

The

Checkpoint



Official Publication of the Arrowhead Sports Car Club

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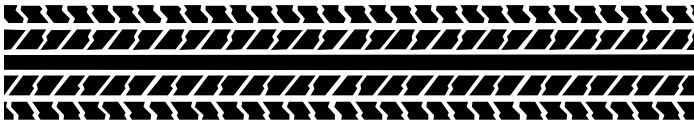
Volume 42

August 2001

Number 7

Skid Marks

----by Bill Taylor



Observations from a very slow truck.

It must have been short term demonic possession. Or maybe it was an alien that had temporarily taken over what I pass off for a mind. Regardless, someone in my body had volunteered to drive a U-Haul (with car trailer attached) from Duluth to Scottsdale Arizona. When I came to my senses, I was driving a thirteen year old 26-foot long International S1600 with diesel engine and a very vague-shifting 5-speed tranny.

The Monster (26' long, plus trailer)



Considering the size and load, I had time to make some observations. As a matter of fact, because the truck was so slow, I had time to make a lot of observations. Here are some vaguely automotive-related.

You know that your truck is under powered when:

Patrol officers with radar guns don't bother to look up when you pass.

Loaded semi's pass you on an upgrade.

You spend miles on the seeming flat-lands of Kansas running with your flashers on because you can't get much above the minimum speed limit.

You get passed by a GEO Metro pulling a trailer.

A flat-bed hauling a restorable Lotus Elite passes you on the up-hill. Unfortunately, the relative speed difference was such that I wasn't able to get a really good look at the Lotus.

You begin to have misgivings about the U-Haul rig when:

The rental agent is more interested in getting ready to haul 3 Ford retractable hard-tops ready to go to a car show than in checking out the truck or getting the paper work right.

The truck's cab is littered with greasy paper towels, used Kleenex and petrified foam coffee cups.

The trailer's electrical connectors begin to crumble in your hand.

You find boot prints on the inside of the windshield.

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None this month.

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Submissions

Submissions to *The Checkpoint* may be typed, handwritten, composed on diskette or transmitted by e-mail. All submissions should be sent to the editor at the above address

Computer disks with text should be in an IBM compatible format. If material is submitted as an attachment to an e-mail message, notify the editor before submitting. No unknown e-mail attachments will be opened. Deadline for submission is the last Thursday of the month for the following month's issue.

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Skid Marks

----by Bill Taylor



(Continued from Page 1)

You know your misgivings about the truck are well grounded when:

It drops its alternator before getting out of Minnesota.

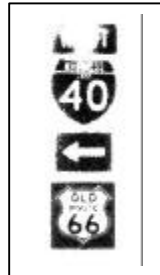
It sucks oil by the gallon jug. 15W40 is your friend.

A cap for the oil filler tube has to be made from duct tape.

A glance at the truck's log book shows that it should have had a major service nearly 8,000 miles before.

You get to be on a first-name basis with truck stop mechanics.

The agent at the U-Haul return center shakes his head and mutters "This sumbitch should never have been on the road."



Highlights

The trip was a very good adventure, even though it had some mostly amusing (!?) sidelights. While in Scottsdale, Your Humble Editor (YHE) had the chance to drive some uncommon vehicles.

Pinzgauer



YHE & Very Significant Other in the Pinzgauer

The Pinzgauer is an Austrian military truck similar in concept and use to a Hummer, but smaller. Visualize a common brick riding on four half-dollars and you have a good picture. A few of these (no, I don't know how many) previously used by the Austrian army, but in good mechanical condition, were imported into the US and sold for \$9,500 (about 10% of current Hummer prices.) All sold before they hit the docks. Based on that response, the Austrians brought in another handful and auctioned them off at \$14,500 (less than a Tracker!). More are on the way to be sold at the higher (?) price.

The one YHE got to drive had been tricked up beyond its original intent. It has sand-beige paint with black fabric-covered seat surfaces. Though some of the military gear was removed during its upgrade, it still had its rifle racks installed. There is seating for eight of your closest friends (and a keg or two) behind the cab. Still, it makes a Jeep Wrangler look flat out plush by comparison.



Its a long climb to the driver's seat. That seat is directly over the front axle and the military springing lets you know immediately where the bumps are, and how high they are (and what color road paint stripes are when your cross them.)

It has very responsive and easy manual steering with good feed-back (don't hook your thumbs around the steering wheel rim.) The shifter is a little rubbery, like a VW bug, but there are 5 or 6 gears there to get you up to 55-65 MPH, or so. Not a freeway cruiser by any means, but great off the pavement. Check out the ground clearance and approach/departure angles!

Because of its origin, I'm assuming it has a decent heater. With a proper set of Hakkas (and good side curtains) this could be the ultimate Winter Rallye vehicle.

Jaguar XJ8-L

Toward the other end of the spectrum, YHE was forced to drive one of these to Tucson and back. Life is hard, so very hard! OK, it is made by the same family of people who brought you the Escort, but there are some subtle differences.

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Skid Marks

----by Bill Taylor



(Continued from Page 3)

Leather covers nearly everything in sight except the hubcaps. It just smells great. Next time you see a cow, stop, salute and praise its relatives for making such a wonderful sacrifice. Sit in the seats, let the hides wrap around all of the proper parts of your anatomy and take a deep breath. Aroma is nothing like the stock barn at the state fair, I assure you.



This critter has good power. Built for quick, long distance cruising. It won't separate your retinas

from the back of your eyeballs, but it will surely and quietly go as fast as you want it to and will get there just quickly enough. No heavy breathing involved.

The Jag is quiet, except for a hint of gutsy growl from the engine and little bit of tire noise.

Wonder how many Jag buyers know their engine was built in Cleveland (next to the ones going into pedestrian Lincolns, and shipped to "Jolly-Old" for installation?

No boy racer, this, it has a nice 4-speed auto transmission. The Jaguar J-gate shifter is OK, but the rather sluggish manual shifting mode makes you want to stay in full-auto. With this car that is not a sacrifice. Its just *proper*.

Your garage should be filled like this:

At the home of the same kind people who loaned us the Jag for the Tucson side-trip is a garage. Most homes have them, but few like this.

First, it is a five stall garage. Not common, though I did own a home for a few years which had a 2-car attached garage and another 5-car detached garage. It's the layout and content of the garage that is impressive. The center three bays have lifts in them which allow two cars to park in each. In those three bays were parked a Porche 550 (?) Spyder, a Porche

904-6, another Porche Spyder (model undetermined), a 60's vintage Maseratti coupe, an racing Alfa Romeo (TV ?) and one more morsel I didn't have time to scan.

I have already asked for a more liesurely, guided tour during my next trip. Photos and more details, I promise.

By the way, the owner has been invited to LeMans, next year to *drive* in a 24-hour vintage race to preceed the annual epic honker. He's trying to decide if the logistical hassels of getting self and either the 904-6 or the Alfa, as well as crew, are worth it. Decisions, damn-it, decisions!

Common Scottsdale Automotive Sights.

Jaguars XJ's, XK's 120's, 140's, 150's, e-types.

Porsche 356's, 911 turbos of many types, Boxsters (almost as common as golf carts in Sun City.)

Honda S-2000's are rarer.

Anything that would get collector plates in Minnesota simply because it survived annual salt-baths.

Common road courtesy. Maybe it was just the fact that I was driving 50+ feet of rusty U-Haul equipment, but folks give each other a lot of room on the highways, even at rush hour. They use their turn signals!!!

Large Street Signs. Maybe they are the "Large Print Edition" to suit the failing eyesight of the rather large retiree population. But it is nice to be able to see and read them from nearly a block away. Makes it much easier to change lanes without becoming the defendant in an extended lawsuit.

Far fewer female pectoral implants than you might expect (except around the campus in Tempe.) Must be a remedial boob-augmentation program included in basic tuition charges. Along with remedial reading for those socially promoted through public high-school.

More observations later.

--nuff sed

Upcoming rallies & Tours

From: Ed Solstad via e-mail

The following is a listing of the upcoming events that we're presently aware of. Events such as the GRRR (a non-timed tour this year), the Escape to Wisconsin and the Coulee Color Tour are designed with beginners in mind while at the same time offering sufficiently fun roads to be of interest to the more experienced rallyist.

For the crazies among you, we've also listed upcoming gravel events. Gravel experience and appropriate snow/gravel tires are highly recommended. While AWD of the Subaru or Audi variety is not really needed, it does make one's life easier..

Sundays through late October

Sherlock's Home Gathering of Interesting Vehicles

One of the best spots in the Twin Cities to view funky, mostly British cars. While it's officially billed as BBC (British Built Cars), we rallyists tend to have eclectic tastes and show up in whatever is running or strikes our fancy at the moment. The died-in-the wool Anglophiles even seem to have gotten used to those of us that show up in non-Brit cars. I do show up frequently in Pat's '52 XK120 roadster though, so the Milano Verde 3.0 has also become acceptable. (Hey, it has functional AC which seemed to be the only way to go back during the heat wave.) Recent attendees have included Aston Martin Lagonda, TVR, Marcos, Bentley Turbo, Ferrari Daytona, Caterham 7, Mini Moke, Morris Minor Traveler, Subaru WRX wagon, old Ducatis, and a periodic invasion of mostly Italian scooters as well as the occasional Alfa Romeo. We invite you to join us in your interesting sports or rally car, the funkier the better. Sherlock's Home, NE corner of 62 (Crosstown) and Shady Oak Road in the Opus 2 office park area. It all starts at 4:00PM and continues until 7:00 or later. We especially invite

macchini Italiani to join us just as a matter of principle. Let's see some French cars for even more variety - Citroën DS, SM, or 2CV or perhaps a Peugeot 403 or Dauphine.

Weekend, Sept. 8 & 9th

Great River Road Rally & Tour

Join in the fun of the Midwest's greatest moving car show! All paved. Saturday start points in the Twin Cities and Madison. Saturday finish and Sunday tour out of La Crosse. We've knocked out all the stops this year and are offering this fantastic event for only \$35/car (\$45 after 8/29), food and lodging à la carte.

For details, a fine collection of well presented photos, plus registration forms, check out our website at www.grrrrally.com.

Yes we know that it's Wheels & Wings weekend but hey, the cost is only \$35/car and it was the only weekend that the steamboat was available.

(Oops, we already told you the cost.) You'll also find that there is absolutely no contest between driving to Osceola and driving the roads on the GRRR. Granted we don't have good deals on books, we do however have a three hour dinner cruise on the Julia Belle Swain, one of only six genuine steam powered paddleboats on the Mississippi. (www.juliabelle.com) Now if you're still insisting on the good deals on books, we have another inducement for you. If there is enough interest the Alfa Romeo Club can do a group wholesale order - membership not required. Oh, and by the way, did we mention that the cost of the GRRR was only \$35/car?

For more information, contact Ed Solstad, rallymaster at (612) 822-0569 or esolstad@pressenter.com or check out www.GRRRally.com. Presented by the Stella del Nord (MN) and Wisconsin Chapters of the Alfa Romeo Owners Club.

Saturday, Sept. 15th

Rally 'Round the Kids

The folks that brought you the Children's Grand Prix in conjunction with the LOL region of the SCCA are now bringing you the Rally 'Round the Kids a benefit for the Cancer Kids Fund. Minimum donation is \$25/ car with \$5 for each additional passenger 13 & older beyond the driver and navigator. Registration from noon to 1:00PM at Raceway park in Shakopee. Scoring will be based on the answers to "Trivial Pursuit" type questions plus your arrival at your appointed time. For more information, call (952) 432-2718 and leave a message or check www.rallymn.com.

Sunday, Sept. 30th

Escape to Wisconsin

Brought to you by Dave Fuss - former SCCA National Rally Champion and perhaps one of the biggest supporters of local rallying. This Monte Carlo-style, all-paved rally begins and ends in Menomonie, WI.

A perfect event for beginners. The fall colors in the local maple and oak forests should be at their peak - just perfect for a Sunday afternoon drive. Give Dave a call at (763) 494-4925 or email at dave.fuss@medtronic.com for details. Presented

by the Stella del Nord (MN) Chapter of the Alfa Romeo Owners Club.

(Continued on next page)

Upcoming rallies & Tours

(continued from previous page)

Saturday, Sept. 22nd

Yucatan Safari

Presented by the Sports Car Club of La Crosse and the LOL Region of SCCA, the Yucatan Safari is one of the great gravel rallies of the Upper Midwest. Run in Houston County in SW Minnesota.

In the words of the organizers:

Unpaved, brisk with minimal speed changes. Easy to follow route instructions with limited mileages. Constantly changing road topography will reward the teams able to adjust factors based on speed and judging slippage. Controls will appear suddenly and unexpectedly. Speeds into all controls are feasible. (We're not quite sure what they mean by all of that but it should be interesting. We recommend that you be comfortable with driving on twisty gravel roads and that your car be equipped with proper snow/gravel tires) For further info, contact Mike Thompson at mkrally@aol.com or John A. Emmons at JAEmmons@cs.com or (608) 582-4386.

Sunday, Sept. 23rd

Oktoberally

The 40th annual Oktoberally is part of the SCCA National Course Rally Championship and is presented by the Sports Car Club of La Crosse and the LOL Region of SCCA. In the words of the organizers:

The course rally will be another of a long line of challenging LOL events. Based on a difficulty scale of 1 to 10, this will be a 7.5. Plan on Aristotles and curve arrows. Competitors will need to remain sharp to finish the day with exceptional scores. The event will start in La Crosse and run north into Jackson County. Note: Previous trap rally experience would be helpful on this event. For further info, contact Mike Thompson at mkrally@aol.com or John Emmons at JAEmmons@cs.com.

Saturday, Oct 6th

Tulips and Other Fall Flowers

The Goodhue County gravel rally that inspired Il Diavolo and The Lucas Flamethrower Rallies. Put on by Bruce Weinman of the SCCA - LOL it uses the best gravel close to the Twin Cities. Great topography, relatively brisk speeds. Just the event for that Audi Quattro, Subaru WRX, or checking to see if the sport in SUV actually means anything. OK, you don't really need AWD. It's just easier. I used to run my Alfa GTV6 on this event with Hakkapeliitta snow tires. Great fun and very controllable but it really

needed limited slip for better uphill acceleration. Contact Bruce at bweinman@piper.hamline.edu or (612) 529-6821 for details.

Saturday, Oct 13th

Coulee Color Tour (a.k.a. To Tell and Back)

The Coulee Classic was so well received that we decided to do another run in October. Great all paved roads, fantastic scenery, excellent lunch at the Star Cafe in Stockholm, what more could you ask for? Starts in Prescott, ends in Alma. You may head back up the river as soon as we finish with the scoring or you may wish to join some of us who will be staying in Alma. We welcome you to join us at the Laue House Inn B&B (An incredible bargain for \$35/night with the only downside being a bathroom down the hall) and dinner at Currents, one of my favorite restaurants. Reservations necessary for both locations. For details, please contact Ed Solstad or Pat Stanley at (612) 822-0569 or esolstad@pressenter.com. Presented by the Stella del Nord (MN) Chapter of the Alfa Romeo Owners Club.

Saturday, Nov 3rd

Il Diavolo Rally

The premiere TSD gravel rally in the Twin Cities area. Inspired by such events as Tulips and Other Fall Flowers and The Yucatan Safari but taking the attitude that if some is good even more is better. We start from Red Wing at 10:01 and end up back at 9:30. In the meantime we travel some of the best gravel in Pierce, Pepin, and Buffalo Counties in Wisconsin plus Wabasha and Goodhue Counties in Minnesota. Roads that you didn't know existed with such amenities as stream crossings and sand traps not to mention the occasional hump-dip otherwise know as a water break. If you enjoy driving on back country gravel, you'll positively love Il Diavolo! Contact Ed Solstad at (612) 822-0569 or esolstad@pressenter.com for more info. Presented by the Stella del Nord (MN) Chapter of the Alfa Romeo Owners Club.

Note: Please verify details by contacting rallymaster before the event.

Ojibwe Forests 2001 ProRally Overall Results

<u>OA</u>	<u>Car</u>	<u>Place</u>	<u>#</u>	<u>Driver / Co-Driver</u>	<u>Seed</u>	<u>Car</u>	<u>Score</u>	<u>Place</u>	<u>Class</u>
				Lovell / Steve					
				Seamus Burke / Frank		Evo VI	1:47:58	2	Open
3	2			Karl					Gr N
4	50			Steve					
						Evo IV	1:59:23	4	Open
6	58			Ellsworth / Steve		Evo IV	2:00:03	5	Open
7	110			Mark Nelson / Alex		Evo VI	2:01:02	6	Open
8	32			Paul Huhn	1	Subaru Impreza	2:01:52	7	Open
9	275			Nat Stow / Amity					
				Utecht / Brenda Lewis	2	Eclipse GSX	2:05:59	2	GT
11	82			Mike Hurst / Rob					Gr 5
12	188			Andrew					Gr 5
13	78			Paul Dunn	5	Lancer			
				Gibeault	5	Hyundai			
				Nielsen / Ed					Gr 2
16	235			David White / Jim					Gr 2
17	35			Lee					
				Hintz / Rick					Gr 5
19	63			Tad Dapot	2	Ford Escort ZX2	2:12:28	4	
				Burmeister / Eric Adams	3	Mazda			Gr 2
21	76			Gail Secor	3	Mazda 323 GTX	2:12:44	3	GT
22	133			Tom Young / Jim					
				Sabo	5	VW Rabbit	2:15:35	4	
				Czyzio / Eric					
				Stewart / Shrader	3	Chevy S-10	2:16:20	10	Open
26	538			James Rudstrom	6	Ford Escort	2:16:30	5	
				Peeper / Ian					
				Rodney Dean /					
				Chavez / Doug					
				Brownell / Jim					Gr 5
31	822			Jeff Field / Dave					
									Gr 2
33	539			Ryan Brooks / Randy		Acura			
				Wyeth Therin Pace	6	Subaru Impreza	2:23:17	12	Open
35	74			Lagemann /					Gr N
36	701			Richard Miller / Juanita Miller	6	Saab 900T	2:49:13	6	
				Ryther / Janice					
				1 Paul Becker		Tiburon	DNF		Open
				Rivas / Constantine	5	Subaru Impreza	DNF		GT
				Demotte		Impeza	DNF		Open
				Burtis / James	4	Audi			
543	Christopher			Hackett					Gr 2
				Gilligan / Joe					
904	John			Declan	3	Lancer			
876	Tony			Vicente					Gr N
				Rhys Jacquot		Evo VI	DNF		Open
				Donnelly					
				61 Mike Ole	3	VW New Beetle	DNF		Prod
				Lawler / Charles		Tiburon	DNF		Open
				Sakis Figueiredo					
470	Geoffrey			Fiddymnt					Gr N
				Daubenmier / Stanley	3	Chevy S-10	DNF		

10,000 Lakes Club Rally Standings/Results

Friday August 17th, 2001

<u>OA</u>	<u>Car</u>					
<u>Place</u>	<u>#</u>	<u>Driver / Co-Driver</u>	<u>Seed</u>	<u>Car</u>	<u>Score</u>	<u>CLUB</u>
1	275	Nat Stow / Amity Trowbridge	2	Subaru Impreza	1:09:44	1 GT
2	83	Mark Utecht / Brenda Lewis	1	Eclipse GSX	1:11:13	2 GT
3	78	Paul Dunn / Rebecca Dunn	3	Lancer Evo IV	1:11:19	1 Open
4	501	Todd Jarvey / Richard Faber	2	Galant VR-4	1:11:58	2 Open
5	207	David Hintz / Rick Hintz	2	Mazda RX-7	1:14:31	1 Group 5
6	117	Ken Stewart / Doc Shrader	2	Chevy S-10	1:15:29	3 Open
7	21	Chris Czyzio / Eric Carlson	1	Eclipse GSX	1:16:36	3 GT
8	543	Christopher Whiteman / D Hackett	3	VW GTI	1:16:38	1 Group 2
9	403	Wyeth Gublemann / Therin Pace	4	Subaru Impreza	1:16:59	4 Open
10	554	Mark Buskirk / Paul Fernandez	3	VS Golf GTI	1:17:32	2 Group 2
11	553	Jerry Brownell / Jim Windson	3	Citation X-11	1:17:35	2 Group 5
12	545	Eric Seppanen / Jake Himes	3	Nissan Sentra	1:18:07	1 Prod
13	576	Doug Davenport / Tim Herman	3	VW Golf	1:18:28	3 Group 2
14	530	Doug Havir / Al Kintigh	6	Subaru Impreza	1:18:28	4 GT
15	137	Phil Smith / Dallas Smith	3	MGB GT	1:20:11	4 Group 2
16	542	Dan Moore / John Hopponen	4	Suzuki Swift	1:20:38	5 Group 2
17	537	Paul Peters / Robert Anderson	5	Eclipse GSX	1:20:53	5 GT
18	432	Ron Nelson / Erika Lucero	4	Eagle Talon	1:20:56	3 Group 5
19	582	Doug Dill / Tyler Dill	4	Mazda RX-7	1:21:12	4 Group 5
20	609	Scott Justus / Sumit Panjabi	3	Mazda RX-7	1:23:16	5 Group 5
21	513	Richard Pankratz / K Freund	4	Saturn SL2M	1:26:01	6 Group 2
22	534	Bob Olson / Conrad Ketelson	6	Porsche 911S	1:26:11	2 Prod
23	558	Jim Cox / Kaari Cox	3	Chevy S-10	1:27:53	3 Prod
24	541	Dariusz Bosek / P Modrzejewski	3	Mazda 323 GTX	1:28:25	5 Open
25	471	Greg Pachman / Ray Summers	6	Ford Escape	1:32:14	6 Group 5
26	557	Larry Warrington / Damien Crane	3	VW Jetta	1:36:53	7 Group 2
27	701	Richard Miller / Juanita Miller	3	Saab 900T	1:40:06	7 Group 5
28	562	M Christopherson / B Dondlinger	4	VW Jetta	1:40:55	8 Group 2
29	563	Gary Starr / Bill Tift	4	Dodge Omni	1:45:32	8 Group 5
	527	Chris Gilligan / Joe Peterson	2	Eclipse	DNF	Open
	904	John Drislane / Declan Hegarty	2	Lancer Evo IV	DNF	Open
	507	Micah Witala / Jared Kemp	3	Saturn SL-2	DNF	Group 2
	550	Aaron Hatz / Brendon Higgins	3	VW Golf GTI	DNF	Group 2
	560	David Johnson / Shannon Kirchoff	3	Plymouth Neon	DNF	Prod
	876	Tony Birbillis / Jose Vicente	4	Escort Cosworth	DNF	Open
	404	JB Whorton / Matt Deye	4	Mazda 323	DNF	GT
	532	David Lafavor / Robert Lafavor	4	Eagle Talon	DNF	GT
	604	Bryan Ackerman / Sean Figgins	6	Mitsubishi PU	DNF	Group 5
	950	Shane Mitchell / Paul Donnelly	2	Eagle Talon	DNF	GT
	528	John Adleman / James Bialas	4	VW GTI	DNF	Group 2
	552	Bruce Eddy / TBA	5	Dodge Neon	DNF	Prod
	546	Steve Irwin / Phil Schmidt	4	Toyota MR-2	DNF	Group 2

Paul Bunyan's Ride Club Rally Standings/Results

Saturday August 18th, 2001

<u>OA</u>	<u>Car</u>	<u>Place</u>	<u>#</u>	<u>Driver / Co-Driver</u>	<u>Seed</u>	<u>Car</u>	<u>Score</u>	<u>CLUB</u>
1	275	Nat Stow / Amity Trowbridge	2	Subaru Impreza	54:22	1	GT	
2	904	John Drislane / Declan Hegarty	2	Lancer Evo IV	54:31	1	Open	
3	83	Mark Utecht / Brenda Lewis	1	Eclipse GSX	54:46	2	GT	
4	78	Paul Dunn / Rebecca Dunn	3	Lancer Evo IV	55:23	2	Open	
5	501	Todd Jarvey / Richard Faber	2	Galant VR-4	55:46	3	Open	
6	527	Chris Gilligan / Joe Peterson	2	Eclipse	57:25	4	Open	
7	530	Doug Havir / Al Kintigh	6	Subaru Impreza	57:58	3	GT	
8	21	Chris Czyzio / Eric Carlson	1	Eclipse GSX	59:35	4	GT	
9	545	Eric Seppanen / Jake Himes	3	Nissan Sentra	1:00:23	1	Prod	
10	117	Ken Stewart / Doc Shrader	2	Chevy S-10	1:00:50	5	Open	
11	432	Ron Nelson / Brian Moody	4	Eagle Talon	1:01:16	1	Group 5	
12	876	Tony Birbillis / Jose Vicente	4	Escort Cosworth	1:01:26	6	Open	
13	554	Mark Buskirk / Paul Fernandez	3	VS Golf GTI	1:01:32	1	Group 2	
14	534	Bob Olson / Conrad Ketelson	6	Porsche 911S	1:02:05	2	Prod	
15	553	Jerry Brownell / Jim Windson	3	Citation X-11	1:02:36	2	Group 5	
16	137	Phil Smith / Dallas Smith	3	MGB GT	1:02:42	2	Group 2	
17	582	Doug Dill / Tyler Dill	4	Mazda RX-7	1:02:45	3	Group 5	
18	537	Paul Peters / Robert Anderson	5	Eclipse GSX	1:03:08	5	GT	
19	532	David Lafavor / Robert Lafavor	4	Eagle Talon	1:03:23	6	GT	
20	542	Dan Moore / John Hopponen	4	Suzuki Swift	1:04:04	3	Group 2	
21	558	Jim Cox / Kaari Cox	3	Chevy S-10	1:04:12	3	Prod	
22	403	Wyeth Gublemann / Therin Pace	4	Subaru Impreza	1:06:17	7	Open	
23	609	Scott Justus / Sumit Panjabi	3	Mazda RX-7	1:08:30	4	Group 5	
24	701	Richard Miller / Juanita Miller	3	Saab 900T	1:09:07	5	Group 5	
25	471	Greg Pachman / Ray Summers	6	Ford Escape	1:22:15	6	Group 5	
	543	Christopher Whiteman / D Hackett	3	VW GTI	DNF		Group 2	
	541	Dariusz Bosek / P Modrzejewski	3	Mazda 323 GTX	DNF		Open	
	557	Larry Warrington / Damien Crane	3	VW Jetta	DNF		Group 2	
	507	Micah Witala / Jared Kemp	3	Saturn SL-2	DNF		Group 2	
	550	Aaron Hatz / Brendon Higgins	3	VW Golf GTI	DNF		Group 2	
	560	David Johnson / Shannon Kirchoff	3	Plymouth Neon	DNF		Prod	
	404	JB Whorton / Matt Deye	4	Mazda 323	DNF		GT	
	563	Gary Starr / Bill Tift	4	Dodge Omni	DNF		Group 5	
	562	B Dondlinger / M Christopherson	4	VW Jetta	DNF		Group 2	
	604	Bryan Ackerman / Sean Figgins	6	Mitsubishi PU	DNF		Group 5	
	950	Shane Mitchell / Paul Donnelly	2	Eagle Talon	DNF		GT	
	552	Bruce Eddy / TBA	5	Dodge Neon	DNF		Prod	
	546	Phil Schmidt / Steve Irwin	3	Toyota MR-2	DNF		Group 2	
	528	Jason Lajon / James Bialas	4	VW GTI	DNF		Group 2	
	576	Doug Davenport / Tim Herman	3	VW Golf	DNF		Group 2	
	513	Richard Pankratz / K Freund	4	Saturn SL2M	DNF		Group 2	