

One Lap of America Comes To Indy and Indianapolis Raceway Park

The 2002 Cannonball/One Lap of America is coming through Indianapolis on Saturday, May 4. The One Lap of America is an enthusiast-run event combining on-track racing competition with on-road endurance runs between each venue. This year's events will be held at new tracks at Continental Divide Raceway outside Denver, CO and Sandia, NM, a dirt track oval at the Tulsa Speedway, as well as old favorites like Road Atlanta, Texas World Speedway, and Summit Point. The highlight for local fans is that on May 4th, the event will run both the famed Indianapolis Raceway Park drag strip, home of the US Nationals, the biggest NHRA event of them all, and IRP's excellent road course.

The One Lap typically draws about 100 cars with at least two drivers per car, who pay \$2100 per team for the chance to join in on this experience. The participants travel between 300 and 1,100 miles per day, driving from track to track to compete for points in a variety of road racing events. At the end of the race, the points leaders win fame (featured in Car & Driver Magazine), prestige (at least among the other participants of the race), and the knowledge that they survived such a grueling contest. The brainchild of Car & Driver editor Brock Yates, the 2002 race will be the nineteenth running of this event.

To make things even better, there is a turbo Miata running in the event, piloted by Edd Hendricks and Lyn Vogel, who have formed the Two Dogs Racing team.

Hendricks is a graphic designer in the video game industry, and is also the designer and co-editor of The Reward, the monthly newsletter for the Southern California Miata Association (SOCALM). He has been racing the Miata for less than a year on a variety of California's tracks, with the most time logged at the nearby Streets of Willow. No stranger to cross-country driving, Hendricks has driven the Miata the lengths of Interstate 10 (from Santa Monica, CA to Jacksonville, FL) and Interstate 40 (from Wilmington, NC to Barstow, CA). The One Lap will be his first chance to combine distance driving with track driving.

Vogel is a professional actor with credits on stage, screen and in other media (most notably, audiobook narrations). In addition to being a published playwright, he is a regular columnist for Miata Magazine as well as contributing editor for Ragtops & Roadsters and PT Cruiser Quarterly magazines. Also, he was one of the founding organizers of SOCALM in 1990 and served as editor of The Reward. His racing experience mainly involves autocrossing with gusto if not necessarily success.

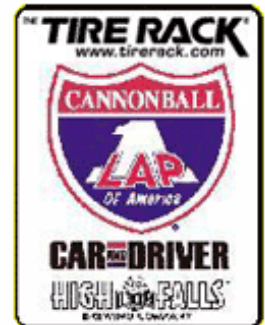
There will be some serious hardware there -- Vipers, Porsches, Ferraris, BMWs, Vettes, Panteras. Last year, there was some wild machinery like custom 427 Cobras, and some wicked vintage American Iron too. Chuck Wills will be leading a contingent of Indy Miata club members to support our Miata brethren in their effort to seriously kick some tail on the track. Mark Saturday, May 4th on your calendars.

The event is split into 2 sessions: 8:00 - 11:30 and 12:30 - 3:30 and will include two time trials, one drag race, and one bracket drag. Indianapolis Raceway Park is located on 267 acres at the western edge of Indianapolis in Hendricks County, just across the Marion-Hendricks county line off U.S. Highway 136. From I-465, take the Crawfordsville Road exit, then turn right at the first traffic signal. Continue on U.S. 136 for approximately four miles to the IRP front entrance on the left.

We are unsure at press time if there is a cost to get in, but you will have to sign a waiver when you get there. There will be no reserved Indy Miata parking, but we should be able to park together and "stake out our own territory".

Please let Chuck know you if you'll be there! chuckwills@comcast.net

As Brock Yates says, "There is only one Cannonball Car and Driver One Lap of America. The faint of heart need not apply."



Have You Seen The Light? Pt 2.

by Don Catherman

Regarding the article in last month's Open Road about center brake lights, there can be one other reason these lights fail.

If you have put a bulb in and it still doesn't work, look to the point where the wires run back to the trunk cavity. These go across the under side of the trunk lid to the driver's side (left) where they are fastened to part of the trunk hinge. From there they run to the trunk cavity and their connection with the wiring harness. On both of our Miatas (a '93 and a '94), I have found a break in one of the wires inside the wire coverings. In one car, it was the green wire (positive) and the other car, it was the black wire (ground).

After repairing the wires the light was as good as new. In fact, I think the bulbs are still the original. I would suggest using a length of plastic wire covering (you can get it at any auto or hardware store) after the repair to protect against further damage. Also, be sure to leave some slack in the wires so they don't get stretched too much when you open and close the trunk.