

FULL THROTTLE NEWS

News You Can Use

November, 2008

This month, your Editor is taking the month off, (sort of) and in his place, one of our original founding members and officers, Jim Brozynski, is going to share some of his racing history with us, and tell us about his new project, an ITA Volkswagen Scirocco that is currently under construction. For those of you who never saw Jim's Ford Fiesta or Mustang Cobra, they were absolutely pristine entries, clean enough to eat off, and engineered to a very high degree of sophistication. (Some would say even beyond) Some pictures of the build are on the following pages, and we'll have more in the next few months. So, without further delay, here's Jim.

Let me introduce myself. I am Jim Brozynski and I have been a member of Full Throttle since it was created by our "President for Life" Michael Dimand. That's right Mike, you're stuck with the job, you started this club so it's your own damn fault. Anyway, why I am writing this, is to try to help Mike out. Each month he slaves away putting together the Full Throttle newsletter. Some of you may not realize just how much of a job this is. Yeah, the newsletter is only 2-3 pages with 1 being the "What or Who is it quiz" But really, I know that it's not easy and I am going to take this opportunity to thank Mike for all his hard work. Not just on the newsletter but for being the "Race Chairman" for all of the races that Full Throttle has put on with MCSCC. I don't think you can name any other club that has had the same race chair for every one of their races for the past...uh...uh..? Hey Mike how long have we been in existence? Yeah I know too long as race chair, but how long as a club? **(1995, believe it or not)**



Jim and his former ride, a 1993 Mustang Cobra R

What I am going to do is write about myself and how I got to where I am in regards to auto sports and specifically road racing. I encourage other members who want to tell their story to put fingers to keyboard and write it and send it in. Everyone likes to read stories about themselves and the best way to read about yourself is to write it yourself, then you can't blame anyone for misquoting you or getting the facts wrong cause then you just have to look in the mirror and give yourself the finger. So I will begin.

Well I have a busy off-season planned. I hope to finally finish my ITA race car build and get it on track next year. Hopefully for the first drivers school but certainly for the second. If I do get out there by June it will be 2 ½ years in build time. It seems that when I had time to work on the car I was short of extra cash (Unemployed) and when I had the cash I had a lot less time. I sometimes look back to my first race car build back in 1988 and wonder how I did that one in just over 6 months and then I remember that I was 20 years younger and I did a lot less modification to that car to get it "on track" then I'm doing to this car. Looking at it that way the time it's taking to get it track ready doesn't look so bad. I just hope that all this time and work will be worth it.

I know that the car won't be fast right out of the box and neither will the driver as I haven't raced since 2003 and can say that I haven't had a "real" race since around 1999 or so. When I ran my Mustang Cobra R in ASR it was about running it hard but staying out trouble. A good example of that would be in a race at Road America. I'm not sure of the year but I was starting 20th out of nearly 40 cars. I and the car starting along side me were the last of the truly "fast" cars in the big bore group. The cars right behind us were 2-4 seconds slower and were lower powered cars.

At the start my grid partner tries to fit his car between the car ahead of him and the pit wall. He is blocked from passing but then the pit wall ends and he pulls right onto the pit out lane and gets along side this car that started in front of him. As the pit road blends into the race track he runs out of room and tries to force his way to the left. He hits the other car, bounces off and then tries to slow for turn #1 by braking with two wheels on pavement and 2 on the grass. I see all this and say to myself, "That ain't gonna work". Unknown to me a similar event is taking place directly in front of me by a couple of rows. In this case a car is forced left and puts two wheels on the grass at about the same time he needs to brake for turn #1. There are now two cars going quite fast (90 mph) trying to slow but can't. What happened next I can best describe as a bowling ball hitting a set of pins. The only good thing about all this contact was that it occurred in front of me and I was able to slow down and avoided hitting any cars or being hit by any as I went around the stopped ones. The cars behind me, which had not been able to stay with the lead group at the start, had plenty of time to slow for this "big" incident in turn #1. I went from 20th to 10th in one turn. The irony of all this was that I was forced to slow "way down" late in the race due to low oil pressure in the turns and had to give up 4-5 positions. I finished the race and I credit that to the use of synthetic engine oil that lubed the bearings even with no oil pressure. I later replace all of the rod bearing but the mains showed no unusual wear so they were left alone.

Now getting back to my present race car, or future race car. It's a 1988 VW Scirocco 16V. It's classed in ITA and will be competitive but will not be a regular race winner or a winner at all based on my research. Then why race this car you may ask? Well the purchase price was right, in one word "FREE". Well, not really free as the car belonged to my nephew and he owed me some money so I took possession of the car. It's funny that the money he owed me was for the purchase of 2 cars for him. The first was a 1974

Saab Sonnett III. He was working at a Saab dealer and a customer brought the car in for the dealership to sell on consignment. Well he just fell in love with that car and had to have it. I knew something of the car and loaned him the money to buy it, \$1700. A month later the transaxle broke while he claims he was just cruising along. He claimed the same thing when he broke the trans on his Ranger pickup. I learned differently sometime later. Instead of sourcing a rebuilt transaxle and getting the car back on the road he decided to "rebuild the car." The result of this was a total disassembly of the car with the various pieces stored in numerous boxes in his parent's garage. Later he decided he wanted to go back to school, so off he goes for nearly 2 years. In the meantime, I haven't been paid back a dime. Years later I finally convince him to sell the car for parts and I arrange a sale to a fellow MCSCC vintage racer for \$400. You would have thought I've learned from that but no, in 2004 I sell him my 1992 Mustang LX 5.0 for \$1600. To date I have only received \$800. What with the taking ownership of the Scirocco and selling some car parts for him and keeping the money I've been able to reduce the amount owed to me down to \$1250. If I wait to be repaid I most likely will end up just reducing his inheritance by that amount plus interest.

Check out pictures of the build, and next month, we'll show you what it looks like currently, as Jim gets the car ready for its 2009 debut.



Belated Halloween wishes from your friendly UPS man Garrett Dimand

UNTIL NEXT MONTH, REMEMBER, RACING IS SUPPOSED TO BE FUN!