



# THE PYLON

GULF COAST REGION 12



OCT 2006

<http://www.gulfcoastregionscca.org>

## R.E.DITOR NOTES

I started this month's column and then had to delete all that I wrote. It looked like this would be the smallest newsletter ever printed while I was the editor, just one sheet of paper and four pages. (In the printed version.) I had procrastinated on what to write about and could not find any fillers from National as they have been too busy with the Solo Nationals and the RunOffs. Lo and Behold, as I was getting ready to turn off the computer on Monday night, there magically appeared an email from Paul Neal, which makes up the body of this newsletter. Where are the reports on the autocross at the Pensacola Fairgrounds, how about a report on the Crow Mountain Hillclimb? This newsletter is for and about our members, let's hear something from your adventures and experiences. I did get one short note from a bystander at the autocross, in which it was stated "It was run like a out of control, fire drill." How about something from a drivers point of view. Do you think this is a good site for us to run on? I did look at the site after the event and noticed the pavement was being torn up in some of the turns, but would we be liable for the repair? It looked like the site needed plenty of clean up work, so would you be willing to work to clean it up and still have to pay a site rental fee?

I did receive a picture of Richard Felis' DSR at the Crow Mountain Hillclimb. According to the previous owner, Bob Boeggeman, the frame is "toast". Richard is OK and was walking around helping the wrecker crew load his car on a flat-bed truck. I am sure we will get a more detailed story at the meeting, but since so few attend, it would be nice to include a story in this newsletter.

I have checked with our Nominating Committee and just got a reply from Allen. Nothing new, just the casual "I will help at anything that is easy, as long as it is not the RE position, or just tell me what to do." We need members to step up and put their names "in the hat" for specific positions. Think about it, we have not had a real election for about 3 years now, so it has just been "I'll stay if you can't find someone else" Enough said on this subject.

We need to be thinking also on our annual meeting and banquet/party. Last year we decided on a party to be held at a member's house. Do we have a volunteer to accept this challenge, or do we want to go to a Restaurant. Ann will be checking on a local Restaurant in Summerdale, for menu availability. They do have a large private room that would accommodate us.

For all of you that were procrastinating on buying Topper Jones' Swift, TOO LATE, it has been sold. I have gained more parking space for my and my kids junk.!

Sorry this is coming to you late, for those receiving this via the internet, you should be OK as far as the meeting notification, for the snail mail, hope it gets to you in time. See you on Thursday, 19 Oct. for the meeting. Arrive for dinner at 7 PM, meeting starts at 8 PM.

**Walt W.**

## TREASURER'S REPORT

Beginning Bal.	8/30/06		\$ 4583.43
<b>INCOME:</b>			
Interest Earned		1.40	
			1.40
<b>EXPENSES:</b>			
Pylon		21.28	
			21.28
Ending Bal.	9/30/06	Ending Bal.	\$ 4563.55

## SOLO II

**2006**

### SCHEDULE TO BE DETERMINED

**New Site must still be found:**

**Tech & Registration 8:00 am  
Registration closes at 9:00 am**

<b>SCCA Members</b>	<b>\$ 10.00</b>
<b>Active/Retired Military</b>	<b>\$ 15.00</b>
<b>Non-SCCA Members</b>	<b>\$ 20.00</b>

**PLEASE - NO PETS - Also Children MUST  
be under adult supervision at ALL TIMES !!**

**PLEASE HELP FIND A SITE**

### COMING EVENTS

Oct 19 2006	Gulf Coast Region Meeting at <b>Fire Mountain 9006 Pensacola Blvd (Hwy 29) 7 PM dinner, 8 PM mtg .</b> This is your chance to volunteer for an officers position or make a nomination.
Oct 28-29 2006	VIR Track Trials, Virginia . North Carolina Region
Nov 4-5 2006	Roebing Road Track Trials, Savannah Ga. Buccanear Region
Nov 12 2006	Wiregrass Region Solo II, Hunt Stage Fld, Ozark, Al
Nov 16 2006	Gulf Coast Region Meeting at <b>Fire Mountain 9006 Pensacola Blvd (Hwy 29) 7 PM dinner, 8 PM mtg .</b> This is our election meeting, please attend.

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PYLON is the official  
publication of the Gulf  
Coast Region - Sports  
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Opinions expressed herein  
are those of the editors  
and authors who have  
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editor reserves the right to  
edit all material for  
clarity and space. Articles  
must be submitted prior to  
the 10th of the month to  
be included in the current  
month's issue.*

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GULF COAST REGION SPORTS CAR CLUB OF AMERICA

Meeting of September 21, 2006

The meeting was called to order by R.E. Walt Wurzbach with 13 people in attendance. The Minutes of August meeting, as printed in The Pylon were approved with one correction (add Garry Crook's name to Site Acquisition Committee). Treasurer W.W. reported a balance of \$4562.15.

R.E. distributed information folders to Site Committee and said he would have more information after the meeting at Nationals. Also advised to check with Mike Dickerson for information. Paul Neal reported he is checking with contacts; has learned where police training is being held in Ft. Walton. It is not a big site but looks safe. Entrance is through sand but other than that, it looks good. It is set up for night and wet driving. He will get SCCA info together before contacting them. Also thinks we could use the mid area of Site C3 and use the RC entrance. He suggested Holly Field but Walt advised that it is leased to Navy which won't allow. R.E. noted he is planing to form a cadre of active and retired military to approach the official military, looking toward 2009/10.

R.E. talked about proposed race track in Alabama and suggested we get involved and try to get them to plan a parking lot without obstacles that SCCA could use and double as parking between events. Noted that we can be an asset by providing SCCA corner workers.

R.E. commented on event at Pensacola Fairgrounds being put on by private individual; noted that we cannot cojoin with other groups unless SCCA runs it. National is very strict about this. .

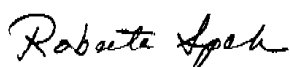
OLD BUSINESS: Nominating Committee. Walt is willing to stay on as treasurer and Roberta as secretary. Discussion of R.E. and Asst. R.E. positions concluded with Walt and Topper agreeing to stay on IF other members step forward and take active role in many of the jobs relating to events.

NEWS: Alabama Motorsports Park has a website. Our webmaster Deric Tubbs is now working for Boeing and moving to Seattle.

There being no further business, the meeting adjourned. Attending were:

Walt Wurzbach, Topper Jones, Mike Dorohoff, Jay Scott, Raymond Worden, Allen Givens, Bob Malcomsen, Paul Neal, Jeff and Roberta Wetzels, Jeff Hackman, Jack Handy, and Roberta Speh.

Submitted by,



Roberta Speh, secretary

## **My point of view in one class (EP) with seventeen competitors, one person out of 1169 people.**

I planned for fifty four weeks for Solo Nationals 2006, the first at Heartland Park. Towing east from Topeka and then south provides about twenty hours for planning, beginning September 2005. The new asphalt had a year to cure also.

I lost at least three weeks after 30 August from a sudden 45 mph to zero stop when an Isuzu pulled out in front of us. When our Blazer impacted the Isuzu, the Rodeo turned on its right side. All the seat belts and air bags worked, but my wife's left knee cap needed two surgeries to reattach lower tendon to patella. My mother in law cared for her daughter in Florida while I was staying at her home in Topeka. Frequent flier miles are useful. I appreciate all the help that I received my friends and family.

During those lost weeks, the caliper brackets did not get designed and machined. The door skins mount did not get designed and built. Most of my purple seat belt bruises had turned to yellow but the whip lashed left shoulder took much longer and more ibuprophen. However, the tires made it and were mounted. Sufficient Torco 110 octane was purchased. Ron Davis fixed the clutch system problems. Bob Maggio fixed the fuel pressure problems. The high priority and necessary things were taken care of and so I left the Friday before Nationals for Lake Saint Louis MO, 833 miles in 13 hours. With the nice travel stop, I only had 309 miles into Heartland Park on Saturday.

It pays to arrive early Saturday afternoon, register, parking pass on windshield, and find a paved assigned parking spot at the far north end of the paddock area. After driving through the tunnel, I took a quick right to find my parking spot. The course area, grids and technical inspection building were on the far south end. Pro Solo and two practice sessions brought ~1169 competitors in early. Blue tape was the perfect spot marking material. My spot was given away several times and the marking tape was essential. A bicycle is also an essential travel time and foot saver.

Technical inspect on Sunday was conducted inside the technical building. Proper sticker markings were checked and the car was weighed inside on one single platform and the value was displayed digitally. I was very disappointed in the weight since it was the same value as last year's event. I had removed and replaced numerous items over the last two years to remove weight so my disappointment was real. Heartland Park Topeka (HPT) facilities were new and luxurious. The Kansas Region Warmups entry (~300 entrants) had been closed since May 2006. I was unaware of the second practice but it was full also. Bill and I bleed the brakes for good measure, found air compressor for the tank and pumped out all but two gallons of fuel to remove 12 pounds.

HPT was built in the 1988-89 timeframe. I drove the road race track one of those two Christ-

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mas times. The track was sold to current owners and the City of Topeka invested about \$10 million in the 23 acre paddock and new buildings. The Runoffs, Solo National, dirt track and drag races are supposed to bring that money back to the city. I think it will. HPT activities do not compete with Kansas Speedway oval events. Topeka newspaper included three paragraphs describing the one-million square foot (~23 acres) paved paddock.

Sunday at 4 PM, I listened in on the Solo Site Acquisition committee meeting chaired by George Schweikle. George forwarded a very nice package used by their region for site acquisition.

Monday morning, I walked both courses for the first time. Courses were marked sufficiently to minimize off courses. We ate lunch at Pat's Pig Barbeque and drove to our chassis alignment appointment at Gregg Tire. The two technicians worked on the rear suspension for about an hour and aligned the front suspension in about ten minutes. Another Solo Nationals competitor took the next time slot.

Tuesday, we watched the Tuesday scheduled west course classes. I walked the courses during the hour before first runs and the break time. We found the B Stock run group and talked with young Mr. Reyenga. He was having issues with positive front camber and tire rubbing on struts. Weather was clear cool with brisk north wind. We removed two unused seat mounts and scattershield weighing another five pounds, so seventeen less pounds was the yield for Tuesday's labor.

Wednesday, we watched the west courses again prior to first run and the break time. Sunrise was at 7:15 and either aided or hurt the course walk. Weather was cool again but overcast with north wind again. I replaced a battery terminal broken during vigorous bracket removal exercises. Crawling under the roll cage to access the brackets was invigorating and emphasized more healing was needed for my left shoulder muscles. We preloaded the car with air gauge, bottle, helmet, gloves, shoes, mat, jet box, fuel can, water and jack with plywood base to protect the asphalt.

Thursday morning, I walked the east course once and west course twice, then reported to work impound assignment. On the west course, some thoughtless person dropped sunflower seed shells throughout the course. The over zealous course blower was blowing the fine sand and shells off the course. The fine sand could be seen blowing but not statically. Walking on the sand off line, the fine grit could be felt with low friction. Lesson was off line was very slow. We watched the second run groups and then pregrided the car during third heat. Grid was at a forty five degree angle and support items were placed on the lines separating each car. Most of the cars had two drivers. I had no trouble with maintaining engine temperature but tire temperature was lost rapidly with only one driver and cool ambient temperatures. I made a complete run my first run in second gear. We checked the tire pressures and fuel level.

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On the second run, I found on the finishing seven cone slalom that third worked better shaving 1.5 seconds. I checked the tire pressures and fuel level. On my final run, I tried to go deeper and found the fine sand off line scoring a DNF. I could not even slow the car down enough to hit the cone sliding around it. We were released from grid at 4:30. Magically, the car lost 31 pounds from Sunday's measurement while my weight remained constant. We thought we had removed 17 pounds and the other 14 pounds was a most pleasant result. Paddock parking was plentiful with less than 600 competitors remaining.

Friday morning, I also had to be packed to leave after release from grid. I only walked the east course since the west course was done and no one dropped debris. The schedule remained the same as Thursday. Wind was from the south. Run groups ran very smooth and an hour was gained. Grid was the same. On my first run, I was up and down from second to third and back to second. I shaved off 2.2 seconds on my second run and lost 0.2 on my third run. Car weight and my weight were the same as Thursday. The Mazda RX-3 won first place by 0.364 seconds. No one protested the high technology 2006 Honda Civic SI or the other ten Honda's. The Datsun 1200 just missed trophy by 0.467 seconds. BMW 2002 took fourth. I could not shave off another two seconds and was seventeenth. I beat every no show and had fun in the fine sand, both wind burnt and sun burnt. I said goodbye to my mother and Bill Pooler. The F250 with trailer in tow crawled out of HPT at 2:45 back to Lake Saint Louis Friday night and Saturday's final 836 miles, while planning out 2007 in Topeka.

Post Script: I think I walked courses a total of 25 times plus other walking and bicycling. F250 averaged 12 mpg at 70 mph at \$2.43/gallon. Forbes World War II concrete is still stickier than the new special asphalt but the rest of the HPT facilities are professional grade. I thought running the courses only in the good concrete spots were part of the charm and challenge of Forbes Field. The fine sand generated from the HPT asphalt makes for one line only racing. No mistakes were allowed on either surface. I missed the vendor from Paxico KS that served Kansas beef hamburgers and Buffalo burgers. HPT vendor fee schedule precluded their services. During last year's lightening storm, I left the covered aluminum tent and sat in the passenger seat of their Dodge Dakota, much safer and warmer.

I was lucky in Topeka. My first run on 8 October back at Hunt Field, the twenty six year old throttle cable snapped. Idling at 6000 rpm was not an option. Plus two people pushing the car back up into the trailer was much better than one person.

At Kansas State University Student Union parking lot fall 1976, I competed in my first auto-cross in my orange 510 on 165SR13 Phillips 66 tires running with the "joy boys who guzzle gas and squeal tires". I have the picture somewhere taken by Bill Pooler. Bill was my co-driver. He later served as RE of Kansas Region before three daughters.

**PAUL NEAL**



# Membership Application

## Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region or the SCCA Membership Department, P.O. Box 19400, Topeka, KS 66619-0400.

### PLEASE PRINT OR TYPE

Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Address \_\_\_\_\_ Telephone (\_\_\_\_) \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_ County \_\_\_\_\_

E-mail \_\_\_\_\_

Single  Married Spouse's Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Spouse Member Number If Current Member \_\_\_\_\_

### IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children), list names and ages of children under age 21:

03 Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

04 Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

05 Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

06 Name \_\_\_\_\_ Birthdate \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Have you been an SCCA member before?  No  Yes: Year \_\_\_\_\_ Previous Member No. \_\_\_\_\_

Please send me a Crew License (check box)

### PRIMARY INTEREST(S) IN SCCA:

Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing  Pro Racing  ProRally  RoadRally  Solo

	Annual National Dues		Annual Regional Dues	=	Total
01	<input type="checkbox"/> Regular Member \$60.00	+	Regular Member \$15.00	=	\$ 75.00
03	<input type="checkbox"/> Spouse Member \$20.00	+	Spouse Member \$ 5.00	=	\$ 25.00
10	<input type="checkbox"/> Family Membership \$95.00	+	Family Membership \$20.00	=	\$115.00
	<input type="checkbox"/> First Gear \$ _____	+	First Gear (Reg. dues) \$ _____	=	\$ 45.00
	(you must be 21 and under)				

#### National Office Use Only

C- \_\_\_\_\_ \$ \_\_\_\_\_  
 C- \_\_\_\_\_ \$ \_\_\_\_\_  
 C- \_\_\_\_\_ \$ \_\_\_\_\_

Source

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. DO NOT SEND CASH.

VISA  MC No. \_\_\_\_\_ Expiration Date \_\_\_\_\_

I hereby apply for membership in the Sports Car Club of America, Inc. and its GULF COAST / # 12  
 Region and agree to abide by the bylaws. (Region Name/Number)

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

*Dues include payment for subscription to SportsCar (\$24 value)  
 (Dues are not deductible as charitable contributions)*