



# The PitStop!



**SCCA Southern Indiana Region Monthly Newsletter March 2007 Volume 54 Number 3**

## March Report

Our competition season has begun with the first Rally of the year. According to reports the John Coen Bingo Rally was a success. Five teams participated in the fun event that followed a traditional TSD format with a picture taking requirement thrown in. From what I understand Bob Sonntag and Terry Davis edged out Julie Seeber and Gene Young for the first place trophy. Although I don't consider a turnout of 5 teams to be an indication of new found interest in the Rally program it's a start. Gene and Julie will put on our next Rally that will start from Ben Hawes State Park in Owensboro on March 18<sup>th</sup>.

I was watching the news the other night and I saw one of our club members on TV. Dr. Myles Grant was one of the team members that delivered Evansville's first set of septuplets. Good job Dr. Grant.

Speaking of doctors, Dr. Mario Matos is going to loan me his GT3 Porsche for the SCCA tour event at Walnut Ridge, Arkansas. Although his car weighs about 600 pounds more than my 911 it has over 3 times the horsepower. My car carries about 15 pounds per horsepower while the GT3 has less than 8 pounds per horsepower. And it has the brakes to tame that horsepower. I hope I can use all that power successfully.

Our first autocross, the Snow Buster, is scheduled for Sunday March 25<sup>th</sup> at the Centre parking lot in Evansville. It's a fun event, meaning no autocross points are awarded, that has been mostly dry in years past. We'll run the event rain or shine so mark it on your calendar.

Dr Jim Butler was our sole representative at the SCCA National convention. Unfortunately he did not have any trophies to pick up for us. It was the first time in 3 years we did not receive some kind of award.

Only 5 club members attended the February club meeting. Cold and snowy weather may have contributed to the light turnout. Carolyn and I were in Houston trying to fly to Chicago and then to Nashville. While we were getting ready to board in Houston I got a call from Orbitz telling me the flight to Nashville from Chicago had been cancelled. We beat feet to ticketing and the kind lady there booked us to Nashville via Atlanta, where they were only having severe thunderstorms. We ended up in Nashville just 2 hours later than originally scheduled.

I've sent the National office our Charter Renewal and we'll be able to hold events in 2007. I was a couple of days late sending it in but it won't affect any events we are planning. If a region does not send in the proper paperwork the SCCA can withhold their sanction and event insurance. Most of you may not think about the insurance but I know the Board keeps it in mind. Check the event schedule on [www.sirscca.org](http://www.sirscca.org). We've got a good schedule laid out for the year so make your plans to participate.

I want to encourage everyone to try and bring a friend to an event, not as a spectator but as a participant. I want to see more people at Rallies and Autocrosses. I'm doing my part by recruiting Owensboro people. I've got at least 2 right now for autocrosses and 1 for Rallies. Each and every one of you is a club ambassador and I want you to be one by bringing in new participants. Tell them about the Member development program we have. If they compete in 5 events, autocross or rally, in a 12-month time period we'll buy them their first SCCA license. And tell the parents to bring their kids. What better way for a young driver to learn car control than at an autocross where the situation is controlled? And those young minds make good navigators on the Rallies. Sell them on it!

See you at the next event on Sunday March 18<sup>th</sup> in Owensboro at Ben Hawes State Park for a Rally.

Racingly, Paul Dornburg *Regional Executive*

### **Bingo Fun Rally Results John & Mimsie Coen February 11**

After the numerous "photo opp" controls, the vetting of the pictures, the calculation of bingo scores, the application of late arrival penalties, the final finish positions results became known.

Members:	1 <sup>st</sup> Place	Gene Young & Julia Seeber	29 points
	2 <sup>nd</sup>	Terry Davis & Bob Sonntag	27 points
	3 <sup>rd</sup>	Darrin & Teresa Bailey	15 points
Guests:	1 <sup>st</sup>	Bill & Joy Timbrook	route completed
	2 <sup>nd</sup>	Rachel Davis & Logan Martin	route not completed



## Rallying In SIR/SCCA

Going into a rally there is always a bit of the unknown. It is common to know only the starting point going into a rally. That bit of basic information is shared so that we can gather at the proper points – physically and chronologically. Those are the where and when of getting the instructions, having an opportunity to ask questions, and to do a bit of socializing. This is also an opportunity to offer tutoring to novice and guest entrants. Mostly, it is just the starting point of the rally route.

As we gather for the start of a rally there is the usual bit of SIR/SCCA registration process. There is a safety check of the vehicle. Rallies, duh, are not like autocrosses. Your “competition vehicle” can just as easily be a pick-up, or an SUV, or a mini-van as it could be something a sportier. Many have rallied autocross cars. Or is that the other way around? I can also remember picking the vehicle to rally by whether it had air conditioning or not. It doesn’t need to be a “sports” car. Any vehicle with a working odometer and seat belts is a good place to start.

Our typical rallies are run with two sets of instructions. One set of “General Instructions” and another of “Route Instructions.” The generals describe the rally at the highest level. Think of these like the rules of the road. It is this set of instructions that define the types of roads that will be used (only paved, no gravel, no dead ends, no outlets, etc), the main road rules (next month’s subject), and give definitions of terms used throughout the Route Instructions. In rallying it is important to share a common understanding of terms like “before” and “at” and “after.” We all know what they mean. But as you read those words did you quantify their definitions? At what distance does “at” need to be either “before” or “after?” Is that two inches or 25 feet?

The Route Instructions (RIs) describe the actual rally route. They are similar to the directions one gets from MapQuest.com. It is the individual RIs that result in turns or speed changes. The RIs also have drivers and navigators watching for signs and counting roads. Most of our rallies have written route instructions. At times route instructions maybe in the form of a map with the route to be followed marked. Tulip diagrams are another means used for describing route instructions.

At all SIR/SCCA rallies with any form of a T/S/D component, cars will also be given information on “buying time.” This is a concept also known as a Time Allowance (TA). Time isn’t purchased with money. This is a system used to eliminate the need to try to make up time lost while being on an alternate path, exploring other options, having an adventure, discovering a black hole, or a experiencing a geographic anomaly. I “suppose” it would work if one where ever to simply be “*off course*” too. The idea is that if one knows how much time to claim, claiming the time is safer, easier, and generally better than trying sail and whale to get back on the route and on time. Not only is using a TA the safe thing to do it is also the smart thing to do. Buying time drastically reduces the need to zip through subsequent instructions. While zipping through the route there is a tremendous likelihood that another mistake will be made and thus the original goof becomes more and more costly and more and more dangerous.

Managing the Generals, the Route Instructions, and running the route can be messy in a moving car. A clipboard will help with making notes and reading the instructions. Have a pen or pencil for notes and marking off instructions. A highlighter can be used to draw attention to speed changes or things that might otherwise be overlooked in the instructions. A clock or watch with clear minute and second markings is almost a requirement. However, even a cheap stop watch is much better. Novices may want to have some extra paper notes. Some of the hard-core rally teams have used markers and duct tape put notes on the dashboard. Pending lots of wind, Post-It notes can work too.

Our first Time/Speed/Distance (T/S/D) rally of the year begins from Ben Hawes State Park in Owensboro, Kentucky, on Sunday March 18<sup>th</sup>. It will be a rally by Gene Young and Julia Seeber. Those of us that remember other Owensboro rallies know that there are lots of nicely paved and fun (twisty and hilly) roads in that area. Regardless of your desire to well in the T/S/D aspect of the rally this could be an excellent opportunity enjoy some great roads. Check elsewhere in Pit Stop for the tech and registration times or see those things while you’re paying yourself \$2 by registering for the rally at MyAutoEvents.com.

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## An update from Tim Green

Most of the autocrossers in this club know that I'm building a Lotus 7 clone called a Locost 7. Gene had the idea first and when he started building his frame he said we could just cut 2 pieces and build one for me also. After we got the basic outline finished, I had to stop work on mine due to money. After driving Gene's car for a season and realizing my Mustang was just not any fun anymore I decided to start work on mine again. After about 2 1/2 years, I can finally see the end of the tunnel. The whole process has been a real pain, but I like to build things so I still kind of enjoyed the whole thing, in a masochistic way. Almost everything I've done has literally been a "3 steps forward and 2 steps back" cliché. Nearly every time I mounted something, I'd have to move it later because of interference with some other part. I had the radiator mounted internally to get its weight near the center of the car only to find that the steering shaft would have to go right through the lower left hand corner! The radiator has been in 2 different positions, but it has been moved back and forth 3 or 4 times for various reasons. A frame stiffening brace welded to the engine mount also had to be removed to make room for the steering shaft. The same goes for the air flow meter. But when I finally got something in its final position after all the head aches and cursing, the sense of accomplishment I got made it all worth it. The joy, ( and relief ), I got when the engine finally fired up after a month and a half of fiddling is still fresh in my memory even though that was waaaaay back in 2005. Luckily no one was around to see the little victory dance I did in the garage that day. There's still a lot of work to be done before it's ready for its first event. I still need to mount the brake calipers, tidy up the wiring, make/buy a seat, buy and install the safety harness, reinstall the fuel system, mount the nose and scuttle, and a thousand other little odds and ends that need attention. I have yet to try the 18" drive shaft I had a local machine shop make for me. I'm REALLY hoping I measured correctly. And, I'm not exactly sure what I'm going to do about fenders or the boot. But I guess like any project, especially a racecar, you never really finish it. You just get it to a point where you start driving it between rebuilds. I'm sure it'll look like crap at its first public appearance. If I get it painted later this year it'll probably still look like crap, but it'll be red. I'm just hoping on its first run it doesn't break in half or otherwise fall apart. If it stays together and runs relatively good I'm certain I'll have fun. Would I do it again? As they say up north "You betcha!". Am I glad I did it? Usually, but ask me again after the first event. Would I do it again? Probably, I never seem to learn from my mistakes. Could you build one too? Sure, If you don't mind cursing a lot and occasionally throwing tools across the garage. What have I learned? 1. Grinding steel in your garage will turn your garage door orange. 2. A Miata engine can be tuned 180 degrees out and run just fine. 3. Sometimes you just gotta shut the garage door, get on the motorcycle and get away from it for a while. Hopefully I'll get it relatively finished soon and can get back to doing some hiking and other things I enjoy. But most of all I can't wait to drive it in competition.

<b>Berry Points (as of February 15)</b>	
<b>Name</b>	<b>Pts</b>
John Coen	5
Mimsie Coen	5
Terry Davis	4
Bob Sonntag	4
Darrin Bailey	3
Teresa Bailey	3
Julie Seeber	3
Gene Young	3
Jim Cannon	2
Eric Provost	2
Jan Bootz	1
Tom Bootz	1
Carolyn Dornburg	1
Paul Dornburg	1
Gary Heck	1

### 2007 Board Members contact list

Regional Executive	Paul Dornburg	270-685-4470	a911sc@bellsouth.net
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**2007 Schedule**

March 07			April 07			April 07		
3.05	Monday	Board Meeting	4.02	Monday	Board Meeting	4.02	Board Meeting	Paul's House
3.13	Tuesday	Membership Meeting	4.1	Tuesday	Membership Meeting	4.10	Membership Meeting	Lone Star Steakhouse, Evansville, IN
3.17	Saturday	Pit Stop Deadline	4.15	Sunday	Pt Rally (2 of 7)	4.14	KYR Test-N-Tune	Ft Knox, KY
3.18	Sunday	<b>Pt Rally (1 of 7), Ben Hawes State Park, Owensboro "Snow Buster" Fun Event</b>	4.21	Saturday	Pit Stop Deadline	4.15	<b>Pt Rally (2 of 7)</b>	
3.25	Sunday	<b>Autocross, Civic Center</b>	4.21	Saturday	Patch Party #1	4.21	Pit Stop Deadline	
			4.21	Saturday	Patch Party #1	4.21	<b>Patch Party #1</b>	Mid-American Air Center, Lawrenceville
			4.22	Sunday	Patch Party #1 -- Rain date	4.22	<b>Patch Party #1 -- Rain date</b>	Mid-American Air Center, Lawrenceville
			4.27	Friday	SCCA Tour Event	4.27	SCCA Tour Event	Walnut Ridge, AR
			4.28	Saturday	Patch Party #2	4.28	<b>Patch Party #2</b>	Mid-American Air Center, Lawrenceville
			4.28	Saturday	SCCA Tour Event	4.28	SCCA Tour Event	Walnut Ridge, AR
			4.29	Sunday	Patch Party #2 -- Rain date	4.29	<b>Patch Party #2 -- Rain date</b>	Mid-American Air Center, Lawrenceville
			4.29	Sunday	SCCA Tour Event	4.29	SCCA Tour Event	Walnut Ridge, AR
			4.30	Monday	Board Meeting	4.30	Board Meeting	Bob's House
<b>Rally Events:</b>			<b>Membership Meetings:</b>			<b>Autocross Events:</b>		
12:30 P.M. -- Registration and Tech open			6:30 P.M. to 8:00 P.M. -- Socializing			9:30 A.M. - Course set-up begins		
1:00 P.M. -- Registration and Tech close			7:00 P.M. -- Dinner			11:00 A.M. - Registration and Tech open		
1:15 P.M. -- Driver's meeting			8:00 P.M. -- Business meeting			12:30 P.M. - Registration and Tech close!!!		
1:30 P.M. -- First car off						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](http://myautoevents.com)  
 Paul Dornburg - [a911sc@bellsouth.net](mailto: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