

Lone Star *Draft*



News for Racing Enthusiasts in Central Texas

April 2003

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Cabaniss Cancelled, TMS Added

The April Regional / National race which was to be held at Cabaniss in Corpus Christi has been cancelled due to increased security concerns.

The Texas Region has stepped up to ensure that there are six national races in the Southwest Division. They have rented the Texas Motor Speedway in Fort Worth to stage a Regional / National race weekend to be held on August 2nd and 3rd.

New Racetrack In Beeville?

To all in Lone Star Region, SCCA - Please help us "spread the word."

We are helping the people at Chase Field NAS (decommissioned) in Beeville, 130 miles south of Austin, to determine the feasibility of developing a permanent racetrack. The next step in the study is "race cars on pavement". To that end, we are staging an SCCA Solo 1 Event at the facility on April 12-13, 2003. Feedback from drivers and workers will be used to develop a safe, high speed, challenging racetrack. If you are not going to Hallett that weekend, you need to come run this event.

Drivers, think of this as a "club race" one car at a time against the clock. Think of this as an opportunity to get seat time

on a track which may be hosting wheel to wheel racing by this time next year. Come out and get a leg up on your competitors.

Contact your race chairman:

Adrian Carpenter

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832-287-2716

Workers can contact:

Steve Ziliox

crashchief@juno.com

713-723-0902

RE Report

The first part of the year is always the busiest for Lone Star Region. We've hosted the January SOWDIV meeting, successfully put on the first race of the year, pulled a great Awards Banquet, and participated in the National Convention, and at the end of May we'll host our second race of the year.

I'm actually writing this report as I return from the convention. As with most conventions, I feel energized and encouraged by what I've heard. But this year there was more to the typical promises and hoorays that seem to come out of SCCA, there was actual quantitative proof that the SCCA is moving in a new direction.

The first thing that really made an impression was the change in guard. I'm sure the move to Topeka accelerated that, but while some very familiar names and old friends are still at the National Office there is an infusion of new people. And with new people, comes new ideas. Many of the new developments and programs aimed at guiding SCCA into the future are:

*New management software that will allow on-line membership renewals by the end of the summer.

*Staff cross-training that will allow for membership cards to be processed more than once per week.

*Web tools to allow and encourage member input on technical and classification issues.

*Programs to set up annual waiver and on-line race registration.

*SCCA University accredited degree programs in Leadership Development, Volunteer Management, and Business of Racing.

I want to encourage every member to get involved with the club on the local level. We are primarily a racing region and races don't just happen. If we are to continue to host races in the Southwest Division we need help from you. If more people get involved, the time and commitment will be minimal for everyone.

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What The Heck Is Going On In Beeville?

Rumors abound in the racing community about something going on in Beeville, Texas. Here are the facts. A group from the Houston Region SCCA has been asked to assist in an economic feasibility study of building a permanent racing facility at the decommissioned Navel Air Station known as Chase Field near Beeville, Texas.

"This could be huge for club racing in Texas," said Steve Zilliox who is Houston Region's project leader. "The people of Beeville recognize the economic potential motor sports could bring to their community. Local motels, restaurants, merchants and service providers of every imaginable product or service stand to benefit. When an SCCA, or other motor sports event comes to town for a weekend, we leave thousands of dollars behind in the local economy."

The racing community has heard stories and seen promises of grand motor sports facilities that never get built. The fact is that the most expensive components of racetrack construction are land, paving, buildings and infrastructure. These components are already in place at Chase Field. Safety barriers, fencing and some minor surface work, and this place transforms into a permanent motor sports facility, at a fraction of the cost of a new, purpose built racetrack.

The feasibility study is at the point where they need race cars on concrete. In order to determine what may need to be done to the runways and taxiways to produce a challenging, interesting and safe racetrack, we need to have an event. This poses the old "chicken and egg" dilemma. SCCA cannot get insurance to race without track approval and we cannot get track approval until we have a track that passes SCCA's Insurance inspection. Oh what to do?

SCCA will issue track approval and provide insurance for a Solo 1 event under less stringent conditions. Solo 1 is

like a club race in that club racing cars and licensed drivers are eligible with car and driver safety tech requirements being interchangeable. Think of Solo 1 as a club race, one car at a time with lap times to determine the winner. Think of the Houston Region's upcoming Solo 1 event at Chase Field in Beeville as "seat time", and "a first look" at a new facility that may very well be a racetrack by this time next year.

A team of SCCA officials (the course development team) recently visited Chase Field to develop the course. Ben Harding - Assistant Executive Steward for Club Racing in SOWDiv, Merel Hansen - SOWDiv DA for F&C, Ronald Fawcett - Houston Region Course/Pit/Paddock Chief, Rod Dundas - SOWDiv Driver Representative, Cathy Barnard - South Texas Border Region Driver Representative, and Steve Zilliox met with Chase Field facilities officials and discussed not only the April 12-13 Solo 1 event, but also discussed at length the possibility of them developing a permanent racetrack.

Houston Region to host "Restricted Solo 1 Event" on April 12-13, 2003

Utilizing existing runways and taxiways, the course development team has designed a 3.6 mile 16 turn high-speed road course with wide sweepers, long straight-aways and tight demanding turns to challenge the abilities of our drivers. Come see if you have got the stuff to run this course.

The Event

The event is a "Restricted Solo 1 Event" limited to a maximum of 50 SCCA Club Racing cars. We will divide the field into 2 groups (closed & open wheel) and grid each group based on "anticipated speed", fastest to slowest predicated on previous performance in SOWDiv races. Each group will have a 5-lap course familiarization "warm up" behind the safety car. Then, starting with closed wheel, each car will have a flying

start and 3 timed laps. As car "A" is 1/2 through their second lap, car "B" will be released from grid (see "pit out" on course map) for its flying start and 3-lap run. And so on through the field to complete a "go-round" (Rodeo term). This is a 2 day event, so time, # of entries, and weather will dictate how many "go-rounds" each car receives. To save time, there will not be a "cool-down" lap. Cars will exit the track (see "pit in" on course map) into the paddock after turn 1, after they take their checker. Running order for each subsequent "go-round" may be realigned if actual performance so indicates. The idea is to minimize the probability of overtaking for insurance reasons.

The SOWDiv Timing & Scoring team will handle T&S duties (bring your AMB transponders). SOWDiv Club Racing Officials will staff Tech Inspection, Race Control, Grid, Start, F&C, Registration, and Course/Pit/Paddock. The San Jac Crash Rescue Team will provide Emergency Services.

RE Report... continued

Our region's solo program is week and a rally program is non-existent, largely because there is no volunteer involvement to guide these programs. I'm sure that many of our members would participate in these other activities if we had people to step forward and get involved.

Lone Star Region currently has approximately 360 members, yet much of the business of running the region and hosting events is accomplished by fewer than a dozen members. For the Lone Star region to be successful we need your help. Write or call me anytime to discuss how you can make a difference. Together we can have fun and build a region we will all be proud of.

See you at the races!

Darrell Matocha

RE, Lone Star Region

2003 SOWDIV, SCCA Schedule

Jan. 4	Lone Star	SOWDIV Meeting	Austin
Jan. 11-12	Lone Star	Double Regional	TWS 2.9
Feb. 14-15-16	Houston	Double National	TWS 2.9
Mar. 8-9	Texas	School / Regional	TWS 1.8
April 12-13	Houston	Solo I	Beeville, TX
May 2-3-4	Texas	Regional / National / RR	TMS
May 24-25	Lone Star	Regional / National / RR	TWS 1.8cw
June 7-8		Div. Solo II	TBA
June 21-22	Houston	Regional / National / RR	TWS 1.8
July 12-13		Div. Solo II	TBA
July TBA		SOWDIV Meeting	TBA
Aug. 2-3	Texas	Regional / National / RR	TMS
Aug. 9-10		Div. Solo II	TBA
Oct. 18-19	Texas	Double Regional	TMS
Nov. 22-23	Houston	Regional / Enduro	TWS 2.9
Dec. 6-7	S TX Border	School / Regional	Cabaniss
Dec.12-13	Texas	Rally	Paris, TX

TWS = Texas World Speedway at College Station

TMS = Texas Motor Speedway at Fort Worth

Cabaniss = airport course at Corpus Christi

Registrars / Information:

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Texas	Joyce McKinstry	214-350-3033	lola620@aol.com
Lone Star	Paula Taylor	512-338-4008	paula@paragonprep.com
S TX Border	Rosemary Kay	361-729-1464	bobkay@pyramid3.net

Southwest Division Welcomes New Race Workers
 email jointhefun@houscca.com for contact information

WEBSITE ADDRESSES

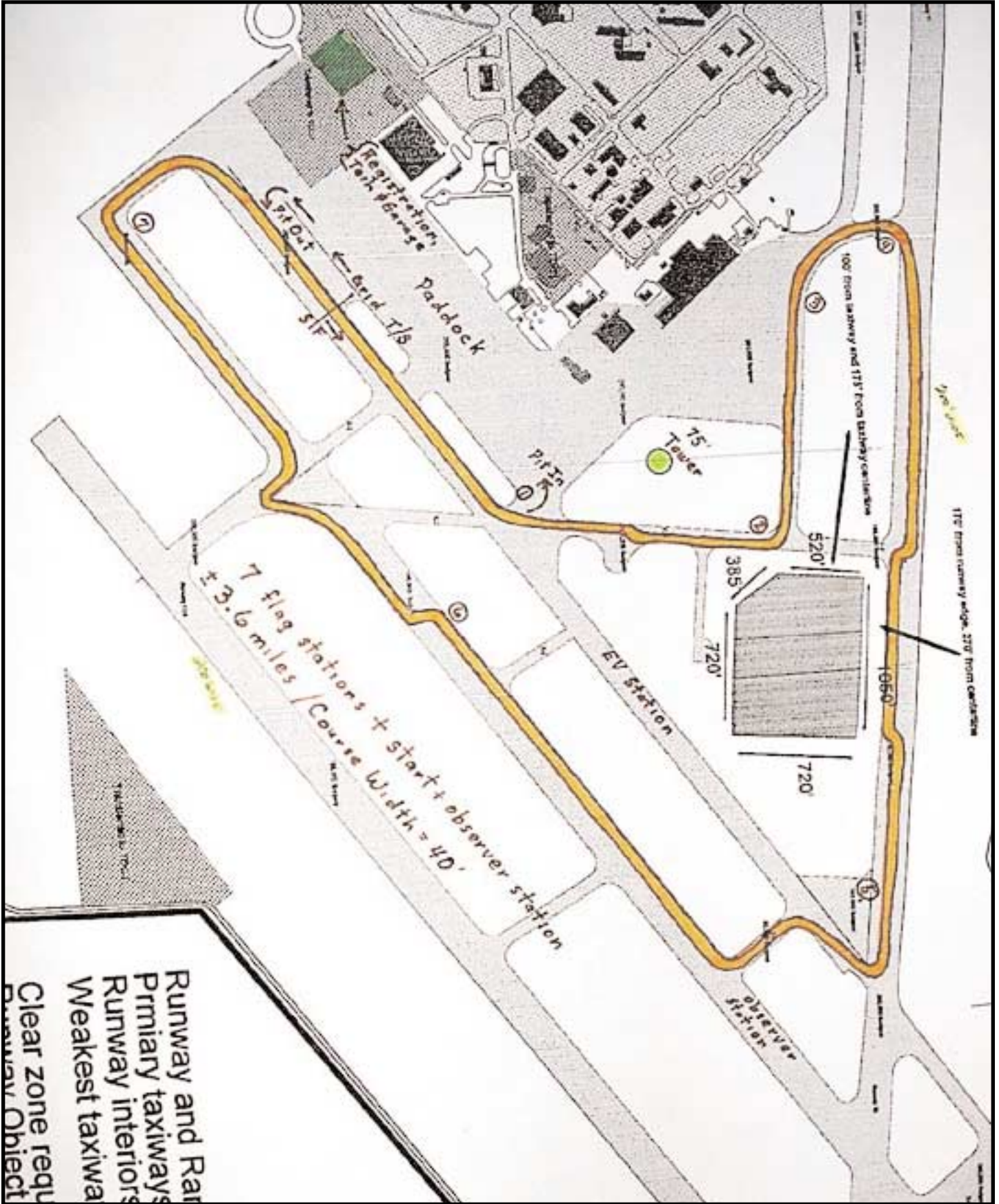
LSR	LONESTARSCCA.ORG
TEX	TEXASSCCA.ORG
HOU	HOUSCCA.COM
SCCA	SCCA.ORG
TWS	TEXASWORLDSPEEDWAY.COM
TMS	TEXASMOTORSPEEDWAY.COM
HALLETT	MAVIER.COM / HALLETT
SPEEDVISION	SPEEDVISION.COM (<i>television schedule</i>)
ATLAS F1	ATLASF1.COM (<i>Formula 1 coverage</i>)
PDFotography	JACKPURYEAR.COM (<i>digital race photography</i>)

Thought About It?

Do it!

If you've ever thought about having a truly memorable weekend at the racetrack, now is the time. All racing organizations, SCCA included, are facing difficult times worrying if there will be enough enthusiast volunteers to put on a race event. Learn about the possibilities at our website: **LONESTARSCCA.ORG**
 Then contact us and have yourself an adventure!

The Proposed 3.6 Mile Track Layout at Chase Field, Beeville, Texas



The Lone Star Region Awards Banquet At RPM Indoor Raceway January 2003



Gregg Matocha invents another award, this one for Charlotte Lapham.



Bill Johnson struggles to understand his crew's hand signal, while rubbing his lucky rabbit foot, which he keeps in his pocket.



Joe Lamping tries unsuccessfully to come down from his adrenaline high after running into the one hour enduro.



Tom Dalrymple tries to convince the drivers that the conditions are too dangerous, and the karts should be slowed down. The teams decided to ignore him, for the fans' sake.



Volker Steffen executes a tricky outside pass while still on the pre-grid, much to the dismay of the other teams.



Darrell Matocha presents Mike Renna his award, and thanks to Michael Angelo's for the great food.

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Classified Advertisements

Cars And Tow Package For Sale

Formula Ford Swift DB-1 and Formula Continental Swift DB-3, 2001 Dodge 3500 diesel loaded and 40' BRD gooseneck 3-axle all aluminum enclosed trailer w. removable ramping for 4 formula cars. Contact John Hancock at 361-727-9022, cell-361-319-6128 or e-mail hanc78@aol.com.

Car For Sale

DSR, LeGrande, modified Kawasaki ZX-10 eng., dry sump oil system, Mikuni flat slide carbs. comes with very aerodynamic can-am type body and also original body. You can race SCCA &/or Vintage. with custom trailer. Extremely fast, many wins in Calif. \$15000. Will email photos. Tim Bass, 512-825-8558, timbass@email.com,

Car For Sale

1987 Toyota Supra Turbo. Will rent for weekend. Great DE car & SCCA ITE car. Fully prepped and ready to run. Richard Ford, 225-921-7522, rftoy@bellsouth.net (Baton Rouge).

Trailer For Sale

20' enclosed 1994 Haulmark. 10x20 awning, built in 5KW Onan generator, Coleman AC and heat, electric wench, electric jack, insulated and finished inside, tire rack, cabi-

Ad Rates

Classified ads are free of charge for individuals. Photos and other scannable material may be included. Individual ads run until editor is notified.

Commercial ad rates are based on a 5 issue run:

Business cards \$30
Quarter page: \$90
Half page: \$150

A Big Thank You To:

Gregg Matocha for his contributions as Race Chairman for the past couple years.

And to:

Greg Lakomski for volunteering as new race chairman, for LSR's May R/N race.

Sue Iskra's Driver Spotlight

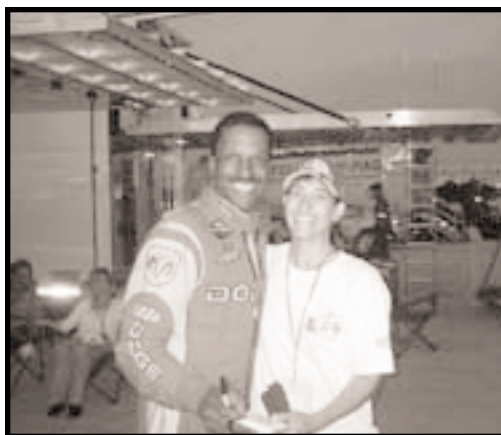
This month I had the pleasure to interview a former SCCA, IMSA, Trans Am, and Rolex 24 hours of Daytona driver. That man is Bill Lester, current NASCAR Craftsman truck driver of the red hot #8 Dodge Dealers Dodge Ram for Bobby Hamilton Racing. He created his early beginnings of racing in the SCCA during the 1980s in Northern California.

The 42 year old currently resides in Atlanta, GA with his wife, Cheryl, and they've been married for 8 ½ years. Bill got interested in racing back in the 1960s when his father took him to the CAN AM races at Laguna Seca Raceway in Monterey, CA. There, he was drawn to the different sounds and sights of the track. His mom recalled him always having a Hot Wheels car in hand while growing up. Bill was active in several sports as a young man participating in football, track, and basketball. He remembers soon after receiving his license, he was off and racing his car with the other guys on the streets. Eventually, Bill attended college at UC Berkley for engineering, thinking that avenue could get him into racing and worked on modifying a street car. He graduated with a dual B.S. in Electrical Engineering and Computer Science. He had no idea that he'd ever race a car professionally.

In 1985, Bill raced his first year for SCCA in the GT-3 class driving a Mazda RX-3 and became the Rookie of the Year for the Northern California region. The following year, Bill topped his performance with a Championship in the same class and region. He also competed nationally. Years later, Bill raced in the International Motor Sports Association (IMSA) GTO series. There he drove an independent Camaro in 1989. Following that stint, Bill drove for Paul Gentilozzi/Rocketsports in Portland in an

Oldsmobile Cutlass in 1990. He also had a run at Mid-Ohio for Tom Gloy/GloySports in a Chevy Baretta that same year. During this same era, Bill made several starts in the SCCA World Challenge series.

Bill has also run the Rolex 24 hours of Daytona 4 straight years from 1998-2001, starting with a Mazda RX-7, Porsche 911, and then a Chevrolet Corvette the last two. In 2001, his team took the pole and was the leader of that race for 12 hours; unfortunately, his team's car broke at the mid way point. Bill says he loves the light cars of that



series, watching the sunset, and seeing the sparks fly off the cars during the nighttime portion. Bill will continue to run this race in the future until he wins the coveted Rolex watch!

Bill knew he had what it takes to compete at an even higher level. He had raced a few road courses in the NASCAR Busch and Craftsman Truck Series (NCTS) back in 1999-2000. Bill and the owners thought that racing at road courses would be the best environment to show off his talent, therefore produce the best results. In the end it did pay off. He found himself making 5 starts in the NCTS for Bobby Hamilton Racing in 2001. Finally in 2002, he hit the Jack Pot with a full-time ride for the same organization (BHR) in the #8 Dodge Dealers Dodge Ram truck.

Bill misses road racing and had gotten a chance to run a test for Dodge. He performed that task in a 2003 Dodge Viper Competition Coupe at Firebird Raceway in Phoenix, AZ. He would love it if NASCAR would add a road course date back to the NCTS schedule. However, he admits it would be financial-

ly impossible for NASCAR to do that because of the different parts teams would have to acquire just for that one road race. The NCTS is meant to be low cost for the race teams compared to Busch and Winston Cup.

The biggest transition Bill noticed coming from running sports cars to the NCTS was the difference in weight between the cars. Sports cars are considerably lighter, weighing at around 2500 lbs. They are more forgiving and you seem to have a lot more brake. It's more of a finesse way of driving in the lighter car. Now with the Craftsman trucks, on the other hand, they're a lot less responsive, less user-friendly, and much heavier weighing approximately 1000 lbs. more than the sports car. You can run out of talent very fast and have the truck get away from you quickly, Bill had stated. Some of his favorite tracks include the fast ones like Daytona and Michigan, as well as the road courses of Sears Point, Watkins Glen, Laguna Seca, and Road America in Wisconsin.

Hope you liked this segment and we'll see you at the checkers!

Sue Iskra, LSR member

Editor's Corner Thanks, Sue

Editor's note: Sue is with the 1st Cavalry Division and is to be deployed in April or May. We wish you well and will keep you informed via email, Sue.

Express Yourself

Submission of articles, stories, commentary, questions is welcomed here at the luxurious offices of the Lone Star Draft. Send to: nichola@austin.rr.com. Keep the formatting to a minimum.

Pook Addresses Members at SCCA Convention

Chris Pook, CEO of CART, was a surprise speaker following the BoD Town Hall.

Pook stated, "CART lost its relationship to SCCA. CART dropped the SCCA corner workers and turned to its own observers." Pook went on to say, "They can't match the skills and dedication of the SCCA corner workers."

CART is looking to create a new image and desires to work with the SCCA and the Regions. "Between us we will share the vision. We will be back as good friends and colleagues."

The attendees in the room responded with a standing ovation.

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