

Rich Mixture



May 2008

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Rick Norris and his Corvair on track in a SCCA Time Trial @ Talladega GP Raceway in TN. More on page 7.

It's Still Raining!
Raindrops, as well as pylons, were dodged at the April autocross. Again.



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Upcoming Events

DATE	EVENT	LOCATION
May 18	Autocross (Kevin Smith)	Riverside HS
June 6	Club Meeting	O'Kays, Charleston (next to Clay Center)
June 15	Autocross	Riverside HS
July 11	Club Meeting	TBA
July 20	Autocross	Riverside HS

SCHDEULE NOTE

Plans are in the works for events at Yeager Airport in Charleston and Elkins-Randolph County Airport south of Elkins. The event in Elkins may be a two day event. Keep checking *Rich Mixture*, the SWVR website, and the forums for more information!

General Event and Meeting Info

- Club meetings start at 7:00 p.m., unless otherwise noted.
- Autocross registration closes ***promptly at 9:30 a.m.*** First runs being at 10:00 a.m.
- Autocrosses are not over until the trailer is packed and the site cleaned up!
- TBA = To Be Announced
- Locations may change. Contact Martin Valent or check the website for updates.
- Everyone is welcome at all meetings!

Online Registration

Online registration is available for autocross events this year. Online registration helps out on the day of the event by making the event setup process much smoother. Please sign up online and help us make the event go faster, smoother, and better for everyone.

Register online at
<http://www.autoxrs.net/registration>

All *Rich Mixture* content, including pictures, is produced by the editor, unless otherwise noted. Submissions welcome.

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Rear cover photo: May event organizer Kevin Smith on course on his way to victory in B/S at the Blue Ridge Region event @ Salem, VA in April. Photo by the BRR's Ray Schumin.

The April Showers AutoX - by Chuck Clark, et. al. April 20, 2008 Riverside High School, Quincy, WV

PL	Driver	Car	Run 1 Run 5	Run 2 Run 6	Run 3 Run 7	Run 4
H/Stock compared to G/Stock						
1	Nathan Steinke	Infiniti G20	50.235 46.936+1	48.500 47.389	48.388+1 46.801	48.603
G/Stock compared to D/Stock						
1	Mike Terry	VW GTI	42.513 40.095	dnf 39.846	41.229 39.862	40.671
2	Miro Valent	Acura Integra GSR	42.479 40.736+1	42.865 40.638	41.969 40.830	41.702
3	Alicia Rockwell	Mitsubishi Eclipse GT	48.277 DNR	47.622 DNR	46.265 DNR	DNR
4	Tim Maddox	Plymouth Neon	dnf DNR	48.847 DNR	49.059 DNR	DNR
F/Stock compared to B/Stock						
1	Mike Bartram	82' Datsun 280ZX Turbo	off 40.578+1	off 40.655	41.094 40.216	41.195
D/Stock compared to E/Stock => C/Stock						
1	Jon Byrne	2007 MazdaSpeed3	42.656 40.932	41.761 41.167	41.838 41.311	41.105
C/Stock						
1	Rob Godbey	Mazda Miata	48.823 43.454	46.508 43.529	45.039 44.966	44.657
2	Luke Zyla	Mazda Miata	46.199 43.987	47.406 43.902	45.286 43.554	44.157
B/Stock compared to A/Stock => Super Stock						
1	Kevin Smith	Mazda RX8	42.869 41.287	42.167 41.235	42.610 40.517	41.619
Super Stock						
1	Chuck Clark	Corvette	43.149 39.567	41.053 40.043	41.124 39.732	40.454
2	Jack Sampson	Corvette Z06CE	50.091+1 41.966	42.993 41.934	dnf 40.957	42.582+2
3	Les Pritchard	Corvette 49.471	45.749 DNR	DNR	DNR	DNR
Street Touring /Tire						
1	Chris Mann	Legacy Wagon	45.886 41.969	45.216 41.072	43.803 40.611+1	49.624+1
2	Chris Terry	Dodge Neon ACR	46.391 42.152	45.341 41.487	44.997 41.532	42.857
3	Brian Boggess	Subaru Impreza 2.5RS	45.574 42.324+1	44.436 42.593	43.566 42.249+1	42.441
4	Chris Rhodes	Ford Focus	47.312 43.968	dnf 44.410	45.372 43.078	44.732

PL	Driver	Car	Run 1 Run 5	Run 2 Run 6	Run 3 Run 7	Run 4
Street Touring U compared to ????						
1	John Taylor	MazdaSpeed 3	46.111 43.198	44.431 42.381	43.518 41.224	45.325
Street Modified						
1	Martin Valent	Celica All-Trac Turbo	dnf 38.364	48.559 off	40.253 38.295	46.535+1
2	Robbie Nelson DNR	Mitsu Lancer EVO	43.576	42.556 40.513	40.173	39.858+1 40.348+1
3	Brandon Hulett	Ford Thunderbird	52.442+1 44.923	47.326 45.385+1	50.437 43.823	51.135
4	Chris Connors	Audi TT	off 45.070	47.011 43.882	46.107 44.636	43.957
5	James Lanham	Plymouth Laser	50.318 45.133	48.519 44.822	47.702 44.716+1	45.821
F/Street Prepared compared to D/street Prepared => C/Street Prepared						
-	Adam Criss	VW GTI	46.997 40.735	57.885 40.338	44.375 40.595	40.909
E/Street Prepared						
1	March Tucker	Camaro	47.116 42.499+1	45.276 42.835	43.811 42.35	42.872
2	Sean McGinnis	Toyota X-Runner	54.612 45.058	48.636 46.567+1	48.025 45.185	45.535
C/Street Prepared compared to A/Street Prepared						
1	Judd Thompson	Porsche 944	42.014 40.631+2	41.386+2 40.443	dnf 39.958	41.579+2
B/Street Prepared compared to B/Prepared => E/Modified => No Class						
-	Mike Bartram	Datsun 280ZX Turbo	dnf 44.531	48.542 off	46.944 44.725	44.785
F/Prepared compared to B/Prepared => X/P => E/Modified => No Class						
-	Tom White	BWM 325i	47.106 DNR	44.403 DNR	42.95 DNR	41.23

+x = number of cones (2 seconds each) oc = Off course -time does not count
A **bold** time indicates the driver's fastest time

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Driver	Class	POS	Behind	POS	Driver	Time	Behind
Martin Valent	S/M	1	38.295	1	Mike Terry	32.474	0.000
Chuck Clark	SS	2	1.272	2	Martin Valent	32.934	0.460
Mike Terry	G/S	3	1.551	3	Miro Valent	33.120	0.646
Judd Thompson	C/SP	4	1.663	4	Jon Byrne	33.237	0.763
Robbie Nelson	S/M	5	1.878	5	Chris Mann	33.515	1.041
Adam Criss	F/SP	6	2.043	6	Adam Criss	33.602	1.128
Kevin Smith	B/S	7	2.222	7	Kevin Smith	33.710	1.236
Miro Valent	G/S	8	2.343	8	Chuck Clark	33.711	1.237
Jon Byrne	D/S	9	2.637	9	Chris Terry	33.853	1.379
Jack Sampson	SS	10	2.662	10	Judd Thompson	34.204	1.730
Chris Mann	ST/S	11	2.777	11	John Taylor	34.216	1.742
John Taylor	ST/U	12	2.929	12	Robbie Nelson	34.549	2.075
Tom White	F/P	13	2.939	13	Brian Boggess	34.632	2.158
Chris Terry	ST/S	14	3.192	14	Jack Sampson	34.895	2.421
March Tucker	E/SP	15	4.055	15	Chris Rhodes	35.152	2.678
Brian Boggess	ST/S	16	4.146	16	March Tucker	35.616	3.142
Chris Rhodes	ST/S	17	4.783	17	Tom White	35.956	3.482
Rob Godbey	C/SP	18	5.159	18	Rob Godbey	36.110	3.636
Luke Zyla	C/S	19	5.259	19	Jim Crum	36.146	3.672
Brandon Hulett	S/M	20	5.528	20	Luke Zyla	36.193	3.719
Chris Connors	S/M	21	5.587	21	Nathan Steinke	37.066	4.592
Jim Crum	F/S	22	5.732	22	Brandon Hulett	37.688	5.214
Mike Bartram	B/SP	23	6.236	23	Alicia Rockwell	37.706	5.232
James Lanham	S/M	24	6.527	24	Chris Connors	37.739	5.265
Sean McGinnis	E/SP	25	6.763	25	Sean McGinnis	37.894	5.420
Les Pritchard	SS	26	7.454	26	Mike Bartram	38.208	5.734
Alicia Rockwell	G/S	27	7.970	27	James Lanham	38.547	6.073
Nathan Steinke	H/S	28	8.506	28	Les Pritchard	38.978	6.504
Tim Maddox	G/S	29	10.552	29	Tim Maddox	39.810	7.336

SCCA Board Approves NASA Licenses For Club Racing

TOPEKA, Kan. (May 9, 2008) The Sports Car Club of America's Board of Directors approved today at its face-to-face meeting in Topeka the approval of National Auto Sport Association licenses for Regional Club Racing competition, effective immediately.

The NASA Competition License joins those of 13 other organizations approved for Regional competition. Any of these license holders may participate in a Regional event, providing they are a full, First Gear, family or weekend member.

The full list of organizations with licenses approved for competition are:
BMW CCA, CACC, FIA, HSR, ICSCC, IMSA, MCSCC, NASA, PCA, Ontario Region CASC, SCCA Pro Racing, SVRA, VMC, Waterford Hills, West Canada Motorsports Association

Detailed information on the licenses approved for each organization is available in the SCCA General Competition Rules, section 3.1.5.

SWVR Member Goes Time Trialing *by Rick Norris*

Ed's note - I got this Email from Rick about his time trialing exploits. Feel free to share your on-track experiences with the region, as well - follow the contact info on page 3. Thanks, Rick!

I thought you might like to know what another member of the SWVR has been up to.

I have been in pursuit of my SCCA Time Trial license. Last week I attended a Time Trial license school and event at the 1.41 mile Talladega GP Raceway hosted by the Tenn. Valley Region-SCCA.

We arrived at the track on Friday in time for the tech inspection. The Chief Tech Inspector took over an hour on my car with only a few minor gigs. He was very thorough. I now have a vehicle log book and a stamp on my roll bar. I can now run level 4 solo events such as hillclimbs.

Saturday was for the school and practice on the very flat smooth track designed for motorcycles and Sunday was the official Time Trial event. There were eleven of us students in anything from an old rally prepped Jetta to a new BMW M3 and the usual swarm of Miatas. I was of course in my 65 Corvair Yenko Stinger clone. I was not the only Corvair there as my friend Dan Giannotti was there with his GT-3 prepped Stinger.

We began with some classroom time, a drivers meeting and several on track lead/follow sessions behind the Chief Driving Instructor interspersed with more classroom time. We were then turned loose to run practice laps as a student group. This was twenty minute sessions and that concluded the morning. In the afternoon we could run timed practice laps which consisted of one warm up lap, three timed laps and a cool down lap.

I continued to improve my times but then a gremlin turned up. Not the truncated car of the seventies but an engine problem. I was on my third practice run when I went down a cylinder and on a Corvair that is major. I was thinking all the worst like a dropped valve seat, broken rocker arm, collapsed lifter, all of which I have experienced but, as luck would have it the No.2 plug wire had come loose. Yes! Now I could run the Sunday event.

Sunday was a bright, cool sunny day with a constant stiff breeze blowing all day. There were sixty two drivers for the timed event. The largest number of entries were the ubiquitous Miatas which I think reproduce at night! There was also a nice gathering of old Formula V's and several Formula Fords, one of which was driven by the oldest member at seventy seven years old! He became my new hero!

Present also was the A-Mod style BBR rocket sled owned and driven by George Bowland and powered by a three cylinder snowmobile engine. He is usually king of the hill at any climb he enters. It is fast and loud! Even louder than the Mazda RX3.

I don't know who had fast time etc. and they have not posted to the web page yet. I do know I ran a best time of 1.14.193 which was good enough for an EP top time...of course, I was the ONLY E Production car there....

Ed's note - For more on Rick and his exploits, see <http://community.webshots.com/user/v8vair> and <http://www.corvairalley.com>.

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