



December 2010

RE CORNER (Jim Garton)

After 2 years as Rio Grande Region Regional Executive it is time for a new RE and RGR board. I have enjoyed working with everyone and am always impressed by the volunteerism and camaraderie of our Solo participants. We had many successful events in 2010 and look forward to the 2011 Winter series. Please join us for End of Year Banquet on Jan 22nd, 2011 for awards presentation and bench racing and smack talk for the new season.

New 2011 Rio Grande SCCA Board

Regional Executive Tom Reynolds
Asst. Regional Executive Paul Dodd
Secretary Erich Schwaller
Treasurer David Hatstrup
Past Regional Executive Jim Garton
At Large Members Jake Dawson, Larry Haynes

See you at the track.

End of the Year 2010 Banquet

Jan 22nd 2011 at Jimmy's Café at 7007 Jefferson Street Northeast in Albuquerque; from 4-8pm with dinner at 5pm. Look to the rgrscca.com website for more info and register at motorsportsreg.com

Solo2 Schedule

The solo event schedule will be posted at rgrscca.com as soon as the contracts are signed.

(Registration is now at [http:// Motorsportreg.com](http://Motorsportreg.com) Please create a profile and use this registration tool!)

Please check the Rio Grande Region website for updates and venue changes.

<http://rgrscca.com/schedule.htm>

SOLO HIGHLIGHTS

SCCA RMD Divisional Championships (Donour Sizemore)

2010 marked the first year for Rocky Mountain Division's participation in the Tire Rack SCCA Divisional Championship series. In our division, the series consisted of 3 events; the Pan Am Divisional in June, the Continental Divide/Colorado Divisional in July, and the Rio Grande Divisional in August. Championship eligibility required attending two of the three, with points based on the best two. Over two hundred competitors attended the series, but in the end only fifteen drivers could call themselves 2010 RM Divisional Series champs. They are: SS: Rick Hinckley SSL: Lori Morris BS: Robert Thorne ES: Paul Brown ESL: Meredith Brown HS: James Arnold CSP: Jim Garton DSP: Mark Durnil DSPL: Connie Smith ST: Eric Schwaller STS: Steve Nelson SSM: Donour Sizemore DP: Greg Nemcek DM: Peter Raymond FM: Jerry Gallegos. The following drivers qualified for the

championship by attending two or more events: SS Phil Becker 2nd, Mark Gadway 3rd BS Paul Dodd 2nd ES Brian Haynes 2nd STS Jim McLean 2nd. Congratulations go to each of these drivers for their accomplishment. An astounding twelve of fifteen champions are from the Rio Grande Region. In addition, many drivers brought back trophies from the two out of town divisionals. It was marked, by the hosting clubs, as a stunning show of divisional cohesion. Along with the above drivers, we would like to offer our congratulations. In particular, a few drivers deserve special recognition. Four of the divisional champs have attended all three points events: James Arnold, Jim Garton, Connie Smith, and Jerry Gallegos. A quick check of the map reveals that a minimum of 1700 driving/towing miles was required for this feat. Again, we salute their dedication. For Connie, this is the second step towards the Solo Triad award (having won the 2010 Western States Championship). We wish everyone good luck at nationals. Turn those divisional plaques to jackets!

A first timer’s view of the 2010 SCCA Solo National Championship (Jim Garton)

You’ve heard it before but here it is again: If autocross is your sport, you have to go to the SCCA Solo National Championship.

The first thing to impress me when we arrived on Saturday afternoon is the size of the venue. The paddock spaces are 20’ by 40’ so if you figure at least 600 spaces for the 1160 or so competitors, and then add the administrative and vendor areas, practice course and two 60 second competition courses, that is a bunch of real estate. Once the competition got started, I was amazed at how well the event was run. Everything happened on schedule and ran smoothly, but there was one thing that brought it all home for me. From a vantage point near the east course, it was possible to see 7 cars moving on course at once, three cars “at speed” on each course and one returning to grid. As one who has been involved with putting on autocross events for the last few years, that was my OMG moment. But of course, the most amazing part of Nationals is that the people that attend are the Who’s Who of our sport. These are the folks that we read about in Sports Car Magazine, and they bring their cars! What a collection of driving talent and really cool, well developed cars. This is something you have to experience for yourself.

Finishing near the bottom of my class and 807th in the PAX, it wasn’t my stellar driving performance that made it a memorable and fun event for me. It was the all the things mentioned above, plus many more, all of which add up to an outstanding experience.

See you in Lincoln.

2011 Road Racing Schedule

April 9/10, 2011	CDR/COR	LaJunta	DS/R/DS/R	Backup date April16/17
April 30	May 1	COR	HPR	R/R
May 28/29	CDR	PPIR	R/R/N/N	RATIONAL
June 18/19	RGR	Sandia	R/R	
July 2/3	COR	HPR	N/N	
July 23/24	CDR	PMP	R/R	
Aug 6/7	Utah	Miller	R/R/N/N	RATIONAL
Sep 3/4	COR	HPR	R/R/N/N	RATIONAL
Oct 22/23	COR	HPR	R/Enduro	

(Rational’s have been approved by the SCCA Board of Directors)

Road Race News (Larry Haynes)

Well I would like to take a few minutes and talk about the past 2010 Road Race season. Participation for the 2010 Road Race season was lower than 2008, and equal to 2009, a sign of the economic times we all say. Volunteer participation has dropped off so much that we have had to adjust the staffing at all tracks including asking drivers to help work corners in La Junta CO in June. The Rocky Mountain Division and its member Regions is working on how to stem this tide and recruiting new volunteers and reinvigorating existing ones.

Rocky Mountain Regional and National Points for 2010 are at <http://rgrscca.com/clubracing.htm>.

The big news of the year was the approval of the SCCA Board of Directors (BOD) to allow 2 races in the Rocky Mountain Division to be a trial of the "Rational's". What the heck is that some may say? Well Colorado Region Regional Executive Joe Gilmore was looking for a way in these economic times to increase participation and lower costs of race weekends. The idea was allow Regional Racers and National Racers on the track together, boosting car counts. Costs of a race are nominally fixed: 1) track rental, 2) insurance, 3) volunteer promotions, 4) trophies etc. Therefore by adding more cars to an event means lower per car costs and more fun for drivers and volunteers.

At first only the August 2010 Utah race at Miller and the Labor Day Race at High Plains Raceway were approved as a trial. Results met expectations. As such, nine or more "Rational's" are being requested to be on the schedule across the country for 2011. The BOD is watching this trend as it may affect the original SCCA business model. As you can see in the 2011 Rocky Mountain Division schedule there are 3 requested "Rational's". Let the Rio Grande Region Board your thoughts on the "Rational's" and the 2011 schedule.

2011 brings Road Racing back to Sandia! Due to scheduling issues at Pueblo Motorsports, Pueblo CO, Continental Divide Region offered the date to RGR and we jumped at the thought of racing in our back yard again. Looking at the 2011 schedule we will need to do allot of work to entice drivers to travel to Sandia, so we are working on lowering entry fees to the 2000 era, considering an oval race as part of the race day and who knows what else. What ideas do you have? We will need the whole Rio Grande Region's efforts to make this successful. Dig out those cars, volunteers get those whites and flag skills dusted off and get ready for a fun Fathers Day Weekend racing at Sandia.

For new road racing drivers consider getting your drivers school in April 2011. The format expected is a 2 day school thus satisfying your school requirements in one weekend. Then as a novice driver you can at the next race weekends at High Plain Raceway, Pikes Peak International Raceway or Sandia. So get out there and get the racing groove on!

And for those interested in enduro racing, ChumpCar is coming to Sandia in March 2011. See their announcement below and consider signing up.

JOIN THE GOOLE GROUPS FOR ONLINE INFO AND CHAT:

rgrscca-chat@googlegroups.com; for chat, or,

rgrsccaboard@googlegroups.com, to direct questions to RGR board members

WEB Page: rgrscca.com

LOOKING FOR "Vintage Stuff"

Hey you historian buffs. I am building a RGR Vintage page chronicling our rich RGR Road Racing history. I are looking for some old photos of racing days past to use on the web page and ? If you have some pictures we can borrow please contact Larry Haynes @ lhaynes99@gmail.com

DO YOU HAVE AN INTERESTING STORY TO SHARE. WE ARE LOOKING FOR NEWS ARTICLES OR? Have you tried a new tire or suspension setup and want to tell us about it. How about your experience at an remote event. Road racers welcome. Write a paragraph or two and send to lhaynes99@gmail.com. Larry will edit and help with grammar etc , so don't worry about that. Just send your articles.



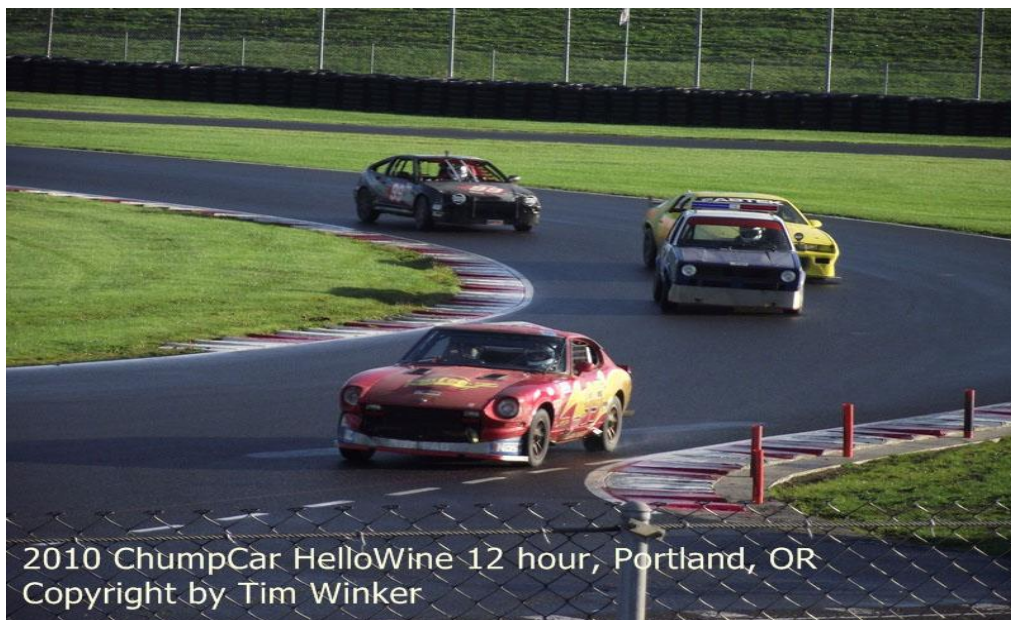
Endurance road course series comes to Sandia Motorsports Park in Albuquerque, NM on March 19-20, 2011 for a *Double-7 Enduro!*

Get your team organized now, the ChumpCar World Series is bringing low-cost endurance road racing to Sandia Motorsports Park in March 2011! CCWS is a North American road racing series sponsoring endurance events ranging from 14- to 25-hours in length for production sportscar, touring and sedan vehicles. The twist? All cars in the race must be valued at less than \$500. Of course, teams must add roll cages and other safety equipment and are allowed to make other safety-related modifications to the cars before they can compete in any ChumpCar race, but the finished product is a fun-filled, low-cost race car that doesn't have any real advantage over any other car in the field.

The series stresses a casual weekend of racing for teams of four or more drivers, with a focus on returning road course racing to the era of the 1950's and 1960's, when camaraderie, sportsmanship and racing for pure enjoyment was far more important than cut-throat competition and the high cost of motorsports seen in so many series today. An entry-level sportscar built for racing today can easily exceed a \$30,000 investment. However, in this series, everyone is "...*just another chump.*" Wheel to wheel racing experience is not required. ChumpCar drivers have a wide background and include autocrossers, road course and dirt track drivers, drag racers and even NASCAR's Tony Stewart (Yes, Tony and other NASCAR teams are Chumps in their downtime!).

Already have a car? SCCA and NASA IT class and Spec class cars are eligible to run in ChumpCar's "try it before you buy it" EC class. See the website for details.

The ChumpCar World Series promotes 35 to 40 races a year across the United States, Canada and Mexico. In 2011, the Series will hold events at Rockingham Speedway, Charlotte Motor Speedway, Virginia International Raceway, Iowa Speedway, Portland International Raceway, Homestead-Miami Speedway, Nashville Superspeedway, Texas World Speedway, Sebring International Raceway, Auto Club Speedway and other world-class facilities. To learn more, visit www.ChumpCar.com for rules, entry forms, videos, schedule and forums.



2010 ChumpCar HelloWine 12 hour, Portland, OR
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