

Lone Star *Draft*



News for Racing Enthusiasts in Central Texas

May 2002



Let's Go Racing!

And if these are not enough, don't forget Topeka in June, Hallett and Texas World Speedway in July. Aaah, racing season in full bloom.



Lone Star Grand Prix Schedule

Race Groups:

- Group 1: FA, FM, FC, S2000, CSR, DSR, ASR*
- Group 2: GT4, GT5, SSB, SSC, EP, FP, GP, HP
- Group 3: AS, T1, T2, GT1, GT2, GT3
- Group 4: ITS*, ITE*, ITA*, SSA*, SP*, BG*, Legends*
- Group 5: SRX7*, SM*, ITB*, ITC*
- Group 6: FV, F500, FF
- Group 7: SRF

Saturday, May 25, 2002

7:00 am Track opens
8:30 am Begin 25 minute P & Q sessions for each group
Lunch break to follow last qualifying session
Begin 17 lap Regional races for all groups after the lunch break.
Race Party - Begins after last race in the concession area.
Thanks to Steve Henry with Goodyear for supplying the Beer!

Sunday, May 26, 2001

7:00 am Track opens
8:00 am Restricted Regional Races (Groups 4 & 5)
Begin 20 minute qualifying sessions for National groups
Race 1 will follow last qualifying session.
Lunch will follow last qualifying session.
National classes (Groups 1,2,3,6,7) will follow lunch break.
National races - 25 laps, Restricted Regional Races - 17 laps.

SCCA Grand Prix of Texas Schedule

Groups:

1. ITS, ITE, ITA, SSA, SP, BG
2. SRX7, SM, ITB, ITC,
3. GT4, GT5, SSB, SSC, EP, FP, GP, HP
4. AS, T1, T2, GT1, GT2, GT3
5. FV, F500, FF
6. SRF
7. FA, FM, FC, S2000, CSR, DSR, ASR*

Friday, July 12, 2002

20 minute untimed practice for all groups
15 minute P&Q groups 1 & 2
14 lap restricted regional races groups 1 & 2

Saturday, July 13, 2002

15 minute qualifying Groups 1 & 2
20 minute qualifying/practice Groups 3 to 7
12 lap regional races all groups

Sunday, July 14, 2002

25 minute national qualifying
20 lap national races

Friday practice begins at 9:30 a.m.
Saturday and Sunday sessions begin at 8:00 a.m.

New Formula Ford Crankshaft

SCCA Enterprises in partnership with Scat Industries is now supplying a replacement crankshaft for the Formula Ford 1600 Kent Engine. The new crankshaft is part number FF6303AG and may be purchased directly through SCCA Enterprises. Built to Ford drawings with tightened tolerances, the crank will be ready to drop into a block. Material tensile strength has been increased from 90,000 psi to 105,000 psi, a 16% increase, for longer life. The tightened tolerances will allow for better fitment with little to no modification for optimal performance. The unit will be machined and dynamic balanced at Scat's California facility. All the crankshafts are subject to standards, processes, and 15 hour, 3 cycle testing as established by Ford Motorsports for racing conditions.

Through the efforts of many FF participants, Ford Motorsports, Scat Industries, FF engine builders and SCCA, the future of this popular class is assured. With the success of the crankshaft program, Enterprises will also explore production of other parts such as blocks and camshafts.

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.

Southwest Formula Mazda Series

by Sandy Magrath

The 2002 Southwest Formula Mazda Series ran Rounds 5 & 6 at the AVRG Region SCCA Green Country Grand Prix held at Hallett Motor Racing Circuit on April 13-14.

On Saturday, the rain hit hard and all were forced to practice and qualify with a full rain set up. Brad Pollard (Fairview, Tx) qualified on the pole with Frank Tomlinson (Hutto, Tx) in 2nd and Bob Stallings (Dallas) 3rd. By race time, the track had dried and drivers and crews scrambled to change the cars back to a dry set up. Unfortunately for Brad Pollard and Frank Tomlinson, the track was not dry enough. Both skidded off the track in Turn 1, Lap 1. Bob Stallings, anticipating some trouble in Turn 1, held back and took the opportunity for the lead with Pollard and Tomlinson off the track. Pollard and Tomlinson both made it back on the track and Pollard proceeded to work his way back up to the front. Nick Leber (Irving, Tx), starting in the back due to a spin in Qualifying, began working his way to the front as well. R. David Jones (Ft. Worth) held on to 2nd for 8 laps until passed by Pollard. Leber then got Jones on Lap 13. Jones' 4th place finish was consequently stolen from him by a quarrel with an FC on the last lap of the race. Bob Stallings retained a comfortable lead for the entire competition and won the race with Pollard in 2nd and Leber 3rd. The fastest race lap was set by Pollard with a 1:16:96.

Sunday brought beautiful weather with sunshine and temperatures in the 80's. Brad Pollard had the pole with Stallings in 2nd and Darryl Wills 3rd. At the completion of Lap 1, Stallings was in front with Pollard close behind and Wills in 3rd. Stallings and Pollard were running "neck in neck" until lap 5 when a Full Course Caution was thrown. On the restart, Pollard took the lead. Pollard and Stallings held their 1st and 2nd place positions securely for the remainder of

the race. However Darryl Wills had cars all over him trying to take his 3rd place position. R. David Jones got around him on Lap 9 and stayed there for 3 laps. Nur B. Ali and Greg Byrne also gave Wills a run for his money. Wills did prevail and finished 3rd behind Stallings (2nd) and Pollard (1st). Darryl Wills had the fastest race lap with a 1:17:31. Rounds 7 & 8 of the Southwest Formula Mazda Series will be held at TWS on May 25-26. Previous race results and point standings can be found at www.texasautosports.com and www.starmazda.com.

Round 5 (Hallett Regional Race)

1. Bob Stallings (1:18:44)
2. Brad Pollard (1:16:96)
3. Nick Leber (1:19:20)
4. Nur B. Ali (1:18:25)
5. Greg Byrne (1:19:13)
6. R. David Jones (1:20:97)
7. Larry Eppard (1:21:52)
8. Roger Addison (1:21:25)
9. Darryl Wills (1:19:54)
10. Frank Tomlinson (1:21:19)

Round 6 (Hallett National Race)

1. Brad Pollard (1:17:62)
2. Bob Stallings (1:17:63)
3. Darryl Wills (1:17:31)
4. Nur B. Ali (1:17:94)
5. Greg Byrne (1:17:94)
6. Frank Tomlinson (1:19:30)
7. R. David Jones (1:19:01)
8. Roger Addison (1:20:66)
9. Larry Eppard (1:20:27)
10. Nick Leber (1:23:05)

MotorSportNews.com



SW Mazda Series competitors battle at the Hallett circuit

Racers, crew, spectators... submit your race reports and photos to:
nichola@austin.rr.com

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 2.9 CCW
AUG	17-18	OD	R/N	HALLETT
AUG	24-25	TEX	R/R	TWS 1.8
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 CCW
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	TBA	TBA	SWDIV MTG	TBA
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 CABANISS 2002

Driver	Class	Regional		National	
		Qual	Race	Qual	Race
Adam Barr	SRF	3	5	12	10
Patrick O'Keefe	SRF	13	10	17	14
Donna Lakomski	SRF	17	6	18	18
Mark Barr	SRF	9	dnf	nt	dns
Sam Holland	FC	9	7	ne	ne
Alan Leith	FC	10	9	ne	ne
John Gordon	DSR	4	1	4	3
Hector Mendieta	DSR	7	3	ne	ne
Mike Alexander	DSR	ne	ne	5	4
JB Stringer	T2	2	2	2	2
James Place	SSC	5	dns	3	4
Ed Peters	SSC	6	1	7	dns
Jason Smith	SSC	7	4	4	dnf
Chris Boubel	SSB	4	2	4	dns
Richard Flournoy	GT4	1	1	1	dnf
David Reed	GT4	2	2	nt	1
Nick St. Laurent	FF	3	1	2	1
Mike Bowen	FF	8	5	8	5

Abbreviations	nt	no time
	dnf	did not finish
	dns	did not start
	dsq	disqualified
	ne	not entered

For complete results of Southwest Division races, go to the Texas region website results page:

<http://www.texasscca.org/results.html>

Trophies Anyone?

We have a few 2001 Southwest Division Season trophies (those beautiful carved wooden plaques) yet to be picked up.

Tom Dalrymple	1st	SW National	SRF
Paul Stoltze	2nd	SW National	GP
Edward Peters	1st	SW Regional	ITB

Pick up the plaques at the Lone Star Region Texas World Speedway race May 25 - 26 (look for my red Swift Formula Ford #9). You worked hard in the championship... these awards will help you relate the glory days to your grandchildren.

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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, May 22
6:30 - 9:00 p.m.

Getting Hot in the Kitchen

The economy may still be a little tepid, but the competition in my class, Formula Ford, is red hot. As a group, we've locked horns on four different circuits so far this year, and three different Southwest Division drivers have lowered the lap record at three of those venues, and came close in the other. Darren Brown set the new standard on the Texas World Speedway 2.9 mile layout in February, and last month Mike Sauce bettered the lap record at Hallett by 6/100th of a second, and I drove home from Cabaniss with a new record. Two of us came close to what seemed to be an unbeatable record for the counter-clockwise 1.8 mile layout at TWS. And in January, at the Phoenix double national, Greg King won the second national and could easily have made it a two-fer but for a smash up in the first race.

So what's going on? In my opinion, it's the competition level. It certainly isn't down to new technology. I'm driving the same Swift DB1 that Jimmy Vasser drove for his Runoffs win in 1986, and which Lone Star region's own C.T. Hancock piloted to his Runoffs win in 1992. The fact of the matter is that the field is stronger at the moment than it has been since I started in 1997.

I don't know what any of my competitors are doing in their effort to win races, set lap records, achieve pole positions and fastest laps, or accumulate points for the division standings, but I can tell you what I'm doing. Ignoring all of the above. Thinking about those things just pressurizes the driver to no good end. My focus in the face of this fight for supremacy is to stay relaxed and have fun, and to pay close attention to my tires.

Relax and have fun, we all know how to do that, it just takes a self-reminder or two leading up to each on-track session. Paying attention to the tires

doesn't come so naturally. On one hand, I do mean looking after the physical well-being of the tires, because it's very important. On the other hand, what I'm really getting at is paying attention to what the tires are doing while driving the car. Assuming everything else is in top shape - the motor, the gearing, nuts and bolts tight, no dangerously worn parts, and so on - my main concern in the days and hours and minutes leading up to a race is to remind myself that it's all about those four contact patches. The more I can imagine myself as some kind of quadriped with wheels, sensing the grip at each corner of the car, the better I'm going to drive.

At Cabaniss, after the long straight, there's a second gear right followed by a somewhat more acute first gear left turn. The left is done by pitching the car in towards the apex, then getting back on the power early and arcing towards the opposite edge of the runway you've just turned onto, using all the available surface to widen the turn. The drive out of that corner is important because the braking area at the end of this short straight is one of the better overtaking spots. About halfway across the runway, the top surface seemed to be peeling away - I assumed it was rubber from airplanes or dragsters - and every time through, my car would lose grip and snap sideways. By the time we raced Sunday, it seemed like I was doing the whole process of flicking a quarter turn of opposite-lock to catch the rear, then straight again in the blink of an eye, even before getting to the trouble. Maybe I was, but I really can't say. And that's the point... it's quite a forgettable event once you're accustomed to doing it. When you took your first steps as a child, each one was a major event. When's the last time you had to think about how to put one foot in front of the other?

The thing about those contact patches is that what goes on there is simply a matter of physics. That is to say, the grip and slip characteristic of your tires is predictable and repeatable, especially once the chassis has been tamed so that it has no ill manners. That should be a comfort to drivers who don't like to feel the

car slide around too much. It's not voodoo, it's science... get used to it by practicing and visualizing. When in a really good rhythm and driving quickly, there are no surprises, everything is anticipated... the car isn't going to do anything that can't be handled with ease. Like walking. For me, the key is extending my senses to the grip of those four little contact patches where the rubber meets the road.

President's Corner

This is a very exciting time for the SCCA members, staff, partners and business associates. The contractors have been picked; the site has been cleared; the building is being constructed and our SCCA Campus is taking shape.

The SCCA is taking a major step forward in all areas led by our relocation in November. Unfortunately, not all of our staff will be making the move to Kansas. The staff members that are not going have committed to staying with us until our move and have committed to assisting in the hiring and training of their replacements. Several staff members will stay on-board as consultants to ensure a smooth transition for our members.

I would like to fill as many positions as possible and what better place is there to find qualified candidates than through our dedicated membership. In mid-May, we will have an employment opportunity section on our web site. I encourage you to look at our open positions, job descriptions and the qualifications needed if you are interested.

I am confident we will be able to fill our positions with the same passionate, knowledgeable and skilled qualities that you are accustomed to.

I look forward to receiving your resumes.

Sincerely,
Steve Johnson

MEMBERSHIP NEWS

From the Director of Customer Service,
Wendy Grillo

In his presentation to the Board of Directors and the membership at the Annual Meeting held during the 2002 National Convention, Tom Campbell, Treasurer, announced that there will be an increase in National dues for the first time since June 1998.

Effective June 1, 2002 SCCA National dues will be as follows:

Regular Membership	\$55.00
Spouse Membership	\$15.00
Family Membership	\$85.00
Speed Freakz (Regular)	\$30.00
Speed Freakz (Comp.)	\$50.00

Regional dues (except Speed Freakz) will be additional depending on the amount established by an individual's Region of record.



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