

THE SPINOUT
C/O JIM VEILLON
520 N. 4TH ST.
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February 2012



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February General Meeting
February 9th
Dinner @ 7:00 p.m.
Meeting @ 8:00 p.m.
at

Hong Kong Restaurant
629 West Prien Lake Road
Lake Charles, La. 70601
Phone: 337-477-3000

!!! NOTICE !!!
The March Spinout press deadline is:
February 29th

Opinions expressed in any article printed in the "Spinout" are the opinions of the author of the article and do not necessarily express the opinion of the SCCA, the editor, or any other member of the SCCA.

2012 SoWeLa Region Officers

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RE Report,

Well all, it is 2012 and the world is going to end at in December. That is going to be our new drive for membership and racing promotions. Get in while you still can. Race every race you can find before the calendar runs out. Just kidding, this just means we have to write our own calendar from now own.

I would like to start off my new position by thanking the old RE and all the staff for keeping this club going all these years. I have enjoyed the past few years and look forward to many more. I hope to give Bill a break before putting him back in this position for 3 more years.

I am open to any suggestions and pointing out any/many of my short comings during my term. I hope that I can help this club out with some new ideas. Looking forward to this years going on's.

Jeremy Suydam

SECRETARY REPORT December, 2011

The December, 2011 General Membership Meeting was held at Hong Kong Restaurant on Thursday, December 8, 2011. The following were in attendance: **Bill Browne- R.E., Leon LeDoux- Sec., Jim Veillon-Treas., Rob Snider- SOLO chairman, and Mike Rogers-Competition Chairman.**

The meeting was called to order by Regional Executive Bill Browne at 8:00 PM
SECRETARY'S REPORT- Mike Rogers made a motion to accept the November minutes published in the Spinout. Seconded by Jim Veillon. Motion passed

TREASURER'S REPORT: Jim Veillon reported an account balance of \$4,818.84. Only the Website-use cost and timer fan motor cost remain unpaid. Motion to accept-Rob Snider, seconded by Mike Rogers. Motion passed.

MEMBERSHIP/PUBLICITY: Rob Snider and Leon LeDoux

1). None done now that season is over.

3). SoWeLa now has 55 members. Off the roll is Lewis Broussard.

SOLO ACTIVITIES: Rob Snider reported:

1). On Sunday, November 13th. the last event of the season was held at Burton with 21 entries. No rain!! Jared Bell's dad took a number of pictures at the event and. We will try to acquire some of the pictures for the Spinout and Website..

2). A National Tour will be hosted by Texas Region at Riverside Airport in College Station on March 16, 17, and 18th, 2012. The concrete-surfaced facility is in good condition and has wide runways and aprons for hosting a large event.

3). SCCA approved a box-stock, 250cc, 4 stroke shifter motor for SOLO. This motor will run against 125cc Shifters (the class now called KM (kart modified)) .

CLUB RACING REPORT: Mike Rogers:

1).Only race was at Texas World Speedway, a Enduro/Regional with SoWeLa member Dennis Robertson running the Regional portion. Mike worked the 32 car Enduro and the 45 car Sunday Regional race.

2).In the SCCA National *fasttrack* SCCA is considering a Pilot program for 2012 with 6 events in the Southwest, Midwest, and Rocky Mountain Divisions. The purpose is to put more emphasis on publicizing road racing and the event. Nationwide, 8 of 32 road racing classes do not meet the 2.5 car average per event rule. Discussed was how multiple classes could be collapsed into a more compact class structure.

3). Next race is in February, 2012 at Motorsport Ranch of Houston.

OLD BUSINESS

1). The Awards Social will be at the LaQuinta in Lake Charles on January 21st. with a \$10/person fee, kids under 16 free. Attendance for 25 is planned with different members being responsible for food and drinks. Two notices will be sent out to encourage attendance.

NEW BUSINESS:

1). A motion was made to give Burton Coliseum \$25 Gift Certificates as appreciation for use of the facility during the year. Motion Passed. Jeremy to check to see if Chennault can receive such indirect compensation.

2). SCCA National sent more information about attending the National Convention

ADJOURN- Motion was made by Jim Veillon, seconded by Mike Rogers. Motion accepted

2012 SoWeLa Autocross Schedule

Solo National Tour	March 16-18th	College Station, TX
SoWeLa Regional # 1	March 25th	Burton Coliseum, L.C.

SOWELA REGION SOLO SERIES POINTS RULES

1. Points will be scored on the basis of finish in class:

1st – 12 points	4th – 6 points	7th – 3 points
2nd – 9 points	5th – 5 points	8th – 2 points
3rd – 7 points	6th – 4 points	9th & lower – 1 point

Full points will be awarded regardless of number of drivers in class, except one driver class (after bumping) will receive 2nd place points. Drivers scored as DNF will be awarded one point. Drivers scored as DNS will be awarded no points.

2. All SOWELA Regional Solo Events, plus CENLA TLAC event, will count for Regional Series Points.
3. A driver must actively participate in at least half (50%) of the Regional Points Events to qualify to receive a year-end award.
4. A driver who is bumped will receive points in his original class, not the class to which he was bumped. A driver will not be bumped out of category for regional points.
5. New members will be awarded points retroactive for one calendar event.
6. For ladies competing in the Open Classes: It is suggested that you compete in the Ladies Classes at TLAC Events to maximize club point production. You will be awarded SOWELA Regional Series points in the appropriate Open Class, based on official event results.
7. A qualifying driver will receive only one Regional Solo Series Class Trophy at year end. If a driver has won multiple classes, the multiple classes will be listed on a single trophy.

Revised 11-29-08

Scott Coleman, longtime SoWeLa Members in the 70' and 80's passed away recently. Scott drove while his wife Pat handled Race Control. In 1989 they sold their Beaumont home and other possessions and moved to Ireland. After Pat passed away Scott moved back to Arkansas with his daughter. He was able to attend our 50th anniversary party in 2009 and renew old friendships. Scott made up a memorable part of SoWeLa's Road Racing history that occurred at Chennault.

SOWELA REGION 2011 DRIVER AWARDS

Solo II Rookie Driver of the Year:	not awarded
Solo II Ladies Driver of the Year:	not awarded
Solo II Open Driver of the Year:	Leon Ledoux
Road Race Rookie Driver of the Year:	not awarded
Road Race Driver of the Year:	Mike Rogers

SoWeLa 2011 Solo Trophy Winners

Don Breaux	A Street Prepared
Mark Perkins	Street Touring R
Jim Veillon	Street Touring U
Bob Evenson	E Prepared
Leon Ledoux	B Modified
Rob Snider	C Modified
Bill Browne	F Modified
Shea Fogleman	Formula 125
Logan Breaux	Formula Junior B

On (and Occasionally Off) the Track Mike Rogers

Southwest Division Club Racing will start in February for the 2012 part of the season, we have three regional races down and the national season will start at MSRH with the Houston Region Hoedown on Feb 25-26. This will be the now-normal rational format with regional and national races running concurrent both days. In theory, the regional racers get a national length race for a regional entry, but usually the race length is shortened because it's too cold, or too hot, or too wet, or just too boring. One of the complaints has been not enough track time, but when the weather is bad or the turnout poor, it's easy to shorten the race sessions to try to just get it over.

Houston Region has picked up traditional dates that challenge the weather steward. The February race can be either cold or wet or both and the August date, Labor Day for 2012, can be hot or wet or both. The last couple of years, the turnouts have not been that good for these two dates; lots of racers have waited for the March event at TWS to start their season. This year Houston Region has doubled down on their misfortune by scheduling the same weekend as a CVAR vintage race at TWS and jacking the entry fees again. CVAR at TWS will draw down only a handful of entries, but the big effect will be the worker pool. The north and central Texas workers will go to CVAR and even a lot of Houston workers can get to TWS as quick as MSRH. Then there is the issue of entry fees. Every year, Houston Region seems to lead the entry fee run-up. This has caused a lot of friction from the Houston Region drivers that were promised a break in entry fees by partnering with MSRH and can't see where the advantage went.

I can look back at racing costs over the last few years and the whole structure of the cost of racing is changing. For many years, three costs dominated the price of racing for me - tires, travel costs, and entry fees were about equal shares of 80 to 90% and everything else was 10 to 20%. Now, tires have not gone up much lately and travel costs are soaring with gas and motel rooms taking a big jump each year. But the biggest change is in entry fees, they seem to go up \$100 to \$150 per event every year. In 2012, travel and entry fees look like they may go from what was 60% in the past to 75% of a larger number each year. When tires and engine rebuilds are less than a third of the cost to race it changes how you look at the whole perspective.

I'll also throw in my two cents on the new 'Master's Program' announced by SCCA. This is a trial set up for SowDiv, MidDiv and RMDiv that seems to indicate that SCCA is at least willing to try a different structure for National Racing. For the last several years, SCCA has tried to build the sagging ranks of national race entries by throwing in several new classes to try to attract more participation. My opinion has been that this is a self-defeating way to build national racing. I don't see any more drivers going to the Runoffs in 28 or 30 classes than there were with 22 classes back in 1985. What you have is smaller turnouts in each class, 15 or 20 cars instead of 25 or 30 cars in most of the classes. All that was accomplished was diluting the field with no apparent expansion of participation.

It doesn't take a genius to see the names at the top of the grid in the new classes are mostly the names that were at the top of the grids before in established classes. So now the new trial program is formatted to provide more value for the ten classes that provide 70% of the national race entries instead of trying to mess any more with the fifteen or twenty classes that only provide an average of one or two percent of the entries each. My position all along has been that fewer, stronger classes provide better racing than too many weak classes. If I was dictator, there would be about eight national classes and all the run-what-you-brung folks would run regional races. If there were break-out classes like Spec Miata, they could be moved up. A side note, SM might not have broken out like it did under my system, but I doubt the number of national racers would have suffered from that.

Anyway, the Masters Program has one race weekend in each of the three divisions that is called a Super Tour National, encouraging a big turnout in all the national classes and one race weekend in each division with only the top ten classes spotlighted called an Invitational. It will be interesting to see how many drivers will vote with their pocketbook and support the Invitationals. One interesting bit, running the three Invitationals, six races, includes automatic qualification for the Runoffs, that's the only three weekends you need to run to qualify. For 2012, it is TMS, Heartland Park and Pueblo. I'm not really in love with any of the three tracks, nor am I planning to go to the Runoffs as long as it's at Road America. But I do feel I need to consider supporting what I feel is a positive step to enhance SCCA national racing by a focused method to reduce the number of national classes by making it attractive to really race to win a national race.

The drawback in this is that the results will be reviewed by the SCCA Board of Directors and then the Masters Program could be continued another year as a test in the 'small' divisions, or expanded in some way to the coasts, or dropped and go back to hoping that more classes in national racing will attract more drivers. I have no faith in the Board's ability to take any level of criticism. As soon as some of the vocal drivers who wish to continue to 'win' races in their semi-nonexistent classes start to whine, the experiment will be over way too soon.

The whole business of the 2.5 Rule was to get rid of the under-subscribed classes in national racing, but the Board didn't want to 'hurt large numbers of drivers whose classes might be affected'. One, the reason the class would be affected is there are not a large number of drivers in it, some national classes have less than twenty different entrants nationwide - in nine divisions. Two, many of these classes are merely permutations on an existing class that would benefit from the consolidation into fewer classes. The Board has 'suspended' the 2.5 Rule pending what must be some assumption of their learning something from the Masters Program. All this has done is guarantee that no decisions will have to be made during the current term of the existing Board, thus my lack of faith.

Last thing, a quick SowDiv schedule change notice. The Double Rational scheduled for April at Eagle's Canyon has been moved to July. Since I missed the Divisional Meeting in January, I don't really know what caused it, maybe ECR has some maintenance work under way or there was some other unavoidable conflict. Whatever, July is not nearly as favorable a time to race in north Texas as April and we will have to see what happens to the turnout.

see you at the track - mad dog



Membership Application

Dear Prospective SCCA Member:

To apply for a membership in the Sports Car Club of America, the world's largest motorsports enthusiast organization, please complete the form below and return, with payment, to SCCA Membership Department, P.O. Box 299, Topeka, KS 66601-0299.

PLEASE PRINT OR TYPE

Name _____ Birthdate _____

Address _____ Telephone _____

City _____ State _____ Zip _____

E-mail _____

Spouse Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Child's Name _____ Birthdate _____

Primary Interest:

Please indicate the area of SCCA in which you plan to participate, or interests you the most.
(please check only one box)

- Club Racing Time Trials/PDX Rally RallyCross Solo Vintage Pro Racing

Membership Dues

(Includes region dues)

- Individual \$80.00 Family \$100.00 First Gear \$45.00
(24 yrs & under)

Amount Due

Membership Amount \$ _____

Weekend Membership #1 _____ -\$15.00

Weekend Membership #2 _____ -\$15.00

Referred by SCCA Member _____ # _____ -\$15.00

First / Last Name & Member Number REQUIRED

TOTAL DUE \$ _____

*I will become a member in the region I reside in or place me in _____ region.
By accepting membership in the SCCA and any SCCA Region I agree to conduct myself according to the highest standards of behavior and sportsmanship in a manner that shall not be prejudicial to the reputation of the Club or fellow members.*

Applicant's Name (Signature Required)

Date (Required)

Payment Method: Check Credit Card Money Order

Visa/MasterCard (only) Acct# _____ Exp. _____

Applications submitted by fax must be accompanied by a Visa or MasterCard account number for payment.

Dues include payment for subscription To SportsCar (\$24 value)
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By Bill Browne

