

February 2011

CinChronizer



Cincinnati Region S.C.C.A.

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RE-Port

By Regional Executive, David Santel

Winter is in full swing, and amongst all the snow and ice it's easy to forget that racing season is right around the corner. Nationally, our club has been doing a fantastic job of recruiting new members. We've been doing equally as poor at retaining those members. Did you know that the average S.C.C.A. member only renews their membership twice for a total of three years? Along with the help of our new membership chair, Todd Cholmondeley, we as a region are taking a huge stride in the right direction on not only promoting our club to draw new members, but work to make sure everyone is happy and feels the urge to continue their membership.

Brian Walker's efforts at promoting our club at local car shows are off to a wonderful start again this year. The Cavalcade of Customs booth was a great success with a packed email registration list by the end. That's just the beginning though. Our main show is coming up at the end of February at the Greater Cincinnati Auto Expo and we need YOUR help. We can use not only the standard crowd of people helping actively promote our club, but we need an onslaught of cars to display as we're once again on the main showroom floor. So, if you have a few hours to spend during the week, or have a race car that you'd like to show off, please get in touch with Brian at Briax7@yahoo.com to help out.

Please take a look at what you might be able to do this year to help the region out in not only finding new members, but making sure your friends are happy with the club and wanting to continue their membership. Not only is there a national contest this year for the best region growth and members retained, but there's also something in it for you. Did you know that providing your member number to a referral gives you \$10 towards your account? This money can be used to renew your own membership. If you're a rock star and refer so many people that you have more in your account than needed to fully renew your membership, you can also spend this credit at sccagear.com as well as use it towards national event entries. It pays to help!

Thanks to everyone for your effort, and let's make it a great year!

Make it easy! Make It Fun!

**Next Newsletter
Deadline:
Tuesday, March 1st**

Send articles to
Allen and Jill Tomey
at
jtomey@cinci.rr.com

CinChronizer Advertising Rates

Business card-\$200/Year
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Classifieds(3 Months) are free to
members

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pro-rated by the month.

Quick Look at the FaTrack

BY JERRY CABE

Items of interest from the February FaTrack

The CRB is looking for input on the removal or change to the wheel diameter restrictions in Improved Touring (IT).

B-Spec cars will be added to Showroom Stock C (SSC). These will be limited prep, 2-5 door, front wheel drive, 4 seater cars with 1300 to 1600 cc engines. Targeted are the Ford Fiesta, Honda Fit, Hyundai Accent, Kia Rio, Nissan Versa, Mazda2, and Toyota Yaris.

In the Solo world – Tina Reeves (Solo Events Board Chair) has retired and her replacement has not been determined. The SEB approved Scott Heame as the Great Lakes Division Solo Events Steward. The Street Touring Advisory Committee has submitted a proposed package of rule changes for 2012 for member comment. This is an effort to make a wider variety of cars competitive. If Street Touring is your class, you should go read this section of FaTrack.

Finally, Volkswagen has announced that it is no longer furnishing magnesium alloy engine casings - only aluminum. "Alabama Firewood" just got more expensive.

The 51st Annual Cavalcade of Customs was a tremendous success for our Club! The event was held at the Duke Energy Center on January 7-9 2011. Cincy SCCA had a great booth on the main event level this year. We had a much better response than the previous year when we were upstairs in a different area. I want to say a huge THANK YOU to all that helped over the entire weekend- David Santel, Claire Frimming, Norbert Varga, Joe O’Gorman, Paul Scheffer, Jayson Lotz, Doug & Matt Duddey, Patrick Whitte, Kevin Coyne, Tim & Bobbi Ross, Gary Reckelhoff, Randy Holton, Todd & Matt Cholmondeley, Colleen Cabe, Bill & Sarah Niemeyer, Ashley Erving, Joe Kohls and Bob Williams. Together we signed up 106 people for e-mail blast. Great Job Everybody!

NEXT UP: The Auto Expo on February 17-20,2011. We have a huge 50 by 70 foot space again this year. We will have 10 to 12 member cars at the booth as well as our regular display. This is a great opportunity to grow our membership and bring new revenue to the club. We need your help manning the booth all days. Please bring old unwanted issues of Sports Car Magazine and great stories to tell prospective members. Remember if you refer a new member with your member number, you will receive \$10.00 off of your annual membership for the year. If you want to help contact me at briax&@yahoo.com .Thanks for your help and see you at the show!

Thursday: 1-16 : 11am-8:30pm

Friday: 1-17 : 11am-9:30pm

Saturday: 1-18 : 10am-9:30pm

Sunday: 1-19: 11am-5:00pm

Contact Brian Walker to help out.

SPRING BREAK

by Jerry Cabe

All of us have experienced the doldrums of a long and cold winter, and the thrill of taking off on a spring break trip to a warmer climate. Usually a group of Cincy flaggers start off the racing season by heading south for the Rolex 24 Hour at Daytona to flag one of the best races of the year. This year, many of the regular flaggers could not make the pilgrimage for various reasons. I also found a good excuse not to flag the Daytona race this year. For the 2011 24-Hour, Columbus based Michael Shank Racing added a third DP car and I was able to get on the crew through a Spec Miata acquaintance. MSR is a very professional organization, but the owner Michael needed warm bodies to do some of the more mundane tasks – like fireman. Yes, I graduated from corner worker and “hauling my extinguisher” to work on a team for the Daytona 24 Hour.

I arrived in Daytona and went through registration on Thursday morning as normal. Once at the track, I went and easily found the MSR garages and got introduced to most of the crew for the No. 6 Continental Tire sponsored team. Drivers for this car will be AJ Allmendinger, Justin Wilson, and Michael McDowell. This is the Ford powered Dallara chassis that Michael obtained last year when the No. 6 Riley chassis got destroyed by fire at the Watkins Glen race. This team may be very demanding of their fireman.

During Thursday and Friday I worked with Rich the refueler to service the car throughout the practice sessions and qualifying. This involved starting with an empty tank and adding measured and weighed fuel for each session. After the session, all remaining fuel in the car was off loaded and weighed. This allowed the engineer to keep very close tabs on fuel usage under varying setup, aero, and atmospheric conditions.

Come race day every mechanical aspect of the car that would routinely be exercised during a pit stop was gone through and checked, cleaned, or replaced. The same was done for all the pit equipment. MSR takes this effort very seriously! For the race, the plan was to utilize a twin 55-gallon drum fuel transfer rig to move fuel from the fuel station to the pits where it refilled an 80 gallon fuel cart. This fuel cart was shared by all three teams to refill the 42 gallon gravity fill rigs that were used to fuel each car.

As the festivities and activities of the day proceeded toward the race, I kept busy helping get the pit equipment ready for the race. After a team meeting where everyone’s responsibilities were gone through and strategies reviewed, the team and drivers gathered to move the car onto the grid on the pit lane. Rich and I were the exception since we had other pit equipment to finish putting in place. After all the pomp and circumstance of the pre-race ceremonies, the entire team was gathered in the pit for the start of the race. MSR’s three cars had qualified in 8th (the No. 6 car), 9th, and 11th. The rolling start went off without any significant issues for any of the 48 cars.

OMG, I’m pumped, but going through my brain are all the potential screw ups I could have. Now the whole “over-the-wall-team” has worked together for years and has recently practiced back in Columbus – but I’m the new element with no experience. My job is to go over the wall and man the fire bottle while refueling is taking place. Four crew are allowed over the wall at a time, excluding the fireman, but I’m not allowed to touch anything associated with the car. Just man the fire bottle. This certainly sounds within my capabilities.

About five laps before the first pit stop, we start getting ready. I grab my fire bottle and stand ready with one foot on the pit wall. As I see the car approaching the pit at what seems like well in excess of the pit speed limit of 45 MPH, I check that my two self imposed responsibilities are correct. The pin has to be out of the fire bottle, and I have to have my visor down. If either is not, the Grand Am Officials will administer a 10 second penalty by holding the car after service is complete. I will not allow this to happen!

As the car comes in and stops, I jump over the wall with the extinguisher in hand and find myself pointing the nozzle as the refueler plugs into the refueling quick disconnect. This is good, I’m doing this right. I get a shock as the crewman going from initially plugging in the air jack hose (located in the middle of the rear of the car) bumps into me as he is going around to change the left rear tire. After this I recognize where I should be standing in order to allow him to pass and it wasn’t a problem again. As the refueling and tire change were completed, and the car powered out of the pits, the team gathered back over the wall and got ready for the next stop. Alright, I just completed my first competition pit stop without screwing up.

Once the pit stop was over, tires checked, hoses and air guns repositioned, and the next tire set staged, the rest of the crew settled down to await the next stop. However, Rich’s and my job was not complete. The vent line on the gravity refueling rig had to be drained back into the rig, and then the fuel cart was used to top off the gravity rig. Then after all three teams refilled their gravity rigs, the fuel cart had to be replenished from the 55 gallon drum rig. During all this, I have to be fully outfitted and manning the extinguisher, or risk a penalty for the car. This whole cycle takes about 45 minutes. Unless there is some circumstance or strategy that brings the car in earlier, the car can run about an hour on a full load of fuel. This means that typically, I was getting about 10 minutes per hour to be out of my balaclava and helmet.

The pit stops and refueling proceeded throughout the night without incident, and actually became fairly routine. Driver changes were typically a little more involved, but executed without any issues. Throughout the race all three cars stayed within a few laps of the leader. The No. 6 actually leads during some portions of the race, but typically we were running between 4th and 8th place. Toward the last hours of the race the team’s strategy would change in efforts to improve the car’s position. A smaller wicker bill was installed, a rear sway bar link was removed, and other “tricks” were incorporated during pit stops. I don’t have a good count on the number of pit stops during the race, but a conservative estimate would be twenty-six. Each team had 30 sets of tires available, and we were concerned about running out until there was a three hour caution early in the morning because of the fog. This allowed the tires to be stretched so they were not an issue – we only used 29 sets. Each car utilized over 400 gallons of fuel during the race.

In the end, all three of MSR’s cars finished, but no Rolex watch for Michael’s drivers this year. The No. 23 finished 4th (on the lead lap), the No. 6 finished 7th (2 laps down), and the No. 60 car finished 10th (15 laps down). Not MSR’s best finish, but in my opinion, it is very impressive that all three were able to finish. But this is not surprising to me after experiencing the level of prep that went into the cars. And I got to be a little piece of this fantastic effort. I had a great time and the adrenaline had kept me going throughout the race. I can’t wait until next year.

S.C.C.A.
 CINCINNATI REGION
 CINCHRONIZER
 c/o The Tomeys
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 Cincinnati, Ohio 45248



We're on the Web!
www.cincyscca.com

Next Meeting: Tuesday, February 15th
 at Mill Race Banquet Center in Winton Woods at 8:00 pm.

Coming A-TRACK-tions

February

- 8 - PDX & Race Committee Mtg
7 pm Max & Erma's Sharonville
- 15 - Monthly Meeting at 8:00 pm
- 17 - 20 Auto Expo Convention Center

March

- 15 - Monthly Meeting at 8:00 pm
- 27 - Test N Tune

The Membership Chairman is looking

for a couple of "go between's" to help with the solo and road racing programs. Obviously Todd can't be everywhere and needs volunteers to keep track of things when he isn't around. The duties include helping the new members that aren't familiar with how things work like "entering events, where to go, who to ask, etc....." at solo's and road races. Please contact Todd Cholmondeley at tefkatt@aol.com if interested.

Club Racing & Time Trials in the Great Lakes Division

Scheduled events in the Great Lakes Division for 2011. This is a tentative schedule and you should check the website (www.greatlakes-scca.org) to verify exact dates, restrictions, and find additional info.

National Club Races

May 28-29	WMR/FTW @ Grattan	Double National
June 11-12	OVR/CIN @ Mid-Ohio	Double National
July 2-3	NEO @ Nelson Ledges	
July 9-10	SBR @ GingerMan	

Regional Championship Series

May 21-22	WOR @ Mid-Ohio	Double
June 11-12	OVR/CIN @ Mid-Ohio	Single/Restricted
June 18-19	Indy @ O'Reilly (Oval)	Double/Restricted
July 2-3	NEO @ Nelson Ledges	Single/Restricted
July 9-10	SBR @ GingerMan	Single
July 23-24	WMR @ Grattan	Double
July 30-31	CIN @ Mid-Ohio	Double/Restricted
Aug 20-21	NEO @ Nelson Ledges	Double/Restricted
Sept 3-4	OVR @ Mid-Ohio	Double
Oct 8-9	OVR @ Mid-Ohio	Double
Oct 22-23	Indy @ O'Reilly	Double
Oct 29-30	NEO @ Nelson Ledges	Quad

Time Trials

May 20	WOR @ Mid-Ohio	PDX
June 3	DET @ Waterford Hills	PDX
July 29	CIN @ Mid-Ohio	PDX
Sept 2	OVR @ Mid-Ohio	PDX
Oct 22-23	Indy @ O'Reilly	PDX

Competition License Driver School

May 7-8	GLD @ Nelson Ledges	Double
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