

# *Rich Mixture*



December 2009

Volume 48, Issue 12

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## *End Game* *RHS Hosts 49 Drivers for Last Chance 2009*

Official Publication of the Southern West Virginia Region SCCA  
[www.swvrscca.org](http://www.swvrscca.org)

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**Front Cover:** Julian Skinner and his Subaru Legacy GT came out for the fair weather of the Last Chance.

**On page 9:** Shawn Rockwell brought his new “angry guppie” Mazdaspeed3, while Brad Spurlock went with trusty American iron, for the Last Chance.

Photos by Tara Romberger.

**Back Cover:** Happy Holidays, whichever your particular flavor, and Happy New Year from the *Rich Mixture* staff!

## Upcoming Events

DATE	EVENT	LOCATION
January 8	Club Meeting	Vehige Manor, Charleston
January 17	Deep Freeze 2010	Riverside HS
February 5	Club Meeting	TBA
February 21	Autocross	Riverside HS

### 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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## Last Chance AutoX - by Jack Sampson

### November 15, 2009 Riverside High School, Quincy, WV

PL	Driver	Car	Run 1 Run 4	Run 2 Run 5	Run 3 Run 6
<b>Super Stock</b>					
1T	Jerry Chadwell	Corvette Z06	50.046 68.916	46.939+1 45.406+1	47.238+1 <b>46.255</b>
2T	Odie Cantley	Corvette	49.797 47.341	47.453 46.975+1	47.594 <b>46.509</b>
3T	Chuck Clark	Corvette Z06 CE	<b>48.296</b> 56.316+1	48.639+1 55.440+3	48.084+1 58.351+3
5	Scott Johns	Corvette	53.465+off 51.030	51.813 49.920	52.117 <b>49.521</b>
<b>A/Stock = Compare to Super Stock</b>					
1	Nick Hooser	Subaru WRX STi	<b>50.293</b> DNR	off DNR	off DNR
<b>D/Stock</b>					
1T	Kevin Smith	MazdaSpeed 3	50.956 49.403+1	57.949+ 1 48.822	49.067 <b>48.200</b>
2	Shawn Rockwell	Mazdaspeed3	53.750 51.706+dnf	53.037 51.822	52.411 <b>50.798</b>
3	Jon Byrne	Mazdaspeed3	53.566+1 53.193	52.200+1 51.343	52.248 <b>51.341</b>
4	Julian Skinner	Subaru Legacy GT	54.370 73.024+dnf	53.545 52.934	51.673+1 <b>51.520</b>
<b>E/Stock compare to C Stock =&gt;BC =&gt; AS</b>					
1	Wes Smolder	Miata	62.159+1 54.680+2	54.478 52.954+1	52.665 <b>52.553</b>
<b>F/Stock compare to B/ Stock =&gt; A/Stock</b>					
-	Luke McGrew	CTS-V	55.805 49.997	53.011 50.087	50.645 <b>49.758</b>
<b>G/Stock</b>					
1T	Tiara Cantley	Audi A4	53.500 52.416	53.265 <b>51.630</b>	51.848 51.758
2	Tim Maddox	Dodge Neon ACR	55.030 61.957+ 1	<b>53.765</b> 54.559	69.705+1 54.401
3	William Vance	Honda Civic Si	off off	off 54.707	off <b>54.374</b>
<b>H/Stock = Compared to G/Stock</b>					
1T	Mark Lett	Scion tC	off 53.542	53.819 <b>52.800</b>	55.237 53.481
<b>A/Street Prepared = Compared to =&gt;E Mod</b>					
1T	Bill McKee	M3	54.238 59.265	51.822 <b>50.822</b>	51.004 50.071+1
<b>B/Street Prepared = Compared to ASP</b>					
1T	Mike Earnest	Subaru STi	49.663+1 48.564+1	48.163+1 48.796+1	<b>48.536</b> 48.618
<b>C/Street Prepared = Compare to ASP</b>					
1T	Judd Thompson	Porsche 944	50.453 <b>47.715</b>	49.172+2 47.828	49.145+2 47.783
<b>C/ Prepared = Compare to B/P =&gt; XP</b>					
1	Skip Carson	Mustang	57.072+off <b>55.700</b>	56.988+off 54.799+off	55.773 67.681+off

PL	Driver	Car	Run 1 Run 4	Run 2 Run 5	Run 3 Run 6
<b>D/Steet Prepared</b>					
1T	Adam Criss	Integra	50.587 49.586	49.693 48.621	<b>48.441</b> 48.980+1
2T	Jeremy Vickers	Saturn SL2	54.420 52.082	52.782 52.146	51.722 <b>51.274</b>
3T	Chris Terry	Neon	55.909 53.734	52.854 51.574	51.489 <b>51.302</b>
4	Chase Petry	Integra	56.744 66.811	54.079 52.635	53.151 <b>52.188</b>
5	Karen Vickers	Saturn SL2	60.803+1 off	54.459+1 53.902	53.769+2 <b>53.707</b>
6	Brendon Wood	Omni GLH	54.725+2 69.664+1	62.719 55.434	54.258+1 <b>53.765</b>
<b>E/Modified</b>					
1T	Dan Combs	Mustang	49.734 48.462	49.031 48.786	<b>48.308</b> 48.488
2T	Sean Halloran	Firebird	51.206+1 49.042	48.666 49.007	<b>48.499</b> 48.602
3T	Brad Spurlock	Trans Am	53.134 49.251	51.203 49.658+dnf	49.418 <b>48.717</b>
4	Jimmy Mason	Mustang	54.435 49.251	50.729 50.702	49.418 <b>48.864</b>
5	Eric Browning	Mustang	64.148 68.850+dnf	57.649 55.497+2	57.560 <b>56.751</b>
6	Bob Bowling	Chevy S10	62.345 60.597+1	59.311 60.956	<b>59.027</b> 60.918
<b>Street Touring</b>					
1T	Chris Rhodes	Ford Focus ZX3	54.370 52.400	53.360+1 <b>51.617</b>	52.373+1 51.313+1
2	Jim Pryce	Honda Civic Ex	56.863+off 52.762	53.651 52.354	<b>52.150</b> 52.263
3	Mike Hall	Subaru 2.5 RS	57.462 DNR	56.139 DNR	<b>55.463</b> DNR
<b>Street Touring Sport (old ST2 class) = Compare to STX</b>					
1T	Pat McCallister	Honda Del Sol	52.206+1 52.444	76.198+1 53.734	<b>52.297</b> 52.804
<b>Street Touring Xtra</b>					
1T	Michael Francis	Sentra SE-R SpecV	52.107 50.249	50.489+1 <b>48.998</b>	49.806 49.537
2T	Patrick Carey	Nissan 350z	57.014 52.098	53.509 <b>51.006</b>	51.865 52.881+1
3T	Mike Terry	VW GTi	<b>51.346</b> DNR	51.183+1 DNR	DNR DNR
4	Charles Powell	Chevy Monte Carlo	58.374 54.344	55.351+1 <b>53.331</b>	55.731 53.943+1
5	Mike Carey	Nissan 350z	61.508+dnf 52.653+dnf	56.017 55.451	55.108 <b>53.731</b>
6	Maurice Lazzar	Chevy Monte Carlo	65.705 59.012	61.003 57.207	59.762 <b>56.238</b>
<b>X/ Prepared = Compare to D/Mod = no class</b>					
1T	Miro Valent	Toyota Celica All-Trac	49.414 <b>55.700</b>	<b>45.789</b> 46.112+1	55.773 45.981

PL	Driver	Car	Run 1 Run 4	Run 2 Run 5	Run 3 Run 6
<b>Street Modified</b>					
1T	Martin Valent	Toyota Celica All-Trac	59.012	57.207	<b>56.238</b>
			45.345	44.438	43.487
			43.695	43.332	<b>43.313</b>
2	Tara Romberger	Toyota Celica All-Trac	48.175+2	48.293+1	46.891+1
			<b>48.068</b>	48.812+3	46.708+1
3	Chris Mann	Subaru WRX STi	50.233+1	<b>49.420</b>	51.195+off
			49.333+1	48.535+1	48.845+1
<b>Formula 125(Kart)</b>					
1T	Jason Vehige	Vanspeed Siro/SGM	42.849	40.606	<b>40.313</b>
			41.461	43.111	40.580
2	Brian Boggess	Vanspeed Siro/SGM	43.038	<b>40.999</b>	41.277
			42.010	42.364+off	41.081
3	Robbie Nelson	Bereil / Honda	43.564	41.166	<b>41.005</b>
			46.457+2	46.571	43.876

+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
Jason Vehige	F125	1	0.000	1	Martin Valent	37.552	0.000
Brian Boggess	F125	2	0.686	2	Jasno Vehige	38.580	1.028
Robbie Nelson	F125	3	0.692	3	Brian Boggess	39.236	1.684
Martin Valent	sm	4	3.000	4	Robbie Nelson	39.242	1.690
Miro Valent	XP	5	5.476	5	Kevin Smith	39.476	1.924
Jerry Chadwell	SS	6	5.942	6	Jerry Chadwell	39.594	2.042
Odie Cantley	SS	7	6.196	7	Odie Cantley	39.812	2.260
Chuck Clark	SS	8	7.230	8	Mike Francis	40.276	2.724
Judd Thompson	CSP	9	7.402	9	Miro Valent	40.386	2.834
Tara Romberger	SM	10	7.755	10	Chuck Clark	40.697	3.145
Kevin Smith	DS	11	7.887	11	Adam Criss	40.933	3.381
Jack Sampson	SS	12	7.983	12	Judd Thompson	41.130	3.578
Dan Combs	EM	13	7.995	13	Jack Sampson	41.341	3.789
Adam Criss	DSP	14	8.128	14	Shawn Rockwell	41.604	4.052
Sean Halloran	EM	15	8.186	15	Tara Romberger	41.675	4.123
Mike Earnest	BSP	16	8.223	16	Mike Earnest	41.692	4.140
Brad Spurlock	EM	17	8.404	17	Patrick Carey	41.927	4.375
Jimmy Mason	EM	18	8.551	18	Jon Byrne	42.048	4.496
Mike Francis	STX	19	8.685	19	Julian Skinner	42.195	4.643
Chris Mann	SM	20	9.107	20	Mike Terry	42.206	4.654
Scott Johns	SS	21	9.208	21	Chris Rhodes	42.223	4.671
Luke McGrew	SS	22	9.445	22	Mark Lett	42.346	4.794
Nick Hooser	AS	23	9.980	23	Tiara Cantley	42.388	4.836
Shawn Rockwell	DS	24	10.485	24	Scott Johns	42.390	4.838
Bill McKee	ASP	25	10.509	25	Nick Hooser	42.397	4.845
Patrick Carey	STX	26	10.693	26	Luke McGrew	42.593	5.041
Jeremy Vickers	DSP	27	10.961	27	Jim Pryce	42.659	5.107
Chris Terry	DSP	28	10.989	28	Chris Mann	42.847	5.295
Jon Byrne	DS	29	11.028	29	Pat MacCallister	42.884	5.332
Mike Terry	STX	30	11.033	30	Dan Combs	43.187	5.635
Julian Skinner	DS	31	11.207	31	Wes Smolder	43.251	5.699
Chris Rhodes	ST	32	11.304	32	Jeremy Vickers	43.327	5.775
Tiara Cantley	GS	33	11.317	33	Chris Terry	43.350	5.798
Jim Pryce	ST	34	11.837	34	Sean Halloran	43.358	5.806
Chase Petry	DSP	35	11.875	35	Brad Spurlock	43.553	6.001
Pat MacCallister	STS	36	11.984	36	Jimmy Mason	43.684	6.132
Wes Smolder	ES	37	12.240	37	Charles Powell	43.838	6.286
Mark Lett	HS	38	12.487	38	Bill McKee	44.012	6.460
Charles Powell	STX	39	13.018	39	Chase Petry	44.099	6.547
Karen Vickers	DSP	40	13.394	40	Tim Maddox	44.141	6.589
Mike Carey	STX	41	13.418	41	Mike Carey	44.167	6.615
Tim Maddox	GS	42	13.452	42	William Vance	44.641	7.089
Brendon Wood	DSP	43	13.452	43	Mike Hall	45.369	7.817
William Vance	GS	44	14.061	44	Karen Vickers	45.382	7.830
Mike Hall	ST	45	15.150	45	Brendon Wood	45.431	7.879
Skip Carson	CP	46	15.387	46	Maurice Lazzar	46.228	8.676
Maurice Lazzar	STX	47	15.925	47	Skip Carson	48.125	10.573
Eric Browning	EM	48	16.438	48	Eric Browning	50.735	13.183
Bob Bowling	EM	49	18.714	49	Bob Bowling	52.770	15.218

*2009 "Last Chance" Autocross*

By Jack Sampson

I started the month of November with nearly daily petitions to Mother Nature for good weather on the 15<sup>th</sup>. I have no clue as to which petition or promise that I made met with her approval, but I couldn't have imagined 70 degrees and bright sunshine this late in the year. All hail Mother Nature and anyone else that provided such a fantastic weather day.

Very shortly after my arrival at the event site; a larger than normal contingent of willing helpers also arrived. The lot was cleaned of debris, the trailer was unloaded and pylons were being placed on course. I was considering an alteration to the course design to accommodate a car left on the lot when, lo and behold, the owner arrived and moved it. Things were looking very promising for the remainder of the day. I must express my heartfelt thanks to all those who aided me in getting the course laid out and the event underway. Chuck (trailer tow) and Cathy Clark (announcing all day), Kevin Smith (course set up), Mike (tech inspection) and Amy (registration) Francis, Jon Byrne (timing), Scott Byrne (Safety Steward) and others; too numerous for an old guy like me to remember, deserve special mention. Thank you again.

Much to my surprise, the entry list just kept increasing. The "Last Chance" garnered the second largest turnout of the year, with the largest event being the Parkersburg Airport event. A total of 49 drivers entered. I was very pleased to see a number of the longer term members that have been absent for so many of our events lately. I also enjoyed meeting and talking to a number of new faces that came to play. I guess the excellent weather was too much of a temptation. After a brief driver's meeting and course walk, the first car was off.

Super Stock was heavily represented with 6 entries – 5 Corvettes and a new supercharged CTS-V. Jerry Chadwell had difficulties with those nasty little orange things committing suicide on his Z-06 and the rear tires passing the fronts; but managed to take the win anyway, a mere 0.3 second ahead of Odie Cantley. Odie was consistently fast all day. Chuck Clark captured third, followed by me, 0.5 seconds back. Scott Johns and Luke McGrew were both afflicted with run-flat OEM tires and were a bit off the blistering pace set by Jerry and Odie. Scott beat Luke by 0.2 seconds, but a Corvette should beat a Cadillac. As a side note, the official results show the CTS-V in F/Stock. In my 33 years of membership and organizing 25-30 events (maybe more), only once have I been able to drive well when organizing. Today wasn't that once. That's my story and I'm sticking to it. I'll get even later.

In D/Stock, Kevin Smith won handily and in G/Stock; Tiara Cantley could have gone home after her first run and would have won anyway. I guess Tiara is truly Odie's daughter – some of the fast rubbed off on her.

Even with such a good turnout, we had nine classes that were single car entries. I am compelled to make note that of the single entry classes, Judd Thompson and Miro Valent both drove very well. I still contend that we have too many classes and we should go back to the old days of stock, street-prepared, prepared and modified classes. I will now step down from my soap box.

The E/Modified competition also deserves special attention. The top four of six places were only 0.5 seconds apart and Dan Combs finally got his long-awaited win over Sean Halloran. Brad captured third, a mere 0.15 seconds faster than Jimmy Mason. It was great watching this battle all day.

STX was won by Mike Francis, but I have to believe that Mike Terry would have given him a lot of grief if his VW hadn't retired with mechanical issues. Sorry for your misfortune, Mike. It hurt me to see the VW being towed away.

All told I think it was a great day, with the exception of one mechanical failure and my inability to pilot the Z-06 as well as it deserved. I heard no complaints about the course (a veritable miracle), I left nearly half of the pylons on the cart, there were very few off-courses and the corner workers didn't have to shag pylons too much. The weather was fantastic for November and a good time was had by all. Some, of course, had better times than others.

Jack



Let HERTZ Put You In The Driver's Seat

Sometime back in April I approached Mr Ted Wolfe of Hertz Rent-a-Car about putting one of two GT350H's on display at the Concourse. He seemed very interested in running the GT 350H in autocross competition as well as displaying it at the Concourse. I was very quick to volunteer my services as a driver and 'concourse preparer'.

I was pleasantly surprised at the way this machine drives and performs on the open road, in town and on the course. It's handling and braking characteristics

are very much like those of my Cobra. Why not ? It's built by Carroll Shelby and Hertz bought one thousand of these machines. This has got to be the only American sedan that is truly a real sports car.

The GT 350H is powered by a 306hp version of the 289 cu. in. Cobra engine, with the high-riser intake manifold and the big, aluminum finned, high capacity oil pan. All six that Hertz now have here in Charleston have the 'scouped-up' version of the Cruise-o-matic transmission. Other extras include fiberglass hood with air-scoop, disc brakes, competition seat belts, mag wheels, Goodyear Blue-streak tires, tachometer and competition stripes.

Although Hertz here in Charleston have one red one, the standard color is black with gold competition stripes, which makes this Carroll Shelby Mustang a real eye-catcher.

The rental fee is \$13.00 per day and 13cents a mile and it's really worth it. This car is ideal for autocrosses, rallies, and trips to the races. You don't have to wait for a special occasion though. Why not rent one for an evening or a weekend just to drive around town ? Here's a real idea - Why not rent a GT 350H for that trip to Marlboro for the races. You have comfort, performance, ample luggage space and good looks too, and you won't have to clean and prepare your own car for the trip.

The GT 350H proves without a doubt that regardless of other claims, no one tries harder than Hertz!

I still say it should run in the sedan class!!!

John Hoffman

9



1966 MUSTANG GT350  
HERTZ RENT-A-CAR

*From the archives to the internet . . .*

On December 9, Skip Carson made a post on the SWVR Forums about an article in the Shelby Club magazine with a picture of a Shelby GT350H - that's right, the one you could rent from Hertz - in action at a SWVR autocross in 1966 at the Charleston Civic Center. A few messages later and Jim Pryce found this article (among others) from the July 1966 issue of *Rich Mixture* about the car in question. Further discussion established that, contrary to urban legend, this is the only documented occurrence of a GT350H turning wheels in competition. Right in our own back yard.

Thanks to Skip for the initial post, Jim for scanning the articles, and Martin Valent for forwarding it to RM central. Look for more articles from the archives next year as the Southern West Virginia Region celebrates its 50th anniversary.

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