

Lone Star *Draft*

News for Racing Enthusiasts in Central Texas

June 2002

Lone Star GP 2002 Review

The Lone Star Region's GP 2002 was a great success, thanks to the efforts of Race Chairman Gregg Matocha and the usual cast of hard-working volunteers.

Saturday's action saw 192 racers take the green flag, while on Sunday there were 172 starters. Restricted Regional racers were back on the Sunday schedule for the first time in 2002.

Based on entries received, Lone Star was expecting over 200 racers each day, but many who had entered the event did not make it to the race track. There were 26 Saturday entrants and 47 Sunday entrants ultimately deciding on other activities for the Memorial Day weekend. In spite of these last minute plan changes, Lone Star GP 2002 was a financial success, with the region showing a small profit for the weekend.

The action was held on the 1.8 mile clockwise circuit at Texas World Speedway. Racing in this direction can be a crash-fest,

because of the chicane at the end of the main straight, but this year the vast majority of racers went home unscathed.

For the most part the weather was very pleasant, with a dry track throughout both days.

The next racing action is in July, with an out of division event at Hallett (Independence Day weekend), followed a week later by the inaugural Grand Prix of Texas at Texas Motor Speedway. Then, two weeks later, the Houston Region hosts their Regional/National weekend at Texas World Speedway.

Racers should note that the Houston Region has decided to run the 1.8 mile circuit, rather than the originally scheduled 2.9 layout. Restricted regional classes will run on Sunday, as the first two races in the morning, grid determined by Saturday's finish, but points will not count toward the regional championship. In other words, the same format and rules as the Lone Star GP 2002.



Entry Forms Online

The entry forms for the Grand Prix of Texas at Texas Motor Speedway are available at the Texas Region website.

New Lone Star Website

The Lone Star Region's new website is up and running. The address remains the same:
www.lonestarscca.org

The decision was taken earlier this year to seek professional help. Greg Lakomski, Assistant Regional Executive for LSR, spearheaded the project, and I hope you'll agree the result is a more useable, up-to-date website.

Annual Convention Moves To Kansas City

ENGLEWOOD, CO - May 2002 - The national office of the Sports Car Club of America has announced that The Westin Hotel Crown Center in Kansas City, MO will host the 59th Annual SCCA National Convention, February 6-8, 2003.

"The annual convention, often referred to as the 'National Convention', is the single most important meeting event held by the association, and Kansas City is one of the most exciting convention cities in America," said Steve Johnson, President and CEO of SCCA. In conjunction with the move and the establishment of a new national office in Topeka, KS, the Convention in Kansas City, MO is an exciting destination and is designed to draw even more attendees to a site in the middle of the country.

Kansas City has dining and entertainment to suit every taste, and the renowned reputation of The Westin Crown Center will attract convention attendees from across the country. Such a setting allows the SCCA National Convention to reach out to more of its

Business Stuff

The Lone Star Draft is published by the Lone Star Region of the Sports Car Club of America, and is mailed to members in good standing. Articles appearing in the Draft represent solely the opinions of contributors and the editor.

Submissions are due by the 20th of each month. The Draft encourages submissions, letters, suggestions, and advertising. Unformatted text works best. Photos and graphics are accepted, as well.

members and expose the meeting to new audiences and sponsors.

It is no coincidence that this meeting in Kansas City dovetails with the SCCA University programs as well as the opportunity for attendees to visit the site of the new national office. According to President and CEO Steve Johnson, "This convention will highlight a strategic and defining moment in the association's outstanding history."

Attendees can expect this bold and vibrant city to capture the SCCA spirit beginning with the Crown Center in the heart of downtown Kansas City. The Westin Hotel, located in the Center along with an 85-acre complex of shops, is one of the city's crown jewels.

For more information about the SCCA National Convention, February 6 - 8, 2003 call the SCCA Customer Service Department at 800-770-2055.

AUSTIN-BASED RACING TEAM ANNOUNCES LAND SPEED ATTEMPT

Austin, Texas - Austin-based Taylor Racing announced plans today to make a run on the salt flats of Bonneville in their nearly stock RV. Taylor Racing plans to make a land speed record run in their Class-A GMC Motorhome on the salt flats of Bonneville during the World of Speed, September 20-23, 2002.

There is currently no class for recreational Vehicles in the USFRA, the sanctioning body which organizes the World of Speed. However, there have been other RV's which have set land speed records. "The highest speed an RV has attained so far is just under 100 miles-per-hour. We are confident we can beat that," says Chris Taylor, who is currently slated to make the high-speed run.

Although new to salt flat racing, the father-son team of Walt and Chris Taylor have a combined 41 years of oval and

road racing experience. Walt began racing sports cars in 1969, with events such as the 12 Hours of Sebring, and the Five Hours of Monterey. Chris began racing Quarter Midgets in 1993, attending several national championships as well as various races from Texas to Canada.

More information on Taylor Racing and their Land Speed Record run can be found at www.taylor-racing.net.

Southwest Formula Mazda Series

by Sandy Magrath

The 2002 Southwest Formula Mazda Series ran Rounds 7 & 8 at the Lone Star Region SCCA 2002 Grand Prix held at Texas World Speedway on May 25th and 26th. Saturday's Regional made for a very exciting race with the top three places changing dramatically throughout. Nur B. Ali (Eules) got his first pole with Brad Pollard (Fairview, Tx) 2nd and Darryl Wills (Deer Park, Tx) in 3rd. Ali held on to the lead until Lap 5 when Nick Leber, qualifying 4th, overtook him. Soon Ali was battling another, Darryl Wills. Wills took 2nd on Lap 8. Wills followed Leber very tightly through the remaining 9 laps. On the last lap of the race, Leber made the wrong choice through lap traffic and Wills took the win. Tom Woodman who started in 5th and held 3rd for 6 laps, had the fastest race lap with a 1:08:98. Wills' win on Saturday charged him up for Sunday's qualifying and he got the pole with Pollard in 2nd and Ali in 3rd. Ali was out of the race after only 1 lap with a battery connection problem. Roger Addison was also out of the race after lap 3 when an altercation with a Continental left him minus a rear wing. Wills and Pollard held a comfortable 1st and 2nd for the entire race. Greg Byrne (Southlake, Tx) finished 3rd. Darryl Wills had the fastest race lap with a 1:08:87. Previous race results can be found at www.texasautosports.com.

Lone Star Region's GP 2002

all photographs by Jack Puryear, Digital Race Photography

The northbound transition to the eastbound kink looks a little crowded this morning....



John Meriggi leads Mike Davies at the head of the Spec Racer Ford pack.



Heavy metal jam session. Ken Breazeale on his way to the GT1 win.



John Robinson takes aim with his 240Z.



Nick St. Laurent (#9) and Mike Renna (#11), both from Lone Star Region, battle in FC action. Renna wins it in the Tatuus.



Steve Taake, from Houston, prepares to taake a bite of an SRX7.

Is it Mark Martin?
No, John Thurman from Houston.



More GP 2002...

photographs by Jack Puryear, Digital Race Photography

Lone Star Region's Richard Flournoy, in his GT4 Scirocco, holding off competitors in the chicane.



Just a few of the Formula Vee competitors, looking for gaps as they prepare to dive into turn one.



Lone Star Region's Doug Azzarito in #80 sizing up a couple of Spec Racer Ford competitors.



Partial view of the paddock from the grandstands above the oval, on Sunday morning.



SCCA 2002 CLUB RACING SCHEDULE

| | | | | |
|-----|-------|------|---------|--------------|
| JAN | 12-13 | LSR | S/R | TWS 1.8 CCW |
| JAN | 18-21 | OD | NN | PHOENIX |
| FEB | 15-17 | TEX | N/N | TWS 2.9 CCW |
| MAR | 9-10 | HOU | R/N | TWS 2.9 CCW |
| APR | 13-14 | OD | R/N | HALLETT |
| APR | 20-21 | STB | R/N | CABANISS |
| MAY | 25-26 | LSR | R/N | TWS 1.8 CW |
| JUN | 1-2 | OD | R/N | HEARTLAND PK |
| JUL | 6-7 | OD | R/N | HALLETT |
| JUL | 12-14 | TEX | R/R/N | TMS |
| JUL | 27-28 | HOU | R/N | TWS 1.8 CCW |
| AUG | 17-18 | OD | R/N | HALLETT |
| AUG | 24-25 | TEX | R/R | TWS 2.9 |
| AUG | 31-1 | OD | R/N | HEARTLAND PK |
| SEP | 16-22 | SCCA | RUNOFFS | MID-OHIO |
| NOV | 2-3 | TEX | S/S | TWS 1.8 CCW |
| NOV | 23-24 | HOU | E/R | TWS 2.9 |
| DEC | 7-8 | STB | S/R | CABANISS |

OTHER 2002 EVENTS

| | | | | |
|-----|-------|---------|------------------|---------|
| JAN | 26 | HOU | SWDIV MTG | HOUSTON |
| APR | 5-7 | WORKERS | NASCAR RACE | TMS |
| JUN | 7-8 | WORKERS | IRL & CTS RACE | TMS |
| JUN | 8-9 | SWDIV | DIVISION SOLO II | TBA |
| JUL | 13-14 | SWDIV | DIVISION SOLO II | TBA |
| JUL | 20 | TBA | SWDIV MTG | DALLAS |
| AUG | 10-11 | SWDIV | DIVISION SOLO II | TBA |
| SEP | 13-15 | WORKERS | IRL & CTS RACE | TMS |

KEY TO ABBREVIATIONS

| | |
|-------|---------------------------|
| LSR | LONESTAR REGION |
| TEX | TEXAS REGION |
| HOU | HOUSTON REGION |
| STB | SOUTH TEXAS BORDER REGION |
| S | DRIVING SCHOOL |
| R | REGIONAL RACE |
| N | NATIONAL RACE |
| IT | RESTRICTED REGIONAL RACE |
| E | ENDURO RACE |
| OD | OUT OF DIVISION RACE |
| TWS | TEXAS WORLD SPEEDWAY |
| TMS | TEXAS MOTOR SPEEDWAY |
| CW | CLOCKWISE |
| CCW | COUNTER-CLOCKWISE |
| SWDIV | SOUTHWEST DIVISION SCCA |
| MW | MIDWEST DIVISION SCCA |
| IRL | INDY RACING LEAGUE |
| CTS | CRAFTSMAN TRUCK SERIES |

REGISTRARS

| | | |
|-----|-----------------|--------------|
| LSR | PAULA TAYLOR | 512.472.2383 |
| TEX | JOYCE MCKINSTRY | 214.350.3033 |
| HOU | CHERI FERGUSON | 281.328.5388 |
| STB | ROSEMARY KAY | 361.729.1464 |

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) |

LONE STAR DRIVERS AT GP 2002

| DRIVER | CLASS | SAT | SUN |
|------------------|-------|-----|-----|
| MIKE RENNA | FC | 2 | 1 |
| NICK ST. LAURENT | FC | DNF | 3 |
| SAM HOLLAND | FC | 8 | |
| ALAN LEITCH | FC | 9 | |
| BRAD POLLARD | FM | 4 | 2 |
| FRANK TOMLINSON | FM | 6 | 6 |
| JOHN GORDON | DSR | 1 | DNF |
| HECTOR MENDIETTA | DSR | 4 | |
| ED PETERS | FP | 2 | 2 |
| JAMES PLACE | SSC | 1 | 1 |
| RICHARD FLOURNOY | GT4 | 1 | 1 |
| JB STRINGER | T1 | 2 | DSQ |
| JOE LAMPING | ITA | 1 | 1 |
| DANNY BENZER | ITA | 3 | 2 |
| JAMES JARD | ITE | 1 | |
| DAVID EICHENBAUM | ITS | 4 | |
| CECIL RUPE | ITS | | 7 |
| AARON McSPADDEN | SM | 7 | 3 |
| KARL ZIMMERMAN | SM | 2 | 5 |
| DARRELL MATOCHA | SRX7 | 11 | 13 |
| NICK ST. LAURENT | FF | 1 | 1 |
| WALTER RENNA | FF | 4 | DNF |
| MICHAEL BOWEN | FF | 5 | DNF |
| DAVID ZAVELSON | FV | 5 | 7 |
| DAVE TRZECIAK | FV | 22 | |
| DONNA LAKOMSKI | SRF | 29 | 13 |
| PAT O'KEEFE | SRF | 16 | 15 |
| DOUG AZZARITO | SRT | 11 | |

Congratulations to all of our Lone Star drivers and entrants at the GP 2002

For complete results, go to:

www.lonestarscca.org



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Classified Advertisements

Cars For Rent

Formula Fords, Swift DB-1, Viking and Formula Continental, Swift DB-3. Contact John Hancock at 512-243-0642 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, cabinet, work bench, pit pal, Jim 830-864-4934 or flyinga@ktc.com

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

Lone Star Board Meeting
St. Laurent Residence
4501 Tortuga Cove, Austin 78731
Wednesday, June 26
6:30 - 9:00 p.m.

Solo in Savannah

Yet another glorious Savannah morning, and I'm about to go thrash my (recently paid-off) 2000 Ford Focus. Funny thing about these warm Spring mornings, they bring out these things called 'sand gnats.' Those were in no short supply. Let's see: Sun- check, heat- check, coffee and fudge rounds-check With my hasty pre-autocross checklist complete, it looks like we're ready for our first-ever autocross experience!

Traffic tends to be relatively thin at 9 am on a Sunday here, so it took no time at all to get me from South Savannah to Hutchinson Island. All the better, for it was less time to get scared for my car's life and turn-back. Coming down the North side of the Talmadge Bridge onto the island, I could already feel this sensation of "what in the name of all that is wholesome am I doing?" No, a twelve-thousand dollar hatchback typically does not have any business doing what I intended to do with mine shortly. Does that stop me? Heck NO!

So there I went. It didn't take a genius to figure out that the big SCCA sign pointed in the direction of the event. It's a funny feeling, being a stranger in a strange car. As I drove into the paddock area past my soon-to-be competitors' cars, I felt it again. "Does my little Focus REALLY belong here?" "Wait, yes it does!" Ignore the stares, find a spot to park... That I did. Without making a fool of myself, I might add.

Finding ways to be helpful wasn't hard either. There was a tent to be erected, spools of wire to be unrolled for the start and stop boxes, loaner helmets to be staged by the start, and so on. With the number of people on-hand already, at barely 9:30 am, these tasks went quickly. The stewards had already begun laying-out the course, and registration got underway. This brings me back to my hasty

pre-autocross checklist, revision 1.

As it turns-out, there is only one ATM on Hutchinson Island. That's right, just ONE. This can be rather inconvenient when that ONE is 'Temporarily Out Of Service.' These things tend to be my luck, by the way. So, about ten minutes back to Savannah for cash, and back to the island again. Down the bridge I go again, and more mental pictures of an overturned Focus spewing flaming 87-octane fuel upon it's helpless pilot dance in my mind. Bad me, BAD! But all was still going well otherwise.

I found myself, shortly after registration, being taken under the wing of a kindly Jetta driver. He walked me through today's course not once, but twice. We discussed our ideas on the best approaches to each turn, and he even told me what the funny orange cones meant. What a guy! With the novice brief out of the way now, as well as the drivers' meeting, it was time to go work a corner. Yes, I expected this, and YES, I learned from watching others in that last hard-right. I found myself thinking, "Wow, I hope I do as well as him at least," as the occasional fellow driver crushes the inside or far outside cone there. Confident, I was no longer.

Well, I knew I had it coming. Time to trade places and go drive a bit. Talk about nerves. My friend and coworker, John, hands his loaner helmet to me having just parked his STX Golf. I found myself in H Stock, though I had NO idea who else was in my class, nor really what it meant. I was just relieved to have seen quite a few of the more performance-oriented cars labeled with STS or Street Prepared classes. I might not be SO badly embarrassed today, after all. Some call the next sensation here "butterflies," but I call those things rumbling about my belly at the grid "Angry Bald Eagles." I was next. I was following a Corvette, for crying out loud! This couldn't be good.

Odd part is this: Cones crushed- 0; Off-course excursions- 0; Otherwise embarrassing moments- 0. Well, there was the one time, in my second run, that I

accidentally knocked myself out of second gear because I had the death grip on my shifter knob. Coincidentally, that happened on my fastest run of the six. HEY! No scorched wreckage of a former economy-hatchback littered this course! I must be THAT good! Admittedly, I fell at least four seconds behind the best H Stock performer of the day, but still managed second place out of four. I am my own hero for the day. I find myself now relieved that I need not make that call to my insurance company to explain how I totalled the Focus. I am impressed.

There were a few lessons learned by yours-truly on that fateful, sunny, and sand-gnat-infested Sunday. First, bring more OFF! Second, a cup of coffee and four Fudge rounds will not, I repeat NOT, satisfy my appetite for an entire six hours. And, finally, the 2000 Ford Focus ZX3 is in sore need of better tires. The last lesson, of course, I hold most responsible for my lack of glorious victory on this day, for it is the one lesson that I learned due to no fault of my own. I'm a driver now, right? And don't they say that we have such fragile egos? Blame the tires then. There's always tirerack.com....

So you know, I am ADDICTED now. I'm told that SCCA will NOT reimburse me for autocross REHAB! There is an unfortunate truth, though, to all of this. I find myself moving three times in the next year or so. But, I plan on maintaining my membership and finding autocrosses wherever I go. I also plan on upgrading those pesky tires! This is one addiction I welcome, and the last one I dare tell Mom about!!!!

James Stevens
SCCA Buccaneer Region member

Editor's Note:
James is heading out our way (Killeen) for a stint at the Fort, and offered to get involved. Here's what he said: "As I see it, anything I can do to help generate or maintain interest in SCCA activities is well worth my effort."

Paula Taylor Appointed Membership and Social Chairperson for Lone Star Region

Long time member and active volunteer Paula Taylor has agreed to get involved again. Paula already has plans in the making for a social event in September. The event is still in the planning stage at this point, with details still to be worked out, but tentatively will include a drive up to Fredericksburg to load up on brats and beverages.

In addition to planning social events, Paula will be greeting new Lone Star members. Her wealth of experience in the region should ensure that new members get started in the right direction.

Welcome back to an active role, Paula. And, by the way... do you know about those Bonneville Salt Flats plan?

Contact information will be posted in the Lone Star website.



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