

of the weekend. We saw some spectacular racing, sometimes the conditions changed lap by lap, dry, damp, wet, and back to dry in one 40 minute race.

We had hoped to watch our friend and fellow London resident, Jamie Houseman, two time SCCA National Champion in GT 5 driving his tube framed Honda CRX. Jamie broke his killer engine on Wednesday and was back in London before we left for the Runoffs.

A total of 44 Datsuns and Nissans competed this year, they competed in GT 4, E Production, GT 5, SS C, GT 3, GT 2, and G Production. The vehicles included; 200SX, 510, 240Z, 1200, B210, Sentra, 280Z, 280ZX, 300ZX. Their ages ranged from a 68 - 510 to a 95 - 300ZX.

It was not a particular good year for Nissan competitors, they lead many of the races but failed due to a variety of reasons to win. In some cases it was driver error, or mechanical,



or as in several instances the cars were pushed off the track while leading, in other cases wrong tire type choices were made or bad tire management caused the problems.

Tire choice and tire management was the single biggest problem facing competitors at this years Runoffs, this was due to the cold changeable conditions. Several cars did not finish because of carburetor icing problems, some competitors started to block off their carb inlet scoops and duct air from inside the engine compartment. That's how cold it was.

There was one repeat winner for Nissan, it was in GT-4, a tube framed, Nissan 200-SX driven by Wilson Wright Jr. Of great interest for us was the, the Nissan's competing in the fast GT-2 category. A past GT-2 champion Jim Goughary, his car a 95 Nissan 300ZX was powered by the familiar Inline 6 with the single O/H cam, from an early 240Z-280Z! Another interesting fact was this and several others used a solid quick-change rear axle! This was the same setup on a very fast 240SX car. An older 280ZX had a nine-inch Ford rear end mounted in it!

The best part of renting the motorhome is we got to leave it there and jump in our cars and bugger off. We left the track around 6:30pm, stopped on the way home for a nice dinner, at "Hooters", arriving in Windsor around 11:00 pm. A tiring, but very enjoyable weekend of racing, I thoroughly recommend attending the runoffs if you enjoy racing. It is quite an experience especially when you can share it with some friends.

By: Malcolm Haylock

American Le Mans Series

By Diane Dale



Corner 5. My favourite. The cars slow down enough to make the new improved hairpin turn (well sometimes!) and for me to get my best camera angle. Every summer I dream of being at the track... in the presence of the race cars... to watch the drivers dodge, challenge and edge each other. To hear the roar of the big engines on their warm-up laps, and the screaming of the tires when they cut loose. Starting in 1999 Don Panoz, the owner of Mosport, Road Atlanta and Sebring introduced North America to The American Le Mans Series, a live by-product of one of the best race series of all time.

The ALMS is a tribute to the European 24 Hours of Le Mans, a series with a history dating back to 1928! The same rules; the same spirit. The ALMS' scaled down races are held all season, with this year's final race in Australia on December 31, 2000 (what a great way to spend New Year's Eve!). The series consists of 12 race weekends (13 next year); each weekend has plenty of qualifying races and a final race anywhere from 2 to 4 hours in duration. The best manufacturers in the world are attracted to the world-class tracks and the enticing pre-qualifying



24 hours of Le Mans exemption status of the top 3 ALMS class winners. The classes include prototypes (Audi, BMW, Reynard, Panoz and Lola), GTS (Dodge Viper, Corvette (with Ron Fellows this year!)) and GT (Porsche 911 and BMW M3) - all on the track at one time! And in the theme of the Le Mans long time dedication to "Racing for the Fans", many other classes are added depending on the re-

gion's interests. This year the ALMS at Mosport also hosted the Motorola Cup, Star Formula Mazda, Canadian Formula Ford Championship, Canadian ChampCar Lights, MBNA Cup Lites and the US F2000 National Championship. The races in the US also include the Women's Global GT Series (a women only racing series started by Lynn St. James in 1999).

And the best part? It only costs \$45 for a weekend super pass - all that racing INCLUDING a pit pass! You can get up close - peer inside the



cockpit, oogle the engine, scramble with the pit crew and watch the driver sweat. Never mind the ring side seats at any corner you want. Sure

it's a bit of a walk and you have to carry your own seat - but it's bringing racing back to the people - accessible, entertaining, live and exciting. Mark your calendar for next year - Aug 19th, 2001 at Mosport and a new added race Aug 25th, 2001 at Circuit Mont Tremblant. (www.americanlemons.com)

Oh yeah... and the racing? How about a qualifying best lap of 1:08 by the Mosport Winners - Audi!

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*Now that you've peeked at the back cover
it's time to go inside and read about it!*

