



Volume 3, Issue 3
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Points of Interest

- ⇒ Continue your track time after VOI 9 at Viper Days Reno-Fernley September 29-October 1.
- ⇒ Please visit our sponsors on page 6.

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Michelin Challenge Series Newsletter

Sebring & Mid-America.... By Skip Thomas

Sebring

Florida + a historic race track + great weather + anxious drivers = Ultimate enjoyment!

That was the formula and the results. All present had a great time and cannot wait to return. The track is bumpy and all cars need to be nut & bolted upon their return home.

The hotel and food was great and many thanks to everyone there! Florida cars were small in number and we hope 2007 will bring them out of the garages!

MAM

The new road to the track was complete so we drove on concrete. That should make the KC VCA members happy! I know we were! They were scheduled to cruise up but bad weather in KC precluded their attendance... next year for sure!

The track was in great condition and times were more than a second faster then last year! Good job by all drivers!

The banquet and registration were again a hit and the casino was both profitable and a bummer depending on whom you talked to.

Attendance was down from previous years but with Bob Woodhouse off at a World Challenge race I am sure that affected attendance.

Thanks to Bill Pemberton for announcing the Sunday race from the stands. He was supposed to race but the car had engine problems. His loss our gain!

We will try MAM again in 2007 so put it on your calendars now!



Michelin Challenge Series Winners at Sebring



Mid-America Winners

Skip—Founder of Viper Days...
Living a dream!



VIPER HEAT PROBLEMS SOLVED.....

Nancy Stein, owner of a RT-10 Viper was very unhappy with the heat problems she was having in 2005. She had trouble with heat burning up the lower floor and cooking her feet while trying to race her Viper.So, at the VIR July race last year she discovered Koolmat Insulation material at Archer's booth and had her car hauled back to Texas for a special Viper floor insulation kit to be installed by Bobby Archer 's shop. Not only did they installed the driver side but also put in the passenger side to REALLY keep the heat out of the floor area. Most racers only do the drivers side and then they are faced with alot of heat penetrating the passenger side of the car. Plus, some race cars have components sitting on the passenger floor of the car which receives alot of heat. So, why not cool that side down too! Koolmat is a composite, .070 thick , so it is easy to hide and glues in fast with spray glues and the top cracks are sealed with Silicone so no heat penetrates through that crack. Today, I talked to Nancy and she says she is running in the Super Modified series in all the eastern events of Viper Days. Her floors are Cool now! Nancy says" I Love the fact that my lower body, legs, and feet are cool today and happy she had the Koolmat installed. Now she can concentrate on the race track and her series. If you ask she won't mind telling you that too! Should you see her ask her about her experience with Koolmat! PS. Koolmat also makes the side sill insulation and Snake socks for the spark plug boots too! See the Archer's for the product. Thanks Nancy for letting us Girls at Koolmat help you stay cool this year! Koolmat.



Mid-America Prepared Winners:
Aaron Vanassche & PJ Austin

2006 Schedule

- Jan— 20-22 College Station, TX
- Feb — 4-5 Willow Springs, CA
- Mar — 18-19 Spring Mountain, NV
- Apr — 1 & 2 Buttonwillow, CA
28-30 Sebring, FL
- May — 19-21 Mid America Motorplex, IA
- Jun — 12-13 Mid-Ohio, OH
- Jul — 14-16 VIR, NC
- Aug — 11-13 Putnam Park, IN
- Sep — 8-10 Hallet, OK
29-Oct 1st Reno-Fernley , NV
- Oct—27-29 FINALS Heartland Park, KS



Hello Racers,

Motul USA would like to thank the racers and Viper Days for our blossoming relationship this season.

What's New?

Motul sponsored driver Steve Loudin competed in the “One Lap of America” driving a Dodge Magnum SRT-8. Steve reports that Motul engine oil and brake fluid performed flawlessly during the demanding 8 day- 4,000 mile event. Congratulations Steve!



Tech Talk- Brake Fluid Review

Motul RBF600 Brake Fluid

- Meets Dot 4 specifications
- 594°F dry boiling point-normal Dot 4= 446°
- 421°F Wet (3.5% moisture)- normal Dot 4= 311°F
- Blended and bottled in nitrogen environment that eliminates moisture contamination
- Good on rubber seals used in braking/clutch systems
- Great lubricity



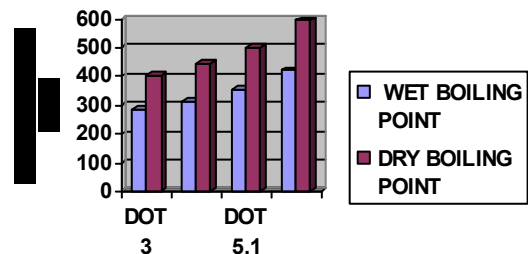
Quickly recovers from gas to liquid

when boiling point exceeded

Over 30 years development

Note: DO NOT mix Dot 5 silicone fluid

DOT STANDARDS VERSES MOTUL RBF 600
WET BOILING POINT = 3.5% WATER



Race Safe... We'll see you at the track!!

WHAT WAS I THINKING?

By Philip Goglia

As children we dream to a point that our make-believe worlds become real. I was certainly one of those children. My make-believe world was filled with hot wheels and matchbox cars. I had them all, and cherished each one. When my cars were unavailable... I would draw them, and of course add my own vision of tuner creativity to each car drawn. Be it a playground, bedroom, or kitchen table, I would select my cars with care and create the finest of race tracks. Speed racer was one of my favorite Saturday shows and I used his stories to create a type of super hero racing that even the Schumacher brothers could not rival. I did not know from formula one or grand-am, NASCAR, cart. Or IRL. . . but I did know and could feel the sleek lines of my race cars and the power and passion they generated in me. Cars were cool.

On the weekends I would watch my uncle dismantle his triumph tr250. Lucas electrical notwithstanding ...I did not see the car as broken...nor did he – I think. But he just couldn't stop his urge to fiddle and putts with those British twin Strombergs under that long sensually curved British racing green hood. For my uncle, it was a pleasure to believe that there were things you know... mechanicals that always required adjusting. It was more than tinkering. It was tuning, and it filled him with pleasure and a sense of accomplishment. At the end of each session, his hands embedded with either lubricants or wax he would always have a bolt – a screw – something – guaranteed that was left over. Not over looked, just left over. Yet the triumph cranked smoothly at each start and ran like a Swiss ...British watch. Girls did not understand – we did not care. He and I were in our world of gasoline, four gears, ratchets and rubber. It was heaven. I was proud to ride with him. I would take a favorite matchbox of mine on our drives. I watched him as his feet and hands danced the dances of heel-toe down shifting and double clutching. He was a surgeon, able to expertly extract every bit of torque and horse power out of each gear, and I was at that moment his trusted assistant. I would look at him with a nod of approval of his well matched up shifts, which seemed always to be his cue to lay on even more acceleration. At that moment my make-believe world had found me ...I was speed racer – we were speed racer, and for bob (my uncle) he was my super-hero.

More than forty years have passed since those childhood moments, yet they feel so emotionally present that for all I know those times riding in bob's triumph could have been as recent as yesterday. Since then I have rebuilt three triumphs, TR 6's and 250's. For as nightmarish as that might sound, each moment was cherished, each frustrating oil leak was simply an opportunity to further dismantle and reassemble those wonderful cars. Not unlike uncle bob, I too have dealt with my share of left over – not over looked parts. As well the results were the same as bob's, with each

turn of the key those wonderful sports cars cranked with ease; purring. With each blip of the accelerator the smith gauges would jump and the car would plead for speed! Life has always been good in the driver's seat. Most recently I have been racing on the grand-am circuit and for dodge in the viper racing league. Additionally I am fortunate to instruct rookie drivers and up-coming racers in the viper days driving schools, traveling to different tracks across the United States once monthly to do so. How awesome is that! All those years of watching speed racer are finally paying off. I have met so many extraordinary people. Car guys are a type of family whose common passions create loyal bonds and extremely strong friendships. The environment generates a very special attitude about life, a type of attitude that most people loose at a very young age and even fewer regain. "You can do it" – "I can do it" – "I can/will try it again" is an attitude often lost in life's ups and downs. But here among " the car guys" it flourishes; found at car shows, get-togethers, rallies, car clubs, paddocks, race tracks and canyon runs to the roaster for early morning coffee.

My son, Gibson is four and a half years of age. He is never without his favorite hot wheels, and never without that "I can do it" attitude. He wears his Ferrari red race suit with pride and tells me to go faster. I am his speed racer... his super hero. What was I thinking years ago as a child with my matchbox cars? That cars are cool for sure – but more importantly in every push of my matchbox car down the torturous race hill I designed there was an attitude and a confidence that my car would finish the race – that "I could do it". That attitude has become my mantra and above all it has gifted me with the opportunity to become a part of this "car guy" community. I us my mantra daily – shoot ...if truth be told, I live by it. I watch Gibson as he uses it, and as he interacts within the friendship of "car guys" it flourishes ...he flourishes. So what have I learned? What AM I THINKING NOW? I think everyone should carry his or her favorite matchbox/hot wheels around with them. Being speed racer, or at least letting yourself dream that you are is a good thing.



Bryan Harris at Sebring.

**CORSA® PERFORMANCE INTRODUCES NEW
3-INCH EXHAUST SYSTEMS FOR C6 & Z06 CORVETTES**



Engineered to increase flow, power and torque without drone

BEREA, Ohio – CORSA® Performance has developed straight through, three-inch, military grade 321L stainless steel performance exhaust systems offering increased horsepower and torque for both C6 and Z06 Corvette owners.

“The Z06 comes stock from the factory with 3-inch pipes but a 2 ½-inch inlet muffler, while the standard C6 has a 2 ½-inch pipe and muffler. Our systems are 3-inches, all the way,” said Michael Schwartz, chief business officer, CORSA Performance. “This design unlocks even more of the Z06’s already impressive performance potential for up to 10 additional horsepower and 14 lb/ft. of torque, while still providing the distinctive CORSA sound for the Corvette’s race-bred 427-cubic inch displacement engine.”

CORSA's 3-inch Corvette C6 and Z06 exhaust systems feature the company's exclusive, patented Reflective Sound Cancellation™ (RSC) technology that allows for a full-bodied performance sound at idle, a visceral growl during acceleration and a comfortable tone that's respectful of music and conversation at highway cruising speeds. This leading-edge technology creates a "tuned" performance sound without the use of baffles or steel wool packing materials.

“We have an extremely loyal Corvette customer base that understands our devotion to innovation and quality,” said Schwartz. “This new system delivers on that promise, while offering what only CORSA can in an aftermarket exhaust system - increased horsepower and torque, without the cabin resonance and drone.”

Hand-built in the U.S.A., CORSA's exhaust systems are engineered for a crisp and clean, slightly more aggressive V8 muscle car sound. Both systems eliminate interior cabin resonance and come with a choice of dual handcrafted 4.0" Pro-Series tips or four of CORSA's 3.5" Pro-Series tips. Each tip is made from high quality 304L stainless steel and polished to a mirror finish.

No welding or cutting is required for the bolt-on systems and complete installation hardware and an illustrated installation guide are included.

The 3-inch CORSA Corvette performance exhaust systems have a limited lifetime warranty, are 50-state emissions legal, do not void the new vehicle warranty and can be purchased direct from CORSA Performance or through select dealers, retailers and distributors nationwide.

Focusing on the development of proprietary technology, CORSA Performance employs patented Reflective Sound Cancellation technology in its performance automotive exhaust systems. CORSA's 100% stainless steel cat-back exhausts are specifically tuned to each vehicle to eliminate passenger cabin resonance and to produce just the right sound. CORSA offers performance exhaust systems and accessories for cars, trucks and SUVs. For more information, visit www.corsaperformance.com, or contact CORSA Performance, 140 Blaze Industrial Parkway, Berea, OH 44017, 800-486-0999, fax 440-891-1868.

The gang at SRT got this one RIGHT

By Steve Loudin

In preparation for this year's "Tire Rack One Lap of America" I took a new SRT8 Magnum to Putnam Park Road Course last week to shake the car out and see how it handles on a road course. I can say one thing, "This ain't your daddy's station wagon". The look of amazement on the Porsche and Beamer drivers as I when whizzing by them on the front straight was absolutely "PRICELESS". The most popular comment was "what have you done to this car"? My answer was "nothing". For a station wagon the car handled wonderfully, and was only 6 seconds slower than my slightly modified SRT10 Viper. Now I know why my wife calls my new toy "The Man Wagon". If you have never driven one of these babies get to your local Dodge dealer soon. They are more than worth the wait. Thank you Dodge. "If you build them we WILL buy them".

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