

NORTHWEST Sports Car News



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FACTS FROM FRANK

by FRANK MANLEY

1. A good idea:

By this late date, most of you probably know about the world famous Swiss ski resort that stopped putting artificial snow in their advertising brochures.

2. Along the same line:

We all know the saying, "Ashes to ashes and dust to dust." Did you read of the mother in Philly whose student son had died. The loan company making the student loan for his education would not accept whatever proof the mother had that the lad was gone, and was ragging her for money. She packaged and mailed some of his ashes in a sandwich bag, and the loan company was pretty upset, in this age of Anthrax. She won.

3. Pacific Raceways:

The proposed configuration for the complete rehab of SIR has received mixed reviews from some noted local drivers. One revision to the configuration has already been made.

4. Schumacher crashes!

On October 28, Michael made a serious effort in the World Karting championship in Kerpen, his hometown. He started 16th and crashed out of 3rd place on lap 15, of 22. He was able to reenter competition later on. All the drivers, including David Fore, champion, said they did not care where they finished, they just wanted to beat Michael.

5. Sayonara SIR:

With mixed feelings I drove through the miserable, cold rain on November 15 into SIR to scope the auction of everything, take some documentation to the owner and rescue the TranX260 antenna/decoder interface, in case the drag strip barriers went away. I have worked this track since 1967 and made two race installations thereon. On the access road to the track, I had seen a 20 wheeler, idling away, ready to haul away whatever loot that entry acquired.

Jim Rockstad had sent out 1500 invitations to Washington, and adjoining states as was noted in the article in the Seattle times that day. I do not believe that 200 attended, the absolutely miserable weather probably being a major factor. J. Dan Fiorito JR, through his son, Jason, did most of the bidding. I saw reps from Portland International and several other tracks.

Finishing my own project, I arrived at the auction tent in the drag staging area just in time to see Jason buy the race control/drag strip operation building for ...\$500. Following this shocker, a kind of neat thing transpired. Ray Mortenson, excellent Course Marshal for IRDC and SOVREN, bid and bought the starters stand for \$25, which he plans to present to Jason. This structure has a lot of meaning for Ray as he has rebuilt it on several occasions. In the end, most of the significant logistics remained on the campus. When more is learned, it will be offered.

6. Missing logistic

Those availing themselves of the auction items, available, will note a significant omission among the logistic offerings. The fate of these notorious items will be detailed later, sometime after January 1st!

"Spinning in the Rain"

by Jodi Fordahl

It is Sunday, it is cold, wet and we are freezing our extremities standing in looking to the sky for any sign of sunshine. We must be nuts, or AutoXers! Either way, I'm sure there are better ways of spending a Sunday. Like staying warm and dry in bed! Fortunately, we were saved the added torture of Craig Anderson's rendition of "Scotland the Brave" played on the bagpipes. Though he made up for it with some equally torturous rhyming commentary... "Green, Clean, Mean...", Dr Seuss, eat your heart out!

A mix of weather, championships already decided and some minor baseball game thingy conspired to keep the number of entrants down. The upside of this was that we would be home quickly. No such luck! The lack of numbers meant a lack of course workers. So instead of driving home some of us were still braving the elements chasing buoys ... I mean cones!

At times a good knowledge of seamanship seemed more appropriate than driving skills. Of course some people just didn't seem to notice the weather. Glen 'Hurricane' Hernandez was still wearing shorts and driving as if it was a dry track. He was co-driving Mike Lee's Neon and won their personal battle by 0.9 secs. Nice driving from both.

Speaking of battles - were Brianne and Sean Green trying to beat each other on time or marks for artistic impression? They were certainly entertaining the course workers and their passenger. It is a bit much when course workers hope for cones to be hit so that they have an excuse to go running! Of course, all this fun did leave the way open for mark Lacombe to come splashing through to take FSP in the Fiesta.

Speaking of running, Pete Eaton had the marshals running, waving their flags etc... apparently he was enjoying the wonderful course so much that he decided to run it all the way back again. I'm sure Dick Willy

would have had quite the shock to see a 240SX where a gate should have been!

The damp conditions certainly made grip difficult to find, though Carol Leuty's idea of looking for extra grip from the grass didn't quite work as well as she planned. She made the gate though.

But the day was more than just about spins, thrills and spills. There were a lot of fast cars, fast drivers and displays of controlled driving. Though to see Dieter Beldi's maniacal grin as he threw the Miata through the slalom with barely a hint of skidding one has to wonder just HOW controlled is his driving? Obviously controlled enough to take another class win. About the only person hoping for it to stay wet was the 'cat-strangling' Craig Anderson. Why? Because he had fitted the trusty Austin Healy 100/4 with rain tyres. Though with no one else racing in EP the result was never in doubt.

Some brave souls used this event to get their feet wet, as it were, in the wonderful sport of Autocross. Honestly ... it's usually much better than this! Congratulations to Enrique Garcia on winning the Novice group ... gotta move up to race with the big boys next season!

The hotly contested BS Group between the Mazda MR2s and the Miatas ended with Aaron Pailthorp in his MR2 Spyder just beating the charging Lancaster's in their Miatas by 0.5 sec ... damn that last cone!

Fast time of the day went to Joe Geoke in the yellow S2000 a little over a second ahead of Event Chair Jodi Fordahl in the very rapid Porsche 914.

Some people just couldn't get enough and insisted on staying around for 'Fun Runs'. Now THAT'S Dedication! (Or is it masochism?)

Thanks to all involved in organising another great, fun event.

Roll on the Next Race!

FREE ENTRY TO THE 2002 SOLO II NATIONAL TOUR

Where are the T-shirts?

Were you asking this question at the 2001 Solo II National Tour in Bremerton this year?

Dozens of people were eager to buy T-shirts and there were none for sale. In 2002, we plan to change that. The Northwest Region-SCCA Solo II Committee is going to have a great T-shirt for the National Tour. We know it will be a great T-shirt, because you will design it!

That is right. We would like you to design the T-shirt that will be sold to competitors and spectators at the 2002 Solo II National Tour in Bremerton on July 26, 27 and 28, 2002.

We know how creative you are with stickers and graphics on your cars; well here is your chance to show your stuff in the NWR-SCCA Solo II National Tour T-Shirt Design Contest. The winner of the contest will receive FREE ENTRY to the 2002 Solo II National Tour event in Bremerton. You'll, not only receive the adulation and admiration of your fellow Solo II competitors, but also—FREE ENTRY!

Here is how to enter:

Using any method (computer, art, freehand) design a T-shirt that incorporates the following items.

1. 2002 Solo II National Tour, Bremerton, Washington, July 27-28, 2002
2. SCCA logo, available from the SCCA website
3. Tire Rack logo, available from the SCCA website (www.scca.org)

4. Solo II logo, available from the SCCA website (www.scca.org)

By March 31, 2002 send a copy of your design (hard copy or computer file), with your name, address, and phone number to:

Randy Lawson
8415 NE 175th St.
Kenmore WA 98028

The Solo II Committee will select the winning T-shirt design during the April Solo II meeting.

So have some fun. Be creative. And win your entry to the 2002 Solo II National Tour in Bremerton, Washington, July 27 and 28, 2002.

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