



The *PitStop!*



SCCA Southern Indiana Region Monthly Newsletter October 2005 Volume 52 Number 10

October REport

It's October and with October comes the conclusion of our autocross season and the second half of this year's rally program. The '05 Solo II Nationals are a fading memory. The temperatures are falling as our season long competitions begin to get heated.

As I mentioned at the September membership meeting my REport will be information from the hydrologist with whom I consulted recently. After thirty or so of these articles I'm searching for something to keep you interested in reading them and me in writing them. For this month, I set the scene with a reminder that I like the movie *Sling Blade* but watching it tends to change my body language, speech pattern, accent, and once crossed with *Forrest Gump* well...

You got yer pool, yer pond, mountain spring, soft, cold, soapy, yer slimy, murky, sea, polluted, stinky, clean, river, carbonated, yer contaminated, bath, still, fluoridated, tepid, yer high, rough, flavored, dirty, potable, yer mineral, ice, boiled, back, gray, spa, yer non-potable, flood, hard, spring, troubled, yer dangerous, lake, heavy, shower, filtered, turbulent, ionized, yer hot, salt, dish, black, spring, rain, low, clear, yer muddy, chilled, ocean, bilge, warm, toilet, fresh, and oh course yer dog waters.

See you at our next event!

Zoom-Zoom, Wup-Wup,

Bob Sonntag

Regional Executive

PS: The highlight of the October membership meeting is sure to be the nominations for the 2006 board. Though not an attempt to buy your votes, this year's board did recommend that our annual dues NOT be increased for 2006. The membership present at the September meeting enthusiastically ratified the proposal. So it's \$17.50, \$7.50, \$25.00, and \$5.00 for another year for the regular, spouse, family, and First Gear SIR/SCCA dues, respectively.

As I just mentioned the nominations for the 2006 board will be held in the October membership meeting. There were too few of our members at our September membership meeting. We need a good crowd for the nominations meeting. Your attendance (and not just to decline a nomination) is just one means of demonstrating your continued interest in SIR and its leadership. Please take part.

Paul Dornburg has mentioned that this year's Autocross Points race is a tight one. The final positions will be settled at our "Closing Bookend" event on October 16. A quick look at the standings shows that a change of any where from 2 to 50 points will change the year-end finish positions for many at the top. Many will be feeling extra pressure to perform well to avoid a winter of the dreaded "I wish I had" feeling. Whether you're into the season long competition or just having fun the "Closing Bookend" is always a nice way to wrap up our autocross year. I expect that we will once again do our best to close the year with swapped car fun runs.

I'm guessing that this issue of PitStop will arrive just after the Heck's rally on Sunday, October 2. I was great to be rallying again...and that's even without consideration of the new rally vehicle. SWEET!! Don't forget that we have another rally on the 30th. I don't know that it is to be a Halloween theme event or not. I'll still encourage you to attend in costume. It'll be fun for the rest of us! It looks like the rally season will wrap with another edition of the famed "Food Rally" on November 13 too. More about that next month.

2005 Board Members

Regional Executive (RE)	Bob Sonntag	812-477-5936	Bob.Sonntag@WorldNet.ATT.net
Asst Regional Exec (ARE)	Ken Andrew	812-425-7352	ken911t@email.msn.com
Secretary (SEC)	Steve Montgomery	812-437-3087	sjm239@hotmail.com
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Activity Chair (AC)	Gene Young	270-764-5950	youngfg@yahoo.com
Asst Activity Chair (AAC)	Tim Green	270-926-2859	timgreenowb@yahoo.com
Pit Stop Editor (PSE)	Paul Dornburg	270-685-4470	a911sc@bellsouth.net
Advisor (ADV)	Terry Davis	812-853-2875	T_Davis@winkconstruction.com

Board Meeting - SIR/SCCA - September 6, 2005

1) **Call to Order:** 6:58 PM

Bob Sonntag, Regional Executive

2) **Officer Reports**

- | | |
|---|------------------|
| A) Secretary – minutes read by Paul | Steve Montgomery |
| B) Treasurer – We have money, dual weekend event helped | Gary Heck |
| C) Advisor to the Board – nothing to report | Terry Davis |
| D) Activities Chairman – nothing to report | Gene Young |
| E) Assistant Activities Chairman – drifting still sucks | Tim Green |
| F) PitStop – 21 st is deadline for articles | Paul Dornburg |
| G) Assistant Regional Executive – nothing to report | Ken Andrew |
| H) Regional Executive: | Bob Sonntag |
- What can we do for Lawrenceville airport board for a thank you gift?
 - Maybe help fund purchase of airport playground equipment?

3) **Committee Reports**

Membership: The Count? 87 and holding steady Gary

4) **Old Business:**

- A) Comp Regulations adjustments (Bob) will do someday – soon?
- B) Archiving of Insurance releases/Minor waivers – Ken has created a filing system and has 2004 and 2005 releases – Gary gave Ken a bag of old releases
- C) Autocross season subscription – PitStop article? - Gene will create a reminder about the season pass for autocrosses to be published in PitStop and on mail list.
- D) Other old business? – no

5) **New Business:**

- A) Previous Event Review:
 - Autocross Points event #5 – Mid-American Air Center (8/7/2005) good event at least what we could remember!
 - Autocross Points event #6a – Owensboro II (8/27/2005) concrete was slick, too many DNF's
 - Autocross Points event #6b - Mid-American Air Center (8/28/2005) some big pieces of concrete came out of ground, it was a good format, some behavior problems after event on road to route 50
- B) 2006 Dues? Regular \$17.50 Spouse \$7.50 Family \$25.00 First Gear \$5.00 – keep structure the same for 2006
- C) Set-up/Pack-up “work release program” idea – soliciting ideas to spread autocross work around more evenly
- D) Other new business?

6) **Goal Projects 2005**

- Interact with other car clubs
- A road trip or two to see our road racers in action.
 - Tipsword race – Schonberger not running this year
- Web site improvements - Being done
- 12:20ish walk for Rookies/Guests at Autocrosses - Being done
- Cull junk from the trailer -- pylons, rope, streamers, AM/FM radios, etc - partially done
- A calendar that better facilitates autocross and rally activities - Being done
- Better documentation of club policies, procedures, and guidelines - Being done
- New equipment
 - New red flags – Done
 - Trailer and car clearing jack – Done (Thanks Gary!)
- Fire extinguisher service - Done
- Patching Lawrenceville courses - Done

7) **Adjournment:** 7:54 PM

September Membership Meeting – Ione Star Steakhouse- 9/20/2005

-Meeting called to order at 8:00 p.m. after a delicious meal

-Secretary report – Motion to dismiss the reading of minutes from previous meeting was passed

-Treasurer's Report- “We still got money”

-Advisor to the Board Report- No Report.

-Activities Chairman- Nothing to report

-Assistant Activity Chairman- Absent

-Assistant Regional Executive- No Report

-Pit Stop Editor- September 21st is the deadline for this month's Pit Stop

-Regional Executive's Report-

Board member selection begins soon, let us know if you're interested

More people know how to run AutoX scoring system but we are always looking for more

We may offer an annual signup for Autocrosses next year, more details to come

-Membership Update- 89 members

-Old Business

Awards for Civic Center and Owensboro II autocrosses

We need an event marshal for November rally

-New Business – lots of stories from Solo Nationals by Paul Dornburg, Tom Bootz, Jeff Jackson, Terry Davis and Bob Sonntag
Meeting Adjourned at 9:20 p.m.

Respectfully Submitted, Paul Dornburg, *acting secretary*

Notes and Such...

First, sorry about saying there were pictures last month and then not showing any. I had them pasted in but they made this document too big to upload so I took them out. Then I forgot to take out the line that said look for them. Instead look for them on the Yahoo Group site or our website. The picture you did see was of Tom Tipsword in his Club Formula Ford.

Distant club members Carrie and Chris Moore sold their Civic and bought a 1979 Porsche 911SC. Way to go guys! It's a pretty brown Targa and Carrie sure looks good in it.

Next month we will be taking nominations for 2006 Board members. Please attend the membership meeting on October 11th for this important meeting. These people are the ones who will be setting the schedule and applying the club rules for the next year. Make sure you've got someone on the Board that you trust.

Don't forget about the Christmas party on December 2nd. Mark your calendar. The food will be good as it always is. Jeff Jackson will have a special trophy for some poor autocrossing soul. The Indian award will be presented by last year's recipients, the Coens, to this year's winner. The trophies for club participation, autocross and rally will be awarded. Then the night finished up with the "Dirty Santa" gift giving. All we'd need is Billy Bob Thornton in a Santa suit to make the night complete.

Topeka 2005 Solo II Nationals

"Wet and Wonderful" might be a good way to describe this year's Solo II competition beginning with the Pro-Solo weekend which was hot and dry. (no rain)

Carolyn and I arrived at Forbes Field around 5:30 PM after getting started on the 530 mile trip at 8:30 Sunday morning. It took \$63 dollars worth of gas to fill our 2005 Dodge Ram when we left and another \$64 of fuel enroute. We unloaded the car, changed the tires and then covered it up for the night. We went to the hotel and checked in and then met everyone at the Jacuzzi. After a bit of jacuzzing we went to dinner at On the Border where the portions were big enough to feed two people. We waddled out of there and retired for the night.

Monday was sunny, warm and windy. We put more gas in the truck, \$52, and went to the event sight at Forbes Field. We uncovered the car and started on the application of all the applicable decals. Jeff Jackson took over as my graphics designer, arranging the numbers and decals in the correct places on the car. I went off to the Kumho guys to get some decals. I returned and then went over to registration where I got my work assignment and goodie bag. This year the goodie bag was a rain-proof back pack with the usual driver information booklet, pocket map with the courses and event times and assorted other goodies. After we were registered I went to the north course and walked it a few times trying to associate the turns with things I had seen before. Lunch was at the concession booth selling Buffalo burgers although I opted for the typical beef burger with a slice of American cheese. When I got back Terry gathered everyone around and passed out "John Deere" green gloves. Then we all kind of assembled in front of my car, put on the gloves and posed while Bruce Domeck took pictures of us. Hopefully Gene has put the pictures on the website so you can see how close the color match is between my car and the gloves. Then all us guys went to Tech inspection with the car. We had a great time in Tech as everyone ogled the car commenting about the HUGE tires. Once the car was stickered we went back to the paddock and then back up to the north course for another walk. After we were done walking we went back to the hotel and to the jacuzzi where we discussed the course and how we would attack it tomorrow. Dinner was at Frances O'Doolley's which is just around the corner from the hotel. I was in bed and asleep by 10:00 PM.

Tuesday, race day, thunderstorms. When I woke up it was overcast and beginning to rain. By 7:15 AM there was a full bore storm going on with fierce lightning bolts. The storm delayed the event until about 10:30. Shortly after the event finally started the sun came out and things started to dry. The first heat, Tom's work heat, was wet, then damp and then mostly dry. I worked the second heat which was also mostly dry. I say mostly because all the water was draining across the west end of the course and it was very slow to dry. During the walk before the third heat a course patch was attempted. Unfortunately it began to rain again, hard. After about an hour the decision was made to change the course. All the remaining heat drivers were given 20 minutes to see where the course went. What a swarm of people descended on the course! I'd say 200 people were all trying to get a clear look at the cones and the new corners. After all had their last look the third heat started and the course started to dry again.

The third heat finished in drying conditions and now it was time for Tom and my heat. Tom's first run was decent. Mine was slower, so what else is new? Tom spun on his second run and in a display of sympathy, so did I. Tom emerged unscathed while I suffered damage to my right thumb nail when the spinning steering wheel hit it in the midst of the spin. Tom's last run was his best as was mine and guess what, I was quicker than Tom! That was a first! The run went like this. Start, lots of tire spin because there was no traction, around the hard right and into second gear. Now, avoid the mean cone on the left and into the seven cone slalom accelerating, braking, accelerating, braking, repeat five more times before the right hander into a two cone slalom that leads to a hard right turn. Around the right hander and up to third gear bearing right towards the left hand zig, through the zig towards the right hand zag and then on to a hard braking zone and down to second for an increasing radius 180 to the left. The 180 leads to an open set of four gates and then goes left. Upshift and hard right to another four gate set then back left to a wide open 90 to the right. Brake, down shift, and around the right hander, up to third through some gates to the newly setup hard right hand corner. Hard on the brakes, down to second around the corner to a two cone slalom before the hard left through the finish lights. What a blast! We finished our first day in 13th and 14th, solidly in the middle of the 28 car class.

The fifth heat started very late and was called off in the midst of the third runs because course workers could not see cones or cars, drivers could not see cones or workers and no one really knew what car was on course knocking down what cones. The sixth heat had already been rescheduled for early Wednesday morning and now it was to be preceded by the last runs of the fifth heat. Drivers had the option of taking their time or re-running and taking that time.

I needed to walk the south course once and did so in the waning evening light. I could hear the north course still running as I was walking. After my walk we left the site and witnessed the sundown on the drive out. It surely was "The Autocross from Hell" day.

We jacuzzied and decided to order pizza. Around 8:45 the two pizzas from Pizza Hut arrived followed closely by the two from Godfathers. We got our fill of pizza, discussed our strategy for Wednesday and then headed for bed. Again I was asleep by 10:00 PM.

Wednesday morning was cool and overcast. We walked the course and then returned to watch Tom shag cones again. Unlike Tuesday, Tom chose to work farther down the slalom where, hopefully, fewer cones would be hit by the Corvettes of the SS class. Tuesday, Tom chased the third cone in slalom all over the place and his poor legs hurt from all the running. Alas the Corvettes still pounded the cones and Tom had to run but not as much as Tuesday. It did sprinkle a little bit during the heat and it began slowly warming up. The heat had some delays as some of the SS cars were running on the north course in another class in the delayed Tuesday heats. I know of one driver that did not get his second day runs because of this problem.

I worked heat two and the sun came out to warm us even more. The incessant wind kept me in my windbreaker especially when a small sprinkle would hit. The heat was delayed about a half an hour because drivers for the heat were still working the north course. We finally got started and about midway through our heat we heard about a big delay at the north course because of a car that oiled a lot of the course and we could see the street sweeper sucking up the speedi-dri put down to soak up the oil. Moments later a BSP Corvette broke a rod in the middle of our course and put down about 20 yards of oil and water. All the course workers went to the mess and proceeded to do the oil-dry shuffle to soak up all the fluid put down. 30 minutes later the cars were running again. The rest of the heat went off without a hitch. I did get to see the BSP open class won by a woman. Rita Wilsey beat out 29 guys in Corvettes and BMWs to win this class and she did it on the last run! She was the second woman to win an Open class in the Solo I Nationals, the first being Shauna Marinus who won A Street Prepared in 1998.

The sun continued to shine through the third heat and our heat would surely be run in the dry. Tom ran first, the good tire warmer that he is, and then reported on his run. He said I could really go hard through the first slaloms and then I had to slow as I got into the stair step slalom up the hill. He told me that he got to the uphill part so fast he was way offline and had to slow to get back to the course. We talked about gear changes and such and then it was time for me to go. The start, just like Tuesday, was slick as snot. I turned hard to the right and put it in second and started through the slalom. At the end of the slalom I went to third gear and turned right up the hill to the stair steps. I was going way too fast and did the same thing Tom did but managed to rein it in and proceed up the hill. At the top of the hill I geared back down to second for the right hand 180. Out of the 180 I shifted back to third and went around the sweeper to the left to another 180 to the right. I geared down and turned and charged out of the corner shifting back up to third before the 90 to the left. Down to second, around the left, back to third to a sweeping left hander with a mean cone right at the exit on the right. I wound it up in third before hard braking to a featureless left hander, back to second, up the hill through the slalom, hard on the brakes again, turn left and through the finish. 60.4 seconds. Unfortunately my second and third runs were all the same. I made the same mistake at the turn up the hill on each run. And each run I got there faster so each mistake was bigger. The last resulted in a DNF as I completely missed the turn back to the left in the first stair step slalom. Now Tom, being the seasoned veteran that he is, adjusted his driving and knocked five seconds off his time putting in a 58.9 and then a 59.7. The final results had Tom in 14th and me in 16th. Tom was only a couple of seconds out of a trophy and if he had spent more time in the car he would have had one for sure. While Tom and I were driving Terry and Jeff were busy knocking the rocks and pebbles off the tires after every run. Terry also hosed down the oil tank keeping the oil just under 200 degrees. Jeff did my tire pressures after each run. For the last run I asked him to drop about 10 pounds out of each tire. He was sweating bullets as he bled the last few pounds out of the last tire just as they were waving me off but he got it done. What a great pit crew!

I learned a lot by watching Tom and listening to what he said about what he did with the car. It's like having your very own driving instructor. His experience with seeing so many course layouts is invaluable and having him explain what he was trying to do helped me understand that it's not all about going fast as much as it putting the car in the right place at the right speed so you can get to the next corner quicker. I figure that if I improve the car a little more and my driving a lot I can trophy sometime before I quit. One of our competitors was ecstatic about finally getting a trophy after trying for 15 years!

I took the car to impound to be weighed. I looked at the weights and my 911 was one of the lightest cars there. A couple of Miatas were about the same weight, 2240 but most cars were heavier.

After impound I took the car back to the paddock and then went to the north course to see Bob run, something I missed on Tuesday. Tom was there just having a grand old time shooting the poop with and at his old BM buddies. We helped Bob keep his tires clean between runs and also provided sun shade from the late afternoon sun. Bob made his runs getting through the first ok. The second had a big spin that took out 4 cones. The third was his quickest that kept him comfortably in 7th place. After Bob finished we headed back to the paddock, covered the car and went back to the hotel to the Jacuzzi. After the Jacuzzi we went to the Awards banquet, ate our meal and snuck out. Once more we were in bed by 10:00.

Thursday dawned wet and it only got wetter. Jeff and Terry were in the 2nd heat and were doomed to run in the rain. The only question about the rain was how hard it would be raining when they ran. It varied from a drizzle to a downpour. Both drivers had good runs considering they were on street tires, unlike the fast guys who were on sticky, deeply grooved rain tires. At the end of the wet runs they were placed about mid field and I was proud of how well they did.

Running in the rain of the first heat was John and Mimsie Coen's daughter Annie Bonvouloir. She was in fourth place after the first day with a trophy a distinct possibility. Also getting their feet wet (bad joke) were Annie's husband John and her brother-in-law Kevin Wenzel running in the wet 4th heat. After their runs Kevin was first and John was around 7th.

As the day went on the rain finally went away and the later heats were dry. We lunched at Pat's Pig and then left the site around 4:30 while Jeff, Terry and Bob stayed behind. We were in the Jacuzzi when the boys arrived and we put together a dinner plan for the Blind Tiger.

Dinner at the Blind Tiger was special as it was the Bootz's 30-ish wedding anniversary. We saluted them and then set about ordering our meal. After we finished eating and while we were waiting for the checks, Carolyn got up to go the ladies room. She went off but stopped short, turned around and said "Where's the bathroom". For those people sitting on the side of the table opposite Carolyn the answer was obvious, a bright red neon sign spelled out Restrooms and pointed the way. "READ THE SIGN" they yelled. Carolyn turned and saw the sign and then turned back to the party. "SHUT UP" she yelled right back. We all got a good laugh out of it. You'd have to have been there to appreciate it. I think we were in bed by 10:30.

Friday dawned, I think, gloomy. I said 'I think' because it was so foggy you couldn't see across the street! We packed our bags, loaded the truck, filled up with gas (\$45) and headed to the event site. Once there we uncovered the car, changed the tires, loaded it on the trailer and loaded the stuff in the back of the truck for the ride home. Then we went to the south course to help Jeff and Terry.

The event start was delayed about an hour until the sun broke through. In the first heat Annie Bonvouloir garnered a second place trophy in FSPL on her last run beating out multi-time champion Denise Kugler. The whole Wenzel/Bonvouloir crew was happy for her.

By the time the second heat was ready to go the weather was brisk but clear. Jeff and Terry took to the south course to defend their positions and did not disappoint. Terry finished 37th in the class which was far from DFL. Jeff finished 25th, near the top half of the field. They had a four man crew cleaning the tires and maintaining air pressures and unlike the other SIR participants they had no spins. After the runs were over Tom, Jan, Carolyn and I bid adieu to our friends and set off to the east. While we were on the way home John and Mimsie's sons-in-law, Kevin Wenzel and John Bonvouloir, were winning trophies in FSP, 1st and 5th respectively. So some SIR members-in law won trophies at Topeka.

The following Tuesday night at the club meeting, pictures and stories were shared with the rest of the club. Each driver got to tell their story of their week in Topeka. If you didn't make it perhaps you can get them to recount their stories separately for you.

Mike's Take – Mike Freeman's column probably will not return next month

Let it Roll – Julia Seeber's column might return next month

Rallys - We didn't have a Rally in September.

Our next one is the Heck Rally and is scheduled for October 2nd. Starting point is at the intersection of Frame Road and Rt 662 in Newburgh, IN.

On October 30th the Coen Halloween Rally starts from the Subway Sandwich shop just north of I-64 on Highway 41. Normal times apply. Don't miss the always creative and entertaining Halloween rally.

Autocross - We didn't have an autocross in September because of the Solo Nationals in Topeka. Our last event is October 16th at Lawrenceville.

Owensboro II Autocross Results 8/27/05

Race tires Autocross Trophy

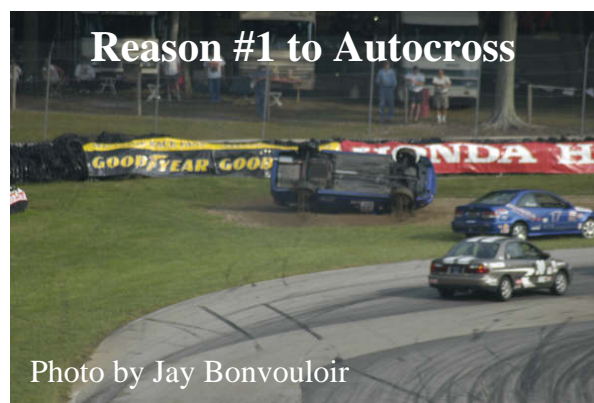
#	Driver	Class	Car	Run 1	P1	Run 2	P2	Run 3	P3	Run 4	P4	Run 5	P5	Run 6	P6	Index	Indexed	Points
69	Tom Bootz	SM2	GREEN 911	49.651	0	40.898	0	40.573	0	40.323	0	39.590	0	41.813	2	0.852	68.299	1000
169	Paul Dornburg	SM2	GREEN 911T	41.599	0	41.562	0	40.946	0	40.870	0	42.806	2	40.165	0	0.852	69.107	988
41	Phil Wells	CM	PURPLE FF1600	41.178	0	39.689	0	39.582	0	40.424	2	38.722	0	37.898	0	0.908	70.352	970
159	JEFF JACKSON	AS	WHITE BOXSTER	46.099	4	45.216	2	43.241	0	52.746	0	42.556	0	43.457	0	0.828	71.040	961
20	BARRY BEAMAN	ES	RED MIATA	44.118	0	46.229	0	44.067	0	44.324	0	43.007	0	43.509	0	0.806	71.243	958
136	BOB SONNTAG	BM	BLUE LEGRAND	40.925	2	43.485	2	38.035	0	37.642	0	DNS	0	DNS	0	0.942	71.288	958
59	TERRY DAVIS	AS	WHT BOXSTER	46.134	2	44.567	0	45.679	2	46.007	2	43.603	0	44.209	0	0.828	73.005	935
99	Ken Andrew	SM2	GREEN 911T	48.367	2	44.314	0	46.692	0	44.210	0	48.314	4	44.236	0	0.852	75.422	905
71	James Nichols	SM2	Red Toy	45.214	0	45.483	0	44.260	0	44.449	0	44.380	0	44.356	0	0.852	75.501	904
18	KENT SCHONBERGER	F125	RED KART	50.752	0	42.880	0	42.906	0	41.399	0	40.719	0	38.942	0	0.939	76.831	888
67	TED EAGLESON	AS	YELLOW S2000	49.329	0	49.365	0	47.065	0	47.064	0	46.575	0	46.713	0	0.828	77.534	880
130	Gene Young	AM	CARBON LoCost	41.746	0	40.625	0	40.626	0	42.512	2	40.511	0	44.916	0	1.000	81.136	841
11	DAVE MOREDOCK	ASP	GREY COBRA	53.328	0	65.849	2	48.785	0	51.664	2	54.108	6	51.314	2	0.850	85.084	802

Street tires Autocross Trophy

27	JEFF MELLOW	SGS	ORNG FORD	45.366	0	44.953	0	46.429	2	46.954	2	44.263	0	46.838	2	0.782	69.767	1000
9	TIM BROWN	SAS	WHITE WRX	44.381	0	45.002	0	43.800	0	43.386	0	43.813	0	43.389	0	0.828	72.190	966
23	Frank Bertke	SSM	RED 240SX	45.042	0	44.388	0	43.969	0	43.350	0	43.434	0	43.355	0	0.842	73.523	948
77	Derek Funk	SSM	BLUE STI	45.601	0	44.326	0	44.624	0	44.225	0	43.716	0	44.727	0	0.842	74.131	941
97	GARY NILES	SSS	WHITE VETTE	46.650	0	45.100	0	46.388	0	44.895	0	45.487	0	45.171	0	0.837	75.326	926
43	Tim Green	SFS	RED MUSTANG	48.400	0	47.098	0	47.557	0	46.820	0	46.904	0	46.907	0	0.805	75.604	922
6	DON KELLY	SHS	HONDA CIVIC	47.752	0	62.277	0	47.513	0	46.038	0	46.021	0	46.185	0	0.777	N/A	500

Owensboro Guest Results 8/27/05

17	GES	SCOTT PAYTON	SILVER MIATA	0	0:38.116
11	GSM2	RYAN WILLS	BLUE HONDA	0	0:38.284
16	GHS	Bill Kelley	RED DEL SOL	0	0:38.779
83	GES	JOSEPH O'CHOA	RED MAZDA RX7	0	0:38.812
154	GCS	ANDY STALEY	YELL TOY MR2	0	0:39.498
54	GCS	KENT STALEY	YELL TOY MR2	0	0:39.833
30	AM	Julia Seeber	CARBON LoCost	0	0:40.173
30	GAM	ANDY GRAYSON	BLACK SAE	0	0:40.712
22	GFS	DANNY FIELDEN	YELL STANG GT	2	0:41.089
81	GDS	NEAL GWALTNEY	BLUE WRX	0	0:41.788
26	GES	JASON WILKINS	BRN MAZDA RX7	0	0:42.431
2	GSTS	JOHN TYRING	WHT HONDA CIV	0	0:43.219



Points as 09/22/05

Berry Points

1	Bob Sonntag	56
2	Gene Young	52
3	Paul Dornburg	47
4	Terry Davis	45
5	Tim Green	31
6	Ken Andrew	28
7	John Coen	28
8	Ted Eagleson	27
9	Jim Cannon	24
10	Barry Beaman	22
11	Tom Bootz	22
12	Jeff Jackson	21
13	Tim Brown	20
14	Don Kelly	18
15	Darrin Bailey	17
16	Mike Freeman	17
17	Steve Montgomery	17
18	Kent Schonberger	17
19	TJ Secord	16
20	Frank Totten	16
21	Frank Bertke	15
22	David Moredock	15
23	Phil Wells	14
24	Steve Backer	12
25	Ryan Bootz	11
26	Jackie Satterly	10
27	Barry Schonberger	9
28	Gary Heck	8
29	Nancy Andrew	7

30	Carolyn Dornburg	7
31	John Esche	7
32	Derrick Funk	7
33	Glenn Wior	7
34	Michael B. Allen	6
35	Mimsie Coen	5
36	Corey Krietenstein	5
37	Scott Miliam	4
38	James Barrow	3
39	Teresa Bailey	2
40	Brad Bootz	2
41	Darlene Cannon	2
42	Myles Grant	2
43	Ron Groenert	2
44	Nathan Pruss	2
45	Mark Wannemueller	2
46	Kathryn Birdwell	1
47	Jan Bootz	1
48	Gerry Bubenzer	1
49	Paul Condi	1
50	Michael Davis	1
51	Cathy Heck	1
52	Debbie Jackson	1
53	Chris Moore	1
54	Derrick Nicholson	1
55	Fred Pendley	1
56	Kathy Tipsword	1
57	Tom Tipsword	1

Rookie Points

1	John Esche	0.171
2	Scott Miliam	0.098
3	Teresa Bailey	0.091
4	Nathan Pruss	0.091
5	Mark Wannemueller	0.049
6	Kathryn Birdwell	0.024
7	C. Shane Goulet	0.000
8	Stephen Wallace	0.000
9	Jimmy Wooldridge	0.000

Rally Points

1	Gene Young	15
2	Terry Davis	12
3	Paul Dornburg	12
4	Bob Sonntag	12
5	Ken Andrew	7
6	John Coen	7
7	Frank Totten	7
8	Frank Bertke	5
9	Carolyn Dornburg	5
10	Tim Green	5
11	Darrin Bailey	2
12	Ryan Bootz	2
13	Ted Eagleson	2
14	Kathryn Birdwell	1

Autocross Points

drop low

1	Paul Dornburg	5920	4964
2	Tim Brown	4932	4932
3	Terry Davis	5781	4846
4	Bob Sonntag	5731	4793
5	Steve Backer	4746	4746
6	Tim Green	5613	4740
7	Ken Andrew	4570	4570
8	Ted Eagleson	4498	4498
9	Gene Young	4401	4401
10	Jeff Jackson	3917	3917
11	Barry Beaman	3882	3882
12	Jim Cannon	3876	3876
13	Phil Wells	3834	3834
14	Tom Bootz	3500	3500
15	TJ Secord	2976	2976
16	Derrick Funk	2896	2896
17	Frank Bertke	2884	2884
18	Jackie Satterly	2769	2769
19	Don Kelly	2401	2401
20	John Coen	2392	2392
21	Frank Totten	2252	2252
22	Mike Freeman	1913	1913
23	Corey Krietenstein	1896	1896
24	Ryan Bootz	1890	1890
25	David Moredock	1802	1802
26	Kent Schonberger	1695	1695
27	John Esche	1171	1171
28	Scott Miliam	994	994
29	Brad Bootz	964	964
30	Nathan Pruss	952	952
31	Darrin Bailey	919	919
32	Steve Montgomery	892	892
33	Michael B. Allen	869	869
34	Mark Wannemueller	847	847
35	Myles Grant	838	838



Photo by Jay Bonvouloir

Reason #2 to Autocross

Politics page:

PUT A **DENT** IN CLUB POLITICS ONE MORE TIME.
VOTE FOR LARRY DENT FOR AREA 4 DIRECTOR THIS FALL

Dear Fellow Area 4 Member,

Every three years Area 4 elects a member to the National Board of Directors. Our present Director, Eric Skirmants, has announced that he will not be a candidate for re-election, even though he is eligible for one more 3-year term. Thus, I have filed my petition to be on the fall ballot.

One of the problems in the past is the small number of members of Area 4 who took enough interest in the election to bother to vote. 3 years ago approximately 1500 members voted out of an Area 4 membership of over 7,000. Eric was elected by only 666 votes a majority of which was from his large home region. By NOT voting, members of Area 4 can allow a very important decision to be mainly made by one region.

Thus I would like to make my fellow SCCA members aware of the importance of becoming informed about the candidates and of voting when the ballot arrives sometime in late September or early October.

I would also like you to know that I have established a web site, WWW.larrydent.com, for the purpose of opening a dialogue with each of the members of Area 4.

It is in the form of a BLOG (web log) where questions can be asked and answered, ideas and comments posted. All questions need be addressed to me at lwdent@larrydent.com so we don't get any nasty things posted. I WILL post and answer all reasonable notes.

I also have a background sketch so members can see the experience I will bring to the job.

Many thanks in advance for your help in spreading the word.

For the sport, I am,

Larry Dent, 43 year member, Fort Wayne Region

VOTE FOR LARRY DENT FOR AREA 4 DIRECTOR. HE WILL BRING EXPERIENCE TO THE JOB.

More Results:

Owensboro II Autocross Results 8/27/05

Race tires Berry Points Results

Class	#	Driver	Car	Run 1	P1	Run 2	P2	Run 3	P3	Run 4	P4	Run 5	P5	Run 6	P6	Best Run	Trophy
AM	130	Gene Young	CARBON LoCost	41.746	0	40.625	0	40.626	0	42.512	2	40.511	0	44.916	0	40.511	*
BM	136	BOB SONNTAG	BLUE LEGRAND	40.925	2	43.485	2	38.035	0	37.642	0	DNS	0	DNS	0	37.642	*
CM	41	Phil Wells	PURPLE FF1600	41.178	0	39.689	0	39.582	0	40.424	2	38.722	0	37.898	0	37.898	
AS	159	JEFF JACKSON	WHITE BOXSTER	46.099	4	45.216	2	43.241	0	52.746	0	42.556	0	43.457	0	42.556	*
AS	59	TERRY DAVIS	WHT BOXSTER	46.134	2	44.567	0	45.679	2	46.007	2	43.603	0	44.209	0	43.603	*
ES	20	BARRY BEAMAN	RED MIATA	44.118	0	46.229	0	44.067	0	44.324	0	43.007	0	43.509	0	44.067	
AS	67	TED EAGLESON	YELLOW S2000	49.329	0	49.365	0	47.065	0	47.064	0	46.575	0	46.713	0	46.575	
ASP	11	DAVE MOREDOCK	GREY COBRA	53.328	0	65.849	2	48.785	0	51.664	2	54.108	6	51.314	2	48.785	*
F125	18	KENT SCHONBERGER	RED KART	50.752	0	42.880	0	42.906	0	41.399	0	40.719	0	38.942	0	38.942	*
SM2	69	Tom Bootz	GREEN 911	49.651	0	40.898	0	40.573	0	40.323	0	39.590	0	41.813	2	39.590	*
SM2	169	Paul Dornburg	GREEN 911T	41.599	0	41.562	0	40.946	0	40.870	0	42.806	2	40.165	0	40.165	*
SM2	99	Ken Andrew	GREEN 911T	48.367	2	44.314	0	46.692	0	44.210	0	48.314	4	44.236	0	44.210	
SM2	71	James Nichols	Red Toyota MR2	45.214	0	45.483	0	44.260	0	44.449	0	44.380	0	44.356	0	44.260	

Street tires Berry Points Results

SGS	27	JEFF MELLOW	ORANGE FOCUS	45.366	0	44.953	0	46.429	2	46.954	2	44.263	0	46.838	2	44.263	*
SHS	6	DON KELLY	HONDA CIVIC	47.752	0	62.277	0	47.513	0	46.038	0	46.021	0	46.185	0	46.021	*
SAS	9	TIM BROWN	WHITE WRX	44.381	0	45.002	0	43.800	0	43.386	0	43.813	0	43.389	0	43.386	*
SSM	23	Frank Bertke	RED 240SX	45.042	0	44.388	0	43.969	0	43.350	0	43.434	0	43.355	0	43.350	
SSM	77	Derek Funk	BLUE STI	45.601	0	44.326	0	44.624	0	44.225	0	43.716	0	44.727	0	43.716	
SSS	97	GARY NILES	WHITE VETTE	46.650	0	45.100	0	46.388	0	44.895	0	45.487	0	45.171	0	44.895	
SFS	43	Tim Green	RED MUSTANG	48.400	0	47.098	0	47.557	0	46.820	0	46.904	0	46.907	0	46.820	

Report any errors, mistakes or misspellings to Paul Dornburg, a911sc@bellsouth.net

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

April 05	May 05	June 05
<p>3-Bob's Rally #4 starts behind Washington Square Mall, Evansville</p> <p>4-April Board Meeting</p> <p>9-Sat - Patch Party Part I - 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 - Patch Party II - Lawrenceville, IL 9:00 AM until holes are filled - NOT NEEDED</p> <p>23-Sat-Test & Tune - Autocross #1 -Lawrenceville, IL - CANCELLED</p>	<p>1-Ken's Rally #5 - Sunday, starts at Castle High</p> <p>10-May Board Meeting to be held before Club Meeting</p> <p>10-Tue-Membership meeting, Evansville IN The Pasta Grille 7700 Eagle Crest Blvd, 471-7825 in Evansville. It is just west of the intersection of the Lloyd & I-164.</p> <p>15-Autocross #2, Lawrenceville, IL Opening Bookend</p>	<p>5-Autocross #3, Heritage Hills High School</p> <p>6-June Board Meeting</p> <p>10-12 SCCA Tour Event, Toledo, OH</p> <p>14-Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p> <p>25-Autocross #4, Owensboro Airport</p> <p>26-SoIL Autocross, Lawrenceville, IL</p> <p>27-July Board Meeting</p>
July 05	Aug 05	Sep 05
<p>1-3 SCCA Tour Event, Peru, IN</p> <p>12-Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p> <p>24-Autocross #5, Evansville Civic Center</p>	<p>1-August Board Meeting</p> <p>7-Autocross #6, Lawrenceville, IL</p> <p>9-Membership meeting, Evansville IN, Log Inn, Warrenton, IN</p> <p>27-Autocross #7, Owensboro Airport</p> <p>28-Autocross - Lawrenceville, IL</p>	<p>6-September Board meeting</p> <p>10-16 Solo Nationals, Topeka, KS</p> <p>20-Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd.</p> <p>17-25 SCCA Road Racing Runoffs, Mid-Ohio Sports Car Course Lexington, Ohio</p>
Oct 05	Nov 05	Dec 05
<p>2-Garv's Rally #6</p> <p>3-October Board Meeting</p> <p>11-Tue- Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd</p> <p>16-Autocross #8 - Closing Bookend - Lawrenceville, IL, after the event we'll meet at the Ponderosa in Vincennes for dinner</p> <p>30-Rally #7, Halloween Rally - begins from the Subway just north of I-64 on Highway 41</p> <p>30-November Board Meeting - prior to rally</p>	<p>8-Tue- Membership meeting, Evansville IN Lonestar Steakhouse, just off Green River Rd</p> <p>13-Rally #8</p> <p>28-December Board Meeting - new Board members initiation</p>	<p>2-Awards Banquet and Holiday Party 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

Arriving late? Contact Paul Dornburg in advance by E-mail or phone by 6:00 PM the preceding day or register at myautoevents.com
 Paul Dornburg - a911sc@bellsouth.net - 270-685-4470 home - 270-570-4107 cell
 Lawrenceville Autocrosses are at Mid-American Air Park near Lawrenceville, IL
 Heritage Hills Autocross is at Heritage Hills High School parking lot, Lincoln City, IN
 Civic Center Autocross is held at the Evansville Civic Center parking lot
 Owensboro Autocrosses are at Owensboro/Daviess County Airport, Owensboro, KY

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