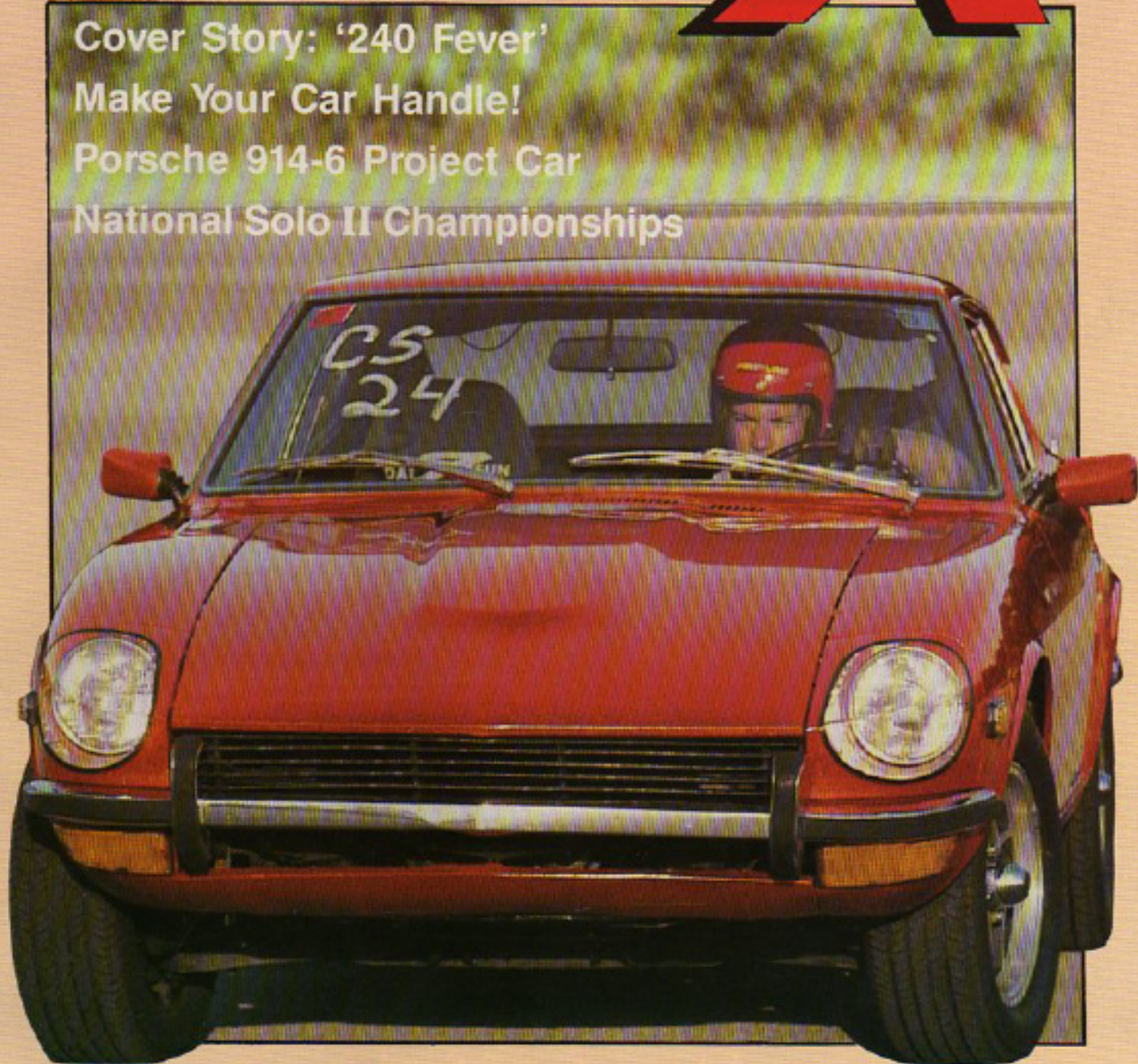


AUTO X

For The Serious Sports Car Enthusiast!

Cover Story: '240 Fever'
Make Your Car Handle!
Porsche 914-6 Project Car
National Solo II Championships



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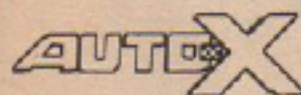
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 Pro Solo: New Twist On an Old Theme

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Letters to the Editor are considered for publication unless otherwise requested, and may be condensed as space requires.

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Publisher's Viewpoint



Welcome to AUTO-X. We're here to give you all the facts on autocrossing, that fantastic sport that's been around for 25 years but is still in its infancy. We believe that no other sport offers so much fun, excitement, and reward - and it's time to spread the news. How can a sport this good, and this easy to enter, have gone unnoticed so long by so many?

That's the main reason that we're publishing AUTO-X. We want to inform people about our sport, and to give the people who do participate the opportunity to communicate with other enthusiasts. After all, a magazine is communication, and communication is the best way to organize, improve, and promote a sport like autocrossing.

AUTO-X is designed for you, the serious sports car enthusiast. We're dedicating this publication to your interests. You'll never see a road test on an econobox or a station wagon; just real sports cars, old and new. AUTO-X will cover the major events in our sport, offer tips on how to make your car drive and handle better. If you don't have a sports car, AUTO-X will help you pick out a new sports car, or we'll help you restore an old one.

In addition, we at AUTO-X realize that the most aficionados of autocrossing are interested in other, related facets of the sport. It is for this reason that we'll be including some coverage of the other 'happenings', such as the IMSA races, SCCA racing and Showroom Stock endurance rac-

ing. And if you appreciate the aesthetic and investment potential of sports cars, stay tuned to our 'Investment Ideas' and 'Vintage Views' columns.

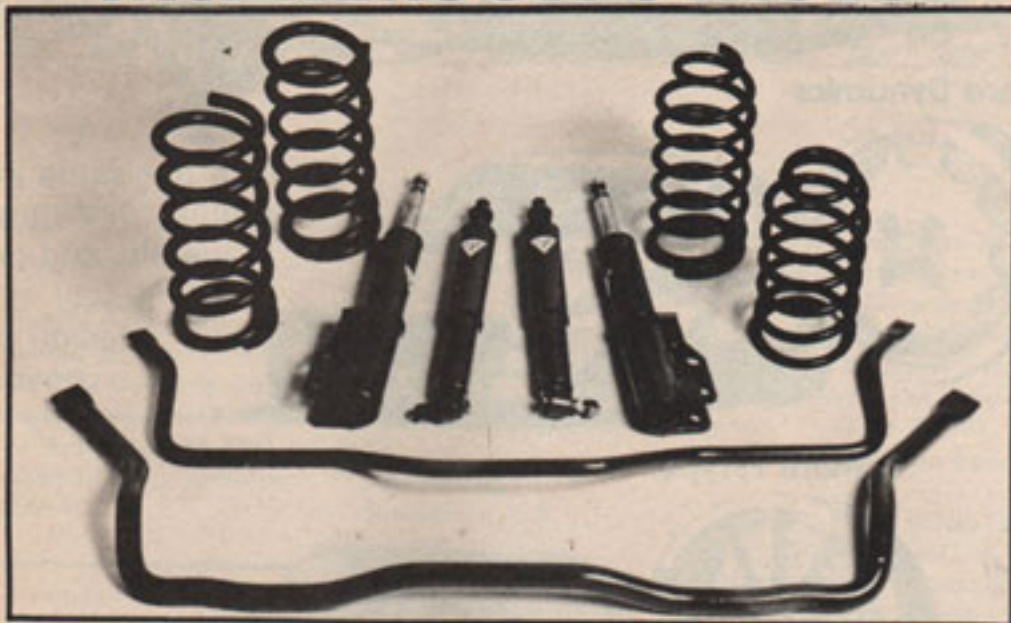
And finally, we will offer you our own brand of humor, from our renowned columnist, 'Rusty Nutz'. In his own weird way, Rusty will poke fun, show us the lighter side of more serious matters, and generally help you to better enjoy the sport of autocrossing.

We believe that autocrossing is about to explode in popularity. The new car manufacturers are once again building the kind of light, high power, great handling cars that are better suited to the sport. More people than ever are taking an interest in what we're doing, and AUTO-X would like to serve as their voice. A national magazine such as ours can help improve our sport by calling for uniformity in classing, helping iron out rule inconsistencies, and improving communication between clubs. But we need your support. Please take the time to subscribe (there is an order form in this issue) and write or call us with your praise, complaints, criticisms, or any other help that you can provide. Also, do try to remember our advertisers when it comes time to to buy that new set of tires and other 'goodies'. They're in this magazine because they believe in our sport, and they're going to be tuned into what you want and need as autocrossers. Enjoy your magazine!

Getting Started At Auto-X Magazine

by Tim Suddard

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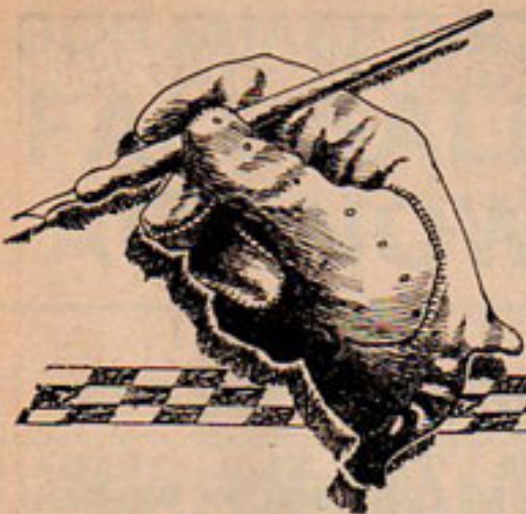


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LETTERS TO THE EDITOR



Editor's note: This column is designed to allow our readers to communicate their ideas, problems, constructive criticisms, and hopefully praise of our efforts with AUTO-X. We welcome your correspondence. Please write to: Backfire, c/o Motorsport Marketing, 219 Columbus Ave, Daytona Beach, FL 32018.



Dear Sirs:

I understand you're going to produce a real sports car magazine - one for autocrossers. I'm writing you to inform you that I'll subscribe - if you don't do any articles on Suzuki econoboxes and the like. Last month a well known 'Sports Car' magazine did a story on a Suzuki Chevy econobox, and that's not what I buy a sports car magazine for!

Sincerely

James Whitworth
Portland, Oregon

Dear James: I believe I saw a Suzuki road test in Cycle Guide recently. Ed.

To Auto-X:

I autocross a Mazda RX-7 in SCCA'S C Stock classification. My friend just bought a 280-Z, which he says will blow my RX-7 into the weeds. Who's got the better car? (There is a small wager on this).

Joe Pascall
Rochester, N.Y.

Dear Joe: You'll soon find out which car is the best for C Stock; AUTO-X has just such a road test planned for one of our upcoming issues. So hold onto your bets and keep reading! Ed.

Dear Auto-X:

How do you feel about the Pontiac Fiero as an autocross car? My fellow autocross friends want me to try mine out at the next local event, but I'm not sure it will win.

Doug Smith
Daytona Beach, FL.

Dear Doug: We're not sure you will win either, but the Fiero is a great autocross car. Its mid-engine design makes it a natural. We feel even better about its new V-6 power. Stay tuned for a complete road test and Autocross Report Card. Ed.

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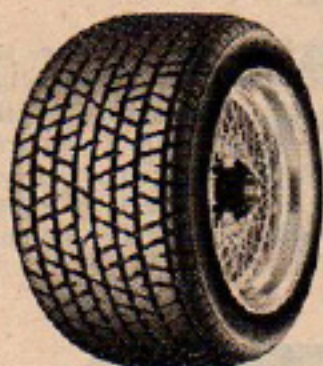
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Show Room Stock Report



We interview Rick Hurst

Showroom stock endurance racing is fairly new, in terms of awareness and popularity. This is unfortunate, because of the excitement that these unmodified vehicles generate. Most major manufacturers are now involved in Showroom Stock racing, because the sport tests performance of actual 'off the showroom floor' cars that potential buyers can relate to - rather than the 'one off' prototypes that race in IMSA races and have very little in common with street vehicles.

Because of the interest that these cars are now arousing, and also because they're virtually the same cars that are now autocrossing, AUTO-X will be including the Showroom Stock endurance racing.

For this issue, we interviewed Rick Hurst, who drove his Contemporary Cars Porsche 944 to the GT class win in every race he entered in the 1984 season. And, of even more interest to our readers, Rick got his start autocrossing.

AUTO-X: Rick, tell us about your 1984 season.

HURST: Well, as you know, I did quite well thanks to Porsche and B.F. Goodrich. At the Nelson Ledges 24 hour event, we finished first in class, (GT) and second overall. At the Mid-Ohio event, we again finished first in class,



Number 44, Rick Hurst's winning Showroom Stock Endurance entry

and second overall. Lime Rock was a short three hour race which we managed to win overall. And, despite the California heat, we finished first in class and second overall at the twelve hours of Willow Springs.

AUTO-X: You said 'thanks to Porsche and B.F. Goodrich'. What exactly do you mean by that?

HURST: As most everyone knows, Porsche builds one fine automobile, both for racing and for street use. Most of the credit goes to B.F. Goodrich, because in a series where virtually nothing can be altered on a car except struts and tires, one's choice of tires becomes very crucial. I feel that the B.F. Goodrich Comp

TA's really helped me improve my lap times.

AUTO-X: Rick where did you get your start in automobile racing?

HURST: Autocrossing. I started autocrossing a Renault 4CV with a Dauphine Gordini engine and Gordini brakes, and man did that car run. I ran it throughout Texas and Oklahoma, usually finishing first in my class which at that time was H Modified. One of the reasons that crazy little car did so well was the two separate rear wheel emergency brakes that I rigged up. I could come around a sharp corner and lock up the inside rear wheel, which would bring me around perfectly. I did so well

that Doug Richardson High Performance Ford Ranch asked me to autocross a '66 Mustang. I was honored, but Ford wanted to promote their new 271 horsepower, automatic, transmission, hatchback coupe as a car mom could grocery shop with on weekdays and pop could Autocross with on weekends. I did well, but it never turned lap times like my Renault.

AUTO-X: What did you do after you stopped Autocrossing?

HURST: I still autocross my Porsche occasionally, but after going into the service I started racing Formula V. I raced that car until 1968 when we built the first SCCA Datsun 510 in this country.

AUTO-X: You built the first Datsun 510 to be raced in the U.S.?

HURST: Yes, it was late in '68 when we built the '69 510 for racing. It was some tough finding parts for it. I remember trying to

get a cam shaft for it. Remember, overhead cams on economy cars were unheard of in 1968. I finally went to a little place in Jacksonville, Florida. We raced our car before Bob Sharp or BRE got started with Datsuns.

AUTO-X: How did you do with that car?

HURST: Terrible. We never won a race with the thing, but it was a lot of fun trying.

AUTO-X: What do you think the biggest difference between racing and autocrossing is?

HURST: Well, racing is slower. I know that's hard to believe, but an autocross run is a one or two minute blast, where you give it everything you got. Racing is a timed-release type of thing where you pace yourself to win.

AUTO-X: Was it easy to move from autocross to racing?

HURST: Yes, once I got used to

the braking and the competition it was easy. Braking is much more important in racing than in autocrossing. To win an endurance race, you have to know just how far into a corner you can go before braking. After a while, it was just like driving down a crowded interstate.

AUTO-X: What are your future plans?

HURST: I think I'll stay with Showroom Stock because of the excitement. You see, in Showroom Stock it's driver against driver; not mechanic against mechanic. Don't get me wrong - my mechanics keep the car running great and I need and respect them, but in the other unrestricted forms of racing, you're constantly trying to extract more power or more cornering ability rather than practicing your driving abilities. I think I'll keep autocrossing too. There's still nothing that offers the low cost thrills of racing without the danger like autocrossing.

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THE LEGENDARY 240 MAX - Z - MA

or: My First Autocross

Until March of 1982, I was the proud owner of a suave mid-sized four-door sedan - a Nissan Maxima. I was shopping for a nice commuter car that January, and happened on a great deal on this Maxima. It was one year old, one previous owner, low mileage, and loaded with more buttons, lights and extras than Air Force One. The color was basic black, and it had a grey velour interior (very distinguished). The sunroof was push button. The FM stereo tape deck sound system held the promise of turning a mere driver into the owner of the world's only ghetto blaster able to get a speeding ticket. All in all, it was this country boy's chance at the attainable American dream - a Japanese executive car.

All that changed when I tried one of those self-service gas stations, about two months later. It wasn't as much the self-service gas station that made me lose my suave little executive car. No, it was more the fault of the passenger in the car with me. It seems that this guy was sort of a 'car maintenance' freak. Everyone knows a 'car maintenance' freak. They're generally real decent folks who would never try to ruin your life intentionally. You see, I'm kind of a full service guy myself. My wife still loves to tell my friends and family about the time when she and I were driving my suave mid-sized executive car to New York City . . . But that's another story (The Manhattan Autocross, with the mov-

ing pylons that they call taxis). Anyway, my wife and I were cruising on I-95 Northbound, when she looked up from the owner's manual (soon to be renamed 'Debtor's Manual' per my suggestion) and boldly informed me that the 'Tips for Improved Gas Mileage' section suggested I check the air pressure. I figured that sounded like something important to check.



Someone threw a cone under poor Rusty's Max-Z-Ma.

While still maintaining a constant 65 mph speed, I pushed the left front window down button and, with my eyes on the road, foot on the accelerator, right hand on the steering wheel, I extended my left arm straight out into the rushing wind. I proudly announced to wife that the air pressure seemed awfully high, but did get better when I slowed down to 55 mph. Maybe that explains why I am more than wil-

ling to pay that not so little extra to get my gas pumped for me at the full service island.

Meanwhile, back at my rare of trips to a self-service island, a (maintenance freak) passenger all aglow with the discovery that he has made upon lifting the hood to check the oil level. 'My God!', exclaimed. He then went on to break the fateful news to me that my Maxima had the guts of a le-

gendary race car - the same engine block as the 240Z. Hones I had no previous knowledge of this celebrity engine that I had been forced to submit to the life of a sedan pusher. A 240Z engine pushing around to business lunches and such! How tacky.

The story would end there but for the fact that my 'maintenance freak' passenger was the Autocross director for the local SCCA club, and an ace autocrosser him-

About that time, a fellow autocrosser pulled up next to me in a Black Thunderbird Turbo coupe (hardly suave). He said that I didn't do bad for a four door import, and informed me that his first time around the course was 37.244; but golly gee, he was still trying to get the feel of the course. As he pulled away, my brain completely obliterated all knowledge of how much I paid for my car, how much I depended on it to transport me on those other six days of the week, and how much tires cost. My brain was gripped instantly by the 240Z spirit, and my next two times around the course reflected my new attitude, my new car's image, and my burning hatred of all Black Thunderbird Turbos. I pulled a 39.4 then shaved my time to a 36.7. Fans still recall how lucky it was that my sunroof was opened; when they called out my time on the last run, a gloved fist shot high in the air and a thunderous 'Awwlll Riiight!' sounded from behind the wheel of that glorious 240 Max-Z-Ma. My wife still kids me about the finish, but I stand by my version: I was checking the air pressure, and you guessed it - it was all right.

I didn't win my class that day - the Black Thunderbird did with a final run time of 35 and some change. I do find tremendous satisfaction in the fact that, during the practice runs following the competition, I pulled a time of 34.8. So, with only about three minutes of autocrossing experience under my belt, I was able to beat the winning time. Soon I will cross pylons with that T-Bird Turbo again, and MY time will be the best time - MY name will be on the First Place Trophy!

So, that's the story of the birth of the 240 Max-Z-Ma legend. My suave mid-sized, four door executive car is only a fading memory. I now drive a legend around town to my business appointments, and my discussions with the wife have centered over the sensibilities of making 'a few' improvements on the world's only 240 Max-Z-Ma.



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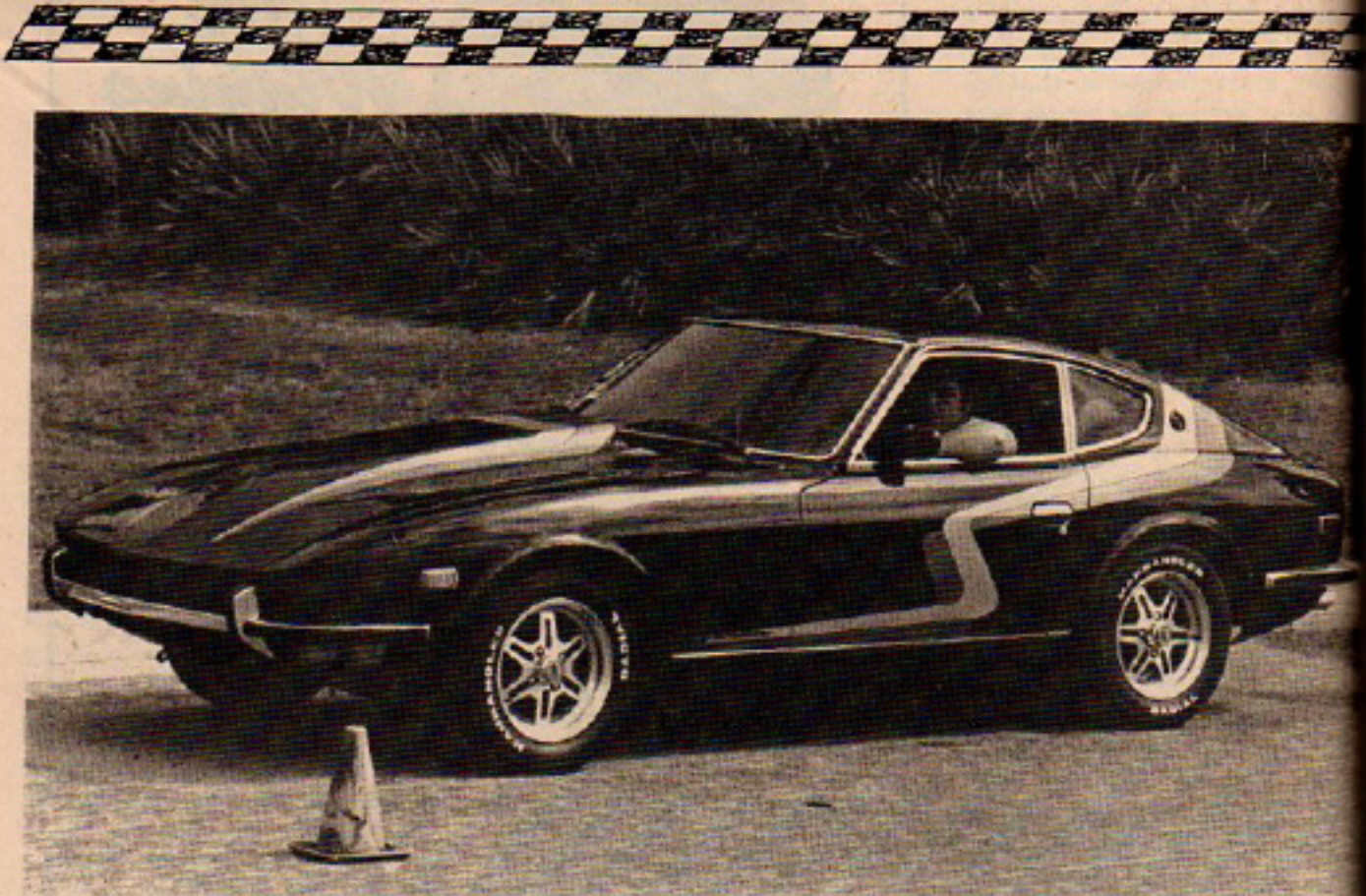


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A beautiful example of a customized early 240 Z.

The Datsun 240 Z is a significant car, not only because it is an excellent car; it is a revolutionary sports car as well. Until Datsun introduced the 240 Z in 1970, sports cars were divided into two types: the thunderous American muscle cars (Cobras, Shelys and Vettes) and squeaky, leaky British types (MGs, Triumphs and Healys). The concept of a light, fast great handling, reliable, comfortable and economical sports car was almost unheard of in 1969. Then Datsun introduced the 240 Z.

Americans forgot their old prejudices against the Japanese, and bought the little Z cars like crazy. People waited as much as six months to take delivery of one of their own: They paid premiums well over the advertised price of \$3671, and they took whatever colors they could get.

Why the excitement? Auto-crossers who are still piloting

their Z cars around the pylons today will tell you. The car's engine, a 2.4 liter inline overhead cam aluminum headed six, is fast, light, and almost indestructible. The handling of a stock 240 Z is nearly neutral, with only slight front weight bias; minor modifications correct this problem. The reasons for this great handling include a fully independent rear suspension, McPherson strut suspension, and rack and pinion steering. This design, common today, was revolutionary in 1969 on a car in this price category. The Z had a good braking system also, that included power assisted disks in front and finned drums in the back. Shifting was through a not so spectacular four speed. A five speed was available as a rare dealer installed option. The final drive ratio was 3.35 to 1.

The Z car's interior was well equipped too, with sporty, if not

overly comfortable bucket seats, rear window defroster, wood rim steering wheel and full console. In fact, the Z's were so well equipped to start that there were very few options available. These options included air conditioning, automatic transmission and upgraded radio.

The 240 Z was truly a well made car. It was tight, comfortable, and everything fit well compared to the sickly American cars of this period. However, the Z's did have one enemy: Rust. The quarter panels rusted so badly that they were recalled only a couple of years into production. This proved to be a major embarrassment for Datsun. They tried to remedy the situation on later models, but with little success. In addition, the car had problems when it overheated. As mentioned earlier, the drive train was indestructible - unless it overheated! If the aluminum head got

too warm, it would warp. The repairs (grinding the head, new head gasket, torquing it back down) cost \$300 to \$500 even if you did the work yourself. This problem was made even more serious by the fact that the car had an above-average tendency to overheat. Warm climates and/or the air conditioning aggravated the problem.

Another major problem with the early Z cars was caused by our government regulations. Datsun tried desperately to meet the increasing emission regulations that encroached upon all manufacturers in the early '70s. Their

smog equipment. The early '70-'73 240 Z's are considered to be the best and most collectible of these cars.

How does the 240 Z stack up as an autocross car today? Not bad at all. The Z cars can run in C stock or A street prepared, depending on the modifications made to the car. Admittedly, Mazda's RX-7 seems to have perfected the concept started by the 240 Z. The RX-7 is one of the Z's toughest competitor in both classes, and has the advantages of youth, better handling and more comfortable driving position on its side. On the other hand, the Z's



Z Cars are popular at the local Autocrosses.

initial solution was to change carburetors on the '73 and '74 models. Designated F6 for front and R6 for rear, these carburetors were an absolute disaster; they caused their owners untold amounts of trouble and frustration.

It is this increasing government regulation that caused Datsun to move from the 240 Z to more power with 260 Z in 1974, and then to the 280 Z in 1975. But most experts will agree that the increased power could not offset the increased weight of the required bumpers and increased

increased horsepower, combined with some suspension and brake updating, keeps things very competitive. Specifically, hard rubber rack bushings, a solid nylon steering coupler, high performance struts and Ferodo semi-metallic brake linings perk up the Z's handling enough to make it a mean autocross car.

In addition, Z cars are plentiful and relatively inexpensive, (\$1500-\$3500 for a decent one, and up to \$5500 for a good-as-new car). Parts are still available from the factory, and there are lots of aftermarket suppliers (see list of

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suppliers at the end of this article). This author autocrosses an early '71 240 Z in C stock quite successfully.

Whether you own a Z car, have just driven one, or have just been beaten by one at the autocross, you'll have to agree that the 240 Z has what it takes to become a legend... and will.

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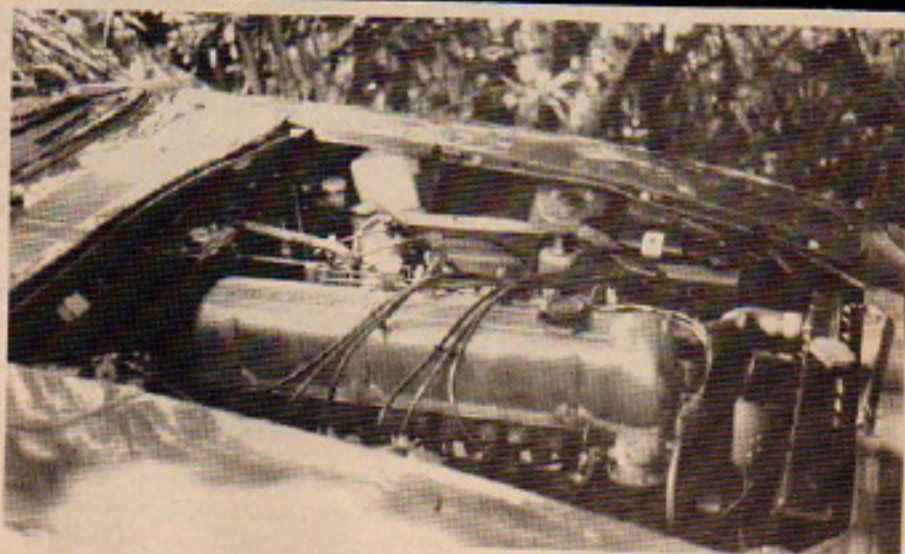
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Characteristics	Datsun 240 Z	Mazda RX7
Straight Line Performance	B	B
Braking Ability	B	B
Steering Response	B	B
Suspension Performance	C	B
Reliability	A	A
Ease of Maintenance	A	B
Parts Availability	A	A
Comfort	B	A
Collectibility	A	B
Overall Autocross Grade	B+	B+

Teachers Comments: *Datsun Z, Nice Car Perfected years later by Mazda*



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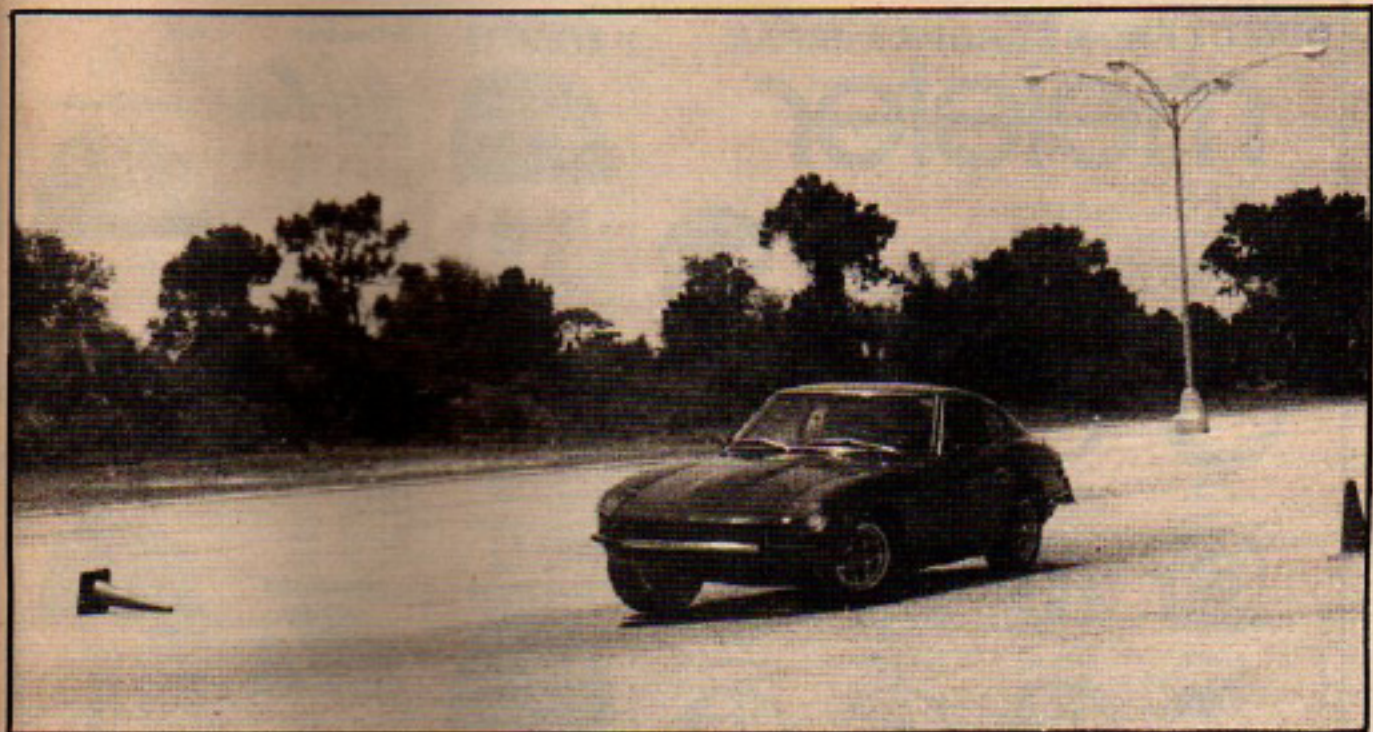
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The 240-Z's had plenty of power in the straightaways.



Cornering on the early Z's was not the best in stock form.



An early 260 Z waits in line behind a Lotus Elan at a local autocross.

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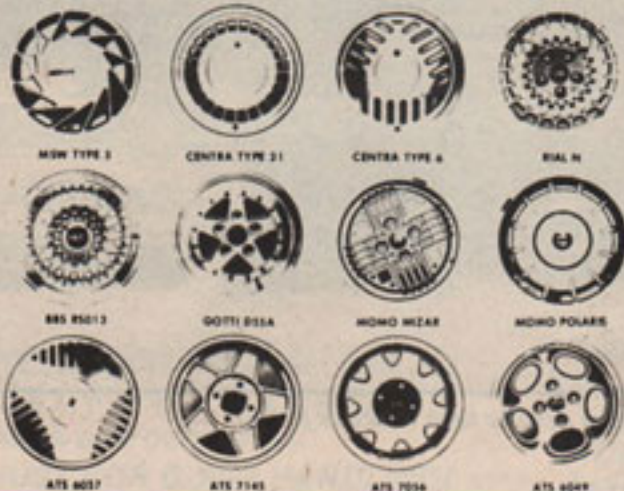
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Event: 1984 Pirelli/SCCA Solo Championships

Date: Sept. 13-15 1984

Location: Airport Park, Salinas, Kansas

Sponsors: Pirelli Tires / Kansas City Region SCCA

Results: (Due to space limitations only top finishers have been included)

A STOCK

1. Tommy Saunders, Roanoke, TX
Lotus Elan 2:01.270
2. Barbara McKee, Chicago, IL
Lotus Elan 2:02.341
3. Ed Heffern, Tulsa, OK
Porsche 911S 2:02.799

A STOCK LADIES

1. Beverly Saunders, Roanoke, TX
Lotus Elan 2:09.502

B STOCK

1. Rodger Johnson, Fostoria, OH
Corvette 2:08.329
2. Emmanuel Papandreas, Toledo, OH
Mazda RX7 2:06.032
3. Lindsay Lowe, Marietta, GA
Porsche 944 2:06.905

B STOCK LADIES

1. JoAnn Lynch, Woodland Hills, CA
Corvette 2:08.329
2. Barbara Mitchell, Houston, TX
Porsche 944 2:09.563

C STOCK

1. Jim Garry, Albany, NY
Mazda RX7 2:01.354
2. Paul Kozlak, Canton, CT
Mazda RX7 2:01.956
3. Ken Hurd, Colchester, VT
Mazda RX7 2:02.262

C STOCK LADIES

1. Debbie Barrett, Sunnyvale, CA
Mazda RX7 2:06.990
2. Sharon DeLara, Sonoma, CA
Mazda RX7 2:07.754
3. Sheila Breedlove, Salt Lk City, UT
Datsun 240Z 2:10.188

D STOCK

1. Jonathan M. Bruce, Milford, MA
Fiat X1/9 2:03.068
2. Joseph W. Darwal, Bedford, OH
Fiat X1/9 2:03.694
3. Randall Pobst, Melbourne Bch, FL
Dodge Day Turbo 2:03.789

D STOCK LADIES

1. Debby Smith, Parma, OH
V.W. Rabbit GTi 2:09.976
2. Cindy J. Darwal, Bedford, OH
Fiat X1/9 2:09.976
3. Karen Foster, Watauga, TX
Dodge Shelby Ch. 2:10.810

E STOCK

1. Ron Haase, San Pedro, CA
Honda Civic CRX 2:02.480
2. Jinx Jordan, Vernon, CT
Honda Civic CRX 2:02.938
3. Curt Whitworth, Chesterfield, MO
Triumph Spitfire 2:03.791

E STOCK LADIES

1. Tracy Cook, San Pedro, CA
Honda Civic CRX 2:07.642
2. Pamela Cozort, Elkhart, IN
Honda Civic CRX 2:08.615
3. Annette Bonfiglio, Countryside, IL
Civic CRX 2:09.892

F STOCK

1. Bill Archer, Plano, TX
Pontiac Trans Am 2:05.388
2. Jeff Fields, Laurel, MD
Camaro 2:05.441
3. John Boudreau, Saugus, MA
Pontiac Trans Am 2:05.784

F STOCK LADIES

1. Rita C. Parke Haltiner, Rochester, NY
Camaro 2:10.940
2. Judy Schoonmaker, Walworth, NY
Camaro 2:12.721
3. Donna Swift, Raytown, MO
Camaro 2:13.472

G STOCK

1. John Duane, Bellingham, MA
Pontiac Firebird 2:04.009
2. Rodney Derrick, Salt Lk City, UT
Mustang 2:06.713

3. Ken Rupp, Carrollton, GA
Pontiac Sunbird 2:07.353

G STOCK LADIES

1. Betsy Blackburn, Atlanta, GA
Pontiac 2000 2:18.373
2. Suzanne Berger, Overland Pk., KS
Honda Accord 2:19.857

H STOCK

1. Peter Cunningham, Milwaukee, WI
Saab 99 2:08.174
2. Neal C. Bellamy, Plant City, FL
Toyota Celica 2:08.784
3. Alan R. Sheidler, Holland, OH
Plymouth Colt 2:09.254

H STOCK LADIES

1. Deborah Sheidler, Holland, OH
Plymouth Colt 2:15.743
2. Jan Whitworth, Manchester, MO
Dodge Colt 2:15.812

A STREET PREPARED

1. Doug Maxey, Plano TX
Lotus Europa 1:59.421
2. Jim Gray, Louisville, KY
Porsche 914-2 1:59.888
3. Wayne Banker, Bedford, TX
Datsun 240Z 2:00.121

A STREET PREPARED LADIES

1. Vicki Maxey, Plano, TX
Lotus Europa 2:05.163
2. Gloria Carr, Poland, OH
Datsun 240Z 2:07.417

B STREET PREPARED

1. Bruce Wentzel, Brighton, MI
Corvette 2:01.430
2. Tom Stern, Sycamore, IL
Corvette 2:02.137
3. Terry Osthus, Seattle, WA
Corvette 2:02.513

D STREET PREPARED LADIES

1. Marsha Heckert, Sacramento, CA
Corvette 2:06.148
2. Elizabeth Wentzel, Brighton, MI
Corvette 2:06.591

C STREET PREPARED

1. Chuck Norman, Barre, MA
Honda Civic CRX 1:59.316
2. Chuck Sample, Fort Wayne, IN
Fiat X1/9 1:59.331
3. Mike Stevens, San Jose, CA
Ply. Fire Arrow 2:02.176

C STREET PREPARED LADIES

1. Lavonne Van Sickle, Fairlawn, OH
BMW 2002 2:06.739
2. Jeunette Sample, Fort Wayne, IN
Fiat X1/9 2:08.271
3. Kim Holinger, Creve Coeur, MO
Sprite 2:09.302

A PREPARED

1. Ronald J. Flier, Glendale, MO
Lotus Europa 1:52.021
2. Frank Stagnaro, San Leandro, CA
AC Cobra 1:52.618
3. Steve Kruck, Boone, IA
Datsun 240Z 1:59.534

A PREPARED LADIES

1. Mary B. Rice, Hollister, CA
AC Cobra 1:53.605

B PREPARED

1. Jesus Villarreal, San Lorenzo, CA
Corvette 1:54.058
2. Claire Ball, Wheeling, IL
Corvette 1:56.720

C PREPARED

1. Mark Ruden, Los Altos, CA
Camaro 1:54.058
2. Richard Quinonez, Fresno, CA
Camaro 1:54.799
3. Grayden Obenour, West Chester, OH
Mustang 1:54.493

C PREPARED LADIES

1. Shauna Farley, Los Altos, CA
Camaro 2:05.749
2. Marlene Obenour, West Chester, OH
Mustang 2:10.084

D PREPARED

1. Michael O'Dell, Monterey, CA

- MG Midget 1:51.991
2. Pete Taylor, Birmingham, AL
Sprite 1:52.674
 3. David Lee, Indianapolis, IN
MG Midget 1:52.960

D PREPARED LADIES

1. Kelly Hansen, Fresno, CA
MG Midget 1:55.306
2. Pat Lawley, Birmingham, AL
Sprite 2:02.306

E PREPARED

1. Chet Hansen, Fresno, CA
Sprite 1:52.306
2. Terry Wagner, Browns Summit, NC
Honda Civic 1:52.677
3. David K. Jalen, Oakland, CA
MG Midget 1:53.554

E PREPARED LADIES

1. Nadine Barr, San Jose, CA
MG Midget 2:00.052
2. Rene Dunham, Washington, IL
Triumph Spitfire 2:01.757
3. Doris Hansen, Fresno, CA
Sprite 2:03.208

A MODIFIED

1. Tim Berry, San Anselmo, CA
Tui BH3 1:41.575
2. Bud Grocki, Worcester, MA
Banshee BG2 1:41.827
3. Jim McKamey, Portage, IN
Taurus M80 1:43.266

A MODIFIED LADIES

1. Sam Scharnberg, Urbandale, IA
Brabham BT35 1:51.506
2. Vicki Young, Dublin, OH
Viper 1:55.104

B MODIFIED

1. Ed Haigh, Quincy, MA
Lotus 1:41
2. John Neighbors, Houston, TX
LeGrand Mk27B 1:42
3. Bruce Cambern, Birmingham, MI
Nobelshel I 1:44

B MODIFIED LADIES

1. Susan Anderson, Florissant, MO
Brabham BT21 1:50

C MODIFIED

1. Dan Cole, Fremont, CA
Silver Fox ASR 1:45
2. Tom Bootz, Evansville, IN
LeGrand Mk25 1:46

C MODIFIED LADIES

1. Sandy Cole, Fremont, CA
Silver Fox ASR 1:47

D MODIFIED

1. Charles Levesque, Wilton, NH
Turner 1500 1:48
2. Harold Knobel, Valdosta, GA
Austin Cooper 1:49
3. Dave Looman, Holland, MI
Autodynamics FV 1:50

D MODIFIED LADIES

1. Joyce Looman, Holland, MI
Autodynamics FV 1:50

E MODIFIED

1. Gary R. Walton, Mtn. View, CA
Porsche 914/4 1:49
2. Bob King, Fresno, CA
Sprite RX-Z 1:45
3. Steve Tamandli, South Bend, IN
Sprite 1:50



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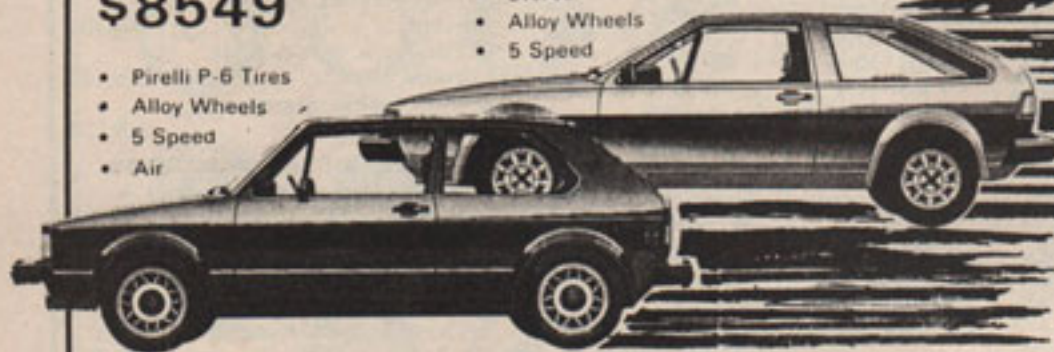
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(The Bay Bottom Crawl)

By Glenn Marston

Key West Premier Event



Key West, Florida, hosts the Bay Bottom Crawl, run on a mangrove lined 2.4 mile 18 foot wide course.

'I come out for the raw acceleration,' says Gary R. Davis about the Florida Keys' 'Bay Bottom Crawl' autocross.

Davis adds that the 2.4 mile road course is one of the few that allow him to run 'flat out from obstacle to obstacle'. Davis has set fastest times of day number five of the 25 annual 'Crawls', more than anyone else.

Both Davis and this year's overall winner, Jay Stannard of Palm Bay, Fl., say that the crawl is one of the most challenging autocrosses in the South.

But, shouldering up to the four foot tall trophy which is passed from winner to winner each October, Stannard adds that the Crawl is a 'happening', the top social event in Florida's autocrossing circles.

Examples of the personal touches that separate the Crawl from other important autocrosses

include an open-air banquet in the flower-studded courtyard of a Civil War fort and 50 class awards, large wall plaques dominated by handpainted ceramic turtles, which are the event's trademark.

Although few autocrosses draw the sort of drivers who will jump at the chance for an after-dinner sing-along, or who will shed a tear honoring past competitors who are now dead, it's the nine-obstacle road course which spurs the postal rush to fill the Crawl's 100 driver entry limit.

The street used for the Bay Bottom Crawl is known as Loop Road and is shaped like a softly drawn 'M' where the tops of the letter just dip in toward the middle rather than diving straight for the base line. The starting line is a quarter-mile up the M's righthand leg, above the pits.

The 18-foot wide asphalt road

wiggles 2.4 miles upward and counter-clockwise to the finish line which is located .4 mile above the bottom of the left hand leg. The bottom of each leg is connected by a gravel return road.

During competition, the standing start leads onto a .1 mile straightaway which allows most drivers to just catch third gear before jumping on the brakes and dropping down a gear for a nine-pylon slalom.

The salom opens onto a .3 mile, third gear straight which ends abruptly at the skid marked, righthand entrance to a five gate group of offsets.

Taken in second gear, the offset gets lead into a blind, fourth-gear turn which gradually sweeps to the right. Just as the sweeper flattens out, an offset, nine-pylon slalom forces a pair of downshifts in preparation for a treacherous hairpin which dives quickly to

the left.

Most fear the hairpin because of a bump located right at the top righthand point of the M. Over the years, a number of drivers have slashed through the mangrove trees lining both sides of the hairpin like Indiana Jones beating a retreat to his cove-moored seaplane.

Several have splashed through the mangrove scrub into a shallow bay which is fed by the Atlantic Ocean. The bay, the mangrove trees and interior salt pools line the entire course. Despite the wrinkled-and-salt-damaged sheet metal, injuries have been few and minor.

The sameness of the hairpin's middle section and exit deceives many who try to accelerate out of the second-gear turn too soon. Acceleration before the last of the hairpin's 150 degrees unwind will force the driver to back off at the outside of the turn - just where a quick, uninterrupted exit is desired.

A short third-gear straight following the hairpin leads into a six-gate group of offsets which is entered on the right in second gear.

Directly ahead, a gear up and then a gear right back down, is an eight-pylon slalom.

The slalom sweeps into a .4 mile, fourth gear righthander which opens onto a short straight. Two braking markers on the left lead to a short braking chute then into righthand, lefthand, righthand offset gates which tighten toward the end, and are excited at the bottom of second gear.

Just before heading down the final leg of the M, the course sweeps .2 mile left into a five-gate group of offsets.

The final obstacle lies .2 mile down the M and is a four point second-gear slalom which is costly to take out because of two additional pylons at each slalom point. The two second each pylons make the slalom look like a line of four walls, two on each side.

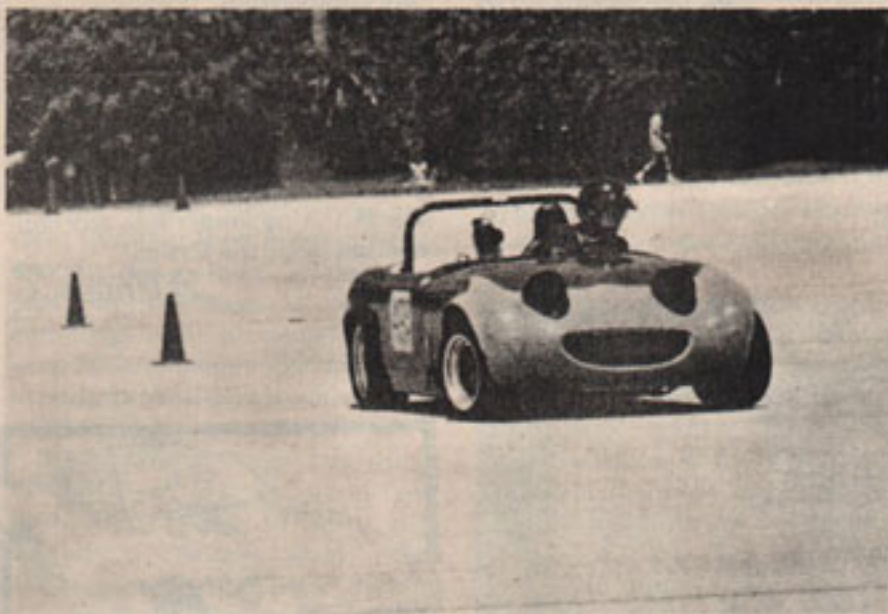
The walled slalom opens onto

the fastest portion of the course, the top gear finish straight which is .4 mile long. The subsequent deceleration stretch provides comfortable, .4 mile cooldown area.

Times ran from two minutes, 17 seconds to over three minutes this year.

In the past, before higher speeds and greater cornering abilities forced the addition of another obstacle and more pylons, the fastest times approached 2:10.

The course was tightened for safety in 1984, not just to make the administrative tasks of obtaining insurance and permission to use Loop Road easier, but because



the likelihood of damaging cars and hurting drivers 'just takes the fun out of it' says Jack Fuller, eventmaster and a member of the sponsoring Ecurie Vitesse Sports Car Club Of Key West for nearly two decades.

The Bay Bottom Crawl is run the second weekend of each October on Sugarloaf Key, about 17 miles northeast of Key West. Loop Road is a three-mile drive from U.S.1, the backbone of the Keys.

The trip from U.S.1 to the course winds through a community of several hundred waterfront homes, many of which are built on stilts for hurricane flood protection. The houses are built

along streets with names like Flying Fish Lane, Green Turtle Lane, and Cobia Court.

The Saturday of each year's Crawl weekend is used for practice. Small homemade turtle trophies are awarded for fastest practice time in each class at the Saturday night banquet.

This year's banquet was held in the brick walled, open air courtyard of the East Martello Towers, a waterfront Key West fortress which was completed in 1861.

Because of the fort, Key West was the only Southern city in the nation which remained under Northern control throughout the Civil War. That presence allowed Union forces to control the pas-

sage of ships, and goods vital to the South's troops, through the Florida Straights.

The fort is now used for a museum and an art gallery, as well as for social gatherings such as the Crawl's banquet.

This year, the Crawl celebrated its silver anniversary. The event began its 25-year history as part of a hillclimb series run by the Sports Car Club of America.

Run first in 1960 on Big Pine Key, 32 miles northeast of Key West, the course was delineated by 55-gallon oil drums.

The event's name is an interesting play on the original hillclimb theme - the Key's greatest elevation is 18 feet. After several years

of 'hillclimbing' in the Keys, the SCCA dropped its series.

Independent, local sports car enthusiasts picked up the operation of the Crawl, slowly converting it to a conventional autocross and at one point running it on a dirt road.



Jay Stannard, left, won in 1983 and 1984 while Gary Davis, right, has won the trophy five times.

Eventually a larger site was needed and in 1969, arrangements to use Loop Road were made. Although close to a residential area, Loop Road is a separated from the community by 1 1/2 miles of road, a bridge and plenty of sound-deadening mangrove.

Loop Road apparently was intended for residential development, although the circumstances surrounding its abandonment are not known to those involved with the event.

Because of environmental regulations which now prevent the destructive dredge-and-fill operations used to shape parts of the neighboring community, Loop Road can no longer be developed as a site for building.

Once moved to Loop Road, the Crawl got the reputation of being a quick venue for exotics such as the Ford GT-40 which won four times in five years, beginning in 1970. The chief competition at that time was Stan Pearlman's race prepared Porsche 911-S. Pearlman, of Pembroke Pines,

Fla., is still a regular class winner at the Crawl.

Ecurie Vitesse Sports Car Club, the event's operator from the mid-60s on, introduced the 'turtle' trophies in 1974. They have been made by member Sherie Erbaugh.

Each of the 50 ceramic trophies awarded yearly has been cleaned, glazed and converted into a trophy individually by Erbaugh. She has said that this would be the last year for the turtles.

Davis took his first overall win in 1975, driving a homemade, modified-class 'special'. Since then, such specials or open wheeled road racing cars have dominated the fastest-time-of-day competition.

The event is presently run under the SCCA's Solo II rules, with certain modifications, such as roll bars for all open cars, regardless of preparation category. Although its rules are used, the SCCA no longer has any connection with the Crawl.

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A Hot Lap With Bob Bondurant

Editors Note

Autocrossing is a sport that demands driving excellence to win. In fact most experts agree autocrossing is 70% driving ability and only 30% car preparation. Because of this staggering statistic we felt that a driving tips column in this magazine was a must.

To write this column we contacted world famous driver, writer, and driving school owner Bob Bondurant. As many of you know Bob Bondurant gained national recognition as one of Carroll Shelby's star drivers, piloting Shelby and Cobras victory after victory during the mid 60's. Since racing for Carroll Shelby he has written an excellent book on driving entitled *Bob Bondurant On High Performance Driving*, and has started what soon became one of the nations most respected driving school.

In this first article Bob will offer driving advice to help you improve your cornering, braking, and shifting ability.

To get through a course, be it a race track or autocross, quicker, you must first master the basics. There are lots of fancy little tricks you can learn, but they'll do you very little good until you've got these basics ingrained into your driving style.

All we have between us and the road are four small tire patches. Because of the speeds attained in any form of racing it's critical to transfer weight precisely at the right moment thus keeping these tire patches as large as possible. Mastering the basics of braking, clutching and accelerating will keep these patches achieving maximum adhesion which will result in quicker lap times.

But before we go out on the track let's talk about drivers position. Performance driving involves the whole body so how you sit in the car is vital to how well you will drive it. An upright driving position will keep you more alert and help you to see the entire track much better.

Steering wheel grip is very important too. You need too grip the wheel firmly, remember it's the only link between yourself and the road. I recommend a three o'clock and nine o'clock hand position. This will offer you the best control while keeping you from getting tangled up if you encounter an unexpected hairpin turn.

Okay lets get started out on the track, since braking is so important in all forms of competition, we'll start there. Trailbraking is the quickest way to get through a corner, so lets go through it. What we're trying to accomplish through trailbraking is to keep our tire pat-

ches, mentioned earlier, as large as possible. In other words trailbraking keeps more tire on the road which increases adhesion.

Braking transfers weight to the front of a car which makes the front tire patches larger. To trailbrake properly you must ease on your brakes smoothly through the first two thirds of a corner. The key is to brake smoothly enough so that you keep weight on the front tires for the longest possible time with out slowing the car down too much.



Bob Bondurant, one of the worlds most famous race car drivers will teach his techniques to win at autocrossing.

Approximately two thirds through the corner you should smoothly switch from braking to acceleration which will stabilize the car again. (Naturally as all this is going on you're down shifting

and double clutching too, but we'll cover this in a separate article next month.) Accelerating will shift adhesion off the front tires but you'll still have enough to exit the corner quickly.

Once you stabilize the car ac-



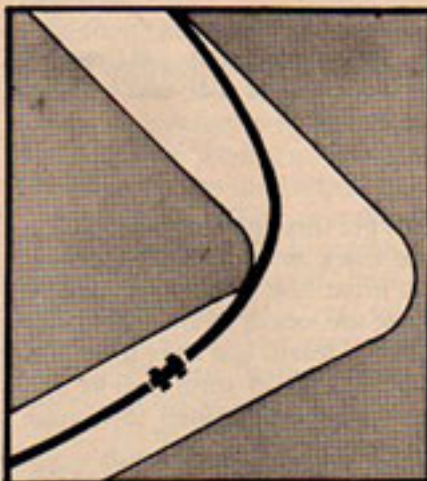
The correct hand position for fast time.

celerate hard, but not hard enough to lose control, out of the corner.

Where you drive through a corner is important too. The driving apex is an important area of the corner that you should understand. It is the first $\frac{2}{3}$ of the corner and is usually considered the inside area usually only one or two car lengths

from the inside embankment. This is where you should be when coming into a corner. You then exit long and wide thus dissipating "G" forces which will get you through the corner quicker.

Study the illustrations, go out



The quickest way through a corner.

and practice, and get ready for next month's lesson where we'll be covering proper shifting and clutching.

AUTO-X



We take a hot lap with Bob Bondurant

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Weekend Workshop



We Restore A Rare 914-6 Porsche For Autocross Use

It's going to be a lot of work, but we've gone and done it; we've gotten our first restoration project. This is no ordinary restoration - we're going to completely prepare a 914-6 Porsche for Street Prepared autocross use.

If you are new to autocrossing, or if you've never run Street Prepared cars, you should know that the SCCA Street Prepared class permits many modifications. Some of these 'improvements' include suspension lowering, sway bars, strut upgrading, and bolt-on engine equipment to enhance power ratings. The addition of larger and wider tires and wheels, as well as body modifications such as flares and spoilers are also allowed.

Why did we pick this particular model? Because a 914 Porsche is affordable, available, and most importantly it is a mid-engine design. The mid-engine affords the 914 and 914-6 nearly perfect handling. We chose a six cylinder model because the 6 is a unique and much more exotic version of the 914. However, we do realize the demand (necessity?) of learning how to maximize the power of today's four cylinders, so we will offer a few pointers getting the most of today's 'mini-monsters'. The six cylinder engine is not the only thing that differentiates our Porsche. By 1970, Porsche had been building winning mid-engined race cars for years. Perhaps it is this success that led to

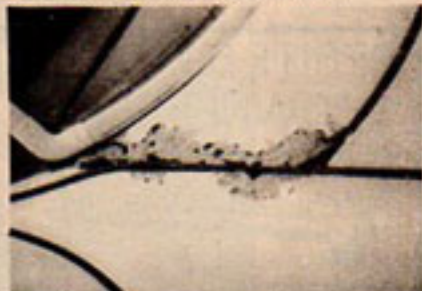


Our first project car: A rather beat-up 914-6 Porsche.



To those in the know, the gold '914-6' says: 'This one's special!'

the building of the their mid-engined street car, the 914. The 914 was assembled by Karmann; the 914-6 was assembled by Porsche at the same plant that assembled the 911. The 2 liter 911 air cooled engine provided the power for the 914-6, rather than the four cylinder 914 VW engine. This is the reason for the different assembly plants. The larger engined car had five lug hubs, and 1 inch wider wheels. Suspension was also beefed up on the 6, with many of the components coming straight off of the 911. Finally, the 914-6 was a lot fancier, with chrome-plated



This rusty cowl will be replaced.

bumpers, three speed wipers, and an upgraded interior.

The 914-6 was built for only three years; from 1970 - 1972. Our particular one is a 1970 model, which we rescued from a carport in Georgia. As you can see, it has been equipped with non-original Fuchs five spoke wheels (off a 911S Porsche). The original color is red, and the odometer has only 56,000 miles. The original bumpers had been removed, but we have obtained them. The only major faults are a very rusty cowl panel, which we will replace, and a very weak motor, which we will rebuild and strengthen.

We got lucky as far as rust is concerned; rust is a very serious problem on a 914 body. Body Werks in Holly Hill, Florida, informed us that both side members are extremely vulnerable, especially around the battery box area. In addition, the front floor pans are known to rust so badly that the front suspension components fall through the floor.

Mechanically, the 914's weren't as vulnerable. However, they are notorious for poor shift linkage and overheating problems. As we mentioned, our own motor needs a rebuild. The Street Prepared class allows many mostly external modifications, and the experts at Competition Cars of Ormond Beach, Florida will help us make the most of these modifications.

Next month we'll begin our restoration by pulling the motor, and by completely disassembling this soon to be revived classic 914-Porsche.

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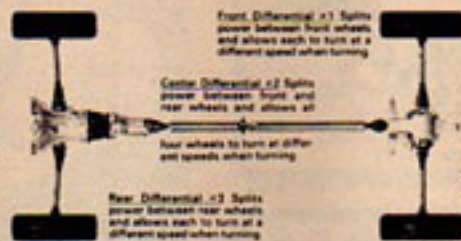
While others debate front-wheel drive VS. rear-wheel drive Audi created an all-wheel drive that outperforms both.

Audi From the beginning, cars have conventionally been powered by two-wheel drive systems, either front or rear-wheel drive. Each system has its advantages, each has its disadvantages.

In theory, four-wheel drive has always offered a performance advantage over any two-wheel drive layout. But in fact, four-wheel drive vehicles, while excellent on rough terrain or in snow, have left much to be desired on normal dry roads.

The introduction of the World Rally Champion Audi Quattro Coupe changed all that. Based on a new system of permanently engaged all-wheel drive, it stunned the automotive competition world with an unbroken string of victories.

Four-wheel drive versus Audi's permanent all-wheel drive. Normal four-wheel drive layouts lock the front and rear wheels together to obtain improved pulling power on poor surfaces. On dry pavement, however, the wheels sometimes slip whenever your car changes direction.



Audi's permanent all-wheel drive system utilizes a unique differential between the front and rear wheels, sending power to each wheel individually and allowing each wheel to rotate at optimum speed all the time.

The result is increased traction on poor surfaces, reduced tire wear on good surfaces, and improved handling on all surfaces.

Permanent all-wheel drive in a luxury sports sedan? Why not? Since this system improves handling and performance so much, it seemed only appropriate to give the new Audi 4000S Quattro the same advantages as the Champion Quattro Coupe.

It's not surprising that the 4000S Quattro

is considered by many to have the most advanced handling and cornering ability of any luxury sports sedan in the world.

In fact, with its high-output 5-cylinder engine and performance-tuned suspension, the 4000S Quattro can even embarrass a number of exotic sports cars.

Aggressive, but not uncivilized.

Despite its enviable performance, the Audi 4000S Quattro is a true luxury sports sedan in every sense. Its interior is meticulously crafted, and it comes with a long list of luxury extras at no extra cost. Like alloy wheels, four-wheel disc brakes, and all-wheel independent suspension. And it seats five adults comfortably.

Like all Audis, the 4000S Quattro's quality and reliability have been proven through exhaustive road testing. And it is covered by our new 24-month/unlimited mileage, limited warranty.

For more details on this limited warranty as well as an opportunity to experience firsthand the 4000S Quattro's unprecedented performance, call your nearest Porsche Audi dealer.

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Suspension Techniques

By Roland DeMarcellas



Proper handling is best accomplished through the use of carefully matched components.

The sport of Autocrossing is particularly intriguing as it is neither just driver's skill nor a car's characteristics that win, but a blend of mechanical wisdom, it's technical application to the vehicle, and the shrewd use of the machine by the driver.

Those striving to better their times month after month must take heed that they do not stray too far from the practical, or should we say productive, aspects of the sport. I worry that the original concept of autocrossing has been forgotten when an autocrosser hesitates to drive his competition car to work while his sedan is in the shop.

The first thing to remember in

considering various ways to improve the basic capability of your own car is not to do anything until you have thought through the physics on your own. Most car enthusiasts make modifications because their friends all have, because advertisements promoted it, or because it looks 'tough'. One can read many articles written by well known 'authorities', merchandisers or tech writers in leading sports car magazines and pick out totally erroneous statements. Study the suggestions and question every aspect in the light of good old physical principles; not only those learned in school, but also those that have seeped through

your skin since the first time you fell off your tricycle. Only if you can fully trace in your mind the complete cause and effect sequence - clearly - should you pick up the wrenches or spend your money.

Having been in the handling business for twenty four years, I have seen magazine tech writers perpetuate myths year after year, simply by parroting what someone else has said without thinking about it. One of the most common of these is the generality that a front anti-sway bar should be thicker than the rear one. What factors have they overlooked that could make it a false statement for your car? The difference in

arm length, the torsional length, the angles of the arms, the contour of the mid-section, method of attachment, location of attachment on the suspension geometry, car weight distribution front or rear drive, tires, wheels, roll axis angle, and perhaps most important, driver technique. Of these points, most vary 50% from car to car and most can thus vary the resultant effectiveness of the bar by the same amount.

Springs are frequently condemned as being too soft in stock form. Too soft for what? They keep the car up there, don't they? If they let the car bottom out is it their fault or the fault of poor shocks? Shocks resist stiffly to sudden impacts and resist little to slow pressures, whereas springs have a set yield. Thus, springs are very inefficient in preventing bottoming because their resistance to impact is a straight line progression of impact, rather than the varying progression common to shock absorbers. Vertical control is thus for the shocks to accomplish. Drive a car with a broken shock and it will bottom out even if it has stiff springs. Stability? Again, springs are not efficient since the unloaded (inner) spring pushes up as it is unloaded. Even rough riding cars can roll badly on moderate corners. Anti-sway bars, in comparison, become loaded (torqued) by the sum of the difference between the compressed and the extended spring. Thus the anti-sway bar is innately twice as effective as the comparable spring rate. Furthermore, anti-sway bars do not add to the spring rate on two wheel dips.

Shorter springs or other lowering devices? Theoretically advantageous; but consider the ramifications. With maybe two inches of suspension compression (stock), you lower one inch. That gives you one inch to absorb the forces of fast dips, then you can cut hard for the corner and the body roll takes up a good 1/2 inch. As the snubber bottoms out, you suddenly get infinite roll stiffness on that corner of the car,



The proper suspension modifications can turn this into this.

and the overloaded tire mashes out... why did it suddenly let go?

Why would one lower a car on its suspension? First, it reduces weight shift from the inner to an outer tire, and secondly, it reduces body roll. Very well, these are desirable things to do but how important is it? What percent improvement can one expect? Take a sports car such as a Ferrari 308, Fiero, or a DeLorean. They would have a center of gravity at around 16 inches. This is on the track base (in the case of the DeLorean) of 62 inches. At a max G corner of 1.00 (we are assuming very sticky tires) a 16 inch weight shift would develop, or if you can imagine it, a pendulum hung from the center of gravity would be out 45 degrees. This would give

an approximate 38% weight shift (with the C.G. now moved 16 inches off center on the 62 inch track: 62 divided by 2 equals 31, then minus 16, vs. 62 divided by 2 equals 31, then plus 16.)

Note that the car could get over to a G figure of 2.0 before it would flip as the C.G./G function is only about half way out to the tire and is fighting a cosine function at that. Lower the car 1 inch, and you will reduce the weight shift by 1 inch at a G. force of 1.00. You now have a 35% weight shift. At a 38% weight shift figure a car with 1500 lbs. on one end would go from 750 lbs. on the outer tire to 1035 lbs., whereas a 35% weight shift would load the outer tire to only 1012 lbs., or an improvement of 23 lbs. As this is only a factor of

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about 2 1/4% . it is not the most important thing that you can probably work on. It can further be assumed that the body roll will be reduced by only 2 1/4% also, not a meaningful amount.

Now in the foregoing we took the case of a very low, wide sports car. If we had taken some narrow high C.G. thing on an unstable suspension like a Pulsar, then these figures would be a great deal more indicative that lowering would be an important modification. Size up your car applying the foregoing reasoning and see what you come up with.

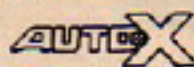
Suspension resiliency is not a nasty glitch some thoughtless engineer stuck in your suspension to please women. It is an essential ingredient that every good road car or racer must have to stick to the road in a solid and predictable manner.

It is always a little humorous to see a car running the course that is laid out for 60 mph speeds, and the poor car is all bedecked with dams and spoilers that can't hope to function, and indeed have no function to perform, at those speeds. Most dams and spoilers,

just as the word spoiler implies, increase drag and 'spoil' the air flow. Up to 35 mph they do next to nothing; from 45 mph to 80 or so (these are the typical auto-cross speeds) they simply create increasing drag. At higher speeds they still cause drag, but their force can be used to counter design flaws in the aerodynamics of the car. A spoiler is an obvious indication that there has been an error in the body design of the car. The grotesque tea-tray recently tacked on to the rear of the Porsche 911 illustrates the point: When the car shape was designed in the early sixties, manufacturers had done little serious tunnel testing. Well anyhow, they put a grill in it; maybe it helps stop the engine from overheating. Ford admits that the double layered rear spoiler they have just stuck on the rear of their latest 'performance' car actually makes it track less well in crosswinds. Before hanging any unproven plastic on your car, consider that one study showed that even on a boxy vehicle, such as a camper, the rear view mirrors accounted for 8% of the drag! A friend of

mine reported that he suffered a 1 mile a gallon loss on the highway in his Eldorado after he mounted a bug deflector. That is about 4% increase in total friction drag. If at highway speeds of 65 mph a 50% figure is assumed for aerodynamic drag, then we are back to 8% for the bug deflector, much like the camper mirrors.

These are just a few random observations of some of the things that one must weigh when deciding what to do to one's car to improve auto-cross times. Furthermore, in things automotive 'the more the merrier' never applies. As one pushes any desirable trait towards an extreme, undesirable side effects grow so as to quickly offset the desirable one. Everything is a compromise, and the winning cars are those whose owners had the knowledge, judgement and intuition to push each characteristic far enough but not too far; to get benefits without eliciting drawbacks. As one moves from the stock classes up through the prepared, these talents become increasingly valuable.



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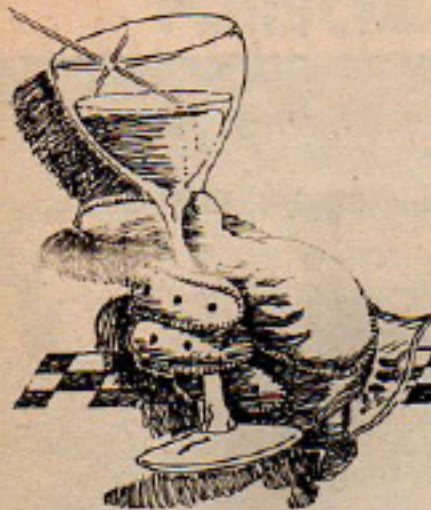
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A Look At Early Shelybs

'The 65 - 66 Shelby GT-350'

What an autocross car, the first Shelby GT-350 was! Right from the factory it was fully prepared for racing. And because that's the way the factory built it. Every autocross club in the country had to let it run Showroom Stock and they still do. Even more ironic, is that it runs B instead of A. It's not fair, unless you own one, I did, and boy did I get those people in B stock mad! The Shelby came with 306 horsepower, a 3.89 - 1 rear end, 7 inch wide wheels, rock hard suspension, Koni shocks and enlarged brakes. The very early ones were even lowered, had the battery put in the trunk for better weight distribution and had no back seat which cut down on excess weight. All early Shelybs had an aluminum intake manifold, an aluminum case Borg-Warner T-10 four speed transmission and most had fiberglass scooped hoods to cut more weight.

The Shelby steering was autocross ready too, with a quicker ratio, power steering type steering box (with no power) and a beautiful flat wood steering wheel. In 1965 the fancy steering wheel became an option.

All early Shelybs had oversized 9 inch rear ends, big Ford wagon brakes and metallic linings. Combined with big discs and semi-metallic linings up front, the car could stop on a dime and do it all day long due to functional side

scoops that kept things cool.

The interior was functional too, with three inch competition lap belts, easy to read dash mounted tachometer and no unnecessary do-dads in the cockpit. -

Yes, the early Shelby was made to autocross, and autocross it I did! When I took it to my first autocross, and I pleaded with everybody to help me learn instead of laughing at me, they got really mad when I took home a second place trophy!

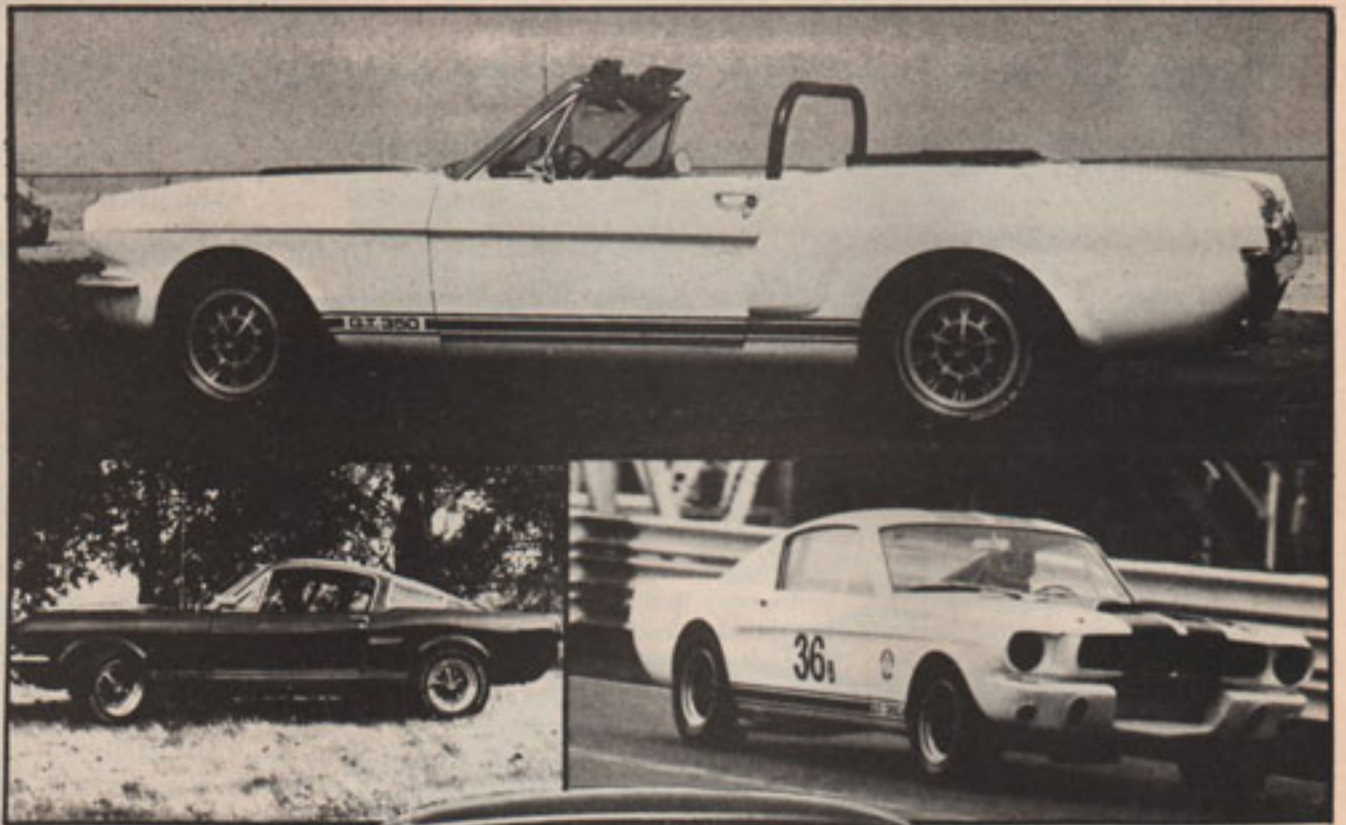
But that was the problem with the Shelby, the ride home. It

was loud, hot and uncomfortable. No air, no radio, just the sound of those insignificant glass packs located right under the driver booming away in the stereo. The only other sounds I heard were my teeth rattling from the stiff springs, and my wife cackling, 'Why don't we get another car?'

So we did. We got a 240-Z, which by the way was the one car that beat me at that first autocross. But, boy, do I miss that sensation of dropping that GT-350 into first gear and nailing it through the start timing lights.



Collection Of Notable Early Shelbys



Clockwise from top: A rare 66 Shelby convertible; a 65 R-model; a later 68 Shelby; and a 66 Hertz model.

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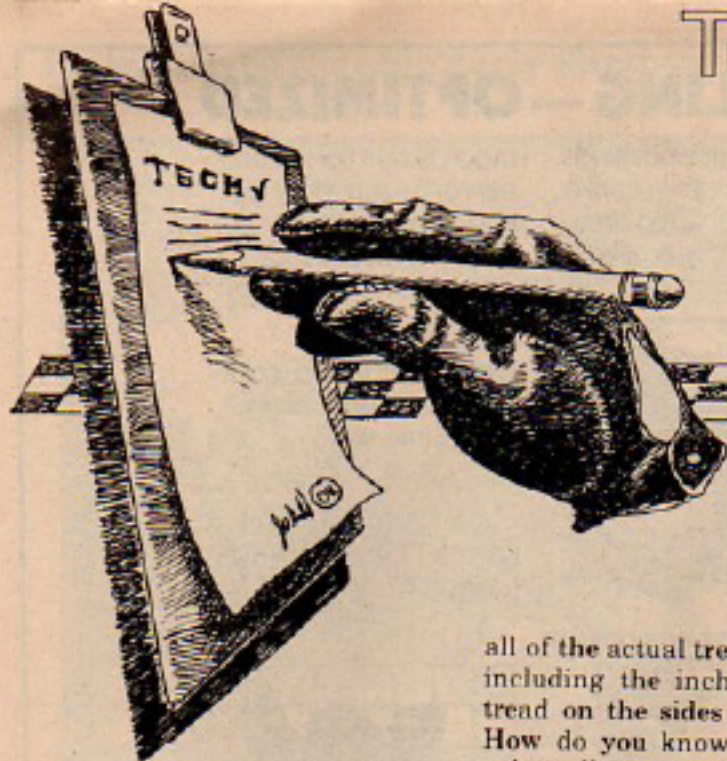
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Tech Inspection



by Jim Sullivan

Editor's Note: Please send in your question to: Tech Inspection, c/o Motorsport Marketing, 219 Columbus Ave., Daytona Bch., FL 32018

Q: Everybody is always talking about tire pressure and tire rollover at the autocross. What's it all about, and how can I tell when I have proper air pressure in my tires?

A: Other than the driver's skill, tires and tire pressure are the single most important elements at an autocross. Proper tire pressure is crucial, both for safety and performance. If a tire is underinflated, it is possible that the seal can break during hard cornering—thus causing a blowout.

Tire rollover can most easily be described as the amount of sidewall a tire is driving on during hard cornering. If you're driving on too much of the sidewall, it's not good for your tires. However, if you are driving only on the top tread surface, you're not utilizing your tires to their greatest potential. The optimal adhesion occurs at the point where you are using

all of the actual tread on the tire, including the inch or so of the tread on the sides of your tires. How do you know when you're using all of your tread (short of driving over an observant person)? The easiest way is to rub white chalk on the outside edge and upper sidewall of your tires and then take a practice run. The chalk will rub off where you are using your tires. Adjust air pressure down to get more sidewall wear, and up to get less sidewall wear. When you get to the point where all of the tread is being used, make a note of the air pressure and stay with it.

Q: I own an early (71) 240-Z. The shifting mechanism was not the best when it was new, and it's really bad now. What can I do about this?

A: You can do a lot! There are great improvements that can be made here. The easiest is to replace the shifter bushing. Just pull the console out and unscrew the shift lever. At the bottom you'll see two rubber bushings. They'll set you back about two dollars at your local Datsun dealer. Put them in as they come out, tighten everything up, and you'll see a definite improvement. If you want a really slick shifting early Z, get a later model 4 or 5 speed. Any 73 1/2-78 Z car transmission is almost a bolt in installation, and is a much improved design. I've been told that the ZX transmission is even slicker and fits right in too, but I haven't personally tried that swap. Anyway, only three modifications need to be made for the transmission swap:

1) Cut approximately one more

"makes"
sense

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inch out of the front end of the shift lever hole in the floor.

2) Bend the later style shift lever (make sure that you get the later style shift lever with your later style transmission) back at the bottom with a torch, so that it will clear the console.

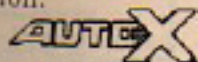
3) Cut or grind about one-half inch all the way around the bottom of the console where the shift boot clips on. This is done to move the boot up out of the way of the new, one inch forward, shift lever. Contrary to popular belief, the console and the transmission mounting brackets do not have to be changed.

Q: I'm constantly ending up with bloody knuckles when working on my '63 XKE. Is there a way to avoid this?

A: I use two methods to avoid this common problem:

1) Always push the ratchet or wrench away from you with an open palm. Never wrap your hand around it when the nut is really tight, or you'll be looking for problems.

2) This is something that I started doing recently, and it really works. Take a couple of old socks or cut the bottom off of a pants leg, and wrap it around your hand. This will give you a little more power on the wrench as well as protection.



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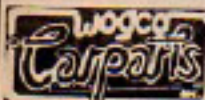
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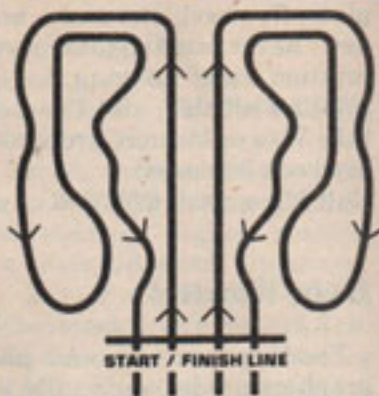


by Tim Suddard

Pro Solo just may be the best thing that ever happened to autocrossing. The two biggest negatives about autocrossing are that: 1) it would be more fun if more than one car could be raced at one time, to provide competition; and 2) it would be even nicer if autocrossers could win some money for their efforts. Pro Solo, which is the brain child of organizer Bill Johnson, solves both these problems. Bill recognized these complaints, so he borrowed the Christmas tree lights from drag racing, set up twin mirror image courses allowing two races at a time, and found major national companies to offer cash prizes to the winners of his new 'Pro Solo' races.

According to Bill, the average participant who finishes well can earn as much as \$1,700 from such sponsors as Jensen car stereos, ABT Motorsport, Kontrolle, VW-Audi, Sears Roebuck, and Goodyear Tires. Obviously, these professional marketers have seen the potential in autocrossing and we thank them for their help.

The prizes aren't the only thing that differentiates Pro Solo from your average autocross. As mentioned, two people run at once; they start out head to head in a drag race. At the first turn, one driver goes left and the other turns right. They then follow mirror-image courses, and finish in another side-by-side heat.



Pro Solo's Mirror Image Course Adds New Heights to Autocrossing.



Pro Solo classes are different, too. There are only ten classes: Three Stock; three Street Prepared; two Prepared; one Modified; and one Super Modified. A standard Solo II event, on the other hand, carries many more classes.

At the end of the Pro Solo race, winners in each of the ten classes are eligible for the Handicap Challenge, a computer handicapped shootout for \$300 in prize money. In the Challenge, the cars are run through two at a time, but the starting lights are programmed to start the slower car out a few seconds ahead of its' competitor. The amount of handicap time is determined by the class winning times. Cars run in these heats until all but the winner are eliminated.

Pro Solo, like any other form of autocrossing, offers a lot of fun and excitement for very little money. Entry fees average \$35, and you'll also need a Pro Solo license which is available by mail for \$15. Pro Solo is sanctioned by the SCCA, so you must meet their safety regulations: Seatbelts, helmet, and a car that is in good working order.

If you would like more information about this exciting new variation on traditional autocrossing, write to Bill Johnson at Pro Solo, P.O. Box 8591, Kansas City, MO 64114.

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