

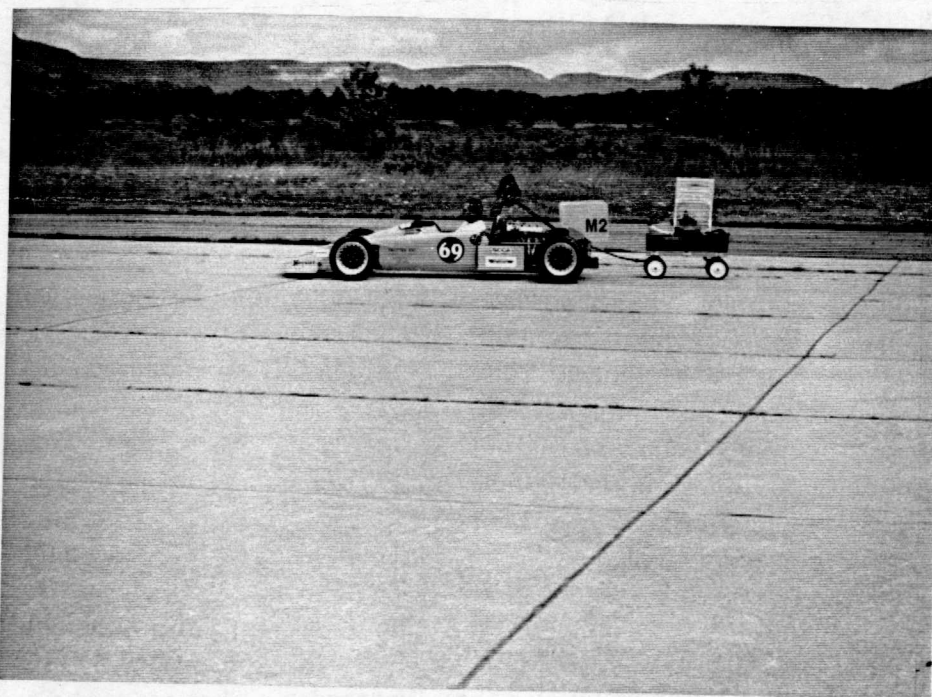


Knock OFF

Official Publication of the Mohawk Hudson Region



Tow Vehicles: How Much Downforce do You Really Need?



a scene from the 1993 NEDiv Solo II championship
photo by Allison Montgomery

NOVEMBER 1993

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REport Mike Larimer

Upcoming Happenings

The racing season is nearly finished with the NARRC runoffs, a few regionals and the Valvoline Runoffs coming up in the next few weeks. As I commented last month our Region's racing season was over in August but we still have a few things to do before the end of the year. At the October membership meeting we will not only have a guest speaker, Busch Grand National North competitor, Greg Clark, but the beginning of our annual election process. Your opportunity to volunteer, respond to the cajoling or get dragged into serving as an officer in your Region. We'll form a nominating committee at the meeting to aid in the selection process but please don't be bashful and give me, or any of the officers, a call if you are interested in serving or to find out more about the duties of a particular position. We also need to fill a couple of spots in the Solo program so all of you soloist just pick up the phone and call.

The need for new blood in the solo program is critical for continuation of the series next year. A small handful of dedicated people have been carrying the program for the past couple of years and need some relief. The Region has the financial resources to make the investment needed in the program to make it truly top notch but it is a tough decision for the officers and directors to say yes to when so few are willing to take charge and spread the work load. Enough preaching on this so please give us a call.

The November 3rd meeting will be devoted to some lively discussion of several topics. First of all, the Runoffs will have been completed and we will have reports from some still unsuspecting folks who made there way down for the last, for a few years at least, event held at Road Atlanta. Harold Cameron, Clark Nichols and myself are planning to go, and hopefully some others, so we can tell you what it was like. There will be a NARRC committee (I'm our representative) meeting at the November convention and

I would like you input on issues which may concern you. This would be especially helpful if you race or work that series. The last, but likely the most important, issue to discussed is the, for lack of a better term, the graying of the SCCA. We'd like to hear from you your thoughts on the recent letters in Sports Car by Bill King, Larry Pims, etc. on the reasons and possible solutions. It would be especially helpful for newer members to attend and give their insights on what attracted them to the SCCA. Hope to see you there for this important discussion.

An idea Marilyn Morton, Larry's wife, had at the NARRC runoffs might be just the thing to spur involvement. She suggested that we specifically invite people to a regional race to act as crew, timers, etc. in order to get an up front look at whether or not they might want to continue to pursue this activity. These need not even be members as we can take advantage of the new temporary membership program to facilitate it. We could have a Mo-Hud paddock area and a picnic or something similar afterward. An idea to kick around for next year.

The December meeting will be held on December 1 (funny how that works) and will constitute our annual meeting and election of officers and directors. We will, of course, be willing to consider volunteers for other appointed positions.

NARRC

I mentioned earlier the NARRC committee meeting at the convention in November. I would like you input into the running of this race series. The Northeast Division is unique, compared to neighboring Divisions, with regard to regional racing championship series. For example, the Central Division has numerous regional championships (similar to NERC and NNJ's) but one overall Divisional covering all the tracks in the Division. This series doesn't culminate in a final race but is a season long points accumulation. The Southeast has the SARRC series

which is Division wide and has a finally in November at Roebling Road. I believe this one event determines the championship, but I could be wrong. The point of all this is that by comparison the NEDIV series is fragmented on the regional level. This is just another area for divisiveness in the Division similar to the SOLO II event siting controversy.

I'd like to see one series developed for the entire Division for a regional racing championship. I also realize that there is a long history associated with NARRC and NYSRRC. There may be too much emotional baggage to overcome to do something like this but I would like your opinion on it anyway.

My Frustrating Season...The Last Lap

I mentioned the NARRC series in the preceding paragraphs and their championship event at LRP was where we ended the season last weekend. The weather was cool but clear on Friday for the start of practice and qualifying. As you may recall from last month's article, we ran at Watkins Glen in August and we were still experiencing problems getting the engine to rev to the red line. During the past month I was out at Kim Graff's shop (Kim's Import Motors) in Amsterdam and I was describing the symptoms and he suggested it might be running too rich at the top end. He loaned me some new, leaner needles for the trusty SUs.

I took them home and installed the leanest of the sets fully expecting to be too lean and have to go richer after the practice session. I knew immediately when I got on the track and warmed up for a lap or two that it was much better. The engine revved to nearly 8000 RPMs in third and about 7600 in fourth. We didn't get a real clean plug cut off but they still looked too rich. We decided to move the jets up about a half turn (three flats in British car speak) for the qualifying session. We got in three or four good laps and it was running better but then I got behind the one driver in our class who's car gets very wide even when he's not running very good. I ducked into the pits when the stack up behind him grew to five

cars. When I came out I made another two laps and one of the axles broke going into big bend. We still had a decent qualifying time which put us twelfth on the grid and fourth in class.

We planned to run the morning warm-up with the setting another half turn leaner. Another starter motor fire drill caused us to miss going out with the first group but we were able to get three or four laps in the second group. This time the engine was revving freely to 8000 RPMs in fourth and felt pretty strong going down the main straight. We were ready now! When we got back to the pits we repaired the starter again and felt we were ready for the race.

To save the starter we decided to push it to the false grid. When the three minute signal was given I tried to start it and, as happened at the Glen, it refused. We pushed it, it fired, the throttle stuck wide open. Kim Graff jumped in and tried to fix it, he did but in the frantic effort to put the hood on, the kill switch was hit and turned off. We went through the drill again, push start, it fired, throttle stuck, Kim fixed it and by this time the field had already left. I hustled around the track and caught up with them going into big bend because there was a wave off. My heart rate settled back down a little and we motored around for the second try. Again it was no go as someone up front was apparently trying to get a jump. The third time was the charm and I moved up about four places by the time we entered big bend.

The race went off without a hitch. we steadily moved up and with customary production car attrition we were able to finish second in FP (for the second year in a row) and tenth overall. It was a very gratifying and satisfying finish to an otherwise bummer of a season. As they say in the NASCAR interviews, "I couldn't have done it without my crew." I also received help and encouragement from several others throughout the season. Thanks to all of you. That is what really makes belonging to the SCCA so enjoyable.

Continued later in this issue

Executive Board Meeting Report September 28, 1993

The board met at Mike Larimer's house with a large agenda to cover and I thought we might be invited to stay for breakfast, but alas I found myself on auto-pilot on the Thruway at 1:30 AM following one of the most interesting meetings I've attended with Mo-Hud in a long time. But, I digress.

Mike has received a letter from Lime Rock asking our Region to state it's desired intentions for the '94 season. It was our recommendation that we request a one day Regional date for July 4 or another one day Regional date that complements another event over the same weekend, and that we again do the TransAm. We will ask for membership approval or further recommendation at the October meeting.

It was also suggested by John Sheridan that we consider co-sanctioning the Regional at Flemington, NJ in '94. This too will be discussed at the October meeting.

A recommendation was made that Mo-Hud invest in 2 or 3 club banners that could be displayed at SOLO and race events, and that we make an attempt to paddock together at the races. The intent is to show unity, attract interest in becoming a part of a "club", and to increase the camaraderie in Mo-Hud.

We reviewed the NEDiv SOLO event held at the Drop Zone in July to identify areas we can improve and do an overall analysis of what we would do next time. There were some administrative problems that occurred because there was not enough help just prior to the event and at the start of the first day.

D J McArdle provided spec sheets and analyses of 3 timing products that the SOLO group would like to have considered for purchase this winter. Larry Morton, D J and Rich Welty will review the material and make a recommendation. We also discussed the purchase of radios to be used at races and Solo events. John Sheridan will assist in a review of available products. Larry Morton was also asked to price sound equipment for use at various events.

Letter To the Editor:

I would like to thank the region for their kind expression of appreciation (August/September issue) for my previous work as editor. My wife and contributors helped more than I can express. It looks like it will be some time yet before my present work assignment is over. Congratulations on the new KnockOff...I had forgotten how much better laser printing looks than my old 9-pin dot matrix machine, and I'm sure it will be an even better magazine than I left it.

Michael P. Weir

We discussed the upcoming election of officers and will approach 2 or 3 members to be a nominating committee. Several members of the board stepped forward and announced their intentions to run for office again.

The annual banquet is proposed for the last weekend in Jan 94 at the Marriott (same place as last year). We discussed formats for the evenings events and it was suggested be strive for Saturday night instead of Friday.

Rich Welty reported on his progress with the KnockOff, stating that the biggest problem is the distribution and sorting to accommodate the Post Office's bulk mail rules. Rich could use some help on that phase of the newsletter, so if you can assist, please call Rich. He is working on including photos and a redesign of the cover and masthead.

Mike Larimer asked for ideas for some of the upcoming meetings and several ideas were explored. John Sheridan has suggested the State Drivers Ed Course which discounts liability insurance and erases some points on your convictions record. Several other interesting suggestions surfaced so Mike has a bag of tricks to keep us entertained over the long winter months. In attendance were Mike Larimer, Bob Bownes, Jim Bishop, Rich Welty, D J McArdle, John Sheridan, Jack Hanifan, and Larry Morton.

Respectfully submitted,
Larry Morton, Secretary

Minutes from the 10/6/93 Membership Meeting Mo-Hud Region SCCA

The meeting began at 8PM with RE Mike Larimer introducing our guest speaker for the evening, Busch Grand National racer Greg Clark. Greg's talk focused on how he got into racing, a history of the types of racing he's done, his successes and disappointments in the Busch series, the difficulties of becoming and then remaining competitive, and lastly he answered all our questions. He was interesting and his love of the sport showed in his talk. We wish him much success along the way and particularly at Lime Rock on October 16.

With the NEDiv Convention fast approaching, Mike (our NARRC representative) asked if there was anything we wanted him to present at the NARRC meeting that will take place. Yes, there is, we responded. Please ask that the NARRC Series be shortened by several races. A regional series of 13 races is too big a financial and time budget for us to maintain. John Sheridan also aired the view that the NARRC fund our Region pays each year doesn't appear to be worth it. This view was discussed briefly but no conclusions were reached.

Mike also announced that the Region would like to kick in some of the cost to members who will be attending the National Convention in Boston coming up in February.

Jim Garry gave a brief synopsis of the National SOLO event held in Kansas, a more detailed report can be seen elsewhere in this issue.

Jack Hanifan and John Sheridan recommended that MoHud contact the NNJR Region about possibly co-sanctioning the Regional in Flemington, NJ in 1994. The 93 event was the first attempt at running on an oval, many competitors were leery and stayed away. The race lost a couple thousand dollars, but word spread around that it was a lot of fun and we expect attendance to be up. Mike will contact NNJR about this possibility.

Respectfully submitted
Larry Morton, Secretary

REport (continued)...

There were some other notable finishes at the NARRC Runoffs this weekend. Kurt Weiss was first in ITA, Pete Smith was fourth also in ITA, Rick Pocock was a car preserving fifth in ITB, Dick Stewart was third in FV after starting from the back because he wasn't there to qualify on Friday, Paul Tariello was second in FF after the motor died on the grid and he needed a push, John Sheridan was fourth in AS with one wheel mark, Larry Morton finished twelfth in SR after a first lap spin. Kim Graff fell out of EP after some contact blocked the cooling system, Dave Reynolds retired in GP with mechanical problems, and I'm sure there were others (Riggi, Canavan, etc.?) but I didn't catch their positions. All in all a very good turnout of Mo-Hud drivers, crew and supporters.

That's all for now.

Mike Larimer

This Just In...

Late results from the Lime Rock mini Stock race on October 16th... which we wouldn't be getting to you if we'd managed to get the Knockoff to press on time. Oh well...

MoHud Member Paul Hacker won the ITE race; MoHud Member Kurt Weiss won the ITA race; MoHud member Rick Pocock won the ITB race, setting a new lap record in the process (the final result sheet from Kurt's race was not yet available when we left the track on Saturday, so we don't know where he stands on this score.) Also participating were MoHud members Steven Wold (ITS, finished), Bob Behrens (ITB, motor gave up during the race), Ian O'Connor (ITA, finished, although with one damned impressive spin in the downhill), and Thom O'Connor (ITB, finished.) Apologies to anyone I've missed on this list; I didn't manage to latch onto results sheets for all of the races.

— Richard Welty

SALINA IN SEPTEMBER

A Minor Comeback

by Jim Garry

Why in the world would anyone travel 3000 miles round trip in order to get all of six minutes of track time? That's the question we die-hard autocrossers are asked all the time in reference to the SCCA Solo II Nationals. Well I'll tell you, ya gotta do it to understand it.

Limited to no practice except for walking (and more walking and then even more walking) drivers must know exactly what they're going to do before even thinking about buckling up. And then once the competition begins, the tactics are more similar to those of golf than road racing. There is no blocking, no juking around in the other guys mirrors to get him nervous, no defense of your position other than to go like hell. You drive as fast as you can and then hope no one else can match you. And with only three runs per course at the Nationals (with your best time from day one added to your best time from day two) you've got to learn fast, drive fast, remember everything you did right and wrong on your previous run, do the right stuff again, cut out the wrong stuff and think about and remember all of this in the 15 or so minutes you get between each run.

But that still doesn't quite answer the question of why some of us spend all this time and money and effort for six measly minutes of track time. It's got to be more than the usual reasons for participating in Solo II, which are fun and affordability. The National Championship event offers you a chance to get together with friends you see only once a year, attend the many parties, enjoy the free food and beer... I attend for all these reasons. But perhaps the most compelling reason is because this event offers you the chance to compete against 30 to 40 of the best drivers in your class in the country on the best courses you're likely to see all year in the best organized and largest Solo II event in the world; actually in terms of participation it's the largest motorsports event of any kind in the world. And if you can win, or even just do well, the satisfaction you take home is tremendous.

Conversely, when you do poorly there can be some frustration. Through the 1980's and into 1990 I had a pretty good track record at the Nationals, never finishing out of the trophies. But upon buying a Formula Ford for the C Modified class in 1991, I was relegated to a 19th place finish. The next year saw me flail away in what I believed to be the right direction in quest of a suitable suspension set up. But the '92 Championships resulted in a startling 34th place finish. Why be mediocre when you can be truly rotten!

As this year began, the same handling problems continued. I couldn't find a set up that worked for the car. My base set up was taken from an identical chassis driven by a good friend who held lap records in Club Ford at three

race tracks. However, looking back, it's clear that it was my dogged determination to stay close to this set up that proved to be my downfall in '91 and '92.

By June of this year I decided to take on a co-driver. Mark Domagala is new to SCCA, a fellow geologist and all round talented guy with a keen interest in motorsports, although until this year he had never actually participated in any formal motorsports competition. He did perform grunt duties for F1 teams in Europe several years ago and had the privilege of being in Ayrton Senna's way as the "great one" projected one of his icy laser beam stares down pit road. But Mark recovered and came back to the States. His addition to my "team" was a great boon in several ways. He provided entertainment and companionship on the long tows, kicked in his share of expenses, and very importantly (at least towards the goal of trying to find "the setup") he provided me with another set of runs with which to evaluate the handling of the car. This is a critical point because as mentioned earlier, we autocrossers don't get much seat time. Thus testing is pretty limited. You go out and make a run and come back and consider making a change to the car but you're really not sure if the push was caused by the car or by your unfamiliarity with the course. So you take another run, get push again, feel confident that it wasn't you, make a change to the car, go out for your third run, and... the event is over. If you're lucky and it's a small local event, you may get a fourth or even fifth run. That helps a lot. But with Mark as a second driver, there was more information to base changes on. I even used him quite shamefully on occasion. For example at times it was necessary to test an idea and make a suspension change that was likely to make the car unstable. It usually went something like this:

Jim: "Mark, this might make the car a tad tailhappy so be forewarned but try not to drive too conservatively, OK?"

Mark: "OK boss, anything you say".

Mark goes out and snap spins the car seven times, causing several thousand of the blood vessels in his eyes to rupture.

Jim: "how did it feel Mark?"

Mark: "@!!&^\$#!@##@^&#!".

Thanks Mark.

So we soldiered on like this through the season. At the Harrisburg Pro Solo Mark did an outstanding job, finishing just a few tenths behind me in what was his first real autocross ever. Unfortunately, that wasn't overly impressive because I was in second from last and he was in last. A few local events later, we had made some positive progress with the car, increasing overall grip but not hav-

ing much luck with balance. So off we went to the Boston National Tour where Mark had a chance to repay me for my use of him in local testing. Mark had already taken his first run and as I buckled up for my first run I asked how the car felt. He told me it was just a bit slippery but not bad. Accordingly, I spun as I crossed the start line.

With each event the car was improving but only in extremely small increments. At the Divisionals, the car was actually almost driveable except for a slight tendency to get completely sideways anytime it's driver tried to go just a little quickly. At least the understeer was out of it. Our last event before heading out to Kansas was the Finger Lakes Grand Prix, a nice two day event in Rochester. At that event the car was only marginally better than it had been many events earlier and so we discussed making some big changes before departing for the Nationals. There was no time left, the car was probably ready for a so-so 15th to 20th place finish, and I wasn't prepared to go through that again. So we decided to trash the old racing axiom of only making one change at a time and altered the ride height, doubled the spring rates, and added more castor. Whew! Now these weren't complete shots in the dark. All of these changes seemed rational based upon our observations, seat of the pants feel, discussions with people smarter than us, and a somewhat shaky intuition. Still, it would be inaccurate to describe my feelings as confident as Mark and I left Albany on Thursday morning, September 2nd and headed west.

The trip to Salina takes just under 24 hours if you don't have to stop to eat, sleep, use a bathroom, or refuel the tow vehicle. However, factoring in all those necessary stops makes for a full two day trip. And there's always something that slows you down along the way. This year it was a series of torrential downpours in Ohio on the first day. Although the brand new Goodyear Aquatreds on the tow vehicle lived up to their billing, constant driving in those conditions isn't a lot of fun. Having planned to get west of Indianapolis before stopping for the night, we had to settle for Dayton when the already poor visibility and slow driving were made worse after nightfall.

However, the next day proved to be mostly dry, except for the Mississippi flood plain which hadn't quite drained yet (Jim: "gee, I don't remember there being a lake here last year, duh"). We arrived in Salina by about 5:30 PM on Friday, checked in to our hotel and then went out to the event site to visit with old friends (new friends for Mark). The Pro Solo Finale was being held on Saturday and Sunday as well as the traditional Salina Region Nationals Warm Up event, which was to be on what was one of last years Nationals courses. This site is so large, that both events were conducted simultaneously with no problem. If only we could find something about one

fourth the size in the Albany area. Anyway, with all this activity, the place was already jammed with people even though the Nationals were not scheduled to start until Tuesday and we spent several hours in friendly banter with friends from all parts of the country.

On Saturday morning, my friend and fellow C Modified competitor Chuck Sample thought he noticed something amiss with my car and we checked it out. Mark and I ended up wrenching on the car for an hour or two before taking part in the Warm Up Event. Although it is embarrassing to admit, we discovered that the wheelbase from right to left was different by well over an inch. It had never occurred to me that the previous owner, an SCCA club racer, would have the right and left wheelbase significantly different side to side. We fixed that problem, then had to reset the castor, camber and toe and were finally ready. It sure wasn't like this in Stock Category. A wise autocrosser from the northwest part of the country once told me about the "mistrust syndrome". This is a problem that drivers often face when their cars are radically improved after months (or in my case, years) of poor handling. Although my car felt much better on my first two runs in the Warm Up, my times were very slow. It was very difficult to throw out everything previously learned about this car's tendencies and try to go fast. However, several friends graciously offered to kick me up and down the site's taxiways if that would help and happily I was then able to pick up time in a lot of places on the course. As I pulled back into my grid space I let out a whoop simply because the run had felt so nice, even though my time hadn't been announced. It turned out the whoop was well founded because my time was just barely good enough to take the class win. It seemed more of a relief than a victory. Things were looking up. The next day, we ran the same course again. I was able to get the car to turn times nearly identical to the day before while Mark was having some problems adapting to the car. Interestingly, while earlier in the year his problems were due to the car's lack of turn in and then instability, now it was an excess of enthusiasm that was hurting his times. Late in the event, Tommy Saunders, a multi National Champ who just got into C Modified this year, improved his time from the day before by almost 1.5 seconds, a drastic speed increase. Although Tommy shrugged it off to having had a total of 10 runs on course, I knew I couldn't come close to matching his time; it told me that either my driving was below par, the car wasn't ready yet, or maybe a bit of both. Regardless, my outlook dropped a few pegs.

Monday was a non driving day with registration, tech inspection, and course walk throughs being the order of the day. In between all this, I thought about where I was with car set up and my driving. In any motorsport, it's often very difficult to determine if your failure or success

is due to the car or your driving. In Solo II, it's even more difficult. As the day went on I questioned whether the car was adequately prepared or if my driving had fallen way off from my more successful years.

Still in need of several more events of testing, Tuesday came too quickly and brought the start of the "big event". At the Nationals, as with most Solo II events, the competitors must work. If you're staying the entire four days, you can often schedule your work assignment for the days you're not competing. But this year, for the first time in over a half dozen years, I would only be staying for the first two days of competition. That meant that in the heat before we would compete, Mark and I would be assigned to work a corner station picking up pylons, observing which ones were hit (they are all numbered at Nationals) and calling them in over the radio.

That's not such a bad thing because although it's a lot of work, you also get to observe cars on course, up close, just before you are scheduled to compete. What was a bad thing was having one of the A Prepared cars, a Lotus, spill a good portion of its oil over the entire second half of the course. Over an hour later, we finally finished laying down and sweeping off the oil dry. Not exactly the easiest course assignment we've ever had. We also were working course when the A Mod cars ran. These are little cars with big engines and huge wings that really do work at autocross speeds. It's actually intimidating to be on course when these things go by, they're that quick. The bad part about watching these cars right before it's your turn to drive is that A Mod drivers seem to never lift off the throttle. You could wind up thinking you don't have to lift anywhere in your car too.

Finally, we got down to competing. If you aren't already aware of it, this site consists of concrete which offers lots of grip and lots of space, roughly 2500 feet by 800 feet. This gets split into two 1000 x 800 courses in addition to separate grid areas for each course. And it is anything but flat. Originally constructed as a parking area for military aircraft, there's a lot of drainage designed into the site which makes for some surprisingly large elevation changes. The paddock area is an additional area of approximately 1000 x 1000.

We were on the South Course first. As with all good courses, it featured open gates so that drivers could pick their own lines and also so that few pylons would be hit. This course was a technicians course, slightly constricted despite its wide gates, and one that forced drivers to decide upon wide, fast lines or tighter, slightly slower lines. Very often, a slower line with a shorter distance to travel is the one that yields a faster time. And while there were flat out portions for sure, most were not in the form of true straights but rather as sections in which you could flat foot it only if you were careful to choose the correct entry: drivers had to decide whether they wanted to go

like hell through a particular section and then be off line for an ensuing section, or whether they wanted to give up a bit of speed entering a particular area in order to get it all back with interest in the ensuing section. The elevation changes were used to create banked corners, off camber corners, banked corners which led into off camber corners (really devious), scary high speed downhill corners (not quite as bad as Road Atlanta's last corner), and fun, uphill corners that you could really get your foot into the throttle on.

Mark's first run was slow, he said the car still didn't feel great but attributed much of it to too much throttle in most places. To add insult to injury, the course announcer, the famous Lloyd Loring ("the voice of Solo II") botched the pronunciation of his name, saying it DoMAGala rather than DomaGAla. My first run felt bad and the time was a bit off the pace but surprisingly good enough for 8th in the field of over 30 C Mod cars. Our second runs saw small improvements for both of us, Mark still stuck pretty far back in the pack, Lloyd again botching Mark's name. My second run time was still good for 8th, however I noted that four or five of those 7 people in front of me were not the same ones who were in front of me after my first run. This meant that if everyone improved just a little bit on their last runs, I could easily be way back. And that's just what happened. Mark had another disappointing run and I simply could not find the speed. Trying to go just a sliver faster in most places resulted in the opposite result and my time was not an improvement over my second run. The day ended disappointingly for us both, Mark not quite DFL (dead f... last) with Lloyd oh for three with his name. C Modified is so competitive these days with hoards of good drivers and former National Champions residing in it that although I was only 0.8 behind 5th place Chuck Sample, it was only good for 14th place. There wasn't much to do except to walk the next course.

Eight miles of walking and one day later, Mark and I were sitting on the North Course grid for the second day of competition both hoping to improve significantly on our positions. This course, although also technical in nature, allowed for a little more aggressive driving. It featured several increasing radius corners that were not easily identifiable as such due to the clever but simple use of pylons and elevation changes. One such corner was a very long sweeper which was entered at about mid range second gear (45 mph?). However, the corner started out downhill and shortly switched over to off camber. It continued and became an uphill section until finally dumping drivers onto a short straight which led into a corner that required a very late apex. Not only was it critical to recognize when you could get into the throttle (sooner than most people thought) but upon finally getting onto that short straight, most drivers stayed on it

too long, coming off the throttle too late and thus blowing their opportunity to exit the corner correctly in order to enter and exit the next 90 degree corner properly.

There were many such sections on this course. It was really quite brilliant in it's layout, using the elevation changes intelligently and creatively.

I advised Mark to just take it easy on his first run and go "slow in and fast out". He did so and was suddenly turning respectable times, although by now Lloyd was moving the vowels of his name around in weird ways, calling him DaMAGlia. My first run was enough to hold my position but that was not what I was looking for.

Mark's spun on his second run and and Lloyd settled on DaMAGlia as a pronunciation. My time, although an improvement, left me about where I was in the standings. I was not pleased. Before Mark's final run I advised the announcer on how to properly pronounce my co-drivers last name. Lloyd and I worked on it for about two minutes before he was finally able to say it correctly. Mark's final run was a big improvement, he seemed to be more comfortable with these intricate courses and the car; Lloyd finally got the hang of how to pronounce Domagala.

Coming into the days' competition, I knew I hadn't turned in a good last run at a major event since 1990.

Whether it was due to poor driving or a poor car wasn't clear anymore. These things have a tendency to work off each other, a poor car making your driving progressively worse and a good car making you better and better. I just didn't want to finish out of the trophies again and knew it came down to another last run.

Prior to this last run I spent a good amount of time visualizing the course and felt ready. One thing that made me more confident was that as opposed to the previous days last run, this time I definitely knew where I'd left time out on course. And as opposed to my recent track record, I was able to put together a good drive. I was hoping for a time in the low 60's and instead got a 59.6. That was still about a second off the winners time but it moved me way up into the ninth of eleven trophy positions. It wasn't until we were ready to drive to impound and we heard the top positions announced over the P.A. that it really struck me how happy and relieved I was to have made it back to a respectable finish. As for Mark, he rocketed from the back of the pack to somewhere in the middle to finish 22nd, very respectable for a double rookie: someone who was competing at his first National in his first season of competition. And just for good measure Lloyd pronounced Domagala correctly one more time as we drove off to impound.

The trophy presentation is a big deal nowadays. You don't want to miss it if you're in Salina. It's held on the floor of a modern arena and we jam about 600 to 700 people into it. The food is actually very good, served in

buffet style with salad, bread, various meats, vegetables, potatoes, desert, and more. Everyone gets seated comfortably at large tables for 10. There's all the beer and soda you can drink as well as water for all of us dehydrated folks. After the food is gone, we give the sponsors a trophy and let them talk. It turns out that this was Yokohama Tire Company's last year as sponsor of the Nationals (Next year I'd guess we'll get BF Goodrich?) For 1994 Yoko will sponsor the National Tour AND the Divisionals. What that means to the politically charged NEDiv I can't say. But that was the big news. After the sponsor sat down, we thanked the local Salina folks for helping with the event and gave them trophies also. Then the highest Solo awards in the Club were given out. This year saw Howard Duncan (the current Solo Events Manager) get the prestigious Solo Cup award for his hard work and dedication which started in the 70's in Florida, progressed to the Solo Events Board in the mid and late 80's (his tenure overlapped mine by two years), and was the Pro Solo Manager for a couple of years while holding down a full time job in Florida. He finally became the Solo Events Manager in 1990. The other trophy went to Jim McKamey for Driver of Eminence. Jim has won many National Championships, has been a driving force in his Division (MidDiv), and has built several National Championship winning cars for various drivers. And then of course, the drivers trophies were finally presented.

Mark and I started our trip back east the next morning after saying goodbye to as many friends as we could find at the event site. But before we left, Chuck Sample agreed to drive the race car at the old Nationals site which is across town. From what Mark and I can figure out and from Chuck's impressions of his short drive, there's still more to get from the car. It appears that my education in suspension set up is not over yet. The trip back was uneventful and we made good time until we got between Rochester and Syracuse where we ran into a 1 hour plus standstill due to a tractor trailer that had spun and flipped. It's pretty eerie to drive by one of those things when it's lying on it's side facing the wrong direction. As we crawled past at 5 mph, Mark looked over at the big rig, turned to me and said, "he must have come to you for advice on suspension set up".

Classified Advertising

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News & Events

Banquet Date Set!

Saturday, January 29th, Price is \$19.94 per couple if paid before January 1st. A form will appear next issue.

November Meeting!

November 3rd, MoHud member Tom Campbell will talk about driving in the rain. Be there!

Annual Meeting

The December 1st meeting will serve as MoHud's annual meeting; elections to be held at this time.

Ugly Rumor Department

According to a usually reliable source, the real reason Thierry Boutsen left F1 has nothing to do with a planned 1994 IndyCar campaign; rather, Boutsen has been offered a recurring role in the daytime drama "The Young and the Restless". An assistant producer reportedly commented: Boutsen's extensive experience in Formula 1 has admirably trained him for a career in Soap Opera. Remember, you heard it here first!



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