



THE WITCHES' WAIL

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SEPTEMBER 2001

INSIDE THIS ISSUE:

RE Report	1
Solo Scene	1
ATWIND Picnic	4
HQ Moving to KS!	5
EnduroCross 2001	6
MiDiv Points	7
Solotime Finale	8
Membership App	10
Board Meeting Minutes	11
Regional Contacts	12
Regional Info	12
Regional Schedule	13
Classifieds	13
Upcoming Events	14
Lonnie's B-Day Solo	15
Solo Report #2	17
2002 Classes	18
McConnell Solo	21
VTEC	23

RE Report

by Greg Laws, Regional Executive

September is a MAJOR month for the Sports Car Club of America, and for the Wichita Region too. This month contains both the Solo II Nationals and (the following week) the Club Racing National Runoffs. Whew! We will have people going to both and we wish them all the very best.

But that's not all that will be happening. There will be two Wichita Region SoloIIs, one for points and the other (the Endurocross) not. Nearby there will be a KVRG road race at Topeka and Solo action at Salina in September too so those not going to either the Solo II Nationals or the Runoffs will still be able to get a 'fix'.

One item that I want to bring to your attention is a **Poker Rally** scheduled for just before the next Membership Meeting (Sept 27th). **Bruce and Charlene Bettinger** have put together a fun little challenge and you really don't want to miss it. You should know that it leads to free food! There will be BBQ or maybe Kentucky Fried Chicken at the Membership Meeting. At 6:00 pm on Wednesday 9/26 we will meet up at Aley Park (off So. Seneca, between Harry & Pawnee) for instructions and so forth. Then we rally on to the Membership Meeting at Sedgwick County Park (Aha! You thought that I'd give you the address but that would be cheating!) at the

(Continued on page 3)

Solo Scene

by Loren Williams, Solo Chair

The last half of the season just seems to be going way to fast. Probably because there are so many Solos to compete in. Between Wichita and Salina events, the Topeka Divisional and the Solo II Nationals, there has been/will be an event every weekend from July 15 through September 23. That's 11 consecutive weekends of autocrossing! Overkill? Perhaps for some. Of course, you don't have to attend all of them... but isn't it nice to know they're there when you need them?

2002 Solo Chairman

Enough rambling about the end of "my" Solo season, what about next season? Well, if our Regional Executive hasn't beaten me to the punch, I have great news! Matt Brewster has accepted nomination to the position of Solo Chairman for next season.

For those of you who don't know Matt, he's fairly new to the club. He first wandered into, of all things, a Board meeting (he saw it in the website, it said "anyone interested may attend"... so he did) early last season. He competed in a yellow Honda CRX in E Stock twice before jumping into C Street Prepared with both feet for the rest of the season. If that wasn't enough, he bought another CRX over the winter (an HF, the lightweight model) and fully prepped it for CSP. He intimidated the rest of CSP so bad that no one else ran the class this season!

Matt also proved that he has the ability to lead and organize when he volunteered to be an event chairman earlier this year. I missed his event, but everyone I spoke to said it was one of the smoothest run events of the season.

(Continued on page 3)





The Witches' Wail

c/o Brian Meyer, Editor
313 N. Covington
Wichita, KS 67212

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.

2001 Wail Advertising Rates

	Per Month	Per Year
Small	\$15.00	\$150.00
Medium	\$20.00	\$200.00
Large	\$25.00	\$250.00

Yearly rates are for one calendar year. We typically print 11 issues per year, but not less than 10.

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)

Plum Building . The only requirement is that each car **MUST** have at least two occupants so bring your significant other and join in. No special skills are required so ***be there or be square!***

The SCCA is committed to supporting all forms of Rally. **Road Rally** challenges the mind and takes real skill to do well and beat the clock while solving a driving puzzle on normal roads. It requires excellent coordination and teamwork between driver and navigator to reach the highest levels of success. Then **Performance Rally** extends that to include hairy full-tilt charges through unknown twisty rural roads (often at night) where the car's chances of survival are measured in percentages! Within Performance Rally there are ClubRally Championship events (50 events across the nation) and there are ProRally events (10 events with TV coverage and more). This is exciting stuff and it is a large part of the SCCA.

Wouldn't it be great if Wichita could be a part of this action? We need only to see a little more active interest in rally before we can start bringing back old Road Rally favorites such as the Witches Ryde. Who know? Maybe with your help Wichita can once again be known for excellent rallies... Contact Bruce & Charlene Bettinger at 316-788-3942 for further details and to volunteer to help. A whole new lifestyle could be just a phone call away!

Solo Scene (Continued from page 1)

The fact that he got almost 90 cars through 4 runs each well before 3pm says a lot. He also participated in one of the McConnell car show events, and served as co-chairman for our August McConnell Solo.

This is just the sort of enthusiasm we need to keep our program going. I'm thrilled to see Matt take on the job. I was concerned that the future of our Solo program might be in jeopardy, but now I have renewed confidence. Y'all don't forget that Matt needs your help, okay?

August was still HOT!

I'm running a little long with my article, so I'll be brief. Lonnie Heston's Birthday Bash at Boeing was an awful lot of fun, I know he's written a great article about it. Chris Rigsby and Matt Brewster did an outstanding job with the Beach Party Solo at McConnell, which brought in people from all over the Midwest, not to mention every last one of our regulars, plus a lot of new

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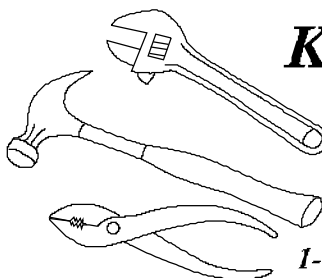
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McConnell folks. I'm glad you all came, especially those from McConnell. I think our relationship with McConnell has gotten a lot stronger this year and will continue to grow next year.

Still to come...

Don't miss EnduroCross this month! Details on that are in a separate article. There's one more event after that down at Strother Field. The perfect opportunity to burn up what's left of your tires before you hang up your driving gloves for the winter.

ATWIND Beach Picnic at McConnell

by Greg Laws

Live entertainment, free swimming, water balloon toss, Frisbee golf, Flipper/Dizzy Bat relays, Tricycle races, Tug of War, Volleyball, Karaoke, Sand Castle competition, bikinis, and the Wichita Region SCCA! All of this and more was available at the ATWIND final event of the season on Saturday August 25th.

Around The World in Ninety Days (ATWIND) is the military version of our own Riverfest except that their festival lasts all summer long (90 days!). The Services Division puts on all sorts of family-oriented events during that time and the Wichita Region SCCA was a major sponsor of the whole program. Our name was identified with newspaper ads, calendars, hand-outs, banners, and so forth (a tip of the hat to **LOREN WILLIAMS** for getting us started with this). Our ATWIND sponsorship has helped us to cement our contacts with the McConnell folks, allowed us to retain access to their Taxiway Charlie and has even given us the opportunity to do some major recruiting with the end result of new members and several new solo participants. ATWIND has been a major success story for our club.

We put together a small car show for this, their largest event of the year. **Ron Wilcox** (and crew chief **Mike Spencer**) brought his awesome Swift Formula Atlantic to show. This was especially gracious of Ron as the car is prepped and ready to leave for the Runoffs at Mid-Ohio. It was a big point of interest for the crowd and Ron was even willing to assist some of the kids so that they could sit in the car and be "racers". The rest of us were very pleased that Ron & Mike allowed us to use their large awning tent to get out of the sun!

Scott Bettinger always got immediate attention whenever he fired up the big V/8 in the AS Mustang! The thunder could even be heard over the live band and you could see heads turning, then people heading over to our tent to check it out. Scott almost had a clean sweep of the entrants as he had built both the Ford engine and also the engine (Toyota) in the Swift FA car.

Our final entry was the slick white Camaro belonging to **Paul & Vicky Foster**. They came to the rescue as I was struggling to find more cars to show, and then were very helpful in setting up & tearing down the

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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.

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80W Gear Oil	8	7
ATF	8	5
10W30 Motor Oil	10	6

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.

display. They provided much of the Solo II experience for the crowd, while the others were speaking from the club racing side. With the addition of their sharp-looking Camaro we ended up with an attractive and impressive display.

We gave out gobs of handouts, played our videotape, gave away free entries to upcoming events, and talked to many, many people about Solo II, upcoming events, club racing, and becoming

members. Many said that they would come to our Solo II event being held the next day at McConnell's Taxiway Charlie!

I wish to express my deep gratitude for everyone's efforts in this last car show of the year. We had an interesting day and we spread the word -- it was fun! We're just hoping to see even more participation in these car shows next year!

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SCCA National Headquarters Moving to KS!

TOPEKA, Kan. (August 22, 2001) -- The Sports Car Club of America, Inc. announced today that its national headquarters would move to Topeka, Kansas in November of 2002.

The 60,000-member club, known as the largest and most diverse active motorsports organization in North America, makes the move to Topeka after calling the Denver, Colo. area home for nearly 30 years.

"This is a landmark day in the 57-year history of the SCCA," said Sports Car Club of America, Inc. President and CEO Steve Johnson. "This new venture provides the SCCA a wonderful growth center for years to come and will put Topeka on the map as not only the capital of Kansas, but the grassroots motorsports capital of the world."

The SCCA and its SCCA Pro Racing Ltd. subsidiary will move all national administration, management and operations offices currently in Centennial (re-named from Englewood in 2001) to a new state-of-the-art building on a site between Forbes Field (home of the SCCA Solo II National Championships) and the Heartland Park Topeka race circuit. The building and relocation was made possible through negotiations between the SCCA, the Metropolitan Topeka Airport Authority, Go Topeka/Chamber of Commerce, the state of Kansas and the Kansas Region, SCCA.

"Over the past several years, the Metropolitan Topeka Airport Authority has experienced considerable growth and expansion of new and existing facilities, but nothing as dynamic or as exciting as the announcement that the Sports Car Club of America is relocating its corporate offices to the Topeka Air Industrial Park at Forbes Field," said David Stremming, MTAA President. "Having the Sports Car Club of America's corporate offices will bring worldwide exposure to the city of Topeka and the State of Kansas. I personally feel that this is just the tip of the iceberg of the great accomplishments that will be completed between the partnerships established between the SCCA and the MTAA."

"This is wonderful news for the Metropolitan Topeka Airport Authority, the city of Topeka and the State of Kansas," said Kansas Governor Bill Graves. "The SCCA's move to Forbes Field will encourage economic development, create new jobs and give Topeka national exposure in the motorsports community. I know many people worked hard to make this development possible, and I want to thank them for a job well done."

The new site will create a campus for SCCA, with the ability to not only host Solo and road racing events, but to incorporate classrooms and other training facilities for volunteer specialties including, but not limited to,

corner marshalling, event officiating, timing and scoring, registration, event safety teams and technical inspection. The entire motorsports community, from the top professional organizations to the most basic club gatherings, utilizes the expertise of SCCA-trained members on a weekly basis, and will benefit from the new facilities.

"The campus is just another step toward making the SCCA a well-oiled machine from an operations standpoint, where procedures are carried out with the highest possible consistency and efficiency nation wide," said Johnson.

-more-

"This facility will be a center of pride for the SCCA membership, the City of Topeka and the entire North American motorsports community alike. Future plans on the site include adding an SCCA museum, commemorating the greatest moments and people in our history, and other exciting aspects to accommodate for our future growth as we head toward 100,000 members.

"In addition to the physical and functional attributes of the campus, the financial benefits alone will allow the SCCA to invest in its programs, staff, members and regions, and put us in the position to control our own destiny."

Johnson believes that while the move to Topeka will be positive for the SCCA membership, it will greatly benefit the community as well.

"The SCCA has a tremendous amount to offer the Topeka, and, particularly, its young people," said Johnson. "Our organization will be very active within the community to help build the city along with the SCCA. We're looking forward to bringing new people to Topeka, as well as creating new opportunities for current residents."

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EnduroCross 2001!

by Loren Williams, EnduroCross guy

PAGE 6

It's that time again! If you've done this before, you can skip down to the details below. If you haven't, read on...

What is EnduroCross? It is a regular autocross event at which each run consists of multiple laps around the course. The course is smooth and was designed for maximum fun and equalized tire wear... and there **WILL** be tire wear. The length of each run (the number of laps around the course) will be determined by the number of entries. Expect 10-12 minutes of course time, maybe more. Do you and your car have what it takes?

Basic Stuff:

Who: YOU!

What: Excessive wear and tear on your Solo car and more fun than you ever imagined!

When: September 23, 2001 – Registration opens at 7:00, Course walking at 8:00, Registration closes at 9:00, Driver's meeting at 9:15, first car on course at 9:30, please don't be late!

Where: Boeing Learning Center North (George Washington & Oliver)

Why: Because regular autocross runs just aren't long enough!

Important Stuff:

SCCA Membership is REQUIRED for this event.

Entry is limited to the first 40 registered drivers.

Pre-Registration is HIGHLY RECOMMENDED for this event. Do so via the website or call Loren at 773-9264. Here's how pre-registration is going to work this time, pay attention: Pre-Registered drivers must be signed in at the event no later than 8:00. After 8:00, your pre-registration becomes void and your slot becomes available to walk-ins.

Driver's meeting is mandatory. Registration closes at 9:00, drivers meeting at 9:15. If you're not registered and present at the driver's meeting, you will not be permitted to compete.

Permanent numbers will not be used for this event, so even those drivers with permanent numbers **MUST** pre-register!

Pre-Registration will be based on 5 Heats of 8 cars each. This may be adjusted some to equalize the size of the heats depending on the final number of entries. Be flexible.

Course walking will ONLY be permitted prior to the first heat. We aren't stopping for worker change-overs or anything else once we get started!

Each Heat will get a parade lap. Just one lap, that's all.

Specific event rules will be posted and available at the event. Please be sure to read them before you compete.

This is a non-points Solo.

Mid-Am Points Championship

by Rocky Entriiken, Pointskeeper

Well, now we're down to it. One race left to decide the Mid-Am championships -- and just to make it all the more excruciating, a two-month wait for that race to happen! Two months to fiddle with the car. Two months to pore over these points and work the permutations. Two months to devise a way around that Gateway "roval" faster than everyone else in the class. Two months to beseech the gods of racer fortune to smile upon the intrepid racer one more time.

Some classes are virtually done. Some are so close anything can happen with victory paying 24 points. What could happen?

PRODUCTION ~ SP: Any finish makes **Chester Bailey** (Wich) the champion. EP: For **Ronald Davis** (KC) to lose it, he'd have to finish third or worse while **Kyle Ritter** (KC) wins. FP: **Bill Van Keppel** (KC) is unbeatable. GP: One point separates three drivers, but to beat **Chris Albin** (Sill), **Court Whitlock** (OzMt) and **Rocky Entriiken** (Sal) would have to finish 1-2, in either

order **GT** ~ GT1: If **Dan Guterman** (NeOk) can beat **Mary Daly** (StL) they tie in points and Guterman wins the tie-breaker. GT3: **Charles Guenther** (KC) has won it.

SPORTSRACING ~ S2000: **Al Essig** (KC) wins it with any finish. SRF: **Ken Tripkos** (Kan) or **Wayne Hudec** (NeOk) needs to win while **Ron Lentz** (KC) is finishing no better than third.

FORMULA ~ FC: For **Steve Willenbrink** to lose it, he'd have to finish fourth or worse while **Chuck Gillis** (NeOk) wins the race. CC: **Don Strathearn** (StL) needs only to finish. FM: **Bob Hancock** is the unchallenged champion. FF: **Dan Layton** (StL) and **Tim Blythe** (StL) are fighting for 12 points since neither qualified for the Bonus. If Layton wins, he's champ. If Blythe beats Layton, they tie, unless **Gary Payne** (StL) plays spoiler. CF: Even if **Hans Iwand** (Neb) should win the race, any finish of 4th or better gives **Chris Ingram** (OzMt) the championship.

AMERICAN SEDAN/SPEC MIATA ~ AS: It's a done deal, **Ted Johnson** (Neb) has won it and **Scott Bettinger** (Wich) is second. SM: It's wide open -- **Dick Faxon** (OzMt) and **Don Wiseman** (MidS) are tied at a max 72 points. Whoever wins the Bonus Race is champ.

IMPROVED TOURING ~ ITS: **David Bryson** (StL) and **Chris Flier** (StL) are tied at 69, so again whichever beats the other is champ. ITA: **Mitch Johnson** (Wich) took over the points lead on the Labor Day weekend but he's only four ahead of **Bob Stretch** (Sill). It's another where whichever wins at Gateway takes the crown. ITB: **Chris Albin** (Sill) could not lose it even if the wheels fell off his car on the pace lap. ITC: If **Phil Harris** (MidS) should beat **D.J. Manis** (Kan), they would tie at 72 points and Harris would win the tiebreaker. **Mark Buffon** (KC) has an outside chance. ITE: The trophy already has **Jeff Demetri's** name engraved.

—Rocky Entriiken

Official points standings (Wichita Region drivers only) as of September 3, 2001 - # indicates the driver has qualified for Championship

<u>Super Production</u>			TOTAL	<u>American Sedan</u>			TOTAL	# 1 Mitch Johnson	Honda CRX	64
# 1 Chester Bailey	Porsche	911 48		# 2 Scott Bettinger	Ford			<u>Improved Touring B</u>		
3 Don Mayer	Porsche	911	12	Mustang			6 Bernie Mermis	Alfa Spider	Veloce	TOTAL
							27			
<u>F Production</u>			TOTAL	<u>Improved Touring S</u>			TOTAL	<u>Improved Touring C</u>		
4 Dick Price	MG Midget		33	# 7 Jack Martin	Mazda RX7	27	<u>Improved Touring E</u>			TOTAL
				# 9 Scott Patton	Datsun 240Z	17	5 Matt Armfield	Datsun 510		16
				<u>Improved Touring A</u>			TOTAL	<u>Improved Touring E</u>		

<u>Driver of the Year</u>							<u>Wins (Outright)</u>										
1	Chris	Albin	ITB	14	14	0	0	72	7	David	Bryson	ITS	5	4	1	0	69
2	Jeffrey	Demetri	ITE	6	5	0	0	72	8	Ted	Johnson	AS	5	3	1	0	69
3	Ron	Lentz	SRF	6	4	2	1	72	9	Mitch	Johnson	Wic	4	4	1	1	64
4	Don	Wiseman	SM	6	4	0	0	72	10	Bob	Stretch	ITA	5	5	0	0	60
5	Bill	Van Keppel	FP	6	3	0	0	72	11	Chris	Albin	GP	5	4	0	0	60
6	Chris	Flier	ITS	5	5	4	0	69	12	Al	Essig	S2	5	3	0	0	60

See www.midiv.org for complete points standings

Solotime Divisional Championship

by Brian Meyer

PAGE 8

The biggest story of the Solotime Series Midwest Division Championship at Forbes Field in Topeka had to be the weather. Clear blue skies and a light breeze would have normally made conditions nice but the hot August sun and unusually high humidity made surviving the heat as challenging as choosing the best line through the course. Fortunately the host Kansas region and event chairs Ron and Tina Williams brought plenty of cold water and extra shade awnings to keep everyone relatively cool. The heat is just one of the things you can always count on for the MiDiv Solo Championship event. Each year the south course from the previous year's Solo2 Nationals is used for both days of competition. For many competitors, it means a chance to test their setup and compare the results from last year. The chance to run on Forbes Field concrete a month before Nationals always draws people from all over the country as well.

Saturday the course designed by Frank Stagnaro was run backwards, which flowed remarkably well except for an abrupt left turn just after the final slalom and right before the finish lights. Many people got behind in the slalom and ended up spinning in the shut down lane. Heat 1 started after a bit of a struggle with the timer. In DS Russ Blume (Wichita) coned on his best run which

brought Brent Dewitt (Colorado) within 0.2 seconds of him. Paul Zimmerman (DMVR) put a one second lead on the eight-car ES class and was fastest in the class on each run. STS was the largest class of the heat and Patrick Lipsinic's (KC) Subaru held the lead. While everyone in Stock and most of the Street Prepared classes struggled to get under the 50 second barrier, the AM and DM cars shattered it. John Engstrom (Chicago) zinged the Corillian Pod Racer in with a 39.942 which would stand as FTD for the day.

Heat 2 featured a lot of American Iron in the SS, FS and CP classes. Kenneth Baker (Texas) showed that an RX7 can still be competitive in SS but John Ames (Con Div) stole the show in his Corvette Z06 putting Baker in second place. Brian Goodner (DMVR) took a narrow lead in FS, which was the largest class of the event. When Art Martinez (Wichita) grenaded the rear end in his CP Trans Am, fellow competitor Steve Weeks (DMVR) stepped up in true CP spirit and offered Art a co-drive in his Mustang. Ron Ver Mulm (DMVR) dominated the class with a full second lead over Tommy Regan (Texas).

Matt McCabe (Nebraska) drove away from the rest of the AS class in a Honda S2000 in Heat 3. He put a 1.5 second lead on the MR2's of Tom Duplar (Wichita) and Brad Holiday (NeOkla).



Jim Abel's Saturn. Photo by Mark Walker

Bruce Domeck (Kentucky) led the relatively large BM class by over a second. CM had a six-car field as well. When these formula cars were running the event really felt more like the Solo2 Nationals than a Divisional event. The screaming FA and FF engines along with the roaring V8's in heat 2 made the big slalom on the north end of the course a delightful place to work or spectate.

By the time Heat 4 got rolling the temperature had climbed to over a hundred degrees in the shade. The action in BS was plenty hot too. If anyone told Tim Aro (Wash DC) and Peter Raymond (Colorado) that it was a horsepower course they didn't listen. Raymond brought in 49.X second times on all four of his runs, but Aro managed to sneak by him on his final run with a 49.222 which put him in the lead by one hundredth of a second! In ESP Mark Jorgenson (Nebraska) lead early until Rob Pickrell (Salina) managed a time of 48.9 that gave him a one tenth second lead.

Sunday brought a breeze and less humidity. The course was run the same way as it was for the 2000 Nationals. Many of the Stock class drivers were able to improve on their times from Nationals, but some of the Mod class drivers struggled to match their previous year's times. Some speculated the heat was less forgiving to ultra-sticky slicks. In Heat 1 Paul Zimmerman extended his lead and was the only ES driver to get under 54 seconds. Russ Blume stayed clean and finished a full second ahead of Dewitt to take the DS win. Su Brude (Texas) won BSP with her Corvette Z06. In CSP Dan Costello (Nebraska) ran strong and got within 0.02 seconds of Dennis Barry's (KC) time but Barry's 0.2 second lead from Saturday gave him the win on Sunday. However, Costello nudged by Barry in the overall points



Ron Williams shows corner workers the roof of his car as he turns into the big slalom. Photo by Mark Walker

race taking the Championship by 3 points. Patrick Lipsinic held on to win STS. Jo Richards (Salina) took the win in CPL and Bob Rehklau (S. Ind) won DM by a second in his Westfield 7.

There was quite a bit of movement in Heat 2 as people got their cars dialed in. In Super Stock Mark Sipe (Atl) changed the setup on Jerry Crump's (St. Louis) Z06 he was co-driving. With the car working better he managed to move up from fourth place on Saturday to take second. John Ames was still 0.8 seconds faster to take the SS win. Kevin Youngers (Colorado) set the fastest time in FS on Sunday in his Turbo Trans Am, but it wasn't quite enough to overtake Goodner's lead from Saturday. Ron Ver Mulm put a beating on the rest of the CP class with a 2.1 second win. Look out CP - the orange Camaro from Iowa looks really strong this year. Benney Dement (Arkansas) moved up from second to win EM by 0.04 seconds.

Matt McCabe dominated AS again in Heat 3 winning the class by almost four seconds. Andy Hollis (Lone Star) took the win in CS with his Miata. Brian Fitzpatrick brought in the win and the Divisional Championship in GS. Sam Platt (St. Louis) took some weight out of his Corvette and is running AP this year. It worked; his time for both days was 93.3 seconds and was the fastest for all of Prepared. Bruce Domeck extended his lead to win BM and Peter Calhoun (Chicago) won CM by 0.8 seconds.

In Heat 4 Peter Raymond and Tim Aro picked up right where they left off on Saturday swapping the lead with each run. Raymond managed to go 0.052 seconds faster than Aro on his final run to win BS by 0.04 seconds. Can we just call this one a tie? Jan Gerber (Nebraska) took the DSP win in a Neon set up to race SSC. Rob Pickrell extended his lead from Saturday by 0.5 seconds to win ESP. In Street Mod, Dave Green (Wichita) finished 1.4 seconds ahead of his co-driver in his FWD Eagle Talon. Stan Whitney (Texas) won DP despite coning on three of his four runs. Jonathan Goodale (New England) made his long journey worthwhile by winning F125.



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Board Meeting Minutes

by Bruce Bettinger, secretary

PAGE 11

WICHITA REGION SCCA
BOARD OF DIRECTORS MINUTES
July 11, 2001

Meeting called to order by Greg Laws at 6:37.

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

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

Edwin Martins (Merchandise), Members: Lu Geis, Jim Harrison, Debbie Knapp.

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

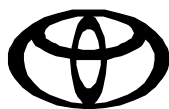
Previous board minutes were submitted by Bruce Bettinger. Motion to approve. (Dave / Rick) Passed 7 / 0

Policy addition: Allow \$10 miscellaneous expense for each event chairman. Motion to approve (Scott / Frank) Passed 8 / 1

Motion to approve funds for September dinner in the amount of \$60 for the deposit and \$65 for the rental fee. (Scott / Tom) Passed 9 / 0

Approve purchase of four novice permits for \$110. (Tom / Scott) Passed 9 / 0.

Motion to adjourn. (Scott / Tom) Passed 9 / 0.



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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
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Board of Directors			
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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

September 1/2	8/9	15/16	22/23	26 (Wednesday)
Races Heartland Park Topeka/KS Reg/Nat/IT	Solo II Topeka,	Nationals Kansas	Valvoline Runoffs Mid Ohio	Poker Rally / Membership Picnic Wichita Region (Bettinger) Meet at Ally Park
Solo (Points) Warmup Solo Wichita Gryhnd Park		Solo (Salina Region)	Endurocross Solo (non-Points, Members Only, limited entry) Boeing (L. Williams)	
October 6/7	14	20/21	27/28	
Cherokee Strip Challenge Solo Okla vs. NEOkla vs. Wichita at Perry, OK	Solo (points) Wichita Region at Strother Field	Witches Ryde Rally Wichita Region (B. Bettinger)	Races Gateway Intl St. Louis, Mo Bonus Reg/Reg (St. Louis Region)	
		Octoberfast Solo (Salina Region)		
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.

Poker Rally

Usually once a year we hold a Poker Rally in conjunction with one of the regular membership meetings. This year, it will be with the September membership meeting, on Wednesday, Sept. 27.

We will run this event very much like we have in the past. Registration will start at Aley Park at 6:00 and the first car will get out at 6:30. You will be given instructions to go from Aley park to Segwick Co. park stopping along the way to collect cards to make a poker hand. We will ask some trivia questions and for each correct answer you will be allowed to draw a replacement card. We will require at least two (2) people per car. We will not be returning to Aley park so make arrangements for leaving and picking up spare cars.

2002 Solo Scheduling Meeting

We will be planning our 2002 Solo event schedule before the October membership meeting. If you are interested in chairing an event next year, come to the meeting and choose a date. It seems like every year we need more event chairmen. If you haven't chaired an event yet, it's a lot easier than you may think. Over the years we've developed a great guide book that tells you everything you need to know. Contact Loren Williams or Matt Brewster if you have any specific questions. The scheduling meeting will begin at 6:30 with the regular membership meeting following at 7:30.

Drivers Schools

Craig Voigt races a 944S2 in both SCCA and Porsche Club of America (PCA) events. He asked me to mention dates for their driver's ed events. They're just like our High Performance Car Control Clinics so if you're interested in racing, a driving school is your first step. PCA is having schools on October 13-14 at Hallett and November 4-5 at Heartland Park. Call Craig at 722-5471 for more information.



Photo by Jim Harrison



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Lonnie's Birthday Solo

by Lonnie Heston, event co-chair

PAGE 15

NEWS FLASH

UFO Sightings Reported Near Boeing Learning Center Aug. 12

Wichita, Ks (ESN) Passers-by in the vicinity of the south Oliver St. Boeing Learning Center in Wichita, Ks., reported several multi-colored objects moving erratically in the parking lot. The objects seemed to move in a more-or less oval motion for about 30 to 40 seconds before coming to rest. One specifically was bright blue, cigar shaped, and had visible landing gear which seemed to occasionally touch the ground (Dave Geis, FM Solo-Vee, FTD). Another of the extremely fast UFOs sighted was described by witnesses as a pointy-nosed coke-bottle shape in a glowing red color (Jim Harrison, '72 Corvette, FFTD). In a recent press conference, experts were dismissing the possibility that a vehicle resembling a flattened VW bug with a tail like a whale had any chance of being among the fast moving UFOs (Oh, really? Rob Santore, AP, '74 Porsche 911 Carrera, 3rd fastest overall). Many onlookers were impressed with the apparent ease that a larger, wider, flat-looking vehicle carrying a slanted

greenhouse over the rear seemed to navigate as quickly as the smaller, lighter ones (Dwayne Hayden, FS, '86 IROC Camaro, 4th overall). It was reported that among the other vehicles, a few were exhibiting some intelligent control. Other witnesses compared the sightings to a surreal ritual dance, with bright colors and strange markings wavering in the heat-waves coming off the tarmac. Loud roaring, scratching, and screeching sounds and occasional clouds of dust or smoke were noted throughout the morning and afternoon. Some of the dust was kicked up while the bright blue cigar shaped vehicle was reported flying a second time (Lou Geis, FML, Solo-Vee, 5th overall). Although it is rumored that the nearby Air Force Base, McConnell, dispatched several officers and enlisted personnel to the scene, this report was not confirmed by press time today. However, officials at McConnell, who spoke under condition of anonymity, stated no unusual radar activity was noted in the area...

Earth to Lonnie =*= Earth to Lonnie =*= Sugar from birthday cake clogging communications channel. Please clear channel with hot liquid.

Ohhhh, let me get some coffee...

Articles about WRSCCA Solo events have taken many forms. So have the events. But, WOW. If you missed this one, you missed a fun one!!

The Event Chairman's birthday, August 12th, started with a 6am jaunt to "Mizz. Dillons" bakery for the customary Two Dozen Doughnuts used to bribe the morning workers. Several early risers, a few of them well known insomniacs, were already on site with the trailer, and the cone-spreading promptly began!! We started to use a course that was "My Idea", carried to paper by Frank Janssen, Event Co-Chairman. The Big Idea was to have the number 50 in the course – August 12th was my 50th birthday. Well, our Unofficial Safety Official, Dave Geis, overruled part of it, and we wound up with an irregular kinked oval inside a larger slightly kinked oval with a 4-cone slalom along the standard Boeing spectator line.

During setup, a non-member named Soranun accompanied Frank, Dave and I around the course. Soranun asked questions about our events, carried and set cones, and even offered to buy a funnel cake to help me celebrate my birthday. She later helped in the trailer for a few heats. Soranun struck me as a very intelligent college-kid type, since she was wearing a backpack. I heard she came with Tom Regen, who registered his SO Eclipse as car # -- you guessed it -- 50.

I was later told that Soranun and Tom are both Captains in the Air Force. Well, I say it more often these days, "Those college kids get younger every year." I guess AF Captains do too. But seriously, I hope to see them both at the next event – both competing, I might add.

As we prepared for the start of the first heat, the Official Safety Steward arrived. Good ol' Jim Harrison claimed to have forgotten to write it on his calendar. He and Dave Geis consulted briefly and we were under way!

Things went very well for the first heat parade lap – only one car went off course. The driver was given a quick



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refresher and soon the first few cars were sent for their runs. Then Rob Santore made his first run, and he was absolutely flying across the finish. And on through the slowdown chute. And out towards the end of the tarmac. Under control, but a thrill to watch. (Note: I am not a "German Car" fan – I'm a Chevy fan. I'll explain about all the Hondas in my family later...).

Jim Harrison soon decided, as a Chief of Safety sometimes must, that we should stop the heat and move the slowdown chute uphill some. After that, the day went nearly flawlessly. Sixty entrants proceeded to have an absolute blast with a fairly simple course. Judge for yourselves from the published results. Several fun runners also enjoyed themselves, including some Miata-swappers who drove each other's car in some kind of weird grudge match – Rob Roytas and Loren Williams; then Othal Vrana and Chad Sutton drove Othal's while splitting a fun-run. OK, guys, who outdid whom??

The only downer I was made aware of was Rob Roytas accident with his helmet. He had recent nose surgery, and at the event he cut his nose with his helmet visor. Hope all heals well, Rob.

As the track was being torn down, I debated whether to walk all-1-1-1 the way to the paddock to load my car and store the magnetics, then walk all 1-1-1 the way back (or drive a very hot car back) to hand out trophies. I decided it was a bit warm for unnecessary activity, and waited. As Frank read them off, I handed them out, except for SC – Street Classic – which wasn't listed on the results sheet. We owe Jim Price a trophy. Looks like we need that class added to some computer program, report, or something.

After the trailer was loaded, I headed for

the ol'Backstreet Froggy to undecorate and load up. I noticed two vehicles driving around with the driver's door open, stopping to pick something up here and there around the parking lot. One was Loren Williams, the other Bruce Bettinger. I believe the proper term is "Policing The Area". Hmm, if we design a course and set some, say, water bottles by certain cones, and the driver has to pick one up for his run to count... Could a Solo Vee get close enough to reach one without flattening it first?? Would Karts have another advantage??

Anyhow, I had about half my gear stored and was alone on the parking lot (except for the wonderful Concessions Trailer) when I noticed a man and his son stopping beside me in an MR2 similar to Tom Dupler's. Surprised, I thought to myself, he must have stock mufflers, I didn't hear anything until his bushings squeaked under braking.

"Are they done already?" he asked.

He asked several questions about our events. Well, I was brain-fried from the heat, but I answered as well as I could, and referred him to the web site for some of the future event info. He might register for McConnell. As he drove off I thought – I was answering questions for a newbie nine hours ago. Event Chair or not, that's what members do sometimes.

Glad for the opportunity.

It seems to me that in the Wichita Region, the Solo Event preparation seems to take less and less time for the Event Chairman. Prior to the event, I made a few phone calls, and kept in touch with Loren Williams, Region Solo Chair, and Frank Janssen Event Co-Chair, by e-mail. Frank and I exchanged bitmap course designs via e-mail. I made a few personal contacts to verify knowledgeable people would be in place – like

Tom Dupler, Registrar, and Susie Sutton, who is always helping in the trailer activities (some of which are still a mystery to me). Connecting with Ken Steadman to pick up the trailer keys was the most difficult part, due to my own busy schedule. The advice he gave during our brief talk saved me some trouble: our new "flour spreader" seems to use quite a bit more than the previous one, so I picked up some extra. Lou Geis has taken a liking to doing Tech lately and did quite a few and Mike Herrick also pitched in with that task. Scott Bettinger agreed to drag the club trailer to the event. Having Bruce Bettinger run Grid most of the day just about guarantees zero problems in that area. Not all the work is done at the event, John Houston charges the radios between events so dead batteries are never a problem.

Our region has a good system for Solo Event Chairmen. Loren Williams has an excellent how to document he'll send out. Several key positions are either covered by regulars, members who are cross-trained, or both. Being an Event Chair or Co-Chair (there are still some open this year, I understand) is not difficult. And if anyone doesn't like your decisions at some point, any experienced member or club official will give good advice and support. Remember that we all help when we can, as much as we can, and we are happy to help, because for many of us, there's no place else we can afford to play with our "special toys".

To every one who helped, named above or not, a big Thank You.

And I've never heard "Happy Birthday" so many times in my life!!

Event Report #2

by Frank Janssen, event co-chair

It was a bright, hot, day for the event. For me, though, it started early. Early as in about 4:00 am. After having been in Texas for the previous 3 days, yanked my son Zach out of bed so he would make it to his first event, made last minute preparations on my car, loaded up the fuel for generator, the time display, and timer batteries and chargers, and headed for Wichita getting at Boeing lot at 5:30 to find...nothing. No trailer, nobody, no Lonnie. (Lonnie Heston, Chairman for the event). So much for getting a early start!

Eventually people did start to show up. Scott B. with the trailer, Dave & Lu Geis and eventually, Lonnie and things got under way. Taking my track design that at first was meant more as a joke to celebrate Lonnie's 50th birthday, with a "50" in the center area with optional '0' direction, and a tight chicane for the '5'

on the east side of the track, the track was laid out under Dave's watchful eye. Due to the confusion of the optional '0', the left half was omitted. The westward slope of the Boeing lot creating a "reverse camber turn" and a couple of asphalt chunks missing from the pavement made alterations to the '5' turn into basically a straight-a-way that resembled more of a drag strip on the east side for the finish.

The result...a quick fast double loop around the parking lot for the 60 participants that showed up for the event in the August heat. Obviously backed up by the less than 9 seconds difference separating Dave Geis FTD in his Formula V of 30.912 to Glen Alvis with a '65 Austin Healy Sprite with a time of 39.714, and to some favor of the Miata tribe that seem to like, open, fast tracks.

As for me, my first time at Co-chair of an event, I learned a few things, probably made a few mistakes, (both on and off the track), met some new people, and still haven't beat Bruce Bettinger in that Toyota, but did beat my son Zach in his first event.

In conclusion, I understand that this was the last event for this location, and it is sad to see the organization loose yet another Solo site. I'm glad I was a part of this event and want to thank all those that helped set up, volunteered to work the 4th heat that had no scheduled workers do to the small number of entrants, and "tearing down" of the track afterwards. I understand a little more on what it takes to put on an event. I hope Lonnie enjoyed his birthday and everyone that was there enjoyed the event and look forward to the events yet to come.

Results

Aug 12, Boeing LCN, Course by Lonnie Heston and Frank Janssen

Super Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	49	SS	Bill Hayden	87 Chevy Corvette	36.193		38.697		36.483		36.336		36.193	
A Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	61	AS	Tom Dupler	93 Toyota MR2 Turbo	32.973		42.944		41.187		35.124	1	32.973	
2	52	AS	Ken Neely	00 Honda S2000	33.809		34.490		34.129		34.427		33.809	
3	44	AS	Ken Steadman	88 Porsche 944S	35.376		43.060	3	36.110		35.598		35.376	
B Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	78	BS	Bill Dayton	99 Mazda Miata	33.238		34.254		33.238		33.527		33.753	
2	3	BS	Martin Eby	99 Mazda Miata	36.492		38.407		37.435		37.505		36.492	
3	26	BS	Othal Vrana	97 Mazda Miata	39.450		41.707		39.450		46.717	3	41.116	
C Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	40	CS	Chuck McCoy	83 Porsche 944	35.502		37.888	1	36.661		35.502		35.681	
2	34	CS	Amanda Finneran	90 Mazda Miata	36.104		38.873	1	36.700		36.104		41.468	2
E Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	18	ES	Jim Abel	98 Saturn SC2	34.430		34.464		38.451	2	35.675	1	34.430	
2	69	ES	Mark Braun	88 Honda CRX	35.874		37.174		37.383		37.790	1	35.874	
3	27	ES	Lonnie Heston	86 Honda CRX SI	36.215		38.298		37.494		36.215		37.247	
F Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	32.782		33.027		32.833		32.867		32.782	
2	13	FS	Bubba Smith	01 Ford Mustang GT	33.553		34.486		34.592		34.970		33.553	
3	39	FS	Jared Soderman	86 Chevy IROC Camaro	39.110		39.562	1	42.560	2	39.110	1	39.629	1
F Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	63	FSL	Brenda Smith	01 Ford Mustang GT	36.406		37.008		37.003		38.935		36.406	
G Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	16	GS	Zabi Wardak	01 Acura Integra	37.088		37.088	1	40.121	2	37.692	1	37.601	1
2	46	GS	Jon Dilliman	95 Chevy Camaro	37.677		39.845	1	39.946	1	37.677		39.790	1
H Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	9	HS	Bruce Bettinger	90 Toyota Celica ST	36.794		39.267	1	36.890		37.190		36.794	
2	12	HS	Frank Janssen	92 Ford Tempo	37.763		40.326		37.763		37.853		38.507	
3	55	HS	Zach Janssen	92 Ford Tempo	38.525		40.343		38.525		42.188	1	39.751	

Results (contd.)

Aug 12, Boeing LCN, Course by Lonnie Heston and Frank Janssen

B Street Prepared					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	72	BSP	Jim Harrison	72 Chevy Corvette	31.135	35.401	2	31.135		31.385		32.114	
E Street Prepared					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	65	ESP	Paul Foster	97 Chevy Camaro SS	34.010	35.797	1	35.961	1	34.010		36.389	1
	2	35	ESP	Tonya Cline	79 Chevy Z28 Camaro	36.127	36.127	36.127		36.878		38.399	1
E Street Prepared Ladies					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	6	ESPL	Vicky Foster	97 Chevy Camaro SS	36.002	38.934		36.890		36.137		37.157	
A Prepared					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	7	AP	Rob Santore	74 Porsche 911 Carrera	32.671	34.655		33.787		33.796		33.073	
	2	66	AP	Dave Trimble	65 Shelby Cobra	32.995	33.963	36.131	1	33.338		32.995	
	3	68	AP	Rick Knapp	74 Porsche 911 Carrera	33.632	36.047	35.284		33.632		34.249	
C Prepared					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	30	CP	Scott Bettinger	90 Ford Mustang	34.682	37.093	1	35.090		34.925		34.682	
	2	32	CP	Dave Estes	87 Ford Mustang GT	35.729	38.708	1	35.999	36.074		35.729	
D Prepared					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	8	DP	Jeff Dodds	68 Austin Healey Sprite	33.198	33.631		33.265		33.505		33.198	
	2	29	DP	Rick Dodds	68 Austin Healey Sprite	34.765	DNF	35.082		34.907		34.765	
F Modified					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	25	FM	Dave Geis	82 Morton Solo Vee	30.912	31.893		31.506		30.912		31.101	
F Modified Ladies					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	5	FML	Lu Geis	82 Morton Solo Vee	32.850	34.853		32.850		34.190		35.499	1
Street Touring					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	54	ST	Tim Harmon	99 Ford Contour SVT	34.854	35.984		35.092		34.854		35.043	
T2	75	ST	Mike Herrick	87 Honda Civic	34.890	39.765	2	35.271		35.111		34.890	
T3	79	ST	Paul Sherman	97 VW Jetta GLX	34.922	35.858		34.922		35.503		35.081	
T4	23	ST	Tony Guiliano	01 Saturn SC2	35.409	39.259	1	36.495		35.602		35.409	
	5	33	ST	Chris Sawyer	01 VW GTI GLX	35.667	38.264	1	37.293	36.308		35.667	
	6	14	ST	Robert Clapp	01 Nissan Sentra SE	36.042	36.574	36.635		36.682		36.269	
	7	20	ST	Don Herrick	87 Honda Civic	36.259	39.522	37.480		36.659		36.259	
	8	51	ST	Terrence Laurendine	93 Acura Integra GS-R	36.480	37.253	36.480		37.548		36.619	
	9	60	ST	Loc Nguyen	85 Toyota Celica	37.388	38.576	39.864	1	39.223	1	37.388	
	10	59	ST	Rick Pham	91 Honda CRX SI	38.443	38.898	38.753		39.494	1	38.443	
	11	41	ST	Joshua Shoenecker	86 Honda Prelude Si	39.422	42.283	39.752		41.047		39.422	
	12	53	ST	Roger Barr	96 Ford Contour SE	39.461	40.443	39.598		40.713		39.461	
Street Open					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	38	SO	Dave Gird	91 Chevy Corvette	33.421	34.753		35.990	1	34.130		33.421	
T2	1	SO	Rob Roytas	00 Mazda Miata	33.729	34.569		34.038		35.486	1	33.729	
T3	4	SO	Matt Hoag	90 Dodge Stealth	33.938	34.884		34.777		34.122		35.518	1
T4	31	SO	Bryan Jones	86 Chevy Camaro	34.574	42.469	3	36.703	1	38.638	2	34.574	
	5	11	SO	Loren Williams	96 Mazda Miata	34.628	44.518	35.215		34.931		35.300	
	6	50	SO	Thomas Regen	97 Mitsu Eclipse GSX	35.651	37.111	36.193		37.456	1	35.651	
	7	17	SO	Robert Foster	96 Mazda Miata	35.755	36.958	36.234		35.755		35.959	
	8	57	SO	Jonathon Heath	72 Datsun 240Z	36.972	37.813	54.153	5	38.857		36.972	
Street Modified					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	43	SM	Chad Sutton	99 Mazda Miata	33.815	39.050	2	35.035		33.815		34.258	
T2	37	SM	Gary Whipple	92 Acura NSX	33.926	35.162		33.926		34.401		34.805	
	3	47	SM	Susie Sutton	99 Mazda Miata	34.531	35.705	34.531		39.872	2	35.507	
	4	56	SM	Joe Silva	97 Chevy Camaro SS	34.559	34.977	34.559		34.766		35.041	
Street Classic					Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	58	SC	Jim Price	78 MG MGB	37.399	39.120		37.773		37.872		37.399	
	2	24	SC	Glen Alvis	65 Austin Healey Sprite	39.714	42.168	40.496		39.714		42.117	1
Fun Runs (unofficial)					Best	Run1	C	Run2	C	Run3	C	Run4	C
	1	62	FUN	Ken. Neely	00 Honda S2000	33.636	33.636	33.878		37.971	2	34.017	
	2	70	FUN	Jim. Abel	98 Saturn SC2	33.998	33.998	34.224		34.505		36.438	1
	3	67	FUN	Loren Williams	Rob R:98 Mazda Miata	34.891	34.891	35.178		42.507		36.706	1
	4	48	FUN	Chad Sutton	Othal Vre:99 Mazda Miata	35.251	35.880	39.260		39.241		35.251	

2002 Solo Classes - a closer look

by Gary Gaither

I decided to take a closer look at the 2002 stock classing changes for next year and project the impact in this region by using the results from the McConnell solo held on July 15th since it was on an long and open course that had a divisional/national feel to it.

SS -	No Entries.				GS -	1st	Ed Martens	99 Chevy Camaro	83.489
AS -	1st	Jim French	89 Chevy Corvette	80.927	2nd	Russell Blume	91 BMW 318is	86.053	
	2nd	Bill Hayden	87 Chevy Corvette	91.330	3rd	John Dolechek	94 Toyota Celica	87.278	
	3rd	Kenneth Neely	00 Honda S2000	96.447	4th	Jim Abel	98 Saturn SC2	87.494	
BS -	1st	Ken Steadman	88 Porsche 944S	92.000	5th	Gary Gaither	98 Subaru Impreza	89.323	
CS -	1st	Bill Dayton	99 Mazda Miata	88.080	6th	Chris Lawrie	95 Acura Integra	96.866	
	2nd	Othal Vrana	97 Mazda Miata	108.264	7th	Dena Dawson	99 Chevy Camaro	97.431	
DS -	1st	Ann Heller	02 Subaru WRX	86.498	8th	Lonnie Heston	86 Honda CRX Si	98.991	
	2nd	Jeff Vogel	02 Subaru WRX	88.608	9th	Chris Sawyer	01 VW Golf GTI	99.244	
	3rd	Paul Carlton	97 Honda Prelude	89.330	10th	Brock Moore	91 Chevy Cavalier	99.916	
	4th	Sergio Velez	01 Acura Type R	89.918	HS -	1st	Mark Braun	88 Honda CRX	90.124
	5th	Zabi Wardak	01 Acura Type R	92.222		2nd	Bruce Bettinger	90 Toyota Celica	101.769
	6th	Tom Schmitzer	02 Subaru WRX	98.020		3rd	Frank Janssen	92 Ford Tempo	103.078
ES -	1st	Robert Seelig	90 Mazda Miata	88.045	And for good measures, the proposed Street Mod 2 class could stack like this:				
	2nd	Johnathan Johle	90 Mazda Miata	89.273	SM2	1st	Chad Sutton	99 Mazda Miata	85.104
	3rd	Michelle Seelig	90 Mazda Miata	90.164		2nd	Gary Whipple	92 Acura NSX	87.516
	4th	Chuck McCoy	83 Porsche 944	92.315		3rd	Rob Roytas	00 Mazda Miata	89.589
	5th	James Hudson	91 Mazda Miata	98.199		4th	Loren Williams	96 Mazda Miata	90.868
FS -	No Change					5th	Bryan Jones	86 Chevy Camaro	92.155
						6th	James Oertle	87 BMW 325is	95.216
						7th	Brett Parham	91 Toyota MR-2	99.421
						8th	Dustin Schwind	88 Toyota MR-2	100.877
						9th	Chad Harris	91 Toyota MR-2	101.143

Top 20 PAX Times

Pos	#	Class	Name	Make/Model	Best	Index	Factor
1	72	BSP	Jim Harrison	72 Chevy Corvette	31.135	26.371	0.847
2	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	32.782	26.455	0.807
3	38	SO	Dave Gird	91 Chevy Corvette	33.421	26.837	0.803
4	61	AS	Tom Dupler	93 Toyota MR2 Turbo	32.973	26.939	0.817
5	78	BS	Bill Dayton	99 Mazda Miata	33.238	27.022	0.813
6	18	ES	Jim Abel	98 Saturn SC2	34.430	27.062	0.786
7	13	FS	Bubba Smith	01 Ford Mustang GT	33.553	27.077	0.807
8	1	SO	Rob Roytas	00 Mazda Miata	33.729	27.084	0.803
9	4	SO	Matt Hoag	90 Dodge Stealth	33.938	27.252	0.803
10	54	ST	Tim Harmon	99 Ford Contour SVT	34.854	27.256	0.782
11	75	ST	Mike Herrick	87 Honda Civic	34.890	27.284	0.782
12	79	ST	Paul Sherman	97 VW Jetta GLX	34.922	27.309	0.782
13	52	AS	Ken Neely	00 Honda S2000	33.809	27.622	0.817
14	23	ST	Tony Guiliano	01 Saturn SC2	35.409	27.690	0.782
15	31	SO	Bryan Jones	86 Chevy Camaro	34.574	27.763	0.803
16	11	SO	Loren Williams	96 Mazda Miata	34.628	27.806	0.803
17	33	ST	Chris Sawyer	01 VW GTI GLX	35.667	27.892	0.782
18	58	SC	Jim Price	78 MG MGB	37.399	27.937	0.747
19	25	FM	Dave Geis	82 Morton Solo Vee	30.912	27.944	0.904
20	65	ESP	Paul Foster	97 Chevy Camaro SS	34.010	27.956	0.822

Top 20 Times

Pos	#	Class	Name	Make/Model	Best
1	25	FM	Dave Geis	82 Morton Solo Vee	30.912
2	72	BSP	Jim Harrison	72 Chevy Corvette	31.135
3	7	AP	Rob Santore	74 Porsche 911 Carrera	32.671
4	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	32.782
5	5	FML	Lu Geis	82 Morton Solo Vee	32.850
6	61	AS	Tom Dupler	93 Toyota MR2 Turbo	32.973
7	66	AP	Dave Trimble	65 Shelby Cobra	32.995
8	8	DP	Jeff Dodds	68 Austin Healey Sprite	33.198
9	78	BS	Bill Dayton	99 Mazda Miata	33.238
10	38	SO	Dave Gird	91 Chevy Corvette	33.421
11	13	FS	Bubba Smith	01 Ford Mustang GT	33.553
12	68	AP	Rick Knapp	74 Porsche 911 Carrera	33.632
13	1	SO	Rob Roytas	00 Mazda Miata	33.729
14	52	AS	Ken Neely	00 Honda S2000	33.809
15	43	SM	Chad Sutton	99 Mazda Miata	33.815
16	37	SM	Gary Whipple	92 Acura NSX	33.926
17	4	SO	Matt Hoag	90 Dodge Stealth	33.938
18	65	ESP	Paul Foster	97 Chevy Camaro SS	34.010
19	18	ES	Jim Abel	98 Saturn SC2	34.430
20	47	SM	Susie Sutton	99 Mazda Miata	34.531

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.

*Midwest Division SCCA
2001 Annual Convention & Awards Dinner
Hosted by Nebraska Region SCCA*

WHERE: Park Inn Regency Lodge

909 South 107th Avenue, Omaha, Nebraska -- #402.397.8000
(one block north of Pacific St. on 107th, one block east of I-680 at Pacific St. Exit)
Room Rate: \$80.00/night (includes full breakfast each day)
(ask for SCCA rate & airport transportation information when making reservation)

WHEN: November 2-3, 2001

Friday Registration & Hospitality Room:	6:00 p.m. - 10:00 p.m.
Friday Go-Kart Racing (cost not included in fee):	9:00 p.m. - 1:00 a.m.
Saturday Seminars & Meetings:	8:30 a.m. - 4:45 p.m.
Saturday Dinner, Awards Ceremony & Speaker:	6:30 p.m. - 10:30 p.m.

Saturday Morning	Saturday Afternoon & Evening
Timing & Scoring/Registration Seminar	Solo/Rally Town Hall Meeting
Scruitineering Seminar	Club Racing Town Hall Meeting
Flagging & Communications Seminar	Executive Committee Meeting
Solo Course Design Seminar	Cocktail/Social Hour
Introduction to Suspension Set Up Seminar	Dinner
Pro Rally Seminar	Divisional Awards Ceremony
Road Rally Safety Steward Seminar	Guest Speaker: Anatoly "Toly" Arutunoff

Dinners (choose one)

New York Strip w/ Peppercorn Sauce, Tarragon Potatoes, Salad & Fresh Vegetable
Shrimp Scampi in Herbed Butter, Wild Rice, Salad & Fresh Vegetable

Convention & Dinner Fee: \$45.00

**2002 Midwest Division Convention & Awards Dinner
Registration Form**

Name(s) of persons attending: Region/Record * Dinner Choice:

* Please note any regional/divisional/national offices held: _____

TOTAL AMOUNT DUE (make checks payable to NRSCCA): \$ _____

Mail check and registration form by 10/19/01 to: MiDiv Convention, c/o Chris Safranek,
911 So. 57 Street, Omaha NE 68106

Questions &/or Information: Chris Safranek -- 402.553.3081 (evening) -- 402.341.6000 (day)

McConnell Solo2 Results

Aug 26th, McConnell AFB

No event report again. We'll just have to use pictures (by Terrence Laurindine) instead. -ed



Super Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	66	SS	Kevin Rayzor	01 Chevy Corvette Z06	38.191	39.830		38.715		38.191		39.343		
T2	74	SS	Jim French	89 Chevy Corvette	38.680	51.006	2	39.680		38.680		40.570	1	
	3	86	SS	Bobbi Rayzor	01 Chevy Corvette Z06	43.013	51.010		43.013		45.717	2	43.995	1
	4	49	SS	Bill Hayden	87 Chevy Corvette	44.428		DNF		44.428		44.685	44.699	
A Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	59	AS	Ken Neely	00 Honda S2000	41.077	43.158		43.079		42.202		41.077		
T2	61	AS	Tom Dupler	93 Toyota MR2 Turbo	41.138		DNF		42.415		41.444		41.138	
	3	44	AS	Ken Steadman	88 Porsche 944S	44.698	45.767		46.155		44.911		44.698	
	4	2	AS	Rick Estes	00 Porsche Boxster	45.219	48.135		50.247		47.297	1	DNF	
B Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	78	BS	Bill Dayton	99 Mazda Miata	41.938	42.624		42.728		42.180		41.938		
T2	80	BS	Robert Mayle	01 Mazda Miata	47.256	51.130		49.873		47.737		47.256		
	3	64	BS	Matt Shawver	97 Mazda Miata	47.890	50.429		49.670		47.890		48.844	1
	4	34	BS	Othall Vrana	97 Mazda Miata	51.982	51.982		53.044		53.521		DNF	
C Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	52	CS	Chuck McCoy	83 Porsche 944	46.105	47.437		46.302		46.381		46.105		
	2	33	CS	Dale Cox	85 Pontiac Fiero	48.547	50.447		49.391		49.280		48.547	
C Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	15	CSL	Ashley Cox	85 Pontiac Fiero	56.721	75.876		56.721		67.538	2	57.444		
D Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	27	DS	Russell Blume	91 BMW 318is	41.089	44.079	2	41.089		41.280		43.459	1	
E Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	55	ES	John Dolecek	94 Toyota Celica	40.610	52.008	4	42.388		42.907	1	40.610		
T2	18	ES	Jim Abel	98 Saturn SC2	42.250	43.238		42.250		43.689	1	MDNF		
	3	69	ES	Mark Braun	88 Honda CRX	43.484	46.689		43.484		49.594		51.565	2
	4	8	ES	Lonnie Heston	86 Honda CRX	46.448	47.774		50.203		47.307		46.448	
E Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	95	ESL	Lolena Davis	88 Honda CRX	53.186	68.055		DNF		54.023		53.186		
F Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	41.572	41.572		DNF		43.733	1	MDNF		
T2	39	FS	Jared Soderman	86 Chevy IROC Camaro	41.881	42.587		44.583	1	41.881		43.867	1	
	3	22	FS	Torry Kilts	89 Chevy Camaro	42.075	42.901		42.075		45.770	1	42.309	
	4	73	FS	Grant Moore	92 Chevy Camaro	44.040	45.242		46.375		44.040		44.298	
G Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	63	GS	Edwin Martens	99 Chevy Camaro	39.943	53.129	1	40.400		39.943		40.201		
T2	16	GS	Zabi Wardak	01 Acura Type R	41.550	54.109		44.616	1	42.095		41.550		
T3	6	GS	Sergio Velez	01 Acura Integra Type R	42.110	51.894	1	43.187		42.459		42.387		
T4	3	GS	Gary Gaither	98 Subaru Impreza 2.5RS	42.288	43.013		42.288		56.062	1	44.465	1	
	5	21	GS	John Bieberly	99 Subaru Impreza RS	45.876	48.058		45.876		46.268		53.313	2
	6	67	GS	Tom Nayden	01 VW Jetta	46.527	48.824	1	50.401		46.527		48.559	1
	7	77	GS	Andrew Auerbach	02 Subaru Impreza WRX	48.483	52.342		49.683		48.483		48.523	
	8	99	GS	Jon Dillaman	95 Chevy Camaro	49.740	49.740		51.326	1	56.213		49.761	1
G Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	26	GSL	Dena Dawson	99 Chevy Camaro	47.604	48.139		50.293	1	47.604		49.628	1	
	2	82	GSL	Allison Naden	01 VW Wolfsburg Jetta	50.170	53.219		51.658		50.170		50.320	
H Stock				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	29	HS	Ron Williams	87 Toyota Corolla	41.250	43.957	1	45.097	2	41.250		41.307		
T2	9	HS	Bruce Bettinger	90 Toyota Celica ST	46.306	51.013		47.520		48.144		46.535		
	3	24	HS	Matt Brewster	02 Mazda Protege	47.197	47.999		47.483		47.212		47.197	
	4	28	HS	Mike Scofield	02 Mazda Protege 5	47.978	51.228		49.136		49.989		47.978	
	5	12	HS	Frank Janssen	92 Ford Tempo	49.945	51.521		50.565		50.698		49.945	
H Stock Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C		
T1	57	HSL	Tina Williams	87 Toyota Corolla	42.839	46.842	1	42.839		50.141	2	DNF		

McConnell Solo2 Results

(cont)

PAGE 22

B Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	72	BSP Jim Harrison	72 Chevy Corvette	39.677	42.873	1	39.677		39.821		40.099	
C Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	46	CSP Chris Rigsby	73 Mazda RX-3	40.913	41.750		41.801		41.845		40.913	
	2	32 CSP Brad Rigsby	73 Mazda RX-3	41.280	42.531		42.155		41.667		41.280	
	3	20 CSP Tom Snyder	83 Mazda RX-7	43.115	43.382		44.924	1	43.366		43.115	
E Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	65	ESP Paul Foster	97 Chevy Camaro SS	40.064	41.667		40.064		45.269	2	40.105	
E Street Prepared Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	4	ESPL Vicky Foster	97 Chevy Camaro SS	45.095	48.321		65.678		45.971		45.095	
F Street Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	48	FSP Bob Cummings	91 Toyota Celica	43.027	43.923		45.977		43.889		43.027	
A Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	68	AP David Trimble	65 Ford/Shelby Cobra 427	42.558	45.978	1	42.558		DNF		MDNS	
B Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	45	BP Richard Prestage	88 Mitsubishi Starion	41.877	43.923		43.500		42.162		41.877	
C Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	54	CP Art Martinez	82 Pontiac MSE T/A	39.927	45.169	2	40.794		39.927		40.320	
	2	42 CP David Estes	87 Ford Mustang	42.750	44.325		44.219		43.253		42.750	
D Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	19	DP Jeff Dodds	68 Austin Healey Sprite	39.972	40.585		40.085		39.972		40.993	
	2	41 DP Rick Dodds	68 Austin Healey Sprite	41.442	42.940		42.320		41.442		DNF	
E Prepared				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	75	EP Mike Herrick	87 Honda Civic	44.175	45.388		45.465		44.175		44.234	
F Modified				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	25	FM Dave Geis	82 Morton Solo Vee	37.749	39.393		38.402		DNF		37.749	
	2	62 FM Roy Hall	84 Lynx Solo Vee	39.075	49.412	1	39.144		39.075		45.894	3
F Modified Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	35	FML Lu Geis	80 Morton Solo Vee	38.782	41.909		40.447		41.822	1	38.782	
Formula Junior				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	7	FJR Alex Abel	90 Coyote Kart	45.931	46.505		46.122		47.537		46.199	
Formula 125				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	89	F125 Rick Knapp	95 Tibi Kart	34.052	34.570		36.164	1	34.695		34.052	
	2	88 F125 Sean Lolley	00 Bug Kart	38.995	40.652		39.708		38.995		42.607	
Formula 125 Ladies				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	10	F125 Michelle Knapp	95 Tibi Kart	37.050	37.259		37.689		37.463		37.050	
Street Touring				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	96	ST Tim Harmon	99 Ford SVT	43.720	DNF		43.981		43.809		43.720	
T2	83	ST Paul Sherman	97 VW Jetta GLX	43.875	45.217		68.160	7	44.458		43.875	
T3	40	ST Chris Sawyer	01 VW GTI VR6	45.860	47.162		46.128		46.100		45.860	
T4	51	ST Terrence Laurendin	93 Acura Integra GS-R	45.912	46.716		47.981	1	46.754		45.912	
	5	23 ST Tony Guiliano	01 Saturn SC2	45.956	49.677		47.693		48.303		45.956	
	6	84 ST Don Herrick	87 Honda Civic	46.004	49.269		46.638		46.004		50.034	
	7	30 ST Paul Rose	93 Chevy Cavalier	51.342	53.376	1	DNF		51.342		51.488	
	8	36 ST Roger Barr	96 Ford Contour SE	52.672	56.158		52.672		54.004		52.795	
Street Open				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	70	SO Rob Roytas	00 Mazda Miata	42.432	43.351		44.074		42.432		42.629	
T2	38	SO Dave Gird	91 Chevy Corvette	43.025	49.456	2	44.575		44.174		43.025	
T3	101	SO Susie Sutton	99 Mazda Miata	43.671	45.098		44.616		59.013	2	43.671	
T4	11	SO Loren Williams	96 Mazda Miata	43.694	46.889	1	46.892	1	47.184	1	44.503	
	5	31 SO Bryan Jones	86 Chevy Camaro	43.954	54.535	2	44.701		43.954		44.216	
	6	47 SO Shawn Welly	01 Ford Mustang	45.326	47.145		47.108		46.598		45.326	
	7	60 SO Robert Foster	96 Mazda Miata	46.058	48.760		46.676		46.848		46.058	
	8	50 SO Tom Regen	97 Mitsubishi Eclipse GSX	46.117	46.707		46.707		46.149		46.117	
	9	93 SO Darrin Teeter	95 Toyota MR2 Turbo	46.496	47.725		47.872		46.714		46.496	
	10	17 SO Jonathon Heath	72 Datsun 240Z	47.468	47.468		54.151		51.792	2	48.158	
Street Modified				Best	Run1	C	Run2	C	Run3	C	Run4	C
T1	58	SM Dave Green	95 Eagle Talon	39.045	42.408	1	39.045		39.348		DNF	
T2	91	SM Brian Meyer	95 Eagle Talon	39.100	DNF		39.949		39.100		DNF	
T3	56	SM Joe Silva	97 Chevy Camaro SS	39.868	42.530	1	40.410		39.868		39.965	
	4	13 SM Robert Clapp	81 Chevy Z-28	41.225	42.835		42.542		41.225		41.968	
	5	37 SM Gary Whipple	92 Acura NSX	41.240	41.445		41.668		41.240		41.267	
	6	43 SM Chad Sutton	99 Mazda Miata	43.150	43.544		43.600		43.188		43.150	
Fun Runs (unofficial)				Best	Run1	C	Run2	C	Run3	C	Run4	C
	1	79 FUN Russell Blume.	91 BMW 318is	39.831	40.886		41.939	1	39.831		40.442	
	2	97 FUN Ken Neely.	00 Honda S2000	40.540	41.096		41.133		41.270		40.540	
	3	98 FUN David. Green	01 Mazda Miata	41.974	42.894		42.021		41.974		43.220	
	4	53 FUN Ken Steadman.	87 Porsche 944 S	46.455	50.584		49.028		46.455		47.148	
	5	102 FUN Dale. Cox	87 Pontiac Fiero	50.314	51.514		65.120	1	51.255		50.314	

Top 20 PAX Times

Top 20 Times

Pos	#	Class	Name	Make/Model	Best	Index	Factor
1	63	GS	Edwin Martens	99 Chevy Camaro	39.943	31.515	0.789
2	66	SS	Kevin Rayzor	01 Chevy Corvette Z06	38.191	31.699	0.830
3	55	ES	John Dolecek	94 Toyota Celica	40.610	31.919	0.786
4	74	SS	Jim French	89 Chevy Corvette	38.680	32.104	0.830
5	89	F125	Rick Knapp	95 Tibi Kart	34.052	32.213	0.946
6	29	HS	Ron Williams	87 Toyota Corolla	41.250	32.216	0.781
7	27	DS	Russell Blume	91 BMW 318is	41.089	32.707	0.796
8	16	GS	Zabi Wardak	01 Acura Type R	41.550	32.783	0.789
9	58	SM	Dave Green	95 Eagle Talon	39.045	32.876	0.842
10	91	SM	Brian Meyer	95 Eagle Talon	39.100	32.922	0.842
11	65	ESP	Paul Foster	97 Chevy Camaro SS	40.064	32.933	0.822
12	18	ES	Jim Abel	98 Saturn SC2	42.250	33.209	0.786
13	6	GS	Sergio Velez	01 Acura Integra Type R	42.110	33.225	0.789
14	3	GS	Gary Gaither	98 Subaru Impreza 2.5RS	42.288	33.365	0.789
15	57	HSL	Tina Williams	87 Toyota Corolla	42.839	33.457	0.781
16	71	FS	Dwayne Hayden	86 Chevy IROC Camaro	41.572	33.549	0.807
17	59	AS	Ken Neely	00 Honda S2000	41.077	33.560	0.817
18	56	SM	Joe Silva	97 Chevy Camaro SS	39.868	33.569	0.842
19	72	BSP	Jim Harrison	72 Chevy Corvette	39.677	33.606	0.847
20	61	AS	Tom Dupler	93 Toyota MR2 Turbo	41.138	33.610	0.817

Pos	#	Class	Name	Make/Model	Best
1	89	F125	Rick Knapp	95 Tibi Kart	34.052
2	10	F125L	Michelle Knapp	95 Tibi Kart	37.050
3	25	FM	Dave Geis	82 Morton Solo Vee	37.749
4	66	SS	Kevin Rayzor	01 Chevy Corvette Z06	38.191
5	74	SS	Jim French	89 Chevy Corvette	38.680
6	35	FML	Lu Geis	80 Morton Solo Vee	38.782
7	88	F125	Sean Lolley	00 Bug Kart	38.995
8	58	SM	Dave Green	95 Eagle Talon	39.045
9	62	FM	Roy Hall	84 Lynx Solo Vee	39.075
10	91	SM	Brian Meyer	95 Eagle Talon	39.100
11	72	BSP	Jim Harrison	72 Chevy Corvette	39.677
12	56	SM	Joe Silva	97 Chevy Camaro SS	39.868
13	54	CP	Art Martinez	82 Pontiac MSE T/A	39.927
14	63	GS	Edwin Martens	99 Chevy Camaro	39.943
15	19	DP	Jeff Dodds	68 Austin Healey Sprite	39.972
16	65	ESP	Paul Foster	97 Chevy Camaro SS	40.064
17	55	ES	John Dolecek	94 Toyota Celica	40.610
18	46	CSP	Chris Rigsby	73 Mazda RX-3	40.913
19	59	AS	Ken Neely	00 Honda S2000	41.077
20	27	DS	Russell Blume	91 BMW 318is	41.089

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

Not much new this month. Still haven't washed the Dud (beater Civic) and still haven't found that 5th gear.

I for one am pretty excited to see the SCCA headquarters moving to Topeka. With them relocating to Forbes Field I'm hoping they will either improve the surface the Nationals is run on or build a new autocross facility. The press releases say the location of HQ won't make any difference for the location of the Runoffs and they'll stay at Mid-Ohio at least through 2003. I'm not sure if Heartland Park would be a better

place for Runoffs or not but I'm happy to see the location for Nationals locked in close to home.

Speaking of Nationals, I'm really busy getting ready to head out tomorrow. I had to take a few shortcuts to get this issue ready to print before I leave so sorry for the missing event report and last month's BoD meeting minutes.

Good luck to everyone going to Nationals and the Runoffs this year. I hope we can make the region proud of us.



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