

REV RECORD



GTLM winner Porsche #911, Rolex 24 at Daytona

Photo by Rick Docken

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February Minutes

Sports Car Club of America * Western Ohio Region

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WOR Membership Meeting:
Second Tuesday of the month
7:30 pm
Bullwinkle's Top Hat Bistro
19 North Main St.
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Please direct all *Rev Record* correspondence to revrecord@worscca.org

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

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RE Report Jim Suhr

While it seemed like a long time in coming, I can hardly believe that we are in the full swing of the 2014 season. WOR is co-hosting a double regional race along with Detroit and South Bend regions at Gingerman raceway on May 10&11. The planning is going well, but we need your help to turn this event into a successful tradition. It will require volunteers and racers alike. If you are new to either, please contact me or Jerry Stem and we can help get you setup with all the information and training you need.

Speaking of training, the Great Lakes Spring Training event is set for March 15 in Findlay, OH. Details are on the Great Lakes Website at <http://www.greatlakes-scca.org/node/85>. This is great time to engage with others in your race series (club/solo/rally) or working specialty. Each will have its own session and you will have to try something new as well.

As I type this in Charlotte, I am thinking by the time you read this I should be back from the SCCA national convention and MSX. So, be sure to mark your calendars for the March membership meeting to hear the latest from me and or attendees at this great event.

Last, but far from least, Congratulations to all of award winners from the WOR 2013 banquet. All were well deserved. Also Congratulations to the club as a whole. We had a very successful year due entirely to the volunteer and driving efforts of everyone in in the club. By the look of things right now, we are well on track for another banner year.

Thank You!

Jim



Assistant RE Report Jerry Stem

As I write this, it is currently 4F outside and the snow is compacted into something resembling concrete. The seasons may be a few months away but that doesn't stop us from dreaming of warmer climates and squealing tires.

This marks the 3rd year as Assistant RE and 2nd as Membership Chair. Having only joined this group in July 2011 I seemed to have jumped in with both feet, which is typical for me. Especially last year, with car show exhibits, photographing autocrosses when possible, Street Survival (on my birthday no less) and oh yeah a rallycross season to compete in.

This year I see even more in my future. I've pledged to myself to get even more involved when possible. I WILL make it to at least two Mid-Ohio races to volunteer, I'm already signed up for the SCCA National Convention next month, I'm going to the safety training in Findlay next month as well and had every intention to go to the Rallycross National Championship in October until I filled dates into a 2014 calendar and saw my good friend's wedding is that Saturday. (Next year.)

So yes, this will be an even better and busier year. A few car shows, hopefully you'll see me at most if not all the autocross events either photographing or possibly seeing if I can get the MR2 lost in the sea of cones. Oh, that rallycross season I keep mentioning too.

Come on Spring, we're waiting!



RallyCross Report Chris Hastings

There is not much to report on the RallyCross front at this time. As noted in the last Rev Record, 2014 will be an 'off' year for me. I'll plan on putting on one fun event at Roos in the November time-frame, but that's it for me this year. Things to accomplish in the time off include grading and repair work on the course at Roos Farm, patching up the rental car, and scrapping the old rental Altima. If you would like to help with any or all of these endeavors, send an email my way.

If you would like to take over the reins of WOR RallyCross and put on events this season and beyond, I will be happy to assist and instruct as necessary. In the meanwhile, take this year as an opportunity to visit the numerous neighboring rallycross programs including: OVR, Detroit, and Indiana RallyCross.



Chris Hastings
Photo from the collection of Jim Suhr



The Docktor Is In Rick Docken

The “New” Rolex 24

What’s the difference between Dayton and Daytona? One letter and this year, only 30 degrees difference in temperature at the start of the Rolex 24 weekend. The cold that prevailed during practice and qualifying gave way to very mild conditions for the duration of the 24.

The chilly and sometimes blustery weather was only a minor story. The big news, of course, is that this was the first race under the newly united sports car series, TUSCC. TUSCC had an enormous challenge—to combine the Grand Am Daytona Prototypes and ALMS P2 categories into one competitive bracket, maintain the performance and rules for the GT-LeMans (GTLM) class of cars that can race in the European series, constrain costs, and of course, keep the fans happy and the wallets open.

The task to blend prototypes was huge. At a back to back ALMS/Grand Am event last summer, the P2 cars lapped 2 seconds quicker than their DP brethren. The GTLM lap times were not too much off the DP, so to maintain the prototype gap to GTLM, the DP’s had to get quicker.

This was easier said than done, as off-season testing didn’t go all that well (blown tires and airborne prototypes). Performance balancing continued literally up to the drop of the green flag!

The other twist was that the Rolex 24 is the premier event for this series. And it was the first under the new rules set. While there was testing in late 2013 and the “Roar before the 24” earlier in the month, there were no “small” events where performance balancing could be fully and properly judged. This would take place under the glare of an international stage.

While all that was going on behind the scene, out front the weekend was truly an international event—manufacturers, teams, drivers, owners, media, and spectators were evident from all points on the globe. The narrow Daytona paddock even had a “Champs-Elysees” air about it, as thousands of fans casually strolled to and from, “window shopping” the open garages, taking pictures, and engaging in conversation with drivers, crew, and other fans.



High Noon In The Paddock

Photo By Rick Docken

The combined series took me back to a generation or two ago. In the top class there were atmo engines and turbocharged types. As well as, across the entire entry list there were classic US (Corvette, Ford, and Viper), European (Porsche, BMW, and Ferrari), and Japanese (Nissan and Mazda) as well as a bevy of other types (Aston, Audi, and Honda) that have entered sports car racing since those “old days.”

The start was moved up from 3:30 to 2:10 (why 2:10 and not 2:00 I don't know).

The updated Daytona Prototypes which had claimed most of the first five rows charged off under the green flag right on schedule. The early favorites were the pole-sitting GAINSCO Corvette and the 2013-series winning Wayne Taylor entry.

After a while the race tempo had set in and the sun was setting on the day, which may have accounted for one of the nastiest wrecks ever at this event.

Memo Gidley, piloting the GAINSCO Corvette, was charging towards the infield kink and looking directly into the sun. Immediately in front of him was a slowing GTLM Ferrari. Memo hit the Ferrari straight on from behind, literally destroying both cars. The structural soundness of the Corvette structure was evident front and center. While Memo sustained severe injuries (broken arm, leg, and spine) his injuries could have been far worse.



GAINSCO Crash: Aftermath

Photo by Rick Docken

A late caution bunched the field with only minutes remaining. This would be a true “dash for cash” between the two cars that had dominated the 2014 race—Action Express and Wayne Taylor/Velocity in first and second respectively. Despite a valiant effort, the positions held for an exciting win for Juao Barbosa and the Action Express guys, duplicating the outcome from 2010.



Overall Victor: Action Express

Photo by Rick Docken



GT-Dayton Winner: Ferrari #555

Photo by Rick Docken

At the checkers, Corvette prototypes took positions 1-4. While the indications are that the balance of performance may have favored these cars, this 24 was an enduro in the truest sense of the word. Driver error and mechanical failure skewed an outcome that was changing up until the last hour! In the end, a Corvette, Porsche, and Ferrari took top honors in the different classes. All seems right, for now.



GTLM Winner: Factory Porsche #911

Photo by Rick Docken



Solo Report Eric Schmidt

As the large amounts of snow and ice start to melt, and the flowers and trees are getting ready for their ritualistic spring blooms, we have a different perspective for the spring thaw; racing season. The itch to shake off the cabin fever and lay rubber and slay cones is upon us.

Currently we have our plans for the 2014 schedule, and we will start to organize the solo equipment for another fantastic season. With the 2014 season comes some new rules associated with solo, namely with street tires and stock class. To shortly sum up the effect we will see; 1.) In 2014, stock class will be separated into street tires and race tires. Street tires with a minimum UTQG (aka tread wear) of 140 and in 2015 the UTQG tread wear rating required will be 200. And all will have to be DOT approved with a minimum tread depth of 7/32 (when new from the manufacturer). 2.) In 2014, stock class will still be allowed to run track tires, but will be required to note them when signing up for the events.

What does this mean for us you ask? Since we will be running PAX classes for the entire season, not too much. Only thing that will change is that stock class cars must use street tires with designated tread wear ratings, and the cars that want to run race tires will be in Stock Race tire class like previous years.

We have a pair of joint events coming up this season. The June 15th event is the annual tri-regional challenge in Connerville Indiana with the Indy region, Cincy region, and WOR region. On June 29th we will be hosting a joint event with the Cincinnati region at Kilkare. In addition to our traditional events, we are in search of addition facilities to host future autocross events to expand our tarmac choices to keep our skills sharp and add more Smiles per gallon.

I would like to thank all of the participants that came out to enjoy the 2013 season and congratulations to all the winners who attended the awards banquet at Bullwinkle's. Don't forget to add the Facebook WOR Autocross page if you have not discovered it, for the most current information on what is going on in the solo community.



2014 Solo Schedule

Event 1 - April 6th (joint event with CIN at Wilmington pad)

Event 2 - May 4th

Event 3 - June 8th

Event 4 - June 29th (joint event with CIN at Kilcare)

Event 5 - July 20th

Event 6 - August 3rd

Event 7 - September 14th

Event 8 - September 28

Event 9- October 12 - make up/fun event





2013 WORSCCA Awards List

Ned Kampe Award: Jerry Stem

Tom Burke Award: Eric Schmidt

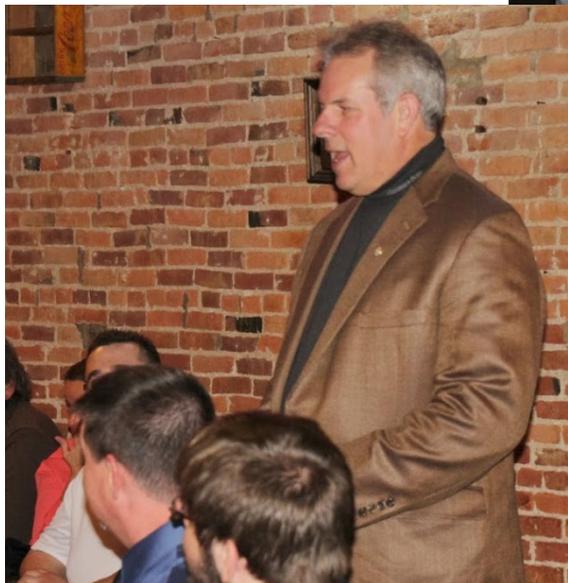
Joanne Burke Award: Becky Suhr

Bob Kimes Award: Boris Tirpack

President's Award: Karleine Justice

Horse's Ass: John Justice





Photos from the collection of Jim Suhr

What is the SCCA?

The Sports Car Club of America is the world's largest automotive motorsports organization and has set the target for motorsports competition and motorsports event management in North America for over 60 years. The SCCA has remained the benchmark and is recognized as the gold standard in the industry.

The SCCA hosts a myriad of motorsports activities to satisfy any interest you may have as a sports car competition enthusiast.

Interested in Professional road racing? Then SCCA Pro Racing®, Inc. which organizes and sanctions SCCA's World Challenge and MX-5 Miata Cup has your ticket.

Do you have a burning fever to experience the intense competition and camaraderie of Club Racing®? Then regional programs and intense national programs designed for qualifying for the National Championship Runoffs® are your medicine.

Not interested in the challenges of wheel-to-wheel competition but still harbor a competitive streak for precision and accuracy at speed? Then SCCA's Solo® Events program offers over 2000 local competitions annually up to and including a National championship with supporting Divisional championship programs.

How about those of you with a need to play in the dirt? SCCA's RallyCross® program offers competitions similar to Solo events on loose surfaces. RallyCross also has a very competitive National championship structure.

The SCCA RoadRally® program is what got SCCA started over 60 years ago. This is the easiest form of competition to enter as it only requires a registered and insured street car of any kind. Normal highway speeds and precise course following are the challenges in this most basic form of motorsport.

If you find that competing is not your style, but being close to the competition, the drivers, the cars and the crews and being part of the American motorsport scene is your form of adrenaline, then the SCCA has written the book on motorsport official's training, licensing and event management. Anyone can volunteer as an official at SCCA events – the wealth of motorsport experience possessed by SCCA members will be imparted to you simply by your enthusiasm and desire to learn.

YOU CAN GET IN ON SCCA ACTION LOCALLY AND RIGHT NOW!

There are over 110 local regions of the SCCA – from Guam to Hawaii and up to Alaska...down to Florida and up to Maine – which means there is a pocket of SCCA activity near you. You'll be involved in events close to home or you can make a weekend of it with other motorsports enthusiasts like you. SCCA is like no other motorsports organization. Why? Because you're involved – you can compete, organize, and participate at any SCCA event at any level you choose.

INDIVIDUAL MEMBER: \$80.

- Compete and participate in all SCCA events.
- Hold competition and Volunteer license.
- Vote in SCCA elections and serve on committees.
- Includes annual subscription to SportsCar®, the SCCA official monthly magazine.
- Two SCCA decals for your car.
- Includes Participant Accident insurance while participating in SCCA activities.
- Merchandise discounts.

FAMILY MEMBERSHIP: \$100

- Husband/wife and children under age 21.
- All family members have full rights and privileges of an Individual member.
- Share a subscription to SportsCar.

FIRST GEAR - \$45

- 24 years old and under.
- Full privileges of an Individual member.

MILITARY MEMBERSHIP: \$50

- Full time active duty military personnel.
- Full privileges of an Individual member.
- Spouse and children do not receive reduced fees.
- Must include a statement from your unit commander or a copy of your military ID card each year.

SCCA's Weekend Membership Program: A \$15 discount can be used towards your first year's dues by using your weekend membership number. The maximum amount that may be applied is \$30 and expires in 60 days (date on receipt).

SCCA's Membership Referral Program is an incentive for SCCA members to refer new members. By providing the name of the SCCA member who sparked your interest, you are granted a \$15 discount and your SCCA friend will receive a credit on their membership renewal.



Simon Ward
2/11/14 Board Meeting Minutes

RE Report: Called meeting to order at 7:37pm. SCCA National convention is March 7-9 in Charlotte, NC. We are sending 3-4 people and there are still seats available. Spring Training for GLDiv is March 14-15 in Findley, OH.

Race Chair: SCCA season started with 2 Majors events in Florida. Very well attended. SCCA is reevaluating restart procedures when races are reaching their time limit.

Treasurer Report: \$9100 in bank. All bills paid for 2013. Audit coming soon as well as taxes. Need inventory. Evaluating potential cost for WOR Games.

Solo Chair: New options for trailer, 4'x 8' seems to be the best size. Do we want to work out of the trailer; pop-us are cheap? Is there anything salvageable from the old trailer; maybe for scrap? Tentative schedule: 4/27, 5/4, 6/8, 6/29, 7/20, 8/3, 8/31, 9/14, 9/28, 10/12; all at Kil-Kare. Looking into the possibility of combining one date with a Saturday night race.

Rev Record Report: Articles due by Feb. 25th

Rally Chair: No report.

WOR Games Report: WOR Games are May 10-11 at Gingerman. 1st points race in GLDiv. We need workers, especially Chiefs. Need lots of additional volunteers: grid, corners, tech, registration, ect... Supps and schedule are in the works. We will not lose money on event, but we need to share costs. Breakeven point is about 80 cars.

Assistant RE: We have 2 upcoming car shows; DARF show on March 8th. Dayton Airport Expo on March 21st- 23rd.

New Business: Denny bought a computer! Boris has old Sportscar issues to go into the archive. Any broken springs can be sent to the Rev Record for proper recycling.

Motion to adjourn at 8:28pm.



Special thanks to:



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