

DOWNSHIFT



The KYSCCA Monthly Newsletter
May 2018

Welcome to the New Downshift! 2018 Season

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Regional Executive

Game on!

It's almost here. The KYSCCA is set to have its season opening solo event at [NCM](#) on May 20th. On top of our Solo program, we will be launching our Time Trials program on the NCM track on June 2nd. This has made for a very



busy "off-season" for those of us in leadership roles. If you'd like to be more involved in any of this, the best thing to do is to start attending meetings. Both our Board and Membership meetings are a great place to learn exactly what we are working on and what you can do to be more involved. Both programs and general club leadership is all handled by a small handful of people and we welcome those who have the time and energy to commit to seeing a project through, helping put on events, and grow the club.

If you have a question, problem, or concern, you can shoot me an email at the above address, you can now reach me on Facebook ([RE KYSCCA](#)) or give me a call; most of you already have my phone number, if you don't, ask around. I'm happy to address any topic as it relates to the club with any member.

Time Trials



We are excited as a region to have the opportunity to participate in the new Time Trials program being relaunched by the national office. It creates a way for us as a region to host track events with less cost and infrastructure previously required by Time Trials and other track-based programs.

This not only allows our members looking to step up to that next level of competition to compete on track, it opens up the opportunity for us to offer a product to those who simply want more seat time and higher speeds than we can offer at an autocross.

We expect this program to allow us to grow our membership, educate our leaders and members, while giving yet another way to have #funwithcars.

www.sccahq.com/time-trials-rules



Site Etiquette

Sites are increasingly difficult to procure. Costs are ever on the rise while fewer venues are willing to letting us use their asphalt at any cost.

It is important that we treat all of our sites and their personnel with respect. This means being courteous to the staff at these sites, be it online or in person.

Management, maintenance, gate personnel, and all others deserve our respect. These ladies and gentlemen are trying to do their job and we want to make their job as easy as possible, sometimes this means just being polite and patient. **We**

want to be the customer their staff is excited to see.

It is our goal to leave each site as good or better than we found it. This also means not leaving your trash sitting around or under cones, those of us taking the time to pick up cones shouldn't have to deal with your garbage. Leave nothing behind. We have plenty of trash receptacles, use them.

If you bring out tents, they should be weighted or tied down and should never be staked down. If you car leaks, please use a drip pan, we keep a large one in the trailer. If you spill, we have absorbent and brooms available to clean it up, these fluids can do real damage to a surface and we want to do everything we can to protect the surface at all of our sites.

If you bring an animal, please use extra caution around other people, children, and other animals. Animals are to be kept on a leash at all times. Animals are not allowed on course or in a hot grid. If you bring your animals, please pick up after them. We want to leave nothing more than tire marks.

When entering and exiting our sites, please keep your speeds at or below posted speed limits and refrain from high revs or loud music.

When you are at or around our events you are KYSCCA ambassadors. Whatever they see you doing at or around our event sites reflects on us as a club, please make sure they see you and us only in the best light possible.



How to lose to \$100K Supercars with basic hand tools

by Andrew Scott

Part 1: Introduction and tune up

New to the club? New to the sport? Have a car and you're racing it on weekends in parking lots, but you want to go faster without spending a pile of money? Are you intimidated by the idea of taking apart a perfectly good automobile, but at the same time intrigued? Do you like busting your knuckles open and bleeding on things? Are you tired of purchasing new, properly working vehicles and want a challenge?

Then this series is for you! Over the past decade, I've been slowly developing my own car, a 1987 Buick Grand National, from the mid-1980s factory stop light brawler it was into something it was never intended to be. While it certainly gets attention because of the pedigree, it manages to acquit itself nicely on an autocross course. What you're about to read can be applied directly to the millions of 1980s GM mid-size vehicles that litter the landscape from coast to coast. You can take a \$750 claptrap Regal or Cutlass from "oh" to "whoa" in no time (that's a lie, it'll take a ton of time). And what you're about to read can be applied indirectly to just about any domestic rear wheel drive car from about 1971 until 1988. Another big bonus with working with the venerable G-Body (Pontiac Grand Prix, Buick Regal, Oldsmobile Cutlass, and Chevrolet Monte Carlo from 1978 until 1988): you will be able to collect tools. The platform is a metric chassis and body, but the drivetrains are all SAE. You need both sets of sockets and wrenches to work on them, and everybody loves an excuse to buy tools!

So, without further ado: Let's pretend you've just purchased your first G-Body. Let's say it's a 1984 Oldsmobile Cutlass with the corporate 305 cubic inch V8, the four speed 200-4R transmission, and the 2.95 open rear differential. One hundred sixty five ponies under the hood when new pushing 3500 pounds of Detroit steel in comfort and... well, maybe just comfort. Let's say you want to autocross this car, or maybe a crapcan series?

Can you do it? Will people laugh at you? Will you get tetanus from the car? All of these are possibilities, but they don't have to happen. Let's get this thing working properly.

It is no fun to try and modify a car that isn't working properly, so we need to get this heap up to a decent state of normal operation. And with classes like Classic American Muscle now a big part of the scene, we don't have to worry about nitpicky rules forcing you to make expensive repairs back to original factory specifications. You can maintain these older cars like you often have to: If you can't fix a thing, just remove or replace it with a thing from a newer car that actually works. Actual Hot Rodding!

Step 1: The tune up.

Go to the parts store or Amazon, and buy the [Haynes repair manual](#) for the car. There are, surprisingly, different manuals for the different marquees. Get the book for yours. While the body and suspensions are identical among all the versions, the drivetrains were different between the marquees, especially in the early years. To save space, Haynes didn't put stuff for the Chevrolet 4.3L V6 into the books for the Regal and Grand Prix, and stuff about the Olds 5.7L Diesel isn't

in the book for the Monte Carlo. Also, don't buy a car with the Olds Diesel. That motor was truly horrible.

Inside the manual are repair and replacement procedures, torque specifications, bolt fastening sequences, and a myriad of other topics that will allow you to maintain the car in a driveway. Unlike the manuals for newer cars, these older vehicles are simple enough that the parts-store manual covers nearly every aspect of the vehicle. You don't need to go find a set of factory service books or scour the internet for bad advice.

Once you have the book, turn to chapter one, and tune the car up. Nose to tail. Make sure it's running properly. Spark plugs and new wires. New distributor cap and rotor. Make sure the factory ECM is still controlling the computer controlled carb. Engine oil and filter. Transmission fluid and filter. Change the rear differential fluid. Replace the fuel filter. Drain and replace the coolant. Make sure the base timing is set correctly. The procedures are spelled out in the manual step by step.

All of these tasks can be accomplished with a socket set, metric and SAE wrench set, screw driver, gasket scraper, a cheap timing light, and a tube of black RTV or Rite Stuff. A can of [PB Blaster](#) will also be your friend.

It is highly likely none of this maintenance has been done on the car in a while. Once you're done, the car will run better, get better gas mileage, and you'll be on track for part two of this series: Making the stock brakes actually work.

Stay tuned!

Andrew Scott - IT
Professional and
automotive masochist.

Photo by [Jay Furtula](#)



Would you like to contribute to our Newsletter? [Contact the Downshift editor today!](#)



Blue Grass **MOTORSPORT**
Built on Performance

Thank you to our Title Sponsor!

Bluegrass Motorsports has returned as the title sponsor of the KYSCCA 2018 Solo Series. If you're in the market for a fine automobile, please support our sponsor.

[Contact Chris Evans for further details.](#)



Beyond providing monetary consideration, Bluegrass Motorsports also donated a 2 day PCA Drivers Experience at Putnam Park. We would like to Congratulate Andrew Scott for winning this awesome prize at our 2017 Awards Banquet.

This prize is awarded to a solo class winner at the year-end banquet by way of a random drawing, must be present to win. 2018 is a new season and another chance to win this awesome prize.

www.bluegrassauto.com • www.pca.org/driver-education

Private, Long-Term Lease Garages coming to NCM



**** COMING SOON - SUMMER 2018!! ****

Private, long-term lease garages will be available for rent at the NCM Motorsports Park in Bowling Green, KY. Limited space available.

To secure your garage, or for more details and pricing, contact Mitch Wright at (270) 777-4508 mitch@motorsportspark.org

Layout not yet finalized. Floor plan is modular, and square footage can be determined based on renters' needs.

Perfect for the track day customers looking for a place to keep their track car and supplies; the Corvette owner wishing to leave their car in Bowling Green for use at Corvette events; the customer looking for a secure facility to keep their prized possessions; and the business looking to monetize the space by providing services.

Pricing:

- 390 sq. ft. \$488/month
- 595 sq. ft. \$745/month
- 1,198 sq. ft. \$1490 / month

Lease Terms:

- Starting with a 3-year lease commitment but terms are negotiable. Payment plans available.

BLUEGRASS

KARTING & EVENTS

We would like to extend a big Thank You! to Bluegrass Karting for hosting our member meetings at their facility while their Leagues were on hiatus, and graciously offering our members a fantastic deal, of 2 races for \$20! To make it even better, this deal is good not just for our meetings but for all open sessions Monday through Thursday. Just show your SCCA membership card and ask for the KYSCCA discount. Be sure to thank them for this generous offer. Meeting space, like autocross sites, are tough to find. Let's show them we value their hospitality.

www.Bluegrasskarting.com



MEMBER MEETINGS

MAY 3

CANCELED DUE TO DERBY

JUNE 7 • 7:00PM

REC BAR

JULY 5

CANCELED DUE TO 4th OF JULY

BOARD MEETINGS

MAY 30 • 7:00PM

Charas Office

JUNE 27 • 7:00PM

Michael Neat's House

JULY 25 • 7:00PM

Shawn Lambert's



Current membership is 272

KYSCCA would like to wish a Happy Birthday to our members celebrating May Birthdays!

Paul Edward Bibbins III

Jerome H Boyett

Matt Coleman

Tim Fulk Jr.

James Greenwell

Christopher Louis Hall

Boyd Lobb

Jeff Lohr

Gerry Lynn

Jeremy Lynn

Michael Robert Salvo

Dean Smith

Russel Wood

AUTOCROSS SCHEDULE

MAY 20

Points Event 1 • NCM

[Register now](#)

JUNE 23

- Region Driver's School (tentative)
- NightTime TnT (Test `n Tune)

JUNE 24

Points Event 2 • KFEC

JULY 14

- [TRSS](#)
- [NightTime TnT](#)

JULY 15

Points Event 3 • KFEC

JULY 29

Points Event 4 • NCM

April 2018 Board Meeting Minutes

// CONNECT WITH US //



Don't miss any important KYSCCA news, please be sure to add [SCCA Kentucky Region](#) to your address book.