



TRACK

THE OFFICIAL PUBLICATION OF MAHONING VALLEY REGION SCCA

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APRIL MEMBERSHIP MEETING

April 7, 2009

WEST FORK ROADHOUSE
3850 BELMONT AVE
YOUNGSTOWN, OH
just south of I 80

Meeting Time: 8:00pm

Come early for dinner.

REMARKS – Reed Kryder

Is racing season almost here? After a long winter, Mahoning Valley Region is ready to take the green flag to start the 2009 racing season. The membership meeting on April 7th will be filled with reports of recent happenings and the latest news concerning our upcoming events. We also have a couple of members who deserve major recognition for their accomplishments last year. Please come and meet them in person.

A couple of things have come to my attention during the past month which need addressing. First off, Mahoning Valley Region is celebrating its 50th Anniversary. Sandi is assembling some meeting minutes from our initial gatherings for inclusion in this and future newsletters. And if you have any stories from our past which need sharing, please send them to Sandi. We need to set aside a time and place to celebrate. Any ideas?

For many years we have referred to ourselves as “The Friendly Region”. I think the slogan still fits. But during this time of financial crisis in our nation it can be especially important. We like to think we put on the best events. We know we have some of the best volunteers and drivers found in the SCCA. And we have many past accomplishments of which to be proud. But many of the Regions around us could make similar statements. Remaining “The Friendly Region” requires a different, and lofty, set of standards to measure ourselves by. What is needed to continually set us apart is the friendship shown others by our membership. Because of the economy, virtually every person attending our events this year will have some level of concern about their financial health. Let’s do our best to extend MVR friendship and make our weekends fun and enjoyable for everyone.

Elsewhere in this newsletter there are reports from the SCCA National Convention and the NeDiv Round Table. One item discussed at the Round Table was whether to change how we do future Mini-Cons and Round Tables. There was a task force assembled to study these questions. Bear in mind the Mini-Con is usually a gathering to celebrate the past year’s happenings while the Round Table concentrates on training for the upcoming season. In other divisions these meeting range from small gatherings to what can best be described as a year-end party (at a resort) attended by several hundred members and their families. My question to our membership pertains mainly to the Mini-Con: What type of content and activities would make you consider attending? The cost of a weekend get-away would definitely be a factor, but what would you want in return to make it worth the expense?



SCCA Announces Nationwide Point Structure and Club Racing Super Sweep Award

LAS VEGAS, Nev. (February 21, 2009) – Sports Car Club of America announced today the foundation for its new Club Racing Super Sweep program, honoring drivers who “sweep” all four criteria in a given season, including a win at one of nine key National events, a Divisional class point championship, a Runoffs class win and a class win in the newly formulated nationwide point structure.

The concept takes the Chicago Region SCCA Triple Crown® one step further, making it the most difficult accomplishment for an SCCA Club Racing driver in a given season.

“SCCA has formally recognized the Chicago Region Triple Crown for the last several years, and, while it continues to be a great program for the Region, we felt a program that was more inclusive was in order, particularly with the move of the Runoffs® to Road America in 2009,” SCCA President & CEO Jeff Dahnert said. “The components have been germinating in the marketing and Club Racing departments for some time now, and we feel that we’ve put them together into a great program. To win the SCCA Super Sweep will be an incredible accomplishment.”

The Super Sweep has four legs, which a driver must complete in the same class, including:

Leg 1: A class win at one of the following events:

- April 4, Buttonwillow, Race one of the SPDiv Double National
- May 2, Daytona Int’l Raceway, SEDiv National
- May 2, Heartland Park Topeka, Race one of the MWDiv Double National
- May 2, Texas Motor Speedway, Race one of the SWDiv Double National
- May 10, Portland Int’l Raceway, NPDiv National
- May 31, Mid-Ohio Sports Car Course, GLDiv National
- June 20-21, Road America, CENDiv National
- July 4, High Plains Raceway, Race one of the RMDiv National
- July 12, Watkins Glen, NEDiv National

Leg 2: A divisional class championship

Leg 3: An SCCA National Championship (Runoffs win)

Leg 4: Class Champion of the newly-created nationwide point's championship.

The points will be distributed as follows at each National Club Racing event (retroactive to the start of the 2009 season):

- Base points per the GCR (12, 9, 7, 6, 5, 4, 3, 2, 1)
- One bonus point for each starting car a driver beats (capped at 10)
- A driver may count his/her best seven races regardless of Division

In addition to up to six regular season races, points will be added to a driver's total for the Runoffs on the following schedule:

- Double GCR base points for the top nine finishers (24, 18, 14, 12, 10, 8, 6, 4, 2)
- One bonus point for each starting car a driver beats (no limit)

The driver with the most combined points will be declared the winner of that class. Ties will be broken per the GCR. If ties cannot be broken the final tiebreaker will be the total number of cars beaten in that season.

"Unlike the iRacing.com Cup in 2008, the new nationwide point structure is automatic and includes every driver competing in National events," Dahnert said. "Drivers don't have to do anything special to qualify for the program other than go out and race. This allows a driver from New York to match up against a driver from Colorado or California without ever going head-to-head. The driver who beats the most cars throughout the year wins."

"We would like to acknowledge the Chicago Region for creating the Triple Crown, which has added to the Runoffs over the last several years," SCCA VP of Club Racing Terry Ozment said. "It's a wonderful program that we understand will continue on in the Region."

The winner of an SCCA Super Sweep will receive a special trophy and recognition after the National Championship Runoffs.

The Nationwide Point Structure will be updated weekly on SCCA.com.

For additional information, contact the SCCA Club Racing Department.

Motorsports Ministries

Nelson Ledges Chaplain's Notes November 2008

BILL'S CAR

Last week, I put away Bill's car for the winter. You may have seen it at Nelson, the bright red 1994 Mustang GT with the Motorsports Ministries decal and license plate frame. Usually it is parked by the men's facilities and while the title says I own it, it will always be Bill's car.

Bill Stables and I were racing partners for over 15 years and friends for many more until prostate cancer took him too young at 61. The red Mustang was Bill's traveling car, taking it to the PRI show, Ford swap meets, or a NASCAR race. Bill was always ready for a road trip.

Actually, it did not start out as Bill's car. Dr. Bill Thomas, who races that wicked fast blue ITE Mustang, bought it with the front end wrecked from a salvage yard to build into a race car. Bill Stables bugged Dr. Bill for several weeks saying, "This car is too nice to build into a race car." Finally, Dr. Bill relented and sold the Red GT to Bill with the provision that he would have the first right to buy it back. He rebuilt it but left the engine alone because he wanted good mileage for those road trips. Bill and Jim Eddy, another Mustang racer who died way too young, repainted the front of the Mustang. When describing the quality of the paint job, let's just say the car is red.

When it became evident that Bill probably wouldn't make it, he asked if anyone was interested in purchasing the Mustang. My wife Joy, who had rebuffed my previous overtures to buy a V8 Mustang, gave her blessing to buy Bill's car. When I asked Bill about purchasing it, he said he had to ask Dr. Bill. I was honored when Dr. Bill said, "I am proud that you will have the Mustang."

So Bill's car took me out to the MVR Golden Harvest, the last race of the year at Nelson. It was the 18th Anniversary of Motorsports Ministries at Nelson with a great turnout of 15 for chapel services. At the Mustang Ranch, it was bittersweet. Jim Morgan, Ty Noles, and Sterling Bradley were there. Dr. Bill couldn't make it from Alabama, but Bill Stables and Jim Eddy were looking down from above. Ty Noles was driving Jim's old race car, and I was there with Bill's road trip car.

I just purchased a used Mazda Protégé 5, so I could garage Bill's Mustang for the winter. After all, I promised you Bill that I wouldn't run it in that Ohio salt. I miss you friend!

God Bless,
Chaplain Gray
chapnrc@aol.com

Minutes of the December 2008 Membership Meeting

R.E. Reed Kryder opened at 8:00 pm. Eleven members were present.

Membership report was read.

New business PDX Chairman will be Greg Alley [Jim Royal] to help. Race chairman for double school Sandi Kryder. The Chief Instructor will be Bill Kasmer. National Race Chairman is Sandi Kryder.

Motion to adjourn by Tom Nutter, seconded by Brad Morris. Motion approved. Meeting adjourned at 8:15 pm

Respectfully submitted by Greg Alley

Minutes of the January Membership Meeting

RE Reed Kryder opened are meeting at 8:00 pm. Eight members in attendance. A motion to accept minutes from October and November was accepted and approved.

Treasurer's report was read and also accepted.

PDX - April. Reed will contact Corvette Clubs in Akron and Cleveland. Discussed worker incentives. Entry form for drivers to include tracks driven, clubs they belong to, number of days on track and last event. 2 or 3 students per instructor'.

Double Drivers School - discussion for price to charge for event. \$600.00 per car for 35 entry. Need Chief Steward, Chief of start, and Chief of T&S.

Discussion was held on the wording for the national. Cumberland National / Steel Cities?

New business: Dan Harding & Alan Milarcik blew up motor in practice for the Grand-Am Koni Challenge.

Meeting adjourned 8:38pm. Motion to adjourn Bill Pintaric, seconded by Carl Holbrook. Passed. Meeting adjourned at 8:38 pm

Respectfully submitted by Greg Alley.

Amendments to the Constitution

Proposed Change to Article IV A.4 by Bill Kasmer

Treasurer who shall receive all MVR income and pay all authorized bills within a reasonable length of time; who shall prepare a treasurer's report to present at the membership meeting each month and/or publish it in the regional publication; and who shall annually file appropriate income tax forms in a timely manner. Treasurer shall prepare the books for audit by the trustees at the first meeting in November, as well as

when requested by a majority of the trustees.

Change to:

Treasurer who shall receive all MVR income and pay all authorized bills within a reasonable length of time; who shall prepare a treasurer's report to present at the membership meeting each month; and who shall annually file appropriate income tax forms and other required documents in a timely manner. Treasurer shall prepare the books for audit by the trustees at the first meeting in November, as well as when requested by a majority of the trustees.

Proposed change Article 1 of Bylaws by Brad Morris

Currently:

1. Any proposed alterations, amendment or addition to these by-laws must be delivered to the Regional Executive in writing at a regularly scheduled and/or announced membership meeting. The Regional Executive shall then read the proposed change to the membership. The proposal shall be voted upon at the next membership meeting and shall require a two-thirds (2/3) vote to be adopted. A copy of the proposed alteration, amendment, or addition shall be published in the regional publication and/or copies of same mailed to all active members at least fifteen (15) days in advance of the meeting of its vote.

Change to:

1. Any proposed alterations, amendment or addition to these by-laws must be delivered to the Regional Executive in writing at a regularly scheduled and/or announced membership meeting. The Regional Executive shall then read the proposed change to the membership. The proposal shall be voted upon at the next membership meeting and shall require a two-thirds (2/3) vote to be adopted. A copy of the proposed alteration, amendment, or addition shall be published in the regional publication and/or copies of same sent by **post or electronically via the regional website or e-mail** to all active members at least fifteen (15) days in advance of the meeting of its vote.

2009 NeDiv Round Table – Reed Kryder

Sandi and I attended the NeDiv Round Table on March 6-8. This meeting is held annually in late winter. It concentrates on specialty training for the coming year as well as passing along new rules and procedures. The SCCA financial health on both the national and divisional level is reasonably good considering the overall economy. But there was a lot of concern about the upcoming year.

The following items may be of interest to MVR members. They are in no specific order.

* I brought up the "lead" issue mentioned during our February membership meeting. Several other people were aware of it. It applies to the "12 and under" age group. There also appears to be many unexpected issues and consequences (such as banning kids from libraries) with the law. Many expect it to be rescinded or revised.

* At this point in time there will be no coverage of the Run-Offs on TV. Historically the event has been one of only two races which Speed TV does not charge the sanctioning body a fee for broadcasting. That has changed for 2009. Maybe someone will come up with a plan for paying the substantial fee.

* A nationalized set of standards for driver schools is moving forward. The idea is to have the same set of graduation criteria for both professional type and regional level schools. There would be freedom in how this criteria is accomplished by the different schools.

* Expect to see more Club and Time Trials during race weekends. It is a good way to help cover expenses while involving new members.

* There will be a "Rule Season" for club racing rules. Expect less frequent changes. I don't know the details, but if you request a change today, they will consider it late this summer. Plan ahead and don't miss opportunities to make your voice heard.

* New fuel testing rules should be in place for 2010. I believe they know what they want to do; it's just a matter of testing it this year to make sure it has no problems.

* You can run your IT car in a National event in the STU class. While Production classes were the normal "step up" from IT classes, the STU class may be a better progression for many newer cars. And for the moment, no modifications (other than class decals) are required.

* A lot of discussion was held concerning standardization of "waving" yellow flags. There is a movement underway to have "waving" indicate something is actually on the track. I have heard several good arguments for and against.

* As a Region we need to document our charitable activities. One Region had difficulty convincing the IRS because they never mentioned it in any of their publications. I guess we need to brag about it if we want IRS recognition.

* SSM class growth has been dramatic in NeDiv. Over 600 SSM cars competed in NeDiv in 2008. The rest of the country totaled about 60. Total NeDiv Regional race entry count was up in 2008. National car count was down.

* Steel Cities Region will be holding the 2009 Mini-Con. It is scheduled for November 6-8 and is located in the Pittsburgh area. Every MVR member should take a look

at the schedule of events when they are available. Plan on attending just a seminar or the entire time.

Feel free to ask me for more details on any of the above. Whether I can give you an answer is another subject.

2009 NeDiv Round Table – Sandi Kryder

The majority of the Registrar meeting concerned Annual Waivers, Hard Cards and Minor Waivers.

First off, you have to have been a member for 1 year to get an Annual waiver. They are free to competition license holders and workers. Crew will have to pay \$10.00. With the annual waiver hardcard, you will not have to sign any waivers at any tracks. However, you will still need to go to registration to get your credential.

Minor Waivers - for a minor to be covered under the P & A insurance, they must have an annual minor waiver on file with SCCA national office or have one filled out at the event. It doesn't matter whether the event is a spectator or private. Also, the minors MUST BE listed on the entry form. This is new. In the past we only needed the minor listed if they were over 12.

16 & 17 year old minors, who want to work in a hot area, must have their waiver on file at the national office. If not, they cannot work in a hot area. The waiver is good for two years.

If you are still confused, I'll be happy to answer questions about these procedures.

Membership Report - Sandi Kryder

We have approx. 200 including dual memberships.

The following members have April renewals:

Jennifer Badger
Ray & Barb Barnhart
Mark Fickenscher
The McCann Family
The David Pintaric Family
Julia Raccio
Brian Vondran

Happy Birthday to:

Ron Baldine	4/9
Lauri Burkons	4/8
Jeremy Cesene	4/29
Cassie Doinoff	4/6
Steve Dominish	4/15
Vic Marsh	4/30
Ryan McCann	4/14
Brandon Nutter	4/12
Vicki Nutter	4/19
Steve Selmants	4/21

Tim Walton 4/14
Kera Yelkin 4/21

meeting and resulted in most of the notes I took at the Convention, even knowing there would be a summary on the SCCA website.

2009 National Convention Summary – Reed Kryder

This year's annual SCCA National Convention was held February 19-21 in Las Vegas. It was the first year of what is believed to be a three-year contract with the South Point Hotel. Reed and Sandi Kryder attended as Mahoning Valley representatives. Reed's summary is below.

The theme of this year's Convention was "Make it easy, Make it fun". All of the reports from the various seminars are supposed to appear on the SCCA website within the next week or two. Therefore, I will only write about those items I feel were the highlights with regards to MVR activities. In order:

RE's - SCCA Operations Overview

This meeting was conducted by Rick Myers, Region Development Manager, SCCA. Rick stated that approximately 40% off SCCA's income is from dues, the rest coming from event fees, etc. He also stated his viewpoint that based on what he read in regional newsletters, etc the Regions (especially those not in the Jumbo category) spent very little time and budget on attracting and retaining members. The majority of those in the room strongly, and vocally, disagreed. Numerous examples were given of how Regions try to attract new members. I am not sure we got through to Rick, since his viewpoint is based on what we Regions publish. I will say this in Rick's favor: he took lots of notes.

One thing we should do is to have a plan in place for following up with weekend members. National does this, but our Region hasn't in the past. Perhaps that's because we had only a single weekend member last year. Expect more this year, especially as a result of our PDX.

One related plan I would like to instigate is to list "contacts" in our website for those who are looking for information. I am not talking about officer listings. Rather, if someone is interested in racing - this is who they contact. I want to avoid referring people "down the line". I want their first call to be directly to someone who can probably answer their questions. Matt Miller has agreed to be listed for a racing area. I would like someone for the "wings & things" classes to compliment Matt's knowledge of fendered classes. If you want to be listed for a single class or category please contact me. We would also like to list specific individuals for worker groups.

Additionally, there was discussions regarding submittals of numerous forms, how RE's can acquire various updates, the need for doing community service work, hard cards, a new RE Manual, etc. It was a busy

SCCA PRO Racing Open Forum

The meeting was a summary of last year's pro activities and a listing of plans for 2009. This department has shown a profit for the second year in a row. This is a major departure from past experiences. And gradual, but steady growth is expected for 2009. Many of the questions concerned the return of the Trans-Am. The goal is to have the series be completely under the Pro umbrella in three years. For now it's somewhere between Nationals and Pro. For example, you do not need to buy a pro license to run T/A. If you have a National License, you simply request the T/A license. It's free. It was also suggested a T/A - Under class be considered. This suggestion was well received.

Leadership Luncheon

Each day the luncheons target different areas. On Thursday they presented various Region awards in different categories. MVR has not won one for several years, but we were mentioned because we were celebrating our 50th Anniversary. Look for more on this in future newsletters.

RE's & BOD

This was a "closed" session. The idea of closing it is not to be secretive. It's just trying to limit the crowd so that each Region has a chance to be heard. Many of the things mentioned in the first meeting were covered again. We were divided by "Area" and placed with our Area Director (Jerry Wannarka - Area 2). Each Area spent several minutes huddled discussing their own concerns. Then each Area shared them with the room. I am not going to go into them here because they are all the same one's most of us are aware of and are already working to overcome. For example, a continuing reduction in workers. Several items were discussed where it became apparent easy answers were not possible. For example: There are various opinions on how the new Hard Cards should be used and how fast should we get to the point where drivers simply show up at the track, pull through the gate, unload, and go onto the track. There would be no record of their presence until they actually tripped the transponder circuit when they entered the track. Some Regions want this NOW and don't know why it cannot be done NOW. Others want it NEVER. When you listen to the arguments it becomes apparent some Regions are capable of doing it NOW while others will NEVER be able to do it.

Another area you don't hear discussed much was sponsorship conflicts arising because of nationally arrived at agreements conflicting with those reached at lower levels. Red Line Oil being locked out of the Run-Offs property last fall is one example you may have heard of. But there are others which arise when a local

Region has tried to acquire a local sponsor and found out they are violating a national office contract with another sponsor.

Meet the President, Annual Meeting, Town Hall Meeting

Three hours are allotted for these meetings. The new President introduced himself, told us of his plans, and answered questions. He is new to the job, but Jeff Dahnert may serve the club well.

The Annual Meeting is held by the BOD and each area (CRB, Solo, Pro, etc) gives reports on finances, plans etc. It's interesting when your area of interest is discussed and boring for the rest. But it does give a great overview of all the activities of our club.

The Town Hall Meeting is the BOD answering questions from the audience. This meeting was shorter than we have experienced in the past. Head and Neck devices were a major topic in this (and other) meetings. The SCCA survey seems to indicate a majority of members use (or plan to use) one of these devices, but most responders felt their use should be voluntary. Don't expect a rule change in the near future.

Welcome Reception

This affair was presented by Mazda North American Operations and was a great way to finish the first day. We spent a couple of hours talking with many old friends and developed a few new ones.

Time Trials Town Hall

This was the first meeting of Friday and concerned PDX, Club Trial, and Track Trial events. Since we are going to attempt our first PDX I felt it necessary to hear what other areas are doing. Many Regions are in the same situation as ours. They are new to these types of events, but interested in them due to reducing race entries. Two major impressions were made on me. Other Regions are already combining these events with race weekends. The formats for these weekends vary widely and are based on local conditions and needs. For example, some Regions run two-day PDX events. Another Region has a single 20-minute PDX scheduled at the start of each Saturday during race weekends. This single PDX is usually well attended by workers and crew members in addition to the normal students. The second impression was that a stricter set of guidelines are being devised for these events, but for the next year or two there is a lot of freedom to experiment.

Club Racing Store: Shopping for the Right Mix

After almost a day and a half of educational and enjoyable meetings I found one which seemed a waste of time. We were divided into groups (ours had about 11 people) and assigned tasks requiring us to combine various race weekend activities into a good program. Our mix of activities included PDX, Club Trial, Regional,

and Enduro. It was okay and I learned a few things, but overall I felt it was not the best use of my time. After the meeting I discovered I was not alone in this opinion.

I should explain this better. The goal of the meeting was to "think out of the box" in order to accomplish new ideas for weekend events. It seems to me the members of MVR have been doing this for years. We have always wanted to try new things. Sometimes we are allowed and sometimes not. What hinders us from doing a lot of them is usually someone who says that's not the way things have been done in the past.

Following each seminar we are asked to fill out an opinion survey. I did suggest they do this type of meeting with all the stewards. Please don't think I believe they are all bad, but virtually every new idea must be filtered through them. And many ideas don't make it.

"We Need You! - Driver's Meeting

This was a continuation of a meeting started at the Convention last year. Drivers are given a forum to discuss whatever they want. Last year we concentrated on how to get more drivers to these types of meetings. As a result of that discussion there was a similar meeting held at last December's Performance Racing Industry Show. That meeting will be repeated again this December. These meetings are interesting because you hear a variety of viewpoints on a wide range of subjects. One complaint heard was "Why does a driver have to submit all the info (race sanction, etc) with their renewals when National already has the race results"? While some of us keep good records, most do not and they don't like to call RE's or other officers tracking down information. By the way, many RE's expressed displeasure in this busy-work also. Maybe something will happen.

This style of meeting will be held again at this year's PRI Show in December. If you are attending the show, it's a good chance to take a break from walking the aisles. You can sit and discuss SCCA driver issues. Or just sit and listen.

Dr. Rick Brinkman - Conscious Communication: How to Bring Out the Best in People

At the end of the day Dr. Brinkman gave a presentation which was very informative and entertaining. These talks at the end of the second day of the Convention are usually presentations by outside individuals intended to educate the crowd. Dr. Brinkman's books can be found in bookstores.

Town Hall - CRB

This was a much shorter meeting than the previous two years I was in attendance. Usually the Comp Board introduces themselves and then opens the floor for discussion. While many subjects were discussed, most

of them this year were quickly covered and no major arguments arose. I mentioned the new STU class would be an ideal location for Koni ST prepped cars. The board was in agreement. The biggest discussion item concerned engine costs for Spec Miata. It seems each year the professionally prepped engines are increasing in cost and becoming more dominant over the \$2500 cost of a crate motor. To be competitive in Nationals you need the engine from whichever shop is currently leading the horsepower race. And it could be a different engine builder next month. Many drivers are switching to the more restrictive Showroom Spec Miata Regional class because they can no longer justify costs in Spec Miata. As one driver said: "The CRB needs to figure out a way to put the genie back in the bottle."

Region/National Support & Feedback

This was another meeting featuring national office workers fielding comments and questions from those in the room. There were many complaints about the current SCCA website. There was also a sense that the National office will never be able to find the time to follow up on all the suggestions for both improvements to the website and new areas to include in it. One suggestion which looked good to everyone was to establish an area where people could view how other Regions do things. For example, we have from time to time put together outlines to guide new people in performing duties (such as Race Chairman). What if there was a website where someone could look at these types of guidelines from Regions across the country? You don't have to do it their way, but it would be a place where new volunteers can view examples of how it's done and experienced volunteers could find new ideas.

Awards and Hall of Fame Induction Banquet

I wouldn't bore you with all the awards and honors. You can read all about them in "SportsCar". The food, drink, and company were great and the three hours actually passed quickly. Most of the presentations were very entertaining. And the recipients were definitely deserving.

This was the third year Sandi and I have attended the National Convention. One impression from the first year has not changed. Virtually everyone at the Convention is trying to do their best for the SCCA. There are many differences of opinion and some are strongly expressed. But passion for the SCCA is the motivation for all of them.

ps: If you are wondering whether Reed or Sandi made or lost money gambling, we did both. Sandi won about the same small amount Reed lost. But that's the way the money normally flows in our house anyway.

Double Driver School and PDX

The schedule/supps and entry form have been posted online. The schedule is also elsewhere in TRACK. Instructors and workers are needed. If you want to instruct and haven't been contacted, please e-mail Bill Kasmer at kkd@zoominternet.net.

The schedule/supps and entry form for the PDX have been posted on the MVR website. Reed has been putting his list of instructors together. Flyers were put out at the Cleveland Auto Show, and various businesses in the Akron/Canton area.

Remember on the PDX – instructors get three sessions and lunch is provided.

National

The supps/schedule have been sent to the Chief Steward and NeDiv Ex Steward and approved by them. Just waiting on the Chief Steward to tell us who the Chairman of SOM's will be and then the sanction request can be sent off to Topeka.

Awards

At the April 7th membership meeting, we will be giving out the 2008 Member of the Year to Dave Badger and the Driver of the Year to Amy Ruman.

April 4th & 5th at Nelson Ledges

April 4th starting at 10:00 am, Dr. Mike Saddleton will be doing annual physicals and the Neohio Tech crew will be doing annual techs on race cars. Contact Debbie LaFond to set up an appointment. fastlady1026@yahoo.com

Nelson Ledges Safety Training Days are April 4 & 5th. Saturday April 4 is geared toward hot specialties and will include fire suppression, flip response, vehicle response, driver care, teamwork with Fire & Safety, phone protocol and basic hand signals. Sunday will be optional for most workers but will include driver extraction, tools on the truck, rescue tool handling and securing the scene. Registration is at 8:00 am with festivities starting at 9:00 am. For further details, contact Erik Avendutti. cat886@earthlink.net

PDX Schedule

Friday – April 17, 2009

7:00 -8:30 Registration and Tech Inspection Open

8:00 Instructors meeting MANDATORY

8:20 Student Meeting MANDATORY for ALL
Instructor introductions

8:40 Instructors give student track SLOW
orientation rides (no helmets)

Workers to corners

9:00 Instructors Session

A Group to Classroom

9:25 A Group on track-Slow first 3 laps with
no passing

B & C Group to Classroom

9:50 B Group on Track-slow, passing after 5
laps with instructors permission

10:15 C Group on Track-slow, passing after 6
laps with instructors permission

10:40 Instructors on track

11:05 A Group on track

C Group to Classroom

11:30 B Group on track

11:55 C Students on track

A & B Groups to Classroom

12:20 Lunch

1:00 Track walk

1:40 A Group on track

C Group to corners with available
Instructors

2:05 B Group on track

2:30 C Group on track

A & B Groups to corners with available
Instructors

2:55 Instructors on track

A & B Groups stay on corners

3:20 Meeting for Groups A, B & C

3:30 A Group on track

3:55 B Group on track

4:20 C Group on track

4:45 Recollections. Thank you and have a
safe trip home!

Driver School Schedule

Schedule

Friday – April 17, 2009

6:00 pm - 9:00 pm Registration
7:00 pm - 9:00 pm Tech Inspection
7:30 pm **MANDATORY CLASSROOM**

Saturday – April 18, 2009

7:00 am - 9:00 am Registration
7:15 am Tech Inspection
7:30 am - 8:00 am Course Rides w/instructors
8:10 am 20 Minute Alternating Sessions
by Groups

Lunch

Followed by 20 Minute Alternating Sessions
by Groups

Followed by Practice Starts and 5 lap races
by Groups

End of Day Party for **ALL WORKERS,
DRIVERS, AND CREW** to be
held under Timing & Scoring
Tower.

Sunday – April 19, 2009

7:00 am - 9:00 am Registration
7:15 am Motorsport Ministries
7:15 am Tech
7:30 am - 8:00 am Course Rides w/instructors
8:10 am 20 Minute Alternating Sessions
by Groups

Lunch

Followed by 20 Minute Alternating Sessions
by Groups

Followed by Practice Starts and 5 lap races
by Groups

50 Years of MVR

Mahoning Valley was started in November of 1958.

Here are the minutes from that very first meeting.

First meeting of Mahoning Valley Region was held at Davis Motors on Nov 6, 1958.

Present were Karber, Robinson, A. Wolf, Petrone, Austin Davis, Alexander, Irv Johnson, Wills, Caldwell.

Charles Felton's application read and accepted.

A discussion was held concerning application for SCCA. Moved and seconded that we would accept new members only after the prospective member had attended at least 1 meeting and 1 activity. Passed.

Austin Davis move, R. Alexander seconded that we accept the proposed constitution and By-laws. Passed.

Austin Davis moved Petrone seconded that we hold our meetings the first Thursday of each month. Passed

Karber moved Alexander seconded that we maintain the present officers for 1959. Passed.

These officers are:

Gordon Wills	RE
Irvin Johnson	Asst. RE
Charles Caldwell	Secretary/Treasurer
Austin Davis	Contest Board Chairman
John Petrone	Activity Board Chairman

CLASSIFIEDS

Free to Mahoning Valley, Neohio, Misery Bay, Steel Cities and Western New York Regions members. Ads will run 3 consecutive times (asterisks at the beginning of the ad indicates how many times the ad has run). Ads must be resubmitted after their 3rd run.

** For Rent: ITS/EP Nissan 240 SX. Contact Kryderacing, 330-854-4889

** RACE CAR PREP: Kryderacing offers race car preparation, chassis set up, trackside services, etc. Check out their Website www.kryderacing.com

** For Sale: 1972 MG Midget. Driven in PA salt from 1972 to 1984. In dry storage from 1984 to 2009. Lots of rust and mice! \$500 OBO. Call Dave Badger at 724-336-5661

** For Sale: 1970 -2005 Road and Track magazines. A few missing. In reasonable shape, not perfect. Trade? or obo or free? Call Dave Badger at 724-336-5661

*** FOR SALE: Rocker Recliner Tan \$299.00 (Paid \$500) Excellent condition, Scotchguard treated and well maintained. Measurements: Top back of chair @ 36", Height to top of back of chair @ 40", in sitting position depth is @ 44" and fully reclined length is @ 68"; when changing to reclining position back of chair moves back @ 14". These measurements have been rounded to the next inch. Very comfy.

PetMate outdoor animal house \$25 Small (up to 45 lbs dog) Dimensions: 21" Tall to peak of roof, 12" wide X 28" deep. Very durable. Prior outdoor tenant went over the Rainbow Bridge.

Other items will be added to the list - please forward this to anyone else you feel would be interested. Any questions, call me at 216-898-9656 eves. Nancy Schillace

TRACK is the official monthly publications of the MAHONING VALLEY REGION of SCCA INC.

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Opinions expressed in this publication are those of anyone who cares to submit them and not necessarily those of MAHONING VALLEY REGION.

Articles and items for publication are welcomed by the Editor of TRACK and must be received no later than the 15th of the month for inclusion in the subsequent month's newsletter.

Ad Rates for TRACK (on a per month basis) - Full Page \$50.00, Half Page \$30.00, Quarter Page \$20.00, Business Card \$10.00, Classifieds are free to SCCA members of MVR, NEO, STC, WNY or MBR for three insertions (designated by *). All other SCCA members free for 1 insertion after that \$5.00/insertion prepaid.