

Lone Star *Draft*



News for Racing Enthusiasts in Central Texas

September 2002

Annual Election Announcement

The Lone Star Region Board of Directors meets monthly to conduct the business of the Region and set policies. In addition to the monthly meetings, Lone Star Region annually puts on two road race weekends at Texas World Speedway; a general membership meeting in which votes are tallied for the annual election; a Christmas party; and an awards evening. The Lone Star Region also rotates with the Texas Region (DFW area) and the Houston Region to host the semi-annual Southwest Division business meetings.

Regional Executive is the CEO of the Region who performs all the duties of the office. He/she manages the business and affairs of the Region following the directives and policies set forth by the Region's Board of Directors. He/she attends the National and Divisional conventions as representative of the Region.

Assistant Regional Executive may perform the duties of the Regional Executive in his/her inability to act. He may perform other duties as needed or designated, for example, management of the Region website. Attends all Board meetings and the National convention.

Treasurer supervises receipt, custody, control and expenditure of all monies of the Region and is responsible for all liabilities. Attends all Board meet-

ings and submits periodic financial reports to the Board.

Secretary attends all Board meetings and records and retains the minutes. Secretary also prepares, mails and counts ballots for elections.

The officers listed above and the immediate past Regional Executive will be the Executive Board of the Lone Star Region. In addition, the Region annually elect two members to serve for two year terms on the Board of Directors. From among these directors and officers or from the general membership, the Executive Board appoints individuals to chair the following committees (sometimes the committees have one member – the chair person): Membership; Activities/Social; Newsletter; Website; Race; Scrutineering; and Licensing.

Nominations should be made in writing and mailed to Darrell Matocha, Secretary of the Lone Star Region. In order to be placed on the ballot, a written nomination signed by three members in good standing must be received by the Secretary on or before October 25th, 2002. The ballots will be counted at the annual meeting to be held on the second Wednesday of November, 2002.

Send nominations to:

Darrell Matocha
4709 Knollwood Circle
Round Rock, Texas 78681

Lone Star Region Website Visits Nearly Triple In Volume

A study of traffic on our website, www.lonestarscca.com shows that the number of visitors has nearly tripled since



Buy, Rent, or Sell
Cars, Parts, etc.

In recent weeks a discussion forum has been added to the website, so be sure to check that out,



as well. Express your opinion about all things concerning racing and the Lone Star Region of the SCCA. Forums are a wonderful place to exchange ideas and provide your feedback to the officials who have volunteered to mind the business of the Region.

Race Schedules,
Forms, Results, etc.



the site was re-designed. Also, the number of distinct visitors to the site in a week is two and a half times higher since the new site came on line.

Grand Marquis Tour

The Pro Formance Mercury Grand Marquis Del Webb consumer drive arrived at Sun City, Georgetown on Saturday, August 17. Mercury has been touting their newest automobile - the Grand Marquis - to folks living in Del Webb Sun City communities throughout the United States, including having a Grand Marquis that is driven by Sun City residents from one community to the next.

On August 17, a group of hearty members and friends of Lone Star Region met at 7 am (Ugh!) to begin the Grand Marquis Tour at Sun City, Georgetown. We met the folks from Pro Formance and some local Mercury dealers and got briefed on our mission for the day - we were to ride in (or drive if folks chose not) one the six Grand Marquis on a designed route and answer any questions test drivers might have or direct them to salesmen who were on site. For every test drive taken, the folks from Mercury donated 10 books to the Literacy Council. At the end of the day, we had over 2500 children's books donated!!

Besides riding in and/or driving the Grand Marquis, all our SCCA Volunteers had a blast listening to music (yes, there was a DJ and yes, we danced, sang and did some choreographed dance routines that really impress the attendees) and met SOOOO many great folks from Sun City!

I'd like to thank those folks who came out, oh so early on a Saturday morning - Betty & Larry Korts (Betty is a past RE from Lone Star Region), Lisa Perrone (former Party Queen for LSR), Bill Nehman & Susan Balon (Houston Region members and best friends of Lone Star Region), Marilyn McArthur (one of MY best friends and Math Teacher extraordinaire at Paragon Prep), and Chris Taylor (my one, only, and number one guy) - it was a fun day and they've all said "Let's do it again!"

Paula Taylor, Coordinator

Sue's Corner

The inaugural event, The Grand Prix of Texas, for the SCCA at Texas Motor Speedway in Ft. Worth, took place the weekend of July 12-14th, 2002. The driver who I interviewed happens to be a former co-worker of mine while we were stationed at Ft. Hood, TX together in the late 90s. Kinny Anhalt, driver of the #31 Mazda RX7 (#81 at TMS due to other entries), has been running in the ITA class since 1996 in the Lone Star Region. Although Kinny lives in Killeen, he considers Texas World Speedway in College Station his home track. He resides with his wife, Martha, and 8-year-old son, Christian in Central

Texas. The military has cut his schedule down quite a bit over the years, but after his retirement in Spring 2003, he'll be able to spend more time out on the track!

Kinny started racing while he was stationed in Savannah, GA. He autocrossed and worked with people who had vintage racecars. The 38-year-old is an adrenaline junky and has to find a way to get some since leaving the 160th Special Ops Aviation Regiment (AA). He speaks of the people that come out every weekend to race as very friendly and willing to help him with anything. Kinny attended his two mandatory race schools at the former Naval Air Station in Corpus Christi, TX and Hallett, OK both in 1996.

Road racing has intrigued this driver because he believes it takes more skill to drive a road course; he has about 25 races under his belt. The most challenging parts of racing for him are keeping the car roadworthy and not having as much seat time as the rest of his competitors. A good racing weekend would be when he doesn't break any equipment and meeting

new folks. Kinny got his first ITA win at Texas World Speedway back in March 2002. He states that he usually runs in the top five in ITA class.

On Friday, July 12th, he raced a 14-lap event and came in 4th out of 8 in ITA. Saturday's race was a bit different. First the race was delayed 35 minutes; due to paint on the track, which TMS said had

to be removed before the race was to start. When it was all said and done, the race was cut down to 12 laps or 20 minutes, whichever came first. Kinny started 6th



Kinny Anhalt of Lone Star Region talking to a fellow competitor on the pre-grid at Texas Motor Speedway for the Texas Grand Prix.

place in his class and by the lap 2, he was in 4th and ran his fastest lap time of 1:50:40. Then on lap 3, he was black flagged for smoke. It turned out to be oil dripping out from the front seal onto the headers that was creating the smoke. Unfortunately the damage was done, he stayed a lap down to the rest of the field completing 8 laps. He finished 8th in the ITA class. He did not race on Sunday, however other classes were out racing at that time.

When Kinny is not out on the track, he enjoys weight training and watching the SPEED channel. He is currently looking for a sponsor, and future plans would be to run an endurance event with any team out there who is looking for another driver for their team. Other plans for him would be to continue to improve car and possibly move to American Sedan or Formula V class.

I'll be looking for another Lone Star driver at the next event. See you at the checkers! *Sue Iskra, LSR Member*

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 (<i>television schedule</i>)
ATLAS F1	ATLASF1.COM (<i>Formula 1 coverage</i>)

SOUTHWEST DIVISION POINTS

Final 2002 National Points

Lone Star Region Drivers

<u>Class</u>	<u>Pos</u>	<u>Driver</u>	<u>Points</u>
T1	6	Jay Matus	18
	8	J.B. Stringer	16
T2	3	J.B. Stringer	39
GT4	1	Richard Flournoy	36
	2	David Reed	21
SSB	8	James Place	1
SSC	2	James Place	45
FP	5	Edward Peters	9
GP	1	Paul Stoltze	24
SRF	22	Jeffrey Bedell	2
DSR	9	Mike Alexander	11
	10	John Gordon II	7
FC	3	Mike Renna	38
	12	Nick St. Laurent	13
	18	Bill Johnson	4
	19	Sam Holland	3
FM	12	Frank Tomlinson	12
FF	1	Nick St. Laurent	72
	7	C.T. Hancock	14
	9	Michael Bowen	13
FV	3	David Zavelson	30
	9	Edward Ziegler	14

For complete results and points standings:
www.lonestarscca.com

Congratulations to all Lone Star Region racers competing in the Southwest Division races. There were more than listed here, who were not classified because no points were scored in large competitive classes. There were also many Lone Star Region racers scoring points and finishing well up in the standings in the Southwest Division Regional Racing Championship. Check the website.

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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

For the time and place of the Lone Star Region Board Meeting in August, please visit the Lone Star Region website at:

www.lonestarscca.org

Crazy Times In Spec Racer Ford

After finally succumbing to Tom Dalrymple's entreaties to drive a Spec Racer Ford, I drove one for the first time in Saturday morning's fifteen minute qualifying session. I had to remember how to use my left foot for the clutch and right foot for the brake. I ended up qualified 11th out of 24 as I tried to get a feel for the car. Rule 1: use the clutch when shifting. Rule 2: don't lift off the throttle abruptly in the corners... instant (actually, painfully slow, uncatchable) spin.

In the race I was running comfortably at the tail of the lead pack for the first couple laps, and then I got a good run through turn 2, passing one car. Into the braking zone for T3, I was on the far left side of the track level with another car. Rule 3: never assume a SRF driver sees you (or gives a hoot, anyway). He booted me off the track across the rumble strips and into a spin. Nice enough guy, afterwards we talked and he said he didn't see me. I got going again, but then there was a long double yellow period of four or five laps. When we got the green we did a few turns and someone spun or went off in front of me and I violated Rule 2 for a nice long power on spin. A couple laps later I discovered Rule 4: don't go through corners at half throttle. I had missed the apex at the Turn 4 right hander just past the wall and tried half throttle, but just drove it right off the outside. Lots of yeehaws coming from inside my helmet as I bounced around out there and then made my way back to the asphalt (jungle).

Finally with only one of the 23 other cars in sight, far in the distance, I decided to try and do a couple clean laps and ended up with the 2nd quickest lap of the race, then we got the checkered flag. Finished dead last of the surviving cars. I saw a lot of incredible stuff going on. Some of these guys watch too much

Winston Cup, I think. In particular, Doug Azzarito was complaining about the black number 48 car driving into his side "to make some room for myself." I think I may have that one on tape, along with many other wild and woolly incidents.

Sunday morning I qualified 3rd, about one-tenth off pole, with a 1:17.16. Ralph Mayfield was pole man, with Rick Bellew next to him. Outside of row two beside me was the dreaded 20 year old guy in black number 48. I was told before the race if I knocked him off the track, I would make a lot of SRF friends instantly. I slotted into third behind Mayfield and the black car. Bellew had somehow blown his outside front row grid position and was back a ways. The three of us circulated nose to tail for eight or nine laps with both Mayfield and the kid doing the most serious blocking I've ever seen. I was kind of amused by it and was trying to make a pest of myself and staying close, assuming that at some point they would make contact and I'd cruise through. But then I got a great run through the chicane before the start/finish straight and went around the outside of the black car in Turn 1A and didn't have to worry about him again (he may have gone off-roading). After the race, the kid told one interested observer that he had let me pass him. Houston, we have a problem.

So then it was just me and Mayfield, with Bellew a little ways back. A couple laps later I went around the outside of Mayfield in Turn 1A for the lead, we may have hit more than once, but at some point he clobbered me so hard that it folded the fiberglass over the top of my left rear tire. Instant blue smoke and forty degrees of oversteer. I kept my foot in it through 2 and was still inside of him going into Turn 3 but then spun exiting the corner. I don't know if we touched again or if the tire was just so screwed up by then that the grip was gone. I drove it back to the pits with smoke billowing. Ended up with second quickest lap again.

Mayfield went out one lap later with a broken exhaust, so the top four were Rick Bellew, Lone Star Region's Doug Azzarito (great job Doug), Rudolph

Krueger Sr., and Mark Plummer.

The SRF cars require total concentration. The range of acceptable driver input seems considerably narrower than with the open wheel cars, but things happen much slower in the SRF's. On the first lap of Sunday's race, I thought second gear might be called for because we were bunched up going into the Turn 4 left hander (the 1.8 circuit), which created Rule 5: never try a gear that you've only used in the paddock. I couldn't find second, and by the time I got it back into third my heart was beating faster than the engine was turning over.

So, that's the story. My tab for the weekend will be increased by the cost of one destroyed tire, plus fiberglass repair and paint for Tom's brand-spanking-new-just-painted rear bodywork. I guess if it was my own car, I'd be less reluctant to bang them up. But it must be expensive to constantly be fixing and painting fiberglass. Open wheel guys usually try to avoid that kind of contact, since the result is more dangerous, whereas some of the SRF guys seem to think it's part of racing. Obviously the driving ability in the class is good, and I know that Stripling and Merrigi and Dalrymple and the other front-runners would be excellent in anything. But there may be a few SRF drivers who should be told to go stand in the corner.

Anyway, I had fun learning to drive something quite different than what I'm used to driving.

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. I'm trying to fill this space with something useful so that I don't have to resort to the old standby: lorem ipsum dolor sit amet...

BIGGEST MOTORSPORTS EVENT IN NORTH AMERICA TURNS 30

Beginning this weekend, the Sports Car Club of America's Tire Rack® Solo II® Nationals begins its 30th anniversary celebration, as competition commences at Forbes Field, Topeka, Kan.

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