



The Witches' Wail

Vol. 2003, Issue 8

September 2003

Nationals!!

*2003 TIRE RACK SCCA NATIONAL CHAMPIONSHIPS
SEPTEMBER 9-12, 2003 - TOPEKA, KANSAS*



***2003 Kansas Region Nationals Warmup**
Forbes Field - Topeka, KS - September 6 & 7
Hosted by the Kansas Region Sports Car Club of America
&
The Metropolitan Topeka Airport Authority*

27 July Solo Results (Page 8)
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RE Report

By *Dave Geis*

Help wanted.

Yep, you're going to be hearing a lot of that going on until the end of the year. It's getting semi-close to the election/appointing/volunteering time for the Club Officers, Program Chairs, Worker Chiefs, etc. If you're interested in taking *any* position, please contact any member of the Board of Directors, Officers, Chairs; just about anybody.

So what exactly does a person do when he volunteers to take on a position? I'm glad you asked. Rob Foster and Frank Diringer are in the process of actually writing down job descriptions! They should have all of it compiled shortly, but if you want to know now, just ask. Or come to a Board meeting (details on when and where are on the "Contacts" page of the Wail). Or come early to a Solo. Or spend some time at a Race. One thing to remember is the old adage,

"You get out of it what you put in it." Not only is every position a lot of fun, you'll be helping the Club keep going. Remember - we're all volunteers for this and if nobody volunteers, things just won't happen.

This month is going to have a lot of exciting things happening. Not only do we have a Solo at Boeing on the 21st and the Membership Meeting / Rally on the 24th (with a really good Poker Rally and great food), the Solo Nationals and the Valvoline Runoffs are this month. The best of luck to all of the Wichita Region members that are going to these Championship Events!

But right now it's just too hot to write much more. They're predicting a record of over 105 today? I just hope it cools down for the Solo this Sunday . . .

(*Editor's Note: I think it was a degree or two cooler on 24 Aug ... literally a degree or two.)

MiDiv Convention Scheduled

MiDiv Convention is scheduled for November 14, 15 and 16, 2003 at Tan-Tar-A Resort Golf Club and Spa (Osage Beach, MO - Lake of the Ozarks). The phone number is 573/348-3131. Room rates will be for Resort Complex \$80 for 1-4 people and for Run of the House \$75 for 1-4 people. We recommend asking for Resort Complex. Anyone who might have trouble getting around should ask for Building A. If you have any trouble getting the right price ask for Ryan Galvin. Come early and enjoy the spa, golf course and other amenities at Tan-Tar-A or surrounding Osage Beach.

More information will be provided when available. If you have any suggestions or concerns, contact Linda Henson at 816/795-8520 or Neava Ford at nford@kc.rr.com or 913/432-9630.



The Witches' Wail

c/o Tom Regen
2305 S. Cooper
Wichita, KS 67207

Policy:

The Witches' 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. All articles may be submitted electronically by e-mail, CD, or diskette - contact the editor for details. **Deadline for submitting articles is the 23rd day of the preceding month.**

2003 Wail Advertising Rates

	Per Month	Per Year
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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.



Credits:

Editor: Tom Regen
Writers: Dave Geis
Paul Sherman
Tom Regen
Lu Geis

Photographers:

WICHITA REGION SCCA
WEB SITE
www.wichitascca.org

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Alien Highway

By Lu Geis

Even though this story doesn't directly involve racing in any way I thought I would tell it to you since it did happen on the way to a race. After all you just never know when something like this could happen to you.

Dave and I were on our way to Hallett Motor Racing Circuit in Oklahoma Sunday morning. It was soon after getting on the Kansas Turnpike we noticed something I felt was odd. We started passing cars. Lots of them. This in itself is odd since Dave always does the speed limit. The second odd thing was, that even though it was dark, we could see they were all from Minnesota. We passed dozens of them. None of them doing above 60mph.

I told Dave that the entire state of Minnesota must be on its way south for some reason. Little did I know how wrong I was.

We finished our trip to Hallett and after a very long and hot day at the track started back to Wichita. Soon after heading north on I35 we started getting passed by cars all of them from, you guessed it Minnesota.

I decided to put my powers of deductive reasoning and observation to use. I know I have these skills because at least 80% of the time I can figure out the answer to the Shylock Fox and Find 6 Differences puzzles in the comic section of the Wichita Eagle. I could only come up with one answer for this strange phenomenon. The story follows, if you have young children in the house you may not want them to read this, it may be too scary for them.

It was a dark and stormy night...Ooops wrong story.

It was a clear and moonlight night. Somewhere north of Wichita a spaceship landed in a farm field far enough from any metropolitan center to be observed. The aliens had a definite problem; they were running low on power for the mother ship. They had to land to see if they could find a substitute for the metholonuim crystals that fueled the ship. Now what they needed was information. As they starting scanning the area they found a strange looking object moving down what appeared to be long straight clearing in the vegetation surrounding them. They trapped the object in their tractor beam and towed it into their capsule. They discovered that while the object had been moving it was not living. But inside was an odd looking creature that seemed to be extremely agitated. They

hooked this creature up to their mind-melding machine to see what they could learn. After translating all the information they could get from the creature they were sure that they had found an answer to their problem.

They learned that the creature was traveling from his current home base (Minnesota) to where his ancestors lived. They learned that the place he was traveling to, had an abundance of a raw material that they could compress and turn into metholonuim crystals to fuel their ship. And they learned that they could duplicate the object he was traveling in to get to this place and back undetected. So having a plan they started their preparations.

By cloning the creature's outer covering they made disguises to cover their bodies so that they could leave their ship undetected. They created copies of the machine he was traveling in with their computer operated, laser generated, duplicating machine. Making enough for each of them to have one and making each machine look a little different from the information provided from the mind-melder.

They started off on their trip under the cover of darkness. They found that the disguises they had made didn't allow them to use their night vision devices and they weren't able to keep up with the other machines until the sun came up (somewhere south of where I had first seen them that morning) but they would still have time to reach their destination and get back to their ship in one day.

Upon reaching the largest stockpile of the raw material they were searching for they started loading up their machines for the trip back to their spaceship.

Where was this spot on earth that they traveled to that day? Where was the place that had enough raw material to make more crystals then the entire fleet of ships from their planet could ever use?

The only answer had to be.....Dalhart Texas. Home of one the largest livestock feed yards I have ever seen. And what did they find there to power their ships?

The same thing this entire story was!

Summer Heat Sprints August 16 & 17, 2003

By Dave Geis

The Summer Heat Sprints on August 16th and 17th at Hallett held up to it's name - it was HOT! I never heard any official temperature, but it had to be at least 185 degrees in impound.

And the heat must have kept some people away from this combination Double Regional / Enduro / HPCCC. 51 drivers made it to the Regional Race on Saturday, 46 on Sunday, 16 braved it for the 2-hour Enduro and 12 were entered in the HPCCC. (Unfortunately, Wichita's only entrant for the Enduro had some problems during the Regional Race and was unable to start.)

But the heat also brought out some familiar, but unexpected, faces. Tom Dupler, Rob Foster and Rich Sirokman were out working corners. And for the first time in a few years they got to see Ben Diringer in his FV and Mike Lauer in his ITB Pinto.

Here's how our Wichita Region people did at the races. If you want to see *all* results, visit the WRSCCA Website.

Saturday

1 st	Ben Diringer	FV	Lazer	1:29.11
1 st	Paul Sherman	SSC	Neon	1:40.33
DNF	Ray Barker	ITC	Fiesta	2:00.66
4 th	Mike Lauer	ITB	Pinto	1:40.84
1 st	Dave Guinn	AS	Mustang	1:31.89

Sunday

1 st	Ben Diringer	FV	Lazer	1:29.71
1 st	Dave Guinn	AS	Mustang	1:31.77
6 th	Jack Martin	ITS	RX7	1:35.59
4 th	Mike Lauer	ITB	Pinto	1:38.14

And some "complimentary" lap times for people in the HPCCC:

Dave Gird	Corvette	1:35.66
Rick Sirokman	Miata	1:43.14
Chuck McCoy	Porsche	1:39.21

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Murphy's Law Rewritten?

By Dave Geis

Jim Harrison and I are thinking about writing a book. Our only problem is coming up with a title for it. If you remember, Jim's luck runs the same as mine - wheels falling off on test-drives, multiple quarts of oil on the garage floor, etc. But he's going to have to work pretty hard to come up with so many things happening when "nothing" is wrong. Maybe the title should be, "Even If It Can't Go Wrong, It Will"?

It all started out so innocently. After hearing some excessive valve noise on my last two runs at the last Solo, I figured I should check the valve adjustment on the Vee. I decided to spend the half-hour it takes on Thursday morning to get it out of the way before my Friday semi-annual skin cancer check at the dermatologist (so I could get all the sweating done before there were fresh holes in me). I popped off the valve cover on the left side and found the source of the noise.

The locknut on the #1 intake valve adjuster wasn't there! After a few choice words, I figured the best thing was to find out where the nut went (duh). Ah Haa! I *thought* I saw it in the #2 intake pushrod tube, so for the next hour I was laying on the floor trying to fish it out with a magnet. No luck, so my only thought was to pull the head so I could reach in and get it. Normally an easy job, but with the frame designed for the narrower 1200cc engine, pulling a head means. . . .

I pulled the engine. After the frame and engine were separated, I decided to take a break and called a VW parts place to see if there are any kind of differently designed intake manifolds to keep from having to pull the engine to get the heads off. "Nope, why?" he asked. After explaining what was going on, he came up with, "I'd bet that the nut is down in the sump and will never move." I got at a different angle and looked at the "nut" again. Sure enough. . . .

The nut wasn't there. Time to put the engine back in. I found an 18 year-old neighbor that wasn't doing much and we spent the next 2 1/2 hours trying to line up the 5 bolt holes it takes to get engine back in the frame. (As a side note, Ron Wilcox helped me put it in after the last rebuild. The 45 minutes it took us to do the same thing shows just how much experienced help helps J) We got everything hooked back up, but after working for another half hour. . . .

We couldn't get the sump off of the engine. I figured that ten hours of working in the 100 degree heat was enough, so the Vee got pushed back to it's normal place and I gave up. I was perfectly willing to let the nut sit there forever, but Scott Bettinger reminded me of how much the last engine rebuild cost, so. . . .

After calling my dermatologist "knife-happy," he decided to only burn off one place with liquid nitrogen on Friday morning. With no "open" wounds, the afternoon seemed to be the time to get the sump off. After only 2 hours it was off! And there's the

nut sitting right there!! But complications from my brain injury meant that pain and paralysis was really setting in so I was done for the day and I pushed the car back to the normal place.

Saturday morning, I called Rick Knapp to see if he had any spare nuts (for the valve adjuster!) sitting around. He reminded me that I should probably check the pushrods to make sure one didn't get bent by the nut going down into the engine. So I pulled the rocker assembly off and started checking the pushrods. All of them were straight, but. . . .

One end of the #2 exhaust pushrod was totally screwed up! I took it with me to Rick's house to get his diagnosis of what was going on with everything. Pushrods too long? Excessive valve lift? Not enough oiling? We may never know.

Rick was busy that afternoon, so I called Scott again to see if he had a dial indicator so we could check valve lift. "Sure, I'll be up in a while." Unfortunately, the magnets they have on dial indicators to hold them in place them don't work too well on magnesium/aluminum alloy engine blocks, but we did manage to get some rough estimates. Scott had an idea for a jig to hold the indicator, so we packed it in for the day and had a cold one. Or two.

On Sunday morning, I tried using a hose clamp to hold the dial indicator to the exhaust. It worked! The cam spec sheet said that valve lift was .462" and all of the valves were around .490". Since they make cams with as much as .510" lift, I decided that it was close enough. Maybe the rockers, 1930's technology, aren't *exactly* the 1:1 ratio they're supposed to be?

The first thing Monday morning found me at Kirke's Import Parts to get a new pushrod. Of course you can't get just one, so I bought a brand new set of 8. They're "cut-to-length" so a quick trip to the hardware store for a tubing cutter got everything ready. It only took a few minutes to get the new pushrod cut and I was finally on the way to the original valve adjust job! I got the left side rocker arm assembly mounted, torqued, and the valves adjusted in just minutes. Woo Hoo!! I had pulled off the right side to check those pushrods (just in case) so all that was left was to re-torque those rockers and adjust the valves, put some oil in and see if it worked. I reached down to put the pushrods into their respective rockers and. . . .

The #3 exhaust valve adjuster broke apart and fell onto the floor!!!!!!!!!!!!

Let's just say that I now have 7 spare chromoly pushrods and 7 spare swivel-foot valve adjusters. The car starts, but hasn't been tested under load since we don't have a Solo before the publishing deadline. Since I ended up working on the #1, #2 and #3 cylinders, I'm betting that something will probably go wrong with #4 the first time it's driven.

So Jim, you need to have a bunch more stuff happen so we can come up with a good title for our book. And having to buy oil-dry in bulk just won't cut it ;-).

Wichita Region SCCA BoD Minutes July 9, 2003

Present: Andy Timmons, Charlene Bettinger, Paul Sherman, Frank Diring, Robert Foster, John Houston, Dave & Lu Geis.

Also Present: Bruce Sargent, Bruce Bettinger, Kellie Barker.

Treasurer Report: Given by John Houston. Motion to approve by Lu Geis second by Robert Foster. Motion passed.

Membership Report: Charlene Bettinger stated that we have 238 members with 209 voting members.

Web Report: Robert Foster gave the web report.

AVRG Report: Dave Geis gave the AVRG Report. The July 4th race was the previous weekend. Discussion was held about transponders. Frank Diring reported he received an e-mail thanking the people in tech for an annual given at the race.

Activities Report: Kellie Barker reported that she has gotten a confirmation for the awards banquet from the Hilton. She requested a check for the deposit on the room. Motion for same by Charlene Bettinger second by Andy Timmons. Motion approved. Kellie also said that she got us a nicer building at the park for the September meeting. This one has air conditioning and is on the lake. Upcoming activities are KVRG Race at Heartland on July 19th and 20th. Solo II at Boeing July 27th and

the membership meeting July 23rd.

Solo II Report: Paul Sherman reported that all the solo events now have chairs. The Solo at Strother Field on June 15th had 55 entries. All Solos are above budget so far this year.

Rally: Bruce Sargent reported that Bill Preheim is hoping to be able to put on a Rally on the traditional Witch's Ryde weekend this year. Oct. 25th or 26th. He stated that there is a lot of planning to be done yet at this point.

Merchandise: A discussion was held on the need for a more active merchandise chair.

Old Business: None

New Business: Dave Geis passed out a request for an amendment to bylaws, submitted by Greg Laws. He then requested to table the request until Greg was present to discuss the proposed change with the board.

Lu Geis requested funds to buy neck coolers to sell at the solo events. After discussion this was agreed to.

Bruce Bettinger stated that he had read an article about a possible rally-cross being put on by the region and stated that a specific type of safety steward must be present.

Motion to Adjourn by Lu Geis. Second by Charlene Bettinger. Passed

Wichita Region SCCA BoD Minutes (Unapproved) August 13, 2003

BOD members present: Dave Geis, Charlene Bettinger, Greg Laws, Frank Diring, Robert Foster, Lu Geis, Paul Sherman, Andy Timmons. **Non-voting Club Officials present:** Kellie Barker and John Houston. **Visitors present:** Bruce Bettinger, Bill Preheim, Amy Timmons & 2 children.

Dave Geis called the meeting to order.

Greg Laws presented the July 9th BOD minutes in Carolyn's absence. The minutes had been taken and prepared by Lu Geis in Carolyn's absence at that meeting due to bad weather. Robert Foster moved to approve the minutes as presented. Frank Diring seconded. Motion passed.

Charlene Bettinger presented the Membership Report: Currently there are 238 members of whom 209 are voting members. Last year at this time: 261 members.

Greg Laws made a motion to put a copy of the Bylaws & Policies in the membership packets given to new members. Paul Sherman seconded. Motion passed.

Dave Geis gave the Wail Report in lieu of Tom Regen, absent. The Wail needs event articles from event chairmen.

Robert Foster gave the Web Report.

AVRG: Dave Geis -The August 15-17 Hallett event is coming up. It is a double Regional combined with a HPCCC and a 2-hour Enduro on Saturday night.

Kellie Barker gave the Activities Report. She listed the upcoming events for the next month or so. She presented two optional budgets for the Poker Rally using Fazolie's for catering.

Lu Geis moved to allow \$150 budget for Poker Rally dinner. Charlene Bettinger seconded. Motion passed.

Paul Sherman gave the Solo report: There is a concern about the Member vs. Non-member ratio at Club events arising out of IRS regulations. The IRS cuts off Non-Profit status at 35% non-members paying entry fees. A higher number of Non-Members attending our events would indicate that we're really staging events for profit and not just for the benefit of our members.

Otherwise: Solo is going well. The main area of concern has been difficulty in getting event articles for the Wail after each event.

John Houston gave the Treasurer's Report. Charlene Bettinger moved to accept the report without changes. Paul Sherman seconded. Motion passed.

Wichita Region SCCA - Official Solo Results

Wichita Points Event #5

7/27/2003 at Boeing

Pos	Car #	Driver Sponsor	Vehicle Tires	Best	Run-1 Run-5	Run-2 Run-6	Run-3 Run-7	Run-4 Run-8
SS: Super Stock Open								
1	45	Richard Prestage	1999 Chevrolet Corvette	30.075	30.338 (0)	31.169 (0)	30.075 (0)	30.638 (0)
2	56	Brian Cozine	1999 Chevrolet Corvette	31.349	33.159 (0)	32.084 (0)	31.349 (0)	31.769 (0)
3	10	Patrick Flynn	2003 Chevrolet Corvette	32.867	34.964 (0) 33.794 (0)	33.423 (0)	32.867 (0)	33.040 (0)
AS: A Stock Open								
1	32	Dave Gird	1991 Chevrolet Corvette	30.623	30.623 (0)	32.584 (1)	31.198 (0)	32.723 (1)
BS: B Stock Open								
1	60	Ken Neely	2000 Honda S2000	29.816	29.816 (0)	30.856 (0)	30.073 (0)	30.230 (0)
2	12	Steve Hughes	2003 Nissan 350Z	32.161	32.981 (0) 32.873 (0)	32.161 (0)	33.819 (0)	32.625 (0)
3	1	Othal Vrana	2003 Nissan 350Z	34.308	35.757 (0) 34.308 (0)	34.823 (0)	35.242 (0)	35.261 (0)
4	70	Walter Day	1981 Chevrolet Corvette	35.331	35.331 (0)	35.735 (0)	37.220 (0)	36.267 (0)
CS: C Stock Open								
1	52	David Green	1999 Mazda Miata	30.671	31.268 (0)	30.882 (0)	31.217 (0)	30.671 (0)
2	11	Rich Sirokman	2001 Mazda Miata	30.898	31.533 (0) 33.078 (1)	31.761 (0)	31.228 (0)	30.898 (0)
3	38	Brian Meyer	1999 Mazda Miata	32.026	33.636 (1)	33.701 (1)	32.655 (0)	32.026 (0)
4	24	Martin Eby	1999 Mazda Miata	34.514	39.808 (0)	35.619 (0)	37.010 (1)	34.514 (0)
5	79	Richard Sparks	2002 Mazda Miata	34.546	36.150 (0)	35.403 (0)	34.546 (0)	35.471 (0)
6	29	James Norris	2003 Mazda Miata	34.666	37.687 (0)	34.666 (0)	36.772 (1)	35.221 (0)
DS: D Stock Open								
1	78	Faissal Abou-Faissal	2004 Subaru Impreza WRX	31.867	33.614 (0)	DNF	32.798 (0)	31.867 (0)
2	87	Chris Oldfield	2002 Subaru Impreza WRX	34.440	34.953 (0)	34.525 (0)	34.440 (0)	34.744 (0)
ES: E Stock Open								
1	43	Chuck McCoy	1983 Porsche 944	31.380	32.766 (0)	32.024 (0)	31.380 (0)	33.433 (1)
2	40	Tom Zickuhr	1988 Porsche 924 S	31.876	33.511 (0)	31.876 (0)	33.273 (0)	31.980 (0)
3	30	Jim Hudson	1991 Mazda Miata	34.127	34.138 (0)	34.127 (0)	34.247 (0)	34.235 (0)
4	84	Chad Kellums	1992 Mazda Miata	35.709	35.795 (0)	36.246 (0)	35.709 (0)	35.768 (0)
FS: F Stock Open								
1	34	Bill Lento	2001 Ford Mustang Cobra	32.316	32.682 (0)	32.625 (0)	32.316 (0)	33.426 (0)
GS: G Stock Open								
1	41	Tom Dupler	2002 Mini Cooper S	31.416	32.104 (0)	31.764 (0)	31.416 (0)	31.903 (0)
2	80	Chris Cook	1999 Ford Mustang	34.732	34.732 (0)	DNF	34.740 (0)	35.334 (0)
3	63	Chris Norris	1991 Ford Taurus SHO	34.787	36.016 (0)	34.878 (0)	34.787 (0)	35.806 (0)
HS: H Stock Open								
1	3	Gary Bryant	1993 Honda del Sol	33.892	35.732 (0) 33.925 (0)	34.819 (0)	34.981 (0)	33.892 (0)
2	64	Guy Roberts	2002 Mazda Protégé 5	34.209	34.340 (0)	34.492 (0)	34.699 (0)	34.209 (0)
3	15	Bruce Bettinger	1990 Toyota Celica ST	34.216	34.744 (0) 36.377 (0)	35.471 (0)	34.574 (0)	34.216 (0)
4	13	Lawrence Duty	2002 Mazda Protégé 5	34.702	34.702 (0) 35.779 (0)	34.766 (0)	34.979 (0)	35.533 (0)
BSP: B Street Prepared Open								
1	72	Jim Harrison	1972 Chevrolet Corvette	29.315	29.719 (0)	34.127 (2)	29.315 (0)	29.666 (0)

<i>Pos</i>	<i>Car #</i>	<i>Driver Sponsor</i>	<i>Vehicle Tires</i>	<i>Best</i>	<i>Run-1 Run-5</i>	<i>Run-2 Run-6</i>	<i>Run-3 Run-7</i>	<i>Run-4 Run-8</i>
CSP: C Street Prepared Open								
1	21	Rob Roytas Tires Plus	2000 Mazda Miata Kumho	30.231	30.499 (0)	30.784 (0)	30.231 (0)	30.594 (0)
2	26	Chris Rigsby	1973 Mazda RX-3	31.475	31.855 (0)	31.475 (0)	33.204 (1)	31.983 (0)
3	39	Mike Dickerson	1985 Mazda RX-7	32.574	34.986 (1)	32.992 (0)	35.386 (1)	32.574 (0)
DSP: D Street Prepared Open								
1	59	Paul Sherman	1995 Dodge Neon	31.418	31.806 (0)	31.665 (0)	32.696 (1)	31.418 (0)
ESP: E Street Prepared Open								
1	76	Paul Foster	1997 Chevrolet Camaro SS	30.385	30.385 (0)	30.996 (0)	30.511 (0)	30.407 (0)
2	77	Jeremiah Rittmiller	1996 Volvo 850	35.159	35.674 (0)	35.163 (0)	35.159 (0)	35.358 (0)
CP: C Prepared Open								
1	27	Torry Kilts	1966 Ford Mustang	31.949	32.744 (0)	31.949 (0)	33.521 (0)	31.995 (0)
2	61	Jon Kilts	1966 Ford Mustang	33.890	35.838 (0)	34.419 (0)	34.175 (0)	33.890 (0)
3	22	David Estes	1987 Ford Mustang GT	35.306	35.306 (0)	36.428 (0)	35.508 (0)	36.416 (0)
4	5	Kellie Barker	1987 Ford Mustang	36.609	36.609 (0)	37.098 (0)	36.891 (0)	38.298 (0)
EPL: E Prepared Ladies								
1	89	Sherry Novak	1988 Honda CRX	34.861	36.665 (0)	35.184 (0)	35.164 (0)	34.861 (0)
EP: E Prepared Open								
1	53	Gary Sr Blessing	1980 Fiat 124 Spyder	31.884	34.066 (0)	32.075 (0)	40.935 (0)	31.884 (0)
2	69	Mark Braun	1988 Honda CRX	32.704	33.143 (0)	32.704 (0)	32.908 (0)	40.099 (0)
3	28	John W. Wilcox	1980 Fiat 124 Spyder	32.954	34.992 (0)	34.358 (0)	33.365 (0)	32.954 (0)
4	75	Mike Herrick	1985 Honda Civic	33.027	34.213 (0)	33.122 (0)	35.034 (1)	33.027 (0)
5	35	Gary Jr Blessing	1980 Fiat 124 Spyder	34.488	34.872 (0)	34.753 (0)	37.151 (1)	34.488 (0)
FM: F Modified Open								
1	25	Dave Geis	1982 Morton FV	29.517	30.463 (0)	29.517 (0)	29.611 (0)	29.920 (0)
STSL: Street Touring S Ladies								
1	82	Louise Lawrie	1995 Acura Integra GS-R	38.876	41.176 (0)	39.878 (0)	39.352 (0)	38.876 (0)
STS: Street Touring S Open								
1	57	Tim Harmon	1999 Ford Contour SVT	31.588	31.998 (0)	31.588 (0)	33.682 (1)	31.682 (0)
2	81	Frank Do	2000 Toyota Celica GTS	32.547	32.641 (0)	32.714 (0)	DNF	32.547 (0)
3	50	Chris Lawrie	1995 Acura Integra	33.119	50.599 (0)	33.516 (0)	33.207 (0)	33.119 (0)
4	4	Robert Clapp	2001 Nissan Sentra	33.152	35.691 (1)	33.389 (0)	33.818 (0)	33.152 (0)
					33.197 (0)			
5	23	Kaare Erickson	2000 Subaru Impreza 2.5	33.346	33.887 (0)	35.065 (0)	33.346 (0)	33.740 (0)
6	16	Tom Urbanek	1992 Saturn SC	33.896	35.095 (0)	35.411 (0)	34.645 (0)	33.896 (0)
7	37	Thomas Hanson	2002 Volkswagen Jetta	34.135	35.405 (0)	35.233 (0)	34.213 (0)	34.135 (0)
8	17	Eric McArthur	1994 Acura Integra	34.324	35.276 (0)	36.802 (0)	34.324 (0)	
9	6	Gonzalo Eduardo	1998 Honda Civic	34.506	34.927 (0)	35.380 (0)	36.264 (0)	34.506 (0)
					34.515 (0)			
10	18	Cort Chandler	1999 Acura Integra	34.953	37.160 (0)	36.262 (0)	DNF	34.953 (0)
11	14	Kevin Anderson	1996 Mitsubishi Eclipse	35.179	35.179 (0)	35.339 (0)	35.253 (0)	36.383 (0)
					35.484 (0)			
12	19	Jared Anderson	1996 Mitsubishi Eclipse	35.313	36.140 (0)	35.662 (0)	35.313 (0)	35.605 (0)
13	83	Daniel Miller	1987 Honda Accord	36.878	38.433 (0)	38.605 (0)	37.430 (0)	36.878 (0)
STX: Street Touring X Open								
1	46	Andrew Auerbach	2002 Subaru Impreza WRX	32.088	33.133 (0)	32.981 (0)	32.088 (0)	32.936 (0)
2	31	Bryan Jones	1986 Chevrolet Camaro	32.146	32.716 (0)	32.694 (0)	32.146 (0)	32.644 (0)
3	58	David Webb	1988 Pontiac Firebird	33.675	33.682 (0)	33.675 (0)	34.091 (0)	34.306 (0)

<i>Pos</i>	<i>Car #</i>	<i>Driver Sponsor</i>	<i>Vehicle Tires</i>	<i>Best</i>	<i>Run-1 Run-5</i>	<i>Run-2 Run-6</i>	<i>Run-3 Run-7</i>	<i>Run-4 Run-8</i>
SO: Street Open Open								
1	9	Thad Cook	2001 Ford Mustang GT	31.741	33.141 (0) 32.169 (0)	32.590 (0)	31.741 (0)	39.716 (0)
2	7	Hal Larcher	1999 Chevrolet S-10	35.192	36.521 (1) 35.192 (0)	DNF	36.966 (0)	35.287 (0)
3	33	Greg Brink	1996 Chevrolet S-10	36.014	36.014 (0)	36.427 (0)	36.486 (0)	
4	71	Chrissy Brown	2001 Ford Mustang	36.173	36.760 (0)	36.173 (0)	37.651 (0)	36.390 (0)
5	49	Branden Lee Jansen	1996 Ford Pickup	40.031	40.031 (0)	40.129 (0)	51.952 (1)	40.878 (0)
SC: Street Classic Open								
1	20	William Preheim	1969 Austin Healey Sprite	33.896	38.745 (2)	34.593 (0)	34.160 (0)	33.896 (0)
2	2	Nathan Kaufman	1969 Austin Healey Sprite	35.858	41.104 (0) 35.858 (0)	37.006 (0)	36.875 (0)	36.563 (0)
SM: Street Modified Open								
1	36	Allen DeVeuve	1997 Pontiac Firebird	30.110	30.616 (0)	30.110 (0)	30.698 (0)	30.499 (0)
2	55	Tom Regen	1997 Mitsubishi Eclipse	31.939	32.242 (0)	31.939 (0)	32.112 (0)	32.644 (0)
FUN: Fun Runs Open								
1	42	Rob Roytas	2000 Mazda Miata	30.358	31.141 (0)	30.864 (0)	30.805 (0)	30.358 (0)
2	86	Tom Regen	2001 Porsche Boxster S	31.316	33.696 (1)	31.316 (0)	DNF	31.368 (0)
3	85	Rich Sirokman	1990 Mazda Miata	31.594	32.000 (0)	34.633 (0)	31.814 (0)	31.594 (0)
4	62	James Norris	2003 Mazda Miata	34.729	34.729 (0)	35.773 (0)	41.005 (0)	54.962 (4)
5	80	Othal Vrana	2003 Nissan 350Z	35.151	38.825 (0)	36.500 (0)	35.329 (0)	35.151 (0)

27 July Boeing Solo, Top 10 Finishers (By Time)

<i>Pos</i>	<i>Best</i>	<i>Car #/Class</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Tires</i>
1	29.315	72 BSP	Jim Harrison	1972 Chevrolet Corvette	
2	29.517	25 FM	Dave Geis	1982 Morton FV	
3	29.816	60 BS	Ken Neely	2000 Honda S2000	
4	30.075	45 SS	Richard Prestage	1999 Chevrolet Corvette	
5	30.110	36 SM	Allen DeVeuve	1997 Pontiac Firebird	
6	30.231	21 CSP	Rob Roytas	2000 Mazda Miata	Kumho
7	30.385	76 ESP	Paul Foster	1997 Chevrolet Camaro SS	
8	30.623	32 AS	Dave Gird	1991 Chevrolet Corvette	
9	30.671	52 CS	David Green	1999 Mazda Miata	
10	30.898	11 CS	Rich Sirokman	2001 Mazda Miata	

27 July Boeing Solo, Top 10 Finishers (By PAX Indexed Time)

<i>Pos</i>	<i>Pax</i>	<i>Best</i>	<i>Car #/Class</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Index</i>
1	24.567	31.416	41 GS	Tom Dupler	2002 Mini Cooper S	0.782
2	24.598	29.816	60 BS	Ken Neely	2000 Honda S2000	0.825
3	24.625	29.315	72 BSP	Jim Harrison	1972 Chevrolet Corvette	0.840
4	24.765	31.588	57 STS	Tim Harmon	1999 Ford Contour SVT	0.784
5	24.966	30.671	52 CS	David Green	1999 Mazda Miata	0.814
6	25.098	30.385	76 ESP	Paul Foster	1997 Chevrolet Camaro SS	0.826
7	25.112	30.110	36 SM	Allen DeVeuve	1997 Pontiac Firebird	0.834
8	25.151	30.898	11 CS	Rich Sirokman	2001 Mazda Miata	0.814
9	25.173	30.075	45 SS	Richard Prestage	1999 Chevrolet Corvette	0.837
10	25.230	31.380	43 ES	Chuck McCoy	1983 Porsche 944	0.804

What's Indexed Time?

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

Wichita Region SCCA - Official Solo Results

Wichita Points Event #6

8/24/2003 at Greyhound

Pos	Car #	Driver Sponsor	Vehicle Tires	Best	Run-1 Run-5	Run-2 Run-6	Run-3 Run-7	Run-4 Run-8
SSL: Super Stock Ladies								
1	33	Jill Cozine	1999 Chevrolet Corvette	63.498	71.126 (0)	66.490 (0)	63.498 (0)	64.173 (0)
SS: Super Stock Open								
1	45	Richard Prestage	1999 Chevrolet Corvette	52.042	52.909 (0)	54.481 (1)	52.042 (0)	56.777 (2)
2	2	Patrick Flynn	2003 Chevrolet Corvette	55.217	58.193 (0) 55.217 (0)	55.491 (0)	63.260 (3)	56.003 (0)
3	28	Brian Cozine	1999 Chevrolet Corvette	56.267	58.293 (0)	56.267 (0)	56.470 (0)	57.944 (0)
AS: A Stock Open								
1	78	Jim French	1989 Chevrolet Corvette	49.459	50.130 (0)	49.459 (0)	50.183 (0)	52.775 (2)
2	63	Dave Gird	1991 Chevrolet Corvette	51.523	51.680 (0)	54.583 (1)	51.523 (0)	53.830 (1)
BS: B Stock Open								
1	60	Ken Neely	2000 Honda S2000	50.392	54.956 (0)	51.523 (0)	50.819 (0)	50.392 (0)
2	39	Joe Silva	2000 Honda S2000	51.021	53.096 (1)	52.567 (1)	59.346 (4)	51.021 (0)
3	64	Dick Price	1998 Mercedes 230SL	56.112	58.127 (0)	57.018 (0)	56.617 (0)	56.112 (0)
4	30	David Givens	2002 Pontiac Trans Am	58.882	64.259 (0)	61.601 (0)	59.946 (0)	58.882 (0)
5	80	Othal Vrana	2003 Nissan 350Z	62.079	67.770 (0) 62.080 (0)	62.946 (0)	62.150 (0)	62.079 (0)
CS: C Stock Open								
1	56	David Green	1999 Mazda Miata	50.444	51.203 (0)	52.770 (1)	50.525 (0)	50.444 (0)
2	77	Rich Sirokman	2001 Mazda Miata	52.997	53.576 (0)	53.190 (0)	60.985 (4)	52.997 (0)
3	38	Brian Meyer	1999 Mazda Miata	53.696	53.806 (0)	56.261 (2)	53.696 (1)	53.867 (1)
ES: E Stock Open								
1	47	Tom Zickuhr	1988 Porsche 924 S	54.604	56.682 (0)	56.441 (0)	54.604 (0)	54.806 (0)
2	52	Kevin Anderson	1991 Mazda Miata	54.707	56.538 (0)	54.707 (0)	55.415 (0)	63.965 (2)
3	50	Rick Harris	1993 Mazda Miata	56.185	58.300 (0)	56.864 (0)	67.231 (1)	56.185 (0)
4	23	Jim Hudson	1991 Mazda Miata	56.301	66.311 (2)	56.301 (0)	62.529 (3)	72.210 (3)
5	43	Jared Anderson	1991 Mazda Miata	58.133	59.445 (1)	62.166 (2)	58.133 (0)	58.999 (1)
6	76	Chad Kellums	1992 Mazda Miata	58.509	58.869 (0)	58.509 (0)	58.746 (0)	58.729 (0)
7	24	Martin Eby	1991 Mazda Miata	59.082	61.470 (0)	59.082 (0)	DNF	64.433 (0)
FS: F Stock Open								
1	71	Dwayne Hayden	1986 Chevrolet Camaro	54.019	55.386 (0)	54.225 (0)	64.936 (0)	54.019 (0)
2	11	John Carr	1993 Nissan 300ZX	55.919	62.743 (0) 55.919 (0)	59.887 (0)	57.874 (0)	57.174 (0)
3	57	Randy Wacker	1986 Chevrolet Camaro	56.163	59.900 (0)	59.590 (0)	57.867 (0)	56.163 (0)
4	26	Chris Carr	1993 Nissan 300ZX	56.608	58.771 (0)	58.896 (1)	56.608 (0)	59.696 (1)
GSL: G Stock Ladies								
1	66	Lee Jarrell	1987 Volkswagen GTI	60.022	63.892 (0)	60.022 (0)	60.420 (0)	60.981 (0)
2	20	Julie Coblentz	2000 Honda Civic Si	63.063	68.348 (0)	65.509 (0)	64.282 (0)	63.063 (0)
GS: G Stock Open								
1	35	Tom Dupler	2002 Mini Cooper S	52.494	52.858 (0)	52.494 (0)	52.632 (0)	52.797 (0)
2	32	Walter Day	1987 Volkswagen GTI	55.841	57.731 (0)	55.936 (0)	56.623 (0)	55.841 (0)
3	22	Darrin Coffin	1991 Chevrolet Beretta	58.249	58.645 (0)	58.249 (0)	58.908 (0)	58.683 (0)
4	10	Chester Bailey	2000 Honda Civic Si	58.312	59.672 (0) 58.318 (0)	58.312 (0)	60.247 (1)	60.467 (1)
HS: H Stock Open								
1	15	Bruce Bettinger	1990 Toyota Celica ST	58.242	58.728 (0)	59.414 (0)	58.242 (0)	
2	13	Lawrence Duty	2002 Mazda Protégé 5	59.526	60.795 (0) 59.526 (0)	59.774 (0)	59.604 (0)	59.596 (0)

<i>Pos</i>	<i>Car #</i>	<i>Driver Sponsor</i>	<i>Vehicle Tires</i>	<i>Best</i>	<i>Run-1 Run-5</i>	<i>Run-2 Run-6</i>	<i>Run-3 Run-7</i>	<i>Run-4 Run-8</i>
3	8	Lonnie Heston	1999 Saturn SL1	62.080	63.487 (0)	65.097 (0)	63.432 (0)	62.080 (0)
4	42	Frank Janssen	2002 Pontiac Grand Am	64.526	65.369 (0)	65.302 (0)	65.038 (0)	64.526 (0)
BSP: B Street Prepared Open								
1	72	Jim Harrison	1972 Chevrolet Corvette	49.659	53.894 (2)	51.105 (0)	49.725 (0)	49.659 (0)
CSP: C Street Prepared Open								
1	1	Rob Roytas	2000 Mazda Miata	50.868	50.979 (0) 52.862 (1)	55.750 (2)	50.945 (0)	50.868 (0)
DSP: D Street Prepared Open								
1	48	Bob Cummings	1991 Toyota Celica Turbo	51.748	54.299 (1)	56.080 (2)	51.748 (0)	53.895 (0)
2	59	Paul Sherman	1997 Volkswagen Jetta	54.680	56.201 (0)	55.698 (0)	54.680 (0)	55.106 (0)
3	17	Gary Bryant	1993 Honda del Sol	57.182	58.352 (0)	57.182 (0)	60.464 (2)	59.379 (1)
ESP: E Street Prepared Open								
1	29	Paul Foster	1997 Chevrolet Camaro SS	50.328	55.653 (2)	50.466 (0)	50.328 (0)	50.574 (0)
FSP: F Street Prepared Open								
1	19	Greg Laws	1987 Renault Alliance GTA	52.785	59.083 (1)	53.100 (0)	52.785 (0)	54.538 (1)
2	14	Ryan Kilby	1987 Renault Alliance GTA Hoosier	54.169	70.974 (0) 54.169 (0)	56.124 (0)	55.966 (1)	54.719 (0)
CP: C Prepared Open								
1	41	David Estes	1987 Ford Mustang GT	53.071	57.598 (0)	54.228 (0)	55.692 (1)	53.071 (0)
2	5	Amo Carrasco	1982 Pontiac Trans Am	53.698	55.150 (0)	54.049 (0)	53.698 (0)	
EP: E Prepared Open								
1	75	Mike Herrick	1985 Honda Civic	54.110	54.536 (0)	58.281 (2)	54.110 (0)	55.880 (1)
2	69	Mark Braun	1988 Honda CRX	54.645	54.850 (0)	58.332 (1)	54.645 (0)	56.515 (1)
FM: F Modified Open								
1	156	John Joyce	1972 Lynx FV	47.253	48.474 (1)	49.530 (1)	47.253 (0)	48.848 (1)
2	25	Dave Geis	1982 Morton FV	49.169	49.392 (0)	50.797 (1)	50.605 (0)	49.169 (0)
STS: Street Touring S Open								
1	51	Tim Harmon	1999 Ford Contour SVT	54.004	58.793 (2)	55.277 (0)	55.305 (0)	54.004 (0)
2	46	Frank Do	2000 Toyota Celica GTS	54.010	56.059 (0)	55.695 (0)	55.395 (0)	54.010 (0)
3	68	Chris Lawrie	1995 Acura Integra	54.067	55.967 (1)	54.067 (0)	57.486 (2)	55.122 (0)
4	16	Tom Urbanek	1992 Saturn SC	55.137	55.967 (0)	55.896 (0)	57.381 (1)	55.137 (0)
5	34	Kaare Erickson	2000 Subaru Impreza 2.5	56.686	59.522 (0)	57.526 (0)	56.686 (0)	56.868 (0)
6	40	Eric John Salmon	1993 Acura Integra	57.031	63.365 (1)	60.658 (1)	59.063 (0)	57.031 (0)
7	49	Don Herrick	1987 Honda Civic	57.127	60.098 (0)	57.127 (0)	57.288 (0)	58.572 (1)
8	6	Gonzalo Eduardo	1998 Honda Civic	57.723	58.562 (0) 57.723 (0)	61.920 (2)	60.287 (1)	57.787 (0)
STX: Street Touring X Open								
1	31	Bryan Jones	1986 Chevrolet Camaro	54.282	54.282 (0)	55.909 (1)	64.459 (0)	55.126 (0)
2	4	Andrew Auerbach	2002 Subaru Impreza WRX	56.588	56.987 (0) 57.785 (1)	56.680 (0)	56.588 (0)	57.912 (1)
3	18	David Wasser	1994 Ford Mustang GT	57.380	57.489 (0)	60.726 (1)	57.380 (0)	60.729 (2)
SO: Street Open Open								
1	70	Brent Coppock	1995 Ford Mustang GT	56.016	58.214 (0)	57.002 (0)	56.214 (0)	56.016 (0)
2	3	Hal Larcher	1999 Chevrolet S-10	56.375	58.193 (0) 56.823 (0)	58.219 (0)	56.841 (0)	56.375 (0)
3	9	Thad Cook	2001 Ford Mustang GT	56.692	59.557 (1) 56.692 (0)	59.989 (2)	57.031 (0)	57.002 (0)
SC: Street Classic Open								
1	37	William Preheim	1969 Austin Healey Sprite	57.168	57.168 (0)	57.614 (0)	57.692 (0)	57.700 (0)
SM: Street Modified Open								
1	36	Allen DeVeuve	1997 Pontiac Firebird	50.950	55.076 (2)	50.950 (0)	54.165 (2)	54.373 (2)

<i>Pos</i>	<i>Car #</i>	<i>Driver</i> <i>Sponsor</i>	<i>Vehicle</i> <i>Tires</i>	<i>Best</i>	<i>Run-1</i> <i>Run-5</i>	<i>Run-2</i> <i>Run-6</i>	<i>Run-3</i> <i>Run-7</i>	<i>Run-4</i> <i>Run-8</i>
2	55	Tom Regen	1997 Mitsubishi Eclipse	54.094	57.604 (0)	54.931 (0)	54.094 (0)	54.446 (0)
SM2: Street Modified 2 Open								
1	12	Darrin Teeter	1995 Toyota MR-2 Turbo	51.510	54.057 (0) 51.510 (0)	51.994 (0)	53.110 (0)	57.195 (0)
2	27	Fergus Thornton	1991 Acura NSX	56.852	61.419 (2)	56.852 (0)	57.371 (1)	62.177 (3)
FUN: Fun Runs Open								
1	62	Paul Foster	1997 Chevrolet Camaro SS	49.637	51.493 (1)	56.286 (3)	50.225 (0)	49.637 (0)
2	73	Bob Cummings	1991 Toyota Celica Turbo	51.260	51.260 (0)	53.451 (1)	51.342 (0)	51.883 (0)
3	53	Allen DeVeue	2000 Mazda Miata	52.015	57.336 (3)	56.890 (3)	DNF	52.015 (0)
4	65	Tom Zickuhr	1988 Porsche 924 S	52.122	53.524 (0)	53.318 (0)	52.981 (0)	52.122 (0)
5	67	Darrin Teeter	1995 Toyota MR-2 Turbo	52.279	52.279 (0)	53.263 (0)	54.244 (1)	53.567 (1)
6	21	Rob Roytas	2000 Mazda Miata	52.723	55.857 (2)	55.387 (2)	52.723 (1)	58.438 (0)
FJR: Formula Junior Open								
1	117	Blake Teeter		51.695	58.126 (0)	54.730 (0)	53.087 (0)	51.695 (0)
2	182	Aric Neely		67.912	67.912 (0)	DNF		

24 August WGP Solo, Top 10 Finishers (By Time)

<i>Pos</i>	<i>Best</i>	<i>Car #/Class</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Tires</i>
1	47.253	156 FM	John Joyce	1972 Lynx FV	
2	49.169	25 FM	Dave Geis	1982 Morton FV	
3	49.459	78 AS	Jim French	1989 Chevrolet Corvette	
4	49.659	72 BSP	Jim Harrison	1972 Chevrolet Corvette	
5	50.328	29 ESP	Paul Foster	1997 Chevrolet Camaro SS	
6	50.392	60 BS	Ken Neely	2000 Honda S2000	
7	50.444	56 CS	David Green	1999 Mazda Miata	
8	50.868	1 CSP	Rob Roytas	2000 Mazda Miata	
9	50.950	36 SM	Allen DeVeue	1997 Pontiac Firebird	
10	51.021	39 BS	Joe Silva	2000 Honda S2000	

24 August WGP, Top 10 Finishers (By PAX Indexed Time)

<i>Pos</i>	<i>Pax</i>	<i>Best</i>	<i>Car #/Class</i>	<i>Driver</i>	<i>Vehicle</i>	<i>Index</i>
1	40.952	49.459	78 AS	Jim French	1989 Chevrolet Corvette	0.828
2	41.050	52.494	35 GS	Tom Dupler	2002 Mini Cooper S	0.782
3	41.061	50.444	56 CS	David Green	1999 Mazda Miata	0.814
4	41.571	50.328	29 ESP	Paul Foster	1997 Chevrolet Camaro SS	0.826
5	41.573	50.392	60 BS	Ken Neely	2000 Honda S2000	0.825
6	41.714	49.659	72 BSP	Jim Harrison	1972 Chevrolet Corvette	0.840
7	42.092	51.021	39 BS	Joe Silva	2000 Honda S2000	0.825
8	42.244	47.253	156 FM	John Joyce	1972 Lynx FV	0.894
9	42.330	51.748	48 DSP	Bob Cummings	1991 Toyota Celica Turbo All-Tra	0.818
10	42.339	54.004	51 STS	Tim Harmon	1999 Ford Contour SVT	0.784

What's Indexed Time?

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

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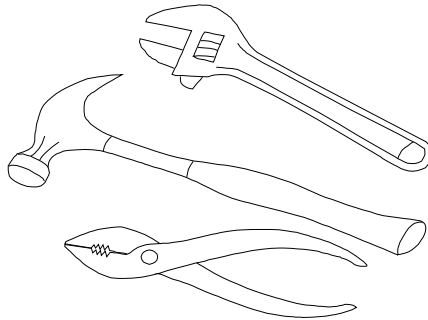
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<p>For Sale: 1979 Porsche 911 SC Targa.</p> <p>Runs great. Paul Weir of Seattle did the engine rebuild (\$6,500) at 117,000 miles, it now has 140,000.</p> <p>Transmission work was done last fall, first gear synchros replaced. AC has been recharged, so it's nice and cool. Lots of improvements, stainless</p>	<p>heat exchanger, turbo tie rods, carrera chain tensioners, etc. New tires on cookie cutter rims, newly refurbished. Extra set Fuchs with race tires. Looks good. \$12,300 obo. Contact me for complete spec list and pictures.</p> <p>susiesutton@cox.net 788-8916 (2 of 2)</p>	<p>** (Area code for phone numbers is 316, unless otherwise specified.)</p> <p>*****</p> <p>The For Sale section is for Wichita Region Members and may be used for items other than automobiles or automobile-related parts.</p> <p>If you have anything for sale, please submit your ad to the Editor (via email).</p>	<p>All ads will be run for two issues, then must be revalidated in order to remain in print.</p> <p>See Witches' Wail Policy on Page 3, for guidelines on placing ads.</p> <p>Thanks! The Editor</p>
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SCCA NATIONAL OFFICE PERSONALIZED BRICKS NOW AVAILABLE

TOPEKA, Kan. (July 17, 2003) – The Sports Car Club of America, Inc. has extended the opportunity for members to own a piece of the national office, with its new brick patio outside of the Topeka headquarters. For just \$100, members, fans or businesses can have their name or message engraved on one of the bricks used to form the outdoor patio. Whether purchased for themselves or another individual, this unique program allows members, Regions or businesses to leave their permanent mark and show their support of the Club. For more information and to order a piece of the office, check out the ad in SportsCar® magazine on page 45 or contact SCCA at 800/770-2055.

Contribute to your Wail


If you have any articles, letters, photos or ideas for submission contact the editor:

Tom Regen

Email: thomas@tclipse97.net
(new email address)

Phone: (316) 685-5631

Address: 2305 S. Cooper
Wichita, KS 67207



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Upcoming Events

September	
Sep 9-13, Monday-Friday	<i>TireRack SCCA Solo II Nationals - Topeka</i>
Sep 10, Wednesday	Board Meeting - 6:30 pm, Sedgwick Co. Zoo, Education Center
Sep 15-21, Monday-Sunday	<i>Valvoline Runoffs - MidOhio</i>
Sep 21, Sunday	Solo II - Wichita - Boeing N-Lot, MacArthur and K-15
Sep 24, Wednesday	Membership Meeting - 7:30 pm, Red Mesa, 756 N Tyler
October	
Oct 5, Sunday	Solo II - Wichita - Strother Field
Oct 8, Wednesday	Board Meeting - 6:30 pm, Sedgwick Co. Zoo, Education Center
Oct 19, Sunday	Solo II - Wichita - Wichita Greyhound Park
Oct 22, Wednesday	Membership Meeting - 7:30 pm, Red Mesa, 756 N Tyler
November	
Nov 2, Sunday	Solo II - Wichita - Boeing N-Lot, MacArthur and K-15
Nov 12, Wednesday	Board Meeting - 6:30 pm, Sedgwick Co. Zoo, Education Center
<i>Nov 15/16, Saturday/Sunday</i>	<i>MiDiv Convention, Kansas City</i>
Nov 22, Sunday	Endurocross (TBD)
Nov 25, Tuesday	Membership Meeting - 7:30 pm, Red Mesa, 756 N Tyler

2003 Annual Tech Contacts

Racers, start your engines! But first, make sure you get you annual tech done the day before the race. Here's the list of people who can take care of that for you. Please give them a call as soon as you can.

Carrie Barker	554-1142	Frank Diringer	283-1247
Ray Barker	554-1142	Rick Estes	788-6915
Dave Geis	832-0496	George Morrison	722-2872

Regional Officers and Contacts

Club Phone	(316) 788-6023	Regional Web Page	http://www.wichitascca.org
Regional Executive Dave Geis	3933 Somerset Wichita, KS 67204 dgeis@cox.net	(316) 832-0496	Past Regional Exec. Greg Laws 2704 Morningveiw Ave. Winfield, KS 67156 glaws@cox.net
Assistant Regional Exc Charlene Bettinger	1519 Virginia Derby, KS 67037 bbetting@southwind.net	(316) 788-3942	Secretary Carolyn Laws 2704 Morningveiw Ave. Winfield, KS 67156 glaws@cox.net
Race Comp. Chairman George Morrison	207 N. Parkridge Wichita, KS 67212 gmorrison11@cox.net	(316) 722-2872	Treasurer John Houston 2801 N. Rock Rd. #2404 Wichita, KS 67226 Jhouston@southwind.net
Rally Chairman Bruce Sargent	2850 N. Meridian Wichita, KS 67204 brucesarg@juno.com	(316) 838-1126	Youth Steward
Solo II Paul Sherman	615 W. 2nd St. Andover, KS 67002 Paul.Sherman1@worldnet.att.net	(316) 733-2720	Activities Kellie Barker 305 S. Dodge Wichita, KS 67213 kbcowgirl@hotmail.com
Solo Registrar Lu Geis	3933 Somerset Wichita, KS 67204 lgeis@sedgwick.gov	(316) 832-0496	Asst. Activities Jennifer Bettinger 334 Hungerford Haysville, KS 67060 (316) 554-7461
Merchandise Dave Geis	3933 Somerset Wichita, KS 67204 dgeis@cox.net	(316) 832-0496	Membership Charlene Bettinger 1519 Virginia Derby, KS 67037 bbetting@southwind.net (316) 788-3942
Wail Editor Tom Regen	2305 S. Cooper Wichita, KS 67207 thomas@tclipse97.net	(316) 685-5631	Webmaster Robert Foster 3423 E. Clark Wichita, KS 67218 DSP83GTI@hotmail.com (316) 684-9351
Board of Directors			
Scott Bettinger	334 Hungerford Haysville, KS 67060 bbetting@southwind.net	(316) 554-7461	Andy Timmons 1924 N. Cheryl Pl. Wichita, KS 67212 (316) 721-6374 agt3@swbell.net
Robert Foster	3423 E. Clark Wichita, KS 67218 DSP83GTI@hotmail.com	(316) 684-9351	Frank Diringer 13 Circle Dr. Newton, KS 67114 (316) 283-1247
Lu Geis	3933 Somerset Wichita, KS 67204 lgeis@sedgwick.gov	(316) 832-0496	Paul Sherman 615 W. 2nd St. Andover, KS 67002 (316) 733-2720 Paul.Sherman1@worldnet.att.net

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 meeting location is the Red Mesa Grill at 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. The meeting location is at the Sedgwick County Zoo Education Center. Enter the Zoo at the entrance near the Administration Building. 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/PreRegister.html> You may also pre-register by phone by calling the Solo Chair.

Jr. Karts: The Wichita region has a great Junior Solo Karts program. Pre-registration is required for all Junior drivers. 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 Topeka, KS), Charlene Bettinger (788-3942, bbetting@southwind.net), and Dave Geis (832-0496, dgeis@cox.net).

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.

SCCA Sports Car Club of America

MEMBERSHIP APPLICATION

Dear Prospective SCCA Member:

To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to *Charlene Bettinger, Membership Chairman, 1519 Virginia, Derby, KS 67037*, or to the SCCA Membership Department at P.O. Box 19400, Topeka, KS 66619-0400.

PLEASE PRINT LEGIBLY OR TYPE

Name _____ Birthdate _____ / _____ / _____

Address _____ City _____ State _____ Zip _____

Phone (H) (_____) _____ (W) (_____) _____ E-Mail _____

Married Single Spouse's Name _____ / _____
Member # If Current Member _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife & children), list names and ages of children under age 21:

Name _____ Birthdate _____ / _____ / _____

Name _____ Birthdate _____ / _____ / _____

Name _____ Birthdate _____ / _____ / _____

Name _____ Birthdate _____ / _____ / _____

Have you been an SCCA Member before? No Yes Year _____ Previous Member #, If Known _____

PRIMARY INTEREST(S) IN SCCA: Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

- Club Racing Pro Racing Pro Rally Road Rally Solo Please Send Crew License

Annual Dues	National		Regional	Total
<input type="radio"/> Regular Member	\$55.00	Regular Member	\$10.00	\$ 65.00
<input type="radio"/> Spouse Member*	\$15.00	Spouse Member	\$ 5.00	\$ 20.00
<input type="radio"/> Family Membership**	\$85.00	Family Membership	\$15.00	\$100.00
<input type="radio"/> Military Member#	\$25.00	Regular Member	\$10.00	\$ 35.00
<input type="radio"/> First Gear***	\$35.00	Regular Member	\$10.00	\$ 45.00

*Spouse must be regular member's legal spouse. **To change from Regular Membership to Family Membership mid term **must** pay an additional **\$45.00**. #Military must be on active duty and provide a letter from commanding officer stating such. ***First Gear must be under 21. First Gear Member cannot have competition license; must change to Regular Membership to hold competition license.

Enclosed is my check or money order for \$ _____ U.S. Do not send cash.

Visa MC # _____ Expiration Date _____

I hereby apply for membership in the Sports Car Club of America, Inc, and **Wichita Region #90** and agree to abide by the bylaws.

Applicant's Signature _____ Date _____ / _____ / _____

Dues include payment for subscription to *SportsCar* magazine (\$24 Value) (Dues are not deductible as charitable contributions.)

Still Playing On a T-Shirt Near You...



Contact Dave Geis
dgeis@cox.net

Or

Catch him at an upcoming event.

The Last Word (literally)... By Tom Regen, Editor

[Soapbox] If you have articles due to the Wail, please submit them (i.e. Solo Event Reports, etc.). We can make the newsletter really awesome by filling it with information that you (our membership) wants to read. Course maps, humorous anecdotes, or even short "off the subject" articles are always welcome, and I believe they only add to our content.

That being said ... anybody want to buy a 2001 Boxster S? Yep, I'm selling the Boxster already. Not because I had a near death experience in it or anything (thanks Rob), but it just doesn't make economic sense to leave it parked in the garage 6 days a week. It's too nice to be a daily driver, and besides, when I do drive it to work, it sits in the parking lot for 12-13 hours just collecting dust from all the construction on base. If it were a collector's item, I'd consider keeping it. But alas, I suppose one could get a Boxster at any time (for the right price). Check it out on Autotrader.com if you're interested.

New & Improved Volunteer Opportunities - Member Versus Customer

By Lu Geis

Do you want to become more involved in your club?

Do you have any special skills or talents you feel might benefit the club?

Do you have an extra two hours to spare either before or an hour after the Solo events?

We always need help in set-up and teardown. If you could come help with set-up you could get that little extra edge over your competition and be great help to the club at the same time. It's also a great way to learn how to set up a course if you think you might be interested in chairing an event some day. And it gives you more time to spend with other people who have an interest in the same things you do.

Do you have PR skills?

Do you have time to go places like Automobila, the NASCAR shop, or the car dealers and see if we could

leave info about the club on display with them.

Would you like to show your car and represent your club at the same time? You could show your car and pass out information about the club at the same time. What could be better?

Do you have an interest in getting involved in the road race program? Are you doing the HPCCC and will be at Hallett anyway? Ask about working a corner while you're there and you could see from a new perspective how to take that corner you've been trying to master, and be huge help to your club at the same time.

One of the biggest opportunities our club faces is getting the members to realize that their help is needed. Are you "A Customer Or A Member"? Please start being a giver and not just a taker.

If you feel there is any way you can help please contact Lu Geis at lgeis@sedgwick.gov or 942-2212 ext. 234 Tues-Sat 7:30 to 4:30 or 832-0496 evening between 5:00 and 8:00.

Just search for Porsches in the 67207 zip code.

Since we're moving next spring/summer, I've decided to sell my first Porsche, only to wait until we move, and buy my ultimate, affordable dream car ... a BMW M3 w/SMG!

On a different note, I'm just about to hit the road and visit the guys down at Forced Performance in McKinney, TX (the makers of my turbo) to dyno the Eclipse and get some tweaking advice (aka - more HP, hopefully).

Later,
Tom

"I can't drive 55."



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