

Lone Star *Draft*

News for Racing Enthusiasts in Central Texas

December 2002

Visit Our Informative And User-Friendly Website: Lonestarscca.org

Lone Star Region Election Results

Your officers and directors for the next year - or two in some cases - are:

Regional Executive
Darrell Matocha

Assistant Regional Executive
Paula Taylor

Secretary
Donna Lakomski

Treasurer
Patrick O'Keefe

Director
Bill Johnson

Director
Tom Dalrymple

Director
Joe Lamping

Director
Gregg Matocha

In addition to these positions being

filled, Greg Lakomski will continue as coordinator for the Lone Star Region website, and Nick St. Laurent will continue as newsletter editor.

Plan on stopping by at the Christmas party to meet your officers and directors, and to mingle with fellow racers and bench racers.

Doug's Enduro Weekend

I've been racing in the SCCA for two years, and my SRF has proven to be more fun and excitement than I could have hoped for. When talk around the garages turned to the enduro, I was instantly interested, yet apprehensive. Running a six-hour race with little or no car-prep experience sounded impossible, but after a little searching, I found

Steve Kramer, a teammate who would prep his car and had the credentials of a top-5 finish in last year's race. I jumped at the chance.

The weeks leading up to the enduro were more fun than any sprint-race preparation. We recruited crewmembers, discussed pit strategy, developed timing software, fussed over fuel mileage for days. I even made a half-hearted attempt to get into shape! The regional sprint on Saturday before the enduro just didn't seem as important, even though I set low lap time and finished in the top five. I was already focused on the enduro, and my confidence was building fast.



The Saturday afternoon qualifying session brought me back to earth with a thud. I really thought that all SRFs

were the same. Sure, you can tweak the suspension, but this is a spec class, isn't it? I turned a 1:55

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Enduro Weekend, cont.

in the race, and a couple hours later I hopped into Steve's car to qualify, and I couldn't break 2 minutes! I was in a panic. Fortunately, Steve was able to turn a quick lap to keep us out of the back of the pack, while I spent the rest of Saturday night wondering how I was going to drop my lap times in a "strange" car.

Sunday morning dawned clear and cool - great racing weather, and lots to do before the race. The green flag would drop at 10:30, but we still had to find our crew, train them on fueling and emergency stops, check the car, charge the radio batteries, double check the car, drop the fuel and tools off at the hot pits, oh, and check the car! Our crew arrived after what seemed like a VERY long time, and my family decided to surprise me by showing up to watch the race. I took a few practice laps and found I could break 2 minutes if I tried, which calmed me down just enough to let me eat some breakfast. Last minute details kept everyone busy until the cars were called to the grid.

I'm usually impressed with the way the SCCA officials run a sprint race, but the attention to detail in the enduro just blew me away. Everyone was professional, efficient and patient with us rookie drivers. Safety was first on everyone's mind, and not a single fuel can was left unattended without a grid marshal spying it and asking for it to be secured. The marshals brought 57 cars onto the grid orderly and with time to spare. It

was time to go racing!

Steve drove the first stint, and did a great job, driving through constant traffic and keeping sight of the leaders. The top group of SRFs were keeping their lap average under two minutes, while trying to pass dozens of slower cars every lap. After a little more than an hour of racing, it was my turn to take over. Our crew had a little trouble on the first stop, but with only one practice fueling, we weren't in too much trouble. Steve buckled me in, and I was off. The first thing I noticed was my radio wasn't working. I gave my headset plug a squeeze and it clicked into place. I could now talk to my crew, but I couldn't hear them. I didn't have a custom-fit earpiece, and that made it impossible to hear what the crew was saying. The next thing I noticed was I WAS RACING! I expected a bit less than all-out racing for a six-hour race, but I was dead wrong. I no sooner made it past the pits than I was surrounded by all sorts of cars trying desperately to pass me or send me off the track. I had to ratchet up to full race speed FAST. It took about three laps before I was completely comfortable, and then I settled into a rhythm of 2 minutes per lap, with an eye on fuel economy. The SRF is almost capable of running a six-hour race on three stops. It would take some help, but we were going to try. I used every trick I knew to save fuel. I shifted early, I used an extra gear, and I drafted anything that was in front of me. That trick cost me a few times. I was drafting

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Christmas Party

Once again, it's time to celebrate Christmas with your fellow racers and Lone Star Region members. This year's party will be on December 14th, from 6:30 p.m. until whenever, and once again will take place at:

**St. Laurent Residence
4501 Tortuga Cove
Austin, Texas 78731**

Lone Star Region will be providing food and beverages, so don't miss out. Come on down and meet your new elected officials and do a little last minute bench racing before the real action starts.

Annual Tech Inspection

The annual tech will be held on December 14 at the location of Lone Star Region member Bill Johnson's business, Athena Manufacturing, 4807 Commercial Park Drive in Austin.

Bring your ready-to-race cars out to Athena between 10:00 a.m. and 3:00 p.m., and save yourself the grief of waiting in a long line at the first event of 2003. Lone Star Region member Kerry McEntire will be handling the tech inspection. Thank you Kerry.

Speaking of that first race... check out the 2003 schedule in this newsletter or on our website:

www.lonestarscca.com

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
Apr. 12-13	S TX Border	Regional / National	Cabaniss
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. 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:

Houston	Cheri Ferguson	281-328-5388	acarps@houston.rr.com
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

Members who have not been race workers and non-SCCA members

Get details on how to get started at the next race in SOWDIV

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 (television schedule)
ATLAS F1	ATLASF1.COM (Formula 1 coverage)

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!

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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

SCCA Has Moved Its National HQ

Sports Car Club of America (SCCA)
P. O. Box 19400
Topeka, KS 66619-0400
Telephone:
(Local number/Main switchboard): 785-357-7222 (SCCA)
Main Fax number: 785-232-7213
Toll-free: 1-800-770-2055

Enduro Weekend, cont.

another SRF when we passed a Miata in a corner. The Miata driver moved over to let us by, but he didn't know we were a matched pair. As soon as the first SRF was clear, he came back over and found me in his way - OUCH! On another occasion I was drafting a Miata through the esses leading onto the front straight. As we came onto the straight, I drifted high to pass the Miata, and ran right into a cone someone had punted onto the track.

When I thought my fuel window was open, I called into the pits to see if we could come up with some kind of communication. I let them know I couldn't hear them, but if they could hear me, would someone please hold up the pit board. On the next lap I saw my number on the pit board, so at least I wasn't alone out there. I was supposed to run the car until I felt it cough, letting me know fuel was almost out. I did so, but again called for the pit board so they knew I was coming in. That extra lap was dicey - the engine couldn't pull in the corners, as I was only getting fuel pick-up in the straights. I came back to the pits on fumes, and this time the crew did a marvelous job of fueling. Steve had plenty of time to buckle in and wait the mandatory three minutes before he was back on the track.

Once my helmet was off I caught an earful from the crew. When I first called for the pit board, they thought I was coming in, and watched me go by lap after

lap thinking I was going to run out of gas for sure. When I looked at our stopwatch, I saw why they worried. I kept the car running for 85 minutes, just a few minutes shy of the magic window for a three stop race. Not only did we skimp on fuel, but the report from timing and scoring showed us as race leaders! The race was half over and we were sitting on top! Steve ran another fast stint, and when he came in, the crew responded with another perfect fueling. We were having fun now! I went out and went right to work, while our crew decided on our final stop strategy. Without a full-course yellow, we weren't going to make it all the way, so they told me to drive like mad and build our lead. Traffic was heavy, and I knew most of those cars didn't know who the race leader was - I was just another SRF trying to get by. I had a nasty fight with an AS Camaro. He blocked me in the buttonhook, and I had to pass going into the esses. Then he comes blasting by me on the front stretch. I caught him again in turn 1, and he was NOT going to give me room. I passed him going into turn 4 and hoped I'd seen the last of him. My competition was getting away while I dived with a car in another class!

I knew by our lap count that my fuel window was almost open, so I started to scan the pit wall for my IN signal. I never got a chance to see it. I made a 3-4 shift coming out of the esses, and the car felt like I missed a shift. I tried again - nothing. I tried 5th - nothing. Fortunately, the pit entrance was

right in front of me, so I coasted in screaming on the radio, "I am coming in and I am broken!"

When I hit the marks the crew went to work as if it were a normal stop. Steve was getting his gear ready when I called him over. I was hoping it was just a shift linkage, but he quickly spotted the right half shaft hanging loose at the CV joint. Our day was done.

We spent the next hour talking about missed opportunities and what-if scenarios. I watched the team of Tom Dalrymple, Rege Brunner and David Schorr take the SRF and overall victory, just ahead of an ITE Caterham and a pack of SRFs. It took another three days for the feeling to come back in my hands, and the soreness to fade in my shoulders, but I am ready to go again. Six hours of all-out, nose-to-tail, pass-or-die trying racing is just too much fun to do only once a year.

by LSR member Doug Azzarito

Editor's Corner

Thanks Doug, great story!

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.

Looking For Sound Control Techs

Wayne Hill has requested that the Lone Star Region establish a regional sound control position. The Southwest Division has only 5 knowledgeable folks for this area and a few more are needed.

This job will be in a "hot area" (i.e., around moving race cars) and training will be on the job. Wayne will be at Texas World Speedway for the Houston Region's November Enduro/Regional races, the weekend before Thanksgiving.

If you would like to see your racing up close and personal, while earning an SCCA technical credential, please contact Wayne at rcepics@houston.r.com or 713-772-6710.



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