

## Marked Cone Grand Prix

You won't believe this, but while it may be the first week of July as I'm writing this, we're already half way through the Glen Region 2008 Solo Season. Where has the time gone?! All I know is that the Glen Region in concert with the Central New York Region held a two-day, back-to-back double solo event on June 28 and 29 at the infamous Seneca Army Depot and the halfway point went zipping past us, much like many of the cars at the event. 124 drivers registered over the two-day period with the larger turnout (75) being Sunday, June 29. This report, however, will be about the Saturday event as it was the only one this writer attended.

Bret Bauer served as the Glen Region maître di' and also designed the course layout or should I say designed both course layouts used. Talk about a workaholic. He had good help from Eric Navestad and Casey Creamer, who stayed with him all day on Friday, June 27, to do the set up. Both courses (sic) were very interesting designs. I say "both courses" as drivers were split into two groups with each group running one of the courses in the morning and then running the other course in the afternoon. Best of all, each course was unique. On the North Course cars traveled essentially in a series of arcs often masquerading as but never quite becoming slaloms. If you can picture a hot dog with wavy sides, you get the basic idea of the course layout, although one side of "the dog" was only partially used. The cars entered at a point approximately  $\frac{3}{4}$  up one side and proceeded counterclockwise around "the hot dog," exiting in an arc to the right at the halfway point of the same side where the car entered. The South Course had a much different feel to it and consisted of a clockwise dash around  $\frac{3}{4}$  of a large square before emptying into a fast, hard left arc that began a smaller rectangle in a clockwise romp. This "rectangle" ended with a hard left into a pin turn followed by a mad dash through some tight left and right turns, before arcing sharp left into the stop lights, that is, if you were fortunate not to spin at that point. Overall, the North Course seemed to generate a high percentage of off-courses, but "kone killing" seemed to be down, whereas on the South Course "kone killing" seemed to be the favorite sport, either that or performing unintentional drifts on a rain slickened tarmac, right Mark?! So maybe it was a trade-off of sorts. Either that or drivers were confused by the absence of "Pearly Gates," a Glen Region tradition. Regardless, both courses were long, quick, and gave many of us the opportunity to run in higher gears than we do, normally. I will say that I much preferred the North Course, but doing a 90° drift on the greasy, South Course in the midst of sprinkling rain in the afternoon might have clouded my judgment. Speaking of which, Nile, thank you for your observation. I have no idea why I was shifting after the pin turn instead of while entering it. I can only assume it's because I so rarely have to shift that the whole experience confused me. I'll do better next time (at least if Nile gives me enough warning).

Several sizable classes were present on Saturday including five in Street Modified, four in Street Touring X, and three apiece in A-Stock, G-Stock, and Street Touring (Tire), not to

mention several two-member classes. In Street Modified, Jim Perrin (2002 Subaru WRX) drove all the way from Western New York and needed the extra course in the afternoon, the South Course, to beat Mark Gravius (Chevrolet Camaro) of Central New York. Behind Mark for third place and also from Central New York was Tim Slusarczyk in his VW GTI. Street Touring X doubled its normal attendance, with four entrants at the ready. Evan Haas (Subaru WRX) of Central New York seized a commanding lead from the start and kept it through the remainder of the day over Ken Moyer ('97 Honda Prelude) of the Glen Region and independent Paul Quinn in his BMW Mini Cooper S. A-Stock had three entrants, all from the Glen Region, but at the time of this writing that's about all we can say about the outcome. At the conclusion of the morning session, Skip Testut (2001 Honda S2000) was ahead of second place Ben Heater (2004 Subaru WRX STi) by 3/10 of a second with Eric Navestad ('01 Honda S2000) in third, but as I "go to press" there remains some confusion over the afternoon results. Stay tuned.

Over in G-Stock, Mark Lockhart (BMW Mini Cooper S) stopped spinning long enough and on his final run, to boot, to get by fellow Glen Region member, Cody Chambers (Subaru Impreza 2.5RS), and independent Charles Elve (BMW Mini Cooper S) for the class trophy. In Street Touring (Tire) it was a Central New York dominated class as Pete Hirschey (Subaru Impreza 2.5RS) grabbed a morning lead and never let it go. Fellow Central New York member John Izyk (Subaru Impreza WRX) grabbed second place away from Glen Region member Allan Kintz (2005 Scion TC), who had led after the morning runs but couldn't hold it in the afternoon. Allan, we feel your pain, but what a race!

As always, there were several other single and two car classes at the event and I suggest you give them a look along with all of the official results of both days at the Seneca Army Depot online at <http://www.glen-scca.org/solo/schedule.asp>. You'll be glad you did.

Although it was not an intentional part of this two-day event, here's the breakdown in the trophies by class and by recorded region of the first place trophy winners, including single car classes. I offer these statistics purely as entertainment:

Glen Region	14
Central New York Region	13
Western New York Region	5
Mo-Hud Region	2
Southern New York Region	2
No region listed	7

The Glen Region thanks all the people who helped organize and run this two-day event, including the great folks of our sister region, Central New York. For the Saturday event, only, this included Bret Bauer, who was outstanding as event chair, Richard Ayers and Kyle Kubick

for working registration (also a Central New York individual whose name I was unable to get), Ken Moyer and Leo Sawyer for serving as safety stewards, Eric Navestad for hauling the trailer to the event and Rob Craig for hauling it back home, again, after the second day concluded. If I omitted your name, please accept my apology. I can assure you it was not intentional and merely a memory lapse on my part.

The next event is scheduled for Sunday, July 20 at Ithaca College. Our fearless leader, Kyle Kubick, is chairing this one and more information is available on our website at <http://www.glen-scca.org/solo/schedule.asp>.

We'll keep the timing lights on for you.