

THE SPINOUT  
C/O JIM VEILLON  
520 N. 4TH ST.  
EUNICE, LA. 70535



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# March 2010



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February General Meeting  
March 11th, 2009  
Dinner @ 7:00 p.m.  
Meeting @ 8:00 p.m.

**!!! NOTICE !!!**  
The April Spinout press deadline is:  
March 31st, 2010

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.

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

## 2010 SoWeLa Region Officers

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### RE Report

Quote: "The off-season is coming to an end and I'm looking forward to the first event."

Translation: "I'm running around like crazy trying to get the car put back together and I only got a tenth of the work done that I wanted to get done this winter but I've run out of money and everything takes longer to do than I thought it would and if I could stop wasting my time on this trivial junk, like work, I would only have to stay up till 2 A.M. the night before the event working on the car."

For those of you that feel this way, you need not raise your hand. I can tell by the panicked look on your face. I recognize it from the one I see in the mirror every morning.

Rob, Leon, and myself spent an hour one Saturday marking pavement for repairs out at Chennault. The place needs a lot of work, and we can only do a few spots at a time, so we tried to pick out ones that would give a course designer some freedom. Some places are so bad, it's tough to find a path through rough spots. And when comes time to do the work, we're gonna need all the help we can get. So prepare to get volunteered...er...get ready to volunteer.

Till next month, attend the meeting, find yourself a race, and keep the pointy end forward.



## SECRETARY REPORT- February, 2010

The February, 2010 General Membership Meeting was held at Hong Kong Restaurant on February 11, 2010. The following were in attendance: Bill Browne- R.E., Leon LeDoux- Sec., Jim Veillon-Treas., Rob Snider- SOLO chairman, Mike Rogers – Club Racing Chairman, Bob Suydam, Sam Culpepper, James Foyle, and Rich Smith.

The meeting was called to order by Regional Executive Bill Browne at 8:00 PM

**SECRETARY'S REPORT-** Motion by Jim Veillon, second by Rob Snider to accept minutes published in newsletter.  
Accepted

**TREASURER'S REPORT:** Jim Veillon reported an account balance of \$4,446.94 with a modest amount of bills to pay. Motion to accept by Mike Rogers, seconded by James Foyle. Motion accepted.

**MEMBERSHIP/PUBLICITY:** Rob Snider reported that:

Membership is at 82 with Bob Evenson and David Fogleman transferring back from Red River to SoWeLa. Welcome Fellas!

**SOLO ACTIVITIES:** Rob Snider reported:

- 1) Matt and Lisa Lawrence moved back from Covington/Mandeville to Houston.
- 2) We are moving towards a concrete repair party at Chennault. Phillip Miller to assist with supplies.
- 3) Bill requested information on Jim Ely in order to present his year end plaque. It was brought out that Jim had eye surgery and would be out for an extended period of time.
- 4) Discussed was ideas to improve attendance at autocross events:  
Mike Rogers suggested SCCA for ideas given the student driving programs being done.  
Contact programs about future mechanic groups  
Digital billboards-Leon to check on cost  
Bill mentioned the DARE program for steering "midnight racers" to our events  
Putting our cars in car shows-O'Reilly's front windows
- 5) The Snell M95 helmets- Will be legal for 2010 Autocrossing as of this meeting. Not supposed to be legal for 2011.
- 6) 50<sup>th</sup> Anniversary Tee Shirts and hats are still available

**CLUB RACING REPORT:** Mike Rogers reported:

- 1) Mike's report in January was semi-complete.
- 2) The Double Nationals will be this coming weekend at Motorsport Ranch-Houston with Phillip Miller and Mike Rogers entered.
- 3) 2010 road racing format has changed. Used to be 1 Double National and all else Regional/National weekends. Now 4 Double Regionals and 4 Double Nationals, and 2 Regional/Nationals. Now drivers from each group don't see each other as much as before.

**OLD BUSINESS:**

- 1). Crawfish Boil for Memorial Weekend at TWS- Paula Taylor asked Bill if we will consider doing it. After discussion a decision was made that we are not in a position of doing the crawfish boil.
- 2). Bill looking for Road Race pictures of SoWeLa members. He is looking for action pictures, not on trailers, etc.

**NEW BUSINESS:**

- 1). Burton yearly gift certificates. Motion made by Leon for \$175.00, seconded by Rob Snider. Passed
- 2). Jim made a motion to buy new software for his computer now used to publish the "Spinout". Seconded by Rob Snider. Passed
- 3). Date for March- discussed if we want to do Chennault or Burton-Preferable are the 21<sup>st</sup> or 28<sup>th</sup>. Leon and Jeremy to book site.
- 4). TLAC dates- Jim Veillon reported that no dates are set for this year. Red River still without a site and have 1<sup>st</sup>. choice.  
We would prefer to do our TLAC at Chennault.
- 5). Discussed April date(s). Preferred are April 11th or 25th
- 6). Bill bought a package allowing three websites for \$120.00. He will allow one to SoWeLa for \$40.00. Motion by Rob Snider to reimburse Bill \$40.00. Seconded by Rich Smith. Accepted.
- 7). Sound Control- Red River is dealing with an issue of sound control at the site currently being pursued. Bill recommended we move to test car sound levels at our events. 100 DBa is the limit Red River has to adhere to. We will attempt to acquire a Dosimeter to begin testing at our events.

**ADJOURN-** Motion was made by Mike Rogers, seconded by Bob Suydam accepted

## **PUBLICITY IDEAS NEEDED FOR 2010 AUTOCROSS EVENTS**

If you are a SOWELA autocrosser, I'm sure you noticed a drop-off in attendance in our events over the last couple of years. I could name at least a dozen long-time regular drivers who, for whatever reason, have become scarce lately. Further compounding the problem has been abnormally low numbers of first-timers.

It is the nature of any organization for people to come and go. Only a few lunatics stay around forever. So for an organization to survive, a continuous flow of new members is essential. Our membership level appears quite healthy right now, but that may be misleading. As the renewals for the aforementioned (former) regular drivers come up, it's a safe bet that some of them won't renew. If interest among our members in autocrossing is falling, our membership will eventually fall off also.

So what do we do? We seem to go through this every few years, and the answer is to renew the effort to get the word out that we are conducting autocross events and get some new faces out to the events. Some of these new faces will get hooked on the sport and join the club. I have no doubt that there are many people out there who would love to start autocrossing, but they don't know our program exists.

New publicity ideas are needed. Our treasury is in decent shape, but even so we are not wealthy. So whatever we do to publicize our events needs to be moderate cost or no cost. We are doing some publicity things now, but the time has come to review these past efforts for effectiveness and brainstorm for new ones. So start giving it some thought. We will be discussing this at the December meeting and on into 2010. If you don't regularly attend meetings, we still welcome your ideas. Feel free to submit them to myself (r33rob@sbcglobal.net) or Leon Ledoux (lmedoux@bellsouth.net). Don't be shy, we need all the ideas we can get.

..... Rob S.

Note: this was first published in early 2009, with little response. The need still exists for us to develop new methods of getting the word out that we exist. Let's hear from you !!

### **SOWELA REGION 2009 DRIVER AWARDS**

Solo II Rookie Driver of the Year:	not awarded
Solo II Ladies Driver of the Year:	Alexis Ledoux
Solo II Open Driver of the Year:	Robert Suydam
Road Race Rookie Driver of the Year:	Philip Miller
Road Race Driver of the Year:	Philip Miller

### **REVISED-REVISED HELMET REQUIREMENTS FOR SOLO IN 2010**

The outlawing of Snell M95 helmets for Solo has been postponed. You can use your M95 helmet in 2010, but it will REALLY be outlawed for 2011 ... unless the folks at the National office change their minds again.

See the SOWELA website for a full explanation of how this confusion came about.

..... Rob Snider

### **SOWELA 50th ANNIVERSARY T-SHIRTS ON SALE**

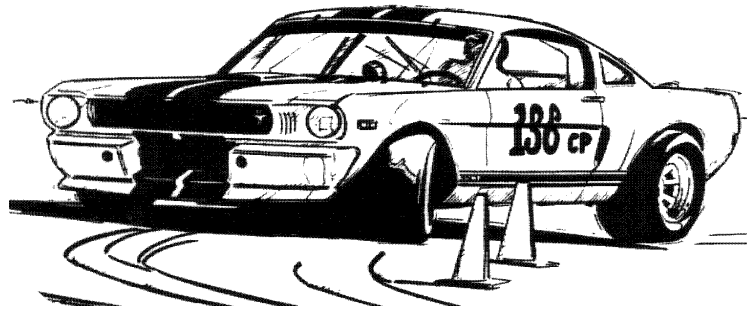
There are a few size S and XL t-shirts available for \$5 each.

I'll bring them to the February meeting. If you want one but won't be at the meeting, email me and we will work something out.

Email: r33rob@sbcglobal.net

..... Rob Snider

QUIT DREAMING  
AND START RACING!



QUIT DREAMING  
AND START RACING!

SPORTS CAR CLUB OF AMERICA REGION 44  
PRESENTS:

# SOWELA REGIONAL # 1 AUTOCROSS

**SUNDAY, MARCH 21  
CHENNAULT  
LAKE CHARLES, LA**

- REGISTRATION OPENS 9:00 AM
- TIMED RUNS BEGIN 11:30 AM
- ENTRY FEE: \$20 (SCCA MEMBERS)
- ENTRY FEE: \$25 (NON-MEMBERS)
- NO CHARGE TO SEE WHAT THE SCCA AND  
AUTOCROSSING IS ALL ABOUT
- MUFFLERS REQUIRED
- TROPHIES FOR ALL CLASSES
- CLASSES FOR ALL SPORTS CARS, SEDANS,  
& TRUCKS
- EVERYONE ENTERING MUST SIGN WAIVER

## WHAT'S AN AUTOCROSS?

It's a safe, legal, and inexpensive way for the automotive enthusiast to get involved in motorsports. It works like this: A small "road race" type course is set up in a large parking lot using rubber cones to define the course path. Each driver drives through the course alone, one lap at a time, with each lap timed electronically. At the end of the competition, the driver's single best lap time is compared to the other drivers' best times in his/her class to determine the class winner.

Even though the object of an autocross is to get through the course as fast as possible, it is NOT a high speed affair. It is designed to be a test of car handling and driver skill, rather than who's car has the highest top speed or most power. Typical average speeds are around 30 MPH with lap times running around 60 seconds. And since you are on the course alone, there is no risk of collision. Autocross offers you the **EXCITEMENT** of racing without the **DANGER**.

There are four levels of car preparation, including the Stock Category for unmodified street legal sports cars, sedans, and pick-ups. This category is by far the most popular because you can use your everyday street car as your "race car" (most drivers at any typical autocross are competing in their everyday car). Each category is further divided into several classes, so just about any car is competitive in its class. And a lot of advance preparation is not necessary. Just come to the event, register, and start racing!

If autocross sounds like fun, let me assure you that it is. Come out and give it a try!

**FOR MORE INFORMATION, CALL:**

**337-457-1229 (LA) 337-478-5347 (LA) 409-727-0158 (TX)**

**CLUB WEBSITE: [www.sowela-scca.org](http://www.sowela-scca.org)**

## *On (and Occasionally Off) the Track . . . . . Mike Rogers*

Let me start this month's column with an update from last month. I left out one of the SoWeLa racers for the January Double Regional. Mitch Landry of Sulphur, Louisiana finished seventh both days in Spec Miata. Good finishes in a tough class, with a big group of cars with very aggressive drivers. I'll try to get an update from Mitch at the next race where we are both there. (Full disclosure, some results sheets show CentLa region, but the SowDiv Points Update shows SoWeLa.)

February saw the start of the national points racing season for Southwest Division. We ran MSRH in the CCW direction. Turnout was low, around 90 to 100 cars. The weather was cold but at least it wasn't raining. 2009 was the year of the showers, ran three or four races in the rain last year. But it was snowing in Dallas, so that was an excuse for a few to skip the race. I think that given a choice, more racers will opt for TWS than MSRH, just my opinion, you know the rest of the saying about how 'everybody has one'. No pictures this month, too busy to get to grid.

I'll start with my tale of woe, ran the test day chasing shifter problems, had to just get used to it. Saturday, I started 4<sup>th</sup> of five vees, but third thru fifth ran nose to tail to half way, then we lost one car to a loose wire. Then I swapped for third several times, but just could not hold the other guy off on the straights, finished 4<sup>th</sup>. Engine blowing oil, didn't get any better Sunday am, loaded it up and came home, DNS Sunday. Result after checking, #1 cylinder was down 40% on compression and #3 down 45%. Could not even pump them up well enough to try to check for leakdown. So the engine is at the engine builder, the transaxle is on the floor and a fresh one in, and the fuel cell is out and repaired. Good news, the steering wheel hasn't fallen off yet.

Next, it was Phillip Miller's turn. He had a couple of tough sessions on the test day Friday, requiring a new right-side body panel. Saturday didn't get that much better with a phantom braking problem causing a bent wing in qualifying and a start at the back of the pack. Phillip got a finish, 4<sup>th</sup> in FM Saturday, but was unable to move up very far in the Wings'n'Things group. Sunday was similar to mine, DNS.

The only up side to the weekend was Mitch Landry finishing 11<sup>th</sup> Saturday in Spec Miata and moving up Sunday to 7<sup>th</sup> in the rowdy as usual SM group. James Foyle was a Steward for the races; fortunately, I didn't have to see him on business. Jeremy Suydam was there crewing for Phillip and ended up working on two FM cars for the weekend, a busy fellow. Leon LeDoux and Rich Smith came up to be spectators on Saturday, good thing too, not much left to see on Sunday.

A few musings from the weekend. There were eight GT1 cars at MSRH, a lot of expensive equipment at an unfriendly track in a down economy and it was the largest non-spec class. There was one FA, one FC and one S2. Overall a small turnout in the formula/sports racer ranks. I still don't understand some of SCCA's new classes. STU had one purpose-built car that broke Saturday and didn't run Sunday, so two ITA RX-7's ran first and second in STU both days. American Sedan (AS), a place to run IT-like Camaros and Mustangs, has fallen way off in SowDiv, they must all be running American Iron over in NASA now. In 2009, we had 4 entries (same car?) in 8 nationals and one entry in 13 regionals, 0.25 cars per race.

By the time we get to the March meeting, we will have just finished the Double National at TWS. Lone Star is going to do a traditional three-day event instead of crowding it into two days like Houston did. I hate two-day double nationals; it just makes you pump out another \$250 to do the test day on Friday so everything is tested out for the qualifying session Saturday morning. Lone Star has 130 cars registered with a week to go before the race. Hope the worker turnout is enough so we can run the 2-mile track. Preregistration shows Phillip in FM and my car in FV, assuming we both get the gremlins chased away by then. (Note – 180+ early entries for TWS at online closing, are you paying attention Houston?)

And onto my soap box for some other items buzzing the forums this winter, the Runoffs will now be open to any driver who runs four nationals, with no scoring requirement. Same as the open invitation to Solo Nationals, if you have a national license and a car legal to run in a national class (as opposed to a national-class car), you can finish four races and head for Road America. This was done by the BoD to 'improve competition'. Although I'm not too clear on how including a driver who runs four races and is not in the top ten in points improves competition in the poorly subscribed classes where there are few competitors or in well-subscribed classes where a driver without any top-ten finishes is now allowed to enter the National Championship Race. To be more direct, this is about money and trying to create a show. I have not yet found the numbers to confirm this, but it seems like there was no great surge in attendance at the Runoffs at RA last year over Topeka in 2008. Maybe some of the other drivers in SCCA have also decided it's just not worth spending the \$5,000, or \$10,000, or \$50,000 to go to the Runoffs at an atypical track anymore. So now you don't have to qualify, you don't have to run all the local nationals to get the points, and this is going to 'improve competition'?

But wait, I'm not finished yet. By using some contorted logic you can invent another regional-only class. The SRF guys have been drinking the same kool-aid as SM and have decided they really need a regional SRF class, RSRF; that runs on a spec tire or something. Hey, isn't that the idea, they all run on spec tires now. Ah, but this is a different class and oh, by the way, they would rather not run with the SRF's, but in a different race group. Well of course, now that you mention it, I see a certain amount of logic here. Change some bolt-on thing on the car and as long as you are at the track, run another race. But doesn't the GCR say that SRF's can only run as SRF's, end of discussion? Maybe not, when it is extra entries.

*see you at the track - mad dog*

# 2010 SoWeLa Autocross Schedule

<b>SoWeLa Regional # 1</b>	<b>March 21st</b>	<b>AeroFrame, Chennault</b>
<b>National Tour</b>	<b>March 27/28th</b>	<b>Dallas, Texas</b>
<b>Divisional</b>	<b>April 17/18th</b>	<b>Austin, Texas</b>
<b>Divisional</b>	<b>May 15/16th</b>	<b>Evo Center, Cenla</b>

## 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.

# Garage Sale

PERSONAL WANT-ADS ARE RUN FREE OF CHARGE TO SCCA MEMBERS. MAIL YOUR ADS TO JIM VEILLON, 520 N. 4TH ST. , EUNICE, LA. 70535

## For Sale

2001 Miata - \$9990 (Lake Charles)

Reply to: [sale-3nav8-1306545318@craigslist.org](mailto:sale-3nav8-1306545318@craigslist.org)

Excellent condition , comes with Bilstein shocks and 16" wheels from factory, an extra set of wheels, color matched hard top , hard top rack and roll bar and extras, always garage kept. 62k miles, color dark mica blue,

## For Sale Miata

Jackson Racing stainless steel headers and stainless steel catback exhaust. JR matched front and rear swaybars. Racing Beat Adjustable swaybar ends. KYB AGX adjustable shocks all around. Coil over adjustable springs. Cobalt style roll bar color keyed to car. Performance rear chassis brace. New pressure plate, throw out bearing, and slave cylinder. Hard dog trailer hitch. Jackson Racing cold air induction system. New brakes, new timing belt. New convertible top. New racing seats and racing seat belts, New tires. Custom paint job.

Kuhmo V700 215/50 X 13 racing tires, 13 X 7 steel wheels.  
Very nice daily driver or autocross car. \$ 3,500.00 Negotiable.

Call Lee Doucet at 337-257-4699.

## For Sale

Two (2) 1982 Spec RX7's Road Race Ready, roll cages, fire supression, etc.,  
Offers Considered,  
Tom and Joy Cates, 337-802-5276 Cell,  
337-217-0533 Home after 6:00 p.m. and 337-439-2111 Work.

## DOWN AND OUT with Apex and Erl

By Bill Browne

