



The PitStop!



SCCA Southern Indiana Region Monthly Newsletter November 2006 Volume 53 Number 11

November REport

It's election time. Not just for the politicians but for our club as well. Each year at this time the Board is re-elected. This year's candidates are listed in this edition. Thanks to those who volunteered, perhaps again, to keep the wheels on this vehicle. And to those who are retiring many thanks for all your efforts. Don't forget to get your ballot to the November club meeting so we can tabulate the results. Remember, only club members can vote so if you want a say in what goes on join up and cast your ballot.

Speaking of joining, welcome to Allan and Cathy Christy of Owensboro who joined in September. We'll also welcome some new members in November who got their membership through our membership development program. Reginald Sandy, Maurie Light and JD Ferguson all competed in 5 events in a calendar year and will get their first year of SCCA membership paid for by the club.

Our lone entrant in the SCCA Solo Nationals was Bob Sonntag. He made the 6-hour trek to Heartland Park Topeka to compete in the first ever event on HPT's autocross pad. He made his trip worthwhile in that he pulled down a 5th place trophy in B Modified! And, in the first annual Conees competition on Thursday night he brought home first place! His entry was a video recording made when he first got his video equipment. Unfortunately, at the time, he didn't have a microphone so his run was silent. When I saw it I immediately knew what I was going to do. I added some sound to it and posted it on the web. It was a popular video enjoyed by all that saw it. Bob took the video, added some titles, put it in DVD format (thanks Best Buy) and entered it in the Conees. He asked to be first up so that he could get back to the hotel and get some rest. He told me that when the video rolled the place broke out in laughter and rounds of applause. And despite some stiff competition from some very well done videos the overwhelming favorite of the crowd was "Bob's Autocross". In the end the video was voted "Best Video" and won the trophy and the Kuhmo tires. Way to go Bob! And thanks for the daily updates on your adventures.

Three SIR members went to the SCCA Runoffs, also at Heartland Park Topeka. Barry Schonberger entered GT2 where he finished 8th, Matt Guzowski entered FV where he finished 31st and Tom Bootz entered DSR where he finished 10th. Tom was kind enough to give us day-by-day reports on his racing adventures as well as Matt and Barry results. Come to the November club meeting on Tuesday November 11th to hear all the tall tales.

Start making plans for the Annual SIR Awards Banquet/Christmas Party. It will be held on December 8th, the second Friday of the month at the Rolling Hills Country Club. The menu should be in this newsletter. Please send your selections to Gary Heck along with a check for your payment and circle Friday December 8th on your calendar.

The Rally season is in full swing with the Heck Rally and Coen Rally just completed. The famous Food Rally is next followed by Gene's 2-for-1 rally, an all day Sunday event on November 17th. It starts early so mark your calendars all ye who love driving around lost with written instructions.

In the competition for the 2006 Autocross Championship Jim Cannon held a 30 point margin going into the last event, the Closing Bookend. Jim's job was to maintain his point lead and he did so by topping the Street Tire class. It's his first since the 1990's. In second was yours truly and despite having a potent weapon (Porsche GT3) to drive I could only match Jim's maximum score and ended up some 30 points out of first. Congratulations Jim!

Terry Davis, Paul Dornburg, and Bob Sonntag are currently the only Solo Safety Stewards (SSS) in the region. We need more! When an SSS is competing, it's best if we have another licensed SSS on the job. The extreme situation is that unless there is an SSS at the event, nobody runs and hence no event. We've come close at times to this happening. At larger events (Tours, Divisionals, and Nationals), working as a SSS can keep one from having to chase pylons. If you're looking for the chance of an easier work assignment becoming a SSS might be your ticket. We're planning a group trek to the Kentucky Regions SSS School on Saturday, November 4th. We'll be leaving EVV mid-morning and expect to be back by 9:00 P.M. There is no tuition, but a copy of the 2006 Solo Rule Book is required. Don't let not having the book be an issue. We'll find you one. There is room for just twenty students in the class. So, if you're interested let Paul Dornburg (a911sc@bellsouth.net) know ASAP.

In closing I want to remind you of a few more things.

1. Vote for your Board for 2007 at the club meeting or send your vote to Terry Davis.
2. Attend the Solo Safety Steward School with me
3. Sign up for the Awards Banquet with Gary Heck
4. Read the revised Comp Regs that are now posted on the website so you'll have a better understanding of how we operate your club.
5. Congratulations to Kent Schonberger for making Eagle Scout. If you've been a Boy Scout or involved with the scouts you will know this is no easy task. Way to go Kent!
6. Congratulations to Brad Bootz and Jo Beth Bender who were wed on October 7th.

See you soon.

Paul Dornburg, *Regional Executive*



Paul in Craig Garfield's Mini at the Wash DC autocross

www.TeamiWTF.org

Last month I remarked about how well an SCCA autocross runs. This month I'd like to tell you about my experience with another SCCA club autocross that runs them on a much larger scale.

Over the first weekend of October I was in Columbia MD which is just north of Washington, DC. That Sunday morning I was on the SCCA website and decided to see what events might be listed for the area I was in. As I scanned down the alphabetically arranged list I came across an event being held by the Philadelphia region not too far north of where I was. I checked mapquest and it told me it would be about 100 miles to get there similar to my drive to our Lawrenceville autocross site. I wrote down the directions and was getting ready to close up the laptop when I decided to go on down through the list. I got down towards the end and saw an event being put on by the Washington DC Region at FedEx Field on the east side of Washington. Mapquest said that was a 30 mile drive and I didn't need directions to the Washington Redskins Home Stadium as the road signs would direct me. I checked the Washington DC website and it said registration was closed so I decided to ride down there and see what was going on.

I left the hotel at 8:00 AM for the 30 minute trip. I got to the site around 8:30, signed in and parked. I walked to one of the 4 tents set up (workers check-in) and introduced myself as RE of the Southern Indiana Region. Travis, my first contact, was very helpful. He told me about the event, what was going on and offered to take me to the Event Marshall. We set off to find Craig Garfield the WDCR Solo Chairman. Along the way we stopped at registration confirmation tent to meet a few more people in white sport shirts with their name and Solo Committee embroidered on the chest. I shook a lot of hands and tried to take in what was going on. Travis handed me off to another committee member in search of Craig. We found Craig in morning grid and introductions began.

He began telling me about the region's Solo program and about his committee of 18 that kept everything running smoothly. This event was a "closed" event open only to WDCR club members who had paid up front for their year of autocrossing. I forget what remark I made but Craig came back and asked me if I wanted to drive. I answered to the affirmative and then he asked me what I wanted to drive and when. When was because the event was divided into 2 events a morning session and an afternoon session. Before race day had arrived the running order had been determined and everyone knew when they would race and work. What to drive

consisted of evaluating the offers I had received while hunting Craig. He pointed toward his 2005 Mini Cooper S and said I was welcome to drive it. Why not, I thought. He said it was a very loose car to drive and asked me what I drove. I told him I drove 911s and he thought I would be okay.

The conversation went back to his region's Solo program and how his committee worked to keep things going. They put all novices on probation for a year and encourage them to participate in their rookie school. In the weekday school they get an education in how an autocross works. Not only do they talk about courses and driving but they also get hands on course working instructions. They do get track time with an instructor in the day-long course. There is also a level 2 course where there is less out-of-car instruction and lots of runs, 50 I think Craig said.

He took me on a tour of the site explaining to me that there were 2 different sign-in points, one for registration confirmation and one for worker registration. Since all the drivers had pre-paid they collected no money. As drivers signed in a check-off box was checked in the database on the laptop that was linked via a small wireless system to the main scoring system. That way scoring knew who was running. The worker sign-in was also wireless linked to scoring to keep people honest about working so they are never short handed. In the scoring trailer the timing was all automated with real time data going out to the announcer who could see all the information about the driver, car and times. A small printer printed times for audits. Outside the back of the converted municipal bus was a Honda 5000 generator just purring away. It was a slick setup. We wrapped up the tour with a walk to grid to see the car and dig out the "1" for my number.

By now course walking was closed and all I had to help me know the course was a diagram taped to the worker registration tent wall. I looked it over while Craig went off to do some things. After a few minutes I walked out to an observation area to watch cars make their runs. I saw Craig in grid and went over and asked him if someone could give me a ride around the course. He pointed towards the loaner helmets and told me to grab one. He stopped a purple BSP BMW M3. I hopped in and buckled up. The driver, Lee Piccone, offered a handshake and then showed me where to hold on. Unbeknownst to me Lee was a multiple National champion and the BMW was glued to the ground. We launched out of the gate and flew around the course, the sticky tires making those stuck-to-the-ground noises they make when things are going well and quick. I did get to see the course but I would have been better off riding in the SM2 Karman Ghia. The ride was over quickly and I struggled to remember what I saw. I felt like I had seen enough to not embarrass myself.

The first heat finished and we were next up. Craig took me for his first run which was about 10 seconds slower than the BMW. I had a view of the course and even had time to observe how loose the little Mini was. Craig told me it was about 170 HP (more than my 911) and it had a limited slip differential so when the tires spin, they spin together and you go straight. He said that after 2 or 3 runs the rear tires would get warm and then it would hook up. (in Mini-speak hooked-up is a relative term)

I got in the drivers seat and pulled into line. I had no trouble getting comfortable in the little car as it fit very nicely with lots of leg and head room. I pulled up to the start line and rolled forward until the yellow staging light came on. When the green light came on I eased on the gas and let up the clutch and spun the tires. The start was on a slight grade downhill to the left so to the left I went. It was about 80 feet to the lights and a sharp right turn. I got the car back on line and turned into the corner. The back end quickly stepped out to the left and I lifted and counter steered. That's not a good thing to do so I turned the wheel straight and pushed down on the gas and away I went. Then next turn was a left at the top of the grade and led to a short downhill straight to a greater than 90 turn to the right. Uphill from there to another left which sent you back downhill through a series of 3 gates to another right which took you to the highest spot on the course where you negotiated a left into a 2 gate slalom to a left that was off camber. Then you began going downhill through a 5 gate slalom with the first 3 set at equal distance while the 4th was offset more to the left and the 5th was closer than the first 3. Then a short straight along a wall of cones on your left, to a sharp right, to a 180 left, to the finish. The quickest way to get the Mini through the course was to keep it straight or wait for it to get straight before you tried the brake or the gas. If it wasn't straight when you tried to brake the back end wanted to come around and if you tried to mash the gas while turning you went straight. It was a blast. I guess I should tell you we were on street tires and in the STX class. Craig was gracious enough to let me beat him, something other WDCR club members said he did all the time, and I thank him for that. After my four runs I was 5th fastest in the class and since I was a visitor they took me out of their standings and that put me 2nd among visitors. Not to shabby for the first time in one of those FWD things.

I hung around for the rest of the day observing the other classes. They had about a dozen JR Karts and they comprised 1 heat making all their runs by themselves. Some of those little karts are wider than they are long. Craig's grandsons each won their class in the Junior karts.

In the shifter karts, some 9 strong, Brian Garfield, Craig's son, set FTD while Lisa, Brian's wife was 8th fastest. The shifters ran amongst the big cars like we do. The region also offers a "ladies only" class in which Craig's wife finished 3rd out of about 13.

I can't thank Craig and his crew enough for making me feel right at home. It was really very kind of them to let me compete and loan me the car to do it. It certainly took away some of the homesickness you feel when you're away from home for a long time.



SIR SCCA Awards Banquet and Christmas Party

Friday December 8th, 2006 - 6:30 PM for cocktails, 7:00 PM for dinner
 Rolling Hills Country Club, Newburgh Indiana
 \$28.00 per person
 4 Meal choices:

1. 10 oz. Prime rib
2. Grilled Chicken Marsala
3. Grilled Salmon with dill butter

Above includes a Salad, Potatoes, Green Beans and 2 drink tickets

4. Chicken Alfredo with garlic breadsticks and 2 drink tickets

Have cash available for any additional drinks
 Contact Gary Heck and give him your money and meal selection gheck1@adelphia.net or (812) 435-2468



2007 Board Member Ballot – Vote for one on each line- Blanks are for write in candidates

Regional Executive (RE)	Paul Dornburg <input type="checkbox"/>		<input type="checkbox"/>
PitStop	Gene Young <input type="checkbox"/>		<input type="checkbox"/>
Treasurer	Gary Heck <input type="checkbox"/>		<input type="checkbox"/>
Asst Activity Chair	Tim Green <input type="checkbox"/>		<input type="checkbox"/>
Asst RE	Terry Davis <input type="checkbox"/>		<input type="checkbox"/>
Secretary	Teresa Bailey <input type="checkbox"/>		<input type="checkbox"/>
Activities	Bob Sonntag <input type="checkbox"/>		<input type="checkbox"/>
Advisor	<input type="checkbox"/>		<input type="checkbox"/>

**Lawrenceville 10-15-06
(Autocross points)**

No.	Class	Driver	Car	Run 1	P1	Run 2	P2	Run 3	P3	Run 4	P4	Run 5	P5	Run 6	P6	Time	PAX	Indexed	Points
99	SM2	Paul Dornburg	Yellow GT3	45.605	2	44.544	2	41.372	0	44.753	2	41.371	0	44.250	2	82.743	0.854	70.663	1000
20	ES	Barry Beaman	Red Miata	46.506	DNF	44.824	0	45.519	0	45.312	0	44.983	0	44.651	0	89.475	0.806	72.117	979
36	BM	Bob Sonntag	Blue LeGrand	40.481	2	38.750	0	39.255	0	38.464	0	38.965	0	38.470	0	77.214	0.944	72.890	968
9	SM2	Mario Matos	Yellow GT3	46.977	0	43.788	0	43.921	0	43.395	0	42.852	0	42.798	0	86.586	0.854	73.944	953
6	HS	Don Kelley	Red Honda	47.949	0	54.892	6	47.426	0	47.509	0	47.628	0	47.509	0	94.935	0.780	74.049	952
18A	F125	John Esche	Red Kart	43.371	0	41.251	0	40.556	0	48.325	0	39.815	0	40.162	0	80.371	0.937	75.308	934
18	F125	Kent Schonberger	Red Kart	83.571	DNF	42.970	0	40.983	0	65.341	0	40.540	0	41.136	0	81.523	0.937	76.387	918
94	STU	Richard Baker	Black RX8	49.660	2	47.206	0	47.605	0	49.506	2	49.623	2	47.356	0	94.562	0.820	77.541	902
130	AM	Gene Young	Black LoCost	50.323	4	45.259	0	45.631	2	44.649	0	44.061	0	43.936	0	89.195	1.000	89.195	737
30	AM	Julie Seeber	Black LoCost	49.504	0	46.879	0	49.062	2	69.234	0	48.369	0	58.439	2	95.248	1.000	95.248	652

Street Tire

28	SDS	Jim Cannon	White Talon	50.621	2	47.040	0	46.721	0	47.446	0	46.179	0	47.062	0	92.900	0.798	74.134	1000
23	SDS	TJ Secord	Silver Subaru	57.791	0	47.226	0	46.798	0	49.792	2	48.938	2	47.456	0	94.254	0.798	75.215	985
167	SAS	Tim Green	Yellow S2000	48.238	DNF	46.265	0	47.581	2	45.548	0	46.949	2	48.128	2	91.813	0.831	76.297	971
50	SCSP	Eric Provost	Red RX7	47.699	0	46.805	0	46.198	0	48.537	2	46.482	0	49.727	2	92.680	0.838	77.666	952
67	SAS	John Coen	Yellow S2000	71.723	DNF	48.945	0	64.941	0	47.398	0	47.295	0	51.291	4	96.240	0.831	79.975	921
26	SDS	Jane Bridges	Gray Crossfire	53.428	2	62.320	0	51.311	0	50.008	0	49.793	0	51.453	2	101.104	0.798	80.681	912
83	GAS	Allan Christy	White Corvette	50.546	0	49.986	0	50.581	2	49.546	0	53.730	4	49.574	0	99.532	0.831	82.711	884
42	SCSP	Darrin Bailey	Black Honda	49.959	0	49.513	0	49.722	0	49.773	0	51.439	2	51.052	2	99.286	0.838	83.202	878
183	GAS	Cathy Christy	White Corvette	54.603	2	53.480	0	51.136	0	50.312	0	49.877	0	51.589	2	101.013	0.831	83.942	868
24	SCSP	Teresa Bailey	Black Honda	53.454	0	50.880	0	50.719	0	50.946	0	49.662	0	50.252	0	100.381	0.838	84.119	865
11	SAS	Dave Moredock	Yellow S2000	53.665	0	51.616	0	55.085	2	50.778	0	49.660	0	52.506	2	101.276	0.831	84.160	865
2	SBS	Glenn Wior	Yellow Jaguar	52.952	0	52.144	0	72.079	DNF	51.782	0	52.722	0	52.681	0	103.926	0.822	85.427	848

Lawrenceville 10-15-06 (Berry points)

No.	Class	Driver	Car	Run 1	P1	Run 2	P2	Run 3	P3	Run 4	P4	Run 5	P5	Run 6	P6	Fast Run	Trophy
36	BM	Bob Sonntag	Blue LeGrand	40.481	2	38.750	0	39.255	0	38.464	0	38.965	0	38.470	0	38.464	*
130	AM	Gene Young	Black LoCost	50.323	4	45.259	0	45.631	2	44.649	0	44.061	0	43.936	0	43.936	
30	AM	Julie Seeber	Black LoCost	49.504	0	46.879	0	49.062	2	69.234	0	48.369	0	58.439	2	46.879	

18A	F125	John Esche	Red Kart	43.371	0	41.251	0	40.556	0	48.325	0	39.815	0	40.162	0	39.815	*
18	F125	Kent Schonberger	Red Kart	83.571	DNF	42.970	0	40.983	0	65.341	0	40.540	0	41.136	0	40.540	

99	SM2	Paul Dornburg	Yellow GT3	45.605	2	44.544	2	41.372	0	44.753	2	41.371	0	44.250	2	41.371	*
9	SM2	Mario Matos	Yellow GT3	46.977	0	43.788	0	43.921	0	43.395	0	42.852	0	42.798	0	42.798	

20	ES	Barry Beaman	Red Miata	46.506	DNF	44.824	0	45.519	0	45.312	0	44.983	0	44.651	0	44.651	*
6	HS	Don Kelley	Red Honda	47.949	0	54.892	6	47.426	0	47.509	0	47.628	0	47.509	0	47.426	

94	STU	Richard Baker	Black RX8	49.660	2	47.206	0	47.605	0	49.506	2	49.623	2	47.356	0	47.206	*
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28	SDS	Jim Cannon	White Talon	50.621	2	47.040	0	46.721	0	47.446	0	46.179	0	47.062	0	46.179	0.798	36.851	*
23	SDS	TJ Secord	Silver Subaru	57.791	0	47.226	0	46.798	0	49.792	2	48.938	2	47.456	0	46.798	0.798	37.345	*
167	SAS	Tim Green	Yellow S2000	48.238	DNF	46.265	0	47.581	2	45.548	0	46.949	2	48.128	2	45.548	0.831	37.850	*
50	SCSP	Eric Provost	Red RX7	47.699	0	46.805	0	46.198	0	48.537	2	46.482	0	49.727	2	46.198	0.838	38.714	
67	SAS	John Coen	Yellow S2000	71.723	DNF	48.945	0	64.941	0	47.398	0	47.295	0	51.291	4	47.295	0.831	39.302	
26	SDS	Jane Bridges	Grey Crossfire	53.428	2	62.320	0	51.311	0	50.008	0	49.793	0	51.453	2	49.793	0.798	39.735	
83	GAS	Allan Christy	White Corvette	50.546	0	49.986	0	50.581	2	49.546	0	53.730	4	49.574	0	49.546	0.831	41.173	
11	SAS	Dave Moredock	Yellow S2000	53.665	0	51.616	0	55.085	2	50.778	0	49.660	0	52.506	2	49.660	0.831	41.267	
183	GAS	Cathy Christy	White Corvette	54.603	2	53.480	0	51.136	0	50.312	0	49.877	0	51.589	2	49.877	0.831	41.448	
42	SCSP	Darrin Bailey	Black Honda	49.959	0	49.513	0	49.722	0	49.773	0	51.439	2	51.052	2	49.513	0.838	41.492	
24	SCSP	Teresa Bailey	Black Honda	53.454	0	50.880	0	50.719	0	50.946	0	49.662	0	50.252	0	49.662	0.838	41.617	
2	SBS	Glenn Wior	Yellow Jaguar	52.952	0	52.144	0	72.079	DNF	51.782	0	52.722	0	52.681	0	51.782	0.822	42.565	



2006 Schedule

November 06	December 06	January 07
11.12 Sunday Food Rally (Fun Event) Tom/Mike 11.14 Board Meeting - Lone Star Steakhouse & Saloon 11.14 Tuesday Membership Meeting - Lone Star Steakhouse & Saloon 11.18 Saturday <u>Pit Stop</u> Deadline Gene 11.19 Double Rally event Location: Ben Hawes State Park Early start time, arrive by 9:00 AM	12.08 Friday Awards Banquet & Holiday Party Rolling Hills County Club: 12.11 Tuesday Board Meeting Paul's House 12.16 Saturday Holiday Light Tour -- <i>maybe?</i> 12.16 Saturday <u>Pit Stop</u> Deadline Gene	01.02 Tuesday Board Meeting 01.09 Tuesday Membership Meeting - Lone Star Steakhouse & Saloon
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
 Paul Dornburg - a911sc@bellsouth.net - (H) 270-685-4470 - (C) 270-570-4107 - (W) 270-683-6553
 Lawrenceville Autocrosses are at Mid-American Air Park near Lawrenceville, IL
 Centre Autocrosses are held at the Evansville Civic Center parking lot
 Owensboro Autocrosses are at Owensboro/Daviess County Airport, Owensboro, KY