



# The Pit Stop



## SCCA Southern Indiana Region Monthly Newsletter June 2013 Volume 60 Number 6

### June Report

Our year is now in full swing – as it should be in June. We jump right in this month with the “Ice Cream Rally” on Saturday the first. The following weekend, the Southern Illinois Region hosts its first autocross at “our” Mid-American Air Center. The month wraps up on the 23rd with our second autocross.

Many of you know that the club’s major fund raising activity is providing a turnkey autocross service for the Mid-West Muscle Car Challenge. This year the muscle car turnout was down a bit and only 25 cars took to the autocross courses. Saturday’s weather was just about perfect and we served up 470 timed runs in addition to some fun runs for those that worked the course. Sunday started off with a bit of a drizzle but by the lunch break, the sun was beginning to shine. By the end of the day, we’d served up another 243 timed runs for the entrants.

Included in this year’s Muscle Car Challenge was the “Are you faster than Paul?” competition. The theme played heavily on the “RU Faster than a Redneck?” TV show. Our own Paul Dornburg offered to take on all challengers willing to make a \$20 contribution to a half-pot prize. If a muscle car driver could beat Paul’s time, the muscle car driver could take half the prize. If Paul could turn the better time, then the whole pot would go to the Lawrence County Cancer Research Center and Wig Bank. Paul, shooting for full dramatic effect no doubt, coned his first two runs. The competition came down to how well Paul would do on his third run.

Ernie Roales designed an interesting course for our first autocross of the year. He incorporated a new grid area and had new finish configuration. The course was heavy on the go pedal until about the last 5%. At that point, Ernie had given us the rope and all we had to do was to either tie the noose or lasso the finish. It was a very good start to our autocross season. Unfortunately many of us brought home too few Autocross Points. Maury Light has taken a good lead in the autocross standings. If my memory is correct, it is his first time collecting the 1000 points. (It also looks like the tightest points competition may be at the bottom of the point standings.)

I’m going to jump back a paragraph or two. On behalf of the club, I want to acknowledge the efforts of the folks that made our portion of Muscle Car Challenge a success. There were too few of us but we got the job done and did it well. These few worked all three days:

Paul Dornburg                      Ernie Roales                      Jay Wolf                      Bob Sonntag

These good folks helped on two of the three days:

Matt Beasley                      Barry Beaman                      Kevin Smalley

The others that helped for a day were:

Leonard Goff                      Barry Schonberger                      Terry Davis                      Jeremy Duke  
Duane Duke                      Mike Buente                      Teresa Bailey                      Darrin Bailey  
Robert Crismyre                      Jimmy Wooldridge                      Dominic McClung

Paul Dornburg served as course designer, chief planner, and the managing agent for our involvement. He and Kevin Smalley handled the on-site timing/scoring duties. Because of their good work, our days went very well.

Two bits of unfinished business still to be addressed. At the June membership meeting we need to adopt the changes to the region’s By-Laws. The changes have been outstanding for quite some time. The changes are posted on the website ([www.sirscca.org](http://www.sirscca.org)) and are almost exclusively related to changes needed in support of our having a chapter of the region. If there is no ballot in Pit Stop, there will be one at the meeting.

The other bit of unfinished business is to mention that “a muscle car is not faster than Paul.” See you on the 1st, 9th, 11th, and 23rd.

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Berry Points as of 5/31/13

1	Bob Sonntag	50
2	Ernie Roales	36
3	Jay Wolf	34
4	Michael Buente	30
5	Kevin Smalley	27
6	Jim Cannon	26
7	Paul Dornburg	26
8	Matt Beasley	24
9	Barry Beaman	20
10	Ben Davis	20
11	Terry Davis	20
12	Kenny Dilger	20
13	Don Kelley	20
14	Mike Hutchens	19
15	Barry Schonberger	18
16	Steve Backer	15
17	Kurt Krodel	15
18	David Lehrschall	13
19	John McCarthy	13
20	Jeremy Duke	12
21	Drew Gerth	12
22	Tim Green	12
23	Ron Jochum	12
24	Yancy Smith	12
25	Maurie Light	10
26	Carrie Moore	10
27	Chris Moore	10
28	Duane Duke	9
29	Darrin Bailey	8
30	Teresa Bailey	8
31	Bryce Buente	7
32	Joab Schultheis	7
33	Jimmy Wooldridge	7
34	Lora Blaylock	6
35	Paul Blaylock	6
36	Susan Roales	6
37	Ivan Bonenberger	5
38	Jonathan Crowe	5
39	Sean Lips	5
40	Dominic McClung	5
41	Andrew Phipps	5
42	Leonard Goff	3
43	Jim Barrow	2
44	Darlene Cannon	2
45	Terry Keating	2
46	Chris Nelson	2
47	Gene Young	2
48	Julia Young	2
49	Steve Compton	2
50	Thomas Betz	1
51	Jan Bootz	1
52	Tom Bootz	1
53	Jim Butler	1
54	Carolyn Dornburg	1
55	Mike Freeman	1
56	Cooper Lilly	1
57	Aaron Miller	1
58	Tom Tipsword	1

June Birthdays

Debbie Goff	6/2
Megan Dilger	6/2
Maurie Light	6/10
Jeff Jackson	6/11
Cayce Haehnel	6/14
Ivan Bonenberger	6/22
Paul Blaylock	6/25
Bryce Buente	6/25
Jimmy Wooldridge	6/27

Years of Service

Brad Bootz	13
Tim Green	12
Teresa Bailey	8
Richard Hall	5
Jim Breidenbach	5
John Oliver	5
Alain Cannon	4
Bryce Buente	2

New Members in April/May

Steven Compton  
 Charline Buente  
 Robert Crismyre  
 Henry Miley  
 Loretta Miley  
 Andrew Phipps

Rookie Points as of 5/31/13

1	Jimmy Wooldridge	0.057
2	Andrew Phipps	0.056
3	Steve Compton	0.017
4	Jack Fare(WKY)	0.000
5	Henry Miley	0.000
6	Loretta Miley	0.000
7	Conner Murt(WKY)	0.000

Rally Points as of 5/31/13

1	Benjamin Davis	10
2	Bob Sonntag	10
3	James Cannon	7
4	Ernest Roales	6
5	Susan Roales	6
6	Terry Davis	5
7	Carrie Moore	5
8	Chris Moore	5
9	Jay Wolf	5
10	Matthew Beasley	4
11	Lora Blaylock	2
12	Paul Blaylock	2
13	Kenneth Dilger	2
14	Don Kelley	2
15	Steve Compton	2

## 2013 Schedule of Events

Date	Day	Activity/Event	Location
6.00		June	
6.01	Saturday	T/S/D Rally #3 Ice Cream Rally	DQ on US 60 East, Owensboro KY
6.04	Tuesday	Board Meeting	Townsquare Media Conf Room
6.09	Sunday	Southern Illinois Autocross (1 of 2)	Mid-American Air Center, Lawrenceville
6.11	Tuesday	Membership Meeting	Smitty's 2019 West Franklin St., EVV
6.23	Sunday	Autocross (2 of 7)	To be determined
6.26	Wednesday	Pit Stop Deadline	
7.00		July	
7.02	Tuesday	Board Meeting	Townsquare Media Conf Room
7.09	Tuesday	Membership Meeting	Smitty's 2019 West Franklin St., EVV
7.14	Sunday	Autocross (3 of 7)	Mid-American Air Center, Lawrenceville
7.28	Sunday	Autocross (4 of 7)	Mid-American Air Center, Lawrenceville
7.31	Wednesday	Pit Stop Deadline	
8.00		August	
8.06	Tuesday	Board Meeting	Townsquare Media Conf Room
8.11	Sunday	T/S/D Rally (4 of 7)	Knox County Indiana
8.13	Tuesday	Membership Meeting	Log Inn, Warrenton, Indiana
8.18	Sunday	Autocross (5 of 7)	Mid-American Air Center, Lawrenceville
8.27	Tuesday	Board Meeting	Townsquare Media Conf Room
8.28	Wednesday	Pit Stop Deadline	
9.00		September	
9.03-06	Tue-Fri	Solo Nationals	Lincoln Air Park, Lincoln NE
9.10	Tuesday	Membership Meeting	Smitty's 2019 West Franklin St., EVV
9.15	Sunday	Autocross (6 of 7)	Mid-American Air Center, Lawrenceville
9.16-22	Mon-Sun	National Championship Runoffs	Road America, Elkhart Lake WI
9.22	Sunday	T/S/D Rally (5 of 7)	To be determined
9.25	Wednesday	Pit Stop Deadline	
9.29	Sunday	Autocross (7 of 7)	Mid-American Air Center, Lawrenceville
10.00		October	
10.01	Tuesday	Board Meeting	Townsquare Media Conf Room
10.06	Sunday	Southern Illinois Autocross (2 of 2)	Mid-American Air Center, Lawrenceville
10.08	Tuesday	Membership Meeting	Smitty's 2019 West Franklin St., EVV
10.13	Sunday	T/S/D Rally (6 of 7)	To be determined
10.30	Wednesday	Pit Stop Deadline	
11.00		November	
11.05	Tuesday	Board Meeting	Townsquare Media Conf Room
11.10	Sunday	T/S/D Rally (7 of 7)	To be determined
11.12	Tuesday	Membership Meeting	Smitty's 2019 West Franklin St., EVV
11.27	Wednesday	Pit Stop Deadline	
11.30	Saturday	Deadline for Awards Banquet Entry	Last day to make your reservation
12.00		December	
12.06	Friday	Awards Banquet & Holiday Party	Rolling Hills Country Club, Newburgh, IN
12.10	Tuesday	Board Meeting	Townsquare Media Conf Room
12.26	Wednesday	Pit Stop Deadline	

### Autocross Points as of 5/31/13

1	Maurie Light	1000
2	Kenny Dilger	969
3	Paul Dornburg	950
4	Don Kelley	947
5	Barry Beaman	937
6	Kevin Smalley	930
7	Jim Cannon	929
8	Steve Backer	927
9	John McCarthy	925
10	Michael Buente	924
11	Jonathan Crowe	919
12	Tim Green	915
13	Sean Lips	913
14	Chris Nelson	913
15	Dave Lehrschall	910
16	Ernie Roales	906
17	Matthew Beasley	900
18	Bryce Buente	896
19	Joab Schultheis	878
20	Jeremy Duke	860
21	Yancy Smith	854
22	Darrin Bailey	850
23	Dominic McClung	842
24	Kurt Krodel	820
25	Duane Duke	801
26	Gene Young	800
27	Teresa Bailey	786
28	Drew Gerth	765
29	Jay Wolf	752
30	Bob Sonntag	750
31	Julia Young	750
32	Andrew Phipps	750
33	Jimmy Wooldridge	750

### Ice Cream Rally

### Paul Dornburg Rally Master

June 1st, 2013

Team	Car	Class	CkPt1	CkPt2	CkPt3	CkPt4	Total	Trophy
Winners 1 Matt Beasley / Leslie Beasley	Grey Audi Coupe	A	-10	124	60	-9	203	T
2 Terry Davis / Bob Sonntag	Blue Porsche 911	A	-38	205	113	113	469	
Winners 1 Ernie Roales / Jim Cannon	Blue Corvette	B	-36	59	-18	-4	117	T
2 Jr Crowe / Mackenzie Crowe	Silver Mercury	B	-26	138	18	13	195	
Winners 1 Bryan Duncan / Stephen Mayfield	Black Firebird	G	-58	142	19	-8	227	T

Car	Class	Driver	Car	Run 1		Run 2		Run 3		Run 4		Run 5		Run 6		Best Time	Index	Autocross			
				Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen	Adj Time	Pen			Time	Points		
<b>Open Tire Division</b>																					
<b>F Stock</b>																					
1	82	FS	Jeremy Duke	Black Camaro	57.268		56.779	(1)	56.272		55.214		54.418		53.892		<b>53.892</b>	.830	91.436	860	T
2	182	FS	Duane Duke	Black Camaro	64.167		59.717		60.606	(1)	58.066		59.789	(1)	56.209		<b>56.209</b>	.830	96.219	801	
<b>Street Touring Roadster</b>																					
1	9	STR	Don Kelley	Gray Honda	51.033		51.121		51.803	(1)	49.681		51.428	(1)	50.364	(1)	<b>49.681</b>	.839	84.499	947	BT
2	20	STR	Barry Beaman	Red Honda	51.306		50.653		52.300	(1)	51.423	(1)	52.878	(1)	51.023		<b>50.653</b>	.839	85.306	937	B
<b>Street Touring Sport &amp; Street Touring Xtreme</b>																					
1	39	STS	Jim Cannon	Red Miata	53.392		53.952		52.056		51.616		52.713		51.630		<b>51.616</b>	.829	85.944	929	BT
2	14	STX	Chris Nelson	Black Talon	59.076	DNF	56.457	DNF	52.967		52.586		52.495		52.747		<b>52.495</b>	.827	87.217	913	
<b>B Street Prepared</b>																					
1	15	BSP	Michael Buente	Red Fireo	52.055		50.586		50.594		50.069		50.394		50.005		<b>50.005</b>	.858	86.307	924	BT
2	5	BSP	Bryce Buente	Red Fiero	52.619		52.262		52.291		53.165		51.738		50.918		<b>50.918</b>	.858	88.528	896	B
<b>C Street Prepared</b>																					
1	51	CSP	Emie Roales	Black RX-7	51.176		55.263	(2)	52.602	(1)	50.769		51.313		51.140		<b>50.769</b>	.861	87.775	906	BT
2	42	CSP	Darrin Bailey	Black CRX	56.894		58.856	(1)	53.825		57.813	(2)	53.763		53.324		<b>53.324</b>	.861	92.255	850	
3	24	CSP	Teresa Bailey	Black Honda	69.104		56.172		58.043	(1)	58.797	(1)	57.683		56.929	(1)	<b>56.172</b>	.861	97.380	786	
<b>Super Street Modified &amp; Street Modified Front Drive</b>																					
1	136	SSM	Paul Dornburg	Green 911	48.997		47.874		49.188	(1)	48.102		47.763		49.067	(1)	<b>47.763</b>	.881	84.256	950	BT
2	187	SMF	Yancy Smith	Black Neon	55.232		54.764		54.677		54.046		53.219		54.000		<b>53.219</b>	.852	91.927	854	B
<b>D &amp; E Prepared</b>																					
1	21	DP	Steve Backer	Red Datsun	56.523		50.884		50.364		49.707		48.497		48.150		<b>48.150</b>	.874	86.101	927	BT
2	57	EP	Jimmy Wooldridge	Blue Datsun	61.856		DNF		DNS		DNS		DNS		DNS		<b>61.856</b>	.875	109.998	750	
<b>B &amp; F Modified</b>																					
1	76	FM	Maurie Light	Blue Red Devil	46.107		44.828		44.158		44.123		43.402		43.323		<b>43.323</b>	.917	80.220	1000	BT
2	36	BM	Bob Sonntag	Blue LeGrand	51.667	(2)	DNS		DNS		54.102		56.760	(2)	DNS		<b>51.667</b>	.962	101.750	750	B
<b>C Modified</b>																					
1	167	CM	Kevin Smalley	Blue FF	55.216	DNF	55.469		47.847		49.184	DNF	46.941		46.453		<b>46.453</b>	.910	85.813	930	BT
2	6	CM	Jay Wolf	Silver FV	65.293	DNF	55.632		55.822		55.891		54.378		DNS		<b>54.378</b>	.910	100.109	752	B
<b>D &amp; E Modified</b>																					
1	87	DM	Craig Straub	Silver Locost	69.970	DNF	49.586		DNS		DNS		DNS		DNS		<b>49.586</b>	.918	92.876	750	T
2	114	EM	Gene Young	Carbon Merkur	64.534	(1)	54.290	(1)	52.839	(1)	55.578	(2)	50.851		53.832	(1)	<b>50.851</b>	.928	96.224	800	
3	141	EM	Julie Young	Carbon Merkur	60.024	(1)	65.199	(4)	54.666		65.513	DNF	53.723		54.388	(1)	<b>53.723</b>	.928	100.585	750	
<b>Street Tire Division</b>																					
<b>B &amp; C Stock</b>																					
1	8	ZBS	Junior Crowe	White Corvette	54.686		53.803		54.394	DNF	51.900		55.026	DNF	51.420		<b>51.420</b>	.824	86.704	919	T
2	81	ZBS	Tim Green	White Corvette	54.501		53.910		54.075		56.058	(1)	51.737		57.101	(1)	<b>51.737</b>	.824	87.053	915	B
3	63	ZCS	Matt Beasley	Blue FR-S	55.365		54.880		56.592	(1)	54.446		53.795		53.687		<b>53.687</b>	.813	88.265	900	B
<b>D &amp; G Stock</b>																					
1	16	ZDS	Kenny Dilger	White Mini	51.781	DNF	51.848		52.303		50.965		50.930		51.475		<b>50.930</b>	.805	82.736	969	BT
2	77	ZGS	John McCarthy	Red Stealth	55.600		55.063		56.626		54.053		53.950		53.277		<b>53.277</b>	.796	86.239	925	B
<b>F Stock</b>																					
1	93	ZFS	Sean Lips	Blue Hyundai	56.819		54.114		55.183	(1)	53.924		53.643		53.898		<b>53.643</b>	.809	87.175	913	T
2	18	ZFS	Joab Schultheis	Black Hyundai	60.437	(1)	59.393	(1)	56.638		55.289		55.840		54.580		<b>54.580</b>	.809	89.975	878	B
<b>B &amp; E Street Prepared</b>																					
1	79	ZESP	Dave Lehrschall	Gray GTO	53.639		53.883		53.252		52.945		52.462		52.307		<b>52.307</b>	.828	87.403	910	BT
2	31	ZBSP	Dominic McClung	Black 300ZX	59.842	(1)	55.748		55.834		58.683	(2)	55.264		75.707	DNF	<b>55.264</b>	.837	92.917	842	
<b>Street Modified</b>																					
1	72	ZSM	Kurt Krodol	Mustang	58.576	(1)	57.263		58.247	(1)	57.340	(1)	54.745		57.255	(1)	<b>54.745</b>	.845	94.647	820	BT
2	172	ZSM	Drew Gerth	White Mustang	60.604		60.483		59.786		57.658		57.540		57.488		<b>57.488</b>	.845	99.097	765	B
<b>E Modified</b>																					
1	13	ZEM	Andy Phipps	Green Mustang	67.129		67.114	DNF	59.611		60.987		68.915	(2)	57.730		<b>57.730</b>	.905	106.194	750	T
<b>Weekend Member Division</b>																					
																		<b>Indexed Time</b>			
1	132	WAS	Brian Scherer	Black 911	51.898		53.047		56.556	(1)	56.453	(1)	51.550		51.177		<b>51.177</b>	.826	<b>42.272</b>		T
2	117	WSTR	Richard Fane	Gray 944	67.546		65.836	(1)	62.597		63.486	DNS	60.593		59.480		<b>59.480</b>	.839	<b>49.904</b>		
3	32	WAS	David Kieffer	Black 911	75.141	DNF	77.890	DNF	63.936		64.082		61.033		60.757		<b>60.757</b>	.826	<b>50.185</b>		

## Evolution School Phase One

In March of this year Kenny and I attended a Phase I Evolution School Event in Louisville Kentucky, and I thought I would share some details in case anyone was curious about what to expect at one of those events. In general, prepare to get a lot of seat time. You will be making at least 24 runs throughout the day – about half an autocross season’s worth of driving in a single day.

You work one on one with two different instructors throughout the day – one in the morning session and one in the afternoon session. The instructors at these events are top notch. All five instructors who helped out at the Louisville school were winning drivers at the national level with many years of experience. My instructors were Tom O’Gorman and Danny Popp. What’s great about having two different instructors is that you get two different approaches to the course. For example, Tom had me try shifting to 2<sup>nd</sup> before the first left hand corner. Danny suggested that I wait until I completed the turn, then shift before the first pylon of the slalom. Neither approach was right or wrong, but, Danny’s suggestion to shift after the first turn worked better for me.

As in any autocross event, each participant was expected to work the course for part of the day. Our class of 30 drivers was divided into six groups of five – one driver for each instructor. When the students weren’t driving they worked the course for two of the other groups. Drivers got a break while the other three groups were running. Cone penalties and DNF’s were not recorded – just your raw time. The course was quite simple, so there were no DNF’s that I recall. Plenty of cones were flying, though.

Here is a general schedule of the event:

### Morning Session

- 3 runs by yourself to set up a base time
- 3 runs accompanied by your instructor
- 2 or 3 runs by your instructor (be prepared to see a time at least 2 seconds faster than you are running – well maybe not for some of you guys)
- 3 runs on your own with the instructor observing from the start line
- Note: You won’t do all these runs in a single session. You will drive a few laps, work the course, have a break, and then drive a few more runs. If I recall, the 12 runs were split into two sessions.

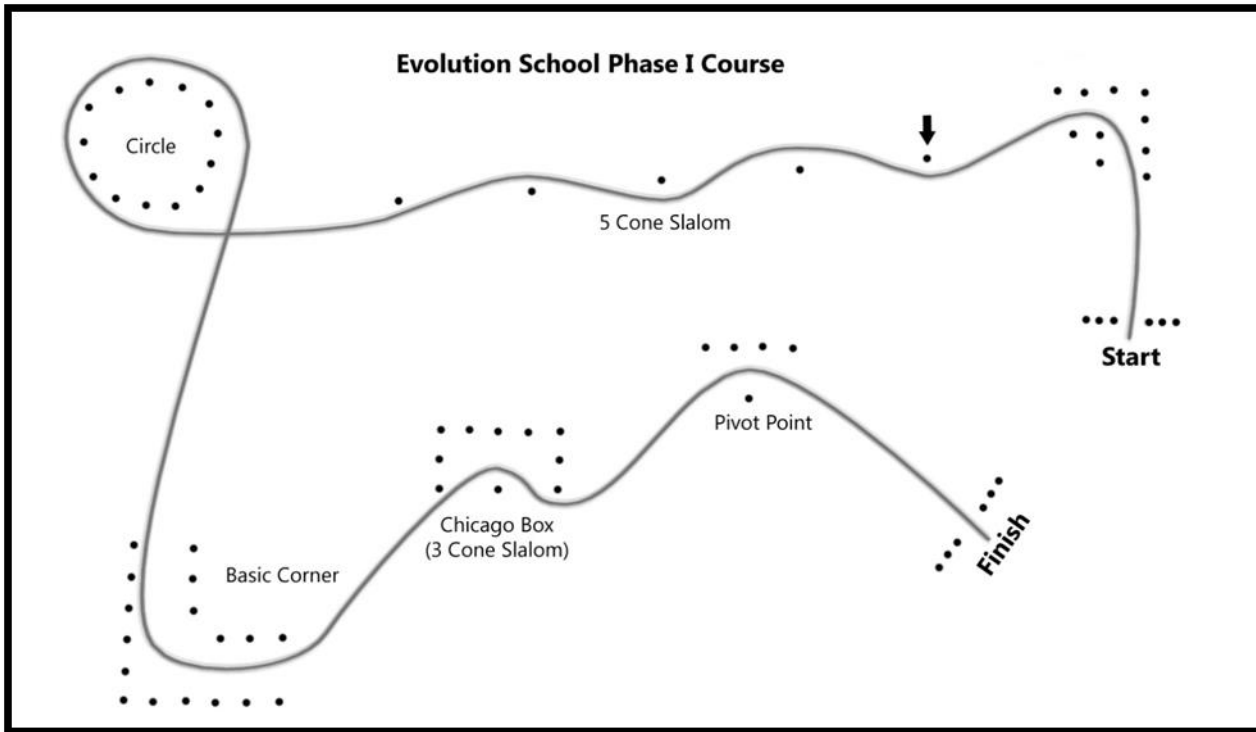
### Lunch

- During lunch the drivers were split into a couple of groups and the instructors gave each student a chance to talk about what they learned during the morning session. Note: I learned that I have a lot more to learn.

### Afternoon Sessions

- The afternoon starts with a drive through the course with one of the instructors showing you what you should be looking for at each point on the course. This is where you learn the importance of looking ahead.
- After the “look ahead” lesson, student drivers were matched up with their second instructor and the one-on-one driving lessons began again.
- I can’t remember the exact sequence, but, the afternoon session included driving some laps on my own, some laps with the instructor in my car, and a few with the instructor driving my car (and embarrassing me all over again).
- Like the morning session, the afternoon runs were broken up by a break and some course work.
- The afternoon session ends with you driving three laps with your instructor observing from the start line. In my case, Danny felt like I was on the verge of a breakthrough so he kept shoving me back to the start line. I think I got 3 or 4 extra runs just so he could drive home some of the things we had been talking about all afternoon. I, uh, got one extra run simply because I missed 2<sup>nd</sup> gear at the slalom. Pretty embarrassing.

I have included a map of the course that we ran at the school. It was a very short course – only about 30 to 40 seconds. I assume that not all of the courses are the same, but they probably all have some of these elements in them. The most interesting feature of the course was the Circle. It is intended to help you learn patience with the throttle and it is also a great opportunity to practice looking ahead. The instructors wanted us to squeeze up as tight as possible to the Circle's cones and not fully accelerate until the first cones of the Basic Turn came into view. At the end of the day, Jinx Jordan, one of the other instructors, warned us to NEVER put a circle in an actual course. They are for teaching purposes only and are no fun to drive – I would agree with that.



Overall, I had a great experience at the school, though I was disappointed in my performance. I'm still new to the sport of autocross so I still have a lot to learn. I was probably the least experienced student at the event with the exception of maybe one or two other participants. My times were easily some of the slowest of the day. My first runs were in the 36 second range and, by the end of the day, I had only lowered that number to the low 34's. Kenny, for example, ran faster on his initial run than I did all day. Most everyone there ran in the 30 to 31 range with a few 29's. I guess I could blame it on the all season OEM tires I had on my FR-S for the event.

Here are a few of the key things I learned at the school:

- I need to steer more aggressively in slaloms. I think this was a result of too much time on my simulator. The steering on my simulator requires much less movement than the real thing.
- I finally started to understand what Bob was trying to tell me all last year – don't be bashful when braking.
- Let the car settle into the correct line before mashing the throttle. Several times, I screwed up a lap at the Chicago Box because I applied max throttle as soon as I got around the middle cone. That resulted in throwing the car way out of line with the Pivot Point.
- If the optimal shift point occurs at a tough spot on the course, shift a little earlier.
- Sacrifice a little speed at the start of a slalom so you can come out of the slalom faster.

If you have an opportunity to attend one of these classes, I highly recommend that you do so. I plan to go again next year.

Matt Beasley

**Sports Car Club of America  
Southern Indiana Region  
Board of Director's Meeting Minutes  
May 7th, 2013**

**Attendees:**

Benjamin Davis – Secretary  
Mike Hutchens – Treasurer  
Matt Beasley – Activities Chairman  
Mike Buente – Assistant Activities Chairman  
Paul Dornburg – Pit Stop/Website Editor  
Barry Schonberger – Assistant Regional Executive  
Bob Sonntag – Regional Executive  
Terry Davis – Advisor to the Board

**2013 Regional Goals:**

- Adoption of updated By-Laws
- Membership List
- Year-End Trophy Plan
- Website
- Rally Participation Increase
- Cultivation of new Board Members

**Call to Order:** 6:34pm

**Officer's Reports:**

Secretary, Motion to accept the minutes by Terry D., Second by Barry S. - Passed  
Treasurer, "We have money", Motion to accept by Terry D., Second by Barry S. - Passed

Activities Chair, No report at this time

Assistant Activities Chairman, No report at this time

Pit Stop Editor, Last Wednesday of the Month is Pit Stop Deadline

Assistant Regional Executive, No report at this time

Regional Executive, Addendum/Changes to the 2013 Driver's Meeting "Speech"

Advisor to the Board, No report at this time

**Committee Reports:**

Membership, Current Membership 110, 11 expired, 5 new members since beginning of year, 2 of those from W. KY Chapter

**Old Business:**

By Laws Adjusted for Chapter, Posted for review, however no action needed until April for May vote

Mid-American Air Center, Latest from Kurt at MAAC, State of IL is OK; No word from the FAA

Autocross Equipment, Trailer refurb/replacement research and plan, Looking at new software, Cleanup of trailer, Rewiring/installation of new equipment rack  
Jim Barrow's 60<sup>th</sup> Anniversary Celebration

Entry Fee Increase, Published and in effect, Entry Fee Sheet; typed up and approved

No other old business at this time

**New Business:**

Schedule Review for 2013 Season, Review, Updates, and Adjustments

All Events have Chairs assigned, Programs and their coordinator

"Ice Cream Rally" Dornburg-Dornburg has been moved to June 1<sup>st</sup> to be a part of the Downtown Owensboro Car Show

Minimum work time requirement for Bonus Program qualification

Autocross Registration Flow; Use the Roberts Stadium setup for MAAC?

Mid-American Air Center, Usage Agreement signed by both Parties on 3/23,

Highlighted the need to use the description of "precision driving" as opposed to "racing", No word from Kurt as of yet to the FAA's thoughts or reactions, Overall, it appears to be moving forward in a positive manner

Midwest Muscle Car Challenge, We will provide as much instruction, and instructors as possible, Paul will be holding a sort of "Beat The Pro" contest with proceeds benefitting the American Cancer Society

Patch Parties, 8.5 yards of concrete were poured, Too little help on "Fill" Day #1, Onsite earlier to be started by 9AM

Membership Application Processing, Application forms at events, Pricing & Flow

Roberts "Park" Opportunity

Club Email Addresses, Looking at creating "<office>@sirscca.org" addresses, such as [Activities@sirscca.org](mailto:Activities@sirscca.org)

- This would be to allow outsiders, and members, the ability to email the RE(for example) without having to look up the current Board Member's email address

2013 Goal Progress

- Rally Program; "Pay to Play"
- Membership List on Website
- Event Publicity
- Equipment Adjustments

- o Additional stopwatches purchased
- o Fire Extinguishers

**Next Meeting:** June 4th, Townsquare Media, Evansville 6p

**Adjournment:** Motion to Adjourn by Terry D. at 8:08PM, Second by Mike B., Motion Passed

**Sports Car Club of America  
Southern Indiana Region  
Membership Meeting Minutes**

**May 14th, 2013**

**Call to Order:** 7:43pm

**Guests:**

Introduction of Guests: Sally Davis and Sue Wolf

New Members: Jimmy Wooldridge

**Officer's Reports:**

**Secretary,** Motion to dispense with the reading of the minutes by Terry D., Second by Carrie M., Motion Passed

**Treasurer,** We have money

**Activities Chair,** No report at this time

**Assistant Activities Chairman,** No report at this time

**Pit Stop Editor,** Last Wed. of month is Pit Stop Deadline; May 29th

**Assistant Regional Executive,** Not Present

**Regional Executive**

- Mid-American Air Center Agreement is in place. Permission has been granted from the State of IL and the FAA
- Our Rally program is rated by the National Office as "strong". There are only 13 regions including us that have four or more rallies per year.

**Advisor to the Board,** No report at this time

**Committee Reports:**

**Membership,** Current Membership is at 110, 11 expired memberships in 1<sup>st</sup> quarter, 5 new members YTD

**Old Business:**

Pre-Patch Party Recap

- 8.5 yards of new concrete
- 28 people qualified for the Bonus Program
- Few made it to the first "Pour" day
- Minor process tweaks for next year

Membership List for Website

- Call to members to send pictures of their vehicle(s) to Paul for posting
- A few members will be taking pictures at events to help out

**New Business:**

By-Law Changes

- Numerous changes to the by-laws are proposed and have been posted on the website for quite some time for member review
- Most changes are adjustments for the W. KY chapter and a correction to our list of counties
- Watch for ballots in the June "Pit Stop"
- Ballots need to be returned by/at the June Membership Meeting

Upcoming Events

- Volunteer still needed for Program Coordinator duties
- Midwest Muscle Car Challenge, MAAC Lawrenceville
  - o Friday, 5/24 – Course setup and area prep 3PM
  - o Saturday, 5/25 – Autocross Day 1 8AM
  - o Sunday, 5/26 – Autocross Day 2 8AM
- "Ice Cream Rally", Owensboro
  - o Rallymaster – Paul Dornburg
  - o Will have an early start to get the guest vehicles to the Downtown Owensboro Cruise before 3:30PM

Event Trophies

- St. Patty's Shamrock Shuffle, March 17<sup>th</sup> Autocross
  - o Rallymaster – Ben Davis
- Westside Workout
  - o Rallymaster – Chris Moore

Other New Business, None at this time

**Next Meeting:**

Board Meeting, Townsquare Media June 4th, 6p

Membership Meeting, Smitty's Steak House, June 11<sup>th</sup> \*\*\*Note that Smitty's Steak House on Franklin St., Evansville is now hosting our normal Membership Meeting.\*\*\*

**Door Prize,** 7 of Hearts, Jimmy Wooldridge

**Adjournment:** Motion to Adjourn by Terry D. at 8:56pm, Second by Jim C., Motion Passed

## ***SPORTS CAR CLUB OF AMERICA: A club with many interests***

Many faceted in its endeavors, the Sports Car Club of America (SCCA) might best be described as a service organization. It serves over 50,000 members throughout the United States by sanctioning and administering a variety of automotive related activities through more than 115 independently chartered regions. No other single motor sports organization in the world conducts more events than the SCCA. These events range from amateur and professional road racing to road rallies, autocrosses, rally crosses, hill climbs and auto shows. The SCCA is an ever-growing organization for the automotive enthusiast. Because the SCCA is member oriented, the club stresses participation on a broad basis. Regardless of your experience or background, if you are an automotive enthusiast there is a place for you in the SCCA. The avenues available range from amateur or professional road race driver to weekend rally or autocross driver to race worker or official. In order to successfully sanction and conduct a comprehensive autocross/rally/road racing program many experts in timing and scoring, communications, safety inspection, medical, flagging, course/race control and other skills are needed. Schools are held to train the drivers and workers and various degrees of licenses are awarded based on knowledge, ability and experience.

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