

Mincomp's Corner

December, 96



The SCCA Runoffs have again come and gone, and if the problem within GT5 has not become clear to all of you by now, then I am sorry to say "SCCA we have a problem"

Three years ago GT5 was beyond the brink of extinction. In fact, I, the eternal optimist, was petitioning the Comp Board to allow me to move the Mincomp Mini up to GT4. I knew this would be a long battle, but at least there were cars in the class. Then, with the help of every single GT5 competitor old, new and maybe, along with the help of the comp

board, GT5 now has the distinction of being the only GT class to have increased its participation numbers.

This is where the problem lays, The Comp Board, in an effort to introduce new cars into GT5 has allowed new body styles, i.e. late model Nissan Sentra and Honda CRX. Both not only have distinct aerodynamic advantages, but more importantly were allowed to build contrived motors, meaning a cylinder head and bore combination that was never produced by their respective companies. Last year a Nissan Sentra won with a motor that was judged illegal at this year's Runoffs. This year the Runoffs were won by a CRX with a motor utilizing a three-valve head, something that has always been illegal in the past (Max, two valves per cylinder.) I hope that the comp board sees this problem and starts taking care of it now! I do not believe that the winning CRX was running at its full potential. If I am wrong, I will stand corrected and we'll have some competitive racing next year, but if I'm not...The runoffs for me this year was about as good as it gets.

The Mincomp Mini ran flawlessly the entire event. I qualified poorly due to rain in the first session and an oily track the second, gridded sixth. At the start I dropped back to about 10th, but by the end of the first lap I was up to fourth. Every lap I gave it everything I had. I may have been able to challenge for the lead, but twice I got held up by a back marker. The first time set me back four seconds, the second with the same back marker erased all I had gained and put me back another 5. At the end of the race I was third, about 1.5 seconds behind first and second. I was pretty fried about the back marker! I would never tell another competitor "You're slow, you don't belong on the track," but if they are slow they should not put themselves in a position that affects the outcome of an important race. Still, the same back marker came real close to handing me the race. On the last turn of the last lap, the leaders caught him a third time and came pretty close to having a major conflict. One went high, the other low, with the slower car between them! It wasn't pretty, but I would not argue if it had changed the outcome. The Mincomp Mini was winning car that day, it just didn't happen.

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