

Texas Region SCCA

Roundup Newsletter

Where Texas' best amateur drivers race!

APR-MAY-JUN 2017

<http://www.texasscca.org>



Your "REsource" - Bob Neff, Regional Executive

Howdy Texas Region!

We're getting close to the half-way point in our competition seasons and things are really humming with our Region activities. I'll cover a few of those activities in this newsletter, along with some administrative "stuff".

· The SWRRC season is over half in the books already, with six of the originally scheduled races for 2017 now complete including all three Super Tours, and Texas Region has done quite well so far with 30 of our members in the top three in season points for their various classes and 10 folks actually leading their class. Congratulations to those class leaders: Thomas Stephens/T3, David Fershtand/GT1, Marc Sherrin/GT2, Mike Vess/GT3, J. Roberts/STL, Jacob Loomis/SRF3, Jim Clark/ASR, James Michael/FB, Joe Palmer/F5 and Chris Haldeman/SM. But there's still lots of competition left with four more races to go – **for those who may not have heard, Houston Region has moved their annual December event, The Abominable, to October (14th and 15th)** and that adds two more races to the 2017 season in addition to TWS in November (yes, Robey continues to tell me TWS isn't closing until after our event). Things are really tight in F5 with only 18 points separating Joe Palmer, Chris Hodde and Glen Smeal, and only 25 points separate Chris Haldeman and Toby Linder in SM so there should be some fun and interesting racing in those last SWRRC events as those folks dice for the season championship.

· We held our second-ever standalone Time Trial event in early May and once again it was a rousing success! We filled nearly all our run groups, with about 80 folks attending, and everyone reportedly had a terrific time (I was off racing and missed it). This program is really starting to take off, and we're working to fine-tune both event operations and PAX factors to make it even better; Brad Flack is working with some folks on a new method of paxing times based not just on vehicle performance but also on track characteristics, so stay tuned for more on this in the future. And some new news: we're adding another event to our schedule, on August 26th at Cresson, and we'll be running the 1.3 mile course for the first time. Watch our web site for details and information on this new date, coming soon.

(continued)

(cont'd)

· The Solo season is also well underway. We've only completed three of our nine scheduled Regional events thus far but also recently concluded our one National event for the year, the Mineral Wells ProSolo. I'm very pleased to say that thanks to the terrific efforts of our Solo crew, and in spite of a very uncooperative weatherman, we set a new attendance record for the event with 206 timed competitors (up from 202 last year). And I think we floated at least three kegs, if not four, so those who didn't attend missed several great parties. As a side note, it was interesting to see the newly named President of SCCA out on the courses helping pour concrete patches as the sun set Saturday evening – certainly no one can claim Mr. Cobb isn't willing to get his hands dirty for the sake of competition!

Of course I'm sure by now all of you are aware that Michael Cobb has been named as the new President of SCCA, but you may not all be aware that he's a member of Texas Region. So now both the Club President and the President of SCCA Enterprises are Texas Region members. That's a real endorsement of the quality of our Region membership and certainly demands that we support those gentlemen wherever and whenever possible.

Another ringing endorsement of Texas Region's programs is reflected in our membership numbers; as of the May report from the National office, Texas Region has once again surpassed the thousand member mark, with a total of 1,055 members! We lead the Club's Jumbo Regions in growth, at 16.3% for 2017, and amazingly we're now the largest region in SowDiv (sorry Houston ☺) Congratulations to all of you who promote and manage our various events, because that kind of growth only happens when people have fun competing, continue to come back, and also tell all their friends to get new folks coming in. Way to go Texas Region!!

So that's about it for this edition of my RE Notes. I'm looking forward to the rest of the year being as successful as the first half, and hope y'all are too.

Until next time,

Bob Neff, Regional Executive

Texas Region SCCA, Inc.

*****Important Helmet Recall Notice*****

Simpson Performance Products has recently discovered a potential safety issue with its Snell SA 2015 Voyager 2 helmet.

Follow this link to view Simpson's full recall notice.

http://cdn.growassets.net/user_files/scca/downloads/000/021/054/MA_17-01.pdf?1492005244



Novice School 2017 a Success- “Exhilarating!”

Each year the day before the first Texas Region SCCA Solo event, an autocross school is put on aimed at those excited individuals with an interest in autocross but limited experience. This year was no different as a group of relative newcomers converged on Dragon Stadium to learn, improve and have some fun.

As with previous years, the school filled up pretty quickly. This year we instituted a slight variation on registration with the intent of giving those with less experience first opportunity to get into the school. It was quite successful in that this year over half of the 45 students listed themselves as first timers.

Although this was the first time using Dragon Stadium for the school site, the schedule didn't change much from previous years. The day started out with a classroom session led by Jason McCall lasting around an hour, which covered topics from common elements that might be seen on courses to how a typical autocross event runs. Jason has led the class portion of the school for a few years now and we couldn't be happier. He's done an excellent job of both streamlining the presentation but also presenting the information best covered in a classroom setting while freeing up additional time for in-car instruction.

That in-car instruction is handled by a group of our experienced local autocrossers riding with students on two different Jerrett Jan designed courses throughout the day. Each course presented different elements without throwing a “sea of cones” at beginners. Students would split up into two groups, running the courses in the morning with the groups swapping between courses in the afternoon. We even got finished up in time for some fun runs for both students and instructors!

Shortly after the school I send out a survey to the students asking for their feedback on how the school went for them. Speaking with people throughout the day, the students seemed to be having a great time and the instructors were seeing real improvement. The responses to the survey cemented my impressions from those interactions. There was praise for both the instructors and the school in general. As with previous years, 100% of the responders said they would recommend the school to those interested in autocross, which I consider the most important question to let us know if the school was successful.

(cont'd)

(cont'd)

Although I could list every positive response given, there are two in particular that stuck out, encapsulating why we continue to put on the school:

“I've always been interested but never signed up due to being intimidated by how a day runs. Nice way to introduce autocrossing to new people and get people participating in SCCA events.”

“I am so glad I have found something that is fun, exhilarating, and fairly easy to do. I thank y'all for hosting these events and making it a helpful and non-stressful environment.”

I would like to take this

opportunity to say thank you to all those that

volunteered to come out on a Saturday to help out as either an instructor or support staff. This school and the club couldn't exist without them.

I've been involved with the Novice school for the better part of 15 years. First as a student running over a wall of cones as Phil Osborne told me "Too fast, too fast!" and later as an instructor and/or organizer.

From all my experiences with the school and our events, I'm reminded that the Solo community is full of good people always looking to help others and have fun. I hope the students that attended continue that tradition.

-Tim Bergin

SCCA Texas Region Club Trials Championship

So far this season we have had over 140 drivers come out and compete in the first annual club trials championship! Thank you all who have made it out to progress the sport and thank you to all that have helped out with the events!

Club Trials is all about having fun, while challenging yourself to achieve your best lap time. If you're new to the track or have little on track experience no worries! Sign up for PDX to go on track with an instructor until you are ready to run solo! Many drivers with a modicum of experience are quickly approved to be solo approved by the end of the day and it's a great way to learn what your car can do at higher speeds and in a controlled environment.

Upcoming events include- 8/26 at MSR-C, 11/18&19 at TWS and we are working on more events with ECR.

2017 season points leaders are:

- CAM: Feras Qartoumy,
 - Prepared: Neal Bellamy,
 - Street 1: Tim Boesche,
 - Street 2 : Bob Bailey,
 - Street Mod: Randy Freeman,
 - Street Prepared: Mark Hansen,
 - Touring 1: Sam Graff
 - Touring 2: Mark Schnoerr
- Please Come out and join us for a fun day at the track!

Go to www.texascca.org/trials to register and follow us on facebook at Texas Region SCCA Club Trials for all the latest news and updates.





“Yee haw, having a BLAST!!”

...and other stories from SCCA COTA Super Tour Race Weekend

- March 24-26, 2017

Authored by: Brad Gross, #13 GT2/TA2 Manufacturing News Camaro #39

I've been traveling for the past 8 weeks non-stop, in between I've had a few races, one of those was at COTA. This was my first time ever at COTA...I spent quite a bit of time on the SimCraft full-motion simulator practicing on iRacing but that is it. To say that I arrived with some trepidation was an understatement!

On Thursday we brought down the coach, the race trailer, my wife drove the dually and a friend brought down a 4 seat RZR as our pit vehicle. We stayed over in the Premium RV area, very nice! The whole facility is quite amazing. I split a garage with Marc Sherrin - this is definitely the way to go! With that said I also got to test out my new Pitboxes.com pit box (Gregg Rodgers from Pinnacle Autosports at ECR is the local dealer). It worked GREAT - having one big box with all of your goodies (well, OK, I just acquired a tire cart too) works fantastic versus making multiple trips!

Remember the part about never being here before? Well, the one practice session Friday morning went well, even though it was a light rain on and off...from the first moment on track everything felt comfortable - it was clear that many folks had never ran here nor spent time on a sim practicing. What a FANTASTIC track! OK, practice over, we've got a baseline, check the car, everything looks good.

Time for Qual 1 on Friday afternoon - I get out there and keep on getting into the groove, about the 5th lap I holler over the radio to my crew chief (Dani, my wife), “Yee haw, having a BLAST!!” Then I go through the Esses and all hell breaks loose...it feels like I've blown a front right tire as I saw and felt debris and a hard hit...I'm no longer a driver but am now a passenger, just along for the ride....and I'm going straight off to the right...I lock the car down before making contact with any walls...Rescue comes over, I'm clear to get out of the car, flatbed makes it over...broken suspension piece (right lower ball joint, a rather LARGE Howe ball joint)....the rescue workers do their very best to get the car on the flatbed without tearing the splitter and front end apart....and they did a GREAT job! I thank them profusely, we get it back to the garage and it took a team to unload/move the car in. While the crew (Paul Costas and Jeremy Rohan) start tearing it apart I go on a mission to find a spare Howe monster ball joint...I check with some other TA2/GTA teams...I find what I need and made some great friends throughout that journey - THANK YOU to Troy Benner/TRB Autosports, from Wisconsin, and the Reuse Brothers Racing Team, from Alabama!!!

We get the car back together and I drive around the facility – yep, feels fine for Qual 2 the next morning.

Now it's Saturday morning, time for Qual 2 – it goes well and I'm happy with the car. We qualified 12th overall out of 25 cars and 4th in GT2 out of 11 GT2 cars. I'm very pleased with this, to say the least!

OK, Saturday afternoon, it's time for Race 1. I started 12th overall and when the green flag dropped I dropped the hammer and went all the way up the outside and ended up in 8th overall and 3rd in class coming out of Turn 2 – that's passing 4 cars on the start – very, very key here (or at ANY track!). Things settle in on Lap 1, we are all still pretty much nose to tail, the 2nd lap is where things go to heck, I come nicely into Turn 11 and right as I'm getting on the gas for the back straight I feel the punt – left rear gets punted by Mark Hoover (in a different class) and I spin 180-degrees around heading for the wall on track left, I lock it down and narrowly miss hitting the wall...the whole field passes me by before I can get the car restarted and turned around – alright, now I'm in LAST place...with body damage...I can barely see the tail end of the field in front of me on that loooooong back straight, I hammer down and start picking off cars one by one, taking advantage of every opportunity that I can. I end up passing 8 cars from the tail end (come to find out that 2 of my fellow competitors did not make the start) and finished 6th in class and 15th overall out of 23. It was a tough day but based on the hand I was dealt I will take it. Had a quick chat with the stewards after the race – they told me that Hoover (the punter) said he “lost his brakes” I countered with “yeah, right – uh huh, sounds like BS but tell him to come by my garage (8) with a few beers afterwards and it'll be alright.” So, you guessed it, he never showed....wonder why??

We check over the car and repair the body damage – lesson learned, pay attention here – when you have time to rivet – make sure to RIVET, let me repeat...MAKE SURE TO RIVET – you can tape too, but don't rely on JUST tape...rivet THEN tape. You might ask why? Read on, gentle (or not so gentle) reader...

Sunday morning, time for Race 2. I started 13th and had another great start gaining quite a few positions, had a close call on Turn 1 but held it together, neat video from a fellow competitor behind me (that could have EASILY punted me, but did NOT!): <https://www.facebook.com/rogreu/videos/10155105060959035/>

As the race went on I could tell the car was getting slower and slower, remember that reference to not just use tape? Well, it bit me a few laps in, the tape said adios and now I have an air-brake of a left rear quarter panel...the faster I went the more it billowed out and slowed me down...cars that would never have been able to pass me on the back straight went by....oh boy...at least I did not get black flagged/meatballed due to it. I did have some good racing with the Reuse brothers as well as Tim Gray before it was all said and done. I ended up 13th overall (right where I started) and 6th in class. That's racing! Had a blast though!

Oh, remember the punter? Well, I found him at the trophy ceremonies...he had no clue who I was, I congratulated him on his Sunday win and then asked him about his brakes...he said they were “GREAT!” I then let him know who I was....his eyes were as big as saucers....that's all that needs to be said. Well, we loaded up, headed home and then I was back on a plane the next morning. We hit Hallett a few weeks later, literally....

Until next time!

-Brad Gross



Win One of Three Great Prizes!
Porsche Performance Driving Experience, or
Hendrick Motorsports Private Tour & Race, or
Dirtfish Rally School!



First Drawing: A trip for TWO to attend a 2-Day High Performance Driving Course at the Porsche Sport Driving School at Barber Motorsports Park in Birmingham, AL plus \$2,500 in cash for travel expenses.

Second Drawing: A trip for FOUR to attend the Bank of America 400 NASCAR race at Charlotte on October 7, 2017, plus four race-day pit passes from Hendrick Motorsports, a private behind-the-scenes tour of the Hendrick Motorsports campus and private car collection, and four tickets to the NASCAR Hall of Fame.

Prize includes \$4,000 in cash for travel expenses.



Third Drawing: A trip for TWO to attend a 3-Day Driving Course at the DirtFish Rally School in Snoqualmie, WA plus \$3,500 in cash for travel expenses.

Purchase Tickets Online Only at www.sccaraffle.org

Tickets are \$20 each, Three (3) for \$50, Five (5) for \$75,
Ten (10) for \$125, and Twenty (20) for \$200.

Drawing of "Grand Prize Winner" will be held on August 18, 2017.

The winning ticket numbers will be available on August 19, 2017.

All proceeds go to support the SCCA Foundation's programs: TireRack Street Survival Teen Driving Program, SCCA Archives at the IMRRC, and Formula SAE Awards.

This raffle is being conducted under the Colorado Secretary of State License # 2017-02294.

* The cash portion of the prize is to fund a portion of all of the group's travel expenses, but the winner is responsible for any travel expenses exceeding the cash prize. Winner and guests participate in the trip at their sole risk and must sign releases and waivers presented by the SCCA Foundation and SCCA as a condition of awarding the prize.