

August 2005



2005 Lone Star Region
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LONE STAR DRAFT

REview

Imagine that you were a member of a volunteer organization where a fractional minority of the members shouldered the burden, and the rest just enjoyed the benefits, to various extents. Could you legitimately call that a club?

And how about if you were amongst the minority making it possible for the rest to enjoy the benefits of club events. How long would you continue to carry the load for those that do not contribute any of their efforts?

Speaking for myself, the answers are (i) no, and (ii) maybe a couple of years, but that's about it.

One of the stated objectives for my term as Regional Executive is to broaden member participation in the production of LSR events and in the activities of the region, in general. I spoke about it at last year's annual meeting, and wrote about this in my first REview column in the February 2005 edition of the draft. (see <http://www.lonestarscca.org/draft/feb05.pdf>) Please re-read the section entitled *Participation*.

Candidly, I think that member participation in the production of club events is weak, and that the board is partially responsible for that because we have not, as yet, developed and articulated a plan to change that. Why? Because the board spends all its time on the tasks of making events happen. Classic Catch 22, eh?

Now that Lone Star has completed its two scheduled race events for 2005, the board's attention has

turned to breaking that vicious cycle. This will be the focus of the August and September board meetings, and for the upcoming (soon to be announced) general meeting.

In August and September board meetings, the board will:

1. Define the main functions key to producing a race event
2. Enlist a board member to take leadership responsibility for each function
3. Each leader will break each function down into specific tasks

At the general meeting, each of those functional leaders will seek to enlist contributors from general membership who are willing to commit to specific tasks essential to production of our next race event. Many of these are functions to be done either before or after the event itself, and would not require any of your race weekend resources. That will be when we get to find out if we have a club.

It is also where most of the current officers and directors will get to learn whether they are either the elected leaders of a motivated organization, or the servants of the unwilling.

The board will show up at the next general meeting with a plan, and specific opportunities defined, for everyone that wants to participate. I am looking forward to seeing you there.

Cliff

cmaxwell@att.net

Yellow Flags

By Merl Hanson, SOWDIV F&C Division Administrator

Over the years, we have ignored the definitions of both the standing and waving yellow. Primarily, we have displayed a waving yellow flag without consideration of the GCR definition of that flag. As a result, drivers are ignoring the flag and are overdriving in the emergency areas. Then we reward the driver with a PUY for a sin of our making or reward the entire field with a full course yellow when the incident could be serviced under a local yellow. And believe me when I say this, I've been guilty of every misapplication described.

Let's consult the SCCA bibles, the GCR and the F&C manual. Bold print signifies the source is the GCR and the F&C manual. Boxed text is an explanation from the F&C manual. First, the yellow flag definitions:

9.4.2. Meaning of Each Flag

B. YELLOW FLAG (Solid Yellow)

STANDING YELLOW -- Take care, Danger, Slow Down, NO PASSING FROM THE FLAG until past emergency area.

Note: Typically the stationary or standing yellow flag lets the drivers know that there is no obstruction on the racing surface, however there is something in a hazardous area. This could be a car just off course, an emergency vehicle attending to a disabled vehicle, a marshal that is exposed in a target area, or large pieces of debris on the track that cause some blockage.

When displayed stationary, the yellow flag is to be held with both hands, motionless above the head.

WAVED — Great Danger, Slow Down, be prepared to stop – NO PASSING FROM THE FLAG until past emergency area.

Note: The waving yellow flag tells the drivers that there is an obstruction on the racing surface. It prepares them to take necessary evasive action to avoid compounding the incident.

DOUBLE YELLOW, DISPLAYED AT ALL STATIONS — Indicates the entire course is under a yellow condition. SLOW DOWN, NO PASSING.

Let's examine the waving yellow definition. "**Slow Down, be prepared to stop**" implies that the racing surface is not available or is partially blocked. This is the basis of the frequently heard "paving is waving" statement. It could be interpreted as the racing line is not available or blocked.

But who can define the racing line when a turn is involved?

Steph Weiss – both a NE Division driver and a flagger has written on Wheel2Wheel—"According to the GCR, a waving yellow flag means that **GREAT DANGER** lurks around the corner. For the flaggers, it means you need to remember that you are communicating this to the drivers. If there is not **GREAT DANGER**, it's a standing yellow. For example, if it's a car 20 feet off in the gravel trap."

Another driver: "When I see a waving yellow and find no reason for a waving yellow, I lose respect for that corner's flags and will ignore flags from that corner." Is this driver prepared to take evasive action the next time he sees a waving yellow for a line that is blocked? I leave the answer to you.

What is the racing surface. The GCR defines the racing service:

21.5.1. Racing Surface

For the conduct of all competitions (qualifying or race), the racing surface shall be defined as only the marked, paved race track and it's curbing. Pit lanes, their entries and exits; grass verges; etc.; are expressly excluded from the racing surface.

How often have we seen a waving yellow for personnel in an unprotected area? Again, let's consult the GCR:

3.15.3. Corner Stations

C. --- The yellow flag shall be displayed when a corner worker or other personnel move to a less protected or unprotected area.

Note that a flag is to be displayed. It does not state whether the flag is standing or waving. For the flag condition, that is defined by where the worker, driver, or other personnel are located. If they are not located on the paving, it is standing. Steve Salmons says it best when he asks "How does waving that rag protect the worker?" If we wave the flag for personnel off the paved surface, we are telling the drivers that they need to be able to take evasive action and that is not true.

Frequently, the statement "If one car can get to that area, another car can get there" is heard. Usually, the locale is a considerable distance from the racing surface. The question should be "what is the probability of a second car unintentionally achieving the same locale"? If your local knowledge tells you that the probability is low, don't set even a standing yellow until the driver shows sign of

Yellow Flags (continued from page 2)

reentry. Reread the explanation of a standing yellow. Note that it says a **car just off course**". Try, but don't insist, on the driver moving to a safer location. An example of a no flag situation is a car deep in the T3 runoff at TWS (Note that we don't set a flag for cars going to the oval which is quite similar).

3.15.1 The purpose of the (F&C) organization shall be to provide safe course control by:

A. Informing the drivers, through flags, lights, or other signals, of the conditions of the course, the condition of their cars, or of any unusual conditions affecting the running of the event:

Primarily by the flags and occasionally with hand signals, we are talking to the drivers. Let's provide a factual and true description of the course by proper use of the yellow flag.

The Draft...

Welcome to the electronic version of the Lone Star Region *Draft*. We hope you find this an easy way to keep up-to-date on activities and enjoy our newsletter in color! Future issues of *The Draft* will include more pictures along with information on what is happening in the region.

Submission deadline for articles and photos is the day of the board meeting. Comments? Questions? Contact Paula Taylor (racemom13@hotmail.com) or 512-338-4008 or Cliff Maxwell (cmaxwell@att.net)

Thank you for your support.

Membership Meeting Info

The Lone Star Region Board has been busy—not ONE but TWO MEMBERSHIP MEETINGS being planned!! Flyers will be sent and you'll find more details on the website (www.longstarscca.org) as we get closer, but put these dates down and plan to attend. I hear rumors of a great program in October and cash exchanging hands. Here's what is the basic info:

When: Saturday, October 22, 2005, 5 pm

Location: TBA

Program: Lone Star Region and where we are heading

Come hear what we've done, what we're doing, and how much fun we've had so far. From there, we will hear what's in store for us in 2006. Can you believe Lone Star Region will be celebrating our 40th anniversary in 2006? Who knows what will be in store for us!!

Our Annual Meeting and Elections are coming up in November.

When: Wednesday, November 9, 2005, 7 pm

Location: TBA

Program: Election of Officers, update on 2006 activities and events

Watch for flyers and check the website for details!

BE THERE!

Minutes

Lone Star Region, SCCA Board Meeting July 13, 2005

Meeting was called to order at 7:25 pm at Athena Manufacturing. Board members attending: Cliff Maxwell, Danny Benzer, Kerry McEntire, Bill Johnson, and Ed Giffus; a quorum was present. Also attending was Paula Taylor.

June minutes were accepted via electronic meeting

Treasurer Report was presented by Kerry McEntire. The May event financial was reviewed. Our merchandise and party sponsorship helped the bottom line – the event showed a profit. We need to continue to look for event sponsorship as well as individual contributions. Our merchandise can make a difference between profit and loss.

May Race Report. The National and SOWDIDV fees have been paid. Worker thank you notes still need to be done. Cliff will check with Mark Von Bargen on getting a worker list. Bill Johnson offered his assistance in getting them written and mailed. Feedback from the participants was very positive. We continue our tradition of putting on fun events for all.

SOWDIV Issues. SOWDIV Corporation and scheduling meeting will be Saturday, July 16 in Houston. Cliff provided board members with the proposed agenda for the meeting. He and Danny will represent Lone Star. Cliff drafted and distributed to Houston and Texas Regions (as well as LSR board members) a drivers school proposal. He has not gotten feedback from Houston and may not present it at this meeting. Cliff received word from Texas Region that their December school may be a double school. After looking at the tentative racing schedule for 2006 and Lone Star's net worth report, Cliff recommended that Lone Star commit to only the Memorial Weekend event – a national race with an option on a regional/restricted regional. A regional/national race weekend typically costs \$40,000 to \$50,000. Looking at our treasury balance, a conservative approach to 2006 was recommended. After discussion, the board voted unanimously in support of this recommendation.

The Draft. Bill Johnson will write an article for the August issue. The June and July issues were combined since the editor didn't have time to get one done in June.

General Meeting Plans. Options for this meeting were discussed. It was decided to plan for a September/October meeting – each board member will take on specific tasks/positions and work to get a good turnout at this meeting. Planning and assigning of responsibility will continue at the August meeting. The organizer (to be announced) will work on location, contacting Spokes to encourage their participation, etc.

Other items.

- Annual meeting with elections is coming up in November. Candidates for board positions need to be solicited.
- The SCCA National Convention is coming February 2-5, 2006– recent conventions have been interesting and educational. Members are encouraged to try and attend one.
- The Matocha brothers (Gregg & Darrell) have volunteered to co-chair the May race.

Board voted to approve expense reimbursement for Cliff and Danny to attend the July SOWDIV meeting.

There being no other business to discuss, meeting was adjourned at 9 pm.

Submitted by
Paula Taylor
For Antonio Garza

More Minutes

Lone Star Region, SCCA Board of Directors Meeting Minutes August 10, 2005

Meeting was called to order at 7 pm at Athena Manufacturing. Board members attending: Cliff Maxwell, Danny Benzer, Kerry McEntire, Antonio Garza, Joe Lamping, and Ed Gilfus; a quorum was present. Also attending was Paula Taylor and John Zentner.

July minutes were accepted via electronic meeting

Treasurer Report was presented by Kerry McEntire.

May Race Open Item Discussion.

SOWDIV Meeting. SRF race grouping took most of the morning. Houston may host a CART race so they don't want to take too much on. Texas region wants to do a R/N/N in early May. There is a March date available, does LSR want that date? Motion was put forth to table the discussion until the next meeting. Motion passed unanimous.

May 2006 race. Should we discuss it this early? A question was raised about having the possibility of being able to change direction if that possibility is placed in the supplementary regulations.

Growing Membership. A discussion on ideas about growing membership was held. In addition the concept of splitting responsibility for organizing a race was discussed. How to sell working at races? One idea was to not make it so intimidating the first time out. Things such as dedicated mentors, maps, etc. would help. A motion to accept Cliff Maxwell's plan on assigning/splitting responsibilities for organizing a race was passed. Volunteers took on areas of responsibility:

Operations & Logistics: Darrell Matocha
Budget/Audit/Reporting: Cliff Maxwell
Sponsorship/Co-op/Subsidization: Bill Johnson
Marketing and Advertising: Antonio Garza, Ed Gilfus, and John Zentner
Sales and Merchandising: Danny Benzer
Social Services: Paula Taylor and Joe Lamping

General Meeting Plans. Discussion of the general and annual meeting dates took place. There was some uncertainty as to the Runoffs dates for this year so this item will have to be revisited and nailed outside the meeting.

The Draft. The next My Turn article will be by Joe Lamping.

There being no other business to discuss, meeting was adjourned at 8:35 pm.

Submitted by

Antonio Garza

What's a McCroskey Award?

The McCroskey Award [named for Colonel Joe McCroskey, a founding member of and the original "can do" guy for Lone Star Region] is given to an individual who has contributed the most time and effort to promote the Region's ideal and purposes above and beyond his or her position within the Region. Any member in good standing may recommend candidate(s) for the award at any Board meeting, and the Board will act on the nomination(s) by a general vote.

This award is not given annual – it's given when someone has contributed significantly to Lone Star's success and presented at our annual Awards Banquet. Past recipients include Mike Swensen (he made the 1985 Aqua Festival race happen against unbelievable odds), John Hancock (served as Area 7 Director) and Gregg Matocha (served as RE, Asst. RE, Secretary and Director for multiple years and race chairman for several events – bringing the Lone Star standard for fun events to an all time high). Know someone who is deserving? Contact any Board Member to submit your nomination.

Coming Up:

October 5 – Lone Star Region Board Meeting, Athena Manufacturing
October 15-16—Double Regional hosted by Texas Region at TMS
October 22 – Lone Star Region Membership Meeting
November 2 – Lone Star Region Board Meeting, Athena Manufacturing
November 9—Lone Star Region Annual Meeting
November 19-20—Annual Enduro/Regional races
December 7—Lone Star Region Board Meeting, Athena Manufacturing

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**We're on the web—
www.lonestarscca.org—
check out the latest on activities!!**