" After deep thought, I finally agreed. This caused me two weeks work to get my 134,000+ mile 323i BMW (my street car for the past 6 years) ready for some "legal" high speed driving. Finally, the day arrived, April 7, 2006. We each drove our BMW's up to Lexington, OH and registered at the Northern Ohio BMW Car Club of America registration center and had the cars checked. It was there that I learned that they placed me in the "B" group of drivers because of my past racing experience. Thinking about it, I concluded that this was probably the right place for me, since they have no direct prior experience with me or my warped sense of humor. After a late light supper, we hit the sack for an early 8 AM Mandatory Driver's meeting in the Goodyear Tech Building. For those with short memories, it was VERY COLD Saturday morning. The meeting consisted of general greetings from the event chairmen, chief driving chairman, and

the track manger. The big concern was the new surface. As a result, we were required to have tires with a minimum tread wear index of 50, no slicks allowed. This rule was imposed to protect the new surface since it is still very fresh.

This recent non-SCCA event allowed my father and me some quality track time on the freshly repaved surface at Mid-Ohio racecourse. As detailed elsewhere by my father, the curbing has been changed. All the inside curbing is FIA-type painted red and white, everywhere except the inside of turn 16 on to the front straight, and that may be due to the shortage of time between the repaving and our time on the track. The repaving was completed on Thursday at 5:00pm, tested on Friday and pronounced fit for customer (rental) use by 5:00pm on Friday. On the outside of the turns are flat wide rumble-strips painted bright yellow (at the beginning of the weekend unmarked).

At 9:30 AM both Walt and I were on the false grid (the area between the center garages and the grass next to pit lane). We each were required to have riding instructors. After a brief introduction, the brave instructors and the drivers put on their helmets and strapped themselves in. Now remember, I'm driving my dead stock street BMW which is equipped with the standard three point seatbelt, no special equipment or prep other than to have the car cleaned out (not even a piece of paper in the glove box)! **Ed Note: The car hasn't been that clean since it left the showroom.** We got the signal to proceed to the line-up at the exit of pit lane. As we lined up, a track employee checked each car's tires for hardness. This practice was to continue at the beginning of each on-track session. We got the go ahead and pulled out onto the track.

The good, the bad and the ugly. Turn one appears to have been widened, the pit exit is left of the old lane, and the curb on the right of pit lane exit seems to have been moved over, changing the apex for turn one. Accelerating up to turn two, the road bent smoothly into turn 2, with the new FIA red/white curb clearly visible. A quick check confirmed that the FIA curb is HIGHER, about 3 to 4 inches, it is BIG!! Going though the chicane revealed the next FIA curb on the inside. The next curb lined the inside of the keyhole. There is still the uphill rise from the chicane to the keyhole. From the keyhole high point, the road drops in a decreasing radius turn, as before, to the apex and exit. On the left of the keyhole exit, the curb has been replaced with a nearly flat, yellow-painted rumble-stripped apron about 2 ½ to 3 feet wide. The kick-back curb at the exit is gone! Accelerating from the apex and letting the car roll out to the new curb put us on

the back straight.

The changes at the kink are drastic. The old flag station 5 is gone, to make room for the upper return road for the keyhole and the cut through road from turn one. Flag station 5 is now in a starter stand on the driver's left and requires a look up to check for flags. Before me was a very black inviting strip of new smooth asphalt. If it wasn't for the first lap yellow flag, I would have put the hammer down, but I held back on the throttle for now. Going through the kink, the track still drops as before but the drop seems gradual from the exit of the keyhole all the way down into station 7 turn.

The track workers placed the old cones at one hundred, two hundred, three hundred, and four hundred feet from the apex at station 7 for us (and I think for each event) as in the past. I have no idea if permanent signs will be installed. Finding a cautious brake point, I decelerated and started my turn-in for station 7. There on the inside was another BIG FIA curb. Sizing up the turn, the apex appeared to be about in the same place as before- late. The turn at station 7 is still as fast as before, maybe even



faster. Something was missing! The concrete was gone, replaced by that very black and smooth asphalt. All the patches were gone; no more on track reference points! Since the rain gods were replaced by the god of winter cold, I don't know if the river at the entrance of station 7 is fixed or not. The left side of the turn was fresh wet dirt that called out to the car for a little mud running that I fought. I didn't need my clean car covered with M-O fresh mud! I decided not to visit China beach.

Exiting station 7 turn put me in the dip leading to the station 8 turn at the top of the rise, just as before. I enter the turn at the crest of station 8, off line as it is still the yellow flag lap. The road width is plus or minus the same as before. Cresting the hill at station 8 leads to the drop to station 9 right-hander. The right side of the road

maintained the same width down to the corner of station 9 turn. Drifting over to the left set me up for the entrance to the right-hander. Again a BIG FIA curb was there to help me find the unmarked apex. The left side of the turn did not narrow, appearing to maintain the same road width through the turn.

Exiting station 9 revealed more changes. The old FIA curb at the start of the hill below the bridge was changed to the yellow-painted flat rumble-strip asphalt. A gravel access path was next to the rumble-strip, noted for possible future problems of stones on the track. Using the yellow rumble-strip as an apex, I entered the uphill climb to station 10. There on the inside was another new BIG FIA curb painted a bright red and white. It does get your attention. It did seem different. I remember about a 50 to 75 foot straight between the top of station 10 and the entrance to station 11 turn. Driving it this time it seemed that a smooth continuous curve was begging. I followed the old path and found a turn-in point with slightly more steering at the yellow-painted rumble-strip at the entrance to station. The changes at station 11 are profound. On the left is another yellow painted flat rumble-strip apron. Turning off the rumble-strip, a BIG FIA curb is at the apex of station 11. About at the apex of station 11 turn, the roadway begins the drop into Thunder Valley. Missing

was the crest point that would suddenly cause the road to drop away from the car wheels. Now the road SMOOTHLY crests and drops, no more launch pad road surface. On the exit of station 11 turn, the road is W-I-I-I-DER, with the yellow flat rumble-strips along the left edge, more room for the exit of station 11 turn. The concrete barriers have been moved back several more feet, leaving about a 4 foot grass strip with fresh wet dirt edging the road surface. The exit section of station 11 turn must be at least 3 to 4 feet further to the left than it was. The car settled easily along the yellow rumble-strip.

Into Thunder Valley, which remains as deep as before. The access at old station 13 is closed off with Armco barrier about 3 or 4 rows high with fencing above it. The track bent around the Armco with about 6 inches of dirt between the Armco and asphalt, rising from under the bridge to the entrance to station 14 turn.

Entering the turn, I initially picked the end of the Armco as a turn-in point for station 14. Once again, the BIG FIA curb lined the inside of station 14. Going through the turn at a yellow flag lap reduced speed, it did not seem as steep a reversed bank. The impression I got was a much flatter road surface, with a reduced tendency for the car to want to pitch out. The road seems to be wider also, not only through the turn but also into the exit section.

I don't remember if there is a yellow rumble-strip along the right exit of station 14 turn, my attention was on the distinct bend before the Carrousel turn. The road is wider at the Carrousel turn entrance. Not so much as to make the turn have several entrance lines, but enough to make racing there a spectacular event. I think you could get 4 formula/sports racer cars wide going into the turn, maybe even 3 GT-1 cars wide. It will be interesting in the closing laps of a race!

Pick your point and start your turn-in for the Carrousel turn. At this point you have two choices: stay far left and enter the pit lane entrance, or turn right and enter the Carrousel turn. The inside is covered with another BIG FIA red/white curb. The apex is still late with the old downhill drop to the lefthander entering the start/finish straight. On the left of the carrousel turn exit is a WHITE ONLY painted BIG FIA curb, marking the apex. Taking the correct line off the carrousel apex, you can smooooothly apex off the lefthand FIA curb turning onto the start/finish straight. Drifting off the FIA curb puts you on a long, flat, yellow-painted rumble-strip that runs nearly to the S/F line. As we passed the S/F stand, the green came out, so it was time to start getting very serious about speed and corning.

I'm not sure if the front straight is wider, but the track edge is very close to the right side bridge pillar at the entrance of turn one. It appears that they did widen the track through this area, moving the edges nearly to the right side concrete bridge pillar.

Some additional notes. Since the entire track surface has been replaced, the edges are fresh dirt and not packed. As time goes on, M-O will have to add dirt along the track berm. For the next racing season, the berm will be soft. If you go off the racing surface, keep the car pointed straight as possible! For the cars following the errant driver, be watchful for dirt (mud) thrown on the track surface. I think Lake Erie people may wear out

their debris flag this year. (Special note to Lake Erie people, get BOOTS!) This lesson was learned the hard way. In a later session, I came up on Walt along the front straight. I saw him point me by, then noticed that he kept watching me in his side mirror. As he did this his car drifted right dropping the right side wheels onto the mud berm. Following at a distance of approximately 50-60 feet, I was met with a cloud of raining mud that covered the front, side, and windshield of my car. I did not pass him! For the rest of the school Saturday and all day Sunday, I left the mud on the front of the car just to bring out the point of the soft berm. By Sunday afternoon, the entire school knew about the incident. (Parents have strange ways of having fun with offspring!)

When we ran on April 8-9, they had not even had time to paint the white lines on the side of the track, which contributed to the infamous off course excursion detailed above. I can say this – avoid off course excursions when ever possible. The back-filled area is soft and since it had rained the day before, it was also extremely muddy. Fortunately I only dropped two wheels off, only by the width of the tire, and while going straight. Remember the basics about going off course: don't panic, gently roll off the throttle, and don't "jump" off or jam on the brakes as long as two wheels are still on the course. And ease the car back on. The down side was that, yes, I did spray my father's car with considerable amount of mud from a basic mistake of watching the mirrors too much and not paying attention to where I was going. Fortunately, it was a driving school and there were rules in place to help keep things from getting out of hand. Aside from the good-natured ribbing that ensued for the rest of the weekend, no other incidents happened.

As for the track conditions, the new surface was slick, although Mother Nature may have played a large part in this as it was really cold for a large part of the weekend, with temps starting at 30 deg F and struggling to make 50 deg F in the heat of the afternoon.

The freshly painted curbing is slick and only towards the end of the weekend were some of the rumble-strips run on enough to have a little rubber laid down. In particular, the exit of the Key Hole will not stay bright yellow very long. I do hope the gravel path on drivers' left under the bridge at turn 10 is pounded down or changed. I was following a car that picked up some gravel (3/4 to 1" dia stones) and caught it in the windshield. I was fortunate enough that the windshield was not damaged but this is something to be aware of until the gravel is secured against being on the track surface.

M-O is very touchy about dropping gasoline on the track surface. If you drop gasoline, you may be black flagged. Even the pit lane has been repaved, and seems slightly wider, although that may have been an illusion. The pit lane and track surface are now a very new black asphalt so it may just appear that way. Also the pit lane wall along the track is now 8 inches higher.

Since this was a high speed driving school put on by the Northern Ohio BMWCCA, we had some very strict rules. The group I was in was limited to passing on the front straight, between the exit of turn one and entrance to turn 2, exit of the key-hole to the entrance of station 7 turn, and Thunder Valley. This was understandable, considering the purpose of the school, the skill level of the drivers, and the value of the (primarily) street cars being used (no roll cage requirement, only helmets required). Additionally, each group has classroom sessions with a riding instructor. The riding instructor stayed with the student until he/she was convinced that the student was reasonably capable of handling the car. The classroom instructor started with the BASICS of driving, i.e., proper seating position and hand position on the steering wheel. I sat through the sessions grateful for the review. The instructor, Mike Morton, was very good and willing to answer any question. My riding instructor, Ernie Tonski, after the first driving session, pronounced me RUSTY, and prescribed practice. By the third session he was convinced I was hopeless and signed me off to run by myself. On Saturday we had four half-hour track sessions with two half-hour classroom sessions. We were scheduled for four more sessions on Sunday along with classroom attendance. This made for a very busy weekend.

Over the several sessions on track, I experimented with modifying the line through various turns, and have not yet fully settled in on THE line. I do know that I can hit the apex on every turn, unfortunately, not all on the same lap. The sessions felt good, even in a street car with street suspension. The high roll experienced, compared to the race car, did lower the cornering speeds, but I was not there to set a lap record.

With respect to lap records. The track changes are just enough that it might be wise to draw a line in the record book and start new. The track is wider, (I believe to handle the planned schedule of pro-cars), the apexes are nearly the same, but yet different. Drive the track and make up your own mind.

The track seems wider, is definitely smoother to run on, and all the concrete patch work is gone, along with all the familiar turn-in points if you used the old concrete patches as permanent reference marks. So, the net result is the track is both familiar and new at the same time. I do agree with Dad in that a line should be drawn in the record books as the changes are enough that the previous records are for reference purposes only. It is still too early to be certain, but when the track is seasoned some and has some more rubber run into it, it could be faster and the records will fall.

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Socially Speaking

By Becky Wollenslegel

Long ago, on a Galaxy far, far away....

Well, actually it was a couple years ago in Franklin County, but who really cares?

Anyway, I returned home one Saturday afternoon after an exciting outing to, oh I don't know, probably the Library, to find **Craig** beaming and positively quivering with excitement. He asked "Guess where we're going tonight?" (We?) I answered "I don't know. Where are we going tonight?" He replied "**John Fergus** just called and we're going to *Columbus Motor Speedway!*" (Again with this Wel!) At that point I'm imagining a nice quiet evening alone. Perhaps it's important to say that this was a couple weeks after ankle surgery #3 and we had been spending a lot of time at home – and also a lot of time together – so alone sounded pretty good to me. I should also point out that except for a few years when **Craig** was in the Navy, I had spent my entire life in central Ohio managing to NOT go to *Columbus Motor Speedway*. (Sometime I'll have to tell you about the time we were invited to National Trails by Rusty and Kirsten – vibrating belt buckles and the scent of Brut cologne – another first for me!)



Anyway, I gently suggested that perhaps "we" was not intended to include me. And did **John** actually say **Ronnie** would be there. After all, this sounded more like a boys' night thing for **Corey** and **Cody** to me. **Craig** looked perplexed and said well no, **John** didn't specifically mention **Ronnie**, he just assumed... Maybe he better call him back and ask. I'm feeling pretty confident by then because I was sure an evening away from racing would sound pretty good to **Ronnie** too. So **Craig** called **John** and it turned out "we" did mean me and that, indeed, **Ronnie** would be there. I believe **John's** exact words were "**Ronnie** knows how to have fun."

Anyway, let's fast forward two years and we are again at *Columbus Motor Speedway*. This time **Craig** isn't on crutches and we are with more 50 of our OVR friends at the April Socializer. The weather was perfect and everyone enjoyed a festive evening of racing and junk food at the Obetz Oval. Side activities included looking for the



OVR ad in the program, counting pepperoni on Donato's Pizzas in search of the advertised "100 pieces" and attempting to find the perfect spot to catch a flying sling-shot T-shirt. A **Fergus** tradition that really gets the old competitive juices flowing is for each person to choose a car every heat to cheer for. These choices are made by very scientific methods, such as by a favorite color or number. Sometimes we even paid attention to which cars were running fast!

All in all, OVR was well represented by workers, road racers, 3 year old twins and their grandfather, rallycrossers, a mother-in-law, Jr. Karters, Solo Chiefs, teenagers, officers, Directors, autocrossers and wives who know how to have fun!



ANOTHER VIEW OF CMS

by Andy Bell



On April 15th Bell Boy Racing decided to make a family trip to Columbus Motor Speedway with the OVR socializer. What better time could you ask for? The weather was beautiful, the cars loud and the company good. My understanding from many of the attendees that this was one of the largest social events we had done in a long time. I saw members from club racing, solo, F&C, course, and other disciplines. (Duh.... it is a socializer!)

It is interesting to be involved with one racing fraternity and then take that group to watch a similar fraternity. Throughout the night I heard many comments from our group all made in good natured jest and from many different disciplines of our club.

"One cone on the whole track and they clobber it? I wonder how much time penalty they get for that?"

"Man they change over run groups fast!"



"Hey they only put 86 pieces of Pepperoni on my pizza?!"

"OUR corner workers would have had that cleared by now!!"

"These guys really run close together!"

And my personal favorite

"I like the pink one with the hat on top. I'll cheer for that one!" (BTW guess which car won the race!)

The racing was good and the Bell clan was even cheering for a family friend who runs a late model at CMS. Unfortunately he qualified poorly and had to run a last chance qualifier. His race lasted about 2 laps when he went into turn 1 in the middle of a tight pack of 4 cars. Someone zigged when they should have zagged and our driver hit the wall and was done for the night. Oh well such is the nature of short track oval racing.

We had a great time and I hope that we can do this socializer again next year.

Now if I can just keep Tammy from knocking out the windows of the Protégé to turn it into a CMS Crazy Compact.....

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If you missed the April Socializer at COLUMBUS MOTOR SPEEDWAY shame on you! It was a Great evening of fun. The weather was nice and racing was awesome, what a Show. We had 47 adult members and 6 children (I think, they move so quick it's hard to count).The lucky gasoline gift card winners were Larry Hall, Dick Janusz,Sue Rupp,and John Liebrecht.

I also need to thank Lake Erie Communications for putting on a great Safety Day at MID-OHIO.Duane Ward brought his race car and a burn vehicle for demonstrations. Willy and Brooks Church showed how to keep the flames back when your dealing with a Race Car on fire.

Speaking of Safety,ARE YOU SAFE TO RACE? Our May Socializer at Rooster's was all about your safety. TRUECHOICE'S owner Steve Southard was on hand To show us some NEW stuff and Barry Baker answered Tech questions. There were Truechoice discount coupons and door prize Gift Certificates from TRUECHOICE and JEGS.

Don't forget to Register online at DLB RACING for June's Socializer, CLIPPERS BASEBALL GAME. Thanks..



See you at the Socializer,
Tim Gordon

Socializer Photos by
Bryan Rogers, and Andy Bell



LEC SAFETY TRAINING DAY





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Photos by:
Larry Rogers
Bryan Rogers
Tim Gordon
Phil Griffith

On the Road Again to Summit Pt April 2006

by Nancy Schillace

The month of April brings green grass, daffodils and tulips and racecars to Summit Point W.V. Making the 6-hour drive from Brook Park, Ohio has become a fun trip for North Coast residents Kathy Gall and myself to start our race season while the rest of Ohio is still wintering. Except for wrestling with the shrimp on a skewer at Shoney's for Friday night's dinner that had rice flying in a 4' radius, the trip to there was relaxing and accommodations comfortable.

Saturday's weather was cold and rainy with the realization that we weren't as prepared for race season as we thought. Grid Co-Chiefs Carolyn Bayer-Broring and Shirley Thompson, along with R.E. Gayle Lorenz had their warming smiles for us. Having worked the Run-Offs together, we had a pretty good meshing of Grid styles. But going to a new track has interesting nuances with getting to know people.

The Grid layout makes grid spots fairly accessible. The Saturday morning random pull of Grid spots had some drivers confused (me, too!) but things went off pretty well without melee. At lunchtime, Gail had us set up the meeting room for lunch so we could get out of the rain and warm up a little. At our table, we met Robin, who was working Pit lane while feasting on good homemade style sandwiches with lots of fixings and yummy cookies.



Kathy and I have a goal of getting to know a new person at every event. This event had lots of opportunity for that as in between groups we were able to chat with Grid workers. It was interesting to learn how DC region requires their drivers to work specialties as part of getting their license. Somehow the conversation evolved to how Kathy has wanted a ride in a Ferrari. Driver Keith McDonald, who was working

Grid for that event, said, "I have a Ferrari." So, I asked, 'what color?' And he said, 'Red. I'll bring it tomorrow and give you a ride.' Picture the look of surprise and anticipation on our faces.

Drier skies helped the afternoon's groups times and 'crankiness' factor. There were a lot of competitors from Ohio and Pennsylvania that we knew – the Yelkin team, the Pintarics, Bryon Linder, John Schmidt, Tom Sloe and Don Harrington - so good to see them there and racing. The teacher that she is, Kathy did some Grid tutoring for a new Grid person, Rick. I got to chat with DC drivers Pam Richardson and Rob Hines and their crews.

By the time the afternoon session was done, the beckoning of warm socks and dry clothes won out over the barbeque dinner so it was an early evening for us.

Sunny skies on Sunday morning slowly took of the chill of the wind. And true to his word, Keith brought the Ferrari. At the lunch break with my trusty Nikon clicking away, Kathy got into the Ferrari and she and Keith drove off. This was a long time wish for Kathy and I wondered if Keith even realized how much this would mean to her. When they got back, it was time for the afternoon races. I think Kathy was grinning for a week afterwards. More giggles abounded with Dana Whims and the rest of the Grid workers.

A big thanks you to the Grid chiefs, too, for letting us have some fun and playing hooky doing some photography for some afternoon race sessions.

Thanks, DC region, for a very fun event and making visitors feel at home. To sum it up:

Snacks and water for car ride	\$15.00
Gasoline	\$80.00
Hotel room for 2 nights	\$130.00

Seeing the smile on Kathy's face for a dream ride come true..... **Priceless!**

Nancy Schillace



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Race Results

Event: National
 Track: Road Atlanta
 Date: 3/26/06

O/A	PIC	Class	Driver	Time
Group 2				
18	1	S2	John Fergus	01:29.116
32	4	S2	Corey Fergus	01:34.923
37	9	DSR	Phil Alspach	01:42.531

Race Results

Event: National
 Track: Gingerman
 Date: 23-Apr-06

O/A	PIC	Class	Driver	Time
Group 1				
15	15	SRF	JD Pfetzing	
22	22	SRF	Scott Rettich	
Group 2				
3	1	FM	Scott Rettich	01:22.896
Group 4				
2	1	EP	Sam Halkias	01:32.356
9	4	FP	Lee Feineigle	01:39.492
DNF	4	HP	Matt Brannon	01:44.405
DNS	7	FP	Joe Walker	
Group 7				
4	1	S2	John Fergus	
5	2	S2	Mark Hardymon	
6	3	S2	Corey Fergus	
Group 8				
7	2	GT-3	John Mills	01:35.224

Technical Services

Racing Bulletin

Date: March 15, 2006 Number: RM06-01

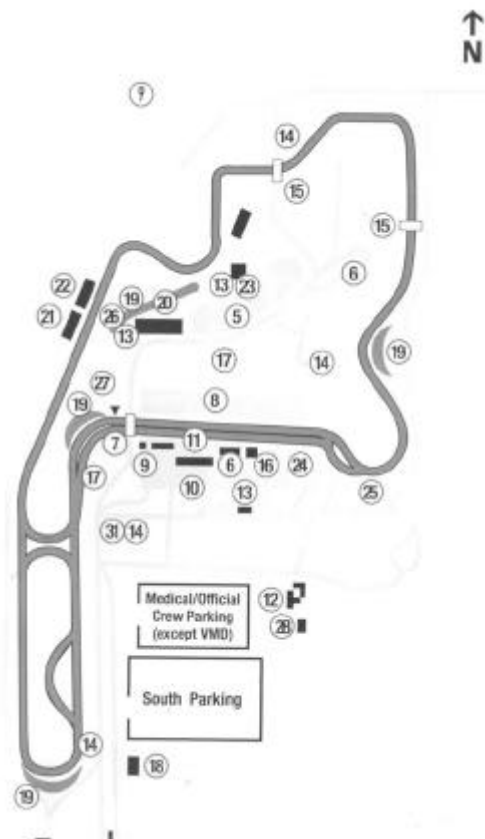
From: National Staff

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.



SOLO REPORT

by Andy Bell

It has been a busy time since the national convention. With learning the Solo chair responsibilities and sweeping changes at my job, I have been keeping busy. In addition I learned I was selected to participate on the kart advisory committee so I had to get up to speed on the issues that affect that segment of the solo program.

It is surprising how much behind the scenes work goes on for a solo chair. Perhaps I shouldn't list everything or I'll scare away any future successors, but there is enough work that the help I have received has been invaluable. There are board meetings, budget planning, registration issues (thank God for Becky and Craig!), lot issues, supps rewrites, insurance sanctions, a Cendiv Meeting, Moby work, trophy selection, and finally our first Test'n tunes. WOW! I had to go to work on Mondays to get some rest! With e-mails flying back and forth I am glad our IT guy is a race fan and car guy and tends not to look too closely!



The first issue of major importance was the issue of Cooper Stadium. Our meeting with the site manager revealed that we would have to share the lot with JD Farrow's motorcycle riding schools. This removes about 1/3 of the lot that we have become accustomed to. The motor cycle guys are trying to be flexible and agreed to give us the entire lot for the weekend of the Ohio Challenge. The remainder of the weekends at Cooper will most likely be a joint affair though with at least one motorcycle school going on. Worse, if the current plans for Cooper are carried out, the lot will be chopped up and we won't be able to use it at all in a few years. We need help from all of our members to continue the search for suitable autocross lots so that we have a contingency plan in the next few years. If you have a site you think will work please contact me!

I also attended the Cendiv Spring training. In the past this event had been a leadership meeting to share best practices across the Cendiv regions. This year seemed to have that element, as well as several classes geared to the racer/driver. Classes ranged from course design and timing and scoring audits to tire selection and car preparation. It was an interesting concept and perhaps next year we can promote more attendance from regular autocross racers. The event is within a day's drive to run over and back. I was given the opportunity to present on our Formula Junior program. Unfortunately I had only 3 attendees so I was disappointed after the effort of creating the presentation. I did learn quite a bit at the timing and scoring software presentations as did our new timing chief Mark Gleckler. Oh well live and learn.

At the board meetings in February and March, I had been addressing the issues of the Moby rework and security issues. I was elated when Darren Orr at OSU set me up on the new key card security gate to get into Moby's storage area. At least Moby would be safe between races. I went out, swiped the card, and green lights! Woo hoo! About two weeks later we were scheduled to do the work on Moby at the Autobody Specialists garage. I bought the metal for the cone karts and some miscellaneous parts, Craig bought the counter tops and electrical stuff. So far so good. The morning of the work session, Drew and I went to retrieve Moby. Swipe the card and Red lights and beeping! That can't be good! Craig tried his card. More red lights and beeping. Still no open gate. Fortunately a student wandered in right as panic was setting in and voila green lights and an open gate, Whew!

The rest of the day we worked on the Moby mods. We cut in side windows, we added counter tops, we ran new electrical connections. Thanks to all of the volunteers (Dave Patrick, Mark Gleckler, Orion Fairman, Mike and Tonya Smith, and several others I have missed) and especially Brian and Randy Hoover for lending us their equipment, facilities, and expertise! During a lull in the action we looked outside and IT WAS DARK! "What time is it? Oh my God my wife is going to kill me and we still are not done! "

As you can tell Tammy did not kill me, but I was up till past midnight doing her project of taping off and painting the twin's bedroom. I was also under strict curfew to be home by noon the next day to finish their room! Tonya Smith was kind enough to keep track of time Sunday and make sure I was pushed and prodded out the door to save my marriage the next day. Randy, Mike, Bruno, Craig and the rest of the gang continued on and I understand it was late Sunday when they called it a day.

Now we were into the home stretch for the opening Test'n tune. The sanction came in ok except for a note that it did not cover the kid kart program because the national office did not show that we were approved for the program. @#1%!!! (a highly technical descriptive term I am becoming familiar with)

Points events 1 and 2 have turned into a blur. Since I last wrote, we have had a driver school, fun run, 2 points events, and a rally cross. On the Solo front, the events have been successful so far. The driver school brought out many new students. It was with some satisfaction and pride for the instructors that many of the students went on to win their class or beat their instructor the next day. Tammy took the school and improved greatly due to the tutoring of Randy Hoover. Drew spent the day with my parents and as it turned out was doing a lot of driving on my old yard kart. The pressure was on for Sunday!

Points event 1 was overcast but, with the exception of a few runs, was dry. We even had a reporter and cameraman come out from the Lantern newspaper, no doubt from Tonya Smith's efforts. They wrote a very nice article that made the front page of the school paper.

The timing lights now worked perfectly with their brand new cables, but the PA system decided to go out Saturday afternoon. Craig worked on it most of the day and in the end we decided a new higher power amp was required.

For the Bell household racing section of the day, Drew ended up beating Tammy, once again proving that seat time, no matter your age, has its benefits in autocross.

The next weekend I attended the first OVR Rally Cross event. I used the daily driver Protégé (otherwise known as Tammy's race car) under threat of death if I hurt it. As it turns out I had a blast and didn't even scratch the car. We only had 12 or so cars attend the event, but had lots of runs and at the end of the day did lots of fun runs while swapping cars to see how front, rear, and all wheel drive acts in that environment. I was happy to finish 5th overall and 1st in front wheel drive stock class. I can't wait to go to the next one.

Speaking of swapping cars, since I have become solo chair, I have been given the opportunity to drive a lot more cars than I had ever been offered in the past. I have a personal rule that ever since I was a kid, I prefer to use my own stuff in fear of hurting someone else's which becomes important to understand at the end of this paragraph! At the drivers school Orion offered a drive in his new RX-8. I jumped at the chance and hopped in, reached for the key, and then heard the awful squeal of a starter hitting an engine that was already idling. Man that car is quiet! I then proceeded to launch hard only to hear the wheel spin and the tach take off to somewhere in the neighborhood of 8000 before I lifted. Oops! The rest of the ride was a blast. At the rally cross, Dick Safier let me drive his BMW for a lap in the fun runs. No problems, no surprises, but it fits my driving style much better than the Protégé. Then Orion again offered to let me run one of his cars, this time the Subaru. (Sucker!) Anyhow, there were no problems this time and it only proved that all wheel drive for off road events is the way to go! So the Ohio Challenge fun run comes around and due to bad weather we have only about 30 cars on Saturday. Neva Hoover offers to have me drive her Shifter kart during



the lunch break knowing that I really want one and there was no one else out on the course. Now I made no secret that I had no experience in a shifter, but I do run a kart, do pretty well in it, and hey how hard could it be? VERY HARD is the answer. For whatever reason any mechanical or common sense I have decided to leave me at that point. I couldn't work the clutch right (I kept popping it out instead of smoothly applying it, duh!), didn't know when or where to shift, and in the end spun twice, stalled 4 times, hit a bunch of mud and cones and basically had Brian and Neva Hoover push me halfway around the course getting me restarted. When I got back to the pits, Brian reminded me that the kart can be driven at less than full throttle as well. (A thought that never once crossed my mind while out on the course.) I was frustrated, mad at myself and mostly wanted to crawl under a rock after looking at the mud and scuff mark on Neva's new paint scheme that hadn't been there before I drove it. Back to my personal rule above as far as go karts are concerned. First I'll learn to drive one safely before trying to go fast! That said, I am more convinced than ever that I need one in my garage. When I had it going it WAS FAST!

The Mothers Day Ohio Challenge dawned overcast and gloomy but our die hard autocrossers came out and worked through it. Moms ran for free and even got a carnation flower. Heat 1 was dry, but the skies opened on heat 2 and we had off and on showers for the rest of the day. The new windows we added to Moby worked well and in a melancholy way the rain may have marked the last time we will have all of Cooper stadium lot to run without sharing at least part with the motorcycle guys. The rain also mixed up the usual FTD and pax numbers so we saw many new faces getting those awards. At the Bell house, Tammy edged out both Drew and Myself for a fitting Mother's day first place. All of the new equipment in Moby worked and the only timing and PA issues we had were not caused by equipment issues and were very minor in nature. We didn't have a lot of out of town representation so OVR once again has the won Ohio Challenge plaque for another year. On to Points event #3.....

Greetings fellow Soloists

It is getting closer to the 2006 Tire Rack SCCA Solo Nationals – which starting this year will be held at Heartland Park Topeka (HPT) race track. Because it is a new venue and because it is very different from past Solo Nationals sites, there seems to be much speculation and many wild claims flying around the internet and Solo events around the nation. I hope to address some of these speculations and claims in this letter.

I should probably also mention that Karen Babb and Kevin Youngers, arguably two of the nation's best Solo course designers, have been assigned as the Course Designers for the 2006 Solo Nationals. All of us arrived a day prior to the 2006 SCCA National Convention to visit the site for mapping and planning purposes.

The following is taken from some excellent correspondence recently received from Karen Babb, and I wholly agree with her observations and comments:

"I have never seen this good of a blacktop surface anywhere. Very close to flat, very smooth.

The HPT site is logistically completely different from Forbes, "New-Salina", or "Old-Salina" in that the courses will in essence be side-by side with a "buffer zone" between them, making it somewhat conceptually akin to a typical Pro Solo layout, but rather larger.

Yes, the overall square footage available to each course is not what it was at Forbes, particularly in comparison to Forbes-North. However, it must be remembered that only a fraction of the Forbes area was actually usable. Typically layouts had to tiptoe among the land mines, trying to use the best (or least bad) of the available surface. Routes were constrained, as were in most cases widths and directions. The actual usable square footage was probably less than 25% of the total area at the North end. The need for overlap and separation had to be dealt with as the surface allowed.

At HPT there are no such issues. No grates, poles, peaks, valleys, holes, frost heaves, snakes, etc. So the course can be routed wherever it needs to as the desired elements and separation requirements dictate, not as the surface dictates. This offers considerable freedom in what elements can be used, how they can be connected, and how they can be oriented, even within the constraints of needing the Start and Finish on a particular end of the available area. This type of openness makes possible the use of a variety of space-saving methods that can if necessary compensate for a somewhat smaller overall area.

The route length on my 2003 South course was approximately 3650 feet; available route lengths in preliminary sketches on the left side of the HPT pad have yielded lengths of 3500-4000 feet. It's largely a matter of being able to make the best use of the available space. Many details (e.g. Grid locations and ingress/egress points) have yet to be finalized, but it looks pretty good at this point.

It should be remembered that a very big complaint year after year from members at the Town Meeting was about the deteriorating Forbes surface. The move to HPT was largely driven by this input. It seems counter-productive for members to assume the worst about getting something they asked for, even before they see the actual hands-on results of the change.

At this point I'd just ask that people stay tuned and have a little faith in the event Chairman, the course designers, the Nationals event officials team, and the National Staff to provide a Solo Nationals that won't beat their car to death, and will offer improvements they can all appreciate. Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me." – Karen Babb

I would like to add to her comments that holding the Solo Nationals at a purpose built race facility, instead of a location designed and meant for other uses, really makes a positive impression.

Everything at the site is about racing and competition. This means that HPT has erected buildings designed solely to function for the needs of automotive competition. For example, the scales are permanently mounted and located inside tech/impound building – out of the weather. There are real toilets (flushies!), a paddock wide public address system, garages for rent, a registration building/parking lot that is on the way in. There is also a beautiful track that surrounds the paddock and Solo course area. Who knows – there may even be cars running the track while we are there! All of this adds greatly to the overall competitive feeling and gives credibility to what we do. It only seems fitting that the Solo Nationals be held in a purpose built race facility instead of a parking lot – a place where the Nation's best will compete for a chance to earn their 2006 Solo National Championships.

If I may steal a line from Karen's correspondence above, I think it is worth repeating:

"Yes, it will be different. No, it won't be perfect. Yes, it will evolve. That's all fine with me"

See you at the 2006 Solo Nationals

Roger H. Johnson (Houston, TX)
Solo Nationals Event Chairperson

April Solo

<i>P</i>		<i>Best</i>	<i>Pts.</i>
A-Modified			
T	1 85	peter Smith	42.459 70
A-Stock			
T	1 97	Andy Basham	44.906 100
T	2 42	Larry Dues	46.245 73
	3 69	Rich Scotti	47.409 50
	4 21	Eric Wecker	50.285 25
	5 11	John Liebrecht	50.449 25
	6 111	Jeff Love	55.154 25
A-Street Prepared			
T	1 13	Mark Onosko	45.974 100
	2 3	Michael Cao	48.825 44
B-Modified			
T	1 10	Phil Alspach	50.009 70
B-Stock			
T	1 5	Jim Graber	51.105 100
	2 1	Andy Nixon	52.768 71
	3 32	Mark Baruth	53.081 65
B-Street Prepared			
T	1 78	Mark Jones	54.442 70
C-Modified			
T	1 4	Sean Butt	43.851 100
	2 14	Craig Butt	44.735 82
C-Prepared			
T	1 93	Rob Tarrien	46.662 100
	2 219	Cole Wollenslegel	53.422 25
C-Prepared Ladies			
T	1 28	Brenda Ucker	49.343 70
C-Stock			
T	1 6	Ralph Cummings	46.733 100
T	2 183	Steven Lowy	47.219 91
T	3 19	Matt Davis	47.53 85
	4 83	MARC LOWY	47.656 82
	5 42	brian Blake	49.309 50
	6 5	John Voegel	53.074 25
	7 71	Chris Peters	55.137 25
	8 0	David Jamison	55.543 25
C-Stock Ladies			
T	1 83	Carol Lowy	51.137 70

<i>P</i>		<i>Best</i>	<i>Pts.</i>
C-Street Prepared			
T	1 34	mike Feher	44.56 100
T	2 54	Mike DePietro	47.117 48
T	3 14	Mark Gleckler	47.749 36
T	4 154	Sean Ogorman	48.158 27
	5 24	Matt Taracko	49.126 25
	6 117	John Albert	50.459 25
	7 11	Dave Clark	50.573 25
	8 50	Robert Doll	50.753 25
	9 99	Wes Czech	50.978 25
	10 12	Joseph Carney	51.269 25
	11 66	Ray Czech	51.387 25
	12 17	Frank Vessell	52.808 25
D-Prepared			
T	1 6	Frank McNeal	50.298 100
	2 3	Larry Brown	58.197 25
D-Stock			
T	1 45	Jeff Robinson	47.144 100
T	2 35	John Souder	47.171 99
T	3 3	Jim Hardesty	48.306 78
T	4 81	Scott Irwin	48.939 66
	5 13	Jeremy Doelker	50.994 27
	6 17	Michael Anderson	52.154 25
	7 12	Eric Sobkowiak	52.751 25
	8 7	Briley Ritchason	52.807 25
	9 69	Alexander Witt	53.206 25
	10 5	Jennifer Siak	54.731 25
D-Street Prepared			
T	1 28	Mike Ucker	45.121 100
T	2 8	Eric Campbell	45.779 87
	3 72	Garrick Forkenbrock	46.644 70
	4 7	Grayson Gates	49.815 25
E-Modified			
T	1 79	Bruno Tabacchi	46.432 100
T	2 48	Clint Frysinger	47.407 81
	3 3	Doug Turner	48.218 65
	4 179	Randy Hoover	48.686 56
	5 87	Matt Jones	51.933 25
E-Modified Ladies			
T	1 87	Kelly Toki	59.098 70
E-Prepared			
T	1 99	Jeff Packard	46.86 100
	2 79	Ben Senft	47.289 92

<i>P</i>			<i>Best</i>	<i>Pts.</i>
E-Stock				
T	1	75 Ken Gillette	45.857	100
T	2	8 Raymond Morrow	50.185	25
	3	1 Reznor Ross	53.622	25
	4	42 Dwayne Turner	54.375	25
E-Stock Ladies				
T	1	68 Tamara Paddock	68.527	70
E-Street Prepared				
T	1	147 Steven Dalstrom	47.015	100
T	2	47 William Kiser	47.545	90
	3	38 Jacob Groezinger	50.685	30
	4	99 Mark Snyder	50.84	27
Formula 100 Pipe				
T	1	3 Andy Bell	44.823	70
Formula 125 Ladies				
T	1	128 Neva Hoover	49.449	70
Formula Junior 1				
T	1	25 Dillon Packard	59.811	100
	2	8 Nick Rhode	67.426	25
	3	11 Alex Tabacchi	115.455	25
Formula Junior 4				
T	1	12 Cody Wollenslegel	48.204	100
	2	3 Lee Rhode	50.1	65
	3	9 Cody Tarreien	50.611	55
Formula Junior Kid				
T	1	6 Drew Bell	59.562	70
F-Stock				
T	1	71 David Packard	48.66	100
	2	88 Ray Belfrage	52.146	36
	3	188 Eric Belfrage	54.638	25
G-Stock				
T	1	78 Terry Teeter	48.219	100
T	2	44 Peter Bates	49.428	77
	3	179 Ron Teeter	50.349	60
	4	70 Joe Grumbles	51.676	35
	5	66 Rusty Alverson	65.43	25
G-Stock Ladies				
T	1	79 Traci Teeter	49.747	70

<i>P</i>			<i>Best</i>	<i>Pts.</i>
H-Stock				
T	1	70 Keith Miller	48.954	100
T	2	461 Jim Wentzloff	53.104	25
	3	73 Stephen Skakun	54.043	25
	4	53 BRIAN HOOVER	55.029	25
	5	629 Paul Altman	56.495	25
H-Stock Ladies				
T	1	9 Tammy Bell	62.948	70
Street Modified				
T	1	4 Aaron Ritch	46.474	100
T	2	6 ben Ellinger	47.076	88
T	3	7 Dennis Reamsnyder	47.554	79
T	4	63 Michael Rosenfeld	47.607	78
T	5	92 William Rockhold	49.09	49
	6	19 Dick Safier	49.72	37
	7	192 Jack Baruth	51.559	25
	8	71 jonmon moors	51.958	25
	9	28 Neil Claasen	52.274	25
	10	50 matt Gresens	53.279	25
	11	43 Samuel Ouziel	53.985	25
	12	171 Richard Moore	54.807	25
	13	29 Rob Phillips	55.889	25
	14	77 Michael Werner	56.534	25
	15	11 Aaron Greenberg	67.77	25
Street Modified 2				
T	1	12 TC Kline	45.707	100
	2	37 Tim Pfeffer	48.372	48
Street Touring Sport				
T	1	70 Matt Hudson	48.815	100
T	2	131 Rich Grunenwald	49.031	96
T	3	25 Rhett Van Voorhis	49.807	82
T	4	42 Ryan Van Voorhis	50.274	73
T	5	31 Andrew Grunenwald	50.866	62
	6	79 Matt Schrader	50.869	62
	7	81 Eric Yousey	51.375	53
	8	65 Gerry Greaves	51.844	44
	9	20 Brad Youkers	51.974	42
	10	2 mike reed	52.012	41
	11	73 Stephen Kosman	52.23	37
	12	13 Nik Jindal	53.328	25
	13	12 Marc Bauer	57.891	25
St Touring Spt Ladies				
T	1	17 Simi Dhillon	54.988	100
	2	19 Melissa Anderson	59.677	25

Cooper Stadium

Event 1

<i>P</i>			<i>Best</i>	<i>Pts.</i>
		Street Touring Sport-2		
T	1	83 Josh Lahman	48.365	100
T	2	89 Brent Hathaway	49.14	86
T	3	57 Brian Robertson	49.633	76
	4	61 Phil Ide	51.135	48
	5	6 Ron Katz	52.491	25
	6	1 Christopher Vance	53.076	25
	7	11 Tyler Bussey	55.623	25
	8	7 jeff Rexnor	58.449	25
		Street Touring Ultra		
T	1	87 Andrew Scott	46.734	100
T	2	77 Orion Fairman	48.239	71
T	3	20 James Stewart	48.605	64
	4	27 Jon Yaeger, Jr.	48.887	59
	5	82 Michael Smith	49.687	43
	6	111 Denis Coan	53.143	25
	7	182 Tonya Smith	53.265	25
		Street Touring Xtra		
T	1	10 Matt Stecky	47.699	100
T	2	48 Rebecca Roth	48.955	76
T	3	97 Matt Klein	49.48	66
	4	208 Jason Zatrock	49.521	66
	5	148 Inness Eisele	50.312	51
	6	20 Mike Farrenkopf	52.235	25
	7	118 Scott Hale	53.417	25
		Street Touring Xtra Ladies		
T	1	5 Aimee Fairman	53.857	70
		Super Stock		
T	1	138 Eric Heller	44.789	100
T	2	38 Fred Heller	47.209	51
	3	5 Mike Reddy	47.414	47
	4	2 Brian Ahmer	50.151	25
	5	12 Don Milstead	51.995	25
		Super Stock Ladies		
T	1	38 Tina Diputvo	46.34	100
	2	2 Amy Ahmer	52.098	25

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May Solo

<i>P</i>		<i>Best</i>	<i>Pts.</i>
A-Modified			
T	1 85 peter smith	56.461	70
A-Stock			
T	1 97 Andy Basham	58.538	100
T	2 42 Larry Dues	61.823	49
T	3 77 Joe Duda	62.165	44
	4 79 Ryan Shartle	63.69	25
	5 21 Eric Wecker	64.263	25
	6 177 aaron burke	68.687	25
	7 17 Guy Allison	70.592	25
A-Street Prepared			
T	1 3 Michael Cao	58.941	70
B-Stock			
T	1 32 Mark Baruth	63.626	70
C-Modified			
T	1 14 Craig Butt	58.942	100
	2 4 Sean Butt	60.511	76
C-Prepared			
T	1 128 BRIAN HOOVER	64.465	100
	2 12 Craig Wollenslegel	67.948	51
C-Prepared Ladies			
T	1 28 Brenda Ucker	55.721	70
C-Stock			
T	1 183 Steven Lowy	56.05	100
	2 83 MARC LOWY	57.146	82
	3 0 David Jamison	61.604	25
C-Stock Ladies			
T	1 83 Carol Lowy	66.421	70
C-Street Prepared			
T	1 14 Mark Gleckler	58.751	100
T	2 54 Mike DePietro	58.89	98
	3 24 Matt Taracko	63.574	26
	4 17 Frank Vessell	64.815	25
	5 1 Michael Stokes	65.918	25
	6 50 Robert Doll	68.989	25
C-St Prep Ladies			
T	1 14 Joyce Gleckler	85.788	70

<i>P</i>		<i>Best</i>	<i>Pts.</i>
D-Stock			
T	1 45 Jeff Robinson	58.848	100
T	2 69 Alexander Witt	62.856	39
	3 9 Todd Zuercher	64.812	25
	4 5 Jennifer Siak	66.086	25
D-Street Prepared			
T	1 28 Mike Ucker	55.039	100
	2 72 Garrick Forkenbrock	55.262	96
	3 82 Dave Rudy	58.581	42
E-Modified			
T	1 179 Randy Hoover	56.392	100
	2 79 Bruno Tabacchi	60.227	39
	3 87 Matt Jones	68.667	25
E-Modified Ladies			
T	1 87 Kelly Toki	69.629	70
E-Prepared			
T	1 79 Ben Senft	58.499	100
	2 99 Jeff Packard	60.734	66
E-Stock Ladies			
T	1 68 Tamara Paddock	75.998	70
E-Street Prepared			
T	1 389 Steven Dalstrom	61.951	100
	2 97 Christopher Anderson	62.612	90
	3 38 Jacob Groezinger	63.47	78
Formula 100 Pipe			
T	1 3 Andy Bell	73.496	70
Formula 125			
T	1 15 Tim Rhode	67.362	70
Formula 125 Ladies			
T	1 128 Neva Hoover	62.072	70
Formula Junior 1			
T	1 25 Dillon Packard	72.108	70
Formula Junior 2			
T	1 23 Hannah Gleckler	71.514	100
	2 13 Abbey Tabacchi	76.039	43

<i>P</i>			<i>Best</i>	<i>Pts.</i>
		Formula Junior 4		
T	1	12 Cody Wollenslegel	73.496	70
		Formula Junior Kid		
T	1	6 Drew Bell	83.082	70
		F-Stock		
T	1	71 David Packard	62.664	70
		G-Stock		
T	1	78 Terry Teeter	57.131	100
	2	44 Peter Bates	59.165	68
	3	179 Ron Teeter	61.269	35
		G-Stock Ladies		
T	1	79 Traci Teeter	62.592	70
		H-Stock		
T	1	70 Keith Miller	62.336	100
T	2	72 zsolt dvornik	62.662	95
	3	73 Stephen Skakun	67.468	26
	4	1 Mario Hernandez	74.13	25
		H-Stock Ladies		
T	1	9 Tammy Bell	72.55	100
	2	53 Brittany Hoover	77.864	34
		Street Modified		
T	1	63 Michael Rosenfeld	54.716	100
T	2	4 Aaron Ritch	55.9	81
T	3	6 ben ellinger	58.526	37
	4	92 William Rockhold	59.392	25
	5	19 Dick Safier	61.375	25
	6	28 Neil Claasen	62.449	25
	7	127 Steven Koepke	64.433	25
		Street Touring Sport		
T	1	70 Matt Hudson	57.961	100
T	2	22 Z.B. Lorenc	59.375	78
T	3	24 Brian Wohleber	60.249	64
	4	131 Rich Grunenwald	60.419	62
	5	31 Andrew Grunenwald	62.186	34
	6	2 Rick Wohleber	62.415	31
	7	9 mike reed	63.342	25
	8	6 Tavish kellogg	68.259	25
		St Touring Sport Ladies		
T	1	17 Simi Dhillon	61.32	100
	2	19 Melissa Anderson	64.937	47

<i>P</i>			<i>Best</i>	<i>Pts.</i>
		Street Touring Sport-2		
T	1	57 Brian Robertson	59.482	100
T	2	83 Josh Lahman	60.473	85
	3	11 Dave Clark	64.773	25
	4	24 Chad Freeman	65.427	25
		Street Touring Ultra		
T	1	77 Orion Fairman	57.244	100
T	2	39 Scott Johnson	57.614	94
	3	27 Jon Yaeger, Jr.	58.837	75
	4	20 James Stewart	58.988	73
	5	82 Michael Smith	60.382	51
	6	111 Denis Coan	62.651	25
		Street Touring Xtra		
T	1	148 Inness Eisele	56.234	100
T	2	48 Rebecca Roth	61.53	25
	3	79 Craig Distl	61.62	25
	4	118 Scott Hale	62.337	25
		Super Stock		
T	1	5 Mike Reddy	62.499	70

OSU west campus

RESULTS**MAY 6****EVENT**

Class	Car#	Driver		Stage 1	Stage 2	Stage 3	Stage 4	Stage 5	Stage 6	Leg Total
M2	200	Brett	Fairbanks	63.321	61.884	62.128	60.903	59.731	90.000	307.967
M4	16	Ben	Ellinger	57.275	53.410	53.797	56.303	51.591	59.452	272.376
M4	1	Brian	Mulisano	76.498	62.212	64.860	63.514	60.550	58.738	309.874
PA	77	Orion	Fairman	57.664	53.900	52.585	51.010	53.465	54.390	265.350
PA	177	Owen	Fairman	61.781	59.541	60.668	61.316	60.467	57.481	299.473
PA	5	Aaron	Marion	56.870	62.160	60.389	71.493	56.764	54.850	291.033
P	13	Susannah	Marion	67.490	65.249	62.522	60.817	58.354	59.092	306.034
PF	82	Dave	Rudy	58.217	56.612	54.703	53.185	53.658	57.839	275.997
PR	19	Dick	Safier	56.660	55.691	55.753	54.896	64.899	57.541	280.541
SA	11	Robert	Bolan	62.332	60.492	59.132	58.010	57.697	59.529	294.860
SA	74	Matt	Nichols	61.951	63.171	60.389	63.347	58.193	57.275	300.979
SF	9	Andy	Bell	62.636	58.190	57.647	58.260	55.079	55.595	284.771

36

Car#	Stage 7	Stage 8	Stage 9	Stage 10	Stage 11	Stage 12	Leg Total	Event	Points
200	58.727	55.485	54.548	55.919	54.417	52.850	273.219	581.186	20
16	51.607	49.795	50.280	50.828	49.256	49.287	249.446	521.822	20
1	54.325	57.500	53.760	53.797	52.762	54.209	268.853	578.727	16
77	50.289	49.220	53.531	54.395	49.057	49.089	251.186	516.536	20
177	54.256	56.003	52.653	51.838	52.418	51.695	262.860	562.333	16
5	55.929	57.710	51.380	55.741	54.513	54.889	272.452	563.485	13
13	57.031	55.198	53.548	54.010	53.830	55.266	271.852	577.886	11
82	50.207	55.359	50.822	53.331	60.513	50.159	259.878	535.875	20
19	52.119	61.899	57.638	53.039	51.159	50.889	264.844	545.385	20
11	57.198	54.380	57.053	52.842	54.172	57.505	275.645	570.505	20
74	54.867	56.053	53.711	54.956	52.174	56.220	271.761	572.740	16
9	56.387	53.433	59.707	53.343	51.690	52.168	267.021	551.792	20

**HATTILED SUBARU
RALLY CROSS
RESULTS**

ODDS & ENDS

This column is for little odds and ends that people send me but I can't find a general category in which to put them.

So Here Goes:

One Lap of America results at <http://onelapo-famerica.com/history/results.shtml/y=2006> show that Danny Popp finished 5th in SSGT1BB with 1205 class points and 5845 O/A points and that Jack Baruth finished first in Alternative Fuel with 80 class points and 2400 O/A points. Congratulations!



Jack Compton is the Co-Chairman of The National Guard Great Race 2006 coming to Dublin Ohio June 26. The Arthritis Foundation and the city of Dublin are making "Host-A-Racer" sponsorships available for \$100 with the money going to the Arthritis Foundation of Central Ohio. In 1908, an event billed as "The Great Race" took place when 5 automobiles raced nearly 22,000 miles around the world. This is the 24th year the Great Race to relive the 1908 event in a coast to coast competition for a cash purse of \$250,000 featuring cars manufactured before 1961, with some as many as 92 years. For additional information contact Jack at jcompton2@aol.com and www.greatrace.com.



One Future Race Car Driver? It's Mallory Elise Tonn, born April 20 to Heather and Chris Tonn.



Iris Ellis took photos of JD and Larry as they participated in the school that Mid-Ohio conducted to train the instructors how to teach racing drivers how to handle Mid Ohio



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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
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1991 Mazda RX-7 Convertible.

Black/Black/Black. Excellent condition inside & out. Never driven in rain/snow, always garaged, non-smoker. *Only 25,560 original miles!* All options, including AC, cruise, power windows & top, power steering & brakes, fog lamps, leather interior, 5-speed, Pioneer surround-sound system with headrest speakers, CD and cassette. Brand new battery & sheepskin seat covers. Oil changed every 3,000 miles. \$7000 OBO.

2003 BMW Z4 (SSB or T3). Fully sorted, ready to race & win! Excellent condition inside and out – 4998 original miles. \$11K worth of spares, including 18 wheels, *many* good Hoosier tires, nearly new set of Hoosier wets, many new Hawk and Carbotech racing brake pads, stock front & rear rotors, struts, shocks, springs, control arms, plugs, new front bumper cover and assorted body parts – all you need to race for a whole season! 2004 CenDiv Champion, finished 3rd in 2004 Runoffs, winner of 9 National races and many Regional races; 2nd in 8 National races; only 3 non-podium finishes. Momo steering wheel, Recaro SPG Racer seat, G-Force belts (with 3 years left), and an awesome custom cage by Mark McMahon. Race and win in SSB or convert to street car (I have all necessary parts). Asking \$28,500 firm. Will include Motorola 2-way radio system, setup tools (camber gauge, toe plates) and a year's worth of Redline fluids (oil, MTL, diff fluid, coolant, CV joint lube) for another \$1500.

20' Kaufmann 2-axle steel open trailer. Elevated tire rack, electric brakes, and large tool storage box. Asking \$1500 OBO (will sell with Z4 or after Z4 sells).

1997 Chevy Tahoe LT. The perfect tow vehicle (tows up to 7500 pounds). Excellent condition inside and out. Leather interior, power everything, electric trailer brake control, towing package, cruise, AC, Delco premium sound system with CD and cassette, roof rack. Lots of interior storage space. New tires, shocks, brakes and rear end. Meticulously maintained, oil changed every 3,000 miles. \$8,000 OBO

1999 Winnebago Adventurer 32' RV. The perfect stay-at-the-track tow vehicle (tows up to 10,000 pounds). Excellent condition inside and out, meticulously maintained, oil changed every 3,000 miles. Chevrolet chassis with 454 Vortec gasoline engine. Great floor plan (sleeps 6) with sofa/pull-out bed, recliner, large kitchen/dining area, large bath, queen bed, lots of windows. Lots of storage area inside and out (basement model with pass-through). 2 Coleman roof AC units with ceiling ducts, 5000-watt generator, new coach batteries. \$36,000

Parts (make me an offer) – Chevy Parts: small-block motor (327ci/300 hp; old but complete) from '65 Corvette, TCI Powerglide racing transmission (almost new). BMW Z4 Parts: Sport suspension, front bumper cover with fog lamps, convertible top, driver's seat, driver's inside door panel, airbags (all 11 of them), package deck (all of these are new), stock exhaust (slightly used; includes resonator and 2 mufflers). Miscellaneous: Recaro SPG Racer racing seat with mounting kit (still in box); compressed air tank, Many 225-50x16 racing tires – Hoosier R3SO4s, Goodyear GS-CS, Kumho V-700s; Some 215-45x16 Hoosier R3SO4s.

All of the above available from Dave Nielsen. Contact me at (740) 965-5026 or at BMW02Racer@aol.com. I travel a lot, so please leave a detailed message if I'm not in.

For Sale: IT7/ITA, 1982 Mazda RX-7, Very clean, well built, lightly raced. Professionally maintained, transmission rebuilt after last race. Many spare parts, wheels and tires. All it needs are new seat belts and a better driver under them. \$3500. Call Dick at (614)853-1776.

For Sale:

BMW 3-Series Wheels and Tires (3Sets)
?Need extra wheels for race, winter or just a new look?

SSR Integral A2 lightweight Wheels w/Hoosier Solo tires - \$950 – Race-worthy, wide 17X9" w/5X 120 bolt pattern for 3 series cars; Very light (about 18 lbs.), semi-solid forged wheel. Hoosier AS03 race tires, 245 x 40 – pretty worn.

M3(E36) OE Polished/Forged 5-spoke wheels and KUMHO tires - \$1050. – Complete OE staggered set: 17 X 7.5 front, 17 X 8.5 rear, 5 X 120 bolt pattern for 3 series. Kumho ECSTA Supra 712 tires w/lots of life left. Very sharp wheels for E36 cars.

AT Italia M3 Cup style, 5 hole design w/Michelin Winter Tires - \$750 – Wheels used for winter, 17 X7.5 size, M3-OE style looks good for street or track. Tires – Michelin Pilot Sport winters w/good life left. Call Dennis Reamsnyder at (614) 5770-6604 or DLREAMY@aol.com.

For Sale: 1 set (4) Volk TE-37 racing wheels (15x7) white.

4 bolt pattern. 43mm offset.

Fits ALL Civic's and Integra's from 94 on. Fits other cars with same specs as well.

Used at very few events.(Solo/track days) no damage. Like new. Wheels have Avon racing slicks mounted, and still in excellent cond.

Used at 1 track event....tires still have 2 or 3 days of track events left, or a full season of autocrossing(solo). This is THE wheel if you're serious, hard to get, special order, and long wait, lighter \, and stronger than ANYTHING else. \$2300 value new.....you buy TODAY FOR \$1200 CONTACT: Rodney Taylor at lola@net-pluscoom.com or 740-342-2304.

For Sale:

My 1984 Class C Motorhome. It has a 4000 watt onan gen. And most everything works. The camper tows good and has many items recently replaced. I am asking \$4900.00 and if anyone has any interest, please call Willy at 614-563-0799. willycanfixit@aol.com

For Sale:

Driver Suit – Bell 2XL 2-layer, SFI 3-2A/5 rated – worn 2 or 3 weekends, like new, blue w/red upper and white trim \$250

AMF Harley Davidson Golf Cart – 3 wheeler w/steering wheel, 4 seats & a top, starts/runs/drives, needs TLC, \$600 – the cheapest Harley you'll ever own!

Lodge & Shipley Lathe – 14x40 w/taper, 3 jaw/4jaw/faceplate and tooling. 7.5 HP 3 phase, but includes converter – massive & HEAVY \$1500

Index #55 Vertical Mill – 220V single phase, lots of tooling \$2500

Walker Turner Bandsaw – heavy cast iron – wood model – converted to 120V w/lower RPM motor and pulley change to use w/thin soft metals (aluminum) \$350

ITB/FSP Fiero & Trailer – Yes it's still for sale w/spares and all – call for details - \$3500

1986 Fiero GT, V6 4spd, no a/c, runs but rough all over – clutch issue (hydraulics?) good parts car for above or project \$500

Set of Hoosier R3S03 tires 225/55-14 – decent "tread" but have been sitting a while \$100

Mix And match, one piece or all- will deal! More on multiple items (the more the better) – would still be interested in formula car (sorry no "V's") or sports racer project/basket case in trade

Craig Butt

(614) 848-5466, (614) 668-5939 cell,
jcbutt@wideopenwest.com

Mazda Rx-7 '86-'89 Engine Parts

Front plate, center plate, rear plate, housings, front cover, rotors, Clutch, Pressure Plate, Flywheel, misc. parts including distributor, oil pan, oil pick-up tube, oil pump, intake manifold, injector parts, etc. Parts are from two engines. Parts are used but in reasonable condition and can be reused.

Make reasonable offer

Ken - Office: (740) 881-1470

Home: (740) 881-0172

e-mail: kwberchak@columbus.rr.com

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Brett Fairbanks, M2 #200



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&
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