

# THE RATTLE



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## “DOUBLE D” - SPOKES EVENT #2

BY LAURIE HYMAN

Sunday March 9 marked the 2<sup>nd</sup> Spokes event of the year at Tech Ridge; beautiful weather helped to attract the highest turnout at an event in Spokes history. A record breaking 169 drivers competed on a course designed by Miata drivers Dan and Dani Pedroza. The Spokes BOD worked tremendously hard to get through the huge number of entries on this 50+ second course, allowing each driver to make 4 runs, and still finish the event before dark.

The "Double D" course presented a variety of challenging elements which produced an extremely fast and technical course all in one package. Veteran driver and course designer, Andy Hollis, said "The course flowed very well, had great visuals, a good variety of maneuvers, made maximum use of available space, and was reasonably safe. The cooler temps, bumps and dirty surface kept the grip levels to a point where it was challenging to maintain speed and position through those flowing turns. In



Tommy Regan demonstrates how not to drive the course as he gets out of shape in his TSM Mustang. (Staff photo)

short, the course design wrote checks that the surface grip couldn't cash. So it became fast and technical."

For a change of pace, the entire section within the apron of Tech Ridge was optional. At the start of the course, drivers turned immediately off the runway onto the larger apron section of the course, and had the option to maneuver through the elements in a clockwise or

counter-clockwise direction. The majority of the drivers took the counter clockwise direction, while many people still swear that the opposite clockwise direction was the fastest route. Competition was fierce, with some drivers dominating their class by over a second. (Story continued on Page 5)

## 2003 CANDLELIGHTERS GRAND PRIX

BY STEVE HUDSON

*Think you are fast? Want to prove it? Want to help kids with cancer?*

On April 25<sup>th</sup> RPM Indoor Raceway will host the Candlelighters Grand Prix, a fundraiser to support the Candlelighters Childhood Cancer Foundation.

Teams of six drivers will compete in karts, heat races are one hour enduros followed by the Finals on the large Grand-Prix track. RPM Indoor Raceway is the first indoor karting facility in central Texas and is an absolute blast!

Connie and I have been supporters of Candlelighters since it's founding in 1988 and believe very strongly in Candlelighters' mission which is to provide support and counseling to children and families during their journey with childhood cancer. It is Candlelighters' belief that cancer affects the entire family and is the only central Texas organization providing support for the entire family in dealing with this tragic disease. All proceeds from this event will be directed to supporting central Texas children.

The event starts at noon on

April 25<sup>th</sup> and cost is \$100 per team member, which includes racing, dinner, beverages, and t-shirt. Sponsorship opportunities are available.

For more information contact Steve Hudson, office 477 9559, or [smhudson@austin.rr.com](mailto:smhudson@austin.rr.com) Or Becca Heatwole at 444-7675 or [becca@candlelightersaustin.org](mailto:becca@candlelightersaustin.org)

Join RPM Indoor Raceway and Candlelighters Childhood Cancer Foundation for the race of your life, and help kids with cancer fight the race of theirs.

# ON THE ROAD WITH RTRT

BY BETH MCCLURE-STRELNIEKS

Several Spokes members traveled to Houston and Ft Myers Florida recently to participate in some higher level autocross events. Precision Racing Organization, (PRO), made its debut in Texas in February with two events held at Gulf Greyhound Park in Houston on Feb 15-16 and Feb 22-23. The SCCA opened its national season with a National Tour Feb 22-23 and a ProSolo Mar 1-2 in Ft Myers Florida.

The inaugural PRO event in Texas over Valentines Day weekend was plagued by cold weather and rain, but that didn't stop Spokes members Steve and Connie Hudson, Dan and Dani Pedroza, Adrian Iley, and Erik Strelnieks from having a good time. The new series with a never before seen format was determined to be a success by those who attended, despite the low turnout. Entrants competed within their classes,

but were ranked overall by their margin to their class leader in Round 1. Subsequent rounds encouraged entrants to drive faster as placement was then determined by how much improvement they made. When all was said and done two Spokes members finished in the top 25, Erik Strelnieks was 3<sup>rd</sup> overall, (2<sup>nd</sup> in T1), and Dan Pedroza claimed 6<sup>th</sup> overall, (1<sup>st</sup> in M1). Adrian Iley didn't make the top 25 but finished 2<sup>nd</sup> in T4.

The Feb 22-23 PRO event drew even more Spokes members who were treated to much better weather. Coined the "Battle of the Mods" by PRO, Spokes members Eric Hyman, (M2 Supra Turbo), and Dan Pedroza, (M1 Turbo Miata) battled it out to take the top two positions overall. Top 25 finishers from Spokes were Eric Hyman 1<sup>st</sup> overall, (1<sup>st</sup> in M2), Dan Pedroza 2<sup>nd</sup> overall, (1<sup>st</sup> in M1), Erik Strelnieks 14<sup>th</sup> overall,

(2<sup>nd</sup> in T1), Laurie Hyman 20<sup>th</sup> overall, (2<sup>nd</sup> M2) and Chris Williams 21<sup>st</sup> overall. Other Spokes members in attendance included Adrian Iley, Dani Pedroza, Beth McClure-Strelnieks, Mike and Kyung Wootton, Jeremy Kinde, John Gamby, Steve and Connie Hudson, and Danny Watkins.

SCCA opened its national season with a National Tour in Ft Myers Florida Feb 22-23. Andy and Ann Hollis attended with their Miata and brought home 2<sup>nd</sup> and 4<sup>th</sup> place respectively in CSP.

The SCCA ProSolo season opener was held Mar 1-2 also in Ft Myers



Eric Hyman won the Feb 22-23 PRO event in Houston in the family's 485hp Supra. (PROrg photo)

Florida. Andy Hollis had stayed the week between the Tour and the Pro with hopes of a win in CSP, however his car broke during Saturday morning runs sending him back home to Texas early. Beth McClure-Strelnieks also competed in a rented EP Honda CRX and finished 3<sup>rd</sup> in I.2.



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## ASK THE EXPERTS

BY ANDY HOLLIS & ERIK STRELNIEKS

Multi time National Champions and Evolution instructors Andy Hollis and Erik Strelnieks have generously offered to answer your autocross questions. If you have a question please e-mail it to: [asktheX@aol.com](mailto:asktheX@aol.com).

*Having raced rear wheel drive cars for many seasons, I made a switch this year to a new front drive car. I know many FWD cars tend to have understeer characteristics (probably since all the drivetrain weight is on the front of the car) and so I used a much higher front to rear tire pressure differential to help neutralize the handling characteristics. I haven't checked the alignment yet, nor do I have adjustable shocks, but I know those are other things to address. Apart from car set up, though, what adjustments in driving style should one consider when changing from a RWD car to FWD?*

Funny you should ask, since two years ago I had to unlearn some FWD traits as I switched to the Miata. The biggest thing is to learn to trail brake effectively. That means continuing the braking during the turn-in phase, but reducing the amount of braking as you steer in. This takes lots of practice to get right but is highly effective at controlling the attitude of the car entering a turn. Use of left-foot-braking is also recommended as a key in proper trail-braking. Practice these things on the street until they become second-nature AH

*When entering an optional 180, is it better to enter on the "long" side, or on the "short" side? Is down shifting before the turn more important, or is optimized braking more important? In other words, what is the best sequence to use on a 180 like we typically have at TR?*

The KEY to any 180 turn in autocross is taking the shortest distance, even though it may seem like you're going slow. I try to concentrate on being able to be tight on the 90 degree point of a 180, and the exit cone of the 180, basically the last 90 degrees of the turn-around. If you have a bit of room to be wide on the entrance, the "long" side, this will place your car at a better angle, (late apex angle), to be able to get on the throttle earlier, this may be beneficial, as long as you can accomplish being tight on the last 90 degrees of the 180.

Downshift anytime you want, but either match revs, or wait to let out the clutch, so you don't create added transmission braking which tends to break the tires loose. Note: sometimes this effect can be used in rear drive car to unsettle the rear and get the car to pivot quickly, but is very difficult to time and control. ES

*I just switched from BFG R1's (the old style) to Kumho V700. How do you figure out the tire pressure on rear wheel drive cars? I used to put low pressure in the R1s, but the V700s are different. How do you figure it out (other than talking to other members)? I've been using 42psi fronts and 40 rears, but I just guessed.*

Tire pressure does a couple of things at once, which causes much confusion on how to properly determine optimal settings. First off, you need enough pres-

sure to keep the sidewalls from rolling over too far. Most R tires have super-stiff sidewalls so this is less of an issue unless you have poor alignment on the car. Secondly, contact patch is inversely proportional to air pressure. Higher pressure gives less contact patch, lower gives more. Balancing those first two items has been the traditional way to go (i.e. as low as possible to not roll the sidewalls) to give maximum ultimate grip via

***"Short distance in autocross will always win, as we don't have straight sections anywhere long enough to benefit exit speed."***

maximum contact patch.

But, tires also have two additional traits. One is that they operate at a slip angle which is affected by the air pressure. More air gives smaller slip angles, which translates into crisper transitional response. Also, a tire is a spring, so more

air increases the effective spring rate. These last two are quite useful in balancing a car front to rear.

So given all these compromises, how does one figure out best pressure? Testing. Chalking the edge of the tire will tell you when you have enough to keep the wear off the sidewalls, so that's your minimum pressure. Add air in 4 lb increments until the car starts to feel "skatey", that's your max. Even better is using a pyrometer and a skidpad. Adjust pressure until you get even reading all the way across the tire. In the case of cambered challenged cars, adjust to get the middle and outer the same. Finally, adjust air at one end of the car or the other to affect

the balance. AH

*There seem to be two philosophies with regard to taking lines in an autocross:*

- 1) *Shortest distance/tight lines and*
- 2) *"Road racing" lines to maximize corner exit speed.*

*What characteristics should we look at in order to determine which method is best for a particular situation? Length of the next straight? Car's power?*

Short distance in autocross will always win, as we don't have straight sections anywhere long enough to benefit exit speed. Now be careful about being too tight and pinching an exit, that would not allow you to unwind the wheel and put down some power. Also, on most lots, you will find that as the day goes on, the outer line will be full of the marbles, so keep it tight and tidy. ES

*What's the best way to determine appropriate spring rates for my car? And how would I determine if I need more spring rate, more sway bar, or both....or neither?*

This would take a book to fully answer. There are a variety of schools of thought on the subject. For a race-only car, use the springs to control the ride of the car to give the desired range of suspension travel. You'll need to know the motion ratio to convert spring rates at the wheels to rates at the spring. Since you are probably lowering the car at the same time, you want enough spring to keep the car from bottoming out on the worst bumps you will encounter. Use of a tie-wrap as a "tell-tale" on the shock shaft during competition will help.

(continued on page 9)

# WHITE TEAM WINS KART LEAGUE AT RPMIR

BY LAURIE HYMAN

Spokes members took the final checkered flag on Tuesday March 4, as the first Spokes karting league at RPMIR came to a close. After 8 weeks of brutal competition, the White team, led by captain Eric Hyman, prevailed as champions. The White team, comprised of Gary Alexander, Dave Patrick, Allen Wilson, Tom Holt, Iven Setiawan, and Eric Hyman, dominated the standings since week 1, with the majority of the team finishing in the top positions week after week.

The second place position overall went the Green team,

led by captain Erik Strelnieks. Not far behind, in third place, was Kevin Childers' Yellow team. The Green and Yellow teams had been fighting back and forth for that second place slot but the Green team proved stronger in the end. Finishing in fourth place was the Red team, led by Ben Drerup. Points were assigned to each

team member based on finishing position in each race, and were scored for both

team and individual driver competition.

In individual competition, Erik Strelnieks dominated the group of 24 drivers, easily clinching the win

and finishing 30 points ahead of his closest competitor. In second place was Dave Pat-

rick only 2 points ahead of third place finisher Gary Alexander. Rounding out the top ten were Beth McClure-Strelnieks, Kevin Childers, Eric Hyman, Bill Agha, Russell Long, Laurie Hyman, and Brad Schutz.

A new karting league will be starting at RPMIR beginning on March 10-11. There will be two different league formats offered; the first will be a heat racing format and the other an endurance race format. For more information or to join a league, contact RPMIR at 512-255-2552 or email them at info@rpmir.com.



Competitors begin a race.. (Staff photo)



Onlookers watch the race.

(Staff photo)



Dave Patrick flies through a turn.

(Staff photo)

Team Competition	
1st Place: White team	542 pts
2nd Place: Green team	517 pts
3rd Place: Yellow team	491 pts
4th Place: Red team	278 pts

Individual Competition			
1 <sup>st</sup>	Erik Strelnieks	152	13 <sup>th</sup> Jimmie Edrington 68
2 <sup>nd</sup>	Dave Patrick	122	14 <sup>th</sup> Ben Drerup 60
3 <sup>rd</sup>	Gary Alexander	120	14 <sup>th</sup> Tom Holt 60
4 <sup>th</sup>	Beth McClure-Strelnieks	116	16 <sup>th</sup> Iven Setiawan 59
5 <sup>th</sup>	Kevin Childers	109	17 <sup>th</sup> Greg Ward 58
6 <sup>th</sup>	Eric Hyman	98	18 <sup>th</sup> John McKinnon 41
7 <sup>th</sup>	Bill Agha	90	19 <sup>th</sup> Eric Jones 37
8 <sup>th</sup>	Russell Long	79	20 <sup>th</sup> Dave McCartney 36
9 <sup>th</sup>	Laurie Hyman	76	21 <sup>st</sup> Chris Carter 32
10 <sup>th</sup>	Brad Schutz	74	22 <sup>nd</sup> Whit Elliott 22
11 <sup>th</sup>	Troy Dudley	73	23 <sup>rd</sup> Adrian Iley 20
12 <sup>th</sup>	Allen Wilson	70	24 <sup>th</sup> Lee Nichols 13

# "DOUBLE D" (CONTINUED FROM PAGE 1)

Among those top drivers were Denny "Frigginfast" Feigenspan (Z06) in SS, Stefan Haag (Dodge SRT-4) in DS, Scott Bowman (Mini Cooper S) in GS, Martin Trumper (Integra GSR) in STS, and Ramsey Foster (WRX) in STX.

Other classes had some very tough battles for the first position, including CS, where Adrian Iley (MR2 Spyder) took the win over Chris Williams (Miata) by .428 seconds. Bill Agha (GTI) edged out the win over Andy Nguyen (GTI) by .27 seconds in DSP. FP driver Brian Taubman

(240Z) beat Tom Holt (240Z) by .204 seconds.

However, the smallest margin of victory went to X class driver Dan Pedroza (Mini Cooper S) who barely squeezed by his competitor, Denny Feigenspan (Z28) by .183 seconds.



Andrew Abouadoud maneuvers through the slalom. (Staff photo)

Some drivers traveled from other regions within Texas to compete with Spokes. Donovan

Brown and girlfriend/co-driver Amita Achari (BMW M3) came all the way from Houston finishing in the second and third spots behind blazing

fast BS class winner Tuan Nguyen, (Honda S2000). Catherine Jensen also traveled from Houston to run with Spokes in Tire class. There were also a bunch of people from San Antonio who attended the event as well.

Vitek Boruvka took Top Time of Day honors in his infamous Nanar in CP, with a screaming fast time of 46.979. Top Pax of Day went to Dan Pedroza who took the X class win in Scott Bowman's Mini Cooper S, a car he had been dying to drive since he had heard that Scott bought it, with a pax time of 41.064.

**Class: 'ss' Total Entries: 6 Trophies: 2**

1T 99	Denny Feigenspan	Z06	50.733	51.491+1	50.816	50.850+1	50.733
2T 20	Lance Adams	Corvette Z06	53.188+2	53.379	52.609	51.778	51.778
3 9	Carolyn S. Feigenspan	Z06 Corvette	56.654+1	54.946	53.123	52.443	52.443
4 11	Beth McClure-Strelnieks	01 Corvette Z06	55.703+dnf	54.377			54.377
5 94	Connie Hudson	Z06	57.587+1	56.864+dnf	55.443	56.093	55.443
6 34	Troy Dudley	'01 Z06	56.356+2	55.474+1	54.840+1	56.427	56.427

**Class: 'as' Total Entries: 1 Trophies: 1**

1T 42	Jack Mott	2001 BMW M5	55.298	55.900+dnf	54.036	54.171+1	54.036
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**Class: 'bs' Total Entries: 8 Trophies: 3**

1T 29	Tuan Nguyen	Honda S2000	52.933	51.333	51.504	50.733	50.733
2T 127	Donovan L Brown	97 BMW M3	53.396+dnf	52.887+dnf	52.185	51.690	51.690
3T 53	Amita Achari	M3	55.471+2	53.275+dnf	54.305+1	52.310	52.310
4T 83	Kevin Fabec	Honda S2000 Type Q	53.457	53.363	64.431	52.948	52.948
5 133	Jose Alas	Honda S2000	56.192	78.986	55.387	54.118	54.118
6 1	Julian Chang	BMW Z3 Coupe	66.744+dnf	56.520+1	55.265	54.900	54.900
7 37	Diana Teoh	Honda S2000	58.050	55.453+1	56.996+dnf	54.185+1	56.185
8 134	Kevin Oshiro	Stook	77.970+dnf	64.203	59.862+2	59.124+3	63.862

**Class: 'cs' Total Entries: 8 Trophies: 3**

1T 23	Adrian Iley	2001 MR2 Spyder	55.153+dnf	53.609+3	53.725+1	52.547	52.547
2T 75	Chris Williams	99 Miata	57.767+1	53.257+1	52.975	60.468+dnf	52.975
3T 19	Craig Blome	Miata	56.010+2	53.389	53.238	53.268	53.238
4 8	Kyung Wootton	99 Miata	56.241	54.420	54.254	53.541	53.541
5 66	Michael Hammond	'00 Miata	53.036+dnf	53.869	53.001+dnf	52.707+1	53.869
6 7	Neal Marion	Miata	54.659	54.235+1	56.495+dnf	54.931	54.659
7 33	David Dillon	Miata	57.215+1	62.625+dnf	58.654	56.785	56.785
8 141	Cat Marion	Miata	60.605+dnf	59.270	57.019	57.472+2	57.019

**Class: 'ds' Total Entries: 3 Trophies: 1**

1T 31	Stefan Haag	Dodge SRT-4	58.749	58.055	56.437	56.084	56.084
2 1	Cameron Rivers	BMW 330 Ci	61.930+2	59.991	58.654	59.654	58.654
3 10	Justin Calland	Subaru WRX	64.161+dnf	62.453+dnf	62.258	61.249	61.249

**Class: 'gs' Total Entries: 4 Trophies: 2**

1T 73	Scott Bowman	Mini Cooper S	56.780	54.110+1	53.494	53.268	53.268
2T 9	Ed Deacon	1991 BMW 318is	56.360+dnf	55.475+dnf	54.661	55.130	54.661
3 72	Kevin Childers	Civic Si	58.376	57.458	56.904	55.926	55.926
4 777	Dave McCartney	Mini Cooper S	61.060	57.964	57.422+3	58.021+1	57.964

**Class: 'hs' Total Entries: 1 Trophies: 1**

1T 16	Martin Gremm	Mini Cooper	59.991	59.574	60.091	58.483	58.483
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**Class: 'asp' Total Entries: 1 Trophies: 1**

1T 1	Errol Tazbaz	'01 Corvette	56.853+dnf	54.705+dnf	54.755+dnf	55.470	55.470
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<b>Class: 'bsp' Total Entries: 1 Trophies: 1</b>							
1T 73	John Burgess	Datsun 240Z	77.671+dnf	57.446+1	56.431+dnf	56.027	56.027
<b>Class: 'csp' Total Entries: 2 Trophies: 1</b>							
1T 1	Ryan Cilek	'83 RX7	55.930+dnf	56.818	57.092+1	56.469	56.469
2 7	Mike Sullivan	81 Mazda RX-7	64.887+dnf	62.164+dnf	66.064+dnf	62.517	62.517
<b>Class: 'dsp' Total Entries: 4 Trophies: 2</b>							
1T 3	Bill I Agha	GTI	57.482+dnf	54.995	53.852+2	54.434	54.434
2T 948	Andy Nguyen	1995 VW GTI VR6	58.040	55.163	55.484	54.704	54.704
3 36	Brett Elliott	Neon ACR	57.030+2	55.254	56.272+1	56.352+2	55.254
4 60	Peter Schami	BMW 328i	57.806	56.915	56.028	56.527	56.028
<b>Class: 'fsp' Total Entries: 1 Trophies: 1</b>							
1T 9	Doug Wallingford	Z09 Cosworth	57.682+dnf	57.692+1	57.400+2	56.896+1	58.896
<b>Class: 'cp' Total Entries: 2 Trophies: 1</b>							
1T 46	Vitek Boruvka	Nanar	49.894	50.024	49.941	49.792+1	49.894
2 13	Ray Sissons	85 Camaro Z28	56.919+2	55.650+2	54.333+1	55.750+2	56.333
<b>Class: 'dp' Total Entries: 1 Trophies: 1</b>							
1T 82	Steve Hudson	Mazda Miata	52.543	54.008+2	52.453+2	53.761+1	52.543
<b>Class: 'ep' Total Entries: 2 Trophies: 1</b>							
1T 41	Gary P Alexander	Volkswagen Scirocco	53.988+1	51.867	51.041+2	51.575	51.575
2 142	Michael Wells	1974 Volvo	56.601	54.087+dnf	54.524	54.228+2	54.524
<b>Class: 'fp' Total Entries: 2 Trophies: 1</b>							
1T 15	Brian Taubman	Datsun 240Z	49.907	49.589+2	49.428	49.112	49.112
2 29	Tom Holt	Datsun 280Z	50.726	49.877	49.751	49.317	49.317
<b>Class: 'cm' Total Entries: 1 Trophies: 1</b>							
1T 90	Eric Jones	88 Van Diemen RF88	50.462	54.155+1	50.690	48.701	48.701
<b>Class: 'sts' Total Entries: 11 Trophies: 4</b>							
1T 13	Martin Truemper	Integra GS-R	55.011	53.783	54.287	54.147+1	53.783
2T 21	Jeremy Kindle	RSX	55.748	55.501	54.804	54.770+1	54.804
3T 562	David Crusoe	2002 Honda Civic Si	57.005+dnf	57.820	55.787	54.998	54.998
4T 4	Danny Watkin's	Acura RSX Type S	59.985+1	57.506	57.684	56.858	56.858
5 23	Robert Jones	2001 Nissan Sentra	58.029+1	57.587+1	57.104+1	56.951	56.951
6 132	Whit Elliott	Subaru OBS	57.473	57.277+1	58.606+1	57.697+1	57.473
7 27	Brittany Kindle	Acura RSX-S	61.491	59.105	58.944	57.677	57.677
8 77	Yvette	Acura RSX	60.988	59.810	59.568+1	58.168	58.168
9 45	Barry Hobbs	Nissan 200SX SE-R	61.497	58.889	58.839	58.009+1	58.839
10 7	Jose	Acura Rsx	63.580	61.066	61.674+dnf	59.097	59.097
11129	David McKnight	2002 Honda Civic Si	57.547+dnf	64.370+dnf	60.644+dnf	59.812	59.812
<b>Class: 'stx' Total Entries: 10 Trophies: 4</b>							
1T 71	Ramsey Foster	Scooby Rex	52.306+1	52.215	51.497	51.885+2	51.497
2T 43	Jonathan Jaynes	Integra Type R	52.815+2	53.406+1	52.755	75.259	52.755
3T 25	Travis Rouse	Subaru WRX Wagon	54.383	54.813	53.012+1	52.700+1	54.383
4T 6	Douglas Aleong	Subaru Impreza WRX	57.828	56.090	55.268	55.550	55.268
5 28	John Hale	03 Subaru Snowplow	56.666	56.999	55.822+1	55.813	55.813
6 125	Adam Bohanan	WRX Wagon	59.764	58.070	56.982	56.339	56.339
7 36	Iven Setiawan	Scoobie Girl	58.660+1	56.059+1	57.856	56.446	56.446
8 37	Steven Tellman	Subaru WRX Wagon	61.523	58.184	56.883	56.690+dnf	56.883
9 33	Ryan Johnson	Nissan SE-R Spec V	58.296+1	57.149+1	57.404+3	67.205+2	59.149
10133	Bobbi Jo Johnson	Nissan Sentra Spec-V	71.084	63.061	63.951	63.879	63.061
<b>Class: 'sm' Total Entries: 7 Trophies: 3</b>							
1T 9	Rafal Lemanczyk	Subaru WRX	53.856	51.834	50.979	50.987+3	50.979
2T 8	John McKinnon	Honda	52.476+dnf	51.761+1	54.480+dnf	51.415	51.415
3T 63	Billy Bryson	1992 Camaro	54.728	52.052+1	51.788+1	52.237	52.237
4 91	Laurie Hyman	'93 Supra	66.291+1	54.382+3	54.078	53.184	53.184
5 72	Ryan Schimsk	Audi S4	55.699	53.731+1	54.565	55.666+1	54.565
6 27	Zac Myler	BMW M3	63.498+dnf	56.386	54.941+1	56.446+1	56.386
7 163	Shelley Bryson	1992 Camaro	58.703+3	56.954	59.283+1	56.786	56.786
<b>Class: 'sm2' Total Entries: 16 Trophies: 5</b>							
1T198	Dan Pedroza	Turbo Miata	50.568+1	49.883	49.972	50.476+1	49.883

2T 91 Erik Strelnieks	Supra	50.808	50.899	50.970	51.541+1	50.808
3T 8 Morgan Dawdy	CHiPs RX-7	53.647	53.313	55.142	51.552	51.552
4T 7 Greg Ward	'00 Miata	55.345+dnf	55.163+1	53.646	51.844	51.844
5T 81 Don Tseng	'93 Mazda RX-7 R1	53.226	52.381	56.270+1	40.681+dnf	52.381
6 98 Dani Pedroza	Turbo Miata	54.835+1	54.383	53.998	52.901	52.901
7 272 Sean Farrah	300ZX TT	56.450	54.912	54.355	53.618	53.618
8 71 Russell Long	300ZX	55.823	54.770	54.047	54.276	54.047
9 13 Eric Beverding	'94 RX-7	58.222+1	56.380	55.110	56.711+1	55.110
10 18 Jessie	Nissan 300ZX	60.491+dnf	57.615+1	57.011+1	55.971	55.971
11 77 Mitch Mitchamore	280Z	57.606	57.650	58.416	56.513	56.513
12 4 Jon Mayfield	99 Corvette	57.181	57.357+dnf	57.179	57.284+1	57.179
13 14 Bill Maroon	1991 MR2 Turbo	55.856+2	55.276+1	55.507+2	55.726+5	57.276
14 27 Rodol Bautista	300ZX TT	60.334+dnf	56.515+dnf	57.709	57.335	57.335
15 86 Bo Rivers	Mazda RX 7	59.236	61.341	59.968	57.980	57.980
16253 Aikmeng Kuah	Nissan 300ZX	63.194+dnf	58.611	61.044+dnf	60.374+dnf	58.611

Class: 'X' Total Entries: 28 Trophies: 6

1T 98 Dan Pedroza	Wini Cooper	53.592	54.007	53.219	52.511	41.064
2T 99 Denny Feigenspan	Z28	52.688	51.175	51.781	51.237+1	41.247
3T111 Erik Strelnieks	01 Corvette Z06	49.861+1	49.982+1	50.306	49.868	41.740
4T 1 Andy Hollis	Miata-on-steroids	51.136+1	50.864+1	50.554	50.101	42.035
5T 96 Carolyn S. Feigenspan	Z28 Camaro	52.880	52.241	53.174+1	53.483	42.106
6T127 Jack Mott	BMW M3	53.278	53.153+1	52.315	51.634	42.598
7 9 Eric Hyman	'93 Supra	50.814+7	50.300+3	50.920+1	51.144	42.654
8 45 Richard Windberg	scirocco	61.605	59.582	53.677	52.679	42.933
9 36 Troy Dudley	Iven's Scooby	55.193	54.703	54.639	54.901	43.438
10 2 Morgan Dawdy	Z28	54.216+1	55.251+2	54.608+1	53.958	43.490
11 27 Jeremy Kindle	Audi S4	53.053+1	53.321+1	52.681	52.367	43.674
12 68 Michael Wootton	Miata	53.590+dnf	54.470	53.493+1	53.684	43.699
13 145 Tommy Regan	VW Scirocco	52.682+2	55.258+dnf	52.061+2	51.896+1	43.925
14 32 Sean O'Neill	Sentra SE	57.180	56.288	56.317	56.032	43.929
15 66 Whit Elliot	Miata	56.853	54.055	55.655+dnf	53.811+1	44.001
16 46 Vitek Boruvka	Tonykart	47.801	46.979	47.509	47.591	44.066
17 73 Scott Bowman	Miata	53.587	51.957	52.298	52.643	44.215
18 21 Don Tseng	'94 Chevy Z28	55.687+1	56.487	57.587+1	55.218	44.506
19 12 Catherine Jensen	bmw m3	56.103	55.836	54.324	55.100+1	44.817
20 47 Robert Jones	Sentra SE-R Spec-V	56.601+1	63.841+dnf	56.621+2	56.487	45.077
21 98 Dani Pedroza	Mini Cooper	58.297+1	58.941	58.960	58.069	45.178
22 132 Michael Hammond	Subaru	58.911	58.366	57.692	57.774	45.231
23 1 Donovan Brown	BMW 325	57.734+dnf	54.553	53.726+2	53.133+2	45.661
24 16 Martin Gremm	BMW MRoadster	59.658	58.808	56.075	71.318	46.262
25 53 Amita Achari	BMW 325	58.912+1	55.292	54.727+1	53.810+2	46.279
26 50 Alex Ponce De Leon		58.216	58.657	59.244	60.586+2	46.282
27 42 Raymond Guerrero	BMW	58.342+2	57.756+1	57.188	55.380	46.353
28 555 Brett Sadler		57.494	55.895	56.018	56.166	46.616

Class: 'T' Total Entries: 25 Trophies: 6

1T 120 Ben Drerup	BMW M-Coupe	67.183	53.871	53.452+1	53.173	44.027
2T 95 Tommy Regan	Mustang	56.339+dnf	54.110	53.900	53.378	44.517
3T 74 Sean O'Neill	Sentra SE-R Spec V	60.614+1	58.631+1	56.900	56.593	44.991
4T 31 Walker Clark	Miata	56.353+dnf	57.181+1	55.407	55.712+1	45.101
5T 26 Corey Rueth	Slow pony	56.583+dnf	59.128+4	56.034	55.178	46.018
6T 32 Altan Odabasioglu	BMW M3	56.601	55.958	55.806	55.730	46.144
7 65 Christopher McChesney	MR2 Spyder	58.278+dnf	56.797	57.034	56.958	46.233
8 5 Joel Adams	'89 T-Bird SC	59.001	57.707	57.615	57.271+2	46.438
9 346 Craig Rouse	98 Camaro	57.110+1	56.105+1	60.420+dnf	56.303	46.506
10 62 Andrew Aboudaoud	Pontiac Formula WS6	55.888+dnf	55.981	55.113+1	54.866+1	46.688
11 16 Catherine Jensen	BMW M-Roadster	60.615	58.640	58.249	57.030	47.050
12 67 Aaron McSpadden	1997 Mustang Cobra	60.900	57.967	57.160	56.293+1	47.214
13 28 Justin Lindner	Subaru WRX	60.002	57.518	59.265	56.771	47.688

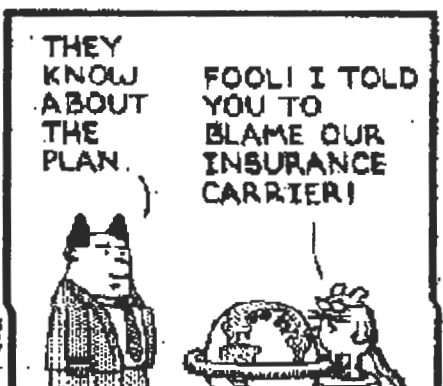
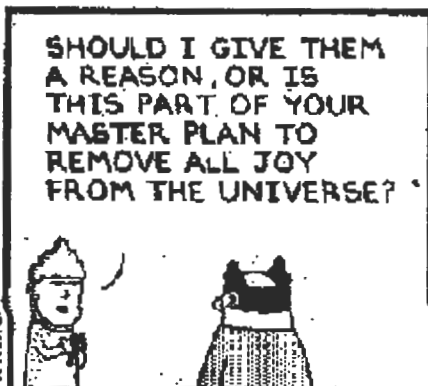
14 66	Sean Carr	92 camaro	60.667	68.045	59.085	57.507	47.961
15 111	Shane Shepherd	Trans Am	60.034	57.564	56.607+1	55.707+1	48.008
16 13	Randy Whitten	Honda S2000	59.224+dnf	57.789	57.106	57.037	48.253
17 216	Mark Ferguson	97 Mustang	57.347+dnf	59.516	58.014	58.027	48.384
18 42	Matt Knopp	Mazda MX5	60.732+dnf	59.355	58.323	58.789+dnf	48.933
19 8	Mark Kaiser	93 Ford Lightning	64.972	62.355	62.718	61.760	51.014
20 12	Gamble Anderson	85 RX-7	65.041	84.972+dnf	61.047	60.858	51.790
21 112	Jacob Cloud	RX-7	62.065	61.398+1	61.300	66.539+dnf	52.166
22 117	Cory Shepherd	Trans Am	66.299	63.850+2	63.346+1		54.499
23 25	Marcos Martinez	'91 Corvette	69.245+dnf	69.204+dnf	68.267+dnf	71.464	59.172
24 21	David Rogers	1995 Honda Civic	53.968+dnf	54.677+dnf	53.950+dnf		dnf
25 24	Nick Schreyer	Turboed 95 Si Hatch	54.810+dnf				dnf

Class: 'n' Total Entries: 25 Trophies: 6

1T 686	Kyle Johnson	'03 Hyundai Tuscani	60.523+dnf	65.212+2	60.948+dnf	57.053	44.615
2T 50	Bret Sadler	'03 WRX	62.135	83.437+dnf	59.415	57.227	45.495
3T 161	Peter Magic	Honda S2000	55.490	55.172	55.705+1	54.438+1	45.517
4T 51	Angel Rodriguez	Subaru Impreza WRX	59.443	58.419	56.261+1	55.880+1	46.015
5T 76	Jeff Brooks	Mustang GT	59.816+dnf	57.809	59.782+dnf	58.493+3	46.594
6T 130	Eric Sikes	1991 Firebird	63.864+dnf	69.394	63.694+1	58.359	47.037
7 88	Jeff Adams	Honda S2000	67.774+dnf	60.582+2	57.369	57.479	47.329
8 104	David Poole	Subaru WRX	58.609+dnf	58.531	58.806	58.721	48.347
9 24	Jan McDonald	2000 Ford ZX2 S-R	73.589	64.575	76.161+dnf	62.190	48.633
10 4		Subaru Impreza WRX	60.062	60.288	59.771	58.404	48.709
11 555	Alex Ponce de Leon	subaru wrx wagon	61.474+dnf	60.506	59.285+1	58.871	49.098
12 11	Raymund Guerrero	Chevy Corvette	56.537+dnf	60.426+dnf	56.800+dnf	59.108	49.473
13 14	Hirem Patel	2000 Honda Accord	63.705	63.026	61.901+dnf	60.684	49.640
14 34	Ted Schmidt	2000 Miata	69.150+2	65.144	59.796+1	59.256	49.716
15 26	Randy Clinard	Mazda Protégé	67.913+dnf	67.860+dnf	64.140	64.319+dnf	49.901
16 13	Corinne Noblett	1992 340zx	62.667	63.276	60.514+dnf	61.316	50.156
17 38	David Linville	Subaru WRX	64.314	62.009	60.812	60.569	50.515
18 238	Jon Meredith	Subaru WRX	61.721+1	60.564+dnf	59.048+dnf	58.130+dnf	50.658
19 11	Paalo Anderson	'82 RX-7	72.888+3	65.883	63.223	62.111	52.111
20 46	Onur Celebioglu	Toyota Corolla	77.704	73.090	68.101	67.160	52.250
21 111	Colin Hughes	'82 RX-7	65.896	63.546	63.663	62.808	52.696
22 3	David McLellan	Subaru WRX	69.381	64.598+1	63.980	63.209	52.716
23 99	Dan Carter	1992 BMW 325	67.460	62.671+dnf	62.235+dnf	62.355+dnf	53.631
24 8	Nancy McLellan	Subaru WRX	71.984+dnf	67.221	66.741+dnf	66.311	55.303
25 66	Joshua Anderson	Nissan 300zx NA	63.107+dnf	59.232+dnf	67.360+dnf	61.914+dnf	dnf

Top Time Of Day

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# ASK THE EXPERTS (CONTINUED FROM PAGE 3)

Use the sway bars to give the desired amount of body roll and to fine-tune the front-rear steady state balance. Take pictures of the car in steady state cornering to see what the tires are doing (inside and outside). Most cars do not have good camber change or roll steer geometry so limiting body roll will help keep the tires flat and steered straight when loaded. Tune front-rear balance on a skid pad trying different sway bars. AH

**How much are aftermarket shocks worth in terms of time on an AutoX course? What about Light wheels?**

When I take riders in a 3000lb car, I usually notice about 3 tenths slower times on a 60 second course. Average rider 150lbs, so every 50 lbs is worth maybe a tenth. For every 1lb of rotating mass equals 4lbs static. So if you can get wheels that are 2lbs lighter for all 4, you get a net

of  $2 \times 2 + 2 \times 4 = 12$  lbs. (assuming 2 wheel drive) So maybe it is worth about 0.025 second in a 3000lb car. Certainly there are other benefits in handling because of lighter mass the shocks have to handle, and lighter wheels on lighter cars would obviously have a bigger net effect. Shocks are difficult to know. Aftermarket shocks can slow a good car down, if the valving is not correct or adjusted wrong. The biggest advantage

tage, is that it allows the driver to tune the car to his/her driving style and make adjustments for different driving conditions. The most benefit will be gained on putting them on cars that do not come from the factory as "sports cars" (Z06, S2000, M3, etc.) as the valving will be tuned for ride quality and not transitional performance. ES



Stefan Haag shows off his new car.

(Staff photo)



Cat Marion prepares for her run.

(Staff photo)



Whit Elliot flies onto the runway.

(Staff photo)



Yes, people even autocross trucks. Just ask Mark Kaiser!

(Staff photo)

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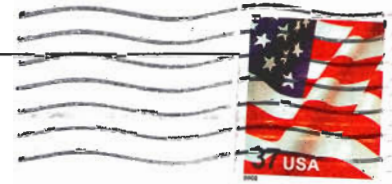

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Cory Rueth makes his way through the slalom. (Staff Photo)



Doug Wallingford drives his Cosworth thru the offsets. (Staff photo)



Ben Drerup gets out of shape when entering the slalom. (Staff photo)