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SOUTHWEST MOTORSPORT NEWS

New Mexico Road Racers

The Official Publication of Southwest Motorsport
June, 2006 Albuquerque, NM

2006 SWMS Event Schedule

June 13	Board Meeting **New Venue Bennigan's on San Mateo
June 27	MEMBERSHIP MEETING Bennigan's on San Mateo
July 15	Tour to Bibo, N M
Aug 25-28	DUETCHSMARKE 1V race weekend
Oct. 6-8	BALLOON FIESTA race weekend

Next Board Meeting —June 13th.

MEMBERSHIP MEETING—JUNE 27TH

The next board meeting (6 p.m.) June 13th. Anyone interested is invited. The Board Meeting will be at **NEW VENUE—BENNIGAN'S** on San Mateo also the Monthly (fourth Tues.) General Membership meeting —7 p.m.

Membership Dues \$40 per year

Send \$40, your address and other information about yourself to:
Bill Mader
4701 Sombreterete Rd. SE
Rio Rancho, NM 87124-1334

General Membership meeting—April 25th

Reported by John Slenes

Discussion items:

1. Bob McNeill discussed the need for more members, more entrants, more support, and more sponsorship. He also discussed the club's financial condition with low cash balances and similar, or greater, accounts payable balances. Reminder to all members, please pay dues ASAP. Request to drivers, we always need another entrant at each event. Idea for all readers, any connections with potential sponsors can always seek that financial help in return for at least listing as a sponsor.
2. Sean Cridland was introduced as someone who may be able to aid and guide us through a development and sponsorship plan and program. Sean works with the Roadrunner Region of PCA in a similar capacity. He has a Phd. In Philosophy and is said to be the 'fastest skier in the world (mounted to a fast car on the Bonneville salt flats) at 162+/- mph...???!'
3. Greg Hilyer, co-chair of the May 6 & 7 race weekend delivered an extensive report on the efforts, progress, and challenges. They have cobbled together almost \$1400 in sponsorships with a few more possible. He asked and received permission to offer the early registration price to everyone who pre-registers. Only event day registrations will be charged the late procrastinator fee of \$15 per day. Confusion over possible entry increases make this the last event at current rates of \$125 and \$195. Discussion of problems with track and beer vendor. Track talks about how important road racing is to them and they then disallow SWMS from providing beer to event participants. Seems track forgets that SEMS pays them about \$20,000 a year track and facility rental plus has invested considerable effort in screwing tires together for safety improvements, etc. Discussed possibility of having to hold picnic to West of paddock. Discussed problems with track on race car parking overnight whilst 'roundys' play. 19 entries to date which is similar to previous event 10 days out. He asked for member entrant list in order to call for participants as he is having trouble gaining access to such a list. Discussed difficulty of email list accuracy in that he personally is not receiving promotional emails from SWMS yet has been a member and participant for 3 years. Discussed need for hook type wrecker in place of/addition to flat tow. Discussed promotion of event(s) and need for each interested member to invite a new face/car/body.
4. Reminder that next Board and general meeting will be at Bennigan's on San Mateo just South of Galles-Davis near Osuna.
5. Post meeting discussion of steward decision and questions relating to recent decisions, comparison to earlier standards, publication and communication of standards, decisions, etc.

RICK LOUDERBOUGH
Independent Broker

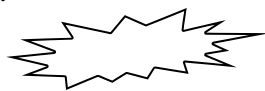
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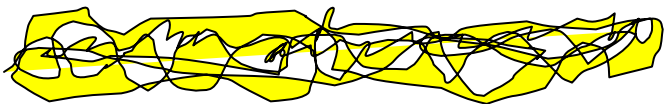
Saturday evening Greg Hilyer and Connie went to work barbecuing the Salmon and Shish kabobs in our traditional after race party sponsored by the Triangle Grocery Store of Cedar Crest, NM. Plenty of wine and beer were on hand which insured the presence of SWMS party regular and president, Bob McNeill. Soon Bob encouraged SWMS corner marshal Tom Roback to take on the already too tipsy Mike Base in some sort of Greco-Roman wrestling match. Losing in the brawl was much of Sandia Motorspeedway's plastic picnic furniture. It was quite an evening, if you stayed late enough.

Sunday morning SWMS drivers brought that Saturday Night's *Alright for Fighting* attitude to the track which made for some good racing. In the Contemporary group, favorite Russ Kelso dropped out on the second lap leaving Formula Ford Driver, John Lewinger to battle for the scraps with the Mazda RX7 of Rod Whitnes. On lap two the pair entered turn five side by side where Lewinger left the track and made hard contact with the VMC infractions list. Whitnes went on only to have his car puke and leave him licking his wounds all the way back to Texas. Right there to pick up the lead was the intrepid, Spencer Smith in his Mazda Miata who demonstrated great driving technique driving as fast as he could all the way to an overall win. Hugh Monroy's Miata finished second followed by Miata driver, Frank Neal who had been going at it with the Miata of Mike Skelton all race long. Contact was reported between these two cars by the course marshals but was never confirmed by either driver..... hmmmmmm.....



The Sunday Vintage group featured the much anticipated show down between the Datsun of McClenahan and the TVR of Fredrick. At the green flag, Fredrick demonstrated the degree of tune of his BMC 1800 that would be McClenahan's problem the rest of the race. McClenahan was quicker through Sandia's tricky turn three-four complex but Fredrick could open up three car lengths on the Datsun on any of the straights. McClenahan's desperation grew as the race wore on. He began to try the impossible pass around the outside in turn three and four. I marveled at how hard Fredrick was pushing the TVR and that it was still holding together through the long fifteen lap event. The last lap had McClenahan close but trying the same failed maneuvers that had not worked all race long. Michael Fredrick hung on for the flag to flag win. Following McClenahan was the 911 of Mary Jane Hopkinson who had been working her way forward throughout the race.

At the end of the day, about five or so drivers entered the "Twisted Survivors Race" where the object was to run the race at your best lap time of the day and the driver closest to their perfect time won. This strongly favored John Wade who had been trying out one of Loree Motorsports' Miatas on Sunday only and was getting faster with every lap. His ability to best his qualifying time put him over the top for the win. And so ended the opening half of the SWMS season, the next event will be the Deutsch Marque coming up at the end of August.



RESULTS

Contemporary:

1	Spencer Smith	SM	1:34.008	Miata
2	Hugh Monroy	SM	1:37.523	Miata
3	Frank Neal	SM	1:37.278	Miata
4	Mike Skelton	SM	1:37.790	Miata
5	John Thompson	Dwarve	1:38.486	Dwarve
6	Rod Whitnes	EP	1:33.500	RX7
7	John Wade	SM	1:46.562	Miata
8	Russ Kelso	914-6	1:32.232	914-6
9	John Lewinger	FF	1:37.596	Crossle

(Continued page 4, Col. 1)

Vintage:

- 1 Michael Fredrick DP 1:36.957 TVR 1800
- 2 Bob McClenahan FP 1:36.693 Dsun 1600
- 3 MaryJaneHopkinson CP 1:38.841 Pors 911
- 4 Terry Miller BS 1:38.781 BMW `02
- 5 Terry Michalske EP 1:38.949 MGB
- 6 Greg Miller FP 1:38.902 Sprite
- 7 Dave Long FP 1:40.906 Sprite
- 8 Bill Demaray CT1 1:40.726 Honda
- 9 Bob Lee FP 1:40.480 Sprite
- 10 Larry Beatson BS 1:42.192 VW
- 11 Art Jarvis CP 1:45.872 Pors 911
- 12 Greg Hilyer BS 1:48.595 Dsun 510

ROBERT McNEILL

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SOUTHWEST MOTORSPORTS	
Balance Sheet	
Cash Basis As of May 31, 2006	
ASSETS	
Current Assets	
Checking/Savings	
Fist National Bank of Santa ...	<u>\$1,331.62</u>
Total Checking/Savings	<u>\$1,331.62</u>
Total Current Assets	<u>\$1,331.62</u>
TOTAL ASSETS	<u>\$1,331.62</u>
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Prepaid Sponsorship	<u>\$500.00</u>
Total Other Current Liabilities	<u>\$500.00</u>
Total Current Liabilities	<u>\$500.00</u>
Total Liabilities	\$500.00
Equity	
Opening Bal Equity	\$ 2,234.89
Net Income	<u>-1,403.27</u>
Total Equity	\$831.62
TOTAL LIABILITIES & EQUITY	<u>\$1,331.62</u>

SOUTHWEST MOTORSPORTS		
Profit & Loss YTD Comparison		
Cash Basis as of May 31, 2006		
	May 06	Jan - May 06
Income:		
Event Revenue	8,866.00	14,770.00
Membership Revenue	0.00	2,160.00
Banquet Revenue	0.00	1,780.00
Advertising Revenue	0.00	190.00
Sponsorship Revenue	900.00	900.00
Other Income-Licenses/Logbook	0.00	100.00
Other Income/Refunds	0.00	50.00
<u>Refunds</u>	<u>-195.00</u>	<u>-195.00</u>
Total Income	9,571.00	19,755.00
Expense:		
Advertising & Promotion	15.48	335.73
Banquet Catering	0.00	1,909.68
Catering/Food Races*	1,403.41	1,403.41
Dinner Catering	0.00	1,528.89
Event Premiums*	0.00	1,060.97
Office Supplies	0.00	156.63
Track Rental Fees	7,613.71	14,132.59
Void Checks	0.00	0.00
Postage and Delivery	0.00	156.84
<u>Printing and Reproduction</u>	<u>0.00</u>	<u>473.53</u>
Total Expense	9,032.60	21,158.27
Net Ordinary Income	538.40	-1,403.27
Net Income	\$ 538.40	\$-1,403.27

*Some expenses have not been presented

Club President's Corner (or whatever)

By Bob McNeill

Following a financially successful May event chaired by Greg Hilyer, Greg Miller, and Tom Britt, which featured salmon and some other pretty wonderful culinary treats for the Saturday after-race party (and for a time complicated by a skirmish with the track beer dispenser, who seemed intent on relegating us to the dirt parking lot for our party and calling the sheriff to have Greg Hilyer arrested for questioning his authority), SWMS now heads into a long, hot, dry, New Mexico summer that seems *exceptionally* hot and dry this year. Fortunately, our next event is a road rally of some sort in mid July, and our two remaining race weekends are August 26th - 27th and October 7th and 8th, the latter event during the annual balloon fiesta when the weather is more pleasant and less stressful on our vintage and not-so-vintage car engines (and drivers and workers). We have had a positive response to our efforts to attract some of Colorado RMVR members to the October event, which is good news. Seems that the bad aura that Sandia Motor Speedway has had with some of the RMVR folks since our year 2000 joint event has diminished a bit, and they are running out of race tracks up there as well, which helps. Moving some of the scary Sandia track walls back a bit has also improved the track's image helped, I'm told. I have always found those Sandia Speedway walls intimidating, which is probably why I haven't hit one of them yet.

Speaking of Sandia Speedway, as most have probably heard, General Manager Jim Kofakis has resigned. This news was not surprising, but it isn't good news for those using the road course at Sandia which Jim had made a priority in his planning for improvements at the track. Running a race track facility with limited financial resources can't be an easy task. We wish Jim the best and will miss him.

I had a great time at this year's Indy 500 as a guest of Al and Susan Unser. As you might imagine, Al gets rather special treatment at Indy, and if you are in his company, some of that rubs off. Sugar Ray Leonard, Los Ranchos de Albuquerque Mayor Larry Abraham, and I all got to ride around the track a couple of laps with Al in a pace vehicle at a speed that would have won the race a number of decades ago. We also had great access to everything for the several days we were there. While riding around the garage area with Al in his golf cart, as a former politician, I couldn't resist waving back to all the fans who were waving at Al. Made me want to run again, or maybe just start winning a few races. New carbs and an improved exhaust system on my Porsche may make that happen, so watch out for that red car on your tail.



Jeff Garvin—Pantera

Sandia Motorsports Park

Management Transition

Albuquerque, NM – Sandia Motorsports Park, Inc., president Charles Daniels announced that Jim Kofakis has advised the board of directors of his plans to resign as the General Manager of New Mexico's premier auto racing and driver training facility due to health and personal reasons, effective June 30, 2006.

"We're saddened by Jim's decision to resign as GM.," said Daniels. "We certainly understand that health and family issues must take precedence over any job, and wish Jim the very best. In the past few days, since learning of Jim's plans, the board has explored how best we could assure continuity of first-rate management of the track. We are fortunate that two veterans of the New Mexico motorsports community, Chuck Jackson and Jim Myers, have agreed to begin working immediately with Jim Kofakis in the management transition.



Sprites ahead, TR4 coming on fast

Here's a cooling thought from April 3, 2004





John Wade
**Chief of
Corner Workers**

We are lucky to find someone who works for the good of everyone plus participates as a driver. He sets up the SWMS corner supply truck (sometimes stopping to fix it first), inventories the supplies so that fire extinguishers, flags coolers, etc are ready for the race day. He comes early to put drinks and ice in coolers and stays late to secure the properties during events. This year, he has begun driving in his Hornet and a rent-a-Miata.

Let us each encourage him and help him in the service roll.

THANK YOU, JOHN
for all your support and enthusiasm.

Warm up—Practice—Qualifying

What is it?, Why is it?

By Bill Swope

These are the terms used to identify time on the track at our races. I have observed recently cars lining up side by side during a qualifying session as if to race. I have seen 3 or 4 cars obviously racing during a warm-up session. Let's take a minute here to identify what we are suppose to be doing during these designated times.

*Warm-up session—This is a time intended to be used to warm-up the car. To get some heat in the tires, to get the driver focused and aware. Speeds are to be around 80%. These sessions are normally around 10 minutes. Warm-up sessions are often combined run groups such as all closed wheel cars under 2 liters, all open wheeled cars, all closed wheel cars over 2 liters, etc. This session is not intended to find the track or learn the course. If it is your first time at a track, finding the turn-in point, apex and exit point of all the turns is to be done on Friday practice. If this is the first time at a track, make arrangements with General Manager of track for an opportunity to test drive the track.

*Practice session—This is the time to develop your skills of getting the turn-in point, apex and exit points at speed near to racing speed. It is also time to observe our fellow competitors. Don't assume that they have greater knowledge or skills. Do your research, find out who has history with the facility and someone worth observing. Don't use the rumble strips to tell you when to turn-in. The rumble strips could possibly be in the wrong place and if you are hitting the rumble strips, you are probably in the wrong place. They are intended to tell the driver "Don't be over here". Observe the other drivers especially at a new track. By the end of the session, know who is having trouble with their car, who brakes early perhaps they like left turns better than right turns. You get the idea. Study the track and study the competition. Most of the tracks we run on have a 2-car side by side start. Whoever gets the pole will start on the fast line so the result is that about 50% of the starting field will be on the off line (dirty side) so consider practicing off-line driving. In racing conditions, the only one who will have the luxury on being on the fast line, especially into turn one is the pole setter.

(Continued on page 7 Col. 2)

Model for SWMS Driving School

So that we all understand when soliciting drivers for our Drivers Ed program, here is the mission from Neil and his team.

The Model is In-car instructors where the car allows. The intent is two-fold.

1. "Safety foremost. The instructor must keep the student under control, to the best of the instructor's ability, to ensure the student's, instructor's and car's safety.
2. Immediate, accurate feedback. Being in the car with the student assures SWMS, the Chief Instructor, and the insurance company we continually feedback to the student on his progress and how to continue improving."

These two items have proven our model well. We've had testimony from past students regarding how they perceive our results vs. other schools'. In every case, they have told us we provide significantly better instruction than they've experienced elsewhere. Neil has taken our Novice Drivers School to a new level, one of which both he and SWMS should be proud!

Bill Mader states "I believe we do the basics very well. However, I also believe we need an advanced school for racers. In fact, I would recommend some sort of annual review for all racecar drivers, me included after such a long layoff."

(Your comments are always welcome as this provides for improving both our driving and our community participation in 'safe driving habits'.)

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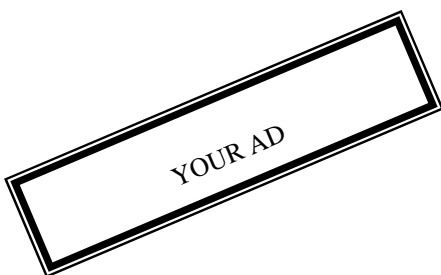
3/06

For Sale:

1973 BMW 2002 built for SCCA ITB. Club raced, strong engine, built-up suspension with coil over springs. New Webers, Autometer gauges, new fuel cell, MSD ignition, new axles, new CV joints, hugh headers, custom exhaust, new paint and great ride. Car has finished every weekend—just got a Formula Ford thus need to sell or trade--\$12,000—

John Lewinger @ 880-7000

3/06



For Sale: '86 VW Golf—SCCA ITA \$4500 obo



C ME GO Racing, Bill Swope 345-1180F; william.swope@prodigy.net

4/06

For Sale:

Jerry Urban, a good racing buddy in Colorado, wants to sell his recent restoration water-cooled FC SuperVee. It is a 1970 Winkelmann with good history. Asking \$17,000. More info at www.jerryurbanracing.com website.

It's a steal of a deal! **1992 Class A Monaco Motorhome** with just 34,000 miles on the chassis and 4,000 miles on a brand-new Cummings diesel. Sleep at the tack. Totally self-contained with all of the bells & whistles of a new coach for just \$39,000. Swope, 345-6235

(Continued from Page6, Col 2)

*Qualifying session—Now you are out to maximize your speed and driving skills to obtain that best lap time to give you that pole position for the race. You are not going to do that in heavy traffic. Ideally you need to find an opportunity to get your laps in without being hindered with traffic. If you are directed onto the track by Pit & Grid in mass, back out of it a little without being a traffic problem. If need be, pull into hot pit and re-enter on a clear track. Qualifying is you, your car on a fast lap. Most accomplished drivers know when they have made their best lap and at that point, bring the car in and await the race. It is not necessary to wear tires out or use up race fuel before the race.

Well, Best of driving to you!



Denney Bridges, Ron Greenwell, and Ned Godshall
R.O.O.T.S. Racing

Book Review

Submitted by Bob Richards

The Cobra in the Barn—Great Stories of Automotive Archaeology by Tom Cotter, published by Motorbooks, 2005

As the subtitle indicates, this book is a collection of tales of “barn-finds”, those terrific instances of luck (or good detective work) in which some kind of notable automotive item is discovered, stored away in a barn, shed, or other similarly nondescript place. Nearly fifty individual stories are included, involving nearly every type of interesting car—hot-rods, sports cars, racers, classic luxury cars, etc. Most of the tales are accompanied by photos, either of the “discovery” as found, of the car after restoration, or both.

Besides all the charming and interesting “automotive archaeology” tales, Tom Cotter also provides a bonus—tips on how to increase your chances of finding your own “hidden treasure”. So whether you have the yen to search out, find, and restore your own automotive treasure, or would be satisfied to read of the experiences of others in doing so, this book is a good read in either case.

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