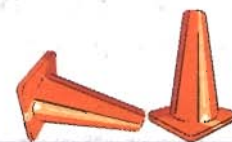


THE RATTLE



Co Editors
Laurie Hyman
Beth McClure-Strelnieks

INSIDE THIS ISSUE:

<i>RTRT</i>	2
<i>Mazda Rev It Up</i>	3
<i>School Zone</i>	4
<i>Event #5 Results</i>	5-7
<i>Ask the Experts</i>	8
<i>Candlelighters</i>	9

Special points of interest:

- Mazda Rev It Up
- School Zone: Course Walking
- Ask the Experts
- On the Road with RTRT
- Candlelighters charity event
- Photos, Photos, Photos!

EVENT #5— SUPER HY-POWERED BY LAURIE HYMAN

What can be better than a day of autocrossing? How about a whole weekend? Spokes did exactly that on May 17 and 18. The weekend's festivities began on Saturday with a practice event at Tech Ridge. Spokes held a members only event using an old yet challenging course design by Andy Hollis. The mood was very laid back as members exchanged rides with their friends, worked on their car setup, and practiced their driving techniques.

However, Sunday was the real competition as sunny, unseasonably hot weather set the stage for Event #5 at Tech Ridge. 120 competitors braved the heat to compete on a course designed by your faithful Rattle co-editor and first time course designer, mel. Thanks to the hard work of the club, each competitor received 5 runs and we still finished the event by 5:00.

I decided to try my hand at course design because I was disappointed with some of our previous layouts that had too many tight transitions, mainly because of the size of my car and the fact that the Supra has so much power which my husband and I never get to use @. I tried to keep the course as simple as possible, utilizing as few cones as I could, while keeping the course challenging and flowing well. The offsets on the runway made the course challenging as you needed to set up early for them in order to maneuver through properly. I also tried to make the turnaround on the runway a lot less painful by placing two gates on each side of the runway using a nice flowing 180 degree arch into the turn. Because I still felt the "need for speed", I had to include a nice straightaway into the finish.

For the 2nd event in a row, Tak Inoue held the Top Time of Day in



Bill Agha takes out a wall of cones sending them flying through the air while co-driving Brian Taubman's Z-car in FP.

(Staff Photo)

his F125 shifter kart with a time of 42.883. Vitek Boruvka demonstrated some fast maneuvering as he captured Top Pax of Day in the "Nanar" with a pax time of 39.461 (raw time 46.262).

There were many close battles within the various classes. In BS, Tuan Nguyen (S2000) claimed the win over Kevin Fabec (S2000) by .248 seconds. Douglas Aleong (WRX) drove his way to victory in STX, winning the class by .213 seconds over Jonathan Jaynes (Integra). The battle on street tires was also tight, as Sean O'Neill (Sentra) edged out Kyle Johnson (Hyundai) by .125 seconds in Tire class. However, the closest margin of victory was in X class, which was comprised of 18 drivers. Martin Truemper (Sentra) beat Dan Pedroza (Z06) by a mere .044 in pax time. Continuing his trend as a top performer, Martin also snagged the win in his own car, an Integra, in STS.

Other competitors who rose well above the rest of their competition, included Scott Bowman

(Mini) in GS, Stefan Haag (SRT-4) in DS, and David Murphy in AS. In the personal best category, Sean Householder (Lancer Evo) went from being at the back of the pack in Novice class at the last event to winning his class by 1.795 seconds. Way to go, Sean!

Another exciting class to watch was SM2. Multi-time National champion Erik Strelnieks brought his stock Z06 over to compete with the mod cars, including the always evolving and very fast turbo charged Miata owned by Dan and Dani Pedroza. However, Dan showed Dr. Erik that the true SM2 car dominated, claiming the top spot over Strelnieks by .517 seconds (46.907 raw time). Was it skill or the corded tires on the Z06 that were responsible for the fall of the good doctor? Stayed tuned.

The next Spokes event will be on June 1, 2003 at Tech Ridge.

(Full event results on page 5)

ON THE ROAD WITH RTRT

BY DANI PEDROZA AND BETH MCCLURE-STRELNIEKS

SCCA went home to Forbes Field in Topeka, Kansas for the fourth stop of the 2003 ProSolo season on the weekend of April 26-27. For those who attended the Dallas ProSolo, this was the next closest event to meet the 2 event minimum to run the Finale in September, not to mention a great opportunity to test the car on the rough concrete surface. Thirteen of RTRT's finest made the 650 mile trek in hopes of bringing home some wood.

Spokes brought home more winnings from the casino than trophies, but everyone seemed to have a good time. Though the weatherman threatened rain, Saturday was clear and cool, with highs around 80, giving competitors a nice shot at the course. Similar to the 2001 Pro Finale layout, the course featured a great launch into an open turnaround that put drivers face to face with each other on their way through a left hand turn, through the crossover and finishing up with a quick slalom that was a lot faster than it looked. Overall, the course was technical, but still let you get on the power, as long as you were set up properly.

Andy Hollis was the highest class finisher for Spokes taking home second place in SM2, 1.8 seconds off the class winner. Eric Hyman finished 2 tenths behind Andy in the Supra, still taking top points in SM, and Dan Pedroza finished 4th in the class of 11. Ann Hollis picked up the 7th spot in ASP when Andy's move to SM2 left CSP to bump up with only 4 entries. Cone trouble on Saturday kept Erik Strelnieks cautious on Day 2, finishing in the 3rd spot in SS. Chris Williams, Mike Wootton and Adrian Iley all mixed it up in CS. Mike improved slightly on Sunday but not enough to take the 10th spot away from Chris, while Adrian finished in the 13th spot. After some red-light trouble in her morning runs, Beth McClure-Strelnieks was holding the second spot in L2 on Saturday, but not enough improvement Sunday dropped her to a 4th place finish. The clutch in

the already-tough-to-launch Supra started going out for Laurie Hyman's Sunday runs. She still managed some improvement on the right side course, finishing in the 7th spot in L2. Kyung Wootton finished 5th in L1 after some cone trouble on Sunday left her to rely on Saturday's runs.

RTRT claimed another ProSolo challenge win with AJ Jones piloting her STS Acura RSX to win the Bonus Challenge in her second ever ProSolo. SDP

Texas Region SCCA hosted the 2nd Southwest Divisional at Texas Motor Speedway in Ft Worth on May 3rd and 4th. Phil Osbourne rose to the occasion with a challenging and fast course design on the slick asphalt bus lot. Thankfully no rain hampered the event, although conditions were hot and humid. Thirty-three Spokes members turned out in the quest to win a Divisional Championship, and brought home nineteen trophies, with eleven first place finishes.

In a few classes Spokes members took the full trophy sweep, including Super Stock in which Denny Feigenspan piloted his "Silver Bullet" Z06 to the win over fellow Spokes member and Z06 driver Lance Adams. C Stock driver Chris Williams, (Miata), beat out Mike Wootton, (Miata), for 1st place by a margin of .438, followed closely by 3rd place trophy winner Adrian Iley, (MR2), a scant .030 back. (See table for the full list of trophy winners)

As usual the Road Trip Racing Team had a good time socializing in the official "Texas Spokes Sports Car Club Biergarten and Polka Lounge", crowned with a new banner created by Spokes member and Raw Graphics owner Richard Windberg. Several new and exciting events were dreamed up for the non competition hours including pit luge, in which inebriated or very brave folk were pulled around the pits behind Tom Holt's mini bike on a garage creeper Shelley



AJ Jones poses during the awards ceremony at the Topeka Pro Solo. AJ won the bonus Challenge in her Acura RSX.

(Staff photo)

Bryson won at the Saturday night banquet. Other members not content with just competing during the day dreamed up the Hotel Room Olympics for the evening hours, this apparently involved jumping from bed to bed in the double rooms with points being awarded for height, style and landing.

Several Spokes members also took part in other activities going on at the Speedway over the weekend. Jeff Wirtz competed in the Grand Prix road-race inside the track, while Dan and Dani Pedroza, Erik Strelnieks, Beth McClure-Strelnieks, Andy Hollis, Jimmie Edrington, Jeremy Kindle and Greg Ward all made time to stop in at the Mazda Rev It Up Tour either Friday for the VIP non competition day or over the weekend for competition runs. BMS



The Spokes Biergarten was the place to be for the RTRT team at the Divisional.

(Vitek Boruvka photo)

Southwest Divisional #2

1st SS Denny Feigenspan	1st SML Shelley Bryson
1st SSL Beth McClure-Strelnieks	2nd SS Lance Adams
1st CS Chris Williams	2nd SSL Carolyn Feigenspan
1st GS Scott Bowman	2nd CS Mike Wootton
1st CSP Andy Hollis	2nd CM Eric Jones
1st FSP Rich Windberg	2nd SM2 Erik Strelnieks
1st CP Vitek Boruvka	2nd F125 Tak Inoue
1st DP Steve Hudson	3rd CS Adrian Iley
1st FP Tom Holt	3rd SM2 Don Tseng
1st SM Eric Hyman	

MAZDA REV IT UP TOUR: ONE COMPETITOR'S EXPERIENCE MAY 2-3, TEXAS MOTOR SPEEDWAY

BY DAN PEDROZA

Oh great, another car manufacturer doing a promotional arrive and drive. I've been to so many of these events and have been utterly disappointed with the final showcase. Most recently, MTV got together with Chrysler to pump the public with its new turbo Neon. They claimed to be looking for fresh new faces and great drivers. What they really wanted were teen wannabes who knew the birthdates and favorite colors of the most current VeeJay. When I heard Mazda was doing a promotional competition, I thought it would be another joke. \$39 for a chance to drive an automatic heat-soaked front-wheel-drive slushbox that weighs 1000 lbs. more than my Miata on a sub par 30-second course created for beginners who think a 'chicane' is a type of Mexican gum? Goody, Goody, Where, oh where, do I sign up?

And then I heard who was throwing the party.

This shindig was being hosted by Automotive Marketing Consultants, Inc., the same company which employs the likes of George Doganis and Gary Thomason, both of whom combine for more SCCA Solo II National Championships than found in the state of Texas. I have personally been hammered by both of them (or at least their cars) at the National Championships. George pounded me in BS back in '99 and Thomason's Vette pounded me in SM2 this past

year (2002.) An outfit that can produce drivers good enough to beat me is ok in my eyes. Har Har. Seriously, this outfit does testing day in and day out of vehicles for manufacturers allowing these two autocross icons to practice their driving skills daily and get paid for it.

After hearing of the successful event in Houston, I was actually anticipating how the event would unfold in Dallas at the Texas Motor Speedway. Dani and I had decided to skip the SW Divisional because of race-burnout from the previous months Tours, Pros and Regionals. I'm sure the Hymans, Strelnieks and Hollis camps can appreciate the value of a weekend free of racing. :) So we packed up the 4-Runner and headed up to the Speedway to trash someone else's car.

Upon arrival, we quickly learned that Jordan Musser was leading the event and was being referred to as the Boy Wonder RevItUp Idol because of his American Idol good looks and lack of wedding band, as noted by the lonely announcer. Jordan autocrosses for a hobby when he's not piloting his 125cc shifter kart around the nation so I knew he would be tough to beat. On my first shot at the Mazda 6 sedan, I managed to edge out Jordan by .2, running a 32.6, much to the

dismay of the announcer who kept fawning over Jordan and his smooth driving abilities. Trying to find a silver lining in the fact that I had also lost my wedding band this weekend at this event, I was hoping I would be taking over the RevItUp Idol position if the announcer saw that I didn't have my wedding band, but instead she chose to refer to Dani and myself as the "Racing Pedrozas."

My second run found myself going head to head with Erik Strelnieks. Erik managed a 32.8 on his first run giving me a bit of confidence until I found out that Erik had just about parked the car on the first turn by missing a shift. Somebody forgot to tell Erik he was driving an automatic. Nonetheless, I knew I would be in trouble when he took his second and final run an hour later. I would have needed a miracle to retain my lead against him. They raised the target index for the course making it much more difficult for Erik to score more points than my current 716 points. Apparently as the course changes, the powers that be change the target index to reflect changes in temperature, wind direction, moon alignment and requested miracles. Erik did run a faster raw time than me by a mere miniscule two tenths of a second, but because of the new index, he remained in second place. In all honesty, Erik did deserve the trip to Laguna Seca for the

finals, but as he was quoted, "That's racin'!"

Unfortunately I used up my one miracle a bit too early. Reeling from the pain of being the first loser at the Houston event, Brian Matteucci decided to give it another shot in Dallas. Having seen the course previously, I debated protesting the entire event and deeming me the winner by default and decided to let him have his shot. After waiting impatiently at home all day Sunday as driver after driver attempted to dethrone me (over 1200 when said and done), I got a phone call from Andy Hollis. Apparently, after many great drivers gave it a go at the course, such as Pappas, Montoya, Hollis, Etkins, and Andretti, my top spot still remained secure until the Great Matteucci had his first run. Brian, running on an index similar to mine the previous morning, ran two tenths faster than me picking up 14 more points than I did giving him the top spot and sending him on his way to Laguna Seca for a chance to win a slushbox of his own. Andy Hollis tried to console me on the phone by saying "Hey, but he couldn't back it up on his second run."

Thanks Andy. I didn't want a free \$20,000 brand new sedan anyways. Now...off to the jeweler.

DP

Team Racin' Pedrozas

Spokes is always looking for new places to race!



If you have any leads to potential autocross sites in Austin or the surrounding area, please contact Greg Ward at president@spokes.org

We would like to encourage any members who would like to write an article or an editorial. Letters to the Editor for print purposes are also welcome and can be e-mailed to: Rattle@spokes.org, or sent to:

Beth McClure-Strelnieks
14928 Cordero Dr
Austin, TX 78717

SCHOOL ZONE: COURSE WALKING

BY ANDY HOLLIS

Last time we talked about the importance of looking ahead while driving the course. We mentioned that a key part of that technique is done during the course walk. This month we'll investigate that further.

Autocross is unique in the field of motorsports in that you don't get to practice the course you are going to compete on. This brings into play a mental element that is much more difficult than what one might initially think. It also emphasizes "closed loop" skills, as opposed to the "open loop" skills one needs in road racing or circle track competition.

In a closed loop system, there is an initial set of conditions, a plan of attack, and an update cycle. In autocross, the predominant given conditions are the course, the surface, and the car. The update cycle is the number of runs and that which you are updating is the plan of attack. Where does this plan come from? Well initially, it comes from the course walk.

Driving quickly through the course (i.e. executing the plan) is hard enough when you know where you are going, but doing so while trying to figure out the course is almost impossible. Sure, "looking ahead" will help but it works out much better when you know where you want to be each step of the way. And a key part of that preparation is building a mental image of the course from the driver's perspective.

To build this mental image, you want to first start with large scale items and then move on to more and more detail. Begin with a single walkthrough to understand the overall flow of the course, identify optional areas and make a preliminary decision on slalom directions. Also, pace off slaloms to determine whether they increase or decrease in spacing (and thus, speed) and offset. We can also pace off straights to determine shifting requirements and general braking zones. Once you get to the

finish line the first time, you should know the general flow including options, and the general fast and slow sections. Oh, and if you were distracted by talking to someone throughout, walk it again!

Now that you have the basics, it's time to build the detailed picture. The second time through, start to build up the mental image section by section. Walk through a turn or two, stop and replay that section in your head. Can you do it? If not, go back to the start and try again. It will help to only remember the key cones that define the course, not every cone.

Once you have that first piece visualized, walk through another section and add it to your mental image. Can't do it? Go back and re-walk the section you forgot. Always start your mental "replays" from the beginning of the course, incrementally adding in each newly walked section. Repeat until you have gone through the whole course. By the time you get to the finish line, you should be able to replay the whole course in your head. If you cannot replay it all, walk back through again,

concentrating on the sections you cannot remember.

Once you have the course memorized, you'll want to walk some more to plot out your line and build that into your mental image. Which cones will you be right up against, and which will you be away from? Where will you brake? Shift?

Look at the surface, too, not just the cones. There may be dirt to be avoided or potholes or water. There may be bumps that will unsettle the car. Turns may be on-camber (banked) or off-camber which will affect the speed that can be carried through them. Take all of these things into consideration as you add more detail to your mental image. As

your experience grows, subtle things will become more important.

How many times should you walk? There is no set number, but the key is to walk enough to build a complete mental picture of the course, and a plan of attack as to how you will drive through it. How will you know? Have a friend act as sounding board while you verbally talk through your plan. Here's an example: "launch into a gentle right-hander, exiting wide, shift to second into medium speed five cone slalom of equal spacing, getting back on the gas at the second-to-last slalom cone, then straight towards three offset gates, setting up wide, mild braking ten yards out, etc., etc.". If you can do it so they can understand, you are well-prepped.

Another sufficiency test is to try and draw a course map from memory, along with your planned line with key visual cones marked, and key braking or shifting areas. This is also beneficial because you can refer to it later on if you forget your plan. Remember, a less-than-perfect plan is always better than no plan.

A slightly more advanced technique is complete visualization. For this, you actually go through a run in your head through the course as if you were actually driving it. This includes all visual and aural elements according to the driving plan you have devised. As practiced by an accomplished veteran, the times turned visually will be remarkably close to real-time.

Some events hand out course maps, but you should always be skeptical of their validity. Most of these are made up as the course designer's initial plan, but on-site changes are made to tune the course. Their value is really limited



Participants walk the course at Tech Ridge.

to helping out with the first walkthrough and getting a head start on overall flow. The one exception is for Nationals courses which are usually right-on. Studying the map in those cases can yield better insight into relative turn radii, straight lengths, etc.

As with anything, practice makes perfect. The day after an event, go back over your mental image of the course. Can you still do it? Maybe you didn't work at it enough? How about a week later?

The course walk is a unique part of autocross that sets it apart in the field of motorsports. It is a skill to be practiced and perfected. With a strong plan of attack, the driver can focus entirely on execution of that plan during the actual competition runs. With less of a mental burden at "show time", more energy can be spent towards making adjustments and correcting minor mistakes in that execution. But that is a whole 'nuther topic...

Andy Hollis is a four-time SCCA Pro Solo and Solo II National Champion. He is a 23 year veteran of the sport, running in all categories and types of cars, and has devoted significant time to autocross instruction. Currently an instructor with the Evolution Performance Driving Schools, he has been Lead Instructor for the National Tour Autocross Schools, the SCCA Pro Solo clinic, and regional schools in the Mid-Atlantic area. © 2001 Hollis Racing Enterprises

Event #5—Results

Class: 'ss' Total Entries: 4 Trophies: 2

1T	99	Denny Feigenspan	Z06 Quicksilver	48.948	48.191+1	48.640	48.416	48.190	48.190
2T	11	Beth McClure-Strelnieks	01 Corvette Z06	50.038	49.625				49.625
3	94	Connie Hudson	Z06 yellow	52.250+1	52.224	52.128	51.340+1	51.849+1	52.128
4	1	Nizam Ishmael	98 Corvette	54.167	54.559	53.468	54.400+1	54.187	53.468

Class: 'as' Total Entries: 2 Trophies: 1

1T	53	David Murphy Jr.	Mitsubishi Evo VIII Silver	52.162	51.076	51.228	50.589	51.684+dnf	50.589
2	5	Edward Yardumian	BMW M3	60.630+1	61.571	59.280	56.393+dnf	56.481+dnf	59.280

Class: 'bs' Total Entries: 8 Trophies: 3

1T	29	Tuan Nguyen	Honda S2000	49.935+1	51.524+1	49.176	49.217	48.863	48.863
2T	83	Kevin Fabec	Honda S2000	50.907	50.555	49.902	49.111	49.732+1	49.111
3T	37	Diana Teoh	Honda S2000	52.800	52.116	51.872	55.359	50.657	50.657
4	20	Jim Edrington	Nissan 350Z	51.371	51.388	51.859	51.099	51.516	51.099
5	13	Jose Alas	Honda S2000	52.177	52.222	51.493+1	51.965+1	52.040	52.040
6	88	Jeff Adams	Honda S2000	54.940	54.132	53.369+1	53.321	53.119+1	53.321
7	66	Michael Howe	2000 Z3	58.571	57.148	56.142	55.238	55.357	55.238
8	134	Kevin Oshiro	Stook	59.293	58.451	56.928	57.413	56.647	56.647

Class: 'cs' Total Entries: 5 Trophies: 2

1T	75	Chris Williams	99 Miata Silver	48.916	49.413	48.667+dnf	48.597	48.615	48.597
2T	66	Michael Hammond	'00 Miata	49.580+3	49.883+3	49.065+4	50.020+1	49.165	49.165
3	23	Adrian Iley	2001 MR2 Spyder	51.066+1	50.317+1	50.637+2	50.585+1	49.424	49.424
4	8	Kyung Wootton	99 Miata	50.406+1	50.254	50.563+dnf	50.668	50.425	50.254
5	33	David Dillon	Miata	54.701	53.916	53.923	53.062	54.975	53.062

Class: 'ds' Total Entries: 4 Trophies: 2

1T	31	Stefan Haag	Dodge SRT-4	53.586	52.560	53.024+1	52.522	52.735+1	52.522
2T	50	Bret Sadler	WRX	55.655	54.190	54.997	54.337		54.190
3	27	Varum Idnani	Lexus IS300	69.405+1	58.434+1	57.653	58.184	58.169	57.653
4	98	Phil Shepherd	'98 Prelude SH	60.605	61.690	59.291	59.353	58.770	58.770

Class: 'fs' Total Entries: 1 Trophies: 1

1T	17	Kraig Schall	'96 Firebird Formula	60.555	61.836+dnf	60.215+dnf	59.899	63.486+1	59.899
----	----	--------------	----------------------	--------	------------	------------	--------	----------	--------

Class: 'gs' Total Entries: 6 Trophies: 2

1T	73	Scott Bowman	Mini Cooper S Dark Silver	51.622	52.088	51.949+1	52.015	51.996	51.622
2T	77	Ryan English	Mini Cooper S	55.624	54.936	54.395	53.953	54.421	53.953
3	777	Dave McCartney	Mini Cooper S	56.804	54.308+1	53.964+1	53.597+1	54.226	54.226
4	500	Richard Clarke	'99 Subaru Impreza RS	58.772	57.808	57.874	56.377	55.654	55.654
5	9	Tony Hall	Ford Probe	62.198	60.965	62.511	61.948	59.751	59.751
6	6	Edward Yardumian	Ford Probe GT	67.984+dnf	67.126	62.755	63.367+dnf		62.755

Class: 'csp' Total Entries: 1 Trophies: 1

1T	8	Corey Childress	Miata	52.847	52.704+1	51.773	52.529+2	53.978+1	51.773
----	---	-----------------	-------	--------	----------	--------	----------	----------	--------

Class: 'dsp' Total Entries: 1 Trophies: 1

1T	3	Bill I Agha	GTI	52.461+2	52.376	52.153+1	52.103+2	53.442+1	52.376
----	---	-------------	-----	----------	--------	----------	----------	----------	--------

Class: 'esp' Total Entries: 1 Trophies: 1

1T	48	Larry McWilliams	99 Mustang Cobra	52.954	53.209	53.541			52.954
----	----	------------------	------------------	--------	--------	--------	--	--	--------

Class: 'cp' Total Entries: 2 Trophies: 1

1T	46	Vitek Boruvka	Nanar	47.592+2	47.297	46.776+1	46.262	46.995	46.262
2	13	Ray Sissons	85 Camaro Z28	52.954+1	52.243+1	52.373	51.659	53.887+1	51.659

Class: 'dp' Total Entries: 1 Trophies: 1										
1T	82	Steve Hudson	Mazda Miata	50.088	49.603	47.909	48.392+2	47.555+1	47.909	
Class: 'ep' Total Entries: 1 Trophies: 1										
1T	142	Michael Wells	1974 Volvo	52.806+1	52.059	51.956	51.181	51.225	51.181	
Class: 'fp' Total Entries: 5 Trophies: 2										
1T	29	Tom Holt	Datsun 280Z	47.493	47.149	46.370	46.167+1	46.572	46.370	
2T	15	Brian Taubman	240Z	49.729+1	48.008	47.099	47.832+1	46.763	46.763	
3	115	Bill Agha	Datsun Wave	49.001	49.391				49.001	
4	73	John Burgess	Datsun 240Z Red	50.340+1	55.721+dnf	49.985	49.994	48.996+1	49.985	
5	71	Mark Rolston	'71 Datsun Z	53.344	52.151	52.088	51.065	50.802	50.802	
Class: 'sts' Total Entries: 8 Trophies: 3										
1T	13	Martin Truemper	Integra GS-R	53.607	52.851	52.072	51.827	51.983	51.827	
2T	23	Robert Jones	2001 Nissan Sentra	58.325+1	55.695	55.139	54.465	55.167	54.465	
3T	16	Chris Weiland	Civic	58.459	56.266	56.596	55.074	55.378	55.074	
4	8	Arthur Yung	00 Civic Si Black	63.042+dnf	59.931+dnf	58.858	55.812	55.084	55.084	
5	129	David McKnight	2002 Honda Civic Si	59.794	56.650+dnf	56.420	55.696+1	58.423+dnf	56.420	
6	99	Allen Newport	Mazda MP3 Yello	59.882	57.466	76.593	70.678	57.904+dnf	57.466	
7	88	Edwin Tang	Volvo S40	55.064+dnf	56.937+dnf	59.210+dnf	57.737+3	56.095+1	58.095	
8	3	Mike Hall	Ford Contour	63.487+dnf	66.345	67.138	65.753	63.765	63.765	
Class: 'stx' Total Entries: 5 Trophies: 2										
1T	6	Douglas Aleong	Subaru Impreza WRX	53.308+dnf	53.422+1	52.694	51.884	51.458	51.458	
2T	43	Jonathan Jaynes	Integra Type R	52.108	51.671	52.257+2	51.268+2	51.775	51.671	
3	28	John Hale	03 WRX	53.912	53.603	52.771	52.169	52.299	52.169	
4	25	Travis Rouse	Subaru WRX Wagon	54.286	54.016	53.329+1	53.112	52.724+1	53.112	
5	33	Ryan Johnson	Nissan SE-R Spec V	56.186	54.808	54.626	55.618+1	54.502	54.502	
Class: 'sm' Total Entries: 5 Trophies: 2										
1T	63	Billy Bryson	Camaro	51.975	50.673	50.177	49.966	49.506	49.506	
2T	91	Laurie Hyman	'93 Supra	50.238+dnf	51.725	51.526	50.905	50.469	50.469	
3	163	Shelley Bryson	Camaro	53.964	54.252	53.543+1	53.188	54.463	53.188	
4	113	Marty LaBarbera	73 BMW 2002	58.873	59.335				58.873	
5	13	Kevin Witherly	73 BMW 2002	69.000+dnf	50.326+dnf	80.119			80.119	
Class: 'sm2' Total Entries: 11 Trophies: 4										
1T	198	Dan Pedroza	Turbo Miata	47.445+1	47.083+2	46.907	47.144	47.233+2	46.907	
2T	111	Erik Strelnieks	01 Corvette Z06 Yellow	47.872+3	47.424	47.716+1	47.838	47.656	47.424	
3T	181	Morgan Dawdy	'93 RX7 R1	51.980	50.842+1	49.533	50.318	48.952	48.952	
4T	81	Don Tseng	'93 Mazda RX-7 R1	50.031	49.330+1	49.058	50.363+1	49.190	49.058	
5	98	Dani Pedroza	Turbo Miata	51.724	51.187+1	51.005	51.501+2	49.409	49.409	
6	7	Greg Ward	'00 Miata	51.864+2	50.039	50.540+1	52.439+dnf	50.439+1	50.039	
7	71	Russell Long	300ZX	53.007+1	52.317	51.361	51.275	51.410	51.275	
8	14	Bill Maroon	1991 MR2 Turbo	67.553+2	53.830+1	54.688+1	53.334+1	52.146	52.146	
9	18	Jessie	Nissan 300ZX	55.42	53.82	54.068	52.996	53.878	52.996	
10	253	Aikmeng Kuah	300ZX turbo	56.744	67.558	55.669	54.750+1	60.481+dnf	55.669	
11	79	Steven Calland	RX-007	63.626	64.181	61.084	60.151	60.985	60.151	
Class: 'f125' Total Entries: 1 Trophies: 1										
1T	92	Tak Inoue	Interkart CR125	45.153	43.904	43.733	42.883	44.529+1	42.883	
Class: 'x' Total Entries: 18 Trophies: 6										
1T	xds	47	Martin Truemper	Sentra SE-R	53.954+1	52.002	51.277	52.148	51.416	40.765
2T	xss	1	Dan Pedroza	Thanks Beth	48.539+1	48.073+1	49.110	48.881+1	48.756	40.809
3T	xcs	66	Bret Sadler	Miata	53.631+dnf	50.186				40.851

4T	xsm	61	Eric Hyman	Supra	49.898+1	49.109+1	48.317+4	48.349+2	49.005	40.870
5T	xcs	68	Michael Wootton	Miata	52.183+1	52.606+3	50.365	51.700	50.375	40.997
6T	xf125	46	Vitek Boruvka	Tonykart	44.172	44.206	43.902	47.459	44.051	41.180
7	xfs	2	Morgan Dawdy	'94 Z28	51.874+1	51.342	51.383	52.631	51.711	41.382
8	xcs	17	Tak Inoue	Mr-2 Spyder	61.610+dnf	51.354+1	51.473+1	50.967	50.706+1	41.487
9	xcp	46	Erik Strelnieks	Nanar	50.739+1	47.585+1	48.036+1	46.976+1	46.983+2	41.777
10	xfs	21	Don Tseng	'94 Chevy Z28	51.879	52.007	52.353	58.345+dnf	52.436	41.814
11	xdsp	13	Brian Taubman	Red VW	52.408+3	52.920+4	51.626+3	51.934	51.606	42.214
12	xds	50	mike hammond		51.343+4	55.346+1	54.135			43.037
13	xf125	7	Greg Ward	kart	48.716	46.919	46.034+1	46.106	47.406+dnf	43.247
14	xstx	34	Ryan Johnson	Integra Type R.	56.765+1	56.658+1	56.119	55.753	54.644	43.606
15	xf125	146	Corey Rueth	Nanar Tonykart	49.260+2	47.498	71.403	46.922	46.772	43.872
16	xsm	74	Davd McCartney	Audi TT	63.082+dnf	57.068	63.161	56.121	53.839	44.902
17	xes	7	Steven Powers	Miata	59.948	58.756	58.471	57.270	58.912	46.045
18	xf125	92	Adrian Iley	Taks Kart	50.762	79.557	97.837+1	95.844	93.455+2	47.615

Class: 't' Total Entries: 12 Trophies: 4

1T	tds	74	Sean O'Neill	Sentra SE-R Spec V	53.294	54.381	52.832+1	53.107+1	52.619	41.832
2T	tgs	686	Kyle Johnson	Hyundia	54.545	54.264	53.784	53.848	53.653	41.957
3T	tcs	88	Jon Etkins	Joi's Twinkie	54.493	53.085	52.355	52.478	52.591	42.617
4T	tas	5	Joel Adams	'03 Mustang Cobra Gr	52.772+1	53.122+1	54.249+2	53.925	52.789	43.709
5	tsm	95	Tommy Regan	Mustang	53.902+1	52.744	52.881	53.089	53.106+1	43.988
6	tsm	26	Corey Rueth	Camaro	55.709+4	53.413	55.830	61.719+dnf	53.361	44.503
7	tcs	65	Christopher McChesney	MR2 Spyder	56.602+dnf	55.625+1	54.916+dnf	54.739	55.145	44.558
8	tsm	66	Sean Carr	Camaro	56.460	68.832+dnf	54.148+2	54.775	53.549	44.66
9	tes	7	Ryan English	Miata	57.947	57.673	55.876	56.110	56.056	44.924
10	tsm	76	Jeff Brooks	'85 Mustang	54.487	54.769+2	53.594+1	55.962+dnf	54.463	45.422
11	tsm	37	Steven Telfman	Subaru WRX	55.042+4	55.164+4	54.904+1	55.485	53.884+2	46.274
12	tsm	79	Marty Bowers	Subaru WRX	58.218	56.094	55.768	56.286	56.249	46.511

Class: 'n' Total Entries: 18 Trophies: 6

1T	nas	888	Sean Householder	Lancer Evolution	56.647	54.388+1	53.272+1	52.927	52.249	43.262
2T	ncsp	34	Ted Schmidt	2000 Miata	51.078+dnf	55.577	53.703	55.456	53.887	45.057
3T	nhs	26	Randy Clinard	Mazda Protege	59.159+dnf	59.405	59.808	60.230	58.748	45.706
4T	nsm	44	Jon Willson	'02 Camaro	66.762	59.040+1	55.527+1	55.160	55.191	46.003
5T	nhs	111	Chris Muenzer	P5 Black	62.630	60.819+1	61.312	59.659	59.264	46.107
6T	ngs	23	Chris Squibb	2000 Civic SI	64.611	62.460	62.406	61.751	59.157	46.261
7	nsm2	73	Bill Miller	Honda CRX	57.616+dnf	55.045	56.320	54.850	54.450	46.337
8	nes	31	Deepak Giridharagopal	'91 Miata	61.821	59.266	60.407	60.493	58.864	47.327
9	ncs	24	Danny Snyder	'94 Miata.	60.070	58.681+1	60.096	58.894	60.949	47.940
10	nsm2	22	Danny (Z32)	Nissan 300z	59.008+dnf	61.311	58.763	56.982	57.098	48.492
11	nes	131	Chad Duffy	'91 Miata	60.411	61.303+dnf	62.717	60.980+1	61.313	48.570
12	nbs	11	Peter Guo	MR2	60.686+1	57.786+1	62.120+2	44.353+dnf	57.003+1	48.677
13	nsm	74	Steven Powers	Audi TT	65.469+dnf	62.396	59.840	59.626	59.139	49.322
14	nsm	3	David McLellan	WRX	60.266+dnf	59.151	67.314+dnf	61.241	60.412	49.332
15	nsm	110	Michael Villareal	Honda Civic	61.610+1	61.155	59.626	59.649	58.185+1	49.728
16	nes	11	Seth Brown	88 RX-7 Convertible	69.664	66.104+dnf	65.162	61.867	62.662	49.741
17	nsm	8	Nancy McClellan	WRX	63.083+dnf	63.854	62.463	60.590	60.048	50.080
18	nss	1	Sean Roeber	Firebird Black	60.635					50.751

Top Time Of Day

Raw time

f125 92 Tak Inoue 42.883

Pax

cp 46 Vitek Boruvka 39.461

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

I have a [Euro/Japanese/US brand] FWD 'hot hatch' whose suspension and tires suck equally. Which would you recommend I improve first: suspension or wheels/tires?

The first thing you should do is a good performance alignment, since it is inexpensive and is important to maximize the benefits of your other mods. As for new parts, tires will typically make the most difference in performance, assuming that everything is equally "sucky" on your car. After that, shocks. From there, it depends on what class you wish to run in. A front sway bar in Stock or bars for both ends in STS/STX.

All that said, you will make your largest gains by working on the driver. If you have \$500 to spend on tires and parts, you are probably better off spending it for entry fees and travel expenses to go to as many events as you can. Seat time is critical to getting max performance out of your car. Put a local hotshoe in your car and see how much faster they go than you. If its a lot, then work on the driving element. Consider also a professional autocross school like Evolution. AWH

What's the best way to take care of your car during the few minutes between runs on a hot day? Turn it off, Leave it on? Pop the hood?

Certainly pop the hood. Let out the heat that is trapped under the hood while no airflow is passing under the car. On most cars, you probably want to leave the car running with the A/C on to get maximum use of the fans in the car. Running the car also lets the oil and water circulate while they are being cooled by the running fans. You probably only have to leave it running for about 5 minutes, as at that point you reach a steady state point where the heat from running is offset by the heat being released by the fans running. This was discovered on our Z06, as it shows oil and water temps. Some cars may differ slightly. Be careful on what affects the running car is having on your tire temps. On the Z06, the running fans blow the hot air on the front tires, and they might need to be sprayed off if they are over 115-120 degrees. ES

Why do single-adjustable dampers have adjustable rebound re-damping as opposed to adjustable compression damping? Is rebound damping more important than compression damping? Why?

As a tuning aid, shocks are quite useful in determining the transition rate of the car (e.g. response to inputs in a slalom). But for anything other than a smooth race track, the useful range of adjustment in compression damping is much smaller than that of rebound. Too much compression results in skittering over the surface. This happens way before the setting you might want to provide the desired transition rate of the car. On the other

"Tires will typically make the most difference in performance."

hand, rebound settings can be used to control transition rate with few side effects. Aggressive rebound settings can be used at either end of the car (or both ends) to give the desired transition rate and balance without making the car bounce over the bumps.

Why does the compression setting have a side effect? Transitional response is a low velocity event at the shock shaft, whereas surface bumps are high velocity events. If you only have a single adjuster for compression it will adjust both low and high speed control at the same time, resulting in the effect described above. To get around this, high performance triple adjustable race shocks have a separate control for low speed compression (transitional response) and high speed compression (road surface irregularities). But they are also quite expensive and are not legal in Stock category. AWH

As a rookie, what modifications should I make to my STS car, and in what order would you do them, keeping in mind a reasonable budget? Also, I think I would like to run race tires, but that would move me into stock or street prepared depending on modifications, am I better off at this point, (have run 3 events), staying on street tires?

Probably the best and first thing you should do to any car is add the appropriate competition tire for the class. In street tire class, this would be the Falken Azenis Sport or new Kuhmo Ecsta MX "street" tires. Compared to true race rubber, you can probably get away with running these tires on the street and they are both relatively inexpensive as tires. This would be the number one reason to stay in street tire class at this point in your career. Hard to keep up with the "Jones" that run new race rubber at every big event. Keep in mind that both of these tires stretch the bounds of the 140 tread wear ratings, I'm sure, as they are very sticky for street tires.

Next would be shocks, camber plates, sway bars, springs, stiffer bushings, brake pads, lighter wheels, intake, and exhaust in that order. Notice that you want to work on handling modifications first before the HP mods, as autocross is all about handling. ES



Currently listed in Pflugerville. Charming starter home, 3 bd, 2.5 baths. Centex built, 2 yrs old. Priced at \$125,900
Call for further information

COLDWELL BANKER

Need More Garage Space?

I can help you find the home of your dreams, and/or help you sell your current home.

Beth McClure

13376 Research Blvd, Suite 120

Austin, TX 78750

512-750-8966 or rx7cat@aol.com



Chris Williams drove his way to victory in CS.

(Staff Photo)

SPOKES HELPS KIDS WITH CANCER

BY STEVE HUDSON

Spokes fielded a team in the 1st annual Candlelighters Grand Prix held at RPM Indoor Raceway on Friday, April 25th. Sixteen teams competed in the race, a fundraiser for the Candlelighters Childhood Cancer Foundation. Driving for the Spokes team were, Bill Agha, Scott Bowman, Eric Jones, Dave McCartney, Travis Rouse, and Greg Ward. Other Spokes members who participated were Steve Hudson and Brian Taubman. The Spokes team started out strong with a convincing win in their heat race. However, they had some bad racing luck in the championship race and didn't finish as well as they had hoped.

But the big winners were the children with cancer here in the Austin area. The event was a huge success, everyone had a great time and we raised a lot of money for Candlelighters. After the racing was completed, there was beer, barbecue, and bench racing.

Candlelighters/Austin Area was founded in 1988 as a parent-driven nonprofit on the premise that one family having experienced childhood cancer could help another child through their traumatic journey. As the number of families facing the strain of childhood cancer grew from 15 in the inaugural year to

nearly 500 today, the organization evolved into a combination professional Social Worker/parent Mentor program to help families cope with the challenges of having a child with cancer. Candlelighters programs have expanded to include both English and Spanish services to approximately 2,200 individuals in Austin and Central Texas. The number of new diagnosis grows every year with 77 new cases in 2001, 80 in 2002, and an expected 85 new cases in 2003.

The organizational vision is that no family should have to go through their journey with cancer alone. Candlelighters provides support throughout

all stages of cancer including initial diagnosis, treatment, periods of remission and, when necessary, during bereavement without regard to race, color, national origin, gender, religion, disability, sexual orientation, or financial status. Candlelighters is the only local agency providing a continuum of care to children with cancer and their families throughout the family's entire struggle with the disease.

Planning for next year's race has already begun, it will be held on Saturday, February 28, 2004. If you are interested in helping, contact Steve Hudson, 306-8254, or Becca Heatwole, 444-7675.



Sean Householder claimed victory in Novice class in his Lancer Evo

(Staff Photo)



The Brick strikes again—its Mike Wells

(Staff Photo)



ACURA
HONDA
INFINITI
ISUZU
LEXUS
MAZDA
MITSUBISHI
NISSAN
TOYOTA



Corby Matney's
JAPANESE SPECIALIST

AUTOMOTIVE PROFESSIONALS

Locally Owned Professional Service
With A Personal Touch Since 1993

472-4977

www.japanesespecialist.com

Austin/Round Rock



350 Old West Dr.





Adrian Iley maneuvers around a slalom conc. *(Staff photo)*



Don Tseng works his way through the course in his SM2 RX7. *(Staff photo)*



Steve Hudson shows off his DP Miata. *(Staff Photo)*



Jimmie Edrington snags a cone from his....(we'll leave this to your imagination) *(Vitek Boruvka photo)*



IT'S HERE! THE FIRST INDOOR KARTING CENTER IN CENTRAL TEXAS!

Come experience the thrill and excitement of real racing in Austin's first indoor karting center. Bring your courage and daring attitude to drive either of two meticulously designed indoor road course tracks and test your driving skills against all others with a need for speed and a will to win! Race winners are separated by 1/1000th of a second in exciting head to head racing events:

Arrive and drive, heat racing, team endurance racing, league events and more.

We have designed our facility for your business events with 4 corporate meeting rooms. Team builders, seminars, recruiting events or parties are easily accommodated and can be catered.

We are located at:

2400 S IH 35
Round Rock, TX 78681

Exit 251 to south bound access road and look for the sign. You can't miss it!

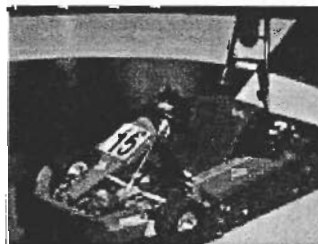
Questions? Contact us today!

Phone (512) 255-2552

Fax (512) 388-4141

Email or email us at info@RPMIR.com

Show your Spokes membership card and receive a 10% discount





Ann Hollis leaves a little too early as she red-lights during one of her runs at the Dallas ProSolo.

(Chris Williams photo)



An artistic hood shot of SS Corvettes in impound at the Dallas ProSolo.

(Chris Williams photo)



Shelley Bryson drives the family Camaro in SM.

(Staff photo)



Bill Agha moves his VW through the turn-around.

(Tuan Nguyen photo)



Shelley Bryson demonstrates a new sport for RTRT at the Divisional—Pit Luge!

(Vitek Boruvka photo)



Texas Spokes Sports Car Club

Laurie Hyman
6901 Finklea Cove
Austin, TX 78730

Phone: 512-342-1772
Fax: 512-342-2828
Email: rattle@spokes.org

Chris Williams
11250 Taylor Draper
Apt 823
Austin, TX 78759



78759+3977 61



ATTENTION ALL SPOKES MEMBERS!!

**AUSTIN'S ORIGINAL HANDWASH
FIRST HAND CAR WASH & DETAIL
12600 RESEARCH NEXT TO KRISPY KREME
257-1799**

**\$3.00 OFF ANY HAND WASH PACKAGE
WHEN YOU PRESENT YOUR SPOKES MEMBERSHIP CARD**

THANKS FOR YOUR PATRONAGE...CORKY MATNEY



Cone Follies!



Kevin Witherly spins with style, taking out a cone with him.

(Staff photo)



Vitek Boruvka gets into the dirt, leaving a cone behind him caught in mid-air

(Staff photo)



A driver gets out of shape knocking over a cone.

(Staff photo)