



THE WITCHES' WAIL

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MAY 2001

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RE Report

by Greg Laws, Regional Executive

I think that I've found my niche! I made this marvelous discovery when I went to Hallett Motor Speedway for the AVRG Regional/National race April 21/22nd.

I felt a bit lost when I first arrived -- after all, my last experience with Club Racing was in 1978 when I ran a Camaro in A/Sedan for a short Regional career. I had hardly been back since. I may be RE but I really didn't know what to do, how to start with club racing. My recent history involved Solo, not Club Racing. I was so green at attending a Club Race that it took me three separate attempts just to get registered at the Hallet front gate! (True!)

Club racing can seem overwhelming and intimidating. There is so much complex activity going on that it is hard to know where to start, who to talk to, how to break in. This situation led to drastic action -- I asked someone for directions.

I quickly found myself on the second floor of the Hallet timing tower being warmly welcomed by all sorts of friendly folks eager to find me something to do. I was told that if you wear all white clothes you can be a Corner Worker, if you have partially white clothes you can work Grid and Hot Pits, and that you are fully qualified to work Timing

(Continued on page 3)

Solo Scene

by Loren Williams, Solo Chair

I'm getting tired, so this month's article may be a little short. I'm not talking about the day-to-day kind of tired, more like long-term tired. I've done my 2-year stint as Wail Editor and another year as Wail Publisher. I've done a 2-year term as a board member. I'm in my 2nd year as Solo Chairman, and just started my second 2-year term on the board. I've written at least one article for the Wail every month since early 1997. It's time for me to slow down a little.

Anyhow, this is my not-so-subtle way of announcing my intention to NOT volunteer be your Solo Chairman next season. I'm only bringing this up because I don't see anyone obvious to pass the torch to. I asked my trusty Co-Chairman, Mike, but he's got too many other commitments. (Though he may be willing to assist the new Chairman, as he has me)

So, if you're interested in taking on this position and carrying on the tradition of a kick-ass Solo program for the Wichita Region, please let me know. The sooner I can identify the lucky individual, the easier it will be to show them the ropes and get them primed and ready for next season. In fact, it's so early in the game now that we have enough time to teach even the greenest novice enough to be a successful Solo Chairman next season. Don't be timid. If you've got some organizational skills and some enthusiasm for our sport, you can do this job.

Success At McConnell

After much uncertainty all the way up until the week of the event, our Easter Solo at McConnell went down as planned. There were no problems with anything or anyone.

(Continued on page 4)





The Witches' Wail

c/o Brian Meyer, Editor
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Policy:

The Witch's Wail is the official publication of the Wichita Region SCCA. Contributions are requested and welcome. All manuscripts, drawings, and photographs should be identified as to event, time and place, persons involved and the name of the submitter. Material will be returned only when requested. The Editor reserves the right to decline or condense material. All material published may be reprinted provided it is clearly credited to the author, the Wichita Region SCCA and the *Wail*. Letters to the editor should be signed. Articles and or advertisements published in the *Wail* do not necessarily express the viewpoint of the Wichita Region SCCA or the Editor. Articles may be submitted in person, by mail, fax or e-mail - contact the editor for details.

Deadline for submitting articles is the 23rd day of the preceding month.

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Free text-only ads will be printed for club members on a space available basis. Picture ads or guaranteed space will be billed at one half of the above rates for club members.



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RE Report (Continued from page 1)

& Scoring if you have at least *some* clothes on. Hmmm.

A quick examination of my wardrobe showed me qualified for Grid and Hot Pits since I was wearing white jeans and a blue windbreaker. Off I went for an adventure at Grid. It turned out to be a really great place to be! There were printouts listing all the drivers, their cars and where they were from so that I could tell who was who. There were times of intense activity getting every car sorted into their proper slots for racing. There were also times to relax and enjoy the great view of the front straight as the cars went screaming by. I could even hear what was going on over the course by listening to a track radio. This was an important & necessary job --- and I found that I was having a great time doing it! I got to talk with the drivers and check out the cars, hear the engines run and share in the excitement of waiting for the racing to begin. Then I could see them come off the corner onto the straight during the race itself. Cool!

My advice: Slap on your clothes (wear white if you've got it) and come to the next club race that you can get to. Just ignore the overwhelming, intimidating part and come meet some great new people. There are plenty of jobs that need doing, but they all have different styles. Besides the friendliness of Grid, there is the intensity & excitement of being on a Corner Worker Team or the satisfaction of completing a fast paced session of Timing & Scoring, not to mention the people-skills jobs of Registration and Hospitality. Start asking questions and soon someone will be introducing you to new friends and an addictive way of life - SCCA Club Race Working! There's nothing else like it.



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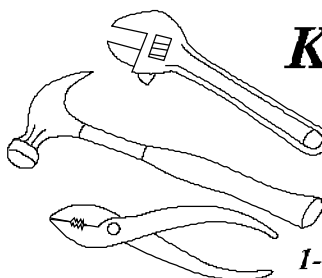
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Kevin Razor's Z06
Corvette took SS at the
Solotime Divisional #1.
Photo by Bo Rader

Solo Scene (Continued from page 1)

It was a great event. The best news is that all of the McConnell events for this season were submitted for approval on the same form. That form has been approved, and the waters have been tested, so we're good to go for the other three events at McConnell this year.

We owe a lot to Technical Sergeant Rick

Davis and Staff Sergeant Mark Kirkpatrick of McConnell's Services Squadron for running the hurdles necessary to get our event approved. Both Rick and Mark made appearances at the event; we even made Rick suffer through a run or two with Russell Blume. Several other new McConnell faces were seen as well. A few competed, others just watched and gathered information. I think we showed them all a good time

and I hope we will see more of them in the future.

Riverfest Solo

It's too late to give you all the pre-event details. Hopefully everyone received the reminder notice I mailed out. Don't be surprised if we break last year's record of 136 entries. And with the way Wichita Festivals keeps raising the fees required to be an Official Wichita River Festival Event, don't be surprised if the "Riverfest Solo" goes the way of the "Lake Afton Grand Prix" in the next few years.

The Next Event

The Memorial Day Solo has been cancelled due to lack of a chairman. That means the next Solo event in Wichita will be June 10th. I'll be hangin' with the mouse in Florida that weekend, so y'all have fun. (Somebody make sure they get the insurance form from me before I get on the plane, okay?) If you can't handle the dry spell, there are races and other Solo events in the area during that period.

Event Chair Openings

August 12th at Boeing and October 13/14 remain on the schedule without chairmen. If no one volunteers to run them, they will be dropped from the schedule.



Seen in the back window of a Jeep Cherokee that was being flat towed by a bus style motor home:

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AVRG Report

by George Morrison

The AVRG conducted their first race of the 2001 season on April 21-22 at Hallett. We kicked off the season with a successful Regional-National of which 162 entries participated. The only glitch to the weekend was the weather that caused a hurried conclusion to Sundays activities.

The increase in entries was due to a large number of participants from the Southwest Division, who like many of our drivers were anxious to see what new improvements have been made to the facility. Due to the number of lap records that were set I think everyone liked the new curbing and repaving.

The overall changes made to the facility to date were impressive. The first floor of the tower has been converted into a restaurant, which makes for excellent viewing of racing while having lunch, or just having a cup of coffee. The quality of food to this observer's taste has much improved. Timing & Scoring has been moved to the second floor of the tower, and hospitality was moved to the first



floor to accommodate entrants easier.

There were the usual first race bugs to be worked out, some of which caused some delays in final results, but overall it was a successful race.

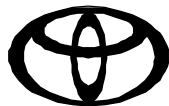
Worker attendance was barely adequate in critical areas. Timing & Scoring could use additional help, and corner station personnel could also use more help. If you want to come out and assist the AVRG, which your region is part of, come on out and join in on the fun. We will provide trial memberships to anyone you also bring along who are not currently a member.

As I have mentioned, if you have not seen the improvements to Hallett you need to come out and see for yourself. This year will see ongoing improvements to the facility at each event. The entrance road has been

widened and re-paved, the new restaurant on the first floor, improved FIA curbing, and a newly painted tower are just a few of the visible changes. By our next race in May the new shower and bathroom facility should be completed in the paddock area which will be a welcome addition for all participants.

The new track owners, Dan Gutterman along with Shayne & Scott Stephens have done an outstanding job in upgrading the facility to accommodate their guests, and we should all look forward to witnessing the ongoing improvements.

Again, I extend an invitation to everyone to come out and help the AVRG in conducting the remainder of our 2001 races. We are having a Drivers School-Regional on May 19-20, a Regional-National on June 30-July 1, and our final event of the year in August. Next years plans are to include a crash and burn school along with our scheduled events. Hope to see you all at Hallett.



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Solotime Divisional #1

by Greg Laws

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The infamous "Lone Star" course (designed by Roger H. "The Real" Johnson for a National Tour event at Griffiss AFB, N.Y.) lay dormant at Salina on April 27th. MiDiv had challenged The Lone Star twice before and it had struck back each time with bad weather and spun-into-the-grass incidents. Was it too tough to tame? Was it a mistake to run The Lone Star again for the third time? Event Chair Rob Pickrell 'said' that he had it under control this time. Not everyone was convinced.

Mark Walker and his Hospitality crew fed the growing Friday night registration crowd while Colan Arnold supervised Tech but tension continued to elevate... This was The Lone Star, and it was starting to come alive.

Saturday morning awoke to find 110 entrants walking the Lone Star. Many were seeing it again for the first time since there had been a few (fairly minor) changes that smoothed out last year's trouble spots and gave a better sense of flow but didn't alter the deceptive nature of the course design. The Salina Lone Star remains a course worthy of champions as it offers many possible lines in most corners with deceptive entrances and several "gotchas" if you overcook it. Success comes from looking ahead while being super smooth -- and extra horsepower doesn't hurt either! This is a fast, fun but very demanding course!

Ron William tamed the Saturday clockwise course with a blistering 51.402 time in HS ... Wait a minute -- was that in H Stock, the bottom stock class? In an '87 Corolla? Yep, he was faster than DS, ES, and even CSP in

that heat but then the big boys came out. First heat included BSP where Vern Peterson would not be denied in Razor's glowing yellow 2001 SS Corvette at 48.541. Then Mark Jorgensen fired up his white 1998 Mustang Cobra in ESP and drilled a 47.856 to set FTD for 1st heat on Saturday. Hmmm. When it comes to horsepower, size DOES matter.

Second heat brought forth the ground pounders as six of the mighty CP cars set up to do battle. Also present were four Mazda Miatas in BS, eleven FS pony cars, seven GS entries, and the notorious FROG Audi driven by Craig Snyder and Mike Schowengerdt from Kansas City in EM. The pavement was dry and the sun was warm by now, but The Lone Star whistled up the wind to play havoc with the event. From deep in Texas, this wind came straight down the course and continued to blow throughout the rest of the weekend. Cones moved on their own and timer sensors became un-aligned but the greatest wear was on the corner workers as they struggled to keep their feet and stay sharp in spite of wind fatigue that just grew deeper over the two days.

Rob Thomas held a slim .628 sec lead at 50.052 over fellow Colorado Region member Victor Michael in FS but CS was even closer with Dick Faxon (OzMtn) at 51.795, only .445 sec ahead of Forrest Tindall (OzMtn) in the same black 1993 Miata. Other classes were close too. GS had Brian Fitzpatrick (NE) and his 1994 BMW only slightly ahead of Edwin Martens (Wichita) in a silver 1999 V/6 Camaro, 50.035 to 50.434.

But then there was Mark Stewart (KC) with the white 1984 Audi running all by himself at 47.913 in AP. Dave Richards (Salina) headed up the CP herd with the Black/Green 1979 Mustang at 47.169.

Craig Snyder (KC) led Mike Schowengerdt (KC) in the EM monster Audi at 46.577 vs 46.654. Maybe Craig became energized after the RF Door Skin separated at its leading edge with most of it flapping completely loose before he was red flagged on course! Duct tape came to the rescue and the car was stuck back together to complete runs.

The third and final heat saw cars from SS to FM lining up, including an odd AM group consisting of a Renault GTA, a Miata, and a BMW M3 roadster! All had chosen to run in a higher-than-normal class for various reasons and since no 'real' AM car showed up they had great fun running each other! A more serious effort was put out by Kevin Rayzor (KS) in a screaming yellow 2001 Corvette, leading SS with a 47.593, and then Joe Tharpe (DMVR) showed that a model year 2000 Miata can lead the pack with a 50.557 in BS. However the real fun of the 3rd heat was in watching the formula cars run. From Robert Moore's (OK) 1978 Bobsy in FM through the 4-pack of BM screamers, formula cars put the final twist in The Lone Star's tail. Colan Arnold (DMVR) led the father-daughter Scharnberg team (DMVR) in BM with a fantastic 40.535 seconds over this almost-a-mile-long course for Saturday's overall FTD.

Sunday arrived with the same sunny and dry conditions as Saturday, but colder and even windier. First heat struggled to get the tires warm but the competition was white hot with the course running counter-clockwise this time. Even so, everyone who led in 1st heat on Saturday continued for the win on Sunday. There were no lead changes in 1st heat.

2nd heat broke the pattern and did bring forth a few changes, one of the most spectacular being Don Knop's (NE) rise from 4th place in FS to 1st! Then Mike Schowengerdt (KC) took 1st place away from Craig Snyder (KC) in EM, 93.062 to 93.803 overall.

3rd heat found Brad Holliday (NeOkla) overtaking Tom Dupler (Wichita) in AS. Jerry Irvine (KC) was all by himself in FSP but still embarrassed many supposedly faster classes with 97.463 overall. The powerful scream of the BM cars attracted spectator attention and Greg Scharnberg (DMVR) set Sunday's FTD with a stunning 39.505 but that only took him to 2nd place over Kiersten Scharnberg (DMVR). Colan Arnold (DMVR) remained King of the Hill in BM with the Event Lowest Combined ET of 80.251 seconds.

All other leaders remained the leaders in their



Eric Linhoff ran a rental Neon while his Neon R/T was being repaired. He said it developed about 6" of wheelspin at the start. Bo Rader photo

respective classes and it was a very tired and windblown crew that picked up cones, awarded trophies and got everyone on their way home by 2:30 in the afternoon.

The Salina Lone Star, successfully challenged, vanished back into the concrete to brood, to nurse its wounds ... and to wait.

SS The new generation C5 Corvette is tough enough but Kevin Rayzor's (KS) Z06 is simply awesome. He easily led both days in spite of Jim French's (Wichita) super smooth efforts in his 1989 Vette. It was 93.421 for Kevin versus 96.479 for Jim.

AS Tom Dupler (Wichita) and Brad Holiday (NeOkla) had a pitched battle with the lead swapping back & forth between them. The one with the "Final Answer" on Sunday was Brad Holiday, taking first overall with 50.892 versus 50.921 -- a difference of only .029 seconds over 2 days!

BS The Miata class fielded five nearly identical cars but Joe Tharpe (DMVR) ended up leading by large margins both days. His final 99.397 was 2.404 seconds over Randy Eickhoff's (KC) but Randy was 2.161 sec faster than 3rd place. Pretty wild stuff for a class of "equals"!

CS Miattias rule! They've always owned BS but now they also seem to own CS as well. Four Mazda 1.6 Miatas came to play and apparently scared away the Porsche 944s, the early MR-2s, TR-8s, and so forth that could've run but didn't show up. Hmmm. The same time spread that happened in BS occurred in CS too. Dick Faxon (OzMtn) led both days by wide margins, ending up at 102.038 versus Forrest Tindall's (OzMtn) 103.425 in the same car. Great job, Dick!

CSL Ann Cummerford (Salina) came out on her home turf to challenge The Lone Star and had three good runs both days in this single car class, ending at 111.506.

DS Russell Blume (KS) drives a very quick BMW but he had his hands full when Ann Heller (NeOkla) showed up -- and she drives a Plymouth! The final was 103.051 to 103.689 (a difference of only .638 sec!) for Russell but from now on he'll have to keep looking over his shoulder!

ES ES is known for quick, tight competition but things may have changed. ES is still quick but maybe not so tight anymore. John Joyce (NeOkla) brought a 2000 Celica to the party and lead by goodly margins both days. He took home the bacon with a 101.356 overall, with Greg Reno (KS) following at 102.307 and then Jim Abel (Wichita) at third after fighting with the cones both days and ending with a 102.719.

ESL Janice Sansone Rick (StL) had a great

time in her 1999 Honda Civic. We know this because she posted a quick 107.105 overall against a valiant effort made by Jennifer Shafer (NeOkla) and took home a well-earned first place trophy!

FS The Divisional's largest class at eleven entries also provided some of the greatest drama. Saturday was all Rob Thomas (CO) as he took his 2000 Camaro to a solid 50.052 over Victor Michael (CO) at 50.680, Kristopher Michael (CO) at 50.772, and Don Knop at 50.856 -- a spread of .804 seconds from 1st to 4th.

On Sunday it was Don Knop making up the difference and overtaking 1st place with a palm-tingling 48.320 for 99.176 overall. Rob Thomas dropped to 2nd with a 99.432 and Victor Michael took 3rd at 100.185. But wait! Eleven cars means four trophies so what happened? Randy Keeton (NeOkla) pulled up his socks and took the position away from Kristopher Michael, 100.455 to 100.842 overall!

GS The way they were on Saturday is the way they stayed on Sunday. It was Brian Fitzpatrick (NE) in a 1994 BMW 325i keeping slightly ahead of a very strong Edwin Martens (Wichita) in a 1999 V/6 Camaro. Edwin closed the gap slightly but could only catch sight of the Bimmer's taillights this weekend. Brian posted a 98.230 overall for the win with Edwin in 2nd at 99.385 and Kathy Fitzpatrick (NE) right behind at 100.811.

HS Ron Williams (KS)

HSL Tina Williams (KS) The Williams' were each in a single car class but that didn't hold them back. The couple's 1987 Corolla was pushed beyond its limit to record a final of 100.712 for Ron and 106.914 for Tina. To put that in perspective, Ron's time was faster than the CS class winner, the DS winner, the ES winner, the CSP winner, STS and STR. Tina's time beat the CSL winner and the ESL winner. Wow. Talk about being a power couple!

BSP Horsepower! Corvette horsepower -- that's the ticket in BSP! Vern Peterson driving Rayzor's (KS) screaming yellow 2001 Corvette simply couldn't be caught as he ran a quick 48.541 on Saturday, followed by an even faster 45.778 on Sunday for a total of (gasp!) 94.319 overall and First Place. Jim Harrison's (Wichita) beautiful red 1972 Corvette had some great runs but ended up over 6 seconds back at 100.343 for Second Place.

CSP Matt Brewster (Wichita) is in only his second year as a soloist but he & his dad, Dennis Brewster (Wichita), built a very professional-looking, brand-new-construction

1989 Honda CRX HF over the winter to run this class. There is still some development yet to be done but the car is already quick. Matt posted 102.854 overall (beating his Dad by almost 7 seconds!) and took home 1st Place.

ESP It was a very strong 7 car class taking the field on Saturday but the order was quickly established. Mark Jorgensen (NE) stayed out in front with an awesome 1998 Ford Mustang Cobra and finished at 94.384 overall and a well-deserved First Place. Event Chairman Rob Pickrell (Salina) retired with honor at 95.910 and Second Place. Third Place went to longtime competitor Opie Viets (OzMtn) in his trusty 1984 Z/28 at 96.566 sec.

FSP Another single car class but one has to wonder if maybe the competition was scared away. Jerry Irvine (KC) is a master at the smooth aggressiveness demanded by The Lone Star, and he cut a superb 97.463 sec overall.

STS Seven cars entered and all the competition was close -- except for Patrick Lipsinic (KC). There was Patrick at 104.998, taking First Place, and then there was a 2.150 second pause before Chris Hammond (StL) showed up at 107.148 to grab 2nd Place as he led the closely following pack.

STR Jeff Boston (KS) was all by himself but fought his way through all the cones (10 overall & a DNF!) to post a 108.372 overall.

SMDave Green (Wichita) also flirted with the cones but found enough clean runs to dominate SM with a smokin' 94.881 overall. Brian Meyer (Wichita) played tire warmer in the same car but still managed to pull off 2nd Place with a 98.217 for a trophy. Dave's time was faster than ALL of the stock classes except SS!

AP Mark Stewart's (KC) single car time of 94.841 is even more remarkable when one considers that he killed 14 cones getting it! Can't say that he wasn't trying...

BP Chris Miller and Randy Herrick bailed out so Frank Wietharn (all from the Kansas Region) was left as a single entrant. Frank's thundering White/Grey 1963 Corvette apparently didn't care as it powered to a very impressive 93.139 final behind Frank's smooth driving.

CP What's black & green and won all over? Dave Richards' 1979 Mustang of course! The Salina entry won the home field event with a ripping 93.179 final time. Charlie Clark (KC) brought out the white 1968 Corvair (A six cylinder car in CP?) and did right well. His 97.859 took 2nd Place over the next four entries.

(Continued on page 8)

CPL Three entries! And tight competition too! Liz Berger (KC) held off a recovering Jo Richards (Salina) to take that 1st Place trophy home! It was 100.046 to 101.258 and Beth Whitworth (StL) wasn't that far behind at 104.181.

DP Wow. It's rumored that Bill Cutrer (KS) has an even faster car waiting to be built at home but why bother? This one seems fast enough! Bill's 1979 Fiat X/19 is simply a flat-out screamer and it easily took 1st Place with a 93.544 overall. Bo Rader (Wichita) held on to 2nd Place with a solid 96.998 sec final time.

EP Tom Cindrich (StL) coned all four runs on Sunday but still managed to keep the 1st Place trophy! Of course, he WAS in a single-car class!

EPL Martha Lou Haddon (StL) has a thing for 3rd runs! Her best run each day was the third one and she posted a fine -- a very fine -- 99.299 final.

AM This class became a 'catchall' depository for the odd ducks of the event. There was a 1987 Renault GTA, a 1996 Mazda Miata, and a 1998 BMW M3 Roadster! Each car didn't quite fit in a lower class for various reasons and so all had voluntarily bumped to AM to be legal. No 'real' AM cars winged their way to Salina this year so the class became an actual race between the three entrants. In the end it was Greg Laws (Wichita) winning with the GTA (a car being built for FSP) at 104.576 over the other two.

BMLighting on wheels! Throw in peals of rolling thunder and you have BM at Salina! Kiersten Scharnberg (DMVR) spent some time spinning off into the weeds but in the end everyone had put together some great runs. Colan Arnold (DMVR) was the class leader on Saturday, followed closely by Kiersten and then her dad, Greg Scharnberg (DMVR), 1.647 seconds back from 1st. That didn't hold for long. On Sunday it was Greg Scharnberg who came screaming back with an incredible 39.505 run to take Sunday's FTD! Would that be enough to leapfrog into 1st Place? Not quite. Greg took 2nd away from Kiersten but remained 1.436 seconds off of Colan's pace. It finished Colan in 1st, then Greg 2nd and Kiersten 3rd.

CMTim Koch (KC) flew around the course with his 1981 Crossle, posting an excellent 87.502 final time! All runs were clean except for one off-road spin & DNF Saturday.

DM Can a Beetle beat a Neon? Sure it can, just as long as its Vernon Maxey's (KC) black monster bug that we're talking about. Vernon posted a 100.010 to Travis



Jim Abel shows that you only need three wheels (and sometimes two) touching to do a slalom in a Saturn. Photo by Bo Rader

McMillian's (StL) 104.248 and took home the 1st Place trophy.

DML It was Travis McMillian's better half Kim McMillian (StL) all alone in the class but she did very well, showing improvement on almost every run and finishing with a 112.678.

EMOnly one car but two drivers. Craig Snyder and Mike Schowengerdt each herded the infamous FROG sponsored 1984 Audi Quattro around the course, beating each other up. Part of the door threatened to fall off but duct tape stuck it all back together again so that it could finish the event, the tape blending in nicely with the rest of the car's appearance! Both of the Kansas City drivers were good but on Saturday it was Craig who was better -- by .077 seconds. Then on Sunday it was


Mike's turn to be quicker and he overtook Craig to be the overall winner at 93.062 versus 93.803.

EML Debbie Pruett (KC) brought out the purple 1962 Lotus Super 7 for another run. Debbie ran two runs on Saturday and then the Chevrolotus broke on the second run. Unable to repair the car, Debbie did not start on Sunday but received a first place award.

FMRobert Moore (OK) suffered the same fate as Debbie but at least he got a run in on Sunday in a borrowed vehicle. Saturday saw a good run, a DNS, and then the last two runs were good. Sunday saw only the first run being good and the rest being DNS. There was a report that Robert retired with engine troubles.

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SCCA Membership Application

Send this form with payment to **Charlene Bettinger, 1519 Virginia, Derby, KS 67037**

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NAME		BIRTHDATE (MO/DAY/YR)
ADDRESS		TELEPHONE
CITY	STATE	ZIP
MARITAL STATUS <input type="radio"/> SINGLE <input type="radio"/> MARRIED	ARE YOU A PRIOR MEMBER? <input type="radio"/> YES <input type="radio"/> NO	YEAR & MEMBER NUMBER?
SPOUSES NAME (IF JOINING)		BIRTHDATE (MO/DAY/YR)
CHILDREN (IF APPLYING FOR FAMILY MEMBERSHIP)		BIRTHDATES (MO/DAY/YR)
PLEASE SEND ME A CREW LICENSE <input type="radio"/> YES <input type="radio"/> NO		E-MAIL ADDRESS

Please indicate the area(s) of SCCA in which you plan to participate or which interest you the most (***your response will be used to allocate your national dues to the areas you indicate***):

Club Racing Pro Racing Pro Rally Road Rally Solo

ANNUAL DUES:

- Regular Member \$45 National + \$10 Regional = \$55.00
- Spouse Member \$10 National + \$5 Regional = \$15.00
- Family Membership \$70 National + \$15 Regional = \$85.00
- Speed Freakz (under 26)* \$20 National + \$5 Regional = \$25.00
- Competition Speed Freakz** \$40 National + \$5 Regional = \$45.00
- Military Membership \$25 National + \$10 Regional = \$35.00

* May compete in Rally and Solo events; may be active in many race specialties.

** Ability to hold all SCCA competition licenses.

Please enclose payment in the above amount or enter Visa or Mastercard data below.

Card # _____ - _____ - _____ - _____ Expiration Date ___ / ___

I hereby apply for membership in the Sports Car Club of America, Inc and its Wichita (#090) Region and agree to abide by its bylaws.

APPLICANT'S SIGNATURE X	DATE
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Board Meeting Minutes

by Bruce Bettinger, secretary

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WICHITA REGION SCCA
BOARD OF DIRECTORS MINUTES
APRIL 11, 2001

Meeting called to order by Greg Laws at 6:36.

In attendance: Greg Laws (R.E.), Scott Bettinger (Past R.E. / AVRG), Frank Diring, Dave Geis, Tom Huxtable, Rick Knapp, Brian Meyer (Wail), and Loren Williams (Solo II / Webmaster) Board Members.

Also in attendance: Bruce Bettinger (Secretary / Rally), John Houston (Treasurer), Charlene Bettinger (Activity Director / Membership), Edwin Martens (Merchandise), Lu Geis, Debbie Knapp,

Jim Harrison, Members.

These reports were given and accepted by the Board: National News by Greg Laws, Membership and Activity by Charlene Bettinger, Solo II and Web by Loren Williams, Wail by Brian Meyer, AVRG by Scott Bettinger, Rally by Bruce Bettinger

Previous minutes submitted. Motion to approve. (Dave / Tom) Passed 8 / 0.

Treasurer's report submitted by John Houston. Motion to approve. (Loren /

Brian) Passed 8 / 0.

Divisional Solo II budget submitted by Jim Harrison. Motion to approve. (Tom / Scott) Passed 8 / 0.

Motion to approve purchase of a computer/TV converter for promo presentation. (Scott / Tom) Passed 8 / 0.

Motion to dispose of pry bars by giving them to the AVRG. (Dave / Scott) Passed 8 / 0.

Motion to adjourn. (Scott / Loren) Passed 8 / 0.

Classifieds

maintained by Brian Meyer

Solo Vee - Lynx 1600cc, red, new Goodyear tires, brakes, clutch, pressure plate, 5 pc. harness. Very fast. Extra parts & body mold. \$4500 w/trailer, \$4000 w/o or best offer. Call Roy Hall at (316) 946-0271 or 210-5186/leave msg.

'80 Triumph Spitfire convertible, 69,000 mi, blue w/silver trim, black top, AM/FM cassette. Good sound car. \$2500 or best offer. Robert Berg (316) 744-1706

Kumho V700 Tires - 2 x 245/45/17, full tread, New, mounted once but never used (wouldn't fit on car). \$250/obo. Brett Miguel, 773-4951 or badbmw@kscable.com

(4) Kumho VictoRacer V700 tires 205/50ZR15 Brand new, never on the ground. \$450 for the set, delivered. Greg Laws (316) 221-9328

MG Miget former Production race car, now DP autox car or possible FP with updates. Solid racing history with logbook (back to 70's). Accusump, Revolutions, Tilton brakes, coil/overs, Supertrapp, 1500 cc engine, new fuel cell in '98. Many spares, trailer, rains. \$4500 obo. Kevin Smith (316) 722-8705-H or (316) 946-4780-W

Tires BF Goodrich Comp T/A R1, P225-50ZR-14. Four tires used for one autocross season, \$100. Call evenings, 721-4366 Al Madero

British Car Parts: Running out of storage space so I need to sell a 30 year collection of cars/parts:

Complete Cars: 1959 Austin Healy Sprite (Drivable but needs work), 1967 Austin Healy Sprite (project car), 1968 MGB GT (project car),

Spridget Parts: Bonnets (including one for a bug-eye), Front fenders, Doors, Trunk lids, 948 Engine, 1275 Engine, Gear boxes (smooth and rib case), Transmission parts, Wire wheel suspension, Disk wheel suspension, Lots of interior parts, Tops and Tonneau covers.

MGB Parts: Front fenders, Doors, Trunk & hatch lids, Engine, Carbs and manifolds, Gear boxes, Transmission parts, Wire wheel suspension, Lots of interior parts, Tops and Tonneau covers.

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Club Phone	(316) 788-6023	Regional Web Page	http://www.wichitascca.org
Regional Executive Greg Laws	2704 Morningveiw Ave. Winfield, KS 67156 glaws@kscable.com	Past Regional Exec. Scott Bettinger	334 Hungerford Haysville, KS 67060 bbetting@southwind.net
Assistant Regional Exc. Dick Price	1325 Crestline Wichita, KS 67212 DickHello@aol.com	Secretary Bruce Bettinger	1519 Virginia Derby, KS 67037 bbetting@southwind.net
Sololl Loren Williams	1970 N. Shefford Wichita, KS 67212 Loren@kscable.com	Treasurer John Houston	2801 N. Rock Rd. #2404 Wichita, KS 67226 Jhouston@southwind.net
Competition Director George Morrison	207 N. Parkridge Wichita, KS 67212 gmson@swbell.net	Youth Steward Rick Knapp	122 Jones St. Maize, KS 67101 (316) 722-2809
Sololl Registrar Tom Dupler	1705 Overlook Derby, KS 67037 twodupes@swbell.net	Sololl Pre-Registration –phone: Lisa Clapp (316) 729-7099 -online: http://www.wichitascca.org/PreRegister.html	
Merchandise Edwin Martens	2422 Columbine Wichita, KS 67204 acbs@kscable.com	Membership/Activities Charlene Bettinger	1519 Virginia Derby, KS 67037 bbetting@southwind.net
Wail Editor Brian Meyer	313 N. Covington Wichita, KS 67212 bjm@kscable.com	Webmaster Loren Williams	1970 N. Shefford Wichita, KS 67212 Loren@kscable.com
Board of Directors			
Frank Diringer	604 Michael Rd. Newton, KS 67114 (316) 283-1247	Dave Geis	3933 Somerset Wichita, KS 67204 (316) 832-0496 davegeis@feist.com
Tom Huxtable	1119 N. Westfield St. Wichita, KS 67212 (316) 721-0307	Rick Knapp	122 Jones St. Maize, KS 67101 (316) 722-2809
Brian Meyer	313 N. Covington Wichita, KS 67212 bjm@kscable.com	Loren Williams	1970 N. Shefford Wichita, KS 67212 (316) 773-9264 Loren@kscable.com

Regional Information

Hotline: If you need further information on any event listed in this calendar, call the Club phone (788-6023) and leave a detailed message. Someone will return your call and attempt to answer your questions.

Membership Meetings: Membership meetings are held on the fourth (not necessarily the last) Wednesday of every month at 7:30 pm. Our new meeting location is the Red Mesa Grill (756 N. Tyler - just North of Central on Tyler).

Board of Directors Meetings: BoD meetings are held on the second Wednesday of each month at 6:30. We have a new location for 2001. Family Consultation Services is at 560 N. Exposition just west from McLean and Seneca. Enter the FCS parking lot from Dodge Ave. Anyone interested may attend any of these meetings.

Solo II Events: Setup begins at 7:00 AM (please come help). Typically, registration is open between 8:30 AM and 1:00 PM, the drivers meeting is held at 9:30 AM and the first car is on the course by 10:00 AM. All drivers AND guests must sign the insurance waiver(s). To pre-register your entry online, see our web site at: <http://www.wichitascca.org/PreRegistrar.html>

You may also pre-register by phone by calling Lisa Clapp at 729-7099.

Jr. Karts: The Wichita region has a great Junior Solo Karts program. Pre-registration is required and they will run before the first heat, except at Boeing where they are not permitted. Contact Britt Lolley (689-9743) or Rick Knapp (722-2809) for more information.

Interested in SCCA Road Racing? Call George Morrison at 722-2872 or attend a Membership Meeting and ask questions! Race workers are always needed and you can't get any closer to the action.

Address Change? So you moved, changed your phone number, changed your e-mail address, whatever. Let us know!! Please notify the National office in Englewood, CO, Charlene Bettinger (788-3942), and Dave Geis (832-0496, davegeis@feist.com).

Email list: If you would like to participate in some electronic bench racing, subscribe to the Wichita Region SCCA email list. Send an email to majordomo@autox.team.net with the words "subscribe wichita-scca" in the body of the message. You will get an automatic reply with instructions to complete the process.

Regional Schedule

April	1	7/8	15	21/22	28/29
Solo (Salina Region)	Races Heartland Park Topeka, KS Sch/Reg/HPCCC (KVRG)	Easter Solo (Points) McConnell ()	Races Hallett Motor Racing Cir Tulsa, OK Reg/Nat/IT (AVRG)	Solotime Divisional Solo Salina, KS (Unconfirmed)	
			Evolution Solo II School/Solo (Salina)		
May	12/13	13	19/20	26/27/28	28
Solo (2-Day) Forbes Field Topeka, KS (Kansas Region)	Riverfest Solo (Points) Wichita Greyhound Park (Herrick/Abel/Chesley)	Races Hallett Motor Racing Ct Tulsa, OK Sch/Reg (AVRG)	Races Memphis Motor Park Memphis, TN Reg/Nat/IT (MidSouth Region)	Memorial Day Solo Canceled	
	Races Gateway Intl St. Louis, MO Reg/Nat/IT	MirrorKhana Solo (Salina Region)	Solotime Divisional Solo (St. Louis Region)		
June	2/3	10	16/17	24	30/1
Races Heartland Park Topeka, KS Reg/Nat/IT (KVRG)	Solo (Points) Wichita Greyhound Park (Brewsters - Jr/Sr)		Solotime Divisional Solo Wichita Region McConnell AFB (Jim Harrison)	Races Hallett Motor Racing Circuit Tulsa, OK Reg/Nat/IT (AVRG)	
July	1	7/8	14/15	21/22	28/29
Solo (Salina Region)	Races Heartland Park Topeka Topeka/KS Reg/Reg/HPCC (KVRG)	Solo (Points) McConnell AFB ()	Solo (Salina Region)	Solo (Points) Wichita Gryhnd Prk (Steadman/ McCoy)	
August	4/5	11/12	18/19	25/26	
Races Gateway Intl St. Louis, MO Reg/Nat/IT	Solo (Points) Boeing ()	Races Hallett Motor Racing Ct Tulsa, OK Reg/Nat/IT (AVRG)	Solo (Points) McConnell AFB (Rigsby/Brewster)		
Solotime Divisional Solo Finale Forbes Field Topeka, KS (KS Rgn)		Solo (Salina Region)			
September	1/2	8/9	15/16	22/23	29/30
Races Heartland Park Topeka/KS Reg/Nat/IT	Solo II Topeka,	Nationals Kansas	Valvoline Runoffs Mid Ohio		
Solo (Points) Warmup Solo Wichita Gryhnd Park		Solo (Salina Region)	Endurocross Solo (Non-Points, Members Only, limited entry) Boeing (L. Williams)		

Contacts for out of region events

Arkansas: Fred Uptagraft(?) (501) 968-3774	Mid South: Keith Grant (901) 756-6707	Ozark Mtn: Phil Fanning (417) 638-5575
DesMoinesValley: Kris Mandt (515) 556-0922	Nebraska: Mark Ross (402) 571-6220	Salina: Dave Richards (785) 823-1118
Kansas: Randy Fisher (785) 862-6013	NE Oklahoma: (?)	So. Illinois: Alan Russell (314) 351-3150
Kansas City: Guy Watney (913) 491-4965	Oklahoma: Jim Duea (405) 373-1898	St. Louis: Bryan Cohn (314) 378-9525

Chapter Three

One of the things that you MUST bring to every race that you go to is (this is one of things that Duck Waddle and John McComb didn't teach me) a finger nail brush, surprised?,.... so was I. When you arrive in the aforementioned uniform of the day you will be clean and well groomed, no dirty clothes or body parts, fresh white starched team shirts (yes, it's true). SCCA says you will have the right clothes on or they will take away team POINTS,

Wow, when I was told that it was pretty scary so I always checked my gig line before going to the pre-qualifying tech inspection. I soon noticed that the SCCA guys are not as spiffy as the crews so I'm taking away their points J. (I hope they read this, too.)

One of my usual tasks is to do tire management and as you may know tires are very closely controlled by the SCCA. You must start on the same tires that you qualify on. I'm quite sure that (SCCA) does not have any earthly idea how much work they cause the crew guys and also

equally sure they don't give a damn. When I was given that white HUFFAKER/QVALE team shirt first thing in the morning I made the mistake of questioning that instruction by pointing out the obvious - it will be very dirty by qualifying and MR. John Bisinto (sp) and the Speedvision TV crew will make sure that we get on TV as much as possible... Yea right, just like he brings us lunch every day in his Lincoln Town Car rental. Did you ever wonder why he wears his shirt collars turned up...?

But qualifying is very important and everybody on the team is up tight and pulling together making sure that Brian has the best car and support systems possible. Then it becomes clear that the H/Q team's time of reckoning is upon us. LJ is instructing us on the radios and it's a lot more strategic than you would ever guess. Like you never run with tools or parts or anything in your hands because you don't want the Jaguar team to think that any thing is wrong with the car thus giving them a physiological advantage. So it's time we set aside on the crap and

pain and work together as a team that its amazing to be a part of.

The Team counts on Brian to do his job just like he puts his life in our hands. And I think, man I hope that antiquated cool suite stays together. Then Brian leaves the hot pits... I'm telling you've never seen anything like it "Brian is gas freaking on" and brings home the pole while LJ coaches him around the track. Then we take all the stuff back to the paddock and start on getting the car ready for the race. Brian comes around to each one us and thanks each of us personally for the car we gave him., Brian truly is a class act and I don't think that this comes across very well on Speedvision.

One of the surprising truisms is that the crew members don't stay around long or even from race to race. The members certainly change season to season - some are DOR'd and some just plain fired.

I have tried to impart some wit and wisdom from my experienced as a Trans-Am crewmember. When we go Club Racing I try to do what I learned "do the work and work the list". If you have questions or comments email me at restes41@aol.com or come see me at the track.

Rick Estes



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RACING MEMO

DATE: March 26, 2001 NUMBER: RM01-06

FROM: Competition Board

TO: All Participants

SUBJECT: MOMO Racing Harness Procedures

According to the recent announcement by MOMO USA, "MOMO Automotive has determined that a defect exists in certain MOMO racing harnesses which cause the harnesses to be unsafe. These harnesses, which bear the MOMO Corse or MOMO name (and in the case of certain Dodge Vipers only, the label "ACR") have labels on the lap strap referring to one or more of the following certification numbers: "FIA B-143.T/98," "FIA C-154.T/98," "FIA D-153.T/98," "FIA D-142T/98," "SFI" or "SFI 16.1". Only MOMO harnesses marked as FIA or SFI certified are involved."

MOMO has warned that "USE OF THESE HARNESSSES SHOULD CEASE IMMEDIATELY"

Competitors with any of the above racing harnesses should contact MOMO directly at 800-749-6666.

In light of the above statement from MOMO, the use of these belts is prohibited in all SCCA-sanctioned events. Competitors are responsible for their own immediate compliance with this prohibition.



It took a total of 10 people to draw a fuel sample on Ron Wilcox's FC! Hallett
4/22/01 - Photo by Dave Geis



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The MiDiv web site has just been reformatted. More information, more pictures, more contacts, better graphics... Check it out at:

www.midiv.org

The Easter Solo

by Dick Price, event chairman

PAGE 16

McConnell AFB is in my opinion the best site we have had to run Solo II events in the Wichita Region. We have many people to thank for their efforts to have the runway near the old Wichita Airport available to race on. I wish to mention and thank Robin Spurrier, Greg Laws, and Tech Sergeant Bill Davis for their efforts. The site is unchanged from the last event we had there and may in the

future be better due to repair work done in the area where we have had the grid previously.

Tom Snyder and I shamelessly stole our course by using parts of a ProSolo course and previous McConnell courses to have a course that everyone I spoke with seemed to enjoy. Thanks to Dave Green for help with the finish. The times ran

from the high 30s to the middle 50s so for the size of the site it was a fairly fast course. There were few cones down with the exception of one driver who had 6 in one run. The course was fast in places but several people would try to make the course straighter and faster by skipping gates with the result of more DNFs than I would like to see.

The day started out windy but actually became less windy and warmed to a temp perfect for making horsepower and decent for warming tires. A perfect day for autocrossing and for Easter family events. Many people came and also attended their family events by choosing which group to run in. I noted we had several people register at the site, several 1st timers and a few McConnell people watch and run. There are lots of car people at the base and the more that come to our events the better off the club will be. The Security Forces at the gates must have been very understanding because I know of several people who were not on the entry list we provided but were able to attend the event by mentioning someone's name on the list and showing the proper ID and car registration and proof of insurance. This has not been the case in the past and I would suspect it may not happen again. Be sure that you pre-register yourself and your guests for McConnell events.

We had between 60 and 70 competitors - a good turnout for a holiday like Easter. The Street Open class seems to be largest single class. The new Street Classic class is so far being led by my brother in his MGB and I suspect we will get more out for this class as word gets around. I got to drive the course in the MGB because my car's front suspension was undergoing a rebuild due to many worn out parts. Solo II and Road Racing is hard on kingpin technology. Susie and Chad Sutton's Miata is running well but Susie had to finish her runs in a borrowed car due to a brake problem which was very evident due to the short finish. We had 3 kart drivers and Rick Knapp ended up with the FTD. Someday I am going to have to try driving a shifter kart.

The next Solo for the Wichita Region is

(Continued on page 17)



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the Riverfest Solo, May 13, at Wichita Greyhound Park. This is always one of our best attended events by competitors and spectators alike. The next Road Race will be at the improved Hallett Motor Racing Circuit on May 19 and 20 and is a School/Regional event. Hope to see you at both of these events.

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Solo2 Results

April 15, McConnell AFB, course designed by Dick Price and Tom Snyder

Super Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	67	SS	Jim French	89 Chevy Corvette	39.588	40.481		40.366		41.654	1	39.588	32.858		
	2	49	SS	Bill Hayden	87 Chevy Corvette	44.522	48.051		DNF	45.062		44.522	36.953		
A Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	61	AS	Tom Dupler	93 Toyota MR2 Turbo	41.192	DNF		42.001		42.094		41.192	33.654		
	2	44	AS	Ken Steadman	88 Porsche 944S	47.963	49.292		48.760		47.963	DNF	39.186		
B Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	78	BS	Bill Dayton	99 Mazda Miata	42.878	43.484		43.252		42.878		43.409	34.860		
	2	53	BS	Martin Eby	99 Mazda Miata	48.024	52.636		49.391		48.024	DNF	39.044		
C Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	76	CS	Chuck McCoy	83 Porsche 944	45.379	48.444		47.141		46.540		45.379	36.485		
	2	46	CS	Jim Hudson	91 Mazda Miata	48.991	51.596		48.991		49.433	49.860	39.389		
D Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	9	DS	Russell Blume	91 BMW 318is	42.033	44.533		44.457		42.722		42.033	33.458		
E Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	38	ES	John Dolecek	94 Toyota Celica ST	42.097	45.853	1	45.846	1	46.930	2	42.097	33.088		
T2	3	ES	Jim Abel	98 Saturn SC2	42.537	44.727	1	48.203	3	42.537		44.128	1	33.434	
T3	69	ES	Mark Braun	88 Honda CRX	43.712	47.982		47.955	1	44.880		43.712	34.358		
	4	66	ES	Robert Clapp	01 Nissan Sentra SE	46.561	47.068		47.562		49.357	1	46.561	36.597	
	5	8	ES	Lonnie Heston	86 Honda CRX Si	48.801	54.814		51.040		51.697		50.697	38.358	
	6	20	ES	Rustin Smith	93 Saturn SC2	53.433	DNF		56.467	2	53.433	DNF	41.998		
F Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	42.324	44.693	1	42.324		44.116	1	DNF	34.155		
T2	65	FS	Torry Kilts	88 Ford Mustang	42.751	44.235		42.751		44.189	1	44.004	1	34.500	
	3	39	FS	Jared Soderman	86 Chevy IROC Camaro	44.025	51.073	1	45.959		46.175	1	44.025	35.528	
	4	13	FS	Brian Low	87 Mitsubishi Starion	47.061	50.389		52.332		DNF		47.061	37.978	
	5	10	FS	Quinn Adkins	99 Chevy Camaro Z28	49.088	52.893		DNF		50.461		49.088	39.614	
G Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	63	GS	Edwin Martens	99 Chevy Camaro	41.019	42.387		41.581		41.528		41.019	32.364		
T2	80	GS	Abner Perney	99 Ford Mustang	44.429	46.011		44.429		45.138		44.736	35.054		
	3	36	GS	Sergio Velez	01 Acura Integra R	44.917	DNF		47.558		46.877		44.917	35.440	
	4	50	GS	Paul Carlton	97 Honda Prelude SH	45.649	45.658		46.520		45.649		49.502	2	36.017
	5	68	GS	Travis Webster	98 Pontiac Grand Prix	50.407	57.615		54.417		51.494		50.407	39.771	
G Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	23	GSL	Dena Dawson	99 Chevy Camaro	50.942	59.701		52.321		DNF		50.942	37.624		
H Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	2	HS	Bruce Bettinger	90 Toyota Celica STX	48.174	48.973		49.369		48.949		48.174	34.936		
B Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index		
T1	72	BSP	Jim Harrison	72 Chevy Corvette	41.247	42.333		41.712		DNF		41.247	35.681		

Solo2 Results

April 15, McConnell AFB, course designed by Dick Price and Tom Snyder

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C Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	36.966
T1	24	CSP	Matt Brewster	89 Honda CRX	42.276	43.306	43.100	42.276	44.762	1	38.546		
2	14	CSP	Dennis Brewster	89 Honda CRX	43.798	DNF	46.237	43.798	DNF		Index		
3	55	CSP	Tom Snyder	83 Mazda RX7	45.671	DNF	46.254	45.671	47.012		38.576		
D Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	7	DSP	Robert Foster	88 VW GTI	47.101	49.599	48.765	48.305	47.523		32.997		
E Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	42.926
T1	26	ESP	Paul Foster	97 Chevy Camaro SS	40.142	54.050	6 44.620	2 40.142	0 44.044	2	Index		
2	35	ESP	Tonya Cline	79 Chevy Z28 Camaro	52.221	DNF	53.711	54.301	52.221		39.516		
E Street Prepared Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	6	ESPL	Vicki Foster	97 Chevy Camaro SS	48.380	50.066	48.734	DNF	49.475	1	41.441		
A Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	54	AP	David Trimble	65 Shelby Cobra 427SC	45.213	48.104	46.544	45.213	45.257		38.622		
C Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	17	CP	Scott Bettinger	90 Ford Mustang	48.356	55.810	DNF	49.024	48.356		38.201		
E Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	75	EP	Mike Herrick	87 Honda Civic	44.240	50.336	2 44.240	52.634	4 44.800		35.708		
F Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C	36.710
T1	64	FP	Tom Hayes	73 Porsche 914	44.163	DNF	DNF	45.901	44.163		39.883		
F Modified				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	25	FM	Dave Geis	82 Morton Solo Vee	39.500	43.428	41.693	39.500	41.920	1	34.826		
2	29	FM	Roy Hall	80 Lynx Formula Vee	40.608	DNF	46.251	3 40.956	40.608		38.683		
3	87	FM	Robert Moore	64 Bobsy Vanguard	44.118	49.474	44.118	DNF	DNF		Index		
F Modified Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C	40.193
T1	52	FML	Lu Geis	82 Morton Solo Vee	43.486	48.718	1 43.901	DNF	43.486		Index		
Formula 125				Best	Run1	C	Run2	C	Run3	C	Run4	C	39.768
T1	16	F125	Rick Knapp	00 Kart Shifter	36.814	46.354	36.814	41.481	39.018	1	Index		
2	59	F125	Rob Greep	00 Kart Shifter	40.891	43.803	40.891	41.631	DNF		39.311		
Formula 125 Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	33	F125L	Michell Knapp	00 Kart Shifter	42.101	46.500	43.854	42.866	42.101		39.828		
Street Touring				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	5	ST	Gary Gaither	98 Subaru Impreza 2.5RS	44.440	45.290	44.907	45.206	44.440		34.752		
T2	82	ST	Tim Harmon	99 Ford Contour SVT	44.805	45.736	45.321	46.717	1 44.805		35.038		
T3	42	ST	John Bieberly	99 Subaru Impreza	45.447	47.007	45.647	47.590	1 45.447		35.540		
T4	41	ST	Tom Parrish	96 Nissan 200SX SE-R	47.049	50.251	48.506	47.508	47.049		36.792		
5	51	ST	Terrence Laurendine	93 Acura Integra GS-R	47.534	47.534	DNF	47.913	DNF		37.172		
6	77	ST	Paul Sherman	97 VW Jetta GLX	48.641	49.262	DNF	48.641	49.810	1	38.037		
7	70	ST	Richard Sparks	97 Mazda Miata	50.095	58.880	50.931	50.203	50.095		39.174		
8	73	ST	Jason Shrum	95 Pontiac Sunfire	99.999	DNF	DNF	DNF	DNF		781.999		
Street Open				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	11	SO	Loren Williams	96 Mazda Miata	43.971	45.886	45.269	51.923	1 45.832		35.309		
T2	74	SO	Chad Sutton	99 Mazda Miata	44.006	44.382	44.640	44.006	44.505		35.337		
T3	1	SO	Rob Roytas	01 Mazda Miata	44.278	46.864	45.170	44.585	44.278		35.555		
4	31	SO	Bryan Jones	86 Chevy Camaro	45.642	56.882	2 46.197	48.606	1 45.642		36.651		
5	47	SO	Susie Sutton	99 Mazda Miata	49.261	53.764	DNF	49.750	2 49.261		39.557		
6	43	SO	Mark Davis	96 Mazda Miata	52.555	DNF	55.515	52.555	DNF		42.202		
Street Modified				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	58	SM	David Green	95 Eagle Talon	40.105	42.620	1 42.506	1 40.105	41.385	1	33.768		
T2	56	SM	Joe Silva	97 Chevy Camaro SS	41.346	42.635	42.048	45.016	2 41.346		34.813		
3	22	SM	Colin Locke	99 Subaru Impreza	43.458	45.878	44.306	44.593	43.458		36.592		
4	37	SM	Gary Whipple	92 Acura NSX	43.950	44.089	DNF	43.950	44.098		37.006		
Street Classic				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
T1	79	SC	Dick Price	78 MG MGB	48.852	49.472	DNF	50.506	1 48.852		36.492		
2	57	SC	Jim Price	78 MG MGB	50.066	52.011	50.066	DNF	DNF		37.399		
Fun Runs (unofficial)				Best	Run1	C	Run2	C	Run3	C	Run4	C	Index
1	84	FUN	Gary Whipple	92 Acura NSX	41.853	DNF	42.946	41.853	DNF		0.000		
2	81	FUN	Ken Steadman	88 Porsche 944S	46.388	48.152	48.196	46.988	46.388		0.000		
3	90	FUN	Thomas Schmitzer	92 Nissan 240SX	48.573	51.649	50.166	DNF	48.573		0.000		

Pos	#	Class	Name	Make/Model	Best	Index	Factors	Pos	#	Class	Name	Make/Model	Best
1	63	GS	Edwin Martens	99 Chevy Camaro	41.019	32.364	0.789	1	16	F125	Rick Knapp	00 Shifter Kart	36.814
2	67	SS	Jim French	89 Chevy Corvette	39.588	32.858	0.830	2	25	FM	Dave Geis	82 Morton Solo Vee	39.500
3	26	ESP	Paul Foster	97 Chevy Camaro SS	40.142	32.997	0.822	3	67	SS	Jim French	89 Chevy Corvette	39.588
4	38	ES	John Dolecek	94 Toyota Celica ST	42.097	33.088	0.786	4	58	SM	David Green	95 Eagle Talon	40.105
5	3	ES	Jim Abel	98 Saturn SC2	42.537	33.434	0.786	5	26	ESP	Paul Foster	97 Chevy Camaro SS	40.142
6	9	DS	Russell Blume	91 BMW 318is	42.033	33.458	0.796	6	29	FM	Roy Hall	80 Lynx Formula Vee	40.608
7	61	AS	Tom Dupler	93 Toyota MR2 Turbo	41.192	33.654	0.817	7	59	F125	Rob Greep	00 Kart Shifter	40.891
8	58	SM	David Green	95 Eagle Talon	40.105	33.768	0.842	8	63	GS	Edwin Martens	99 Chevy Camaro	41.019
9	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	42.324	34.155	0.807	9	61	AS	Tom Dupler	93 Toyota MR2 Turbo	41.192
10	69	ES	Mark Braun	88 Honda CRX	43.712	34.358	0.786	10	72	BSP	Jim Harrison	72 Chevy Corvette	41.247
11	65	FS	Torry Kilts	88 Ford Mustang	42.751	34.500	0.807	11	56	SM	Joe Silva	97 Chevy Camaro SS	41.346
12	5	ST	Gary Gaither	98 Subaru Impreza 2.5RS	44.440	34.752	0.782	12	9	DS	Russell Blume	91 BMW 318is	42.033
13	56	SM	Joe Silva	97 Chevy Camaro SS	41.346	34.813	0.842	13	38	ES	John Dolecek	94 Toyota Celica ST	42.097
14	16	F125	Rick Knapp	00 Kart Shifter	36.814	34.826	0.946	14	33	F125L	Michell Knapp	00 Kart Shifter	42.101
15	78	BS	Bill Dayton	99 Mazda Miata	42.878	34.860	0.813	15	24	CSP	Matt Brewster	89 Honda CRX	42.276
16	72	BSP	Jim Harrison	72 Chevy Corvette	41.247	34.936	0.847	16	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	42.324
17	82	ST	Tim Harmon	99 Ford Contour SVT	44.805	35.038	0.782	17	3	ES	Jim Abel	98 Saturn SC2	42.537
18	80	GS	Abner Perney	99 Ford Mustang	44.429	35.054	0.789	18	65	FS	Torry Kilts	88 Ford Mustang	42.751
19	11	SO	Loren Williams	96 Mazda Miata	43.971	35.309	0.803	19	78	BS	Bill Dayton	99 Mazda Miata	42.878
20	74	SO	Chad Sutton	99 Mazda Miata	44.006	35.337	0.803	20	22	SM	Colin Locke	99 Subaru Impreza	43.458

The PAX is a method of "equalizing" the differences between classes by converting each driver's best time to its theoretical equivalent if each driver had been in an A-Modified car.

VTEC (various text and editors comments)

by Brian Meyer, editor

I am now the owner of a beater Civic. This month I bought a one-owner '90 Hatchback from a family near Topeka.

The red paint is faded on the LF fender (but it isn't noticable when the car is dirty) and a lot of the trim that used to be black is now faded to white. The windshield is cracked and has a bad groove from the wiper where they missed a rung when installing the last set of replacement blades. The drivers seat has a lot of wear and some rips but a car seat covers them nicely. Two of the tires were pretty bald and they all made a lot of noise. The radio cuts out intermittently but with the right kind of smack on the side of the console I can get the LF channel working. The RF channel only works when it wants to regardless of smacking. The engine starts and runs but it has about as much power as you could expect from a 11 year old

1.5L 4-banger. The transmission is a 4-spd and I keep trying to go to 5th only to rediscover that it isn't there. It's a BASE model, which means it has no air conditioning, no right side mirror, no clock, no tach, no sunroof, no sound deadening, only one fan on the radiator, and no torque to speak of.

My wife saw the car and liked it (because she won't have to drive the big ugly van anymore). My daughter saw the car and when I told her the radio didn't work and that it has no A/C she called it "A dud".

Now for the good news... The body has zero dents and no rust. The interior is not horribly faded and actually has the same gray/black color scheme as my CRX. The clutch and transmission feel good and the engine doesn't smoke. The suspension feels very tight and the

shocks feel brand new. I can't believe the shocks are original - they must have been replaced. This car feels much better than my CRX did on the stock suspension. Overall, the chassis is in excellent condition. With the right kind of engine (say a supercharged 1.8L Integra motor for instance) I think it could be a real contender in the new Street Mod class.

For now it will serve as a daily driver while I continue fixing my CRX. I'm afraid to admit that I really like this car. It's just so simple and light - it "feels" like a Honda. Uh-oh, I think I'm developing one of those brand followings like Jerry Gaddis and Datsun's or Adrian Hicks and VW's. I'd better drive something with a V8 soon before it's too late.

-Brian
I'm going to call it "The Dud"



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