



The Blower

Newsletter of Neohio Region, SCCA

Volume 61, Issue 5

May 2014

The Starting Line

REport by Jim Green

Hall of Fame Nominations

The Hall of Fame committee is accepting nominations for 2015.

We need the name and a biography of the nominated person.

Please send to Dorothy Harrington at doubledlh@hotmail.com or by mail to Dorothy Harrington, 340 Bellaire Road, Avon Lake, Ohio 44012.

Speedy Recovery

Get well soon!

Denny Freeman- Broken ankle

Jim Green-Foot surgery

Sherrie Weitzenhof-Triple by pass heart surgery

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It's difficult to imagine that another month has gone by and it's time to create another report.

Neohio has had a couple of successes during the last month and that is definitely good news. The weekend of April 25 thru 27 was the Driver's School and Regional at Pitt Race, formerly BeaveRun, just outside of Beaver Falls, Pa. The event was co-sanctioned by Steel Cities and Neohio. We have not been able to put a completed accounting of the event together yet, but it appears the weekend was profitable for both regions. I cannot thank Mark Connolly enough for work he and his group put into the weekend. It was their hard work that made it a resounding success. Now don't get me wrong. Neohio definitely helped during the event, but Mark's familiarity with the circuit and the management certainly was a plus. Neohio has an event scheduled there later in the year that should be an exciting weekend.

Not to steal the thunder of our Solo group, but it definitely looks like a great season coming up for them. They hosted a shakedown event at the Lake County Speedway that went very well. Be sure to read Bill Snows article in this issue of the *Blower* and mark the schedule on your calendar.

I received an email in the last few days from the Club Racing Department describing a new *Online Drivers School*

Training program. The program will be provided by S2 Learning Systems, Ltd (S2).

"S2 is a training, performance and safety services company headquartered in south eastern Ohio. S2's consulting services include learning assessment, instructional design, curriculum development, safety and performance improvement." The purpose of the program is to provide consistency and prior knowledge before the driver school so track time can be increased and better taken advantage of. This should be available July 1, 2014.

Lastly, I am looking for a couple of volunteers in the region. Stephanie Hahn has agreed to take on the Street Survival program, but is requesting some help. If you can help, please give either her or myself a call. I also am looking for someone to take over the administration of the Neohio website. AJ Anselm from Steel Cities has been taking care of this, but we need someone from Neohio to step up to take it over. He is willing to help in the transfer of info and knowledge. Again, if you are interested please give me a call.

Jim



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Contributors:

Marvin Gray, Jim Green,
Tara Oram

Monthly Meetings

Neohio Board meetings are held the first Tuesday of each month. Any exceptions will be published in *The Blower*.

Meetings are held at 7:00 PM in the private room at Captains Club, 34820 Vine St., Eastlake, OH. Members and guests are welcome and encouraged to attend.

Membership meeting dates and times are published in *The Blower*.

The Blower

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Articles for publication in *The Blower* may be submitted in most Windows based word processing formats. You may mail or e-mail material to the editor or Pete Sedlak (speedchaser43@yahoo.com) by the last day of each month.



Great Lakes Division website: <http://www.greatlakes-scca.org/>

www.neohio-scca.org

MEMBERS PRESENT: Jim Pracker, Jim Green, Tara Oram, Dorothy Harrington, Jeff Blumenthal, Stephanie Hahn, Dan Koplow
EXCUSED MEMBERS: Roland Hahn, Greg Vandersluis, AJ Roderick, Peggy Dietz, Jim Leagan, Scott Lunder
GUESTS: Welcome to all.

Jim Pracker called the meeting to order at 7:13 p.m.

MOTION to accept the Minutes as presented: *Koplow/S. Hahn – Approved.*

MOTION to accept the Special Minutes as presented: *Koplow/S. Hahn – Approved.*

TREASURER'S REPORT:

- **MOTION** to accept treasurer's report as presented. *Do. Harrington/Oram – Approved.*

REPORTS & COMMITTEE REVIEWS:

REGIONAL EXECUTIVE: Jim passed along the article that was written in the Shelly Co.'s newsletter regarding our Street Survival Program last year. He did note, that they never received a Thank You note for their sponsorship. Going to check into that.

- There are a couple of schools interested in holding an event. Jim going to make some calls and see if we can get this going as on-going program.

COMPETITION COMMITTEE: Stephanie has received contract for our October event. She is going over it line by line and has had some questions. Working with the track to get those clarified. All seems pretty in line with the driver school contract.

- Will work with Mark C. of Steel Cities to get something in writing about our responsible split for the driver school/regional.
- Jim stated he believes SCCA is moving away from being able to count multiple races on one weekend. He believes the talks are starting, but thinks it is from keeping someone from getting a National license in one or two weekends.

MEMBERSHIP: Currently at 518 members with 25 renewals as of 2/24/14. Many names are racers that may delay their renewals.

- Bill Snow mentioned about the Piston/Power show at the IX Center. More and more clubs are going there as more race oriented, instead of the auto show. Might be worth looking into as space is cheap as well.

RALLY: No report.

SOLO: Schedule is set with great events and interest already.

- Requesting a deposit of \$500 for the Medina County Fairground event. Also a budget of \$850 for programs promotional material, keeping timing equipment up to date, agreements, laptop, etc.
- **MOTION** to approve a budget of \$1,350 to Solo program for operations for 2014. *Blumenthal/Do. Harrington – Approved.*

RALLYCROSS: No report.

STREET SURVIVAL SERIES: No report at this time.

HALL OF FAME: Nothing new – just looking for sponsors and getting the word out in the Blower.

OLD BUSINESS:

- Decoders are on the way!
- Transponders that are near battery life end, Pracker thinks he can fix. Will get one or two to work on from Stephanie.
- Pete never requested Chiefs of Specialties. Will need to request those soon and have in place.

NEW BUSINESS

- Pracker brought up idea of putting on an event at Nelson, and Duane H. added it should be in conjunction with other regions, as a benefit event for Garrettsville and the charity Garrettsville Strong put in place from the fire. Stephanie would contact organization to find out more and Pracker would contact local regions and Dan K. would contact Kerrie at Nelson to see if any dates available.
- Dorothy talked to the 2014 Neohio Driver Championship series. The points structure changed a bit. But had some comments regarding eligibility. Discussion regarding who eligible and rules interpretation. All agreed in place and stated clearly. **MOTION** to accept the Neohio Driver Championship rules as written. *S. Hahn/Koplow – Approved.*

- **MOTION** to adjourn at 8:27pm – *Blumenthal/Koplow – Approved.*

Respectfully submitted: Tara Oram
April 2014 - Approved | Final

DATES TO REMEMBER

MAY / JUNE 2014

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
May 12	May 13	May 14	May 15	May 16	May 17	May 18
May 19	May 20	May 21	May 22	May 23	May 24	May 25
May 26	May 27	May 28	May 29	May 30	May 31	June 1
June 2	June 3 7 P Trustee Mtg /Comp Board Mtg, Captain's Club, Eastlake	June 4	June 5	June 6	June 7	June 8
June 9	June 10	June 11	June 12	June 13	June 14	June 15
June 16	June 17	June 18	June 19	June 20	June 21	June 22
June 23	June 24	June 25	June 26	June 27	June 28	June 29

Ask a Pro! Receive advice directly from today's top stars!

Featured Pro: **Graham Rahal** **Verizon IndyCar Series race winner**

Aspiring race drivers and serious fans alike will be hard-pressed to come up with a racing topic the 25-year-old Ohioan can't tackle from personal experience. Eleven years ago, at age 14, Rahal – grandson of sports car racer Mike Rahal and son of three-time IndyCar Series champion and 1986 Indianapolis 500 winner Bobby Rahal – jumped from shifter karts into the fledgling Formula BMW series. In 2005, he accelerated onto what is now the Mazda Road to Indy, rocketing through the ranks before making his IndyCar debut while still a high school student in 2007. A little over one year later, in April 2008, age 19 plus 93 days, Rahal won the Honda Grand Prix of St. Petersburg. The youngest ever IndyCar Series race winner suddenly was an established star.

Rahal is now regarded as one of America's most seasoned and knowledgeable racers after achieving success also in sports cars, winning the 2011 Rolex 24 At Daytona. This year he will focus on driving the #15 National Guard Dallara/Honda/Firestone for Rahal Letterman Lanigan Racing.

Third-generation racer Graham Rahal, a winner in both the Verizon IndyCar Series and the Rolex 24 At Daytona, is the latest Online Driving Instructor.

Graham Rahal answers your questions! (To read all questions and answers, visit http://safeisfast.com/qa_sessions/39#.U3VMUPIdW4E).

Q: Before the start, who works out the race strategy on your team? Do you get much of a say? -- Tom S

A: Yes I do, actually! We all sit down -- my dad, my engineers, Oriol [Servia], our entire team - -and discuss it. I do have a say, for sure. In our sport,

strategy isn't only when you stop; it's tire strategy, fuel strategy, etc. There is a lot going on, but as a team we always have to agree and be on the same page. As a driver, you trust heavily in those on the pit stand making the calls and telling you what you have to get, fuel-savings-wise and things. I feel lucky because my dad is, and always has been, one of the best!

Q: How difficult do you find it to adapt to a new race engineer? What do you suggest to speed up the communication process? -- Jason

A: It's always difficult. A race engineer and his driver must always be on the same page. An engineer should be able to look into his driver's eyes and know what he's thinking before he says a word. Any sort of relationship-building time like dinners together, team meetings, phone calls – all those things – so you both get on the same page is always a big help. Relationships make this world go around, and Bill [Pappas] and I work very hard on this all the time.

Q: In one of your videos you talk about your coach, Michael Zimicki, and how valuable he's been to your career. Do most drivers now have coaches? How do you find a good one? -- Steve Thompson (again)

A: Mike is a great coach. When I say "coach," it really means more than that. What he is very good at is taking videos, dissecting driver lines, car behaviors, things like this. He is really spectacular at all that. Mike has been working with my dad and our teams since the early 2000s, so he has been part of our family a while. Dad was told about him and immediately took action. There are plenty of good, qualified, coaches out there, but not many with Mike's abilities.

Q: I race shifter karts and also do some simulator racing to practice my focus points on turn-in + apex + exit. I notice at times that I tend to "tighten up" or stop breathing. Not sure if you have experienced that before. I notice that I lose tenths of a second when I am in that state. Is there a way to get back to a state of relaxed focus? I have read Jacques Dallaire's book and I still struggle at times with the focus. Thanks for your time! -- Greg

A: Hi Greg, of course we all experience that. I have noticed it on the simulator before, as well as in the car. Honestly, I think it's all about time in the car. The more you drive it, the more comfortable you become. However, when you are pushing to 10/10ths, you will always have some sort of heightened heart rate or slower breathing. This is normal. The most important thing is to make sure you're in good enough physical shape to sustain this and to keep your mind clear so you aren't making mistakes, getting sloppy, when your heart rate ramps up. It will always happen, and it has always happened to all of us.

Q: Have you ever gone out to first practice in a new car or on a new track and felt completely lost? What steps did you take to get it together? -- Jerry V

A: For sure, we all have experienced that! Some tracks are really difficult because they don't have a lot of reference points for where to brake, when to turn in, where the apex is, etc. Depending on the track's designer, the corners can all be blind like at Barber Motorsports Park, or very flat with grass and basic colored curbing like the Indy road course. Those are hard because they look the same. We always have those moments when we think, "Now where do I go?!" but generally, as professionals, we figure it out after a lap or two!

Q: What do you find is your ideal mental/performance state and what

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Neohio hosted it's first event of 2014 on Sunday May 4th at Lake County Speedway in Painesville. While the weather looked iffy, it turned out to be a fine day with Mother Nature cooperating.

This non-points, test and tune event was limited to a small number of SCCA members and we had the intention of using this day to test out the Solo equipment while allowing

our members an opportunity to get their cars out to shake them down. Everything worked and we are ready for our full season of events.

This was Neohio's first time at Lake County Speedway. Feedback was positive regarding the venue and course. Also the track had opened the concession stand so the participants could get lunch.

Neohio's next event is June 1st at the Medina County Fairgrounds. Be sure to check Neohio-SCCA.org for more information.

Remaining Neohio Solo Schedule

- June 1 - Medina County Fairgrounds
- June 29 - Lakeland Community College
- July 13 - Lake County Speedway
- July 27 - Lakeland Community College
- August 10 - Lake County Speedway
- August 24 - Lakeland Community College
- September 28 - Lakeland Community College

Final Results												
#1 - May 4 - Sat 05-03-2014												
Total Registered: 19, with Times: 19												
cs - 'C Stock' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	cs	17	Oswalt, Michael	Blue	57.142+2	53.223	51.550	51.102+1	50.547+1	50.597	50.597	-
ds - 'D Stock' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	ds	66	McIntyre, Betsy	Dk gray	999.999+off	999.999+off	999.999+off	52.965	51.812+1	52.362	52.362	-
es - 'E Stock' - Total Entries: 2 Trophies: 1				Times						Total	Diff.	
1T	es	12	Murphy, Joe	Red	52.486	50.780	49.925	49.878	51.024	49.676	49.676	[-]2.645
2	es	27	Giffen, Rob	Red	55.839	54.183	52.580	52.809	53.913+1	52.321	52.321	+2.645
gs - 'G Stock' - Total Entries: 4 Trophies: 2				Times						Total	Diff.	
1T	gs	26	Swensen, Todd	Black	999.999+off	57.490+1	49.405	49.357+2	48.805+1	49.339	49.339	[-]1.487
2T	gs	42	Timko, Stephen	Red	54.134	53.166	51.368	50.817+1	51.622+2	50.826	50.826	+1.487
3	gs	24	Marsh, Erik	Orange	62.020		56.833	56.028	53.520	52.535	52.535	+1.709
4	gs	14	Perolis, Shawn	Green	999.999+off	61.518	999.999+off	55.176	54.421	52.934	52.934	+0.399
em - 'E Modified' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	em	41	Fulgham Sr., Timothy	White	999.999+off	54.636+4	54.545+7	53.637+5	53.359	52.787	52.787	-
stc - 'Street Touring C' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	stc	51	Poling, Bob	Silver	57.673	55.313+1		53.678	53.628+2	52.028	52.028	-
str - 'Street Touring R' - Total Entries: 2 Trophies: 1				Times						Total	Diff.	
1T	str	9	O'Malia, Kevin	Grey	54.152+2	52.147+2	51.328	50.250	48.920+1	49.792+1	50.250	[-]5.384
2	str	24	Daniel, Leon	Black	68.462	61.520	58.909	57.700	57.081	55.634	55.634	+5.384
stx - 'Street Touring X' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	stx	5	Snow, Bill	red	999.999+off	54.365	53.810+1	53.214	59.330	52.700	52.700	-
sm - 'Street Modified' - Total Entries: 2 Trophies: 1				Times						Total	Diff.	
1T	sm	37	Lewis, Evan	White-ish	51.992	50.916	50.627	49.558	49.514	49.063	49.063	[-]0.519
2	sm	12	Fontanet, Hector	Dark Gray	53.598+2	51.013	49.582	48.515+1	49.707	48.053+1	49.582	+0.519
smf - 'Street Modified F' - Total Entries: 3 Trophies: 1				Times						Total	Diff.	
1T	smf	85	Idell, David	Blue	55.007	52.471+1	52.542	51.181	50.802	51.256+1	50.802	[-]1.672
2	smf	27	Sumlin, Lauri	Spicy Orange	58.296	55.536	53.638	53.004	52.474	52.753	52.474	+1.672
3	smf	127	Sumlin, Marlom	Spicy Orange	999.999+off	999.999+off	53.777	54.293	52.690	52.201+1	52.690	+0.216
ssm - 'Super Street Modified' - Total Entries: 1 Trophies: 1				Times						Total	Diff.	
1T	ssm	25	Chois, Pablo	Silver	999.999+off	50.101	49.006	48.572	48.050	47.150+1	48.050	-

Top Times Of Day	Time	Class	#	Driver
Raw time	48.050	ssm	25	Chois, Pablo
Pax	39.767	gs	26	Swensen, Todd
Stock	49.339	gs	26	Swensen, Todd
Modified	52.787	em	41	Fulgham Sr., Timothy
Touring	50.250	str	9	O'Malia, Kevin
Street Modified	48.050	ssm	25	Chois, Pablo

Upcoming Rallies

6/7-6/8/2014 – CAST in Stone & Letters of Intent National Rallies (tentative), MI. Detroit Region, SCCA - GLD Rally Championship event. www.detroit-scca.org.

7/19-7/20/2014 – Twin National Rallies, Bloomington, IN. Indianapolis Region, SCCA

9/5/2014 – Press On Regardless (POR), Indian River, MI. Detroit Region, SCCA - GLD Rally Championship event. www.detroit-scca.org.

10/4/2014 – Clare Color Tour, Clare, MI. Detroit Region, SCCA - GLD Rally Championship event. www.detroit-scca.org.

10/18(?) /2014 – Johnny Appleseed Rally, Bolivar, OH. Neohio Region, SCCA - GLD Rally Championship event. www.neohio-scca.org.

10/26/2014 – Lake Erie Covered Bridges Rally, Ashtabula, OH. Misery Bay Region, SCCA - GLD Rally Championship event. www.mbrscca.com

12/6/2014 – Pavement Ends, Lansing, MI. Detroit Region, SCCA - GLD Rally Championship event. www.detroit-scca.org.

Street Survival

By Chairman Pete Sedlak

Watch FaceBook for additional information on Street Survival. Planning an information meeting later this month.

**Membership Address,
Phone, E-mail Changes?**

Contact Jeff Blumenthal
jblumenthal@bbappliance.com

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strategies do you use to get into it? How often do you find you are able to achieve this state, where you are 'In the Zone?' -- James Munro

A: I feel as a professional driver you always have to be in the zone to get the best out of your car and team. For me it's a place and time where I can put everything else in life aside and feel comfortable and confident in the car I am going to be driving and the team I have behind me. I am different than most: Lots of guys will relax and lie down by themselves to get their heads clear before a race. Me, personally, I like to be active with friends and family, and have fun before a race. It allows me to just clear my head and not think about much else other than being relaxed and ready to rock. Everyone is different; my ways may not work for others.

Q: How involved in the nuts and bolts – the design, engineering, set up – details were you in the beginning, and how deep are you now? Has your hands-on changed? And do you enjoy that side of things? -- Tristan

A: We drivers are always very involved! We are the best "sensors" that an engineer has! On the team front and operation I am not involved, though. My dad and I look at it like I should be a driver and focus on that, leaving everything else to him until I am ready to step out of the driver's seat.

Q: Graham, what advice would you give a club racer regarding the transition into "Pro" series races from a lower group like SCCA or NASA? ML

A: Take it slow and be patient. Pros are all good; there really are no "bad" guys anymore. So be patient, take your time coming up the ladder, and stay committed to what you're doing. You will have good days, bad days, and great days. You need to be level headed and ready for anything!

Q: Graham, why on longer straights do IndyCar/F1 drivers not hug the white line at the side of track the whole length of the straight? For example, when they exit a right turn on the left side of the track and then have a straight leading into another right turn, they tend to drift toward the center of the track just to turn back toward the same edge of the track to set up for the next turn. Pete

A: I actually don't have a good answer for you. I think it's because you want to take a relaxed line and not be right on the edge. Then again, we are always on the edge. Then again, we are always on the edge. Great question, but I guess you do it subconsciously and not really on purpose.

Q: When your dad was your age, he was racing F3 in Europe and it seemed like F1 was his goal. Was F1 ever one of your goals – or is it now? -- Roger

A: It was once, but now I just love IndyCar racing. I love F1, but in recent years I have lost interest. IndyCar racing, to me, is the best and most competitive form of motorsport in the world, and I feel lucky to be a part of it.

Q: Did you get a choice growing up, or was it always assumed you'd be a racer? If you weren't racing now, what do you think you'd be doing? Thank you. -- Nina

A: I got the choice. I was never pushed into racing and feel very lucky that was the case. If not racing, I would probably be working for our dealerships and selling cars. I love cars; they are possibly my biggest passion in life!

Q: What's the best piece of advice you ever got about racing from your dad? Or from your granddad? - "Crash"

A: "Enjoy it!" I was lucky never to be pushed into racing. A lot of people believe racing was the obvious fit for me and something I would always do,

(Continued on page 10)

By Chaplain Gray

Sounds

As the new F1 season has begun the new car specifications have caused quite a stir from the ugly noses to the Mercedes dominance. Mercedes seems to have their sums right with the new fuel limits of 100 KG per race and the two energy recovery systems used. Their engines 1.6 liter V6 turbos have won all the races. One other loud complaint has been the sound or lack of it from the new engines. The muffled noise of the new lower 15,000 RPM limited turbocharged power supplies had one promoter threatening to sue over the lack of those cherished good sound vibrations. Having loved F1 at Indy with normally aspirated V 10 Ferraris screaming at 19,000 RPM, I can certainly sympathize. I hope that F1 can come up with a good "sound" solution.

(Continued from page 9)

but I was always told that I needed to love what I do or don't do it. I am fortunate that I absolutely love racing!

Q: In one of your videos, you said you really lacked confidence last year. What did you do to try to shake that last winter? -- Steve Thompson

A: You have to be strong enough to put it behind you. That's exactly what I did. I spent a lot of time away from the track trying to clear my head. You also need to surround yourself with people who believe in you and want to help you be better. I am fortunate to have people that do exactly that and that made my life a lot easier.

Q: What do you think is your most important "strength" as a driver? And how do I get it, too? -- John

It has always been my contention that the sound is one of the biggest appeals of racing and is a huge reason why being there is so much more exciting than watching on TV. Several years ago I went to a NASCAR Cup race at Richmond and sat unenthusiastic for 125 laps wearing ear plugs. Pulled them and "Voila!" things became much more interesting.

Last summer at Mid-Ohio, I watched as the Trans Am cars lapped a few seconds a lap faster than the Nationwide series machines, but the Mustangs, Camaros, Toyotas, and Challenger from NASCAR seemed faster because they were so much louder. The SCCA sound limits seem to detract from the show.

There have been other sounds this month. The tones of sorrow have come from Santa Rosa, California where the longtime founder and

leader of Motorsports Ministries, Richard Anderson, lost his battle with cancer. I was privileged to serve with him for many years and my sympathies to his wife Beth and his family. Through the years, Richard and his fellow Motorsports Ministries chaplains have served IMSA, Indycar, ALMS, Grand Am, Trans Am and SCCA Club Racing. The racing community has lost a great servant but Richard is now in a much better place.

But from another corner of the world comes a different sound. My first grandchild, Charlotte Willow "Lottie" Gray was born March 10 in Bristol, England. My wife, Joy, and I were able to visit over the Easter holiday. The Bible says the great pleasure of life is enjoying your children's children. Holding our precious Lottie as she gurgles and coos I can testify that it is surely true.

Chaplain Marvin Gray
chapnlrc@aol.com

A: My best – and any driver's best – strength is being able to be quick but consistent and make as few mistakes as possible. I think for anyone that is key, and I feel like for me, my racecraft has been my biggest strength. You get it by learning where the limit is at all times and then taking it back just a notch. You find a level that you can push to 100 percent of the time and feel confident that you won't make mistakes or cause damage to your car or others.

Q: While there really isn't a substitute for seat time, what would be the most cost-effective way to prepare/train to race? (I'm looking into shifter karts and spend a good deal of time on Forza/F1 on Xbox – with the wheel, of course.) -- Corey

A: I would say karting is a great way

to learn the craft. Once you make the major purchase of the kart and spares, it's not too expensive to maintain and run. Some simulators are good ways to learn the tracks and things like that, but I think karting is the best way to stay active.

Q: I was just wondering if 19 is too old to get into racing with the hope of being a Verizon IndyCar Series driver? (Since racing isn't big here in Ireland, it's hard to find any info whatsoever.) -- Conor Armstrong

A: I don't think any age is too late. However, getting to IndyCar by your late 20s should be anyone's goal. I would say at 19 you are still young enough for sure. Remember to always pursue your goals and dream. Anything is possible.

Neohio Region SCCA, Inc
2014 DRIVER'S CHAMPIONSHIP SERIES

ELIGIBLE DRIVERS

Any member of Neohio Region, SCCA who holds a Competition License or a Novice Permit is eligible. Drivers must be Neohio Members on the date of the event in which points are earned. In the event of Dual Membership, Neohio must be the region of record at the time the event is run before earned points are recognized.

ELIGIBLE EVENTS

National, Regional, and Novice Drivers must earn points in a Minimum of any four (4) SCCA National and or Regional races. Only the best six (6) finishes will be considered although drivers may enter as many as they desire and submit the results there of. No enduros, pro-races, or races for money will be counted. Only the longest scheduled race of the sanctioned event will be counted. Drivers must write the Region sanctioning the event, and the Day and Date the race was held on the result sheet. Runoffs or other Class Championship races will not be counted.

BONUS POINTS

Any Neohio Driver will be given ten bonus points for starting any Neohio event, with the exception of the driver school and enduro, for a maximum of 20 bonus points.

POINTS

Points are awarded for each event entered as provided in the "GCR", plus one point for each car BEAT finishing in class. The highest point total in each class from January 1, 2014 through October 31, 2014 will be considered in declaring winners of the series.

Ties in the final points totals shall be resolved on the basis of each driver's record of first place finishers: then if necessary, second place finishers: then if necessary, third place finishes etc., until all positions contributing to the point totals have been considered. In the event the preceding does not resolve the tie, the winner will be the competitor who raced against the largest number of starters for the races in his or her class. In cases where further tie-breaking is necessary, ties will be broken on the basis of which driver earned the total points first. First place trophies only will be awarded to the winner in each of SCCA classes. All Neohio licensed competition drivers are automatic entrants, so there is no need to register for the series. All that is necessary is that drivers report non-Neohio event points earned to the Pointskeeper. Copies of all OFFICIAL result sheets for your race must be included in reporting of points earned (except for Neohio events which will be automatically, recorded).

DEADLINE FOR REPORTING POINTS IS

November 15, 2014.

POINTS POSTMARKED AFTER THIS DATE WILL NOT BE CONSIDERED FOR THE 2014 SERIES !!!!!

NO EXPRESS MAIL OR MAIL REQUIRING A SIGNATURE WILL BE ACCEPTED!!!!!

NO FAX AS WE NO LONGER HAVE FAX. NO EXCEPTIONS OR EXTENSIONS.

AWARDS

The Region Series Champions will receive awards at the annual Neohio Awards Banquet. Please forward Points to:

DOROTHY HARRINGTON

340 Bellaire Rd.

Avon Lake, Ohio 44012-1503

E-Mail doubledlh@hotmail.com



The Blower

Newsletter of Neohio Region, SCCA

May 2014

Laura O'Neill
397 Apple Hill Drive
Sagamore Hills, OH 44067

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