

C Modified Quarterly **cm-q**

V2-I2 / Spring 2000

Driver's School

Over the weekend of April 29-30, I attended a road racing driver's school at Waterford Hills, a small track on the north side of Detroit. Waterford Hills is an 8 turn 1.5-mile track, which is surprisingly technical given its size.

Based on car type, the 50 plus students attending the school were broken into 3 groups. I was part of group 3 "open wheel" which was easily the smallest. There were 14 cars in our group: 3 FC, 1 S2, 1 FF, 6 F500, and 3 FV.

Track time over the two days was divided equally among the 3 groups in a series of 10 to 15 minute sessions. Between sessions, instructors critiqued the performance of the students emphasizing the importance of the flags and the driving line.

To reinforce the point that the school was about learning procedures, etiquette, and technique no lap times were provided at any point during the weekend. Although students were never given access to timing data, lap times were being taken as part of training for new officials in Timing and Scoring.

The final session of the weekend was a 5-lap race. The grid was set based on lap times taken over the course of the weekend. I was surprised to learn that I had taken the poll, as I never pushed the car to 10/10ths! More unsettling was the fact that next to me on the outside poll was a 17-year-old in his father's S2.

After witnessing several serious off track excursions by the S2 driver, I had decided it was in my best interest to stay clear of this guy. Given that, you can imagine what I was thinking as the pace car led us out for our race.

As I was leading the cars to the flag in two by two formation, I tricked the S2 into accelerating early which forced him to have to back out of it to avoid passing me before the green. The moment the S2 started to decelerate, I dropped the hammer and took the green. I was half a car length ahead when the S2 tried an ambitious move at the first passing zone. I chopped down on him and he wisely backed off. In the next passing zone, I had roughly half a car length lead at which point I waved him around (this was only a school after all). My plan was to follow him closely in an effort to cause him to make a mistake. Great plan, but I made the mistake missing a shift after signaling

the S2 around. By the time I recovered, the S2 was five car lengths ahead. I spent the remaining four laps of the race catching up to the S2, closing to within a car length at the checker.

Overall, I have to say the drivers school was fun, but I think I'll stick to the cone type stuff as I saw way too many off course extrusions that cost folks big dollars.

Of the three groups that took turns on track, our group was the only one that didn't have a car roll. Our group did have its share of carnage. An FC and a F500 went off the track at 70+ M.P.H. resulting in entire corners being sheared off these cars! I am happy to say that both the SE3 and I made it though the weekend unscathed.

At the conclusion of the school, I was issued my novice permit. I have to say that road racing is not in my immediate future, as I cannot seem to get over the fear of wrecking my car. I just don't have the will/money/time to put a car back together after the inevitable crash. Maybe once I retire, I will take up road racing again. For now, I'm convinced that Solo2 is the only way to go!

The First Solo2

After my road racing experience, I was looking forward to seeing how the SE3 would perform between the cones. Although I never reached the limits of its handling at the school, I decided to leave the road racing suspension set up in tact for the first Solo2. In road racing trim, I felt the car was fairly neutral throughout the speed range. I really wanted to see how the car handled a Solo2 course before making any changes to the suspension set up.

The first Solo2 I attend was the annual WMR Memorial weekend event held at the Traverse City airport. WMR has run the same Saturday / Sunday courses for the last twenty years! As such, track records have been kept, so you have a pretty good idea of where you stand.

Both my co-driver Nick Scott and I got within 0.2 of a second of the BM track record on Saturday. Sunday was a totally different story as neither of us could get within 1.5 seconds of the record.

By the end of the first Solo2 weekend with the SE3, a couple of things became apparent. First, this car is brutally fast, but both it and the driver need some fine-tuning before we can honestly challenge the FA in BM! Second and more importantly, I realized, that despite what my road racing friends say, road racing is not more fun than Solo2. In fact, it's actually just the opposite!

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**Waiting to
take the
track. 4/00
WHRI**



cm-q Spring 00

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Treasury

2000 cm-q Expense / Income*	
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*Through V2-I1

Disclaimers

This newsletter encourages your submissions. The views expressed by a given author are not necessarily those of the publication.

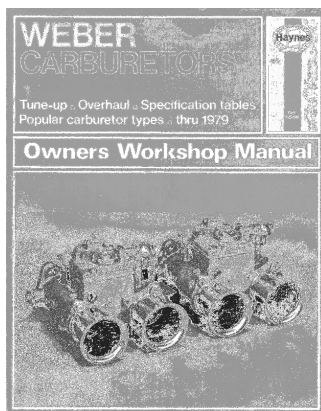
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Books

Weber Carburetors by JH Haynes. Haynes Publishing Group, 1986. #393(US). \$16.95. Order directly from the publisher by calling 800-242-4637. Check out www.haynes.com for additional information.

Although I originally purchased this book to troubleshoot



problems I was having with my SoloVee 48 IDF (chapter 12), I'm glad that I had it on hand when it was time to replace the float in my FF 32/36 DGV (chapter 7).

This book is worth owning even if you don't work on your own carburetor in that you will be able to converse with the prep shop in common terms.

Letters

New to CM

Please place us on the subscription list. We bought Mike Bultemeier's '79 Tiga. I'll drive it this year, then next year both Joe and I will drive it.

We did some fiberglass work and had it repainted. The car is now metallic gray with hot pink numbers. I hope to use Mike's #33.

Brenda Cunningham

Welcome to CM! I have added you to the subscriber lists as well as updating information in the CM numbers listing.

-pru-

85F Update

Hope to see you out and about in your new BM car!

I was going to test last weekend, but the weather didn't cooperate and I broke a brake line while bleeding the brakes, which really put a stop to everything.

Still waiting for my new header – almost 4 months now!

Keep up the good work on the newsletter!

Chuck Sample

Thanks for the update. I'm looking forward to watching my old ride run!

-pru-

Cen-Div Schedule?

Glad to hear that you have a "new" B-Mod car and hope too see you at some Solo2 events this year.

I have received no information on the Cen-Div Divisional or National Tour events and would appreciate any info you have on such upcoming events.

I don't know for how long the suggested \$5/year donation is good, so I am enclosing another donation to help cover your printing and mailing cost. I certainly enjoy the newsletter and I hope you keep publishing it.

Bill Lane

For Cen-Div event information, check out the Mid-Atlantic Motorsport ad on page 6!

Thanks again for your yearly donation!

-pru-

Technical

Tires and Wheels

For over 15 years, Tom Reichel has served the Solo2 community as the owner Mid-Atlantic Motorsport. Tom offers a wide variety of racing parts, but specializes in racing tires and wheels. For this issue of cm-q, Tom provides his perspective on questions related to FF/S2 tires and wheels. We owe Tom our thanks for his support.

CM Wheel Specific Questions

cm-q: What are the advantages / disadvantages of 4-bolt versus centerlock wheels?

TR: This is usually a moot point as the car manufacture makes the choice one way or the other.

Both 4-bolt and centerlock wheels have been known to back off / loosen at the most inopportune time. 4-bolt wheels have additional points of attachment for the tire machine.

cm-q: What are the advantages / disadvantages of one piece versus multi-piece wheels?

TR: I like one-piece wheels for most FF applications. They tend to hold up better over the long haul. Multi-piece wheels are expensive and have the potential to leak if not handled properly.

cm-q: What are the advantages / disadvantages of magnesium, aluminum, and steel wheels?

TR: It's hard to beat the price / performance ration of one-piece aluminum wheels. The higher mass of a steel wheel or heavy aluminum wheel provides some advantage in the rain. Steel wheels are cheap, but it's hard to find ones that fit due to the backspacing of most FF.

cm-q: What are your thoughts on wheel balancing?

TR: For most Solo2 events, it's usually not necessary. If you run a lot of high-speed events, you might consider it. If you do have your wheels balanced, make sure it's done on a dynamic, dual plane balance machine. Because it doesn't accurately reflect tire / wheel dynamics, bubble balancing isn't worth the time.

cm-q: What are the advantages / disadvantages of metal / rubber valve stems / caps?

TR: The advantage of a rubber stem is that it can be quickly / inexpensively replaced each time a tire is mounted. Rubber stems sometimes take cone hits better than metal. If you plan on using metal stems, get the ones with the nuts on the outside.

Another point to note about stems is that if you removed a valve core for whatever reason, the valve core only needs to be snug once it is put back.

cm-q: Are valve caps necessary?

TR: Caps are not practical during competition. They might add some protection if you have a leaking valve core.

cm-q: How do I insure that my wheels are not damaged during tire mounting?

TR: Make sure that the person doing the work uses tire spoons or a large screwdriver to guide the bead breaker. This is especially important for FF rears. If you run a metal valve stem, you also need to make sure that the arc of the bead breaker is in the same plane.

Also make sure that your tires are mounted correctly. For Goodyear, the left front and right rear need the mold codes facing out. For Hoosier, all mold codes face in.

cm-q: What is the cure for a leaking wheel?

TR: You've already taken care of cleaning up the wheel flange right? First you've got to find the leak. The easiest way to do this is a dunk tank or a spray bottle.

For a leaky one-piece wheel, consult the dealer or manufacture as you might have a porous casting.

For a leaky multi-piece wheel, make sure that you've got a good seal on the inside of the wheel. This means disassembling the wheel. Check the tightness of the nuts holding the assembly together.

cm-q: Can a bent / cracked wheel be safely repaired?

TR: I do not have a lot of confidence in any of the firms repairing wheels. Your best bet is to maybe buy a new wheel if it's not modular.

cm-q: Any other wheel specific advice?

TR: Do yourself, as well as your tire changer a favor, and clean up your wheels during the off season. Dismount the tires off and take a wire brush or Scotch-Brite pad and clean the gunk off the rim flange. This is also a good time to have your wheels crack checked. For multi-pieced wheels, I suggest a complete disassembly and cleaning replacing the bolt packs upon assembly.

Another item you should do between runs is to check the tightness of your lug nuts or centerlock nut.

CM Tires Specific Questions

cm-q: What is the proper tire pressure for the FF / S2?

TR: There are no absolutes with regard to tire pressure. It really is chassis, tire brand, surface, and driver dependent.

I have seen as low as 12 on fronts and as high as 18 on the rears. Using too low a pressure you risk running the tire off the wheel or degrade turn in response

Ask your tire dealer for his recommendations and then check with the fastest competitors who are running your tire brand / chassis combination.

Technical Continued

Don't forget that you need an accurate tire gauge. Buy a good 0-30 gauge and take care of it. With a 0-30 gauge you're right in the sweet spot of the range. I have seen mixed results with the electronic ones.

cm-q: Do I need to manually clean my tires before / after an event?

TR: To make your life easier, when you're done for the day, take some time while the tires are still hot to clean up your tires. A Shure-Form file or putty knife will help. The heavy-duty rubber gloves work well.

cm-q: In general, how many heat cycles can I expect to get from a tire?

TR: This is tough to say because it really depends on driving style and car set up. If you're spinning and/or over driving the tires, obviously a set of tires is not going to last as long as someone who is smoother.

A very broad generalization would be that after 50 passes you've pretty close to getting your money out of a set of tires. Again, YMMV (your mileage may vary...)

cm-q: How can I tell when a tire is no longer effective?

TR: You will begin to have problems with the balance of the car. A new set of tires is probably in your near future.

cm-q: What are the advantages / disadvantages of using the wider S2 fronts on a FF?

TR: Most, if not all, FF drivers using the Hoosier R25 run the 7" front. I'm not aware of any FF drivers using the Goodyear R120 running the 6.5" front. Running the wider Hoosier S2 fronts on a FF usually helps with under-steer.

cm-q: How do I determine the best tire compound for my car?

TR: For Solo2, the overwhelming majority of competitors run the softest compound offered. For the Hoosier this is the R25 and for the Goodyear this is the R120. If you consistently have a problem overheating your tires, you could try the next harder compound. For the Hoosier this would be the R33 and for the Goodyear the R160.

cm-q: What does the molded code on the tire side wall mean?

TR: Sorry, I can't say.

cm-q: Why are post mount inflation pressure so high?

TR: Usually they are higher than normal as a result of seating the bead. Before running a newly mounted set of tires, make sure your pressures are correct

cm-q: What is the proper tire break in procedure?

TR: Usually two Solo2 passes will remove the mold release from the tires.

cm-q: What are the advantages / disadvantages of used tires?

TR: A better term might be "used up tires." When buying used tires, you never know what you're getting. You might luck into a good set; but then again, you run the chance of getting a set that can ruin your weekend.

If you're on a budget, miss an event or two and save your money for a new set of tires.

I do need to stress "set" when talking about buying tires. Replacing tires at just one end of the car can lead to inconsistent handling characteristics that can be really frustrating to diagnosis.

cm-q: What is your opinion of traction treatments?

TR: There are no "miracles in a can" for Solo2 tires. After four dozen runs, you've got your money out of a set of tires. Do the math, \$30 does not equal \$600.

cm-q: Can a tire be repaired?

TR: Depends on the injury. For a small hole that's not within 1" of the side wall, you might be able to use a rope type plug. Due to the construction, you cannot successfully patch FF/S2 tires.

cm-q: If not used, how often should I replace my rain tires?

TR: Every two to three years as the natural oils start leach out of the tire causing them to get hard. A good soft set of rain tires is like life insurance; they cost a lot and you'll never know when you'll need them.

cm-q: What the best way to store rain tires?

TR: Rain or otherwise, the best way is place them in two to three dark bags and store in a cool dry place away from electric motors and sunlight. The reason for more than one bag is to minimize the amount of air that reaches the tire.

cm-q: What pressure relative to slicks should rains be inflated?

TR: Slightly lower. About one or two pounds lower.

cm-q: What is your opinion of hand grooved intermediate rain tires?

TR: You would be surprised as to how long it takes to hand groove a set of tires. It's no fun.

By the way, Hoosier is getting ready to release its molded FF rains. Call me for specific dates.

cm-q: Any chance of FF/S2 radial tire in the near future?

TR: I think it will be awhile before this happens at the grassroots level. Be careful of what you wish. Radial tires will be more expensive. Current racing radials are nearly double the cost of comparable bias ply.

Speaking of bias ply, Hoosier has recently released a new FF rear tire with a revised mold profile.

Technical Continued

cm-q: What is your opinion of a control FF/S2 tire?

TR: For Solo2, I don't think you could get enough people to agree on a manufacture or compound.

General CM Tire/Wheel Questions

cm-q: What type of lead time should I expect when ordering wheels / tires?

TR: It depends on the time of year, but in general if you wait until the last minute you can get yourself into trouble. Two weeks until you need them in hand is a good rule of thumb.

cm-q: Are there any Solo2 wheel / tire contingencies?

TR: Hoosier offers four tires for a win at the Nationals; two tires for a Pro Solo or National Tour class win; four tires for an overall Pro Solo win. Note that you need to have at least five competitors in your class to qualify.

Goodyear Solo2 contingency is for Nationals only. I convinced them to offer it last year as well as this year so blame me.

cm-q: Any final thoughts / comments?

TR: The two over all 2000 Pro Solo wins by CM drivers Gary Godula and Dick Rasmussen were great!

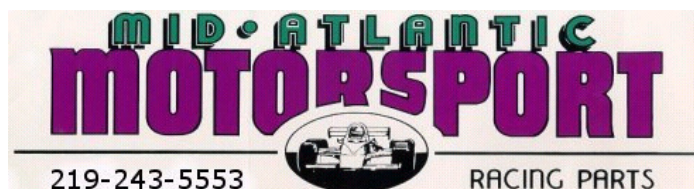
Most of my web site is complete. Check it out at www.midatlanticmotorsport.com.

Technical Contributors

Without the following contributors, the **cm-q** Technical columns would not be possible. Please make the effort to contact these businesses the next time you are in the market for a given product or service.

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Tires, Wheels, & Racing Parts



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Products

Aluminum Folding Ramps

1500-lb. capacity. Anti-skid surface. 84in. L unfolded. Each folds to 63 1/2in. L x 14 1/2in. W x 4in. \$124.99 from www.NorthernTools.com.

With a new trailer on the way, I decided that I was going to forgo the lumber ramps I used on my last trailer and try a set of aluminum ramps.

I thought about the Pro Series ramping system offered by www.buffaloespeed.com, but the \$595 price scared me away.



For the price, the aluminum ramps offered by Northern Tools & Equipment seem too good to be true. I ordered a set knowing full well that I might end up back at the lumber yard if the old adage proves out (if the price seems to good to be true...).

Driver / Car

During my summer 99 quest for an interview with a CM National Champion, Josh Sirota stepped forward as a volunteer. At the point of his offer, I was already in the first stages of a column featuring Stuart Lumkin.

Making good on a promise to take him up on his offer at a later date, I am pleased to present an interview with Josh.

-pru-

cm-q: What's your full name?

JS: It's actually Joshua Sirota, but no one except my girlfriend and my grandmother gets to call me that.

cm-q: Do you have any nicknames?

JS: Nothing I'd repeat here!

cm-q: What is your age?

JS: 33.

cm-q: Where do you live?

JS: Mountain View, CA, right now. I'm in the process of moving to Cupertino, CA. Both are in the San Francisco Bay Area.

cm-q: What is your occupation?

JS: I'm a Professional Services Engineer for a software company. That means I get to do custom software programming for our customers all over the country.

cm-q: What is your SCCA Region / Division?

JS: San Francisco Region, Northern Pacific Division.

cm-q: How long have you been a SCCA member?

JS: Since 1988.

cm-q: How long have you been autocrossing?

JS: Since 1988. When I started here in the San Francisco Region, membership was required in order to participate (and the turnouts were still usually more than 200!).

cm-q: What have been your primary autocross cars?

JS: Certainly Formula Fords make up for the longest time span. I started in an '86 Integra, and I've had two different Toyota MR2s along the way (an '85 and a '91). I've competed in almost every class at one point or another, but usually in other people's cars.

cm-q: How many Solo2 Nationals have you attended?

JS: 10. My first year, 1990, I finished mid-pack in DSP in a Fiat X1/9. '91 and '92 were very poor results in CS (MR2 and Miata), and then in '93 when I switched to CM I seemed to figure things out.

cm-q: What have been your best Solo2 Nationals results?

JS: I won CM in 1996.

cm-q: Have you ever Solo1 or Club Raced?

JS: No, I never took either of my two FF's of onto a track.

cm-q: How many years have you run in CM?

JS: I ran regularly in CM for 7 seasons, from '93 through '99.

cm-q: Why did you pick CM?

JS: In '92 I was looking for a new car, and CM just seemed like a really fun place to be. There was no one in the class locally and I can't remember anymore what attracted me to it, given that I had very little exposure.

cm-q: What CM number do you normally run?

JS: #32 when I had my own car.

cm-q: Why did you pick that number?

JS: I'm not sure. The national events used to require two-driver cars to have numbers less than 40/140. I wanted a number in the 30's since I like having a co-driver and I like to run late. 32 just felt like a nice number, and none of the regulars in the class were running it.

cm-q: How did you acquire your CM cars?

JS: Well, I no longer have a current CM car. I sold my Citation to Jim Garry at the end of the '97 season. But I bought that car from Peter Raymond. He had helped me when I was doing my original research into CM (my first MR2 was originally his as well, that's how I met him). At the '93 Nationals, he offered to let me be his tire warmer, although I'd dragged my car (an '82 Van Diemen) all the way to Topeka already (and competed in the Pro Solo). I did very well in the Citation (ignoring a little problem at the scales after the first day), and so when it came up for sale the following year, I decided to buy it. My original plan when I bought the Van Diemen was to buy a basically decent and reliable car, and learn what I really wanted to buy while I drove that. So the plan all fell into place when Peter sold the Citation to me.

cm-q: How long did you own your CM cars?

JS: The Van Diemen I owned for 2.5 years, and the Citation I owned for 3 years. In '98 at the Nationals I drove with Charlie Mathews in his Lola, and last year I drove Gary Richardson's '88 Van Diemen, which he had bought from Tommy Saunders at the end of the '96 season.

cm-q: What year and model was the Citation?

JS: It was an '85 Citation, with the front end replaced at some point before it became an autocross car, so that it was really more like an '87/'88 Citation.

Josh in the Citation



photo courtesy of Josh Sirota.

Driver / Car Continued

cm-q: Any significant previous owners / drivers?

JS: I bought it before the Nationals in '94, but Peter still drove it with me that year. He won with it in '92, '93, and '94, and then I won with it in '96. I also won the Pro Solo class championship that same year, and one Pro Solo Challenge.

cm-q: Who prepared your car?

JS: I did almost all of the work myself except for the major mechanical stuff, which was done by Pfeiffer Ridge Racing in Sonoma, CA (at Sears Point Raceway). The owner of the shop, Brian Forster, raced FFs for years, but got his start in autocrossing, so he enjoyed working on an autocross car. I didn't get any "You only autocross? With THIS car??" attitude from his shop at all, which I did get from some others.

cm-q: What tires did you normally run?

JS: I ran Hoosier R25s since day 1. I did some experimentation with "harder" compounds but never liked them.

cm-q: What type of rain tires did you run?

JS: Hand-grooved Hoosier Wets.

cm-q: What of wheels did you run?

JS: I had three sets of 4-bolt Panasports that came with the car when I bought it. I had one of the sets refinished.

cm-q: Who built your engines?

JS: My engine was rebuilt before the '97 season by Sterling.

cm-q: Who built / maintained your gearbox?

JS: It was never officially built by anyone, but I changed gears very frequently by myself. I ran different gearing for Solo II and Pro Solo, so I changed gears probably 10 times a season. But Craig Taylor answered all of my technical questions and sold me parts.

cm-q: What gears / ring and pinion did you run?

JS: By the end, I was running the same gearing for Solo II and Pro Solo, as the Solo II courses changed a bit. My car shifted like a dream, so I never minded having to do more than 20 shifts on some courses. So I ended up with these: 12:38, 15:36, 18:33, 20:30, with a 9:31 rear end.

cm-q: What shocks did you run?

JS: The Citation had single-adjustable Fox shocks.

cm-q: What brake pads did you run?

JS: Hawk HPS.

cm-q: What battery did you run?

JS: Whatever seems to last.

cm-q: Did you use an external "jump" battery?

JS: No. Such a pain. I just made sure I charged my battery before each weekend, and I used a large enough battery to easily last a two-day weekend with two drivers and with running the cooling fan. At extremely warm events, like Wendover typically was, I had to use the fan a lot so I would recharge on Saturday night to make certain I could make it through Sunday.

cm-q: What clutch did you run?

JS: Stock. My Van Diemen had an F3 clutch but the chatter off the line and just driving it around the pits was annoying. I replaced it with a stock clutch and never looked back. I used a stock clutch exclusively in the Citation. I ran countless Pro Solos and never had a problem with it (or any other driveline component, actually). I frankly don't understand why people use race clutches.

cm-q: What type of oil did you run?

JS: Redline.

cm-q: What type of coolant did you run?

JS: Something cheap from the auto parts store. That and the cooling fans (from a junkyard Honda) worked great.

cm-q: What type of fuel did you run?

JS: I was never picky about fuel. I usually ran a mix of race gas and super unleaded, but I never worried about running straight pump gas if I was out of race gas.

cm-q: Did you make any special modifications?

JS: Nothing's more important than a good seat.

cm-q: Did you normally have a co-driver?

JS: Yes, other than the '93 season I always had a co-driver. Rex Tener drove with me for two years, then Gary Richardson in '96, and Alan Dahl in '97. I really believe that if you have good communication with your co-driver, it's like having double the number of runs. There's no better on-board telemetry system than a good driver with good communication skills.

cm-q: What the name of your team / sponsor?

JS: Never really had one.

cm-q: What's the "ideal" CM car?

JS: I have no idea. Personally I think it's the easiest one to drive.

"On board" with Josh in the Van Dieman



photo courtesy of Josh Sirota.

Driver / Car Continued

cm-q: What's the "coolest" CM car?

JS: The CM grid at Nationals is full of so many cool cars that I can't really pick one! But I really think that the Citation's lines are about the most beautiful. I like the sidepods and the rounded nose.

cm-q: What do you like the most about CM?

JS: The people we compete against. We also like the level of the competition.

cm-q: What do you like the most / least about CM?

JS: Most: rules stability, cheap and easy-to-drive cars, fun competition.

Least: low turnouts locally, and mod cars aren't in the mainstream of the sport, so they often get forgotten about when making decisions about the direction of the sport.

cm-q: What would you do to improve CM?

JS: I think increasing the number of competitors would be the number one thing. I don't think any other changes are necessary. It's already a great class.

For Sale



1984 Van Diemen Formula Ford

Campaigned as Solo II car 6 weekends in the last two years. Wife says some of these toys must go. Rockerarm rear and pushrod front suspension. Two spare noses. Small amount of other spares but has two sets of mounted slicks and one set of mounted rains. Enough to do a season of autocross up to nationals. Minor work to return to road race if desired (reinstall fire system). This is a good car, I simply have no time to learn to drive it at it's considerable limit. Great beginner road racer or great entry to C mod autocross. Would consider package deal with 18 ft enclosed trailer set up for this car. 1600 Kent last rebuilt by Andreson. Has been reliable. Hewland Mark 8. Excellent shifting. You only need the clutch for starts once you are experienced with this set up. Call or E mail for more info. Would consider enclosed trailer package with car for \$9000. \$6500.

Contact Albert at 319-338-1085 or via email at acram@home.com

1983 Van Diemen Formula Ford



Campaigned as Solo II car for last 6 seasons but easily converted back to RR if desired. Has updated wider front suspension. Rockerarm at all corners. Single adjustable Koni shocks. Spare springs if you don't like my setup. New fuel cell summer of 1999. 1600 Kent last rebuilt 5 seasons ago by Clem but only autocross since. Has been reliable. Hewland Mark 8. Excellent shifting. Spare gears. Set up with autocross integral shaft first. Would consider enclosed trailer package with car for \$9000. \$6500.

Contact Albert at 319-338-1085 or via email at acram@home.com

1979 Lola T580 Formula Ford

Strong Andresen engine, recased gearbox with solo gears, AP clutch with Taylor release, cockpit adjustable rear bar and brake bias, 12 Revolutions with 8 slicks and 4 rains, MSD soft touch rev limiter. This car will fit a large driver easily, 6'6", 280#, size 15 shoe. This car is super reliable, easy to drive. Also includes a dual axle trailer with brakes. \$8000

Contact Jim Young at 847-549-7356 or via email at JS_Young1@email.msn.com

V2-I3 Preview

Ideas for the **cm-q** V2-I3 Technical article include brake systems, damper selection / tuning, parts fabrication, or vehicle checklists. Willing experts have never been tough to find. Getting time on their busy calendar is another thing!

For the **cm-q** V2-I3 Driver / Car column, I would like to showcase a current / previous S2 driver. Your suggestions are requested.

As always, I welcome any and all of your submissions.

Based on the ongoing trend, **cm-q** V2-I3 will likely be mailed toward the end of September.

Good luck to those who are Nationals bound!



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cm-q Spring 00