

sized flat-tracks and fixed road courses. More safety equipment is required for participants, such as roll bars, harnesses, drivers suits, etc. Requirements are defined in 17.23 of the Time Trials Rules (TTR) and the General Competition Rules (GCR). Novice instruction is used, but the emphasis is primarily on competition. SCCA memberships required.”

At this point, the speeds are nearly equal to the lap times the race cars are putting down during a full competition event. The margin for error is minimal and you and your car must be at your best. There will usually be two or three passing zones, depending on the track layout, and you will likely be familiar with most the drivers you are sharing the track with. This is a real “gentlemen’s” sport at this point.

We keep our awareness for position and which car is where so, as in my case, I make room on the straights

for the big power players to get by, and so I have room to late brake and scorch the turns where my car excels. The respect and camaraderie at this level is very strong, as is the competition. We practically sprint to the drivers’ information to get the times. Even though we may be in different classes, we enjoy the bragging rights and now fractions of a second become meaningful. We help each other out with whatever tips we pick up, as we want to see the best come out, so if I have a better time, I know it was earned.

For me the pinnacle of this experience was a trip to Reno Fernley last year for the NORPAC championships. All qualified Club Trial and Track Trial drivers can enter. 2008 had us on a 23-turn configuration, a little over 3 miles, as I recall! (track H).

Four NWR drivers took part and represented very well: Steve Clinton,

Brian Holstien, Mark McClosky (who is there this year as well) and myself.

I am overdue for a review on this event alone, and will do so. Suffice to say, when time and money allow, I will make that trip again. What a challenge and reward for tackling it. I recorded 1.25 G twice in the Horseshoe turn! My neck and shoulders were thrashed and I had a big grin for weeks. I haven’t taken part in a hillclimb yet but hope to do so some day.

So let your Walter Mitty out! For a modest commitment to a helmet (you can sometimes borrow a friend’s for the first PDX), and making sure your car is in good working order, you can scratch that itch, without worry of a ticket or causing an accident!

Have fun, stay safe.

Neil Bryant is Northwest Region board member at large. Reach him at raincrow@raincrow.com.

HANS finds counterfeit anchors; will replace suspect parts for free

NSCN STAFF

ATLANTA — HANS Performance Products has found counterfeit post anchor parts on a helmet purchased from Impact Racing Products.

Preliminary investigations suggest that counterfeit parts may have been supplied with other helmets provided by Impact.

“We are seeking the source of the counterfeit anchors and to establish how widely they may have been distributed,” said HANS CEO Mark Stiles. “It is extremely possible that counterfeits may have been installed on other helmets, either factory-fitted by a helmet manufacturer or by racers installing replacement parts during equipment changes.”

The only counterfeit parts identified so far look like HANS’ current Professional post anchors, which are designed to offer durable service. These have a teardrop-shaped head to the post and an aluminum base engraved with HANS, SFI and FIA

markings. Other post anchor designs, such as the similar current Standard version, which have the same teardrop post but a simpler black plastic base, and older designs that had a round-shaped head to the post, do not seem to have been counterfeited.

“If racers want to check their Professional Series post anchors, one quick test is to touch a magnet to the post,” Stiles said. “The posts used in all our designs since July 2005 are magnetic. The posts on the counterfeits we have seen are not magnetic. Our earlier designs used a nonmagnetic material for the post, so a non-

magnetic post is not necessarily a counterfeit, but it is a reason why a racer should contact us for more information.”

The accompanying graphic shows the magnetic test of the post anchor.

To ensure all racers have confidence in their equipment, HANS is implementing a program to replace any counterfeit post anchors for free. Details of the program, other information and program updates are available at hansdevice.com, by calling HANS at 888-HANS-999, or contacting one of the 200 authorized North American HANS dealers.

