

Mincomp's Corner

December, 95



I don't know how a race event could go so well and the results turn out so poorly! This is how the Runoffs went for me.

The first part of the how rests solely on my shoulders. At the Runoffs, there was nothing wrong with my car to speak of aside from being a little tail happy when the weather turned cold. The plain fact is that it always takes me until the very end of all my sessions to get up to speed. Why? I wish I knew, but I can tell you that it is in my head. Normally, I get away with this little quirk in my driving. But this time, I had things

around me such as shortened sessions, oil on the track, lots of traffic, and really the only mechanical problem I experienced during the entire event, a broken throttle linkage that occurred during my hot lap in the final qualifying session. With no excuses to be made, I found myself qualified tenth on the grid, not to good for the car that set the fastest official lap at the 1994 Runoffs!

The race itself was a disaster! We only actually raced for about seven laps of a 19 lap race. The rest of the laps were run under yellow flag behind the pace car. There was a considerable amount of poor driving being displayed by one of the competitors in the field, and this was directly the cause of most of the problems in the race. (It seems that the Runoffs have turned into a hit-and-run event with the SCCA officials not seeming to care to get a handle on it.) In the race, I moved from tenth to fifth in three laps, and then the pace car came out on the sixth lap. Because of my above mentioned friend, I fell back to 11th at the restart. In another lap and a half I was up to fourth place when the pace car came back out, and that is how the race ended. The pace car won; the pace car led the most laps. Nothing was gained and nothing was proven by anyone. Except of course the perverse driving ability of the above mentioned driver.

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