

August 2007



Lone Star Region
Sports Car Club of America
PO Box 302648
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LONE STAR DRAFT

REview

2007 Lone Star Region Board of Directors

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Greetings Lone Star Region members. I apologize for not communicating with you more often. I will attempt to summarize the last several months along with giving you a look at the Region's near future. I'm happy to report we had a very successful double national race in March which not only contributed handsomely to our treasury but was also well received by workers and drivers alike. The May race, on the other hand, was very much a flop primarily due to poor planning, execution and ultimately the stepping down of our Race Chair a couple weeks before the event. The net result was a 13 car enduro and a substantial reduction of our treasury. Thankfully, Gregg Matocha stepped up and took over the race allowing us to avoid a catastrophic loss. Please thank him next time you see him!

We also have two new board members, Brent McNaul and Roger Krebs. Brent was appointed to fill Greg Ward's seat several months ago and Roger filled Antonio Garza's seat at the last meeting. We welcome them both and appre-

ciate their participation tremendously. I must also mention Kathy Krebs our "PAR-TAY QUEEN". Kathy is doing a fabulous job organizing our parties and keeping our volunteers happy, she is the reason Lone Star Race Parties are the most coveted among race workers.

July 21st was the SOWDIV Corporate meeting in Grapevine Texas. I guess since they hosted the meeting Texas Region thought that gave them a license to steal. Ralph Seibert put up a strong fight on why Texas Region should be able to take away Lone Star's traditional Memorial Day weekend date based on this year's fiasco but in the end we prevailed on a broad rule in the GCR. I don't expect them to give up trying to get this date any time soon. South Texas Boarder Region made an appearance and committed to put on a race at Cabaniss in January. Other business besides race dates included the purchase of an additional tech trailer with equipment and updating the old one, SRF and "Wings and Things" race groupings as usual, the division's need for a treasurer, and the SRO fund and worker participation. Jake Davis proposed a worker program that everyone seemed to

REview (continued)

like. If a worker brings a new worker the SRO will pay a predetermined amount of their expenses.

I like it and will support this idea as soon as they iron out the details. One last thing, as of August 1st temporary memberships will no longer be free but will cost \$15.00 and only be good for the weekend.

I'd like to thank our board members and all other volunteers in our region for their continued support. As for the rest of ya'll, we need your help and or input. Please feel free to show up at a board meeting or visit Lonestarscca.org for contact information on myself or any other Region official. Your Region is hosting two races next year, a double national March 7,8,9 and a regional/national Memorial Day weekend, it would be nice to see you there!

Danny Benzer

SOWDIV Solo News

Two legs of the SOWDIV Solo Divisional Series have been completed. The first event was hosted by Houston Region at the Gulf Greyhound Racetrack in La Marque, Texas on June 23-24. LSR sent the usual suspects down to enjoy the cool weather and hot competition on two courses designed by Roger Johnson. In the end we came away with a number of podium finishes and stories to tell.

The second Divisional was hosted by Lone Star Region in cooperation with Texas Spokes Sports Car Club at the Cooper Tire and Vehicle Test Center in Pearsall, Texas on July 28-29th. Lance Adams designed two challenging courses on the 800x800' test pad at the center. This pad was recently paved with the same type of asphalt that was laid down at Heartland Park and gave the competitors an opportunity to practice on the same type of surface that they will see at the Solo Nationals the last week of September. Mother Nature even cooperated by giving the drivers one dry day of competition on Saturday and then gave us a wet track on Sunday so that we could work on our rain setups! She is such a nice entity... Once again, LSR came away with our fair share of trophies.

Results from the Divisional Solo Series can be found at the following URL:

<http://www.axwaresystems.com/2007SWDivisionals/>

The third and final leg of the Divisional Series will be held at La Grave Field in Ft. Worth on August 18-19 hosted by Texas Region. Hot temps and hotter competition is expected as a number of Divisional class championships are still up for grabs. Soloists from Texas, Oklahoma, Louisiana and Arkansas are expected to attend as they prepare for the annual trek to Topeka for the Solo Nationals next month. If you are in the area, come out and watch us play in the parking lot!

Eric Jones

Pikes Peak Or Bust! Aka Chris' Excellent Adventure

Chris Taylor took time out from his busy race schedule to play Crew Chief for a friend at the Pikes Peak Hill Climb on July 21st, 2007. Chris shares his experience with us through his journal entries.



(Photo by Chris Taylor)

Day -3, Departure, Friday July 13, 2007

We were supposed to leave at 5am today, but due to an airsoft BB to the eye two days prior the driver ended up going to an emergency care facility because of increased pain. No damage, just trash which needed to be flushed out, but 3 hours spent in the ER waiting. We end up leaving town around 3-4PM, crashing in North Texas south of Dumas.

Day -2, Travel, Saturday July 14, 2007

After eating a hearty breakfast in downtown Dumas, we visit one of our crewmembers grandparents house which turns out to be quite interesting as grandpa is a craftsman of many things, including gunstocks, knives, and various leather products. We finish our visit with a Coke and a Snickers and finish our day at the RV park which will be our HQ for the next week in Green Mountain Falls, CO.

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 Eric Jones (director2@lonestarscca.org or 512-249-6432) or Danny Benzer (re@lonestarscca.org)

Thank you for your support.

Day -1, Sunday July 15, 2007

We spend the day getting the car "ready" for the event, starting with technical inspection which will be on Monday. Our to-do list is long, and we discover today the car we purchased a month ago (and spent a month getting ready) that was "ready to go" is missing a sub belt. Half-ass fix includes a stop at the local speed shop for some Simpson belts which we discover are 6" short of the shoulder bars welded almost in the trunk (damn Europeans) and therefore will do us no good. Onto plan-b.

Also, drive up the mountain for the first time in the recce car with the crew onboard. The 2 of us that are Motorsports inclined take notes which turn out to be surprisingly accurate considering what I know about stage notes consists of various languages in WRC footage, and the other crewmember co-drove at Paris last year which uses route books (whatever that means. I wasn't kidding when I said I know incredibly little about rally).

Day 0, Inspection, Monday July 16, 2007

Inspection day. We finish up the necessary things to get our sticker and myself and the crew take the car over so we can get registered. Inspection goes smoothly, and we get our sticker. There's a video on YouTube that includes a picture of the driver of #725 standing next to the car in line. it's actually the crew chief. :)

With sticker in hand we finish getting the car ready, which includes getting tires mounted on our only set of rims for the week and doing suspension setup in the wavy, decomposed granite RV space. No wonder toe was about an inch too much. Driver goes to sleep early after reviewing notes with codriver, and the crew goes to bed late around midnight.

Day 1, Practice - Middle Section, Tuesday July 17, 2007

We get up at 3am to load the truck and head up the mountain for our first practice day. At this point its important to mention the car has been driven for probably 5 minutes since purchase a month prior, with only about 2 minutes of practice after nearly completely redoing the car. First session out, we keep popping ECU fuses. This problem is fixed by putting in a 20A fuse and covering up the new bare-ended wire found in the cockpit. We've also got an overheating problem. and a backwards running fan. Second run to the top reveals the car is overboosting - about 13psi, to be exact. The crew for the previous owner recalls the Stack info and boost is cranked down. Overheating is reduced, but still a problem.

After practice the team heads back to camp for some much needed rest, then off to Denver to pick up and drop off some needed parts, pick up our "expert" "crew chief", and make a run to the dyno. Trip to the dyno ends up being nearly completely useless, as we adjust fuel pressure manually and ignore the Autronic ECU thanks to our high-rev tuna. We also learn that chances are high we have stretched head studs and/or a blown headgasket from the overboosting, and purchase replacements of each. Our expert crew chief says he's going to change head studs tonight and we'll have the headgasket in case we need it. Get back to Colo Springs around 9 and part of the crew and the expert crew chief stay up "working" on the car until 2, at which point they attempt to load the car on the trailer by revving it to 5k and killing it, getting the front wheels on the trailer and giving up. Net car change: installed new sub belt on navi's side, reinstalled foot plate, made half-ass intake separator which was not installed.

Day 2, Practice - Upper Section, Wednesday July 18, 2007

Crew again wakes up at 3am to head to the mountain for practice. We finish getting the car loaded, back the truck and trailer up to turn around, and discover the left front truck tire is completely flat. At this point it's about 3:45, which is about when we're supposed to be going through the toll booth, 15 minutes away. Driver and crew give up and go to sleep after the truck is backed up to our paddock.

Once everybody gets up, we start working on the car. Header/downpipe get wrapped with heat wrap, intake and charge pipe are wrapped in fiberglass and aluminum tape to look like breakfast tacos, and a new intake separator is fabricated. While wrapping the downpipe, I discovered it was up against a solid object so tightly I couldn't fit a piece of paper between them, must be the heat wrap. Upon closer inspection, I realize this solid object is in fact the oil pan. A little info about the car: 1999 Mitsubishi Evolution 6.5 (Tommi Makinen edition) with Evo 8 engine/turbo and anti-lag. Exhaust when anti-lag is turned on is probably in the neighborhood of 7-800 degrees. Head studs still not changed. At some point during all this, we make a trip to town to get some various spares like a water pump and thermostat, in case we need them to fix our overheating problem. While at the Mitsubishi dealership (thanks Rick and Bob!) we decide to forego the thermostat and see if that helps fix our problem. Then we head to the Hyundai dealership down the street to get an alignment and tire swap. Ed. Note: laser alignment machines are awesome.

Day 3, Qualifying - Lower Section, Thursday July 19, 2007

Same routine, up at 3am to get to the mountain for qualifying. First session out, driver reports overheating is extremely reduced but still a little hot - 220-230 by the end of the section. Car handles great, even if our settings are counter what Mitsu people say. We run a 5:43.097. Change tire pressures and jack up the rear coilovers to try and reduce tire rub and head out for session 2. Almost 10 seconds faster, at 5:33.467 - and, less than a second slower than Rhys in the 2wd Time Attack class. Car feels fine, no real reason to go out again without changing things as driver reports he was pushing the car as far as he would in practice/qualifying. I advise a shock setting change, to 4 from 2. Last session, go out and run a 5:31.158. Rhys doesn't go out for 3rd session, so we end up qualifying on pole for Time Attack 4wd a second and a half ahead of Rhys Millen in Time Attack 2wd. Hey everybody, look at the band of badass 20 year olds from Texas! (we forget to mention our balding 40's crew chief and financier).

Qualifying on pole for class means mandatory attendance at Fan Fest downtown tonight for an hour, starting at 5PM. It's at this point I reveal a tiny part of the behind the scenes story, and that is great turmoil and pissing and moaning, but beyond that I won't expand because it isn't necessary. Driver and I leave early to relax and de-stress while crew brings car to Fan Fest under the thought that time apart will allow everybody to relax. By the end of the evening, we realize this had the opposite effect as the other side spent 6 hours stewing and creating stories which did not exist. Fan fest was a success, signed many autographs, set off the anti-lag next to a downtown building for 15 minutes sending children and women running and screaming. Head studs still unchanged.

Day 4, Rest, Friday July 20, 2007

Friday is supposed to be a day of rest for those with their shit together, or in our case, a day of work for things left undone. After the previous nights festivities (not talking about Fan Fest.) head studs get changed and run in, we groove the tires for the gravel, and enjoy a delicious dinner. Early to bed even though we get to sleep in until 5am for race day.

Day 5, RACE Day, Saturday July 21, 2007

Get up the mountain during sunrise and get our paddock spot. Race day is pretty insane, people walking everywhere, constant car traffic up the mountain even though hundreds of people come in the night before and camp overnight, and all the race cars sitting around getting warmed up. First car at 9am, we're the second run group and opted to be last car. Myself and crew hike up a couple turns into the mountain to watch, and pick a pretty good spot. A Right 5 after a short straight another Right 4+ (or 5, I don't remember). After all the other Time Attack cars come through Dave comes in making tons of noise (anti-lag on and working), clips the corner, and flings dirt and asphalt onto the track; crowd cheers wildly. We have some little FRS radios, and after watching a bunch more cars make it through including Lisa Klassen's 2 cylinder Evo 9 (or 8, whatever it is) we hike a little further up and make radio contact with Dave, who tells us he made it in 12:54 and in second place. Second place?! Apparently the yellow WRX wagon that was 11 seconds behind us in Qualifying had an excellent run, and despite being 4 seconds behind us at 16 mile, ended up 5 seconds ahead of us at the finish. Not too surprising once we saw in-car and discovered the top gravel and car were so loose Dave didn't have enough confidence to run proper lines or push the car through turns with insane drop-offs. Even so, the crew and everybody were stoked as all get-out because we were the fastest car all week up to 16 mile on race day, and put on a damn good showing.

Chris Taylor

Tentative 2008 SOWDIV Racing Schedule

- o November 17-18, 2007 - R/N or R/R - MSR-H - Houston (No longer an enduro on Sunday)
- o December 7-9, 2007 - S/S - TMS - Texas
- o January 19-20, 2008 - R/R - Cabaniss - STxB (TENTATIVE pending approval from National and Navy)
- o February 2-3, 2008- R/N - TWS - Texas
- o March 7-9, 2008 - N/N - TWS - LnSt
- o March 29-30, 2008 - R/N - MSR-H - Hou
- o April 26-27, 2008 - Grand Prix of Houston
- o May 2-4, 2008 - RR/N/N - TMS - Tex
- o May 24-25, 2008 - R/N - TWS - LnSt
- o June 21-22, 2008 - R/N - MSR-H - Hou (Ditto above)
- o July 12-13, 2008 - S/S - MSR-H - Hou
- o August, 2-3, 2008 - R/N - MSR-H - Hou (Ditto above)
- o September, 13-14, 2008 - R/R - TMS - Tex
- o November, 15-16, 2008 - R/N or R/E - MSR-H or TWS - Hou
- o December 5-7, 2008 - S/S - TMS - Tex

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

Coming Up:

- August 1 — LSR Monthly BOD Meeting
- Sept 1-2 — Texas Region Double Regional at TMS
- Sept 5 — LSR Monthly BOD Meeting
- Sept 21-22 — Pro Solo Finale, Heartland Park, Topeka, Kansas
- Sept 25-28 — SCCA Solo Nationals, Heartland Park, Topeka, KS
- Oct 3 — LSR Monthly BOD meeting
- Oct 7-14 — SCCA RunOffs, Heartland Park, Topeka, KS