



# The Blower

Newsletter of Neohio Region, SCCA

Volume 66, Issue 10

October 2019

## The Starting Line

REport by Dave Lancaster

### Upcoming Events

**Johnny Appleseed Rally**

October 19, 2019

**Awards Banquet &  
Hall of Fame inductions**

February 15, 2020



### Inside This Issue

September BOT Minutes	3
Trustee Biographies	5
Rally & Solo Schedules	6
Neohio Hall of Fame	7
Solo Experience	8
Rally Cross Results	12
Points Reporting	15
Classifieds	16

I hope to see you at NEOHIO Region's Annual Meeting on November 12<sup>th</sup> at Boss Pro Karting. This event is a great opportunity for our members to meet the Board of Trustees and Program Chairs, to see what we have planned for 2020 and socialize with other members. The second part of this meeting will be our Annual Election which is important for the future direction of the region. The final part of the meeting will be a chance to have some fun with the racing activities available at Boss Pro. The Management team at Boss Pro have created a race program for us to challenge each other. Naturally, there will be a 2019 NEOHIO Champion with full bragging rights awarded at the end of the night! NEOHIO Region will be providing free wings, pizza and salad at this event.

This year's election has some new members stepping up and volunteering to join the Board of Trustees. In my opinion, we have four very talented people that can each add value to our region, running for only three open Trustee positions. Please review their biographies in this month's *Blower* and give these people the respect they deserve by voting for whom you feel will provide

the best contribution to NEOHIO Region's future direction.

NEOHIO Region held our Rally Cross Event at the Geauga County Fairgrounds on Sunday, October 6<sup>th</sup>. We had 47 entrants and about as many spectators that wished they had entered. A fun time was had by all! Andrew Grannis and Matt Step, our Rally Cross Co-Chairs, did a great job with their first event. Jason Pokines led the timing efforts for the event as well as many other NEOHIO members. Then we had the experience of the Great Lakes Region Rally Cross team design the course and provide leadership. These were experienced Rally Crossers from Western Ohio Region, Ohio Valley and Detroit who made the commute to make sure NEOHIO's event was a success. It was great to see commitment from these individuals assuring we got the right start with our Rally Cross Program.

I can say with confidence that NEOHIO Rally Cross will be back in 2020, with possibly an extra date or two. The Geauga Fairgrounds were pleased with the way we respected their facility. The damage to the parking lot was easily repairable

*(RE Letter continued on page 5.)*



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Joe Blaha, Ray Glover, Andrew Grannis, Duane Harrington, Dave Lancaster, Greg Lester

### 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 Winking Lizard, 25200 Miles Road, Bedford Heights, OH 44146. 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 RE at regexec@neohioscca.com by the last day of each month.



### Advertisement Rates

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**Neohio Region, SCCA**  
**Meeting Minutes | September 3, 2019**

- Members Present:** Bill Moore (Trustee '19), Michael Oswald (Trustee '19), Ray Glover (Trustee '20, Rec. Sec.), Bob Nick (Trustee '20), Jim Pracker (Trustee '20), Bob MacDonald (Trustee '21), Madeline Oswald (Trustee '21), Jason Pokines (Trustee '21), Dave Lancaster (R.E.)
- Excused Members:** Jim Green (Trustee '19), Jeff Blumenthal (Asst. R.E.), Joe Blaha (Treas.), Tara Oram (Mem. Sec.)
- Guests:** Brenda Nick, Bill Stewart, Pablo Chois, Daniel Griewisch, Seth Gale, Taylor Allen, Greg Lester
- Call to Order:** The meeting was called to order by Chairman Dave Lancaster at 7:00 pm.
- Review of Prior Minutes:** Minutes from the August 6, 2019 meeting were presented by Ray Glover for approval. A motion to accept the minutes as corrected was made by Jim Pracker, seconded by Jason Pokines, and approved without objection.
- Treasurer's Report:** Joe Blaha emailed his Treasurer's Report dated 9/3/19 and it was distributed by Ray Glover. Jason Pokines made a motion to approve the report as presented, seconded by Jim Pracker, and approved without objection.
- Membership:** Dave Lancaster noted there was no report from National for this month.
- Officer and Committee Reports**
- Regional Exec. Report:** Dave Lancaster stated we as a Region need to promote our upcoming events. There was a request from Nelson Ledges to help provide workers for the ChampCar event. Dave had the guests and Board members introduce themselves.
- Rally Cross Report:** Dave Lancaster reported that Ed Trudeau and Andrew Grannis have the event well organized thus far.
- Rally:** Greg Lester reported the Johnny Appleseed rally is next month (10/19/19) and he has the sanction ready.
- Competition Committee:** Jason Pokines stated the road racing point standings have been updated.
- Street Survival:** Bob MacDonald reported the event is to be September 28, 2019 at the Eastlake Captain's lot and that Jeff Blumenthal had a good meeting with the principal of St. Eds to get their students to the event.
- Solo Report:** Jason Pokines stated the next event will be next weekend and that he is working to update the software.
- Time Trial:** Bob MacDonald reported the Time Trial had an approximate income of \$11,340 and approximate expenses of \$12,439. He also noted Mahoning Valley had an initial deposit of \$3,939.75 to Neohio for their share of the event and requested a partial refund of \$3,550 to Mahoning Valley until the final numbers are tallied. A motion was made by Michael Oswald to refund Mahoning Valley \$3,550, seconded by Jim Pracker, and approved without objection.
- Hall of Fame:** Some nominations have been made to the Hall of Fame Committee.
- Old Business:** Brenda Nick turned in an inventory of timing and scoring equipment that has a total value of \$10,468. She wants to make sure it is insured.
- Adjournment:** Motion to adjourn made by Jim Pracker, seconded by Michael Oswald, meeting adjourned at 7:46pm.

Next Meeting to be October 1, 2019 at the Bedford Heights Winking Lizard at 7:00pm.

Respectfully submitted,

Ray Glover  
Recording Secretary

# DATES TO REMEMBER

OCTOBER / NOVEMBER 2019

Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
September 30	October 1 7 P Trustee Meeting, 8 P Special Mtg @ Winking Lizard Bedford Hts.	October 2	October 3	October 4	October 5	October 6 Rallycross @ The Great Geauga County Fair
October 7	October 8	October 9	October 10	October 11	October 12	October 13
October 14	October 15	October 16	October 17	October 18	October 19 Johnny Appleseed Rally	October 20
October 21	October 22	October 23	October 24	October 25	October 26	October 27
October 28	October 29	October 30	October 31 Halloween	November 1	November 2	November 3
November 4	November 5 7 P Trustee Meeting @ Winking Lizard Bedford Hts.	November 6	November 7	November 8	November 9	November 10
November 11	November 12	November 13	November 14	November 15	November 16	November 17

# Annual Elections

## Nominee Biographies

The following positions are up for election:

### Assistant RE (Annual Term)

- Nominated – Jeff Blumenthal

### Treasurer (Annual Term)

- Nominated – Joe Blaha

### Recording Secretary (Annual Term)

- Nominated – Ray Glover

### Membership Secretary (Annual Term)

- Nominated – Tara Oram

**Board of Trustees expiring 2022. (Three year term)** - Three Open Positions with four Nominees:

- Betsy J. McIntyre
- Bill Moore
- Kerianne Sidoti
- Evan Smith

### Trustee Biographies:

#### Betsy J. McIntyre

have been a member of the Neohio Region of SCCA since 2007. I first started autocross in 2004 after I purchased my first Mini Cooper S from Tim Fulgham, Sr., who was an avid autocrosser. I ran with the now-defunct Akron Sports Car Club, since at that time the Neohio Solo program was in mothballs due to a lack of pavement. I joined the SCCA in 2007 when Bill Crowe resurrected the Solo program after securing the Lakeland Community College lot. I assisted with the operation of Solo events in various ways including chairing registration, timing & scoring, and waivers. And of course, chasing

my share of cones. In addition to running my stock Mini, I also drove FMOD and managed to be the fastest of the slow in FMODL at Nationals in 2008. Bill Crowe also introduced me to our Neohio road racing crowd and I assisted with T&S at a 24-hour event at Nelson Ledges under the watchful eye of Con Peplowski. I have a great appreciation for the amount of work and coordination that goes into running a 24-hour event and am looking forward to our road racing season in 2020.

I now drive another Mini in STU and still help out wherever I am needed in our Solo program. I also coach in the Street Survival program, having been involved in that since we started at Revere High School. I love working with teens and watching them learn more about that big metal box that they drive and learn how to enjoy driving with confidence.

I live in Copley, Ohio and work for a non-profit agency in Kent as a grants accountant. I have a lot of experience in the functioning of non-profits including years as an auditor. I have a grown son who definitely did not inherit the car gene, but he is a very successful librarian so I can forgive his lack of enthusiasm for my sport.

Our Solo program has really grown over the last few years and I can attest that Solo can be the gateway to other kinds of racing activities. I would like to see Neohio secure more and better pavement and I understand there is a lot of competition for

*(RE Letter continued from page 1.)*

and being new to Rally Cross this was my major concern. If anyone has not tried Rally Cross, you should give this a try. It is more fun than I thought, and challenges the driver with a different set of car skills than most of us are used to on pavement. It reminded me of driving in lake effect snow.

In this month's *Blower*, Joe Blaha took the time to write an article about his experiences at the 2019 Solo Nationals. Joe always represents our region well and this year he brought home some metal in a very competitive class.

In addition to the Annual Meeting, we have two other events for 2019. Both are on October 19<sup>th</sup>. The regions final Autocross is at Captains Club parking lot and our famous Johnny Apple Seed Rally starting in Zoar, OH. Come out and have some fun before winter sets in.

this scarce resource in our area. I would also like to encourage the integration of our Solo and road racing members now that Neohio is participating in the Time Trials program. As a proud past recipient of the Reed Andrews Friendship Award, I plan to encourage our members to get more involved and learn more about all the many facets of the Neohio Region of SCCA.

#### Kerianne Sidoti

Kerianne Sidoti has been around cars since she was a young girl watching her dad work on his build. Several years later, she spent two days each week at

*(Bios continued on page 6.)*

*(Bios continued from page 5.)*

Thompson Drag Raceway (1987-88) while her parents owned it. She believes that growing up with cars finds a way into your soul. As an adult, she's completed 5 HPDE track days at Pitt Race, has autocrossed her Subaru STi for the past 3 seasons, and became a coach for the Street Survival program in 2018. She enjoys the fun, lighthearted, helpful, challenging and inexpensive aspects of Solo and can be found at most NeOhio events - either helping the event run smoothly, introducing new drivers to the sport or encouraging drivers to become involved. Kerianne is a Registered Yoga Teacher and owns Big Heart Yoga in Euclid.

### Bill Moore

- President of Msports Inc., a company that provides the racing industry answers to complicated racing challenges with sound engineering judgment.
- 26 years of welding/fabrication experience from Lincoln Electric Company - 28 Year Member of American Welding Society.
- An B. S. in Engineering from Ohio State University and an MBA in Marketing from Babson College
- 22 Years of SCCA Racing/Driving Experience in a wide variety of cars (BMW 2002, M3, 911, Datsun 280Z, Mazda RX-7, Craftsman Truck, Legends, Winston Cup, BMW Z3, F2000, Camaro Z-28, Lamborghini Huracan, Nissan GTR, Porsche GT3, Ferrarri 458/488 and Mustang Cobra)

## Rally Schedule

Remaining 2019 rallies on GLD Rally Championship schedule:

- **October 19**      **Johnny Appleseed**, Zoar, OH. Neohio Region
- **November 3**      **Lake Erie Covered Bridges**, Conneaut, OH. Misery Bay Region (GLD Championship)
- **November 23**      **Pavement Ends**, South Lyon, MI. Detroit Region (GLD Championship)

## Solo Schedule

Remaining Solo Events held in Eastlake:

Date	Event
October 19	Points Event #7, Season Finale!

- 16 years High Performance Driving Teaching with Tracktime, Car Guys, PCA, Extreme Experience and BMW CCA
- Bill is a member of the Neohio SCCA
- 320 car races, 45 off road motorcycle races
- Yearly Welding/Racing talks at the NeOhio Competition Clinic
- Speaker at the Society of Automotive Engineers on SCCA Club Racing

### Evan Smith

Evan caught the car bug early in life. He learned how to swear as a 6 year old, shagging tools in the family garage while his father constantly fixed an Alfa Romeo Giulietta Spider Veloce.

To keep Evan from spilling the beans to Mom, his Dad would bribe him with a trip to the

custard stand afterwards. Evan made motor noises and mimicked the shifting and steering in the passenger seat.

Despite a mis-spent youth hanging around custard stands, he has been a car nut ever since. Later in life Evan ran a wildly inappropriate daily driver in a few Track Days and HPDE Events.

Evan Joined SCCA in order to do Solo events locally. He is now a Solo Safety Steward, a Street Survival Coach, and regularly volunteers at local Solo events. Evan enjoys the spirit, camaraderie and diversity of the participants and staff at these events. Evan has spent the last 36 years helping to produce corporate events and medical exhibits. He has worked with a wide variety of people, from Teamsters to CEOs. Evan's experiences have taught him that true accomplishment is a team sport, and He values everyone's input and effort.

# Neohio Hall of Fame Call for Nominations

Neohio Region has a rich history of our members bringing honor to the region and/or contributing to the greater good of SCCA racing. Based on that history, Neohio has created a Hall of Fame honoring Neohio members, now in its 6<sup>th</sup> year. New members will be inducted at the banquet in Winter 2020, adding to the 22 current members.

This is a call for nominations. Nominees can be drivers or workers. Neohio members should send nomination letters (email messages) along with an SCCA bio of the individual to Sherrie Weitzenhof, [sweitzenho@aol.com](mailto:sweitzenho@aol.com). The Hall of Fame committee (Sherrie Weitzenhof, Dorothy Harrington, Duane Harrington,

Pat Prill, Bob Roberts, & Jeff Blumenthal) will review the nominations based on the criteria, the nomination letter and the bio. The nomination deadline is October 31, 2019.

## Purpose

To honor those who contributed to the region through their volunteer work or who brought honor to the region for their accomplishments.

## Criteria for Membership

- Doesn't have to be a current Neohio member, but has to have made contributions to the region or SCCA while a Neohio member

- The person spent a substantial amount of time as a Neohio member
- For a driver, it has to be someone who has brought honor to the region for his/her accomplishments on the national or professional level

## Nominations

- A Neohio member has to make the nomination
- The nomination must include a letter including why the nomination is being made, plus the person's bio with their SCCA related accomplishments.



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# My 2019 Solo Nationals Experience

By Joe Blaha

Photo by AutoxPix

This year marked my ninth year of participating in the SCCA Solo Nationals. Each year, I have slowly improved my finishing position from being a few spots out of last place to about middle of the class. This year, I finally had a breakthrough. I'm going to tell you about my experience and tell you about some of the other things from this year's SCCA Solo Nationals.

The Solo Nationals begins each year around June as online registration opens and working with your friends to organize a paddock group. This year there was an issue with online registration as too many people were trying to register at once. So it was reopened at a later date and I was able to get registered.

After registration and paddock, the next items to worry about are scheduling test-n-tune time and figure out travel arrangements. This year, I chose to do something different. You can buy hour slots of test-n-tune time or take the Evolution Performance Driving School that is offered daily. I signed up for the Evolution Performance Driving School for Tuesday as my run days were Thursday and Friday. I also decided that based on timing of receiving new tires, I needed to get more heat cycles in the tires before I run on Thursday and Friday.

I found that Great River Region SCCA had a test-n-tune scheduled on the Sunday before Labor Day at the Iowa National Guard. This was



*Joe Blaha at SCCA Solo Nationals.*

perfect as the age of the concrete would be similar to the concrete in Lincoln and it was along my route to Lincoln. With that, my plans were all set for my trip to Solo Nationals.

I left for Solo Nationals on Saturday afternoon. I drove out to Davenport, Iowa and stayed there for the night. I arrived on site of the Iowa National Guard near Davenport relatively early so that I had time to change tires and get a feel for the site layout. I changed my tires, got registered and went through tech and got my course walks in.

The event was set up so that there was a morning session and an afternoon session. After the morning session, I had top PAX and a top 5 raw time. After the afternoon session, I still held onto top PAX but fell a few spots in raw time. Considering this was just the second event on the tires and

they get faster after the second heat cycle, I was satisfied with the results. I changed my tires back and drove the rest of the way to Lincoln that evening.

I arrived on site at the Lincoln Airpark around mid-morning on Monday. The first thing I did was drive around the site a little to get familiar with the layout, as they changed it from the prior couple of years. For those who do not know, the length of the site, the back of the course on the most southern point on the site to the end of paddock at the north end of the site, is almost one mile in length. So there is a good amount of area to learn and its best to drive around to get the layout. After I figured out the layout, I found my paddock spot with my friends and hung around my paddock spot with my friends most of the day.

*(Continued on page 9.)*

*(Continued from page 8.)*

On Monday at Solo Nationals, not much goes on. There is test-n-tunes, courses are open for walking, registration and tech are open, and there are a few on site events. The onsite events include a Solo Town Hall where members can come and talk to the Solo Events Board and the Advisory committees, and an event called Tacos and Talent. I attended the Solo Town Hall where the main discussion item was the registration issues. There were various other questions that the committee addressed, including a couple of questions about the site at Lincoln for Solo Nationals and regional site development. After the Town Hall, the Tacos and Talent starts with a taco bar for all competitors and a talent show. I stuck around for the tacos, but did not stick around for the talent show. I went out with my friends to a local bar for the evening.

Tuesday starts with the first day of competition for some drivers. As I did not run until later in the week on Thursday and Friday, I had time to hang around and watch others run the courses. The day started off with our very own Jeff Blumenthal competing in F-Modified. I watched Jeff take his runs, then hit up a store to pick up some snacks and drinks for the week. I made it back to the site and got my car ready for the test-n-tune with the Evolution Performance Driving School from 12PM – 2PM. At the test-n-tune, it was set up where you work for an hour and run your car for an hour. I was in the first group to run for an hour. I took my first few runs in the car, realizing the car felt different

from the other day and my times were off from other people in my class who ran the test-n-tune the day before.

I soon realized I did not turn up my rear shocks. As soon as I turned up my rear shocks, I dropped time, but was still off from other people in my class. After a few more runs, I gave up as it was hot out and the car was not able to get any faster. After my hour of working the test-n-tune course, a few rain drops were falling so I went to register and take my car through tech. The remainder of the day I watched competitors on site before heading to dinner with friends for our annual visit to Lazlo's.

On Wednesday, I arrived on site and again started my day with watching Jeff Blumenthal compete in F-Modified. I then watched various other classes throughout the day. After last runs finished for the day, I took a couple of course walks on the East course where I would start on Thursday. At the end of day Wednesday, there is a banquet off site where the class winners and trophy recipients from Tuesday and Wednesday competition are presented. Additionally, there are special Solo Awards that are presented at the Wednesday banquet. I attended the banquet to support friends and see who won some of the classes that I was not able to watch.

Thursday morning I arrived on site a little after the sun came up. I was working for the first heat, and running in the fourth heat. So I wanted to make sure I got two course walks in before the courses were closed for walking. My work assignment was radio controls, taking all the cone calls from the

course workers and writing them down. After my work assignment, I got my car ready. I took one more course walk at the course walk break between heats 2 and 3. After the course walk, I grabbed lunch and then took my car up to grid. Once I got my car to the correct grid spot, I unpacked some of my grid items, like jack, jack stands, and tools. Once done with that, it's the waiting game. I was waiting around for heat three to finish up. From there, it was also a waiting game as I run car number 92 and I was in a class of 59 cars. I saw a friend walking around our grid who ran in the first heat that morning and asked for some tips. He walked me through the course based on his runs which gave me some good advice on where I need to be tighter on my line. Once the grid workers started releasing car numbers in the fifties, I started getting ready in my car. I got my helmet on and my seatbelt set to lock me in place. Once the grid worker got to me and released me, I drove to the line. Once I got to the line, I went through my usual routine of double checking that the traction control is off and the e-brake is down. The starter gave me the okay to go and I took to the course. My first runs are usually a little conservative and more instinctive than tactical, where I brake a little early for corners. Going through the first few turns which were all 90 degree turns, I had good braking spots and got out of the corners well. I made it through the slalom keeping a nice tight line on cones, and kept a good line to the back part of the course which were some awkward offset walloms. The only way to attack the walloms was to keep a tight

*(Continued on page 10.)*

*(Continued from page 9.)*

slow line to get a good entry out into the last 90 degree turn into a slalom like line to the finish. As I came through the finish, I saw my time of a 69.1, which I thought was an okay time. Then I could hear the announcer as I got closer to the grid say that run put me in the lead in the class! I was pretty ecstatic that I was in the lead, but cautious knowing that it was first runs and there were better drivers behind me. A couple drivers later, a six time national champion came in on his first run and took first place from me by less than a tenth of a second. Second drivers took to the course shortly after and nobody was able to knock me down from second place. At that point I was starting to get convinced that I had a good time and might place reasonably well on the first day as everyone completed their first runs. Also around this time, two of my best friends came over and started helping me analyze data from my run and help me see what I think I could improve on for my second run. I had thoughts on where I could carry more speed so that was my goal for the second run. I got the car ready for the second run. Once the time came for my second run, I went through my usual routine. This time, I tried to carry a little more speed into the first couple turns, which ended up causing me to carry too much speed into one turn and I took out three cones in a wall. I kept a tight line the rest of the time and my raw time was one second slower than my previous run, which seemed about right for how I pushed in that one turn by carrying too much speed. I made it back to grid and discussed the

car's handling with my friends and checked the data. What we noticed was it also appeared that I slowed down a little in other places. We concluded that it must have been the heat and that the car was suffering from heat soak. As other people finished their second runs, it took the last second driver for someone to finally knock me down from second place to third place. With the heat, not many people improved on their second runs and were not likely going to improve on their third runs. I sprayed the car's intercooler and radiator with water as much as I could to try and cool it down before my third run. Eventually, it came to my third run, and as I took my run, the car felt good and the line I took felt good, but the time was a tenth slower from my second run. Clearly heat soak set in and nobody other than the guy who was in first place improved, as the leader added a few tenths and was just under three tenths ahead of me ending the first day. This was the best I had ever finished a day at a National event! I waited for the fifth head to wrap up so that I could walk the West course before leaving for the night. I got two walks in on that course before leaving to meet some friends for dinner.

Friday morning came and I did not sleep well Thursday night. I was really tired from my A/C unit in my room making a lot of noise and the room being a little warm. So I repeated my routine from Thursday, getting two course walks in before working in the morning. I also got my course walk in between heats two and three and had lunch before going up to grid. I took my car up to grid and

unloaded my stuff from my car. In the time of waiting, several people came up to me and said congrats on the day one. I even talked to my friend from the previous day to get a walkthrough of the course again from him. I did not feel any pressure at this point, but I must have been feeling pressure to perform well that I didn't notice. I made my way to the line as the grid worker sent me, and went through my usual routine. I took to the course and my run was too overly cautious. I was slowing down too early for turns and needing to get on the gas again before getting to the apex of the turn. I did this on several of the turns. I came in and my time was a 70.1. Many people ahead of me had times in the 69 second range, so I knew I was off the pace. I went to check my data, and soon realized the data stopped in the middle of the run. I looked at the top of my car and realized the GPS unit had flown off during that run. So I was without data the rest of the day to check. I pulled up video from my GoPro and already knew it showed that I was braking too early. So I had my plan to fix my braking zones and get closer on a couple of cones. After first runs, I had fallen down to somewhere around 12th place. That was a far drop from day one to day two. So I started to focus and got ready for my second run. On my second run, I did a better job of braking and got some of the key corners a little better. I came in with a time of 69.8. It was only a slight improvement so heat soak may have had an impact again. After second runs, I moved up a few spots to ninth. I wasn't happy with this and again tried to concentrate for my third run. On

*(Continued on page 11.)*

(Continued from page 10.)

my third run, I improved in some areas, and going into the back slalom before the finish section, I had a good run going. But the end of the slalom, it was a tight turn to the right. When I got to this point, I had a slight push for just a moment, but still had a good setup for the finish. I finished the run, with only a couple hundredths of a second improvement from my second run, but it was enough to move me up to eighth place. As other drivers finished their third runs, nobody knocked me out of eighth place. That meant that I finally earned a trophy position at Solo Nationals! Even though I

fell from third to eight, I was still happy to at least come away from Solo Nationals with my first trophy. After our runs were complete and we were released from impound, I went back to my paddock spot and changed my tires and packed up all of my things. Once I had everything packed up in my car, I went back to my hotel room and showered before going to the banquet for the Thursday and Friday competitors. At the banquet, I finally got to hear my name announced for receiving a trophy in my class and walk across the stage to receive a trophy. I finally have a trophy to display from my trips to Solo Nationals!

## Region Championship Points

You do not have to submit points at the end of the year as you have in the past. NEOHIO will track them during the year. Each month points will be posted at <https://neohioscca.com/road-racing/region-championship-points/>, in the *Blower*, and on Facebook.

For discrepancies, contact Debbie LaFond for correction.

## Mark Your Calendars!

With the racing season coming to a close, it is time to remind you that the Neohio Annual Awards Banquet and Hall of Fame inductions are around the corner. Mark your 2020 Calendar now for February 15, 2020. More information coming soon.

Duane Harrington  
Banquet Chairman

## Rally-X Photos



**RallyCross Event #1 2019 – Results**

sa – ‘Stock All Wheel Drive’ – Total Entries: 11 Trophies: 4			Car Color	Times							Total	Diff.	
1T	11	Step, Matt	1992 Audi S4		45.963	46.034	43.525	42.68	42.765	42.839	57.793	263.81	[-]0.366
2T	44	Krysa, Paul	2007 Subaru Outback		45.584	45.333+1	45.322+1	42.321	43.262	42.702	42.981	264.17	0.366
3T	554	Linke, Aaron	1996 Subaru Impreza	Green	49.749	51.125	44.711	43.166	42.974	42.978	42.833	266.41	2.239
4T	16	Piccioli, David	2009 Suzuki SX4	Paprika	45.794	44.783	45.023	42.87	43.978	43.977	57.793	266.43	0.014
5	32	Ezell, Dale	1997 Subaru Impreza	Black	47.119	46.236	45.698	43.179	44.744+2	43.409	43.374	269.02	2.59
6	1	Jules, Brian	1992 Audi S4		45.703	44.382	44.480+1	41.453	43.282+0/1	43.316	57.793	274.62	5.601
7	555	Damerow, Kyle	1996 Subaru Impreza		53.457	52.967	48.33	45.769	44.85	44.174	43.708	279.8	5.182
8	5	Bolyard, Nathan	2007 Jeep Grand Cherokee Laredo	Tan	49.539	48.916	48.591	45.506	46.926	47.697	47.56	285.2	5.398
9	116	Piccioli, Ashley	2009 Suzuki SX4	Paprika	51.921	48.568	49.341	49.309	47.101	47.44	47.793	289.55	4.356
10	17	Long, Tom	2005 Saturn Vue	Silver	45.504	44.98	44.524	59.309	57.101	57.697	57.793	307.6	18.047
11	117	Long, Brooke	2005 Saturn Vue	Silver	61.268	57.003	55.027	59.309	57.101	57.697	57.793	343.93	36.331
pa – ‘Prepared All Wheel Drive’ – Total Entries: 1			Car Color	Times							Total	Diff.	
1	23	Trudeau, Ed	2003 Subaru WRX	Yellow	40.302	40.297	40.045+1	38.613	39.353	38.19	38.48	235.24	-
ma – ‘Modified All Wheel Drive’ – Total Entries: 7 Trophies: 3			Car Color	Times							Total	Diff.	
1T	18	Kirchner, Ben	2002 Jaguar X-type	Blue-grey	40.74	40.49	39.87	39.047	38.458	38.846	39.304	236.02	[-]18.689
2T	88	Hamilton, Andrew	2002 Jaguar X-Type	blue	43.578	42.558	42.157+1	41.169	41.152+1	41.931	42.316	254.7	18.689
3T	68	Snyder, Jeremie	2005 Subaru Impreza 2.5RS	Silver	43.526	43.518	44.481	41.559	41.202	42.336+3	41.814	256.1	1.396
4	228	Gusmano, John	1990 Eagle Talon	Green	42.082	41.934	43.772+1	41.601	42.641	60.926	59.11	273.14	17.04
5	41	Stone, Alex	1995 Subaru Impreza	White	48.121	48.856	49.875	47.276	47.306	47.415	46.09	285.06	11.924
6	28	Gusmano, Dennis	1990 Eagle Talon	Green	46.077	49.278	44.042	41.647	62.647	60.926	59.11	301.08	16.016
7	93	Hoff, Austin	1991 Subaru Legacy	Silver	59.658	57.336	56.629	51.459	52.647	50.926	49.11	318.11	17.027
sf – ‘Stock Front Wheel Drive’ – Total Entries: 10 Trophies: 4			Car Color	Times							Total	Diff.	
1T	69	Colletti, Frank	2016 Ford Transit Connect XL Cargo	White	50.881+0/1	46.547	45.716	44.471	43.992	43.883	42.974	267.58	[-]10.038
2T	3	Murphy, Joe	2013 Ford Focus ST	White	49.37	46.919	48.321	44.75	45.227+1	45.584	44.82	277.62	10.038
3T	23	Pokines, Jason	2013 Ford Focus ST	Oxford White	57.863+0/1	47.855	46.497	47.197	46.154	44.296	46.642	278.64	1.02
4T	11	Cronin, Jeremy	2007 Mazda 6	White	53.621	48.872	48.278	48.223+1	46.246	46.109	46.899	286.63	7.986
5	5	DiVitto, Nicholas	2013 Fiat 500 Sport	White	62.991	52.666	49.72	47.409	47.01	47.209	45.851	289.87	3.238
6	7	Scott, David	Dodge Stratus	Black	54.15	52.802	50.299	45.639	45.264	43.707	60.157	291.86	1.996
7	44	Lancaster, Dave	2013 Honda Civic	Gray	52.328	52.13	51.818	47.24	48.581	46.628	47.209	293.61	1.745
8	17	Scott, Ron	Dodge Stratus	Black	52.546	50.347	49.445	48.387	48.422	46.78	60.157	295.93	2.321
9	13	Elmley, Eric	2001 Ford Focus ZX3	Silver	47.654	46.696	46.029	44.57	59.145	58.868	60.157	302.96	7.035
10	73	Ehrlichman, Justin	2008 Hyundai Accent	Silver	56.207	54.553	49.929	48.914+1	49.145	48.868+1	50.157	305.57	2.604
mf – ‘Modified Front Wheel Drive’ – Total Entries: 6 Trophies: 2			Car Color	Times							Total	Diff.	
1T	144	England, John W	Nissan Sentra	Red	45.449	41.776	41.036	38.432	38.708+1	38.393	38.002	238.35	[-]17.869
2T	44	Bates, Pete	2004 Nissan SENTRA	Red	44.177	42.792+1	42.144	40.019	39.604	40.93	39.342	246.22	7.869
3	182	Hutchison, Daniel	1997 Honda Civic	Red	45.62	43.764	42.981	41.390+1	41.219	39.86	40.128	251.34	5.126
4	87	England, John E	1993 Honda Civic	blue	52.838	45.183	45.138	42.537	42.609+1	43.375+1	42.177	265.02	13.677
5	78	Scott, Sidney	1993 Honda Civic	Blue	49.561	46.784	45.450+1	42.187+1	42.938	43.478+2	42.386	271.22	6.204
6	532	Sawyer, Jack	2015 Ford Fiesta ST	Black	52.618+0/1	48.927	48.352	47.658	46.23	46.862	46.716	284.75	13.522
sr – ‘Stock Rear Wheel Drive’ – Total Entries: 9 Trophies: 3			Car Color	Times							Total	Diff.	
1T	14	Voegeli, John L.	2003 Mazda MX-5 Miata	Midnight Blue	58.021	47.365	45.394	42.987	42.605	42.766	42.289	263.41	[-]16.264
2T	1	Fratianne, Gary	1994 Mazda Miata	Red/Black	52.111	47.826	46.315	43.687	43.976	43.918	43.948	269.67	6.264
3T	17	Oswalt, Michael	2013 Subaru BRZ	Blue	51.935	47.846	46.773	44.298	44.052	43.999	43.369	270.34	0.667
4	15	Nicholas, Tom	1994 Mazda Miata	Red	52.025	47.481	47.858	45.712	45.54	44.206	47.209	278.01	7.669
5	52	Wright, Max	1997 Mazda Miata	Red	59.039	51.646	48.856	46.522	46.491	46.039	45.505	285.06	7.053
6	300	Moser, Tyler	1994 Nissan 300ZX 2+2	Green	71.726+0/1	50.507	48.777	44.384	47.869	44.043	44.479+5	290.06	5
7	127	King, Jonah	1998 Chevrolet S10	Black	61.192	54.019	50.972	48.991+1	48.006	48.295	47.819	300.1	10.043
8	152	LIU, YICHU	1996 Mazda MIATA	Red	59.561	58.435	52.91	47.97	48.785	50.231	48.638	306.97	6.867
9	94	Bailey, Ehren	1989 Volvo 245	Maroon	62.399+0/1	55.217	53.568	51.725	50.5	48.726	47.835	307.57	0.602
mr – ‘Modified Rear Wheel Drive’ – Total Entries: 3 Trophies: 1			Car Color	Times							Total	Diff.	
1T	9	Remner, Pete	1984 Mazda RX-7	Evil Black	44.101	42.910+1	42.489	41.115	40.010+1	40.549	40.728	250.99	[-]23.895
2	686	Lippert, Jake	2017 Subaru BRZ	Blue	47.269	46.944	47.057+1	44.717	44.34	45.256	46.361	274.89	23.895
3	518	Watt, Elliott	1996 BMW 318ti	White	49.286	47.370+2	46.853	46.565	46.998	45.631	47.318+0/1	286.7	11.816

# Rally-X Photos



# Libecco Wins by a Nose in Formula Enterprises Finale

ALTON, Va. (October 11, 2019) – Mark Snyder, of Southlake, Texas, and James Libecco, of Solon, Ohio, put an exclamation point on Friday's Formula Enterprise Runoffs finale at VIRginia International Raceway (VIR), with Libecco literally winning by a nose over Snyder. Libecco sealed up his maiden SCCA Runoffs title in style with a photo finish, claiming the checkered by the closest margin of victory in SCCA National Championship Runoffs history (0.000-seconds).

Ray Mason, of Blacklick, Ohio, finished in a distant third to complete the podium.

"I'm elated and a little bit heartbroken at the same time knowing how it all came down in the end, but I couldn't have predicted a better finish to our season," Libecco said. "It was really good, clean racing and that's what it's come down to all season. Being able to race side-by-side with Mark, two inches apart from each other, on the ragged edge of braking, and come out clean every time, there's not a lot of racers out there that will do that. This is an up-and-comer who has it."

Starting from row two in fourth, Libecco, in the No. 98 Allied Dermatology Alliance Autosport SCCA FE Mazda, used a drafting move to slingshot to the outside of turn one, taking the early lead from polesitter Snyder. Snyder paid back the favor in lap two to reclaim the lead.

Following a four-lap shootout after an extended caution period, Snyder lost his nose cap, mirrors, wing and all the surrounding fiberglass after making incidental contact on the

last lap with frontrunner Charles Russell Turner on the Oak Tree Curve. The incident sent Snyder airborne and Turner spinning, forcing Turner to retire the race after taking the lead on the restart.

As Snyder nursed a damaged front end, Libecco chased down the defending champion, sliding to the inside of Snyder's No. 1 Snyder Brother's Racing car. Racing through Hog Pen down the front straight with wheels nearly touching the pair crossed the finish line simultaneously, but it was Libecco's fully intact nose that crossed the stripe first. Snyder finished second, but was later penalized one position.

"I was in the air, then I wasn't but my car had nothing left on the front," explained Snyder. "I knew since I didn't have a nose that I needed to brake early. I went through Hog Pen completely sideways, and there was James right beside me. We were racing down to the finish line and I guess James pulled a Lightning McQueen on me, sticking his tongue out for the win. It was a great race and James has been a great competitor all season. James just gets really good starts. I'll be working on that in the off season for sure."

Falling to the back of the field on the start, Mason, in the No. 2 Alliance Autosport car, kept digging, making up lost ground lap after lap. Bunched up with several cars on the restart, Mason maintained his composure throughout the 15-lap finale, rounding out the podium in third. But with Snyder's penalty later, Mason officially finished second in the race.

"I kept pushing, trying not to make mistakes, and here we are," said Mason. "We caught that FE2 traffic after the yellow, that was a bit problematic because I had to go wide off course to miss cars. It all worked out in the end."

Lee Rackley, of Clinton, North Carolina, took fourth with Matthew Cuttler, of Sterling, Illinois, rounding out the top five.

Libecco also earned the Sunoco Hard Charger, improving three positions from fourth on the grid to first.

Provisional results for Friday's Formula Enterprises race at the 56th SCCA National Championship Runoffs from VIRginia International Raceway, with finish position, starting position in parentheses, driver, hometown, car and laps completed.

- 1, (4), James Libecco, Solon, OH, SCCA Mazda FE, 15.
- 2, (1), Mark Snyder, Southlake, TX, SCCA Mazda FE, 15.
- 3, (5), Ray Mason, Blacklick, OH, SCCA Mazda FE, 15.
- 4, (7), Lee Rackley, Clinton, NC, SCCA Mazda FE, 15.
- 5, (6), Matthew Cutter, Sterling, IL, SCCA Mazda FE, 15.
- 6, (2), Charles Russell Turner, Montpelier, VA, SCCA Mazda FE, 14.
- 7, (8), Bailey Monette, Milton, GA, SCCA Mazda FE, 14.
- 8, (9), Samuel Harrington, Brooklyn Park, MD, SCCA Mazda FE, 14.
- 9, (3), Justin Huffman, Herndon, VA, SCCA Mazda FE, 12.

# SCCA Volunteer Participation Reporting

*I think this should be put in the Blower. Very relevant as we start closing down the 2019 racing season. It also should be noted not to take any chances that your info already put in is still there. In other words, download and fill out the form at this web site with ALL your dates for the year:*

[https://www.scca.com/account/event\\_workers](https://www.scca.com/account/event_workers)

Duane Harrington

GLD Executive Steward

September 5, 2019

All-

It was brought to my attention today that there was a recent change to the volunteer participation reporting process. I understand that this was brought up on your call last night. I spoke to Aimee in Member Services this afternoon and she asked me to share the following explanation:

- The reporting of Volunteer Participation has been broken for a long time – this is not new news to any of us. In hindsight, I would have instituted this change long ago, but we thought eWeb was going to be launched sooner (lesson learned).
- In response to the high volume of “I added my dates and you don’t have it and now you need to issue me a refund of \$XX for my VIP” phone calls that we receive on a regular basis, I conferred with my team as well as IT and it was agreed to remove the poor functionality and provide three alternatives for members to report VIP. The rationale for this change was that this population is already calling us but they’re angry and have had a less than desirable experience because they expected different results. In this new case, I’m trying to set the expectation that “this isn’t available, call us and we’ll help” as you can see from the screenshot of the webpage below and thus far, those who have called or emailed have been appreciative of the revised approach so I do believe it is the right answer. It is unfortunate that we have to sometimes take a step backwards in order to move forward.
- Once we launch eWeb this will be 100% fully resolved. Until then, members who try to access this page [https://www.scca.com/account/event\\_workers](https://www.scca.com/account/event_workers) now see the message below. We have provided 3 fail-proof ways for members to update their work history in order to receive the proper credits on their renewal.

HOME / PROGRAMS ▾ / NEWS / COMMUNITY ▾ / SHOP ▾ / ABOUT ▾ / MEMBER BENEFITS

## Volunteer Participation

The Volunteer Participation reporting is not currently active. Improved functionality for your volunteer participation reporting and membership renewal will be available later this year.

In the meantime, we have three easy ways for you to report your days worked:

1. Email your dates and events worked to [membership@scca.com](mailto:membership@scca.com).
2. Call Member Services at 800-770-2055 to log days worked.
3. Send the completed **2019 Volunteer Incentive Program** form to [membership@scca.com](mailto:membership@scca.com) or mail it to SCCA Member Services at P.O. Box 119, Topeka, KS 66619.

Thank you for your understanding and patience as the Member Services and IT teams work to improve the experience to all members. It’s taking much longer than originally thought to untangle the coat hangers, but we’ll get there!

Deanna Flanagan, Director of Road Racing | Sports Car Club of America



# The Blower

Newsletter of Neohio Region, SCCA

October 2019

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

## I'VE GOT IT- YOU WANT IT Classified Ads For Members

Classified ads for Neohio members run for three issues. If your item sells before the third month, contact The Blower newsletter editor to remove the ad.

### CARS

'06, Mazda MX5, GT, 31,000 mi. **Price reduced to \$15,000!** Supercharged MX5. Cruise with top down or stomp on gas pedal and enjoy one FAST track car. Red with black leather interior, soft top excellent condition. Stored winters; Remote keyless; Cosworth Super Charger from Goodwin Racing—adds 100 hp; Hard dog roll bar, Safety harness-6 point G force (also original 3 point belts); Koni Stage 1 adjustable suspension; Bose sound system;

Eibach rear sway bar; New EGR; Up sized fuel pump & injectors; New set of OEM coil packs; GWR stainless header, resonator, exhaust & muffler; Continental summer wet (new) 17X235 on original wheels; Toyo 888 235 track tires (50%) TR3 17X9 wheels; 12-13 lbs of boost from supercharger; upsized fuel pump, injectors; stainless header, midpipe, exhaust all toward 300HP. Upgraded clutch & brake pads. Upgrades & most service by certified mechanic & expert on supercharged NC Miata. Contact Ed Boyer at eboyer3@gmail.com, 269.823.8332.\*\*\*

### MISC

Used set with steel wheels with mounted Cooper Weather Master Snow Tires from a 2003 Lexus ES300. Used three seasons. Bolt Pattern is 5 x 114.3mm. Includes four, black wheel seven spoke wheel covers and 20 lug nuts. Tires have anywhere from 6-8/32" of tread. Still have one, maybe two snow season left or these would great rally cross wheels and tires. \$220.00 Bill Snow 216-659-1179\*\*

Four alloy wheels and tires from a 2006 Jaguar XJ8. Wheels are in good condition (minor curb rash). Tires that are mounted are old snow tires with 3/32" of tread depth, at most. \$225.00 Bill Snow 216-659-1179\*\*\*