



The PitStop!



SCCA Southern Indiana Region Monthly Newsletter May 2007 Volume 54 Number 5

May REport

We're one quarter of the way into the year and we've had 2 points rallies, 1 fun rally and a fun autocross.

The rally attendance seems to be steady at 5 teams. That's okay but there should be more. 10 is the goal. I think I heard Carolyn say she would be in the next rally and not with me (thank goodness) but with her longtime friend Kathy Ellsworth.

The first point rally was Gene's "Tail O Saint Patty" held the day after St. Patrick's Day. It was a lively jaunt through western Kentucky's Daviess County. The local paper sent a reporter out and she did a nice piece that made the front page of the Monday paper! Mitchell Seeber was my newest navigator and, except for missing one instruction, did a great job. Unfortunately that missed instruction sent us into McLean County and that added about 25 miles to our route. We bought some time but still ended up over 6 minutes behind the Class B winning team of Gary and Cathy Heck. Terry Davis and Bob Sonntag started where they left off last year by claiming the Class A win. Their score included a zero score at checkpoint 3 and they beat John Coen and Frank Totten. At the April club meeting they were presented with their "ACE" award for the zero checkpoint. Guest class honors went to Bill and Joy Timbrook in their Boxster.

The next event was the Snow Buster autocross at "The Centre" in Evansville. 47 drivers tested their car control skills on the hilly, winding course through the Centre parking lot. We had 25 guests drivers, the most we've had in recent memory. It's a good thing Bob brought lots of trophies. As always seems to be the case course setup went long because of all the cars we have to move. Despite the late start we all made 6 runs and still got done before 5:00 PM.

The go-kart boys, Kent Schonberger and John Esche duelled it out for Fast Time of the Day with Kent coming out on top by less than 4 tenths of a second. Frank Bertke beat Shaun Goulet by over a second in the guest class while Street Tire honors went to Tim Brown in his rapid Subaru WRX. Tim was the only street tire car to get under 40 seconds for a run. Everyone's results should be listed later in the paper.

I want to thank all of the tireless workers that made the trek to Lawrenceville and helped to get all our patches done despite some early equipment failure.

In no particular order, thank you to:

Darrin and Teresa Bailey who provided the water tank and lots of manual labor. Teresa was also the spotter for our marked areas. She has a much better memory than me. Kyle and Rachel Bledsoe, who blew rocks, jackhammered, swept and shoveled. They were also kind enough to return the rented equipment this morning saving me the job of chaining 2 pieces of equipment to the fence and also the worry of leaving the equipment out there. John Coen brought his tractor and trailer and made hauling the rock away a much easier job. Tim Green, who slopped concrete into the holes, smoothed it out and did some watering of the concrete blade. Gene Young, trowled concrete and tried to make the patches as smooth as possible for the karts. Gene also put my mind to rest after the first concrete saw puked the engine. Thanks Gene. We used Gene's trailer to haul the heavy pallets of concrete. Julie Seeber swept, shoveled, jack hammered and blew rocks. She also snapped some interesting pictures. Julie and Stephan made the run to Tom Tipword's house to retrieve the blower and brooms from the club trailer and then to return them. Stephan Seeber helped Gary mix the cement so we had 2 mix masters. Gary Heck mixed cement, hauled the mixer around and did the critical calculations so we didn't over buy on the second cement run. Bob Rehklau made the long journey east to shovel and sweep rock. Jim Cannon sprayed down the blade while I cut concrete then later helped move rock. The water paid off as the charge for the blade was only \$50. Quite a difference from last years \$200! Phil Wells drove over and provided the manual labor that we always need at these events. Steve Backer made his first ever patch party. He figured it was time to payback for all the runs he made. He got lots of shovel and broom time. Glenn Wior, intrepid Jaguar driver who now lives in Los Angeles, spent the day with us as he was in Indiana trying to sell his home. And finally there was me. As I mentioned before we had some equipment failure. The concrete saw I rented from K&W here in Owensboro acted up and eventually knocked the side out of the engine case. I explained what happened when I returned it and Steve (the rental manager) thanked me for renting it, said he was sorry it was a problem and please come back. And Troy at Vincennes Industrial was good to us too. When I went back to see if he had a saw we could rent and then leave chained to the fence out front he didn't bat an eye. All he wanted was the blade to not be left out. Kyle took care of that when he offered to return all the equipment Monday morning.

THANK YOU!!! THANK YOU!!! THANK YOU!!!

Now Bob, Terry and the rest of you course designers, let's have some cool course variations.

There's a Test and Tune on SATURDAY May 12th. Come out and try the new configurations. Sign up at www.myautoevents.com. We need at least 20 people to do a safe event.

Don't forget Gene's rally on Sunday May 6th and the club meeting Tuesday May 9th.

Sign up on www.myautoevents.com to volunteer to work at the Hot Rod Power Tour on Wednesday June 6th.

Racingly, Paul Dornburg Regional Executive

2007 Board Members contact list

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SnowBuster Autocross Results

Car	Class	Driver	Car	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Best Time	Index	Indexed Time
				Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen			
4	AS	Greg Lukach	Blue Corvette	43.761		41.245		41.128		40.159		40.644		40.270		40.159	0.838	33.653
29	STS	Mike Freeman	Green GTI	43.303		44.963	(1)	42.280		42.030		41.803		44.565	(1)	41.803	0.805	33.651
36	BM	Bob Sonntag	LeGrand Mk25	37.563		35.688		35.770		43.181	(2)	35.242		38.662	(1)	35.242	0.944	33.268
61	DM	Matt Guzowski	Orange F2	44.716		40.306		39.395		51.014	(1)	39.075		38.417		38.417	0.889	34.153
18	F125	Kent Schonberger	Red 125	38.192	DNF	35.583		35.296		34.144		34.458		34.685		34.144	0.946	32.300
18A	F125	John Esche	Red 125	36.242	DNF	35.872		36.156		35.162		34.515		34.777		34.515	0.946	32.651
130	F125	Gene Young	Blue F125	43.447		40.784		40.029		40.486		38.729		39.567		38.729	0.946	36.638
30	F125	Julie Seeber	Blue F125	43.432	DNF	43.576		42.020		43.792	DNF	40.216		42.391		40.216	0.946	38.044
2	STX	Jonathan Scott	Black WRX Wagon	50.546		46.950		45.449		45.017		45.848		44.196		44.196	0.808	35.710
199	SM2	Paul Dornburg	Green 911	40.671	DNF	37.142		39.950	(1)	39.460	(1)	36.913		16.091	DNF	36.913	0.862	31.819
9	SAS	Tim Brown	White WRX	32.259	DNF	38.987		41.247	(1)	38.859		39.000		43.200	(2)	38.859	0.838	32.564
43	SFS	Tim Green	Red Mustang	43.566		44.678	DNF	42.551		42.136		44.214	(1)	41.476		41.476	0.809	33.554
28	SDS	James Cannon	White Talon	42.046		42.624		44.570	(1)	42.502		41.936		47.777		41.936	0.804	33.717
3	SSS	Terry Davis	Blue Carrera 4S	41.270		40.174		40.465		DNS		DNS		DNS		40.174	0.847	34.027
42	SCSP	Darrin Bailey	Black Civic CRX	43.848		42.570		41.460		41.218		41.411		41.537		41.218	0.845	34.829
69	SAS	Allen Christy	White Corvette	48.159		45.718		46.025		45.384		44.496		42.869		42.869	0.838	35.924
55	SBS	Myles Grant	Blue Mini	48.007		44.280		43.455		DNS		DNS		DNS		43.455	0.828	35.981
24	SCSP	Teresa Bailey	Black Civic CRX	45.141		43.402		45.660	(1)	44.126		43.515		43.964		43.402	0.845	36.675
169	SAS	Cathy Christy	White Corvette	47.565		46.803		47.532		45.785		45.695		45.023		45.023	0.838	37.729
5	SCS	Bill Brown	Red Miata	48.359		49.256	(1)	48.369		47.177		45.997		47.559		45.997	0.822	37.810
44	SDS	Nathan Breivogel	Red BMW	52.911		48.806		48.206		49.211		48.014		47.260		47.260	0.804	37.997
12	SHS	James Sutton	Black Pontiac	54.247		51.966	DNF	55.010		DNS		DNS		DNS		54.247	0.789	42.801
17	GSM	Frank Bertke	Red Nissan 240-SX	41.629		39.960		42.942	(2)	39.352		38.450		38.597		38.450	0.856	32.913
48	GSM	Shane Goulet	Green Honda	42.266		41.185		41.208		42.443	(1)	40.673		39.682		39.682	0.856	33.968
117	GGG	Keith Osborn	Red VW	45.578		43.608		42.929		42.518		42.741		42.720		42.518	0.803	34.142
97	GGG	Matthew Rainey	Imola Yellow VW	50.101		47.913		45.681		43.981		43.207		42.519		42.519	0.803	34.143
82	GCSP	Jared Whalen	Black Civic	41.819		43.643	DNF	43.594	DNF	46.359	(2)	40.627		41.704		40.627	0.845	34.330
182	GGG	Ian McGriffen	Red Porsche 944	46.094		45.010		44.372		44.498		44.563		43.435		43.435	0.803	34.878
10	GES	Bob Hughes	Red Toyota MR2	44.803		44.069		43.733		43.382		43.773		43.955		43.382	0.812	35.226
57	GCSP	Donnie Wimpelberg	Black Civic	43.833	DNF	43.809		42.010	DNF	42.496		43.434	(1)	41.759		41.759	0.845	35.286
1	GBS	Scott Patton	Silver Mazda Miata	47.981		45.479		44.323		43.669		44.032		42.812		42.812	0.828	35.448
7	GHS	Christopher Brown	Silver Corolla	49.756		48.139		47.580		46.503		45.937		45.740		45.740	0.789	36.089
21	GSM	John Gass	Black Nissan 240-SX	47.728		45.099		43.506		44.629		42.753		42.504		42.504	0.856	36.383
138	GBS	Brandon Sailer	Blue Nissan 350Z	55.997	DNF	47.233		44.980		47.315	DNF	45.895		44.197		44.197	0.828	36.595
365	GGG	Shelby Strobel	Red VW GTI	53.299		48.983		48.893	(1)	46.583		45.664		45.905		45.664	0.803	36.668
944	GGG	Dustin Jones	Black unidentified	49.133		47.500		47.911		46.032		46.166		45.852		45.852	0.803	36.819
22	GBS	Erik Folger	Gray Miata	41.939	DNF	0.000	DNF	60.100	DNF	47.223		44.942		46.836	(1)	44.942	0.828	37.212
54	GCP	Jeff Loren	Red Saleen Mustang	49.018		45.687		45.856		45.262		43.742		43.720		43.720	0.864	37.774
63	GSM	Jason Culligan	Teal Protoge'	51.399		48.191		47.171		45.530		45.452		44.402		44.402	0.856	38.008
122	GSS	Nick Scott	Bronze WRX Wagon	51.903		50.181		48.298		47.968		47.926		47.574		47.574	0.803	38.202
23	GSM2	Derrick Nicholson	Silver RX-7	64.069	DNF	48.835		47.597		46.108		44.488		45.093		44.488	0.862	38.349
27	GSS	Mike Bauman	Blue Porsche	51.402		46.745		46.598		DNS		DNS		DNS		46.598	0.848	39.515
77	GHS	Nohemi Brown	Silver Corolla	70.364		60.032	DNF	53.761		53.101		51.092	DNF	50.834		50.834	0.789	40.108
85	GHS	Lori Cannon	Green Grand-Am	75.141		58.454		55.713		57.099		54.397		51.810		51.810	0.789	40.878
811	GES	Linda Culligan	Black Mazda Miata	62.406		58.510	DNF	58.819	DNF	53.112		50.714	DNF	50.951		50.951	0.812	41.372
11	GSS	Nick Deutsch	Red Chevy	55.869	DNF	49.208	DNF	49.471		DNS		DNS		DNS		49.471	0.848	41.951
65	GHS	Bob DeLacey	White Toyota	56.189	DNF	60.769	DNF	54.395	DNF	58.795		49.827	DNF	54.374	DNF	58.795	0.789	46.389

The Less Taxing Rally, Gary and Cathy Heck, April 15, 2007

Class	Driver & Navigator	Ckpt 1	Ckpt 2	Ckpt 3	Ckpt 4	Total	Finish
Class A							
1	Terry Davis & Bob Sonntag	+2	-1	-8	0	11	Trophy
Class B							
1	Robin Secord & TJ Secord	+13	-12	-3	-9	37	Trophy
2	Jim Barrow & Paul Dornburg	-16	+37	+8	+3	64	
3	Gene Young & Julia Seeber	-5	+20	-74	-23	122	
Guests							
1	Kyle Bledsoe & Rachael Bledsoe	+26	-17		+809	852	Trophy

Early: - Late: +

Berry Points (as of April 17)

Name	Pts	Name	Pts	Name	Pts	Name	Pts
Terry Davis	21	Mimsie Coen	6	Tim Brown	2	Steve Backer	1
Bob Sonntag	18	TJ Secord	5	Allen Christy	2	Ryan Bootz	1
Gene Young	14	Mike Freeman	4	Cathy Christy	2	Carolyn Dornburg	1
Gary Heck	13	Tim Green	4	John Esche	2		
Julie Seeber	11	Matt Guzowski	4	Myles Grant	2		
Cathy Heck	10	Jim Barrow	3	Greg Lukach	2		
John Coen	8	Barry Schonberger	3	Eric Provost	2		
Paul Dornburg	8	Jan Bootz	2	Kent Schonberger	2		
Teresa Bailey	7	Tom Bootz	2	Jonathan Scott	2		
Darrin Bailey	6	Nathan Breivogel	2	Jim Sutton	2		
Jim Cannon	6	Bill Brown	2	Frank Totten	2		

Rally Points (as of April 17)

Name	Pts
Terry Davis	10
Cathy Heck	10
Gary Heck	10
Bob Sonntag	10
Julie Seeber	7
Gene Young	7
TJ Secord	5
Paul Dornburg	4
Jim Barrow	2
John Coen	2
Frank Totten	2

Rallying In SIR/SCCA Main Road Rules, Part 2

Last month's rally article introduced the concept of main road rules, a.k.a. main road determinants. The Straight as Possible, Curve Arrows, Centerline, and Onto main road rules were all described. This article focuses on the left or right at "T" or "Y" main road rule.

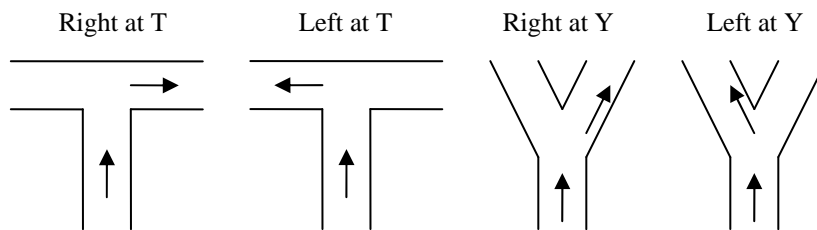
In rally terms, intersections are described as being approached from the base. That is the rally version of maps always having north at the top. (Well, at least until *some* people start using them, then the top of the map becomes straight as possible.) Intersections that are in the general shape of a capital letter "T" are called T intersections and intersections in the general shape of an upper case "Y" are, get this, called Y intersections. Look at these letters for a moment as if they were approached as intersections. One would have to make some change in direction to get from the base of the intersection successfully through the intersection. In the case of a T, go 90 degrees to the left or 90 degrees to the right. That's it. Cars go to either the left or to the right. By definition it is not possible to go straight at a T or Y intersection – especially one paved in Times New Roman (those pesky little serifs). Just as different fonts and handwriting styles produce different looking letters, not all T intersections look alike. It's the same for the Y intersections too. Either of these dudes can be slanted to either side and do not have to be symmetrical. In extreme cases of slanting one side of the intersection may *appear* to be straight; but, by rule one simply cannot go straight at a T or Y intersection.

So that's a thrilling paragraph about intersections that look like letters. What does that have to do with main road rules? Remembering that every rally intersection has a single main road leaving it, one side of the T/Y must be the main road. But which side would that be? Think about how main road rule "Straight as Possible" would be applied at a T. That's just not possible. The T/Y main road rule defines which road leaving the intersection is the main road. Only one side of the T/Y may be the main road. Thus there are two flavors of each of these rules. "Left at T" or "Right at T" and "Left at Y" or "Right at Y" are the options. That's it. It's just that simple. The main road is the road described in the definition of the T/Y rule at each rally. All rallies that encounter T/Y intersections must have a T/Y main road rule. Otherwise there is no main road leaving these types of intersections.

Bonus info: The non-main road at a T/Y is an opportunity. The July article will focus on opportunities.

In the following diagrams the main road is shown by the upper arrow. The lower arrow shows the approach to the intersection.

Main Road Rule:



It's just that simple.

We had four people try rallying for the first time on Gary and Cathy Heck's "Less Taxing" rally. First time ralliists Robin and TJ Secord took first in class B in their Subaru WRX. Rachael and Kyle Bledsoe rallied their big Dodge truck successfully in the guest class. Do not fret about not having a rally car or trying your first rally. Come on out and give it a go. It will be a good time and it's a great excuse to exercise your ride, take in fresh air, and get out of the house. We had a whopping 47 cars at the Snow Buster autocross. That was 6 runs and \$18 or \$4 per competition minute. Spread that \$18 entry fee over a 130 minute rally and two people it's about 8 cents a minute. Those adrenaline filled autocross minutes are at least 52 times more expensive than a rally minute. Now an F1 minute is, well, beyond comparison.

Our next rally is the Seeber/Young map reading rally. It will be Sunday, May 6. We will gather at the Towne Square Mall Dairy Queen (5030 Frederica St) in Owensboro, KY at 12:30. The chief cartographer has reported that this rally will be on quite fun roads that we have yet to rally. Additionally, it was shared that the rally controls are all DIY ones so perfect scores are as close as our ability to follow a map, read odometers, and do a bit of cipherin'. I would be fantastic to have mere 10 cars out for this rally.

Bob Sonntag
Activities Chair
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2007 Schedule

May 07	June 07	July 07
<p>5.06 Sunday, Rally Julie & Gene Town Square Mall, Dairy Queen, Owensboro</p> <p>5.08 Tuesday Membership Meeting Lone Star Steakhouse, Evansville</p> <p>5.12 Saturday Test-N-Tune (Entry level permitting) Mid-American Air Center, Lawrenceville</p> <p>5.19 Saturday Pit Stop Deadline</p> <p>5.20 Sunday "Opening Bookend", Autocross Mid-American Air Center, Lawrenceville</p> <p>5.27 Sunday Indianapolis 500 Indy Motor Speedway, Speedway</p>	<p>6.03 Autocross, Gary's, Heritage Hills?</p> <p>6.04 Board Meeting, Paul's house</p> <p>6.10 Southern Illinois Region Autocross (1 of 2) Mid-American Air Center, Lawrenceville</p> <p>6.12 Membership Meeting Lone Star Steakhouse, Evansville</p> <p>6.16 Pit Stop Deadline</p> <p>6.17 US F1 Grand Prix Indy Motor Speedway, Speedway</p> <p>6.24 Autocross ,Paul's, Owensboro Airport</p> <p>6.29 SCCA Tour Event Grissom Aeroplex, Peru, IN</p> <p>6.30 SCCA Tour Event Grissom Aeroplex, Peru, IN</p>	<p>7.01 SCCA Tour Event Grissom Aeroplex, Peru, IN</p> <p>7.02 Board Meeting , Bob's House</p> <p>7.10 Tuesday ,Membership Meeting, Lone Star Steakhouse, Evansville</p> <p>7.15 Autocross (4 of 7) Terry's</p> <p>7.16 The Centre Evansville</p> <p>7.21 Pit Stop Deadline</p> <p>7.21 "Day At The Drags", Autocross & Car Show (Board Event), Mid-American Air Center</p> <p>7.22 "Day At The Drags", Drag Racing, Mid-American Air Center, Lawrenceville</p>
<p>Rally Events:</p> <p>12:30 P.M. -- Registration and Tech open</p> <p>1:00 P.M. -- Registration and Tech close</p> <p>1:15 P.M. -- Driver's meeting</p> <p>1:30 P.M. -- First car off</p>	<p>Membership Meetings:</p> <p>6:30 P.M. to 8:00 P.M. -- Socializing</p> <p>7:00 P.M. -- Dinner</p> <p>8:00 P.M. -- Business meeting</p>	<p>Autocross Events:</p> <p>9:30 A.M. - Course set-up begins</p> <p>11:00 A.M. - Registration and Tech open</p> <p>12:30 P.M. - Registration and Tech close!!!</p> <p>12:45 P.M. - Driver's meeting</p> <p>1:00 P.M. -- First car off</p>

Arriving late? Contact Paul Dornburg in advance by E-mail or phone by 6:00 PM the preceding day or register at myautoevents.com

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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