

Carbir

RACE CARS inc.

magazine

June 1999



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magazine June 1999

Lowe's Motor Speedway.....

Blackhawk Test.....

Mosport.....

Mid-Ohio Sports Car Course.....

Road Atlanta Test.....

Pick the Religious Leader



Carbir Magazine
exclusive on the raelian
religion.....

Carbir Magazine is published and written sporadically by Jeff Glenn, so the viewpoints, and accounts are subject to interpretation.

Disaster in Charlotte

USF2000 at the VisionAire 500k, Lowe's Motor Speedway with Pep Boy's Indy Racing League Race #2, 3

April 29- May 1, 1999

Theme of the weekend - RAIN

After the Phoenix event, the team returned to the shop in Black Earth WI, and tackled the task of rebuilding the damaged 98 car, building a new 99 car for Galen, and painting all of the cars. Testing on a large oval was not in the cards. Dan, Tucker and new mechanic Scott Anderson got everything done, and arrived in Charlotte Tuesday evening. I also flew in on Tuesday evening. It was raining.



The Track: Lowe's Motor Speedway
Charlotte North Carolina. 1.5 Mile Oval



Mascot: **LUGNUT**

First Superspeedway to add condominiums, luxury suites, and lights for night racing.

Rental car: Chevy Lumina, with a dent in the left front fender. No photo available.



Tucker and Jeff Keeping Dry Under The Awning

Wednesday: The team set up in the paddock and attended to last minute details, while it rained steadily all day. The cars rolled out of the trailer with their new silver and blue paint schemes. We applied decals, my mom arrived, and did I mention that it rained?..... The series passed out the new mandatory carburetor restrictor plates, designed to slow the field.

Thursday: The schedule called for an 11:00am to 4:00pm test day. The rain persisted throughout the night, but had tapered off in the early hours of the morning. The track was starting to dry just before our session was scheduled to start. The weather forecast predicted more of the same, and at about 11:15am, it started to rain again. It was steady all day, and night, with periods of heavy rain. No sessions were run. Christine arrived late Thursday night, in the rain.

Friday: The rain finally lifted in the morning, and the track was dry just after noon. At this point everyone's schedule had been completely thrown off, including the Indy Racing League's. Our time was limited to one hour session, a 45minute "qualifying" session with everyone on the track together, and then the race under the lights. The first session was disappointing. Braking was a



problem for me, I kept adjusting my brake bias forward, and the car kept locking the left rear wheel. I was 20th and Galen was in the 24th spot out of 32 cars. We made some adjustments, and tried again in the qualifying session. It was obvious to us that not having the time from the test day was going to be a sizeable problem. We

went back out, this time to decide our starting positions. Braking was still a problem, and by the end of the session, I had moved my bias over 4 turns to the front, with little change in the braking characteristics. Galen had a shortened session when the chicane wall stepped out in front of his car and grabbed the front wing, nose and a corner. Top speed was also starting to look like it was a problem. Another problem was created by my own line; I was waiting too late to turn into the chicane. This hurt as well - and I wouldn't figure it out until the next day. I qualified 18th, Galen started 20th. We were about 1.7 seconds off the pole. No one was terribly happy. We decided to make a significant change to the cars; we made drastic swaybar changes and front bump adjustments to



the shocks.

Galen Puccini On The Hook

The RACE (Race 2)

The start was delayed until 9:15pm. It was cold at Charlotte. In fact, on Friday morning Charlotte was the coldest point on the weather map with a temperature of 40 degrees, and a wind chill that brought things down to 28. "Disaster" is the word that best describes the race as a whole. The event was a crash-fest from the word "go."

Three cars spun on the first out lap (two while still in the pit lane.) I believe that there were a total of six or seven green laps, I am not sure. Each one of these incidents produced long periods of yellow while the tangled cars were removed. Most of the starts were followed by crashes in the chicane, although the group did manage to navigate the chicane once or twice without balling up several cars. By halfway, after roughly three green laps, I was sitting in about 15th, around where I had started. Galen came in to the pits with a badly flat spotted front tire. To stay on the lead lap, Galen exited and circled around while Tucker and Scott prepared for the change. They kept him on the lead lap, and got him back out. In the meantime, the cowl (the top piece of bodywork between the nose and the cockpit) came loose and was flapping at speed - this was quite concerning - I feared that it might come loose and whack me in the head. During the same long yellow that Galen did his tire change, I came in to tape the cowl back down. At the restart, Galen was in front of me, and I ran dead last. As it would play out, there would be somewhere around three laps of green flag racing left due to more incidents. I made it back to 13th position, while Galen got the short end of the stick avoiding one of the late incidents, bent a wheel, and limped it home in 19th. We felt like we may have been down on power, but we really didn't know where we stood because the race had been such a mess, and no one was able to get a clean lap through the chicane.

Saturday:

The schedule returned to almost what had been planned, with a warm-up, single car qualifying, and then the race. Practice was quite eventful for the Carbir team. Galen collected the chicane wall early in the session. I was forcing the car to push through the chicane by waiting too long to begin the turn-in into the corner. Dan had me watch a couple of other cars, and I altered my line. This seemed to be a large improvement, my times came down, but not enough. Towards the end of the session, I got across the chicane with a little too much speed and spun at the exit. This is where things really went from bad to worse, because from this point on the theme of the weekend changed to survival. I had taken the wing and the right front corner off of the car, and the rear wheel was resting against the wall.



Jeff Glenn On The Hook

At this point we were running low on spares - especially the oval configuration front wings. There was just enough time to repair both cars for qualifying. Both cars

went out to qualify with road course front wings. Galen put it in the show, qualifying somewhere around 16th. Qualifying: I drew the 31st in line, which gave us a couple of needed extra minutes to finish the car. I went out for my first of three laps. As I entered the braking zone of the chicane I hit the brakes in plenty of time to slow the car for the turn. The rear of the car instantly stepped about a foot to the right. I hit the wall with the right rear wheel. The cause of the crash was most likely related to my incident in the chicane in the earlier session - the right rear wheel came to a rest against the wall, and hadn't bent any suspension. We inspected it well as we could within the limited time, but it is likely that there was a crack in the upright. I would start from the back, with the wider track rear wheels, if at all. The second thrash of the day commenced.

Race 3: I started at the back, and was pretty conservative coming through the chicane for the first time. The overall race was much cleaner than the previous night's demolition derby- there were only two or three yellows. The car with the road course wing and the wide track rear was really slow on the oval. The added downforce lowered the rideheight in the corners, and the car augured into the track on each lap. I was able to take advantage of traffic at one point, and I got ahead of Galen and into 15th spot. Later, Galen got back by me when I had to nearly stop to avoid a crash in the chicane. On the restart I was separated from Galen by a couple of other cars, and I spent the rest of the time catching back

up to him. Galen ended up 15th, I was 16th right on his gearbox. We were fighting for what felt like last on the track. Getting bump drafted by an older car in the 'b' category was not my idea of glory. Everyone was quite frustrated, and we had used up nearly all of our spares, and most of the suspension pieces off of the 98 car. The original plan was to test in Savannah the following Monday, but my car had worn through the floor during the event, and we had a limited supply of spares. We bagged the idea of going to Georgia, and decided to get the cars to the shop, regroup, and hopefully get out somewhere before Mosport.

Post Race: (Hospitality Suite for Petersen Publishing at the IRL race.) Brian's brother Patrick Utt works for Petersen Publishing, and had a hospitality event for clients in conjunction with the Indy Racing League event following our second race. Galen, Christine, Brian, my mom, and I went up to the suite to check out the race, and meet a few of the motorsports related guests. We arrived just before the start of the IRL race. We had the opportunity to meet several interesting people, including K.C. Spurlock, a successful drag racer who was now building a few racing related sports marketing deals for a number of clients. We also met Gaither Jenkins, the CEO of Pro-Blend, a company that makes a number of chemically engineered products for both racing and general automotive purposes. The race was interrupted by a crash that sent debris into the crowd. Three were killed. The race was stopped. The fans and teams were

sent home. This led the Indy Racing League to mandate a teather system on the wheels / upright assemblies designed to keep wheels and suspension with the cars in the event of accidents.

LOCAL COLOR:



Christine had planned to do some sightseeing, and I was now able to join in. Our travels brought us to the Biltmore estate, located in the Blue Ridge Mountains. It was built between 1890 and 1895 for George

Vanderbilt, the shipping / railroad tycoon. Electric elevators, and the lighted indoor pool were early electric conveniences in the 250 room (four acres of indoor space) estate designed by the same architect who designed the base of the Statue of Liberty. (Richard Hunt). Vanderbilt owned 125,000 acres around the estate. Christine left Sunday afternoon. I was scheduled to leave Tuesday, (after our now cancelled test) I ended up getting out Monday morning. Downtown Charlotte on a Sunday night is not exactly busy. I saw four people on the street across the entire downtown area.

Light At The End Of The Tunnel?

Blackhawk Test: May 10-11



The crew returned to the shop and prepared Galen's car for Monday, one week after the last

event. My car was in the process of having the floor replaced, and awaiting a motor. The plan was to test Monday and Tuesday at Blackhawk Farms in South Beloit Illinois. The purpose of the test was to get a baseline on a road course. The series schedule would bring us to Mosport the following week; we wanted to get a little time on the new chassis in road course configuration, and to see where we stood against times run with other cars and last year's car. I would do the majority of the testing, and Galen would get into the car on Tuesday.

We did two solid days of testing, and the car ran flawlessly. We were able to get the car within .08 seconds of our "known record" time, with less than favorable track conditions. According to the times being turned by several Atlantic cars (Kenny Wilden with Mike Shank Racing) the track was somewhere between 1.2 and 1.5 seconds slow. We felt like we would be much closer on the road course than we had on the oval. Galen spent the afternoon in the car on Tuesday.

Blackhawk was not the ideal test track for Mosport, each track has a very different set of characteristics - Mosport has fast, long corners with a lot of elevation change, while Blackhawk is a short, flat, and bumpy track with no really fast corners.

Nevertheless, we felt we had a car we could adjust and find a setup on a new track, and we had restored our own confidence in the whole package. Bottom line; we had high hopes going to Mosport.

Footnotes: Rental Car: "Aeroquip" Nissan Altima with optional burnt rubber air freshner, and hotel smoke screen. After the test, we made a circle track dirt oval out of Brian's circular drive, and some new friends. Brian did a few laps in the Aeroquip Nissan, which prompted a trip to Motorsport Composites in search of epoxy for a quick repair to the license plate holder. Brian discovered the meaning of the word understeer, and limited braking capacity. The end result was the Altima parked curiously close to a tree on his property - hence the quick repair....

Mosport Road Racing Classic, Bowmanville, Ontario, Canada

Delays, delays..... The Trip for Eric, Mark Cezon, and myself turned into a very long day - we all left around the same time from Portland and San Francisco respectively, and met to catch the same connection in Newark New Jersey. My flight circled for an extra hour, but the real delays were still to come. Our flight to Toronto pushed out of the gate two hours late, and then we sat on the runway for three hours due to air traffic avoiding some weather. We were 58th in line to take off at one point. We finally arrived in Toronto, met up with Brian, and got to the hotel by 1:30am. It was raining.



Mosport International Speedway: We arrived at the track Wednesday at 7:45am. On our way the rain stopped. The track was a time capsule from the early 1960's, complete with the garages built for Formula One sometime in the 60's. This place had all of the classic stuff; fast corners, big elevation changes, and plenty of stuff to hit. It is hard to imagine, but the track has made huge improvements to the runoff areas.

Test Day: The first objective was to learn the track. With more blind areas and elevation change than Sears Point, this place was going to take some figuring out. The first day went along pretty well - Galen ended up a half of a second quicker than I was the first day. We had had some minor problems with electrical gremlins from a bad master switch, and a couple of other little things that lost me a little time. We were still roughly three seconds off the pace.



Thursday was the second of the test days. Unfortunately, our group was combined with formula fords with street tires and "baby grand" type stock cars with snowmobile engines. This filled the road with rolling

chicanes and made things rather interesting. The closing speeds were ridiculous. Lap times for everyone slowed. Thursday turned into a busy day that most of us would rather forget. Galen lost a motor in the first session. This prompted a quick engine change to the spare. Meanwhile, we continued to try and dial out a general push in my car. Dan and the crew got Galen's car back together, just in time to make the session before the last

scheduled one. Galen was trying hard to make his car work. I was behind him, and for several corners he seemed to run wide. Over the top of turn two, he pushed out, ran out of road and went straight off. Two is one of the places that has runoff room, but it did not help. I saw daylight under his car as he went through the less than smooth grass. He nosed it into the tires pretty hard. In an effort to deal with the push, we had made my car a little loose. Later in the same session, while cresting the hill at turn two, I stepped out around one of those horrible miniature stock cars only to find an F2000 car coasting at about 15 mph directly in the line. I pinched the car to the inside to avoid the car. The rear end of my car stepped out and I barely missed the coasting car. Unfortunately I slid sideways to the inside of the track, caught the middle of the car on an uneven edge of the pavement, and began spinning. I thought I was hitting the inside wall over and over, but when the car came to a rest, it had all of the suspension on it. It turns out that I was bottoming the car on the edge of the pavement close to the inside wall where there was roughly a six inch drop-off at the edge of the road. When I got out, I saw the sidepod way up on the side of the car, the undertray was missing pieces, and I noticed that the radiator was hanging out of the car on the ground. Further inspection in the pits revealed that the shift rod had bent in the frame of the car, the engine cover was cracked, the radiator was pretzeled, the floor of the car had been peeled away at the back of the chassis, and the front wing mounts were damaged. This signaled the

end of the day for us on the track, and just the beginning for the crew. There was a significant amount of damage on both cars.

Friday's schedule was a practice session and two qualifying sessions, (one for each race.) The best way to describe the first session was horrible. Dan, Tucker,



Dan Campbell

Scott, Mark, and Eric did a great job of getting the cars back together. We made adjustments to alleviate the loose condition that we had in the last session, and my car lapsed back into a huge push condition. We were 5.5 seconds off the pace. More changes for the first qualifying session helped the turn-in, but it was still pushing. I qualified 15th. We made another change, and it still had the push - we went a little better, but again I ended up 15th, Galen was 18th. To

put things in perspective, I ran a 1:24.1 in the second qualifying. The pole was a 1:21.2, second was a 1:22.0. These facts led us to gamble a bit with fairly large changes to the car before the race. There were two obvious directions we could go - We tried to preload the front springs in an attempt to hold the car down through the mid-corner, and speed up the left to right transitions.

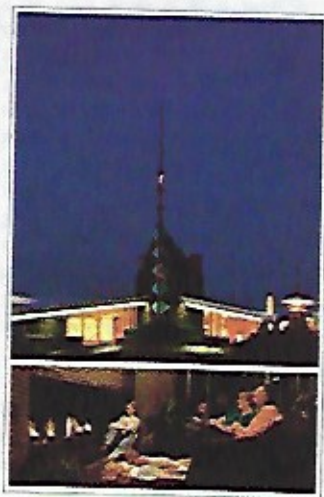


Race 4, Saturday. Our setup gamble did not work. I started 15th, finished 15th. Galen started 18th, and ended up 16th. I could not pass anyone, and I just hung on to the car, grinding the front tires off in every corner. The race itself was for the most part clean, and there were no full course cautions. We learned that the turn we made at the fork in the "setup road" was a dead end.

Race 5, Sunday. We went back to the fork, and headed down the other road. It was better, but not by the margin that we were looking for. I started 15th, and was hanging on to my position. The car still had the mid-corner and exit push. Six laps from the end, I was running 10th (due to attrition at the front) when I came into Turn 5a marginally fast, and just a few inches early into the corner. It was not that dramatic, but I pushed off, across the top of the corner and into a tire wall outside the turn. The car was buried in the tires, and the left front tow link was bent (along with the front wing.) I was running consistently faster at 1:23.6, but that was still 2.5 seconds off the pace.

MT. HOREB

WISCONSIN



Karakahl Inn

**Carbir Race Cars stays at the Karakahl
Exclusively when in the Greater Black Earth
Area.**

Karakahl Inn, "The Only Game In Town"

Galen had an exciting race - his car was loose - to the point of spinning twice. He finished a lap down.

We still have work to do to widen the setup window, and make the cars more forgiving.

Which One Of These Men Is A Religious Leader?



For the answer, see the next page.....

LOCAL COLOR / Religious Profile:



Rael

"The Fastest Religious Leader in the World"

Personally I had never seen a cult leader up close and in person, until Mosport. He calls himself Rael, and he runs a silver Trans -Am Camaro, branded with the logo "UFO Land."



"UFO land" Camaro

What makes a cult leader stand out in a crowded paddock of race people? Here is what to look for when trying to spot one -

1. Entourage of men and women (mostly women) all with ear piece radio receivers in one ear - (Rael had a radio and whenever he would summon his followers, they would sprint to him - the men acted like secret service body guards.)
2. Table with religious themed Rael written books.

3. Driver's post cards have nothing to do with racing or the sponsor.



So you may ask, what is this "Raelian Religion" all about? You can find out way more than you ever would want to know at www.rael.org, but here are the cliff notes: Rael, a journalist by trade, was abducted by aliens in 1973 for approximately two years. In his book, *The True Face Of God*, he

explains that the human race is the result of a scientific creation by men and women from another planet thousands of years ago. They have sent us prophets - Moses, Jesus, Buddha, Mohammed, Joseph Smith, ect....Rael is their last messenger. His self proclaimed mission is to spread the "truth" about our origins and to build an embassy to welcome the alien's return. Raelian principles include "the pursuit of direct pleasure, and taking risks." They claim that the Raelian movement has 35,000 followers and volunteers in 80 countries, who should soon be building their embassy.



Rael's embassy



The official UFO Land Logo



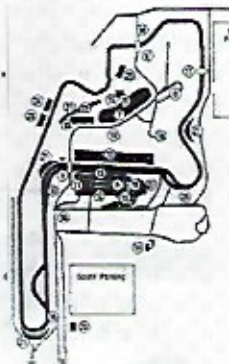
Front of the alien welcoming embassy



Spreading the word at the Rael pit, note the earpiece worn by Rael follower standing at the left.

"U.S. Road Racing Classic"
Mid-Ohio Sports Car Course.
June 3-6, 1999

I arrived in Cleveland early Wednesday afternoon, just in time to get drenched while picking up the rental car by a passing thundershower. My mom (came along to see the race and was on the same flight) and I headed south towards the track. When we arrived it was sunny, and I took a quick bike ride around the track to see where things went. Chris Ronson (Carbir ACRL driver who had raced previously at Mid-Ohio) was on hand to drive a World Sports Car in the USRRC event, and had some helpful insight about the track.



Thursday June 3, the F2000 test day was advertised as having six sessions. The series split the cars into two groups running three sessions each. My first session was a reconnaissance mission to learn the sequence of corners. The setup on the cars were essentially where it had been two weeks before at Mosport. We continued to make changes to the setup in the direction we had established during the last race. We finally reached the point of diminishing returns when we went with a one

inch diameter front swaybar. The whole package became way too stiff and difficult to drive. To balance the car, we ended up going back down on front bar, and playing with rear shock rebound and swaybar settings. The progress, while slow, is noticeable. We were roughly 1.5 seconds short of where we wanted to be at the end of the day on Thursday. During the closing laps of our last session, I managed to meet a tire wall with the right rear wheel. Luckily there was no damage.



From left, Eric, Mark, Tucker making changes

The next day marked the beginning of the event. F2000 had two practice sessions. Galen and I got things off to a good start by both forgetting about the driver's meeting at 8:00am. We arrived in the closing minutes. We received a short lecture and a \$50.00 fine. Practice was uneventful. I continued to learn the circuit. Timewise, I was just under two seconds off in the first session, and in the second, the conditions were different, and I was 1.7

off despite being slower. Galen was about 2.5 off in the second session. The computer data showed that we might have been a little light on downforce.

Our only session on Saturday was qualifying in the morning. During the session I tried to put together a lap, but the car was still pretty nervous. I came in and made a front wing adjustment in order to calm the car through some of the high speed corners. It was still a lot of work to drive. On the last lap of the session, both Galen and I turned our best laps. At this point our story becomes a form letter... I qualified 14th, and Galen was in the 16th spot. Saturday afternoon we watched the ACRL cast race for sports 2000's with single cam engines. Jon Fergus walked away from the field in his Carbir, while Duke Johnson moved from around 8th to 4th with some great battles along the way. Late in the day Eric, Mark and I ran into Carl Seaberg, designer of the Carbir S2000 car. Carl is keeping busy at Riley & Scott, designing their new Indy Racing League composite tub.

Sunday - Race, 9:30am. The start and opening laps were clean. Based on our only session the previous day, we made changes to the rear swaybar and the compression in the rear shocks on my car. Things for the first two-thirds of the race were pretty uneventful.



Galen at speed

I was unable to move up, but was running 11th due to attrition. I did have a good side-by-side battle with Bryce Miller who was challenging for my spot. I held him off, then opened up a gap. Galen was running behind Miller. About six laps from the end Mark Dismore took the left side of his car off in the exit of turn 11. I came close to ending up into the back of his car when I hit oil at the exit, and bumped over the curb before regaining traction. This wreck brought out a pace car and the full course caution. The green flag dropped with roughly three laps left. Apparently I had accumulated too much rubber buildup on my front tires during the yellow. I was slow through turn one, and Miller got by. I was trying to grind the stuff off of the fronts and maintain my position, but the car was not turning right very well. On the last lap, going into turn 11 I missed a downshift and simply could not find a gear. It seemed like five people went around me. It must have been fewer than I thought, Galen crossed the line 12th and I was 14th. After penalties were assessed for passing under yellow and other infractions, the final results had us in 10th and 12th respectively. As I coasted around after the checkered flag, I thought things were pretty much done for the day. I was slightly dejected, both at messing up so close to the finish, and feeling like we were not making enough progress with the cars. In the middle of the second turn on the cool-down lap I was hit from behind by another car - not once, but four times. The other driver was trying to spin me. Tommy Constantine, in the Mexmil sponsored Tatuus was obviously upset about something.

My first thought was that perhaps he had mistaken me for Galen, as our cars look very similar. I had run all but the last few laps in 11th, and he had been back around 20th. Perhaps he was somehow close to me when I missed the gear on the last lap, and something happened. Things then proceeded to go from bad to worse. I returned to our paddock space, got out of the car, and went straight to the series trailer to file a complaint. Just after I had returned from talking with the chief steward, Tucker took it upon himself to dig deeper into the matter. I was on the other side of our trailer when he ventured down to the Constantine pit. He yelled into their pit "Why did you hit my car?" and Constantine retorted with something about me sending Tucker down there and why wasn't I fighting my own battles... This degenerated into threats; Constantine and Tucker were both a little too hot to excersize discretion. Constantine ran out of his trailer and started throwing punches at Tucker. This was not good. Tucker came back to the trailer after the brief skirmish, and the tech steward came over and threatened him that he would rough him up if he ever did that again. After this, Tucker and Dan did gearchanges on the cars, in preparation for a test the following weekend at Road Atlanta. Everyone packed up and left. I still do not know what happened on the track to provoke Constantine My fastest lap was one second slower than the winner's. We are inching closer, session by session.

After all of this, my mom and I headed back to Cleveland to catch a flight back to San Francisco. We thought we

would take a quick look at downtown, but an Indians game was just letting out, and our brief tour turned into the "Lets get the hell out of here" tour. One of the highlights included having a run in with a drunk Indians fan wandering through an intersection against the traffic lights, screaming "Indians Number One" repeatedly. He lost his shoe in front of a car (with a green light) at the same intersection, and proceeded to lecture driver about the Indians. We went straight back to the airport.

Our next F2000 race is July 17th at the Atlanta Motor Speedway. In preparation for the race the following weekend at Road Atlanta, the team decided to run a club race with the cars June 11-13th. Dan left straight from Mid-Ohio. Galen elected to call Road Atlanta his home track in order to run the test day on Friday. I was sent to Portland to drive on Thursday to setup Firenzo's ACRL car for the Rose Cup event. I left Wednesday afternoon, and returned late Thursday night, in time to leave for Atlanta early Friday morning. The testing went well, we were able refine the setup to be very driveable, and we went quickly for the conditions (about a second quicker than the previous year's pole.)

Road Atlanta Test - June 11-13

In an attempt to get a peek at the Road Atlanta road course where we will be racing July 24-25, we decided to run an SCCA national race the weekend following Mid Ohio's race. Dan went straight from Ohio, and was joined later in the week by Scott, and Tucker. In order to run the Friday test day, Galen declared the track as his "home track" with the F2000 series. Since I was doing the ACRL setup test in Portland on Thursday, I elected to run the event without the test day.



Galen drove the test day, with variable weather conditions. It started dry, then rained in the afternoon. Galen and Dan both seemed pleased with the progress, - Galen was fastest in the wet session by 4 seconds, and was learning the track quickly in the dry. The race weekend plan was to use each session as a test, including the race.

I arrived Friday night around 7:00; Pam (Galen's girlfriend) arrived around the same time, and caught a ride with me out to Oakwood, where the team was staying. We got there around 9:00. The schedule for the weekend was a little slim on track time, but we were there to take what we could get. We had four sessions to work with. The rain from late Friday lasted through the early the next morning. Our first 30 minute "practice" session was a

track familiarization excersize for me. It was still a little damp when we went out, but it was drying enough to warrant using slicks. Galen was about a second faster than I was, but his session was cut short. The ring gear in his gearbox exploded, rupturing the top of the box. We had both cars set up pretty soft for the still drying conditions. I made a swaybar change that helped the car as it dried. A closer look at Galen's gearbox revealed that the top of the box was now removable. Through the fist-sized hole, it was possible to see into the front of the box, or perhaps I should refer to it as where the front of the box once was. The ring gear had also pierced the front, into the oil tank. It was terminal.



Saturday's second session was a 25 minute "qualifying" session. This time, we brought the setup back close to where it was at Mid-Ohio the previous weekend. There was a yellow for an incident that broke up the session. The feel of the car was very similar to Mid-Ohio. We did a scheduled wing change to try a different front wing profile - the end result seemed to be more downforce. We made an agenda for Sunday, and prepared the car.

Saturday night I caught a little of the IRL race, and some of the coverage of the 24 hours of LeMans on TV.

Sunday's schedule was pretty bad, with a 10 minute warmup at 8:15am and the last race of the day (at about 5:00pm.) We decided to soften the shock pressure a bit, in order to get the car to take a better "set" in the long corners. Based on the positive feel of this change in the four-lap warmup session, (even though the balance of the car was a bit off) we decided to continue in that direction with a number of changes for our last session, (the race.)

18 Laps of continued testing, otherwise known as the race: We elected to start from the back, in order to stay out of the way of the guys actually racing for national SCCA points. The setup changes to the car included revalving the shocks, different rear springs, and rear swaybar setting, and some minor shock setting adjustments. Our strategy was to let the field take off, build a gap, then get a feel for things and come in and make changes. The circumstances didn't make our plan easy. There was a big pileup in the first turn at the green flag that brought out a lengthy caution. There two more multiple lap cautions for crashes during the race. To try and keep learning about the car, I was hanging back from the pack, and then doing segments of the track at speed to interpret what the car was doing. This made it difficult to take lap times - Dan got two timed laps on me. We made

four stops and multiple changes and lost only one lap. Most of the time was spent trying to find a balance with the car, but I am confident that we have opened up new avenues to try the next time we go out. I am looking forward to the next test, as the feel of the car is improving.

The next stop for the cars is the shop in Wisconsin, then it is back to Mid-Ohio for a test July 2-4.

Useless Trivia

After the race in Mosport, we visited Toronto and the CN Tower - the worlds tallest building. It stands 1182 feet tall, and has a glass floored observation area.

See the Carbir team in action, and look for them in future episodes of Cops from Mansfield Ohio, Charlotte, Atlanta, and Toronto.



Lunch and Dessert in Canada, Eh.



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