

# Mincomp's Corner

July, 96



Went racing in the Mincomp Mini over the Memorial Day weekend. It was a national/regional race held at Willow Springs. Actually as far as race weekends go this was the type that sheds light on the reason I do this. If you can remember back several issues, I have really been thrashing on 64 GT5 to get the handling back to where it is supposed to be. I've made a few more changes to the chassis since I ran it last and everything I've been doing finally came together. Right out of the trailer 64 was fast, not only fast, but comfortably fast. In Saturday's qualifying session I set some lap times that were unbelievably quicker than the lap

record held by the Fortech Mini.

I don't want to throw numbers around because to some extent they are not really representative because they have charged the track in the last year and in doing so has made the track faster. The lap time issue really picks up credence when you look at the overall lap times across the different classes. I was doing lap times considerably quicker than the new lap records set by GT4 and Nasport GT4's. In fact my times were so much faster nobody wanted to believe the timing and scoring. But both my in-car timing system and Rich Warnock my crew chief from Hell caught the times.

To repeat myself, they were fairly easy to do even with very old tires on the car. Just to check it out, I went out Sunday morning with a pair of good scuffs on the front and although the track was real greasy, the overall balance was still there. When it came time for the race I had to slip back into my 'get points for the runoff' mode, meaning that I had to finish this race. So at the start I let all the GT4 cars and whoever else wanted to go by me to do it and I just settled down doing easy lap times, staying off by myself so I didn't get tangled up in someone else's problem. Actually, my plan was to do this until I completed the leaders half distance, which is what SCAA considers to be an official finish. Seeing that I had already lapped the second place GT5 car 3 times, I thought I would see if I could officially break the track record.

Well, it wasn't meant to be. I had just put too many laps on this set of tires, between myself and their previous owner of three years. In impound after the race we looked at the tires and both fronts were nicely blistered. I already knew this, but what I was still pleased with was actually how well 64 were handling, even in this situation and the lap times I was still able to do.

Next race: Buttonwillow National July 6/7

*bio gilarose*