

February 2005



Lone Star Region
Sports Car Club of America
PO Box 302648
Austin, TX 78703-0045

LONE STAR DRAFT

2005 Lone Star Region Board of Directors

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DIRECTOR

Ed Gilfus
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Mark Von Bargen (8/7/1962)
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PAST REGEIONAL EXECUTIVE

Darrell Matocha
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REview

Greetings. I'm Cliff Maxwell, and I'm the new Regional Executive of Lone Star Region for 2005.

By comparison to most of the people I have had the pleasure of meeting in the SCCA, I am the new kid on the block. I joined the club three years ago when all the planets aligned to create an opportunity for me to go racing; I joined the Board of directors a year ago because I felt that one ought to take responsibility for one's own entertainment; and I became RE this year because I was uncontested on the ballot. That is the reason that I won, not the reason that I wanted the job.

The reason I wanted the job was because there are some things I would like to see the Lone Star Region (LSR) address, for the long term benefit of the members (me included), to be sure that the organization stays healthy and remains able to put on fun, safe, self-funding events for years to come.

Those of you who were able to attend our November meeting at Spaghetti Warehouse will have heard most of what follows in my comments then, but I thought it was important to lay out an agenda for LSR in the coming year. Throughout the year, I'll expand on some of these issues, but for now I'd just like to touch briefly on the list of issues I consider to be important, why, and what we might be able to do about it in the coming year.

Treasury:

Our treasury position today is as good or better than ever, but not good enough. We have cash about equal to the cost of producing a race weekend. Because we are somewhat the victims of a monopoly when it comes to places to race, we are forced to take tremendous capital risk when we put on a race. For example, we pay in advance and in full for track rental and come snow, sleet, or earthquake, there is no revenue – and no refund from the track. One disaster like this and LSR becomes the eighth region in this division that does not sponsor races, instead of being one of the three that does.

Yes, we are a not for profit corporation, but that does not mean we can not produce positive cashflow and build treasury to ensure that we remain adequately capitalized to put on events.

Cost of Racing:

We all know that as the cost of producing race events increases (due to increases in track rental, insurance, accommodations, etc.), so increases the entry fee for each event. We have a choice: we can simply dig deeper into our pockets for each increase, or we can make serious efforts to (i) contain costs, and, (ii) to subsidize entry fees with other revenues.

Cost cutting is a subject of another whole column. More on this later.

Developing alternative revenue sources is something that every member can help with. We could recruit title sponsors for races, develop a more sophisticated merchandising effort, sell advertising on our website, etc. All of us have, at some level, some disposable income or we wouldn't be in this sport. We're an attractive demographic that a lot of businesses would like to speak to – they just don't know it yet. See www.lonestarscca.org for more on this issue.

One \$5,000 title sponsor would take \$33 off the entry price of a 150 entrant event. Got any ideas?

Participation:

If this wasn't club racing, then merely paying the entry fee would fully discharge each entrant's obligation – but it is and it doesn't. The entry fee covers only the monetary costs of an event. There are (at least) hundreds of hours of time contributed by people, to which no monetary value is attached. If all you ever do is pay the entry fee and show up to race, then you are still letting someone else pick up part of your tab – it's that simple.

There is plenty more that needs to be done to keep this club healthy and produce successful events. Re-read above, below, and read this column next month if you don't see where you might be able to contribute. Check the website, too – the Executive Board will be using it more often to ask for help. Re-read the preceding

REview (continued from page 1)

paragraph if you don't know why you should.

Communication:

In the year past, the Executive Board has recognized that to increase participation, we need to communicate to members where, specifically, there is work to be done.

Elections this year also approved some changes to our bylaws that will enable us to rely more on electronic communications instead of paper mailings. I hope to see us make a major effort this year to establish and maintain a current email

list, and to use that list, and our website more efficiently to let members know where and when there is work to be done. Please check the website occasionally at www.lonestarscca.org

Places to Race:

It is unfortunate that LSR has only one place to race, but imagine if we had none. Now imagine just how easily that could happen.

For the longer term, we need to start thinking about alternatives to the only game in town. Those alternatives could include anything from street races to

track ownership. Sound difficult and/or too far away? It is. That's why we better start now...or we could all find ourselves autocrossing while we pray for another track to appear. I'd like to see LSR establish a 'think tank' committee to think outside the box, and long term about this issue.

There you go. My blunt and optimistic take on things to tackle this year. Based on the election count, the Executive Board already has about 25% of you behind them. How about the rest of you – want to help?

Cliff Maxwell

Racing News



SOWDIV MEETING

January found the Southwest Division Corporation meeting in Austin. Several board members were able to attend – more info on what happened will be appearing in a future Draft or on the website. It was a busy, full, and productive day.

"I just wanted to say what a great time we had at this race ... Thanks again to all of you who made us feel welcome ... You should be very proud of your club and your people."

Jeff Meeker (ITS #32) and Family (from the SOWDIV Discussion Forum)

New Deal Extended Regional

Wow! Was that fun? The New Deal Two Day Regional Race at TWS in College Station January 8-9, 2005, was a blast – loads of track time for the \$\$!! We tried a very different format for this one – and the comments were very positive! The schedule included a P&Q Saturday morning, followed by a qualifying race for all race groups. A major benefit to the region was the reduction in fees we have to pay (and fees the entry fee has to cover) for a one sanction number event. All in all, an interesting format and one we may well do again.

NEXT UP...

The 2004 Aggienapolis 500 was a great success and we're looking forward to the May 2005 race – if you've got any thoughts on a theme, artwork, etc., CONTACT US!! Mark Stone has done a great job with our logos – but he's willing to share the joy of creating t-shirts and logos!! It's not too early to be thinking about what YOU want to do at that event—it takes all of us to have a great event! Maybe you or your organization would like to help with the financial side of the event. Contact any board member (www.lonestarscca.org) to comment, volunteer, ask questions.



It's not too late to Volunteer!

BUT I HAD THE LINE...

Jim Averett, SOWDIV Executive Steward
First in a series

During the Runoffs, it came to my attention that many highly experienced noteworthy drivers have no idea who is responsible for what during a pass on a racetrack. This short article will try to explain the legalities of this to you.

Back in the days when “tires were skinny and drivers were fat,” much emphasis was put on “who had the line.” If an incident occurred in a corner, the driver that had the line would probably come out on top of the decision. If you had a half car length lead over a competitor, you could turn for the apex and your competitor was obliged to give way. This is not the way it is now.

The applicable sections of the GCR are:

9.1.1 Driver Conduct

- A. It is the responsibility of all drivers to avoid physical contact between cars on the racetrack.
- B. All competitors have the right to “racing room” on the marked racing surface. “Racing room” shall be generally defined as sufficient space on the marked racing surface so as to allow a competitor to maintain control of his car in close quarters, under racing conditions.

It shall be incumbent on all drivers to preserve the right of his fellow competitors to “racing room” on the racetrack. Abrupt changes in direction so as to impede or affect the path of a car attempting to overtake or pass may be interpreted by Officials as an attempt to deprive a fellow competitor of his right to “racing room.”

9.1.2 Passing

The responsibility for the decision to pass another car and accomplish it safely rests with the overtaking driver. The overtaken driver has the responsibility to be aware that he or she is being overtaken and not to impede the overtaking car. The overtaken driver shall not block. Any driver who fails to make use of the rearview mirror or who appears to be blocking another car seeking a pass, may be black-flagged and/or penalized. (See 14., Penalties)

9.1.2 puts the responsibility of a safe pass on the passer. It is most often violated with a “dive bomb” maneuver at the end of a straight where the passer tries to out brake the car he is passing as he dives for the apex. If contact occurs, as it often does in this type of maneuver, the passer would be held responsible.

I'd like to use a recent example to illustrate a passing maneuver that is not so cut and dried. At the Runoffs there were two DSRs that broke away from the field and were having a great race for the lead. Both cars were very fast and had swapped the lead several times during the race. Near the end of the race, they made contact that sent the lead car spinning. The entrant for the spun car protested. The other car was the winner.

I was on the SOM court that got this hearing. We had the luxury of Speed Channel tapes of the incident, which we viewed many times at normal and reduced speeds. First, a little background for those of you who haven't been to Mid Ohio.

The fastest part of the racetrack is at the end of the “back” straight. The braking area is downhill into turn 7, which is a right hander. You may remember Michael Andretti's champ car tumbling through this area and into “China Beach” several years ago. The DSRs are running about 150mph here prior to braking. Immediately following turn 7 is the left-hand turn 8 (makes sense). The apex of 8 is at the crest of a hill so the cars are very “light” here.

What we saw on the tape was the lead car (car “L”) being passed by the other car (car “R”) on the right approaching the braking zone. As they turned into 7, the cars were side by side. By virtue of being on the inside of the turn, R got about a two third car length lead as they approached 8. R turned in to the apex and L gave him as much room as possible by putting his left wheels on the rumble strip. L's right front contacted R's left rear causing him to spin. The touch was so light that we couldn't find any damage or even marks on either car. The driver of R said that he saw L in his mirror but thought he was clear when he turned in.

We disallowed the protest. Driver L had done everything he could to avoid contact. He was at the edge of the track and at that point he couldn't have used brakes without spinning. Driver R did not give racing room and caused the contact.

The point of all of this is that if you have a car beside you, you must allow him “racing room.” This includes not turning into a car at the apex and not running a car outside of you off of the road.

Lone Star Region Board Minutes

SCCA Lone Star Region February 2005 Meeting Minutes February 2, 2005

Attendees:

BOD/officers: Danny Benzer, Cliff Maxwell, Ed Gilfus, Mark Von Bargen, Kerry McEntire, Antonio Garza, Paula Taylor, Joe Lamping

Previous Meeting Minutes: distributed and approved through e-mail

Meeting called to order at 7:05pm

Treasurer Report: will be e-mailed for approval (subsequently it has been e-mailed and approved)

Race report:

We achieved break-even car count.

Open board items:

Cancellation, garage, no-show policy, etc. Paula mentioned that everyone that didn't show up and did not inform in time already expected to pay a cancellation fee.

Cliff distinguished between policy and execution for future issues like cancellation fees, etc. for which there already is policy (documented in the supps in this case).

Cliff requested an update to include Antonio, Danny, and himself in the signatory.

National issues:

--A presentation on getting filing status in order, i.e. 501c(4) or 501c(7). LSR needs to check our status to make sure it's appropriate. Antonio to investigate our status.

--There was a helmet testing seminar and one thing they showed which was eye opening is that sometimes the helmet will get damaged and show no signs of it. An impact against a roll bar can damage the impact absorbing foam lining and not show exterior damage.

--There was a fuel performance-testing seminar that lasted 3 hours which was very interesting.

--AMB presented on timing/scoring

--A seminar on risk management, which had nothing new or very interesting from Cliff's perspective.

--One thing that was noted is the trend to the way the club is managed in a professional company style and this is a concern. There is a blurring of lines between the board and the management of the club, which should not be happening.

--There was a driver heat seminar presented by the company that makes Cool

shirt, which was also very interesting. It was mentioned that when the core temperature goes to 102-103 there are 80 mistakes/hour made in performing routine functions. The possibility of either making a handout for drivers or having Cool shirt as a guest speaker at one of the races could be a good way to warn drivers about this problem. Perhaps Cool shirt could sponsor a race or event? Cliff has a business card for them.

--Alamo region.

We need to be proactive before we end up with some arrangement we don't need/want. Cliff proposes best course of action could be dissolving Alamo region if they don't meet the requirements and letting their members choose another region of their liking.

Policy for this is already written in the national bylaws. National should draft a letter to the Alamo Region asking whether they want to step up and hold events and manage their region or dissolve it and let them join other regions individually. Paula mentions this is not the first time this has occurred.

Motion by Joe to draft a letter stating the position. Ed Gilfus seconds the motion. In the discussion, Mark stated that he'd like to see a member as a way to grow the region geographically and membership-wise. Antonio mentioned that issues such as Alamo Region's financial and legal status need to be considered. It was stated that the motion at this point was not to state the position but rather is a motion for us to put the position in writing when we agree. This will be done online through e-mail vote. Cliff will get a statement and draft the letter. Motion passed unanimous.

--Temp membership. Danny is researching this and pursuing with Mike Dickerson. Danny mentioned that if we don't get resolution we'd send temp memberships in as payment.

Other issues:

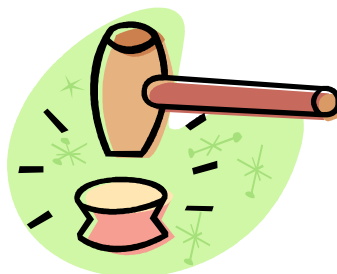
--Kerry got a bill for \$99 for 2-year renewal of domain registration. Antonio mentioned that this is too high for domain registration and everyone agreed. Kerry would forward the bill to everyone and we'd have an e-mail vote on approving the \$99 or not.

--Kerry ordered solo books for spokes who have received them and paid for them already. He was asking if this is the type of activity that needs board approval and it was mentioned that it wasn't necessary as long as it's recorded.

--Kerry also restocked stickers and other things needed for tech. Ed Gilfus mentioned he'd like to be able to get some of this promotional material for handing out to customers and promoting SCCA.

Sowdiv Meeting

A long time was spent discussing both the "uninteresting" Topeka track and the process by which it was selected. Mike Sauce provided a



Lone Star Region Board Minutes (continued)

detailed description of the process, why it was chosen, and the things that need to improve in the process.

Hankook Ventus Z211 205/50/15 C30 compound tire was added to the SM Supps as approved in addition to the existing tire (Toyo RA1 205/50/15).

No Problem Raceway is on track to be ready by the 90 day drop date.

Schools—there was a lot of discussion about how this was done previously as well as how it should be done. 2 of the 3 racing regions not doing the double national should do 1 school per year. Administrative and financial risk: Division absorbs profit/loss and has pricing authority (approval) but a region can opt out ahead of time to not share with the division the profit/loss risk. Ed made a motion to present this as our position. Joe 2nd the motion. It passed unanimous. Cliff has the action to draft the proposal for the next Sowdiv meeting.

May Race (motion Joe, 2nd Ed, passed)

--Action for Mark to find out what course it's being run on. We prefer the 2.9 pending a waiver of any rule not allowing more than one national on the same course. We'd like to keep it as the Aggienapolis.

Website:

A committee was appointed consisting of Chris Taylor, Ed Gilfus, and Antonio Garza to investigate previous stated goals for research.

Meeting adjourned 8:32pm

Respectfully Submitted,

Antonio Garza, Secretary



SOWDIV Year End Results

Lone Star Region held its annual awards banquet November 10 at Spaghetti Warehouse in conjunction with our annual meeting. WOW, how's that for way cool - year end trophies before January or February. Well, at least Regional trophies! The National trophies could not be ordered until after the runoffs so they were not delivered in time for the awards banquet. National Champions were recognized with Lone Star Region's own **"Ya Done Good"** awards and those individuals can pick up their trophies at the Double National in February (check at registration Saturday and Sunday), or by contacting Paula Taylor (racemom13@hotmail.com or 338-4008) to make other arrangements.

Outgoing RE Darrell Matocha also recognized region members for their outstanding work and help during his tenure are RE for Lone Star: Cory Benzer, Danny Benzer, Derek Benzer, Shawn Hokanson, Bill Johnson, Joe Lamping, Philip Lawrence, Steve Lawrence, AJ Matocha, Colton Matocha, Gregg Matocha, Cliff Maxwell, Kerry McEntire, Nick St. Laurent, Chris Taylor, Paula Taylor, and Mark VonBargen.

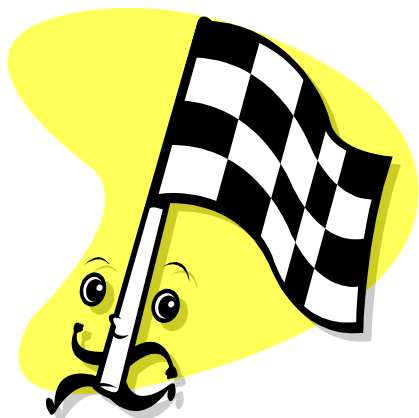
How did Lone Star Region drivers do in 2004?

1004 SOWDIV National Standings

Class	Pos	Name
T1	6th	Clifford Maxwell
T2	3rd	J B Stringer
GT1	7th	Dan Pastorini
SSC	2nd	James F Place
FP	1st	J Mark Stone
GP	1st	Paul Stoltze
DSR	7th	Michael Alexander
SRF	9th	Doug Azzarito
FA	6th	Tom Dalrymple
FC	4th	Nick St.Laurent
	7th	William R Johnson
	12th	Sam Holland
FM	10th	Frank Tomlinson
FF	6th	Michael T Bowen
F5	5th	Kenneth E Holzer
	6th	Greg Olson
FV	6th	David j Zavelson
	7th	Shawn Hokanson

2004 SOWDIV Regional Standings

Class	Pos	Name	Class	Pos	Name
T1	1 st	Clifford Maxwell	ITE	2 nd	Joseph P Lamping
SRF	15 th	Steve Gluskoter		4 th	Jerry Hooten
	17 th	Brian Grigsby	ITS	2 nd	Jefferson Wirtz
	19 th	Ken Kuchar	SM	2 nd	Aaron Mcspadden
	23 rd	Roger Krebs		34 th	Dennis Brown Jr
	28 th	Paul Miranda		35 th	Bruce Brooks
	33 rd	Jeffrey Bedell			Antonio Garza
FC	1 st	William Johnson	SRX7	8 th	Chris Taylor
	12 th	Sam Holland		15 th	Jefferson W Raley
FM	1 st	Jaypaul Smith		18 th	Antonio Garza
	3 rd	David J Zavelson			
FF	3 rd	Michael Bowen			
FV	5 th	Henry Schulle			
SSC	4 th	Edward G Peters			
ITA	2 nd	Henry Brigham			
	4 th	Daniel John Benzer			
	5 th	Kenneth Anhalt			



Convention Buzz . . .

Cliff Maxwell and Danny Benzer attended the 2005 Convention in Topeka. Look for information on that in the next *Draft*.

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

DON'T FORGET:

Board meetings are held the 1st Wednesday of each month and **ARE OPEN TO ALL MEMBERS.**

Meeting are currently held at Athena Manufacturing (thanks to Bill Johnson!).

Check the website for updates and additional information.

**Lone Star Region
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Coming Up:

- February 18-20—SOWDIV's Double National hosted by Texas Region, TWS
- March 12-13—Regional/National races, TWS, hosted by Houston Region
- April 2-3—Regional/National races, TWS, hosted by Houston Region
- May 7-8—Regional/National races, TMS, hosted by Texas Region
- May 28-29—Regional/National races, TWS, hosted by Lone Star Region
- June 25-26—School/Regional races, No Problem Raceway, hosted by Houston Region