



# The PitStop!



**SCCA Southern Indiana Region Monthly Newsletter May 2005 Volume 52 Number 5**

## April Report

My goodness another year continues to be zipping on. We started in earnest (or just outside of Warrenton, IN for the geography-minded) on the last weekend in February and have been on the go ever since. As of the PitStop deadline in mid-April, only Easter weekend has been without an SIR/SCCA activity. It seems a bit strange to say that in May we'll ONLY have a rally, a meeting, and an autocross. A "full" month for sure; but, we'll also get to enjoy some down time.

I want to take the time and space to say how impressed I am with the Patch Party of April 9. There were 18 of us that worked, and I mean WORKED, getting our Lawrenceville courses prepared for the future. The autocrossers in the club know that late last year we lost our great big fun sweeper. Man that was a fun turn. It got replaced by a turn so tight Tom Bootz remarked that he had to grab a second hand of steering wheel. Well that tight turn has been reworked. It's now longer and wider and gives us a couple of course options. John Coen and Frank Totten shared a jackhammer, generator, and some epoxy patching material as party favors and we partied heavily all day long. We put 200 miles on a Wink Construction truck carting three pallets of concrete to the Mid-American Air Center. It was one of the longest work parties ever. But we more than doubled our previous best effort. We put 10,075 pounds of patching material into our Lawrenceville courses!! Please tell the crew "Thanks", won't you?

### SIR Members

- Ken Andrew
- Darrin Bailey
- Jim Cannon
- John Coen
- Terry Davis
- Paul Dornburg
- Ted Eagleson
- Tim Green
- Don Kelley
- Steve Montgomery
- Kent Schonberger
- Bob Sonntag
- Phil Wells
- Gene Young



### Non-SIR Members

- John Esche
- Bob Rekhla
- Julie Seeber
- Craig Straub



I should also thank Tom Tipsword for arranging and returning a concrete saw and mixer for the club and Paul Dornburg for the rock truck. Bob Rekhla and Craig Straub represented the Southern Illinois Region and made a serious contribution towards the concrete fund.

Ken Andrew's rally on May first will start from Castle High in Paradise, (Newburgh) Indiana. If you're one of our new members you need to know

that Ken's rallies are good ones and the parties that follow are exceptional! Plus you might even learn something. Last year a couple of "city girls" learned about silos. Don't even get me started on water towers that look like silos. Even if you don't learn something, I'm sure you'll have a good time. There is more information on this event at MyAutoEvents.com. As always, search for "SIR/SCCA" to find our events.

The Lone Star Steakhouse and Saloon will be closed for remodeling this month. So the May SIR membership meeting will be held at the Pasta Grill (7700 Eagle Crest Blvd, 471-7825) in Evansville. It is just west of the intersection of the Lloyd & I-164. Come join us. We will have trophies from several events to distribute.

We'll officially start the Southern Indiana autocross season with the "Opening Bookend" event -- a new course for sure -- on Sunday, May 15, at the Mid-American Air Center in Lawrenceville. Don't forget that registering for the event at MyAutoEvents.com will save you a couple of bucks.

Paul promised a bigger font for this issue -- as if a font smaller than April's would have still been readable -- and the more room I leave for the newest features of PitStop the better chance of that big font actually happening. So...I'll see you at the Pasta Grill on Tuesday, May 10th.

Zoom-Zoom,  
Bob Sonntag, *Regional Executive*

## 2005 Board Members

Regional Executive (RE)	Bob Sonntag	812-477-5936	Bob.Sonntag@WorldNet.ATT.net
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Pit Stop Editor (PSE)	Paul Dornburg	270-685-4470	a911sc@bellsouth.net
Advisor (ADV)	Terry Davis	812-853-2875	T_Davis@winkconstruction.com



## February Club Meeting

April 12, 2005

- Meeting Called to Order at 8 p.m. by Bob Sonntag, RE
- Introduction of Guest- James Nichols
- Officers' Reports-
  - Secretary- Reading of the Minutes from March
  - Advisor to the Board- Wildlife Quiz
  - Activities Chairman- No Report
  - Assistant Activities Chairman- New reflectors have arrived and are pretty.
  - Pit Stop Editor- Absent
  - ARE- No Report
  - RE Report
    - Next Month Lone Star is unavailable for our meeting. Votes taken. Pasta Grill is chosen.
- Membership Update: 86 Members, 1 Pending, and 9 on the cusp.
- Old Business- Trophy Presentation delayed due to technical difficulties.
- New Business
  - Activities Report
    - Summary of Gene's and Bob's Rally.

- Patch Party- Huge Accomplishment. Since Ken's wife won't allow him to attend a second week, it's cancelled. Gene Needs Event Marshals
  - Upcoming Events (See Calendar)
    - Test and Tune- Lawrenceville
    - Ken's Rally- Castle High School
    - Food Rally- Mike and Tom to host.
  - Drawing of the Cards- Gene wins with a 10 of Clubs
  - Motion to Adjourn at 8:37 p.m.
- Respectfully Submitted, Steve Montgomery, *Secretary*

## February Board Meeting

April 4, 2005

- Meeting called to order at 7:07 p.m. by Bob Sonntag, RE
- Reports
  - Treasurer's Report- We've got money.
  - Advisor to the Board- No Report
  - Activities Chairman- No Report
  - Assistant Activities Chairman- New reflectors have been shipped
  - Pit Stop Editor- Deadline for the Pit Stop is April 16
  - ARE- No Report

RE- Request for Ken Andrew to become SIRSCCA Spammer.  
Discussion of Owensboro events and Champion Ford.

Membership Report- 85 Members + 1 Associate

Old Business

- Comp Reg's- No Report
- New Pylons- On Hold
- Need another PA Speaker? Gene will price.
- Red Flags- Could use 2-3 more. Paul to check into it.
- Trailer and Car Jack, to be purchased after trailer cleaning.

New Business

- Discussion of Events
- Failure to Work- Note made in Pit Stop. To be handled on a case by case basis.
- Patch Party(s)- 4/9
  - o Concrete- Terry

- o Mixer- Paul
- o Trailer- Bob
- o Saw- Paul
- o Meet at Bob's 7:10 a.m.

Test and Tune- Steve to train for timing.

New Generator- Begin using General Rental in Evansville.

Liability Responsibility- So much said. Contact Ken.

Next BOD Meeting- May 10 in conjunction with Membership Meeting.

- Goal Projects
  - Fire Extinguisher Servicing- Paul
  - 12:30 Course Walk for Novices- Good
  - May 1 Tim to tech rally
- Meeting Adjourned at 8:43 p.m.

Respectfully Submitted, Steve Montgomery, *Secretary*

### Notes and Such...

Bob pretty well covered everything that has gone on in the last month so I only have a little to add.

First, we only did one patch party instead of two. The power equipment supplied by John Coen and Frank Totten really let us chip a lot of old concrete. I think my truck bed was filled about six times. We worked late and finished up just as the sun was setting. I hope you all will enjoy the "new" course layout.

Second, the Test and Tune was cancelled for lack of entrants. Last year we had a long discussion about the minimum number of entrants needed to safely work the event. We finally settled on 16 as the minimum. We only had 12 firm commitments and that wasn't enough.

Third, Julie's back with information about the Indiana autocrossers. Except for a secretive pair, all "spilled their guts". Thanks Julie.

Fourth, Mike Freeman sent in a ramble about the early days of rallying. It's a different scene than the present day rally. Thanks, Mike.

Last, points totals are as of April 11 and include the Patch Party.

### Cars – Let the Good Times Roll

#### Autocrossers from Evansville – PT I

This month, we take a look at who is grazing cones from the Evansville locale. The season is upon us and some are still planning what they will drive and considering modifications. What were they doing during the brutal winter? Some folks have ideas still churning possibilities so car news is likely to unfold as the season progresses.

**Ken Andrew** – Member of OF/OG, our SM2 class zipper, will continue on this year as he did last year, (only faster) in the Dornburg Green 911T Porsche. Ken calls this trick autocross setup, having WIDER tires, new engine, cam and differential/tranny configuration "really, really neat." That translates into fast. While the Green Porsche was under construction, Ken's '73 Silver 911T, 2.4L stepped up to bat at the '05 pre-season Snow Buster held at the Civic Center. This 32 year old car, weighing in at 2200 pounds, develops 150hp on a good day. He said, "It ran strong and felt pretty good." Paul Dornburg offered sticky tires for the event and Ken agreed to the tires if Paul promised not to bring tin snips with him. Paul also ran the '73 at the Snow Buster. [We continue to hail this chief for dedicating many seasons as RE for SIR, also a most enjoyable fellow with which to compete.]

Ken joined the SCCA 21 years ago. Until that time he just had not been in the right place at the right time, but interest was brewing. A Muncie, IN native, his closest club was 103 miles south of Indy in Columbus. After moving to the Evansville area 26 years ago in '79 he purchased his first Porsche from O'Daniel Raney. Ken ran into Jeff Jackson who told him about SIR SCCA meetings and began attending and running the rallies. He loves figuring out puzzles. At one of the rallies someone told him he should autocross his 914. As it usually goes, sticky tires, and sway-bar were acquired, adrenaline soon followed. The addiction was confirmed at SOLO II Nationals held in Salina ten to twelve years ago. After his first run he came in winded. He thought that was "strange"; he might have held his breathe through the run or it could have been sheer adrenaline. Either way it was a rush he could repeat.

Several times he made trips to Southern Illinois University Carbondale for the Grand Touring Auto Club event which was an SCCA event sponsored by the university. The course was a circular parking lot with an island. Students earned credit for their participation. One of his many awesome performances in SOLO II was there. He used every bit of what his Porsche 914 had to give – right on the edge. "When it is a good run, you know it by your heart and you can feel it even before you look at the time."

**Barry Beaman** – Old CS, re-classed as ES this year, the '94 Mazda Miata is the hot trick for this gifted guy. Making its way on the course as the usual #20, it will be tracking with racing Hoosiers this year. The new sticky tires and their byproducts of increased speed and reduced course time will take another driver hostage. This car and driver has been extremely competitive in club points. His car is still red. Blue Streak was his '87 Vette a few years back.

**Ryan Bootz** – Silver Mustang or Pop's LeGrand? Or, baseball? Ryan will be crunched for time this year due to his talent in baseball, but will join SIR when possible either in his dad's car noted just below or in his 'Stang in SM class. Baseball, apple pie and Ford!

**Tom Bootz** – The '79 LeGrand MK2 hauls this flag-flying OF/OG member to victory! With TEN National Championships under his belt, Tom will sport this vintage, yet highly competitive car again this year. New rules will require new safety modifications to the car. Jan, his devout team member, and Tom will attend Nationals in Topeka this year, keeping all the BM competitors sweating the heat.

**Mike Freeman** – His Apple Green '01 GTI VW and his driving talents have graced the course of many events, including Nationals in Topeka. OF/OG? You bet – a 33 year SCCA member! The GTI, 1.4L Turbo once again joins STS class spinning Falken Azenis this season. Aluminum pulleys to replace the heavy stock ones are under serious consideration as a modification. Mike and his car will be Nationals bound once again!

**Jeff Jackson** – The Delight White '04 Boxster Porsche, complete with the sport suspension package, has a new suspension upgrade this year. The wheel wells are now housing Koni double adjustable dampers. Jeff is leaving the alignment the same, but has plans to tune the dampers by dialing out rebound as needed. This car will be visible locally the majority of the time. Due to class changes, putting 7-10K miles on his truck and trailer getting to CENDIV events this year did not look enticing to Jeff. He attended eight '03 CENDIV events racking up 10K miles and five '04 CENDIV events racking up 7.5K miles. With C4 'Vettes and S2000s newly in AS this year, competition for the Boxster is as stiff as its suspension. He has a target for hitting Topeka Nationals this year, including the warm-up event. It is a week chocked full of spirit with great folks who love cars.

**Steve Montgomery** – With his Yellow '04 S2000 AS classed ride on its way to a new owner, his vehicle for the second season of SIR SOLO II is unknown. He is open to opportunities to shared seat time in a car as tire warmer, a.k.a "boy". For the '06 season is pondering an open-wheeled Formula Ford.

**Kent Schonberger** – Donning the pavement in its first SIR season, a '04 Birel chassis F125 shifter kart will be the "ride" for this young dude. The engine is a 125 Motto Honda Swedetech. This Tiger Team member obtained his new ride at 2004 Topeka Nationals, after spending the full '04 season with a Coyote Freeroller hosting a Briggs and Stratton. The speed and exposure in a shifter kart can be scary to some, but this recent Spring Break graduate from Bondurant's Super-Kart school Kent will be soaking in adrenaline and extreme enjoyment. Could he see some FTDs this year? He may also be seen racing wheel to wheel with Southern Indiana Racing Association (SIRA) which is a kart only organization. John Esche will be warming the tires in the kart when possible. Kent's dad, Barry, may join us in SOLOII this year.

Did we miss you in Owensboro or Evansville? Did Spring firm up your driving plans and modifications? Drop us a line about your '05 Autocross Season!

...let it roll.

Julie Seeber, *KY Roving Reporter*

### Mike's Take...

Rally's I remember most...

Most of the memories that stick in my mind are of George Beckermans rallies. These were very similar to the FIA World rally events and held in the mid 70's. There were closed stages that only rally cars were on and you were given impossible times to complete which meant that you had to run as fast as you could to minimize the penalty you would receive. Most of the special stages were in the Pike State Forest on forest roads and fire roads. Some also were in the stripper pits and along haul roads. They would all be on gravel. There would be transit zones on paved roads to get you from special stage to special stage. We would run most of the special stages a couple of times, sometimes backwards. This would make for faster time the second time though and sometimes sheer terror for navigators. Oh, I didn't mention but we ran these at night!!!! One of the special stages that was particularly nasty consisted of gravel stage that had a long straight section running along the left bank of a creek about 10 feet wide. There were tall willows growing up on the left side of the road so it was like driving through a tunnel. About 3/4 of a mile down the road it made a sharp right turn across the creek, across a one lane bridge that didn't have any sides, just a wooden deck and two strips of board just wide enough for the tires. You made a sharp left turn as soon as you crossed the bridge and then you ran down the right hand side of the creek. The first time through George had given us distances so we would know when we were getting close to the bridge. Mary was so busy giving me the count down for the bridge she missed most of the scary parts. Well...the second time through I basically knew where I was going and had a good idea of my turn point. Faster you fool, faster. As we were blasting along the second time Mary looked up. (she had looked up the first time only as we crossed the "bridge") This time around she remembered the bridge coming and she started screaming "SLOOOOWW DOOWN!". Fortunately I remembered my braking point and executed a great turn-bridge-turn maneuver. She later explained to me that we wouldn't be taking that stage again.

The next most memorable stage was in the stripper pits and consisted of a huge right hand sweeper along the edge of a pit full of water. Driving my old Z car on gravel was always a real treat as the rear wheels thought they should be leading. In this case we were blasting along at full tilt boogie when the rear decided to try and pass us. I had full left lock in, full right foot in and an extremely good view of the water in the pit out the

windshield, as we were pointed straight at it. I didn't have a lot to do other than wait for the turn to end and hope that I could figure out how to straighten out the car with out putting it into the lake, HMM. I somehow got it sorted out, it came out and off we went on our merry way. Mary turned to me and congratulated me on the great way I handled that turn and kept the speed up. It was several years before I told her that I was just along for the ride and was busy trying to figure out;

- A. what I was going to tell the insurance people
- B. how we were going to get the Z out of the pit.

I believe it was Tom Tipsword's brother that missed a turn on one of the rallies, drove up a bank and launched his car into the air, hanging it in some trees, suspended about three feet off the ground. We came through the stage a second time and there was this car sitting up in the air with the driver and navigator waving everyone on.

Historically, Mike Freeman

### Rallys

Bob's rally was held on April 3<sup>rd</sup> and started at the rear of the Washington Square mall in Evansville. Five teams left the mall parking lot at two minute intervals and headed off to northwestern Kentucky. Two hours later the results were in. Frank Totten and John Coen won the A class with a total penalty time of just 67 points. That means they missed the five checkpoints by just 67 seconds in 70 miles of rallying. A couple more Illinois drivers took second in A class, Ted and Joe Eagleson. Ken Andrew and Paul Dornburg were disappointed in third place after winning the last rally but figured out that their "always fast" times were caused by an error in the average speed calculator in the Maxima. Fourth and not very far behind were Ryan Bootz and Joe West. "B" class champs were Gene Young and Julie Seeber in Gene's new "all event" machine, a turbo Merkur. They garnered just 147 points on their way to victory and the win put Gene in the points lead for the Club Rally Trophy.

### Autocross

We didn't have an autocross in April. Our Test and tune was cancelled for lack of entrants. Next month we'll cover the "Opening Bookend" event to be held at the Lawrenceville airport.

### Points as 04/11/05

#### Berry Points

1	Gene Young	21
2	Terry Davis	19
3	Bob Sonntag	19
4	Paul Dornburg	16
5	Ken Andrew	13
6	John Coen	13
7	Tim Green	11
8	Darrin Bailey	8
9	Steve Montgomery	7
10	Frank Totten	7
11	Frank Bertke	6
12	Carolyn Dornburg	5
13	Ted Eagleson	5
14	Jim Cannon	4
15	Gary Heck	4
16	Kent Schonberger	4
17	Nancy Andrew	3
18	Mike Freeman	3
19	Don Kelly	3

20	Barry Schonberger	3
21	Phil Wells	3
22	Glenn Wior	3
23	Ryan Bootz	2
24	Mimsie Coen	2
25	James Barrow	1
26	Kathryn Birdwell	1
27	Tom Bootz	1
28	Tim Brown	1
29	Gerry Bubenzer	1
30	Michael Davis	1
31	Derrick Funk	1
32	Ron Groenert	1
33	Jeff Jackson	1
34	Chris Moore	1
35	Fred Pendley	1
36	Steve Backer	1
37	Jan Bootz	1
38	Mary Harl	1

### Bob's Rally

Finish	Driver / Navigator	Ckpt 1	Ckpt 2	Ckpt 3	Ckpt 4	Ckpt 5	Total
A1 T	Frank Totten / John Coen	-20	-31	-6	7	-4	68
A2 T	Joe Eagleson / Ted Eagleson	14	-60	9	7	-9	99
A3	Ken Andrew / Paul Dornburg	-34	-71	25	-33	-9	172
A4	Ryan Bootz / Joe West	94	124	41	19	-9	287
B1 T	Gene Young / Julie Seeber	12	-88	-37	-1	-9	147

#### Rally Points

Gene Young	15
Terry Davis	12
Paul Dornburg	12
Bob Sonntag	12
Ken Andrew	7
John Coen	7
Frank Totten	7
Frank Bertke	5
Carolyn Dornburg	5
Tim Green	5
Darrin Bailey	2
Ryan Bootz	2
Ted Eagleson	2
Kathryn Birdwell	1

#### Rookie Points

Kathryn Birdwell	0.042
John Esche	0.000
Scott Miliam	0.000
Mark Wannemueller	0.000
Stephen Wallace	0.000
Jimmy Wooldridge	0.000

Report any errors, mistakes or misspellings to Paul Dornburg, a911sc@bellsouth.net Print's BIGGER this month!

PitStop is the official publication of the Southern Indiana Region of the Sports Car Club of America, Inc. and is published monthly at PO Box 1112, Evansville, IN 47706. Opinions expressed herein are those of the authors or editor and are not necessarily those of the Southern Indiana Region; it's officials, members or advertisers. Permission to reprint material from PitStop is granted to all SCCA regional publications and it's national publication, SportsCar, with regards for full credit to the author and PitStop. Hi Mom!

**2005 Schedule**

<b>April 05</b>	<b>May 05</b>	<b>June 05</b>
<p>3-<b>Bob's Rally #4</b> starts behind Washington Square Mall, Evansville</p> <p>4-April Board Meeting</p> <p>9-Sat - <b>Patch Party Part I</b> - Lawrenceville, IL 9:00 AM until holes are filled</p> <p>12-Tue- Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd</p> <p>16-Sat - <b>Patch Party II</b> - Lawrenceville, IL 9:00 AM until holes are filled - NOT NEEDED</p> <p>23-Sat-<b>Test &amp; Tune</b> - Autocross #1 -Lawrenceville, IL - CANCELLED</p>	<p>1-<b>Ken's Rally #5</b> - Sunday, starts at Castle High</p> <p>10-<b>May Board Meeting</b> to be held before Club Meeting</p> <p>10-Tue-<b>Membership meeting</b>, Evansville IN The Pasta Grille 7700 Eagle Crest Blvd, 471-7825 in Evansville. It is just west of the intersection of the Lloyd &amp; I-164.</p> <p>15-<b>Autocross #2</b>, Lawrenceville, IL Opening Bookend</p>	<p>5-<b>Autocross #3</b>, Heritage Hills High School</p> <p>6-June Board Meeting</p> <p>10-12 SCCA Tour Event, Toledo, OH</p> <p>14-<b>Membership meeting</b>, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p> <p>25-<b>Autocross #4</b>, Owensboro Airport</p> <p>26-SoIL Autocross, Lawrenceville, IL</p> <p>27-July Board Meeting</p>
<b>July 05</b>	<b>Aug 05</b>	<b>Sep 05</b>
<p>1-3 SCCA Tour Event, Peru, IN</p> <p>12-<b>Membership meeting</b>, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p> <p>24-<b>Autocross #5</b>, Evansville Civic Center</p>	<p>1-August Board Meeting</p> <p>7-<b>Autocross #6</b>, Lawrenceville, IL</p> <p>9-<b>Membership meeting</b>, Evansville IN, Log Inn, Haubstadt, IN</p> <p>27-<b>Autocross #7</b>, Owensboro Airport</p> <p>28-SoIL Autocross, Lawrenceville, IL</p> <p>29-September Board meeting</p>	<p>10-16 <b>Solo Nationals</b>, Topeka, KS</p> <p>20-<b>Membership meeting</b>, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p>
<b>Oct 05</b>	<b>Nov 05</b>	<b>Dec 05</b>
<p>2-<b>Gary's Rally #6</b></p> <p>3-October Board Meeting</p> <p>11-Tue- Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd</p> <p>16-<b>Autocross #8</b> - Closing Bookend - Lawrenceville, IL</p> <p>30-<b>Rally #7, Halloween Rally</b></p> <p>31-November Board Meeting</p>	<p>8-Tue- Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd</p> <p>13-<b>Rally #8</b></p> <p>28-December Board Meeting</p>	<p>2-<b>Awards Banquet and Holiday Party</b> Rolling Hills Country Club</p> <p>17-Light Tour</p>

**Autocross Events:**

9:30 A.M. - Course set-up begins\*\*  
 11:00 A.M. - Registration and Tech open  
 12:30 P.M. - Registration and Tech close!!!  
 12:45 P.M. - Driver's meeting  
 1:00 P.M. - First car off

**Rally Events:**

12:30 P.M. -- Registration and Tech open  
 1:00 P.M. -- Registration and Tech close  
 1:15 P.M. -- Driver's meeting  
 1:30 P.M. -- First car off

**Membership Meetings:**

6:30 P.M. to 8:00 P.M. -- Socializing  
 7:00 P.M. -- Dinner  
 8:00 P.M. -- Business meeting

Arriving late? Contact Paul Dornburg in advance by E-mail or phone by 6:00 PM the preceding day or register at [myautoevents.com](http://myautoevents.com)  
 Paul Dornburg - [a911sc@bellsouth.net](mailto:a911sc@bellsouth.net) - 270-685-4470 home - 270-570-4107 cell - 270-993-3994 cell  
 Lawrenceville Autocrosses are at Mid-American Air Park near Lawrenceville, IL  
 Heritage Hills Autocross is at Heritage Hills High School parking lot, Santa Claus, IN  
 Civic Center Autocross is held at the Evansville Civic Center parking lot  
 \*\* Owensboro Autocrosses are at Owensboro/Daviess County Airport, Owensboro, KY, course setup will be done after the plane leaves around 11:00 AM