



THE WITCHES' WAIL

VOLUME 1, ISSUE 10
NOVEMBER 2001

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RE Report

by Greg Laws, Regional Executive

The 9/11 terrorist attacks on the WTC and the Pentagon did much more than to destroy buildings and lives on the East Coast. Repercussions from this horrendous event will forever cause a sea change in who we are and what we do as a nation and as a people. It has already affected our own Wichita Region. We must begin to start dealing with change even as our hearts go out to those most directly involved.

The tragedy happened as the National Solo2 was in full swing at Topeka. The event was shut down at first and then later allowed to partially continue. It seemed impossible at first. The idea of getting such a huge number of cars three runs each in such a short time

was daunting but the SCCA rose to the occasion. Rocky Entriiken reported the following:

" We did it primarily because of an intense focus by all concerned -- and I DO mean everyone -- to make the event happen. That focus existed because of the circumstances of Sept. 11 that put us all in a frame of mind to enable that.

We were not just there to have fun. We went to battle. In our own miniscule way on Thursday and Friday, we fought the war. Completing the event was victory over those who attacked us and our way

(Continued on page 3)

Solo Scene

by Loren Williams, Solo Chair

It's getting very near the end of the season now and I'm running out of words. I guess that's okay, since I don't have much left to say, anyway. With the help of many, many dedicated people, I have led the region through another successful Solo Season and have everything lined up for a smooth transition to a new Solo Chairman next year.

The September Events

Two great events in September. First was the event Rob Roytas did at Wichita Greyhound Park on my birthday, September 2nd. Nothing like a good autocross on your birthday! Later in the month was my own EnduroCross. I've lost count as to how many times we've done this annual event, but every time seems more fun than the last. More about that in a separate article.

The Final October Event

The final Wichita Region Solo II event of the 2001 season was held October 14th at Strother Field. With the assistance of Tim Harmon, first time event chairman Paul Sherman put together a great course (it was a little tight in some places, but it was still challenging and fun). We actually extended his course considerably from his original design, which only used about 2/3 of the available space. 43 drivers competed in this event. That's about the number I expected to see, but the mix of rarely seen drivers was a bit of a surprise!

The 2002 Season

Next year's Solo chairman, Matt Brewster, held a Solo Scheduling meeting on October 24th before the membership meeting. A fair number of dedicated Soloists showed up and

(Continued on page 3)





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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RE Report (Continued from page 1)

of life. Without that focus (which has never existed at this event before and may never again) attempting to run a 406-car (I counted), 9-heat event in one day would have collapsed in chaos. Trust me, if you don't have to, you do NOT want to run cars 18 seconds apart as SOP."

We here in Wichita will have to rise to our own set of challenges. McConnell AFB is now off limits and it is extremely doubtful that it will ever be open to us again. This leaves us with only Wichita Greyhound Park and Strother Field (near Arkansas City) for Solo2 events. We are not alone. Solo2 sites are becoming extinct across the nation. Offutt AFB is off limits for the Nebraska Region. Kansas Region's Nov 4th solo at Forbes Field has been cancelled and the use of the site for a Divisional next year remains "iffy".

Happily, there is brightness on the horizon. Our soon-to-be Solo Chairman Matt Brewster not only managed to knock out a terrific schedule for 2002 solo events but also locked down solo chairmen for all 10 events at the solo meeting on Oct 24th. I've picked up rumors of two possible new sites in the Wichita area and have sent spies to investigate. Jim Harrison (with me as co-chair) will stage our Solo2 Divisional at Salina's East Crawford site on June 29/30.

Solo event attendance is up and the AVRG just gave us a \$2500 check because their 2001 club racing season had been so strong. The nominating committee filled every open slot with candidates, many of them new to elected office. Our treasury is healthy, the club trailer is freshly rebuilt, worker numbers at Hallett are up, our membership is growing and our spirit is high. It's great to be an American and it's great to be a member of the Wichita Region SCCA!

Solo Scene (Continued from page 1)

all ten of the events on Matt's schedule have event chairmen and co-chairmen. Not all of the dates have been confirmed with site owners yet, so things may change slightly, but the basic schedule is set. Ten Regional Solos at Strother Field and Wichita Greyhound Park, plus one Divisional Solo at East Crawford in Salina.

Solo Site Availability

As you may have noticed above, we have only two Solo sites available to us next season. The

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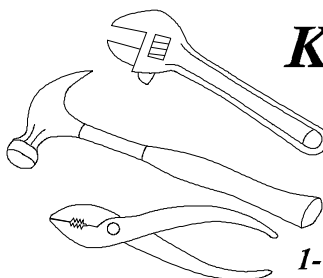
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best of those two sites is Wichita Greyhound Park, which is usually available when we need it, has a nice smooth asphalt surface, and is fairly large. The other site is Strother Field, which is HUGE, but has a very weathered and broken up WWII

vintage concrete surface that can be very rough on tires.

We really need to be on the lookout for new places to run. Large, open sites such as WGP are great, but we could settle for something smaller if it were available to us. If you have

Solo Scene (Continued from page 3)

something in mind, contact Matt Brewster (204-8046) or Dave Geis (832-0496) so they can check it out. If you have contact information for the site owner, that would also be helpful.

To save you some trouble, here's a quick list of sites that we have recently either used or investigated:

- Beech/Raytheon – Declined us after last season due to deterioration of their lot. Not really receptive to opening up a different lot to us, or allowing us to use the lot after they repave it (which they claimed to be preparing to do).
- Cessna – There is some old politics and bad blood involved here. The bottom line is that the top brass at Cessna will not allow us to use their facilities. No way, no how.
- Boeing – The lot we've been using was under lease by Boeing and that lease has expired. Contacting the property owner to gain permission directly might be an option in the future, but for now McConnell is using it for parking. We have good contacts at Boeing who are looking for another Boeing site for us.
- Lear/Bombardier – Unavailable due to shift work.
- Malls – Towne East & Towne West (and a lot of other retail commercial properties) are owned by Simon properties and they want nothing to do with us.
- WSU – The lot we used to run on has been repaved with islands and very nice shrubberies. All other lots at WSU's main campus, Hughes Center or South campus are too small.
- Friends University – too small.
- Kansas Newman – all too small.
- North, South, East & West High schools – all too small.
- Southeast High School – speed bumps.
- 2nd & Waco – too small.
- Mead & 2nd – too small.
- Protection One – too small.
- Water Dept (Stackman Dr.) – too small.

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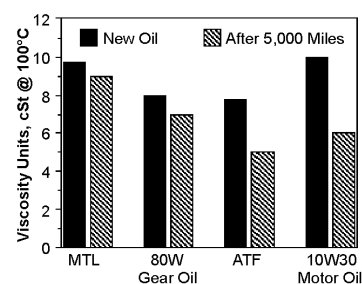
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The reason that many manufactures have made recommendations of motor oils of ATFs is that petroleum 80W gear oils frequently do not shift well at low temperatures. Motor oils and ATFs are much more fluid at lower temperatures and they are not corrosive toward synchros, but they provide very poor gear protection. These lubricants provide almost no extreme-pressure protection. In addition, petroleum multigrade motor oils and ATFs have very poor shear stability. The shearing action by a manual transmission on thickeners is much worse than in an engine or automatic transmission. Within 5,000 miles the thickeners can be rendered ineffective and the transmission will be operating on a much reduced level of protection, as shown in the graph below. In hot weather these transmissions will whine and rattle because of poor vibration dampening and metal contact. Red Line MTL and MT-90 provide the excellent gear protection of a GL-4 gear oil in a synthetic lubricant which spurs hot and cold temperatures and will not shear or oxidize with use.

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Available colors: Black Cloth, Black Vinyl, Yellow Cloth, Bright Blue Cloth, Red Cloth, and Grey Cloth.

Forza \$220



The Forza is a full competition seat with a price tag for the weekend racer. Standard features include 5 harness slots (for a full race harness), integrated shoulder support, high wear patches, and FIA approved.

Available colors: Black Cloth, Black Vinyl, Yellow Cloth, Bright Blue Cloth, and Red Cloth.



Forza II \$249

The Forza II is a full competition seat built with the larger driver in mind. This heavily padded seat is the largest race seat available. Standard features include 5 harness slots (for a full race harness), integrated shoulder support, setup for roll bar clip attachment on back of seat, powdercoated tubular steel frame, and FIA approved.

Available colors: Black Cloth, Yellow Cloth, Navy Blue Cloth, and Red Cloth.

Omaha, Nebraska - I had an EXCELLET time at the 2001 MiDiv Convention this year. The Park Inn Regency Lodge was a marvelous choice and well located too. Normal hobnobbing and liquid refreshments followed registration -- and then some of us went to the indoor kart track.

The kart track is inside a building and features a polished concrete floor with a tight, very twisty course lined by bolted-together two-high tire walls. The heats were about 12 minutes long with nine karts on course. The kart's horsepower and rear wheel brakes in combination with the tight slick course proved to be remarkably challenging. One couldn't simply floor it and steer. Success involved taking the right lines, feathering the throttle and braking just the right amount while wrestling with the super-quick steering to whip the kart around. Aggressive driving would provide a nice oversteer/drift but coming in too deep would produce understeer so the correct balance was tricky but doable (or so I'm told) by those who are good at it. Overly aggressive driving would produce a waving black flag to shut down the offending driver who would then be pulled over and 'instructed'.

The kart track crew appreciated the SCCA drivers because they usually avoided the wall and each other, and they always stuck their hands up when the checkered flag dropped! But then there was one heat where all nine drivers were SCCA -- including Anatoly Arutunoff, Director Ron Franklin, our own Scott Bettinger and others whom you would probably recognize. All were road racers and none wanted to give an inch to the others. Scott waved at someone taking

photos and then slammed into the tire wall but, after being pried out of the tire wall, quickly recovered and got into the thick of it again.

The SCCA drivers started running the course so tightly together that they started going into corners two wide, then three wide and finally with another row of three wide right on their back bumpers! Wild, wild stuff and really fun to watch as the old pros put it on each other. Alas, the track crew reacted and -- for the first time in their memory -- black-flagged the ENTIRE heat!

Oh ... We had a meeting too. Informative seminars for all the various specialties were followed by Town Hall Meetings for Solo/Rally and Club Racing. Then the main event of the Executive Committee Meeting occurred. We locked down (as much as possible) the MiDiv schedule but there were no real changes. The 2002 schedule is one of the best that I've seen with both Club Racing events and Solotime Solo Divisionals spread out nicely.

The MID-AM Championship winners were announced and the only significant change to anything MiDiv coming from this meeting involved the MID-AM Championship. The maximum National points a driver can earn before being forced to abandon the MID-AM Championship chase was raised from 30 points to 36 points, thus allowing a maximum of three National wins while still being eligible to compete for the MID-AM Championship.

This change is actually a correction back to the original intent of the 30 points rule to allow 3 National wins back in the days before National points awards went from

9 to 12 points for a win.

Anatoly "Toly" Arutunoff highlighted the Saturday night banquet. His "ramblings" left the audience in stitches as he reviewed past exploits and experiences. I had the good fortune to be seated next to Toly so I had the pleasure of getting to visit with him during dinner, a most rare and deeply appreciated treat.

On Sunday some of us went to see the new racetrack under construction just south of Omaha. They have the major grading and fill done and have just started laying the asphalt base. We got a complete walking tour of the entire track by the track owner! Wow -- this is going to be a fast, challenging and outright fun track! I believe that it is over 2.2 miles long and is a full 40' wide with 2 degree banking in the corners. The corners looked like they would take Formula Vee's four abreast! The layout is excellent for visibility and safety so it will be a corner worker's dream as well as being a blast for the drivers.


There are some unusual features about the new track. One is that an 1/8th mile drag strip parallels the road course straight. It goes in the same direction and is separated from the road course straight by only by 50' and a double row of Armco. This could be of interest because the drag strip will sometimes be operational at the same time as the road racetrack. Imagine yourself in a Vee drafting down the straight when 50' to your left a full-race 454 Chevelle comes blasting by!

One thing that not everyone knows is that the Regional Executives are the only ones who vote concerning any MiDiv issues. It is the duty of the RE to attend the convention or send someone with a proxy to vote in his place. Next year, please contact your RE with your concerns about any MiDiv or MID-AM Championship issue AHEAD of the convention. I had only one conversation with one MID-AM driver prior to the vote on the National points issue. If your MiDiv ox is being gored then tell the RE -- he needs your input to make an informed vote on current issues or to bring up new ones.

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Mid-Am Points Championship

by Rocky Entriiken, Pointskeeper

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There was some concern in my mind this year at the sharp dropoff of drivers registered for the Mid-Am, but now that we can look back upon the season just concluded, it turns out that what we "lost" were only the drivers who really were never in the game anyway. More drivers met the participation requirements in 2001 than in 2000, and we have 21 new champions.

KANSAS CITY – For the second straight year, KC is home to the most Mid-Am champions, led by **Ron Lentz**, who won the always-tough Spec Racer Ford class for a third straight year after a 7-win season. He was also fourth in the Driver of the Year rankings, and one of three KC drivers with perfect 84-point scores. Also up at that level was **Ronald Davis**, the E Production winner, and **Charles Guenther** in GT3. **Bill Van Keppel** won six times in his BMW to take F Production. **Al Essig** won his second S2000 crown (the other was in 1994) from five wins. **Harlan Moore** won a fourth Super Prod race at the Gateway Bonus Race to create an unbreakable tie (with Chester Bailey) for the SP championship. Taking runner-up awards are **Kyle Ritter** in EP and **John Nelson** in S2000. Third-place honors go to **Rob Gill** in ITS, **David Long** in ITA, **Daniel Davis** in FP, and **John Hemmingson** in ITE.

ST. LOUIS – On the other side of the Show-Me State five champions reside. **Chris Flier** and **David Bryson** have been dueling all year in ITS. In five previous meetings the edge was 4-1 Bryson, but it came down to a Bonus Race showdown. Flier set a new track

record as he led Bryson to the checker. They were 1-2 in the race, 1-2 in the championship, and also 5th and 8th on the Driver of the Year chart. And Bryson ended up with more points than the other for St. Louis champions -- **Mary Daly** taking GT1 for a fourth time, **Steve Willenbrink** winning F/Continental, **Donald Strathearn** taking a third clock in Club Continental, and **Tim Blythe** winning at the Bonus to take Formula Ford. **Bob Eichelberger** won FP at the Bonus to take 2nd in FP and **Tom Coppage** is runner-up in Club Ford. **Bob Brigen** takes the third-place award in ITB.

SOUTHERN ILLINOIS – This little Region comes up with three champions and two of them are **Chris Albin**. Yes, he is first on the Driver of the Year list again, winning a ninth ITB championship with 15 race wins, but then he turned the car into a GP racer (changed the doors and the grille) five times and took that class also by winning the season's last five races. So he also was 7th on the DotY chart, right behind **Bob Stretch**, the ITA champion for a second straight year. **Bill Brigen** took 2nd in ITB

MID-SOUTH – The new Spec Mista class was one of the toughest, but **Don Wiseman** came out on top after seven wins. It is Wiseman's fourth Mid-Am clock. He has three others from SSC championships. **Phil Harris** won five times, including the Bonus Race, to take ITC.

NEBRASKA – **Jeff Demetri** dominated ITE this year with his winged Mustang, winning seven times. In

American Sedan, **Ted Johnson** won five for his second Mid-Am championship.

OZARK MOUNTAIN – **Chris Ingram** won three times in six starts to take the Club Ford laurels. One has to feel for two Ozark drivers who were runners-up in arguably the toughest two classes in the series. Both **Court Whitlock** in G Production and **Dick Faxon** in Spec Miata came to the Bonus Race tied for the points lead, but placed second in that contest to end up runner-up in their classes. **Michael Eden** took home third-place honors in E Prod.

WICHITA – **Chester Bailey** won four times in Super Production for his second straight championship, but this year has to share it with Harlan Moore as the two never raced each other. **Mitch Johnson** was runner-up in ITA and ranked ninth on the DotY list. **Craig Voigt** won twice in his Porsche 944S2 to be the runner-up in ITE. **Scott Bettinger** drove David Guinn's Mustang in American Sedan, winning two to place second in class.

NEOKLA – **Bob Hancock** became the first to win a Mid-Am championship in Formula Mazda after five wins. **Chuck Gillis** was the F/Continental runner-up.

KANSAS – **Ken Tripkos** and **Bill Allman** ran the Bonus Race and got points for 2nd and 3rd in SRF. **D.J. Manis** didn't make the Bonus Race and fell to 2nd in ITC.

SALINA – A gearbox full of neutrals on the 2nd lap of the Bonus Race left your pointskeeper third in G Production.

<u>Driver of the Year</u>		<u>Wins (Outright)</u>	<u>2nd</u>	<u>TO-</u>	
1 Chris Albin	ITB	15	15	0 0	84
2 Jeffrey Demetri	ITE	7	6	0 0	84
3 Don Wiseman	SM	7	5	0 0	84
4 Ron Lentz	SRF	7	4	2 1	84
5 Chris Flier	ITS	6	6	4 0	84
6 Bob Stretch	ITA	6	6	0 0	84
7 Chris Albin	GP	6	5	0 0	84
8 David Bryson	ITS	5	4	2 0	78
9 Mitch Johnson	ITA	4	4	1 1	64

= To receive championship awards presented to the top three in each class
NOT QUALIFIED drivers did not score points in at least four races and/or start at two different tracks
WITHDRAWN drivers have earned more than 30 National points in a given class, participated in the Runoffs, or asked to be

See www.midiv.org for complete points standings

<u>Super Production</u>			TOTAL	<u>Spec Racer Ford</u>			TOTAL	# 2 Tom Coppage StL Crossle 35F	36
# 1 Chester Bailey	Wich	Porsche		# 1 Ron Lentz	KC	Spec Racer Ford84		Not Qualified	
911 48				# 2 Ken Tripkos	Kan	Spec Racer Ford65		Hans Iwand	Neb Eagle 41
# Harlan Moore	KC Camaro	48		# 3 Bill Allman	Kan	Spec Racer Ford56		David Livingston	SrMidS Zink Z16
Not Qualified				4 Wayne Hudec	NeOk	Spec Racer	24	Ed Wizeman	StL Eagle 24
Don Moore	WichPorsche 911	12		Ford54				Ron Franklin	Okla Crossle 32F 19
Charles Gunther	KC	Chevy Monte		5 Fernando Licopoli	KC	Spec Racer		Frank Chambers	NeOk Van Diemen
Carlo	0			Ford39				RF81	16
				6 Dave Pistole	OzMt	Spec Racer		<u>Formula Vee</u>	
<u>E Production</u>		TOTAL		Ford36				none	
# 1 Ronald Davis	KC MGB	84		7 Marty Hurlbut	NeOk	Spec Racer		<u>Formula 500</u>	
# 2 Kyle Ritter	KC Ford Pinto	69		Ford30				none	
# 3 Michael Eden	OzMt	Alfa Romeo		8 Jim Funk	NeOk	Spec Racer		Not Qualified	
Spider	43			Ford26				Rick Ockerman	DMV Raptor
Not Qualified				Not Qualified				0	
Phillip Lenoard	KC	MGB-GT		Jack Donnellan	Okla	Spec Racer		<u>American Sedan</u>	
33				Ford18				none	
Steve Schmidt	KC	Triumph GT6	0	O.L. Kinney	KC	Spec Racer Ford0		TOTAL	
Withdrawn								# 1 Ted Johnson	Neb Pontiac Firebird 69
Charlie Clark	KC	Mazda RX7	0	<u>A Sports Racing</u>			TOTAL	# 2 Scott Bettinger	Wich Ford
				none				Mustang	42
<u>F Production</u>		TOTAL		<u>C Sports Racing</u>			TOTAL	Not Qualified	
# 1 Bill Van Keppel	KC	BMW		Not Qualified				Doug Tilman	NeOk Ford
2002tii	72			Charles Warner	MidS	Lola T89-		Mustang	12
# 2 Bob Eichelberger	StL	MG Miget		90 24				<u>Touring 1</u>	
66				<u>D Sports Racing</u>			TOTAL	none	
# 3 Daniel Davis	KC	MG Miget	55	Not Qualified				<u>Touring 2</u>	
4 Dick Price	WichMG Midget	40		Jeff Norris	Okla	Norristar	0	none	
Not Qualified				<u>Legends Cars</u>			TOTAL	<u>Showroom Stock A</u>	
David Fox	MidS	MG Miget		none				none	
12				<u>Formula Atlantic</u>			TOTAL	TOTAL	
<u>G Production</u>		TOTAL		Not Qualified				<u>Showroom Stock B</u>	
# 1 Chris Albin	Sill	Volkswagen	84	Phil Gumpert	StL	Swift DB4	12	Not Qualified	
# 2 Court Whitlock	OzMt	Alfa Romeo						D. James Bower	Okla Mazda
Giulietta	69			<u>Formula Continental</u>			TOTAL	Miata	24
# 3 Rocky Enriken	Sal	Spitfire		# 1 Steve Willenbrink	StL	Van Diemen		<u>Showroom Stock C</u>	
59				RF99	58			none	
4 Adam Hamric	MidS	MG Midget		# 2 Chuck Gillis	NeOk	Van Diemen		<u>Spec Miata</u>	
50				RF99	40			# 1 Don Wiseman	MidS Mazda
<u>H Production</u>		TOTAL		Not Qualified				# 2 Dick Faxon	OzMt Mazda
none				Shane Bennoch	OzMt	Swift DB6		Miata	78
<u>GT-1</u>		TOTAL		25				Not Qualified	
# 1 Mary Daly	StL	Camaro	63	Tom Coppage	StL	Van Diemen RF92	23	Michael West	MidS Mazda
Not Qualified				Jay Musgrave	StL	Swift DB6	9	Miata	25
Daniel Guterman	NeOk	Panoz		Pasquale Trozzolo	KC	Van Diemen		<u>Improved Touring S</u>	
GTS48				RF98	0			# 1 Chris Flier	StL BMW 325 84
Michael Starnes	KC	Ford		Withdrawn				# 2 David Bryson	StL Mazda Miata R 78
Thunderbird	24	Camaro		Phil Hemes	KC	Swift DB6	72	# 3 Rob Gill	KC Nissan 200SX 62
Douglass Johnson	StL							4 Dale Smith	Kan Datsun 240Z 45
0				<u>Club Continental</u>			TOTAL	5 Randy Wagner	NeOk Mazda
<u>GT-2</u>		TOTAL		# 1 Donald Strathearn	StL	Reynard		RX742	
Not Qualified				FF89	48			6 Monica Rollins	KC Mazda
Thomas Morrison	OzMt	Porsche		<u>Formula Mazda</u>			TOTAL	RX732	
914-6	24			# 1 Bob Hancock	NeOk	Star 60		7 Jack Martin	WichMazda RX7 27
<u>GT-3</u>		TOTAL		Not Qualified				Marty Wagner	NeOk Mazda
# 1 Charles Guenther	KC	Triumph		Mark Woodruff	NeOk	Reynard		9 Scott Patton	WichDatsun 240Z 17
GT684				85F 24				Not Qualified	
Not Qualified				<u>Formula Ford</u>			TOTAL	Bob Gill	KC Nissan 200SX 12
Michael Farley	KC	Datsun		# 1 Tim Blythe	StL	Reynard 84FF	45	Howard Roth	DMVDatsun 280Z 12
PL510	0			Not Qualified				Scot Redwine	NeOk Datsun
<u>GT-4</u>		TOTAL		Dan Layton	StL	Van Diemen RF86	36	240Z	11
none				Gary Payne	StL	Reynard 88FF	25	<u>Improved Touring A</u>	
<u>GT-5</u>		TOTAL		Withdrawn				# 1 Bob Stretch	Sill Nissan 240SX 84
Not Qualified				David Livingston Jr	MidS	Swift DB1		# 2 Mitch Johnson	WichHonda CRX 64
Dennis Hayes	Neb	Datsun 1200	12	33				TOTAL	
<u>Sports 2000</u>		TOTAL		<u>Club Ford</u>			TOTAL	TOTAL	
# 1 Al Essig	KC	Lola T86/90	60	# 1 Chris Ingram	OzMt	Crossle		none	
# 2 John Nelson	KC	Tiga SC82	39	36F 63				none	

SCCA Membership Application

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

PLEASE PRINT LEGIBLY!

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
September 12, 2001

Meeting called to order by Greg Laws at 6:34.

In attendance: Greg Laws (R.E.), Dick Price (Assistant R.E.), Scott Bettinger (Past R.E./AVRG), Board members: Dave Geis, Tom Huxtable, and Loren Williams (Solo II / Web).

Also in attendance: Bruce Bettinger (Secretary/Rally), John Houston (Treasurer), Charlene Bettinger (Activity Director / Membership), Members: Lu Geis

These reports were given and accepted by the Board: Membership and Activity by Charlene Bettinger, Solo II by Loren Williams, AVRG by Scott Bettinger, Rally by Bruce Bettinger, web by Loren Williams, ATWIND by Greg Laws.

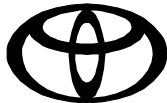
Previous board minutes were submitted by Bruce Bettinger. Motion to approve. (Dave / Loren) Passed 5 / 0

John Houston submitted the treasurer's report. Motion to approve (Loren / Dave) passed 5 / 0.

Motion to increase Solo II budget to cover additional cone purchase. (Dick / Scott) Failed 2 / 3

Discussed the purchase of a dedicated computer for use by the treasurer. No action taken at this time.

Motion to adjourn. (Loren / Dave) Passed 6 / 0



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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: Tom Dupler (316) 788-6650 –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 dgeis@kscable.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 Tom Duplar at 788-6650.

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 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

November	3/4	11		
MiDiv Convention Omaha, NE	Solo (Salina Region)			
December				
Brr...				
January '02		19		
	Awards Banquet			
February '02		7-9		
	SCCA National Convention Denver, CO			

Reg = Regional Race Nat = National Race IT = Improved Touring Race Sch = Drivers School
 AVRG = Arkansas Valley Race Group KVRG = Kaw Valley Race Group HPCCC = High Perf Car Ctrl ClnC

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

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.

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

(5) Hoosier Tires 205/50-15 RR compound. - and -

Supertrapp Muffler 2 1/4" inlet, 4" disks. Brand new, never been used. 4 lbs. \$150 Sergio Velez 945-3998

Fuel Cell 12 gallon ATL with surge tank installed. \$375 or best offer. Chester Bailey 942-5304

Formula Jr 2-cycle kart set up for solo, lots of spares, starter, kart suit and neck brace included. \$1200 Britt Lolley, 683-9743 or bl2260@aol.com

Race Car Trailer- Steel beaver-tail bed, 17 feet long, 78 in. between fenders, tandem axle, 6-ply truck tires, electric brakes, 7x3x4 storage locker with shelves, tire rack, electric winch, \$2,000. Steve Bachenberg (316) 721-1941 or bachenberg@prodigy.net

Race Wheels & Tires, Non-DOT use-Set Goodyear rain tires 2-27x10x15, 2-25x9x15 mounted on 15x10 Jongbloed 3 piece wheels, Chevy 5 bolt pattern, \$650 set. 5- Jongbloed 3 piece wheels, Chevy 5 bolt pattern, \$100 ea. 1- 15x10 Steel wheel, Wide 5 pattern, \$50. 1- 27x11.5x15 McCreary racing slick, never mounted, \$50. Steve Bachenberg (316) 721-1941.

1998 Hallmark 24' trailer - wired for 110v & 12v, cabinets, tire racks, fuel jug (4) rack, door pit caddy. \$6,500 Call Dave(253)846-1688 or email MVRacing@aol.com

1998 Chev CK1500 Silverado - extended cab, lineX bed liner, Snugtop bed cover, all set up to tow trailer above. \$22,675 Call Dave (253)846-1688 or email MVRacing@aol.com

1998 Formula Mazda - All updates, super light weight (all AN hardware) radio system, 3 extra set of wheels, tons of spares & equipment. \$35,500 Call Dave (253)846-1688 or email MVRacing@aol.com

Forgeline Rims - 17x9 1/2 With Center Caps \$850.00 for the set of 4 Paul Foster 777-1938



Scott Patton at HPT (1 of 2 wins) Photo by WLF Postcards

ITS 1971 Datsun 240Z - \$7,500. Includes 3 parts cars and a large inventory of stock and high performance parts. Call for details, 20-year collection. I can help deliver. Scott Patton 620-662-5469 bus. / 620-669-9052 res.

Who are these people?!

Like everybody else, you're probably wondering who those people on your ballot are. To help with your voting and to make sure that the people who are running your Club aren't *complete* strangers, here's a short bio of the people on the ballot. **Please vote!!**

Regional Executive:

DAVE GEIS - member since 1994, Dave is active in both Solo and Club Racing. He holds Solo II Safety Steward, Instructor, National Scrutineer and Crew licenses. Disabled by a brain injury in 1991, he spends his time mainly doing SCCA things. His competition car is an F Modified Formula Vee (originally built by our own Jack Morton) and his daily driver is a Chevy pickup "tow vehicle."

Assistant Regional Executive:

Frank Diringer - member since 1984, Frank is active in Club Racing. He holds National Scrutineer and Crew licenses. He spends his work time as a methods process analyst at Boeing. His daily driver is a Chevy pickup/tow vehicle for his son Ben's Formula Vee

Board of Directors:

(in no particular order)

Matt Brewster - member since 2000, Matt is active in Solo and will be our Solo co-Chairman for the coming year. He holds a Crew license. He spends most of his time as a service technician at Davis-Moore Lincoln Mercury. His competition car is a C Street Prepared Honda CRX and his daily driver is a tow vehicle Chevy pickup.

Robert Foster - member since 1999, Robert (or Bobert, since we have so many Roberts) is active in Solo and will be our other Solo co-Chairman for 2002. He holds Solo II Safety Steward and Crew licenses. He fills the days up as a computer analyst for Via Christi. He drives a Street Open VW GTI as his competition car and daily driver.

Lonnie Heston - member since 1999, Lonnie is active in Solo. He holds a Crew license. He also spends his productive time as a computer analyst at Via Christi. He drives an E Stock Honda CRX competitively and a Chevy van is his daily driver.

Lu Geis - member since 1995, Lu is active in both Solo and Club Racing. She holds Crew and Regional Scrutineer licenses. She spends her non-SCCA time as the gift shop manager at the Sedgwick County Zoo. Her competition car is an F Modified Ladies Formula Vee and drives a Chevy Monte Carlo daily.

Secretary:

Debbie Knapp - member since 1990, Debbie is a "behind the scenes" person for both Solo and Club Racing. She holds a Crew license. She spends most of her time in sales accounting for Cargill Flour. Her daily driver is a Pontiac Grand Prix GTP.

Activities Director:

Maxine Morrison - member since 1971, Maxine is another "behind the scenes" person for Club Racing. She holds a Crew license. Although retired, she spends a considerable amount of time volunteering. A Honda Civic is her daily driver.

Assistant Activities Director:

Amanda Finneran - member since 2000, Amanda is active in Solo. She holds Crew and Solo II Driver licenses. She keeps busy as a full time student at WSU and a lab technician at Lenscrafters. Her competition and daily driver is a C Stock Miata.

Mark Braun - member since 1995, Mark is active in Solo. He holds a Crew license. He spends most of his days as the outside sales/assistant manager for Kellogg Auto Supply. His E Stock Honda CRX is his daily driver and his competition car.

Rob Roytas - member since 1999, Rob is active in Solo and holds a Crew license. He spends most of his days as an engineering technical writer at Cessna. A B Stock Miata is his competition car and his daily driver.

Edwin Martens - member since 1998, Edwin is active in Solo. He holds Crew and Solo II Safety Steward licenses. He spends a lot of his time as the owner of Air Capital Business Systems. His competition car is a G Stock Camaro and drives either it, a company vehicle or his Monte Carlo on a daily basis.

Scott Bettinger - member since 1986, Scott is active in both Club Racing and Solo and holds Crew, National Timing & Scoring and Regional Competition licenses. He fills his days at Don Preston Racing doing pretty much whatever needs to be done. He drives an American Sedan/C Prepared Mustang competitively and a Ford Lightning is his daily driver.




The AVRG concluded another successful year at Hallett. Our entries were up, worker attendance was on the increase, and with the exception of the Drivers School, we made a modest profit. The year 2002 promises to be another successful year. Our schedule will remain the same as to the number of events, three Regional-National events, and one Drivers School, (which has been moved to October due to a scheduling conflict with Hallett). Check with your Region's schedules for dates of the events.

At the last meeting of the Board of Directors of the AVRG, several items pertaining to membership and the individual regions were decided. First, for their share of income over the past years the Regions were given \$2,500 each. We retained enough money for start-up in 2002 and other items that may arise. Second, the board elected to award jackets this year to the workers who attained the 100% status at working our events. They are jackets of excellent quality, which will make an outstanding award. Third, the board discussed the possibility of having a Crash and Burn School. While we are still looking in to the possibility of the school, we elected to pay the entry fee for any of our regional members who attend the school in Topeka. The date of that school is March 9-10, 2002 Stay tuned for future developments regarding these schools.

One major concern of the board is still the shortage of workers. While we have experienced a small increase of workers, we still have a ways to go to meet the desired level. It is up to all of us who participate at the Hallett events to do whatever we can to recruit people. Greg Laws of the Wichita Region has taken it upon himself to institute a trial program regarding local universities and colleges in the surrounding area. He will need assistance from individuals in your areas to reach a successful outcome, so please help if called upon.

At our last meeting we invited track management from Hallett to join us for a general discussion of the past year, and the future of Hallett. If you have not heard, Scott Stephens is now the new track manager. From all indications of what has been accomplished this past year, and the plans for 2002, Hallett will be a showcase place to race. There are



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plans to continue the re-surfacing, general safety improvements to various parts of the track, increased spectator and paddock improvements, and adding a new front straight in the future.

Each regional member has a stake in the events conducted at Hallett. If you

have any questions or comments, contact your regional representative or anyone listed on the board. We will be happy to assist you. On behalf of the AVRG Board of Directors, thanks to all who participated at Hallett, whether you were a worker, driver, or assisted in some other way. See you all next year.

Christmas Party

Our annual Christmas Membership meeting/party will be held Wednesday, December 19th, 7:30 pm at Red Mesa on Tyler Road, just north of Central. Bring a car related gift around \$10 value for the gift exchange. Also, we are collecting for the Children's Home. Please bring anything (unwrapped) children, of all ages, would like or use, toys, outwear, etc.. Snacks and fun will be provided. This event is always a lot of fun so be sure to make it this year.



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Awards Banquet

You're Invited!!!
To the
**SCCA Awards
Banquet**

On January 19, 2002 at the Airport Hilton
Cocktails at 6:30 PM,
Dinner served at 7:00 PM,
Awards at 8:00 PM

1st Guest _____ Member or Non-Member

2nd Guest _____ Member or Non-Member

3rd Guest _____ Member or Non-Member

4th Guest _____ Member or Non-Member

Enclose payment with invitation; \$10 for each
Member and \$20 for each Non-member.
There will be a cash bar.

Return invitation to Charlene Bettinger at
1519 Birginia

The Endurocross That Almost Wasn't

by Loran Williams, event chair

PAGE 15

The twin towers of the World Trade Center came crumbling down just 12 days before this year's EnduroCross was scheduled to take place. I never really thought that this would have an effect on the event, since it was set to be held on a deserted Boeing parking lot. A few days later I found out that McConnell had taken over "our" lot to use for parking cars. (Parking cars on a Solo site, can you imagine such a thing?)

I wasn't about to let some damned terrorists force me to cancel my event without at least trying to find another site, so I put the feelers out to see what was available on such short notice. Boeing came up with nothing. WGP was a possibility, but refused to budge on the lot rental, which rendered it a non-option for a low-entry event. Strother was available, as always, but it's just not the right place to do an endurance autocross. Our last shot was Salina Region's East Crawford site. An Email to Rocky Enriken confirmed that the site was available, and with no other good options at hand, I took it.

With the site secured, the next hurdle was getting our equipment there. Mike Herrick was going to tow the trailer to Boeing, and then make another trip out to get his car. That would be a tough trick with the event being in Salina. To keep things simple, I gave Salina Region's Regional Executive and keeper of Solo equipment, Dave Richards, a call to see if they would be willing to loan us their equipment for the day. Dave agreed to allow the use of their equipment, and even to bring their trailer out Sunday morning. Things were coming together quite well!

Before fully committing to moving the event to Salina, I wanted to be sure that I would have enough people willing to make the early drive out there to set up. A quick note to the Wichita Region email list got responses from Robert Foster, Rob Roytas, Lonnie Heston, Frank Janssen and Edwin Martens agreeing to meet at 6am in Park City to help get the event set up in Salina. With that, I was confident that all the bases were covered and I began accepting pre-registrations.

I considered trying to notify the membership of the change in event location, but decided that those who REALLY wanted to attend would be pre-registering anyway, and I could tell them then. I would have liked to have given Salina Region members some notice, as I'm sure more of them would have shown up if

they had known about it.

We ended up with 19 entries. With two runs of 6 laps each (on a course of about 50-55 seconds), all of our drivers were satisfied... many of them exhausted. It was a true test of driver endurance and consistency. By the end of the 4th lap, most drivers (especially those of us without power steering and especially on the second run) were ready to see that checkered flag fly! The course used all of the

elements from last year's Enduro-Cross at Boeing, just rearranged to fit on the narrow (150 x 1750 feet) Salina site.

Because this event held such a connection with the World Trade Center disaster, I felt that declaring a charity for the event was appropriate. To entice donations, I borrowed an idea that someone had mentioned at a Salina Region Solo a week prior: allow competitors to buy back their



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cone penalties.

The usual EnduroCross rule is “3 for free”, each driver is allowed 3 cones per multi-lap run so that hitting a cone or two doesn't screw up one of only two runs. Instead of that, this time we gave no free cones, but let drivers buy back as many as 5 cones per run at \$5 each. In the end, we had collected \$155, which was sent to the New York State World Trade Center Relief Fund.

I could go on about who won what class and all that, but honestly, no one seemed to care. We just went out, drove like

hell, had a lot of fun, and tried to stay warm. The weather was a little chilly and windy all day, but it's the best EnduroCross weather we've had yet! (no rain, no ice, and way above freezing)

Fastest time of the day went to Dave Geis in his Solo Vee. Even with his 10 seconds in cone penalties, he was still faster than everyone else! Slowest time of the day went to Greg Laws in his Ford Taurus. I guarantee that those two and everyone in between had an equal amount of fun!

This event was the result of the efforts of

many people who wanted to see it happen. Thanks to Salina Region for arranging the use of their site and allowing the use of their equipment. Special thanks to Susie Sutton for driving all the way from Wichita to Salina and back specifically to do registration for the event. She left immediately after registration closed, and did not compete. Thanks to all those who arrived early and/or stayed late to help, this included almost everyone.

If you missed EnduroCross this year, I hope you have the opportunity to do it next year.

Results

Sept 23, Salina, Course by Loren Williams

A Stock	Name	Model	Best	Run 1	C	Run 2	C
T1 17 AS	Ken Neely	00 Honda S2000	305.855	314.847		305.855	
2 13 AS	Jeremy Reddout	73 Porsche 911	334.228	350.109	2	334.228	1
B Stock			Best	Run 1	C	Run 2	C
T1 20 BS	Bill Dayton	99 Mazda Miata	303.604	332.147	6	303.604	
C Stock			Best	Run 1	C	Run 2	C
T1 32 CS	Chuck McCoy	83 Porsche 944	316.400	316.400	2	327.704	6
D Stock			Best	Run 1	C	Run 2	C
T1 39 DS	Russell Blume	91 BMW 318is	304.940	315.580	4	304.940	1
E Stock			Best	Run 1	C	Run 2	C
T1 8 ES	Lonnie Heston	86 Honda CRX	344.312	351.911		344.312	
G Stock			Best	Run 1	C	Run 2	C
T1 36 GS	Edwin Martens	99 Chevy Camaro	301.275	314.218	6	301.275	
2 5 GS	Andrew Auerbach	01 Subaru WRX	344.857	DNF		344.857	
H Stock			Best	Run 1	C	Run 2	C
T1 28 HS	Michael Scofield	02 Mazda Protege5	351.127	1011.999	6	351.127	2
C Street Prepared			Best	Run 1	C	Run 2	C
T1 24 CSP	Matt Brewster	89 Honda CRX HF	302.669	324.554	4	302.669	
F Modified			Best	Run 1	C	Run 2	C
T1 2 FM	Dave Geis	82 Morton Solo Vee	298.720	304.503	4	298.720	5
F Modified Ladies			Best	Run 1	C	Run 2	C
T1 25 FML	Lu Geis	82 Morton Solo Vee	318.053	338.163	3	318.053	3
Street Touring			Best	Run 1	C	Run 2	C
T1 10 ST	Greg Laws	01 Ford Taurus SE	351.468	351.468		363.447	2
Street Open			Best	Run 1	C	Run 2	C
T1 1 SO	Rob Roytas	00 Mazda Miata	317.799	328.600	5	317.799	2
T2 11 SO	Loren Williams	96 Mazda Miata	319.139	338.777	5	319.139	
3 9 SO	Dustin Schwind	88 Toyota MR2	341.155	367.929	1	341.155	1
4 7 SO	Robert Foster	88 VW GTI	343.730	345.361	3	343.730	5
Street Modified			Best	Run 1	C	Run 2	C
T1 18 SM	Chad Sutton	99 Mazda Miata	311.431	314.139		311.431	
2 26 SM	Robert Clapp	81 Chevy Z-28	320.490	340.889	4	320.490	1

Results

Oct 14, Strother Field, Winfield

Super Stock	Name	Model	Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 74 SS	Jim French	89 Chevy Corvette	51.942	52.808		56.076	2	53.802	1	51.942	
A Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 36 AS	Ken Neely	00 Honda S2000	53.454	54.760		54.657		53.454		53.765	
2 61 AS	Tom Dupler	93 Toyota MR2 Turbo	54.118	56.270	1	64.467	5	54.638		54.118	
C Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 35 CS	Chuck McCoy	83 Porsche 944	57.207	58.388		57.207		58.751		57.425	
D Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 67 DS	Russell Blume	91 BMW 318is	51.611	69.900	8	53.247		52.423		51.611	
E Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 69 ES	Mark Braun	88 Honda CRX	57.037	57.924	1	58.745	1	57.037		59.457	2
2 8 ES	Lonnie Heston	86 Honda CRX si	61.660	69.182		DNF		61.687		61.660	
E Stock Ladies			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 54 ESL	Sherry Novak	84 Honda CRX	61.671	65.547		61.671		DNF		DNF	
2 38 ESL	Lolena Davis	88 Honda CRX	64.467	77.448		67.326		64.467		DNF	
G Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 63 GS	Edwin Martens	99 Chevy Camaro	53.434	53.434		55.117	1	55.140	1	57.309	2
2 21 GS	Dena Dawson	99 Chevy Camaro	61.340	67.627		63.850		62.529		61.340	
H Stock			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 57 HS	Bill Reeves	94 BMW 318i	56.861	62.280	1	58.520		58.443		56.861	
2 10 HS	Gary Bryant	91 Honda Civic	64.939	71.984		68.573		68.728	1	DNF	
B Street Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 72 BSP	Jim Harrison	72 Chevy Corvette	51.306	54.973	1	52.585		52.719		51.306	
C Street Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 32 CSP	Chris Rigsby	73 Mazda RX-3	53.403	55.167		56.209	1	53.896		53.403	
2 46 CSP	Brad Rigsby	73 Mazda RX-3	55.821	56.935		DNF		56.662		55.821	
3 6 CSP	Ryan St. Louis	95 Honda Civic EX	58.881	62.456		68.301	3	61.187		58.881	
E Street Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 65 ESP	Paul Foster	97 Chevy Camaro SS	53.542	63.801	2	57.455	2	56.389		53.542	
E Street Prepared Ladies			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 4 ESPL	Vicky Foster	97 Chevy Camaro SS	60.628	62.519		62.515		61.956		60.628	
F Street Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 13 FSP	Matt Armfield	71 Datsun PL 510	56.092	69.004		57.518		56.895		56.092	
2 15 FSP	Raymond Barker	79 Ford Fiesta	66.538	74.791		67.658		69.255		68.380	
F Street Prepared Ladies			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 43 FSPL	Carrie Barker	79 Ford Fiesta	73.695	DNF		87.569		DNF		73.695	
2 22 FSPL	Kellie Barker	88 Ford Fiesta	77.320	94.779		85.392		82.059		77.320	
B Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 44 BP	Richard Prestage	88 Mitsubishi Starion	56.370	57.010		56.671		56.370		58.015	1
C Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 47 CP	Scott Bettinger	87 Ford Mustang	55.530	58.492		59.287	1	57.149		55.530	
2 9 CP	Bruce Bettinger	87 Ford Mustang	61.091	67.196	1	65.115		65.649		61.091	
E Prepared			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 3 EP	David Robinson	73 Toyota Corolla	53.209	58.686	1	54.320		58.007	2	53.209	
F Modified			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 25 FM	Dave Geis	82 Morton Solo Vee	52.550	61.779		53.786		52.550		52.570	
2 42 FM	Roy Hall	88 Lynx Solo Vee	57.471	DNF		64.310	4	57.471	1	60.064	3
F Modified Ladies			Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C
T1 52 FML	Lu Geis	82 Morton Solo Vee	56.423	DNF		56.423		66.036		56.991	

Street Touring				Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C		
T1	53	ST	Tim Harmon	99 Ford Contour	56.347	59.867	1	57.917	59.138	1	56.347			
T2	73	ST	Paul Sherman	97 VW Jetta	56.779	58.852		59.071	1	56.779	59.209	1		
	3	19	ST	John Bieberly	99 Suburu Impreza	57.661	59.664		57.661	58.210	1	74.792	9	
	4	41	ST	Chris Sawyer	01 VW GTI VR6	59.686	59.970		59.686	60.383		0.000		
Street Open				Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C		
T1	1	SO	Rob Roytas	00 Mazda Miata	54.408	55.870		55.921	55.461		54.716			
T2	58	SO	Dave Green	95 Eagle Talon	56.362	56.362		63.462	4	MDNS	MDNS			
T3	17	SO	Loren Williams	88 VW GTI	56.746	60.007	1	57.522	56.746		57.102			
T4	50	SO	Shawn Welling	01 Ford Mustang GT	57.567	58.266		57.781	67.373	1	57.567			
	5	7	SO	Robert Foster	88 VW GTI	58.190	59.627		59.386	61.068	1	59.378		
	6	31	SO	Bryan Jones	86 Chevy Camaro	59.130	DNF		59.738	1	60.875	2	59.130	1
	7	40	SO	Dave Gird	91 Chevy Corvette	59.335	DNF		DNF	59.335	2	DNF		
Street Modified				Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C		
T1	56	SM	Joe Silva	97 Chevy Camaro SS	53.757	54.964		53.757	54.129		57.019	1		
	2	45	SM	Chad Sutton	99 Mazda Miata	55.760	56.622		55.760	56.409		55.963		
Fun Run s (unofficial)				Best	Run 1	C	Run 2	C	Run 3	C	Run 4	C		
	1	16	FUN	Rob Roytas.	00 Mazda Miata	53.733	54.284		53.733	55.731	1	55.748	1	

Top 20 PAX Times

Pos	#	Class Name	Model	Best	Index	Factor	
1	67	DS	Russell Blume	91 BMW 318is	51.611	41.082	0.796
2	63	GS	Edwin Martens	99 Chevy Camaro	53.434	42.159	0.789
3	74	SS	Jim French	89 Chevy Corvette	51.942	43.112	0.830
4	72	BSP	Jim Harrison	72 Chevy Corvette	51.306	43.456	0.847
5	36	AS	Ken Neely	00 Honda S2000	53.454	43.672	0.817
6	1	SO	Rob Roytas	00 Mazda Miata	54.408	43.690	0.803
7	65	ESP	Paul Foster	97 Chevy Camaro SS	53.542	44.012	0.822
8	53	ST	Tim Harmon	99 Ford Contour	56.347	44.063	0.782
9	61	AS	Tom Dupler	93 Toyota MR2 Turbo	54.118	44.214	0.817
10	73	ST	Paul Sherman	97 VW Jetta	56.779	44.401	0.782
11	57	HS	Bill Reeves	94 BMW 318i	56.861	44.408	0.781
12	69	ES	Mark Braun	88 Honda CRX	57.037	44.831	0.786
13	32	CSP	Chris Rigsby	73 Mazda RX-3	53.403	45.072	0.844
14	19	ST	John Bieberly	99 Suburu Impreza	57.661	45.091	0.782
15	58	SO	Dave Green	95 Eagle Talon	56.362	45.259	0.803
16	56	SM	Joe Silva	97 Chevy Camaro SS	53.757	45.263	0.842
17	17	SO	Loren Williams	88 VW GTI	56.746	45.567	0.803
18	13	FSP	Matt Armfield	71 Datsun PL 510	56.092	45.715	0.815
19	35	CS	Chuck McCoy	83 Porsche 944	57.207	45.994	0.804
20	50	SO	Shawn Welling	01 Ford Mustang GT	57.567	46.226	0.803

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.

Top 20 Times

Pos	#	Class Name	Model	Best	
1	72	BSP	Jim Harrison	72 Chevy Corvette	51.306
2	67	DS	Russell Blume	91 BMW 318is	51.611
3	74	SS	Jim French	89 Chevy Corvette	51.942
4	25	FM	Dave Geis	82 Morton Solo Vee	52.550
5	3	EP	Dave Robinson	73 Toyota Corolla	53.209
6	32	CSP	Chris Rigsby	73 Mazda RX-3	53.403
7	63	GS	Edwin Martens	99 Chevy Camaro	53.434
8	36	AS	Ken Neely	00 Honda S2000	53.454
9	65	ESP	Paul Foster	97 Chevy Camaro SS	53.542
10	56	SM	Joe Silva	97 Chevy Camaro SS	53.757
11	61	AS	Tom Dupler	93 Toyota MR2 Turbo	54.118
12	1	SO	Rob Roytas	00 Mazda Miata	54.408
13	47	CP	Scott Bettinger	87 Ford Mustang	55.530
14	45	SM	Chad Sutton	99 Mazda Miata	55.760
15	46	CSP	Brad Rigsby	73 Mazda RX-3	55.821
16	13	FSP	Matt Armfield	71 Datsun PL 510	56.092
17	53	ST	Tim Harmon	99 Ford Contour	56.347
18	58	SO	Dave Green	95 Eagle Talon	56.362
19	44	BP	Richard Prestage	88 Mitsubishi Starion	56.370
20	52	FML	Lu Geis	82 Morton Solo Vee	56.423

Wichita Region Goes to Nationals

by Brian Meyer

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This year 15 members from the Wichita Region SCCA headed to Topeka hoping for a shot at a National Championship, and one of us actually got it! After many years of being in the trophies and more than one protest, Russell Blume is our region's newest National Champion by winning D-Stock by 0.008 seconds in his BMW.

Edwin Martens finished in 8th in G-Stock which was well in the trophies.

Rick Knapp took the 6th place trophy in F125 while his daughter Michelle finished 2nd (trophy) in F125L.

Brian Meyer and Dave Green were just out of the trophies in 13th and 14th places in Street Mod. Jeff Dodds was also close finishing 10th in DP.

Jim French finished mid-pak in Super-Stock at 28th. E-Stock had three drivers from our region; John Dolecek took 16th,

Jim Abel took 22nd and Walter Day finished 27th. Rolalind Cazel took 7th in ESL.

Jim "It was the tires!" Harrison came in at 34th in BSP and Gary Gaither finished 31st in DSP. Sabra Cazel took 9th in FSPL.

And finally, Art Martinez finished 39th in CP at his first Nationals ever.

Sorry if I missed anyone.

VTEC (various text and editors comments)

by Brian Meyer, editor

It's been quite a while since the last issue of the Wail. I combined the October and November issues into this one. I simply didn't have much to put in the September issue. Even this issue is a bit thin and I sure could use some articles for the December issue.

Nationals was the definition of mixed emotions. Dave Green and I went up to give a serious effort at bringing home some hardware. We went up for the warm-up event the weekend before and I felt like I was finally getting a handle on

his car. It was handling really well and we had plenty of power.

We were scheduled to run in the second heat on the first day of Nationals - Tuesday, September 11th. After walking the courses about a dozen times the day before and watching some of the fast guys in BSP run the first heat, we headed for the paddock to prepare the car. That's when we heard about the tragedy in NYC. It took a long time to get over the shock and realization of what was going on. Still, we got the car ready and I tried

to focus on the competition.

I drove pretty well even though I know I left some time on the course I managed to bring in a decent time. After the heat finished we headed for impound and checked the results. Just one out of the trophies - darn. There was no celebration in impound, instead several groups gathered around cars who had the radio playing the news as the events of that unforgettable day unfolded.



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