



BULLETIN:

September events moved to Lovelock
Details on Page 4



Lovelock is a Hit!

Great Hospitality, Smooth Surface Headline Labor Day Weekend Events

When many SCCA regions are having trouble finding places to play, Reno Region bucks the trend. Over Labor Day weekend, the region's Solo2 drivers were welcomed with open arms by Pershing County and the city of Lovelock, a quick 80-mile drive east of Reno on I-80.

The site for Rounds 15 and 16 of Reno's Solo2 Championship Series was Derby Airfield, a Pershing County facility built during World War II as an emergency landing strip. Its military-spec concrete was resurfaced with asphalt over a decade ago and is perhaps even smoother than the beautiful pavement Reno drivers are used to at Stead Airport. Although the lack of an extensive aircraft parking apron means course designs are somewhat constrained, Derby is still a fine place to autocross and may become a regular fixture on future Reno Region Solo2 schedules.

Most of the 60 entrants at Derby on Saturday stayed for the buffet dinner at Sturgeon's Ramada Inn Motel and Casino in Lovelock. There was virtually unanimous praise for the meal, and those who chose to stay overnight at Sturgeon's found spacious,

comfortable rooms at truly bargain rates.

The events were run under mostly sunny skies with little or no wind, so conditions matched the competition. A number of classes have been hard-fought all year long, and the Derby Field outcomes often just tightened points chases that were already too close to call.

In E Modified, the father-son battle between the two John Riggs (rotary-powered Spitfire) closed to within 14 points as John III grabbed narrow wins both days; the difference on Saturday was a mere 0.063 seconds. Jeff Steele (V8-powered Z-car) isn't out of this fight, either, and on Sunday he inserted himself into second place, pushing Riggs the Elder to third and costing him two precious championship points.

Another father-son war is being waged in E Street Prepared, where Jim and Jimmy Geck (both in Mustangs) swapped wins at Derby as Lucas Kunze (Camaro) was a no-show. Jimmy now leads the class, but by a scant 11 over Jim and 15 over Lucas. However, Lucas may ultimately have the edge here, since he still has three zeroes to drop (remember, only the best 14 finishes out of 20 events will count).

Perhaps the toughest scrap is going on in A Street Prepared. John Perry and Jim Uchtyl (both in Vettes) have been tooth-and-nail all year, and Jim's two wins at Derby moved him to just 24 points back of John. Both are heavily into their "drops," however, and this class often features spoilers like B.J. Sullivan

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OVER-REVS

FROM THE EDITOR

BY JIM GANDY



Go ahead, click those heels together and say it: "There's no place like home, there's no place like home." It was true for Dorothy in 1939, and apparently it's still true today. Confirmation comes via e-mail from Eric Gangloff and John Evans, who as this issue of *Road & Tach* goes to press are competing at the Tire Rack Solo2 National Championships in Topeka, Kansas.

Reporting on his first exposure to the Forbes Field event site, Eric had this to say: "I was shocked... at how bad the pavement is here, especially on the North Course. In John Evans' words, Dick Lewis would probably consider the course unsafe if it were in Reno. It's not much better (if any) than Boreal's current condition, to be honest. From what multi-time Nationals drivers have said to me, it has gotten noticeably worse since last year -- and it was bad last year. What a shame to run Nationals on such crappy pavement."

I've never been to Forbes Field, but I have run in National Championships at four other locations, and none of them came close to being an ideal site.

The job of hosting the Nationals used to go to the SCCA region with the best proposal, so there was often a new site almost every year.

I first ran at Salina, Kansas, in 1975, and I returned several more times in the '80s. This was the *old* Salina site, the airport-turned-city-park. The concrete was mostly good, but the area was too small for the 1,100+ fields of today.

Sunflower Aerodrome at Hutchinson, Kansas, also had reasonable concrete, but the town is even smaller than Salina.

Texas Region hosted the Nationals in the late '70s, using the abandoned Greater Southwest Regional Airport at Arlington. The concrete was okay, but it certainly was eerie running virtually in the embrace of the stripped-out terminal building. The facility is now long-gone.

And there was Chicago Region's National event, run on the parking lot of Six Flags Great America, north of the city. Plenty of room and decent asphalt, but the lot had been built for drainage. There were subtle swales down every parking row, so straightaways were very bouncy -- a real suspension-tuner's challenge.

Does the ideal Solo2 site exist? What features would you include in your fantasy location? Certainly, our own Stead Airport is one of the better places to run in the West -- although it wouldn't do for the Nationals. Paddock space for 1,100? And our altitude would bring howls from the "flatlanders."

But hold on. What if the Nationals just got *too* big, and the SCCA decreed an Eastern and a Western championship event, with high finishers then invited to a "Solo2 Super Bowl," in the winter, down South. Everybody from the Rockies to the Pacific, c'mon to Reno! Hey, Dorothy could dream; so can I.

2003 Reno Region Solo2 Events

Date	Event	Site	Event Chair	Run Group 1, 2, 3, 4	Points Event #
Sept 20	Reno Region Solo2	Lovelock	Dean Benz &	B, G, W, Y	17
Sept 21	Reno Region Solo2	Lovelock	Lucas Kunze	Y, B, G, W	18
Oct 11	Reno Region Solo2	Stead	Pat Housel &	W, Y, B, G	19
Oct 12	Reno Region Solo2	Stead	Dave Heppler	G, W, Y, B	20

RUN GROUPS: G = GREEN - AP, BP, CP, DP, EP, FP, AM, BM, CM, DM, EM, FM, F125, FJr, SFJr
 Y = YELLOW - Nxx (Street Tire) B = BLUE - AS, BS, CS, DS, ES, FS, GS, HS, STS, STX
 W = WHITE - SS, ASP, BSP, CSP, DSP, ESP, FSP, SM, SM2, SU

Note: Groups 1 and 2 run in the morning, 3 and 4 in the afternoon. If you're running in the morning, plan to arrive by 8:30 AM at the LATEST (the morning driver's meeting starts at 9:15 AM). Arrive by no later than 11:30 AM for the afternoon session, with the afternoon driver's meeting no earlier than 12:15 PM. This will allow time for registration, car prep and tech.

To balance the groups, classes may be adjusted at the event. Every effort will be made to keep the adjustments within their respective morning and afternoon sessions.

Call Dave at 775-267-4845 or Eric at 775-831-2773 for more information, or visit www.renoscca.com.

NEWS & NOTES FROM IN & AROUND RENO REGION

DON'T YOU WANT THAT TROPHY?

Are you aware that year-end trophies only go to drivers who compete in over half of the region's Solo2 events? This year the magic number is 11, and a quick look through the complete points chart at renoscca.com turns up 15 or more names sitting in trophy spots but short on events. Only four events remain; get that helmet on!

THE GENERALITY OF GENEROSITY

Is it an increase in the intensity of competition in Reno Region that has led to more car failures this year? From broken struts to blown head gaskets, and from ignition glitches to corded tires, we seem to be exacting a higher toll than usual.

But have you also noticed how drivers of tango-uniform cars are almost immediately offered the keys to another car, often in the same class? Perhaps some sort of end-of-year recognition is in order for the region's top donors. While it's not exactly giving blood, a Hoosier-shod car can chew through \$10 or \$15 dollars a *minute* in tires alone. And then there's the specter of being beaten in your own car by a "guest" driver (one "guest" in particular -- the initials P.H. come to mind -- has been doing this with regularity). But the poet would be proud of Reno Region -- it seems the quality of mercy is not strained here; offers of cars still flow like rain from heaven.

ROLLING WITH THE PUNCH

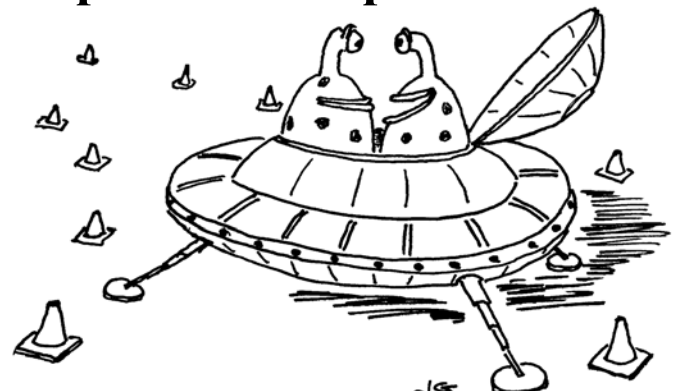
For those who weren't there (including your Editor), the August 9 & 10 weekend at Stead featured a rarity at Solo2 events: a rollover. Eddy Eddins' D Modified Toyota Starlet, with Todd Mauldin at the wheel, did a one-and-a-

half right out of the starting box on the car's first run of the weekend. Apparently, some brand-new, super-sticky tires proved not to be a good mix with the little sedan's high center of gravity. No injuries, and cleanup was quick, but the little Toyota is no more. Word is the two drivers will debut an MR2 in the near future.

I GIVE UP, WHAT IS SHE DOING?

Proof that your Editor has too much free time: Open your September '03 issue of *Sports Car* to page 26. See the woman in red and black on the top row of the bleachers? Let this be a lesson: you never know when your picture will be taken.

Top Time Warp 7



"Don't worry about that Subaru WRX -- that's what the photon torpedoes are for!"

ATTENTION IN THE PITS

WORDS FROM THE REGIONAL EXECUTIVE

BY DAVE DEBORDE



REgion News -- September 2003

As this edition of Road & Tach goes to press a contingent of Reno Region members are in Topeka, Kansas, participating in the 2003 Tire Rack SCCA Solo National Championships. Good Luck and Good Driving to Patty Evans, Debbie Kerswill, John Evans, Mike Mulhall and Eric Gangloff. Early reports from Topeka indicate that the concrete surface has deteriorated further and is worse than last year. Eric reports chunks of concrete flying past his helmet as he navigates the practice course.

Fortunately the surface at our newest Solo site is much better. Although it is asphalt rather than concrete, it is very smooth with good grip. Besides the good surface, we could not ask for a more enthusiastic community to hold an event. Everyone was most cooperative and helpful, and none more than Loney Mellot, Pershing County - Building and Grounds Supervisor. Loney gave up his entire Labor Day weekend to be at the Derby Airfield to monitor the ground-to-air radio for aircraft on approach to the airport. At the close of our event Sunday afternoon, Loney even volunteered to take all our trash to the local dump, in his pickup truck. We are planning to return to Lovelock for points events #17 & #18 on September 20 & 21. Be sure to make an effort to thank Loney for his support. Dean Benz and Lucas Kunze are the event co-chairpersons. Contact Dean or Lucas and let him know how you can help with their event.

As reported last month, we are contemplating various ways to become involved at Reno-Fernley Raceway. The venues currently being explored include High Perfor-

mance Car Control Clinics, Solo I Time Trials, and ultimately a Regional Club Race. Much work is required in preparation for any of these events, and we are currently gathering additional information on the requirements for workers and the track before attempting to secure dates. Carol and I had the opportunity to work at the American LeMans Series Monterey Championship over at Mazda Raceway at Laguna Seca. While there, we spoke with many people from San Francisco Region, as well as other regions, and we got much-appreciated advice and indications of support. Having said that, much work is ahead for us as we work toward racing at Fernley.

One of the things that needs to be examined before we get into road racing is our region's organization. I would consider running for Regional Executive for another year with my major focus to bring SCCA Club Racing to Reno. Perhaps a Solo 2 Chairperson would be one way to expand the Reno Region's program without diluting the existing Solo 2 effort. The Solo 2 chairperson could be one of the Directors or an Assistant Regional Executive or a new Board position. Of course, any member wishing to run for any of the officer positions would be welcomed and should notify me or any of the Board members so that we can prepare a ballot before the Annual Meeting.

Also, be sure and mark your calendars for November 15 and plan to attend the annual awards banquet. Dick and Annie Lewis have secured a new location and promise another great event.

Dave Deborde, Regional Executive
Reno Region, Sports Car Club of America

Reno Region Returns to Lovelock Sept. 20 & 21

If you missed the great events in Lovelock over Labor day weekend, you'll get a second chance to experience rural Nevada hospitality September 20 & 21. That's when Reno Region will return to Derby Airfield for the next-to-last weekend of autocrossing this year.

Event chairs are Dean Benz (SM Stealth) and Lucas Kunze (ESP Camaro). They'll be finding new ways to use the main runway and taxiways at Derby to create two fast, fun and challenging courses.

Event headquarters will again be Sturgeon's Ramada Inn Motel and Casino at the north end of Lovelock. Plans call for another Saturday night buffet just for participants; if you plan to attend, contact Dean ASAP at (775) 786-5224, or e-mail him at dean@benzfamily.us.

To get to the event site, take Interstate 80 east to the Toulon exit -- it's Exit 93; just watch for the picturesque abandoned factory on the right. Then follow the signs to

Derby Airfield.

This weekend's events had been slated for Hawthorne, but construction at the Mineral County Airport will render that site unusable until next spring. It should be available for the 2004 North-South Challenge.

Labor Day Weekend Report

Continued from Page 1

and Al Patterson (both in Vipers). Jim faces an uphill climb if he wants the title.

Not to be overlooked is STX, where two WRX drivers may go down to the final weekend. Scott Perry won on Saturday at Derby, but he passed on Sunday, allowing Theo McCormick an unopposed win that gave him a 31-point class lead. That's misleading, however, as Scott still has four more zeroes to drop.



The Inaugural San Francisco Region SCCA



WESTERN STATES SHOOTOUT

NOV. 6th, 7th, 8th & 9th, 2003

THUNDERHILL RACEWAY PARK

A Premier Road Racing Event for Regional Classes
Crowning the Western States Champions for 2003!

FEATURING 	Entry Fee	
The Miata Roundup	(\$285)	
The Spec Racer Shootout	(\$299)	Nov 6th Testing
The Formula Vee Jubilee	(\$299)	\$195
Five Regional Race Groups	(\$299)	
4-Hour Western Enduro	(\$395 for 2 Drivers, \$75 per add)	

ENTER EARLY & SAVE

Early entries will receive discounts on testing November 6th
Out of Region Drivers participate in WIN/ PLACE/SHOW!
WIN - Finish 1st in class and win your entry fee back!
PLACE - Finish 2nd in class and win half of your entry fee!
SHOW - Finish 3rd in class and win a third of your entry!
Requires minimum ten (10) cars in your class.

PRIZES

Top Notch Trophies and Contingency Prizes.
Winners purse being negotiated.

SPECIAL EVENTS

Western BBQ at the Track!
Sporting Clays Shoot out at the Thunderhill Corral.
Live Country Music and Dancing. Friday Night.

THUNDERHILL

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Contact David Vodden for Sponsorship Info @ (530) 934-5588



RESULTS

**Reno Region Solo2 Series Round 15
Derby Airfield August 31, 2003**

AS		
1. Hersh Wilhoite	Corvette	57.906
2. Rex Wilhoite	Corvette	59.440
ASL		
1. Karin Wilhoite	Corvette	56.224
ASP		
1. Jim Uchytal	Corvette	53.133
2. John Perry	Corvette	54.522
3. Doug Driver	911	57.759
4. Jim Kunze	Corvette	58.666
ASPL		
1. Helen Perry	Corvette	57.230
BP		
1. Randy Jones	Corvette	52.567
2. Art Majors	Corvette	55.714
BPL		
1. Peggy Jones	Corvette	54.300
BS		
1. Mike Mulhall	Boxster	53.124
2. Ron Lewis	911	55.123
3. Robert Morrison	911	60.442
BSL		
1. Denise Lewis	911	55.810
2. Heather Money	Boxster	58.337
BSP		
1. Dave DeBorde	240Z	54.150
2. B.J. Filarski	240Z	61.867
CP		
1. Greg Benson	Mustang	52.720
CS		
1. Kyp Johnson	Miata	58.983
2. Charles Marshall	Miata	60.852
CSP		
1. Mike Kapic	Miata	56.010
2. Jim Gandy	RX-7	56.587
DM		
1. John Townley	Corolla	55.524
2. John Lefcourte	Caterham	60.439
DML		
1. Jane McKenna	Caterham	60.799
2. Rochelle Mezzano	Corolla	65.559
DS		
1. John Evans	WRX	56.672
DSL		
1. Patty Evans	WRX	55.635
2. Debbie Kerswill	WRX	57.549
EM		
1. John Riggs III	Rotafire	50.234
2. John Riggs Jr.	Rotafire	50.297
3. Jeff Steele	280Z	50.500
EML		
1. Christa Steele	280Z	51.744
EP		
1. Lee Mitchell	240Z	61.217
ESP		
1. Jimmy Geck	Mustang	57.041
2. Jim Geck	Mustang	57.085
3. Chuck Tischler	Mustang	59.081
F125		
1. Eric Gangloff	Birel	45.085
FS		
1. Mike Janas	Mustang	60.820
HS		
1. Nate Pierson	Civic	61.145
2. Matt Decker	Civic	63.982
3. Andrew Silva	Mustang	65.217
SM		
1. Dean Benz	Stealth	54.534

SS		
1. Bob Williamson	Corvette	52.297
2. Pat Housel	RX-7	55.727
3. Don Smith	RX-7	56.800
SSL		
1. Shawn Rosenstrauch	Corvette	54.514
2. Sheri Smith	RX-7	59.022
STS		
1. Rob Rowan	Impreza	59.639
STX		
1. Scott Perry	WRX	56.032
2. Theo McCormick	WRX	59.538
N (indexed)		
1. Gary Collins	Cooper S	44.571
2. Travis Slagle	280Z	47.979
3. Pat Riley	S2000	48.194
NL (indexed)		
1. Sue Orvik	Miata	50.330
RNP		
John Crews	240Z	55.357
Don Smith	RX-7	57.034
Sheri Smith	RX-7	59.036
Sue Orvik	Miata	64.360

OPEN PAX			
Eric Gangloff	Birel	42.290	21
Bob Williamson	Corvette	43.773	19
Mike Mulhall	Boxster	43.827	18
Gary Collins	Cooper S	44.571	17
Scott Perry	WRX	44.714	16
Jim Uchytal	Corvette	44.951	15
Greg Benson	Mustang	44.970	14
John Evans	WRX	45.054	13
John Riggs III	Rotafire	45.160	12
John Riggs Jr.	Rotafire	45.217	11
Jeff Steele	280Z	45.399	10
Randy Jones	Corvette	45.470	9
Ron Lewis	911	45.476	8
Dean Benz	Stealth	45.481	7
Dave DeBorde	240Z	45.486	6
John Perry	Corvette	46.126	5
Pat Housel	RX-7	46.644	4
Rob Rowan	Impreza	46.757	3
Mike Kapic	Miata	46.992	2
All other Open finishers			1

LADIES' PAX			
POINTS			
Patty Evans	WRX	44.230	21
S. Rosenstrauch	Corvette	45.628	19
Debbie Kerswill	WRX	45.751	18
Denise Lewis	911	46.043	17
Christa Steele	280Z	46.518	16
Karin Wilhoite	Corvette	46.553	15
Peggy Jones	Corvette	46.969	14
Heather Money	Boxster	48.128	13
Helen Perry	Corvette	48.417	12
Sheri Smith	RX-7	49.401	11
Sue Orvik	Miata	50.330	10
Jane McKenna	Caterham	54.172	9
Rochelle Mezzano	Corolla	58.413	8

**Reno Region Solo2 Series Round 16
Derby Airfield August 31, 2003**

AS		
1. Hersh Wilhoite	Corvette	46.204
2. Rex Wilhoite	Corvette	47.517
ASL		
1. Karin Wilhoite	Corvette	46.768
ASP		
1. Jim Uchytal	Corvette	41.739
2. John Perry	Corvette	42.136
3. Doug Driver	911	44.858
ASPL		
1. Helen Perry	Corvette	43.282

BP		
1. Randy Jones	Corvette	44.703
2. Art Majors	Corvette	45.191
BPL		
1. Peggy Jones	Corvette	44.711
BS		
1. Mike Mulhall	Boxster	42.485
2. Ron Lewis	911	44.978
3. Robert Morrison	911	47.764
BSL		
1. Denise Lewis	911	45.980
2. Heather Money	Boxster	46.107
BSP		
1. Dave DeBorde	240Z	45.150
2. B.J. Filarski	240Z	49.231
CP		
1. Greg Benson	Mustang	42.639
CS		
1. Kyp Johnson	Miata	47.986
2. Charles Marshall	Miata	48.574
CSP		
1. Mike Kapic	Miata	45.822
2. Jim Gandy	RX-7	46.445
DM		
1. John Townley	Corolla	44.407
2. John Lefcourte	Caterham	48.537
DML		
1. Jane McKenna	Caterham	50.133
2. Rochelle Mezzano	Corolla	50.635
DSL		
1. Debbie Kerswill	WRX	45.719
EM		
1. John Riggs III	Rotafire	41.028
2. Jeff Steele	280Z	41.492
3. John Riggs Jr.	Rotafire	41.796
EML		
1. Christa Steele	280Z	43.429
EP		
1. Lee Mitchell	240Z	48.911
ESP		
1. Jim Geck	Mustang	45.396
2. Jimmy Geck	Mustang	45.479
3. Chuck Tischler	Mustang	46.637
F125		
1. Eric Gangloff	Birel	37.396
HS		
1. Andrew Silva	Mustang	53.253
SM		
1. Dean Benz	Stealth	44.827
SS		
1. Bob Williamson	Corvette	41.546
2. Pat Housel	RX-7	45.957
3. Don Smith	RX-7	46.344
SSL		
1. Shawn Rosenstrauch	Corvette	44.034
2. Sheri Smith	RX-7	48.030
STX		
1. Scott Perry	WRX	45.610
N (indexed)		
1. Gary Collins	Cooper S	35.623
2. Pat Riley	S2000	39.847
NL (indexed)		
1. Sue Orvik	Miata	41.257
RNP		
Eliot Drake	M3	47.603
Nick Downs	M3	48.297

OPEN PAX			
POINTS			
Bob Williamson	Corvette	34.774	21
Mike Mulhall	Boxster	35.050	19
Eric Gangloff	Birel	35.077	18
Jim Uchytal	Corvette	35.311	17
Gary Collins	Cooper S	35.623	16
John Perry	Corvette	35.647	15
Greg Benson	Mustang	36.371	14

Continued on next page

**TRUE CREW
STORIES**



Editor's note: The following is 100% true. True Crew Stories are things that happened in association with our sport, not necessarily on-track or on-course. Do you have a True Crew Story to share? Call or e-mail the Editor; see the Club Officers information on page 2.

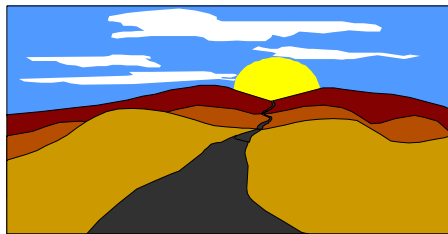
If you've watched performance rallying on Speed Channel, you know the driver and co-driver must either be terrified or giggling madly -- maybe both at the same time. The support crew of a rally car has fun, too -- usually. This True Crew Story is about seeking adventure on the U.S.'s biggest rally ever. It's a tale of snow, mud, dust, broken cars, shattered dreams, and we'll even throw in a whiff of death -- no extra charge. Ready?

The year was 1980. Sammy was a Showroom Stock racer, the 1979 SSC National Champion. He wanted to try rallying, and he couldn't resist the siren call of the inaugural Golden West 2000, a non-SCCA event of heroic proportions. It would start in downtown San Francisco, include laps of Sears Point, then cross the Sacramento Delta and head across the Sierras to Reno. After an overnight break, the route would veer north to Pyramid Lake and east to Lovelock, then take a wide loop to Hawthorne before re-crossing the Sierra Nevada and finishing in San Francisco. It was to be 2,000 kilometers of rallying, an epic in league with legends like the Monte Carlo or the Paris-to-Dakar.

Some 60 teams entered, including several from Europe. Reno's own off-road ace Rod Hall was there with his formidable, Baja-bred, 2WD pickup. Such big-buck entries could be forgiven for overlooking the humble VW Rabbit of Sammy and his co-driver Rick, two IBM engineers from Austin, Texas. Their car was still in Runoffs-winning trim, except for the addition of lights and skid plates. At the rally's start at Fisherman's Wharf, the Rabbit's only support crew was Ricky, a friend-of-a-friend, driving Sammy's motorhome and open trailer. Two more crew would join in Reno.

All was well with the Rabbit and the rally through the

*It was to be... an epic
in league with
legends...*



early stages, including the laps of Sears Point. Sammy had parlayed his road racing championship into tire support from B.F. Goodrich, who provided the right tire for every surface, even custom-cutting tread patterns for loose sand. The Rabbit moved up the scoreboard steadily.

The first hint of trouble came in the darkness of the first night, in the flat farmland of the Delta. Several stages had to be tossed from the scoring when sheriff's deputies began stopping rally cars for speeding. And more trouble was ahead, as a late-spring weather disturbance intensified, and snow showers began falling in the high Sierras.

In the motorhome, Ricky struggled to stay on schedule to each of the service areas. The roads were rough, and on several occasions the big rig bottomed hard.

Sammy and Rick now faced forest service roads made almost impassable by rain, mud and near-freezing temperatures. Their rally seemed over when they slid off a turn and part way down a muddy bank. It was their tremendous good fortune that the turn was at the foot of a long, steep, extremely muddy climb that would be completely impossible for the Rabbit to negotiate. How could that be good luck? Because the next competitor through was Rod Hall, and his truck could get no more than 30 yards up the slope before losing traction. In an inspired improvisation, the two teams chained the front of the Rabbit to the back bumper of the big truck. The little VW's extra weight gave the truck's tires just enough bite to propel them both to the top of the grade. The elation of the moment may have been lost on Rick: his job was to push, and of course he took a full-cartoon mud bath -- and then he had to walk, slipping and cursing, to the top of the hill.

Waiting in Reno were Mike, who had flown in from Dallas, and Jim, whose condo promised hot showers, clean clothes, and a good night's sleep. Beyond were two more days of rallying, including one stage that was fifty miles long -- the longest single stage in American rally history.

When Sammy and Rick drove under the Reno arch, the news they heard hit them like a double espresso: they were in sixth place! In America's biggest rally! Could they sleep? Hey, fatigue always trumps adrenalin. We'll take a break here, too, and next month we'll re-join the crew as they pursue adventure in the open Nevada desert. -- JG

PAX Results of Event #16, continued from previous page

				LADIES' PAX	POINTS		
Scott Perry	WRX	36.397	13	Debbie Kerswill	WRX	36.347	21
John Riggs III	Rotafire	36.884	12	Helen Perry	Corvette	36.617	19
Ron Lewis	911	37.107	11	S. Rosenstrauch	Corvette	36.856	18
Jeff Steele	280Z	37.301	10	Denise Lewis	911	37.933	17
Dean Benz	Stealth	37.386	9	Heather Money	Boxster	38.038	16
Jim Geck	Mustang	37.497	8	Peggy Jones	Corvette	38.675	15
Jimmy Geck	Mustang	37.566	7	Karin Wilhoite	Corvette	38.724	14
John Riggs Jr.	Rotafire	37.575	6	Christa Steele	280Z	39.043	13
Dave DeBorde	240Z	37.926	5	Sheri Smith	RX-7	40.201	12
Doug Driver	911	37.950	4	Sue Orvik	Miata	41.257	11
Hersh Wilhoite	Corvette	38.257	3	Jane McKenna	Super 7	44.669	10
Mike Kapic	Miata	38.445	2	Rochelle Mezzano	Corolla	45.116	9
All other Open finishers			1				

A Polite Request
If you use e-mail and can receive Road & Tach electronically, please let us know so we can remove your name from the mailing list. Contact Eric Gangloff at egangloff@aol.com

Speed at a Discount

Karts Make an Impact on Entry-Level Racing, Including Solo2

by Eric Gangloff

My purpose in writing this article is to provide some facts and references about the emergence of karting in Solo2, and about the newest official Solo2 class: F125.

Imagine accelerating from 0-60 in 3.8 seconds, 2.5 lateral Gs and 1+ Gs of braking. Now imagine that this is all possible, for a lot less money than you may already spend running a stock class car. F125 is an SCCA National Class for the first time in 2003 (it was a Supplemental Class in prior years). At SCCA headquarters, people have noticed that karting is growing faster than sports car autocrossing and road racing, and they are forging partnerships with SKUSA, Karting's Stars of Tomorrow and other karting organizations to ensure that the SCCA can leverage this growth. Over 90% of professional road racers now get started through karting. Kimi Raikkonen won Finland's karting championship, and was then recruited straight into a top Formula 1 team. Michael Schumacher, the highest paid athlete in the world and one of the best drivers in history, raced his brother on their Dad's kart track since childhood, and they still compete (and often still win championships) in karts today. SCCA Speed World Challenge 5-time national champion touring car driver Pierre Kleinubing was also a former Brazilian karting champion. Aspiring racers the world over are taking notice.

F125 shifter karts have close-ratio six-speed, sequential motorbike transmissions and small but powerful 125cc engines. A typical ICC purpose-built kart engine or race-prepared Motocross engine (both legal for F125) makes about 42 horsepower (a stock Honda 125 cc motor makes about 29 HP). At an output of 42 horsepower with only 125cc, by the way, if a 350 cubic inch V8 engine had the same power per cubic inch as the 125cc 2-stroke motor, it would make 1,915 HP! The class weight is 385 lbs. This results in a power-to-weight ratio of about 9.2 lbs/HP, a little better than a standard '98 C5 'Vette's power-to-weight ratio of 9.8 lbs/HP (with 155lb. driver) but less than a stock Z06 'Vette's power-to-weight ratio of 8.0 lbs/HP with driver. So what makes F125 karts so fast? It's their low inertia and near-Formula 1 handling and cornering performance. For autocross, this performance can be unleashed in a safe, controlled environment and at very reasonable costs (a top-of-the line F125 package can be had for about \$10K new, and much less used). A set of 6" Firestone YFA tires, popular for Solo2, cost just under \$200, which compares nicely to \$1000+ for a set of Hoosiers for a Super Stock car.

This performance, unfortunately, does come at a price. Since karts have no suspension, bumps and dips can be

punishing, and have on occasion cracked drivers' ribs. Much of this, however, can be avoided with a properly fitted seat and rib jacket. Another downside is that things happen very fast in a kart, so to be competitive a driver's reflexes and reaction time must be faster than is necessary in many cars. There are also more opportunities to make mistakes, as the kart's narrow powerband requires shifting (and downshifting) much more often than a car. The short wheelbase also makes the handling a bit twitchier and less stable than most cars, making it easier to spin and requiring more frequent correction at the limits. Finally, since the engines are built to make so much more power than in stock trim, they need a top-end rebuild every 5 hours or so of track time, and parts like the crank can break (ours did three events ago) without warning, which can get expensive and time-consuming to fix.

The bottom line for me is that karts may be different from cars in many ways, but the people driving them are autocrossers just like you—adrenaline junkies obsessed with the idea of going faster and helping others learn the fun of Solo2. In fact, the thing I have been most impressed about with F125 is not the machinery, but the camaraderie that I have found exists in this class, which is like nothing in any competitive sport I have ever experienced. Every serious karter I've met in the SCCA has been extremely willing to help other karters out and lend advice, which makes it a lot of fun to attend events with other F125 drivers. If you'd like to learn more, there is a Yahoo list and SCCA site dedicated to the education and promotion of the F125 class in SCCA Solo2 and ProSolo competition. The URL for the website (it's a bit outdated) is www.f125.com, and the Yahoo list can be found at <http://groups.yahoo.com/group/f125/>.

Season PAX Points

Note: total is best 14 finishes out of 16 events

TOP 20 OPEN PAX		TOP 20 LADIES PAX	
1. Eric Gangloff	244	1. Patty Evans	286
2. Mike Mulhall	213	2. Debbie Kerswill	258
3. Bob Williamson	195	3. Peggy Jones	244
4. John Perry	174	4. Helen Perry	215
5. John Burns	166	5. Denise Lewis	190
6. John Evans	166	6. Heather Money	168
7. Jim Uchytel	146	7. Christa Steele	163
8. Dean Benz	140	8. S. Rosenstrauch	157
9. Randy Jones	95	9. Sue Orvik	139
10. Lucas Kunze	93	10. Jane McKenna	125
11. Gary Collins	91	11. Sheri Smith	125
12. BJ Sullivan	85	12. Karin Wilhoite	117
13. Jamie Kearney	78	13. Marion Gandy	64
14. Ron Lewis	72	14. Rochelle Mezzano	53
15. John Riggs III	66	15. Annie Lewis	52
16. Jeremy Sperling	61	16. Victoria Filarski	42
17. Scott Perry	60	17. Katie Elder	42
18. Dave DeBorde	59	18. Renee Russell	38
19. Harold Olsen	57	19. Catherine Britton	35
20. Doug Driver	56	20. Dana Jacobsen	34

POINTS STANDINGS*By Class, Through 16 Events**Note: total is best 14 finishes*

AM		BSPL		DSL		Jeff Shaw	22	Zack Nance	11
Gene Rolfe	22	Victoria Filarski	108	Patty Evans	294	Jeremy Totten	16	Kevin McDaniel	10
AML		Tammy Parrish	42	Debbie Kerswill	224	GS		SU	
Patti Rolfe	22	Michelle Bird	42	Catherine Britton	30	Craig Cummins	64	John Breternitz	76
AS		CM		DSP		Nick Amrine	58	R. Gail Heist	22
Hersh Wilhoite	138	Jim Kant	22	Don McKenzie	55	James Amrine	46	John Tommila	16
Rex Wilhoite	64	John Schultz	22	EM		Terry Mayo	27	Pat Conely	14
Tony Vu	21	Jean Pierre Legras	21	John Riggs Jr.	239	Eric Wong	21	Gilbert Dayao	11
D. S. Clark	16	Neil Falconer	16	John Riggs III	225	Jens Morrison	16	SUL	
Tom Miller	16	CP		Jeff Steele	202	GSL		Chris Cox	22
ASL		Greg Benson	171	Matt Benson	107	Denise Harhett	22	N	
Karin Wilhoite	118	Ben Bingham	99	Sid Nelson	86	HS		Gary Collins	172
Ethel Tischler	54	Eric Johnson	35	Chris Valentino	53	Andrew Silva	118	Alan Snellbaker	135
Tamara Clark	16	John Doody	30	Bob Weisickle	42	Scott Mullins	42	Paul Jensen	118
ASP		Danial Stalcup	24	Rick Kostelaz	37	Nate Pierson	32	Ken McDougall	111
John Perry	267	Dave Hepler	16	Greg Benson	28	Chris Barth	32	Loren Enstad	70
Jim Uchtyl	243	Chris Shannon	16	Rory Baldry	22	Cory Bedell	16	Pat Riley	66
B.J. Sullivan	176	Ron Wheeler	11	Shea Henery	22	Matt Decker	16	Troy Chernoff	60
Jim Kunze	94	Jim Elsmore	10	Richard Issel	16	Casey Bedell	14	Darius Rementeria	42
Gary Starr	82	CPL		Brian Berlemann	15	Steve Waclo	11	Jeff Glorioso	42
Pat Riley	43	Stephanie Doody	22	Rodney Essex	12	HSL		Dana Jacobsen	32
Tony Mazzagatti	33	CS		EML		Angela Freni	37	Kam Urquhart	32
Al Patterson	30	Nord Johnson	203	Christa Steele	174	Paulette Woods	37	Rick Johnson	31
Pat Costin	28	Charles Marshall	168	Debbie Donaldson	32	SM		Tim Brucks	28
Doug Driver	28	Dick Lewis	124	EP		Dean Benz	204	Abe Gissen	28
Shefan Kemper	24	Fabrizio Leone	42	Lee Mitchell	76	Eric Waugh	32	Kevin Cassidy	28
Ray James	21	Mike Hoke	35	Dennis Hale	42	Tim Hicks	30	Al Patterson	27
Art Majors	12	Bob Haugland	32	Marty Sullivan	28	Sam Robenson	30	Scott Perry	26
ASPL		Dan Halcomb	26	Matt Decker	28	Ken Garcia	16	Sean Morrow	26
Helen Perry	194	Nate Pierson	21	Pat Housel	21	R.C. Kieper	14	David Sirna	25
Mari Tilzey	32	Joe Kaminkow	14	Mark Berglund	16	SM2		Jim Payne	23
Kitty Fleischman	32	Matt Decker	10	Greg Wheeler	16	Ham Edwards	99	Pat Housel	22
BP		CSL		Tom Miller	11	Marvin Maize	42	Tim Sheets	22
Randy Jones	234	Annie Lewis	65	EP		Dan Magno	32	Bayard Webb	21
Art Majors	126	Mary Flinn	37	Peggy Hale	22	SS		Matt Sheets	21
Bill Fleig	42	Janice Hoke	11	Sheri Friberg	11	Bob Williamson	242	Scott Kelleher	20
BPL		CSP		ES		Don Smith	198	Eliot Drake	18
Peggy Jones	154	Mike Kapic	248	Tim Brucks	11	Don Miller	37	Steve Cosby	18
BS		Jim Gandy	207	ESP		Mark Olson	37	Zack Wylie	18
Mike Mulhall	279	Kevin Sheridan	96	Jimmy Geck	236	Scott Troyer	28	Raymond Walker	16
Ron Lewis	196	Jim Plotkin	63	Jim Geck	225	John Stritenberger	14	Troy Crawford	16
Robert Morrison	174	Rob Howarth	58	Lucas Kunze	221	SSL		Adam Auerbach	14
Doug Driver	125	Vince Russell	49	Chuck Tischler	183	Shawn Rosenstrauch	210	Chris Faulkner	14
Mark Willoughby	61	Lee Sutton	48	Mark Berglund	33	Sheri Smith	180	Jim Kunze	14
Lloyd Feaver	58	Pat Housel	37	Jason Watt	30	Tricia Soderstrom	16	Nick Amrins	14
Tim Nichols	32	Harry Poland	28	Curtis Tischler	23	STS		Evan Pieser	13
Gerald Fleischmen	28	Mike Sallee	24	Eliot Drake	22	Rob Rowan	136	James Amrine	13
John Davis	24	Bill Martin	22	Tad Meadows	22	Jim Payne	53	Dustin Burns	12
Brian Barger	22	Kevin Cassidy	22	ESPL		Ross Cameron	53	Bo Bushnell	12
Karim Hussain	21	Mike Schilleneff	21	Lesley Cherry	22	Rory Keeney	42	James Johnson	11
Dan Spindler	20	Bill Foster	20	F125L		Kevin McCormick	42	Tyler Cenarrusa	11
Charles Fletcher	16	Sam Lui	16	Eric Gangloff	244	William Payne	37	Zach Dalmau	11
Jens Morrison	14	David Potter	14	John Burns	160	Katie Elder	32	Rory Keeney	10
Alfie Lapeter	13	CSPL		Jamie Kearney	82	Ron Conrad	28	Ken Pickett	10
Ed Horton	13	Marion Gandy	93	Jeremy Sperling	58	Mike Rocco	28	Travis Slagle	9
Doug Ellsworth	12	Renee Russell	43	David Hironaka	42	Chris Dean	28	Bob Parshall	9
BSL		DM		Mark Bartelt	23	Seth Champion	23	Jesse Reid	9
Denise Lewis	222	John Townley	264	Greg Piet	23	Larry Holt	23	Tim Ruffin	9
Heather Money	203	John Lefcourte	203	Sid Nelson	16	Charles Stroyer	23	Eric Gayden	8
Merlene Fletcher	37	Edy Eddins	170	F125L		Eric West	21	Dave Waclo	8
BSP		Todd Mauldin	126	Kellie Carr	11	Lee Mitchell	16	Shane Lees	8
Dave DeBorde	274	Louis Mora	11	FM		Jen Goss	16	John Murphy	7
B.J. Filarski	169	DML		Dave Roberts	22	Eric Hust	16	David Gissen	7
Harold Olsen	63	Jane McKenna	181	FML		Britten Wolf	14	Jim Whiteley	7
Jason Wilhoite	42	Rochelle Mezzano	118	Kim Wanker	22	Brandon Denney	12	Dane Frazier	6
Sean Parrish	32	DP		FP		Jesse Cruz	12	Alan Leung	6
Tim Master	32	Scott Stratton	42	Mark Hancock	22	Ian Smith	12	Matt Waclo	6
Robert Glover	30	Michael Johnson	32	FS		Desirea Adams	11	Tom Arnold	6
Chris Darquea	24	DS		Rick Johnson	38	Dane Angelo	11	Jeff Hook	5
Jerry Bird	21	John Evans	164	Felix Rivera	22	STX		Mike Vaughn	5
Lee Mitchell	16	Allon Adar-Burla	42	Stephen Ward	22	Theo McCormick	226	Bob Willmems	4
Pat Housel	14	FSP		Marge Ellis	21	Scott Perry	195	Justin Herndon	4
				Mike Janas	21	Matt Roy	163	Jeff Wyatt	3
				Tom Janas	16	Tyson Kueper	137	Bruce Henderson	1
				FSL		Gary Szabo	42	Eric Laster	1
				Amanda Magrini	22	Alan Pearson	37	NL	
				Pat Housel	87	Arthur Sturgis	20	Sue Orvik	132
						Steve Martegani	16	Mariann Cosby	22

MEETING MINUTES

Carol Deborde, Secretary

SCCA Meeting Minutes

September 3, 2003

Attendees: Greg Benson, John Riggs, Jr., Heather Money, Michael Mulhall, John Riggs, III, Kip Johnson, Lee Mitchell, Jimmy Geck, Scott Perry, Charles Marshall, Doug Driver, Ron & Denise Lewis, Jim Gandy, B.J. Filarski, Dean Benz, Debbie Kerswill, Lucas Kunze, Mike & Joanne Kapic, Dave & Carol Deborde

Meeting was called to order by Dave Deborde at 6:35pm. No new members were present.

Secretary Report: Motion by Greg Benson to approve the August meeting minutes; 2nd by Charles Mitchell

Treasurer's Report: Dave read the report from Patty Evans. Total income was \$4,039; expenses were \$1,665.55. Balance as of 8/1/03 is \$13,852.25. B.J. motioned to approve and Debbie K. 2nd. All approved

Old Business

Event Review #13 #14 - Steele's Hot August Autocross. Dave Thanked Jeff & Christa for the great event they chaired and the innovative prizes given out.

Event Review #15 & #16 - Lovelock: Dave expressed his appreciation to everyone that came early and helped set up and to those that stayed late on Sun to help pick up the course. There was some discussion about getting more people to help with working additional groups, particularly the last half of Sundays. The event was a success - the surface was smooth and gummy. At the Sat. night banquet a poll was taken and unanimously decided to go back in Sept. Loney, Building & Grounds Supv., stayed both Sat & Sun to monitor for airplanes on approach to Derby Field. On Sun. Loney volunteered take our trash to the dump. We were able to leave the Reno Bus there for our next event.

There was a discussion about buying another larger easy-up for these events that have no cover. It was decided we didn't have room for anything else in the bus - but maybe more people coming with tents would share. Discussion on whether or not to have 3 run groups when the attendance is going to be small.

Tabled until next year & put in sups.

Event #17 & #18: Chairpersons are Dean Benz & Lucas Kunze, and it will be at Lovelock again.

B.J. announced he has reserved 30 rooms at the hotel in Lovelock again for our next event. Dean will let us know if there will be another banquet or welcome party.

RallyCross status: Matt was not at the meeting to report.

Reno-Fernley Raceway - Reno SCCA Participation: Dave D., Jim Gandy & Greg Benson visited the track and met with Rich Cable. They came away with mixed feelings about the track and facilities. General consensus was that SCCA should get involved. Dave has info coming from National Office about rules and will talk to Glen Wilhelm, Executive Steward for NORPAC.

A few issues are on the table before we get to the point of evaluation and planning an event at the track. We will need SCCA licensed people for Registration, Tech, Grid, Flagging & Communication, etc. as well as qualified Stewards. San Francisco Region has offered to have some of their people

come up to help and train Reno Region volunteers that are interested in learning the specialties. Dave will talk to RJ Gordy this weekend at the American LeMans race in Monterey to explore possibilities.

Talked about Jim Gandy having a competition license for Road Racing, and he may enter the Western States Shoot Out at Thunderhill in Nov. Good opportunity to get some of our people to learn a specialty.

There is a good possibility of having a Double National with San Francisco Region at Thunderhill next year.

There was a lot of discussion about how to get people interested in volunteering, are there any people interested and what should we be doing. One suggestion is just schedule an event and see the response. Suggested we have Rich Cable do advertising for us by posting posters.

Items that need to be done before we start anything: 1) Get the SCCA Rules for HPCCC & Road Racing; 2) Get evaluation of track for a sanction from NORPAC; 3) A volunteer to put an event together - Dave said he would do it.

Jim Gandy asked questions - "think about what you want out of Reno-Fernley. What do you vision doing at the event - drive or work it!"

NORPAC Convention 2004: There was a committee meeting, and a fair amount of organizational work was done. Dave & Carol met with the Atlantis Resort Hotel and finalized the meeting rooms and food. The registration should be on the Web Site soon. Dave will be getting info out to all of the Regions about the fees and schedule and requesting them to start collecting money for ads, giveaway items and also Silent Auction items. There are some gaps on presentations

Lee Mitchell indicated he is willing to help where needed.

Show & Shine, Subaru WRX Club Proposal: Scott Perry indicated they will postpone plans for this year. We asked Scott if he would be interested in a Subaru Display. He would like more info on NORPAC convention to pass onto his members.

Solo2 Nationals - Topeka: There are 5 members going to the Nationals. They are John & Patty Evans, Mike Mulhall, Debbie Kerswill and Eric Gangloff. We wish them - 'Good Luck & have fun!'

Reno Region Awards Banquet: The date has been change to November 15. More details to follow.

Newsletter: Items need to be to Jim Gandy by Tuesday, September 9, 2003.

Walk on Items:

Radios: John Riggs, Jr. will research the purchase of 12 new radios while keeping the three newer radios we currently own. The current radios are failing more frequently, and many replacement components are no longer available. It is John's expert opinion that the old radios have reached the end of their useful life. Radio frequencies for this type of use are changing. The frequencies currently in use will be phased out sometime in the future. We should not purchase additional radios compatible with our existing ones. John will check on the cost and bring it back to the Board for approval before making

Continued next page

MEETING MINUTES

continued from previous page

any purchases. The ballpark cost estimate is \$1,500 to \$2,000.

remind him before the event. Mike Mulhall has a calibration meter and will bring it to be sure ours is accurate.

Video camera: Mike Mulhall wondered if the club would buy an inexpensive video camera. Would be neat to view them at banquets, etc. Dean said bad idea – too much stuff on bus now.

Joanne moved to adjourn, B.J. 2nd. The meeting was adjourned at 8:15pm

Sound level measurements: Dave asked about buying a decibel meter. John Riggs, Jr. said he found ours and will bring it to the next event. We must

Respectfully submitted by:
Carol Deborde, Secretary

TREASURER'S REPORT

Patty Evans, Treasurer

BALANCE AS OF 7/31/03 \$11,478.80

August disbursements		August deposits		
8/13 #2958	SCCA Nat'l minor waiver forms	10.25	8/6 memberships	205.00
8/12 #2960	Sani Hut rentals, events 11 & 12	235.00	8/12 event 13&14	3,510.00
8/8 #2962	Joanne Kapic water/ice/flour, ev. 11 & 12	119.96	8/12 t-shirt sales	30.00
8/14 #2963	Christa Steele water etc., prizes, ev. 13&14	361.43	8/12 decal sales	24.00
8/14 #2964	SCCA Nat'l sanction/ins. fee, ev. 13 & 14	430.00	8/29 membership	260.00
8/20 #2965	Jane Davis event 13&14 results processing	60.00	TOTAL INFLOW	4,039.00
8/23 #2966	Sani Hut rentals, events 13 & 14	235.00		
8/26 #2967	Jim Gandy newsletter printing & postage	177.06		
8/27 #2968	Dave DeBorde bus gas	26.85		
TOTAL OUTFLOW	1,665.55			

BALANCE AS OF 8/31/03 \$13,852.25

CLASSIFIED ADS

Road & Tach classifieds are free to SCCA members. To place an ad, contact the editor (see Club Officers, page 2)

BMW 325 IS. Pro Built / Pro Maintained, car was professionally rebuilt in the winter of 2002/ spring of 2003. New, fresh 2.5L engine, Dinan Chip, new headers, Flowmaster racing muffler, Trans. cooler, Oil cooler, Alum. racing radiator, new ltwt. elect. fan, Very solid trans., M3-4:11 diff., new racing brakes and air ducts, new Sparco drivers seat. Sparco passenger seat, 2 sets of 5 point racing harnesses, custom gauges, new windshield, full roll cage, Kosei 15x7 ltwt. racing wheels, Complete full race Ireland Engineering suspension-fully adjustable 25mm/22mm sway bars new, Eibach racing springs, Koni adjustable shocks, reinforced chassis, Polyurethane bushings throughout, adjustable camber plates, new alum. M-3 alum. control arms, Racing Dynamics front shock tower strut, Plus spare parts. Asking \$8995, offers considered. Tom 775-828-4665/ Cell 775-742-9891

1979 VW SIROCCO. Multi-year region champ, F Street Prepared. Good tires, Kumho Ecsta V700. \$1,500. Pat Housel, (775) 287-1410.

#70 E Mod 1971 Datsun 1200 with all First Gen. RX7 Mechanicals. Built for autocross and hillclimbing. Not streetable. Bridgeported 12A with sidedraft 45 Weber, twin MSD boxes, Aluminum flywheel. Estimated 175 to 200 HP. Tube framed from the firewall back. Full cage with Kirkey aluminum seat and 5 point harness.

4 Link rear suspension with coil overs and Panhard bar. RX7 disk brake Rear end with LSD. RX7 front struts. Flared fiberglass fenders on all 4 corners. Paint about 1 year old. Goodyear/Hoosier 13 in diameter slicks have only 3 autocross events on them. I can e mail pictures. You couldn't build this car for anywhere near the price of \$4500. Call me for more details. Chris @ 530 582 4239

1973 DATSUN 240Z, Runs Great, Roll Cage, Fuel Cell, 10 Wheels, etc... . Road race or Auto-X: B/SP, EP or ITS. Needs good home, bought another race car and it needs \$\$\$. \$5500. Call John, (775) 972-7232.

PARTS. New custom height Harddog hardcore four-point roll bar with diagonal and harness bar for Miata. Provides helmet clearance for this 6'2" driver. I do not think it will fit under a soft top. \$375. New Eibach 2.5 inch racing springs, 200 lb. 8 inch, 350 lb. 7 inch. \$160. Used (4k miles) Spax Miata springs. Street spring that lowers without severe stiffening. Set \$140. Used (miles unknown) Rod Millen Miata racing springs. Lowers and stiffens. Set \$100. Used Jazco molded racing seat with black fabric cover. Fits Miata, uncomfortable but very light and fills SCCA CSP requirement for passenger seat. \$40. Four Bridgestone S03s in 215/55-16 size. Two days of autocross and about 3500 miles street use. A very high performance tire, okay in wet but not good in snow. \$200 for the set. Four '03 factory WRX rims, \$350. John Evans, (775) 828-0608 or jeracer@nvcbell.net.

THE MARGIN OF VICTORY

In a sport timed to the thousandth of a second, the difference between winning and losing could be one small suggestion. At any autocross, most of the cars are production models. They come from the factory set up to understeer at highway speeds for safety, so they plow like crazy at autocross speeds. When seeking balance, remember: DECREASE roll resistance at the end of the car you want to stick better, and INCREASE roll resistance at the other end. Tire pressures, shock stiffness, anti-sway bar sizes, spring rates and bushing materials all affect roll resistance. -- JG

Upcoming Events:

September 20 & 21: Rounds 17 and 18 of Reno Region's Solo2 Series, at Derby Airfield just south of Lovelock. *Details inside.*

October 11 & 12: The final two rounds of Reno Region's 2003 Solo2 Series, at Stead Airport, Reno.

Meeting:

October 1 (Wednesday): General Membership meeting at Austin's Restaurant, 7671 South Virginia St., Reno (just north of the Winner's Corner at Longley & S. Virginia). Meeting starts at 6:30. Ordering dinner? Plan to arrive by 6:00.

ATTENTION NON-MEMBERS OF RENO REGION:

If you have not attended a Reno Region event recently, this may be your last issue of *Road & Tach*. Plan to participate again soon, or better yet, join the SCCA!

COMPUTER LITERATE? If you prefer to get *Road & Tach* electronically, contact Eric Gangloff (see Page 2) to remove your name from the U.S. mail list and save the Region \$\$\$!

Road & Tach
Reno Region, SCCA
1541 Stephanie Way
Minden, NV 89423

FIRST CLASS