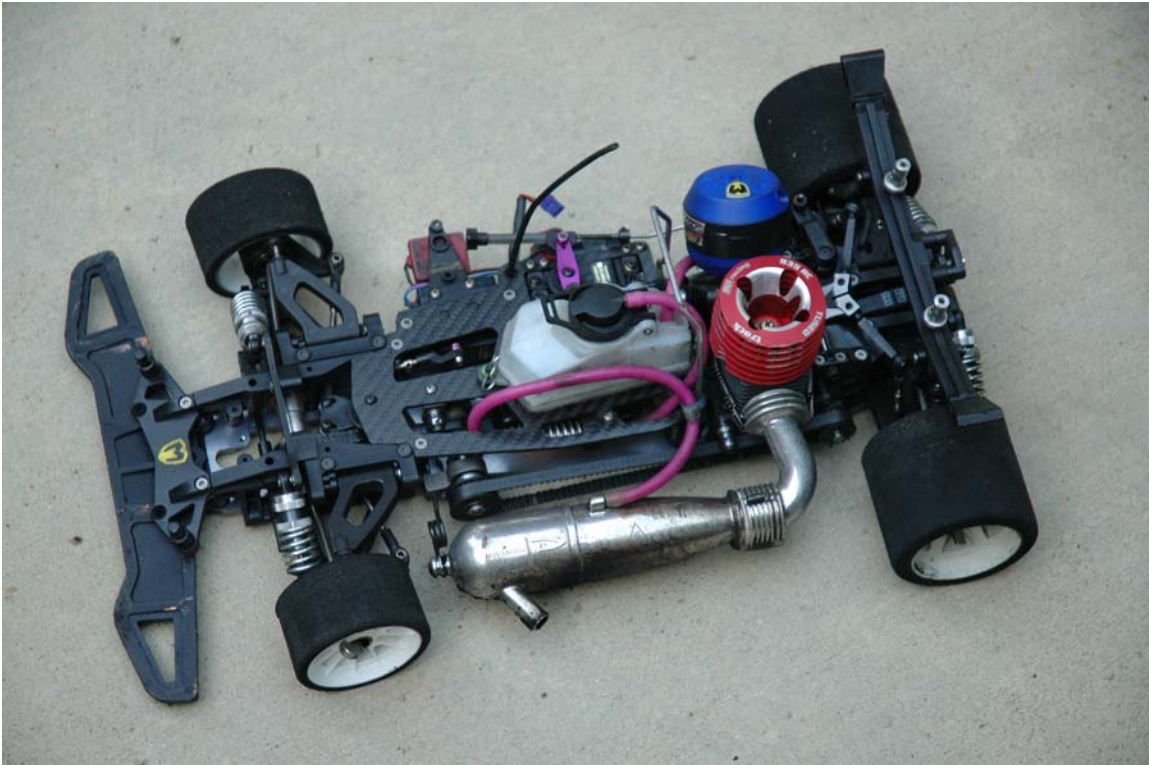


The 2nd Annual Kamikaze Invitational took place this past weekend at the GLARCRC track in Los Angeles. This was a 3 day race with practice on Friday, quals on Saturday, one last round of quals on Sunday, and all mains Sunday afternoon. I was unable to go to the track on Friday and Saturday, so I missed out on a lot of valuable track time to properly tune and setup my engine and car. I barely had time to install and run a few tanks of fuel through my new BP Racing 935 RC Tuned Engine on Saturday, while the remainder of my car was exactly in the same condition from the Motonica GP 2 weeks prior.

I arrived at the track very early Sunday and spent about 1 hour on the track in an attempt to break in and tune the new engine. Luckily for me, some of the racers arrived very late, delaying the start of the race program, and this gave me a little extra track time to get the engine as loose as possible.



P81 after the final

Not knowing how the car would drive in the warmer late morning temperature and having no idea if the engine would make run time, I drove gingerly in my only qualifier, going just fast enough to put me in the A final. Luckily for me, I had plenty of fuel left in the tank and my car was just fast enough and easy to drive without mistakes.

For the final, I changed the header and pipe for an increase in bottom end power, added front camber for improved steering response, and slapped on a set of 76mm/69mm tires. The A final was 30 minutes long and the GLARCRC track is very hard on tires, so you have to have a good setup, start with big tires, and drive conservatively enough to keep your chassis off the ground at the end of 30 minutes.

Starting in 8th, I had to drive around some wrecks in the opening laps before settling in for the long run to the finish. By the time I did my first pit stop I was battling for the 3rd position and my car was improving as the tires were scrubbing to the right size. I choose a 4 minute pit strategy as I was not sure if my engine would make 5 minutes with the 2052 pipe and long header. This meant I would have to do 1 or 2 pit stops more than normal, but at least my first couple of pit stops would get me in and out of the pits without having to deal with traffic.



The 935 RC Tuned

About 10 minutes in things started to stretch out and the battle was on for second place between myself and 2 other drivers. Everytime I short pitted I would lose my position, and a minute or two later I would take over the 2nd spot again. This continued until about the 26 minute mark when the race leader had terminal mechanical issues with his car allowing me to take over the lead. I held on until the end and won by nearly a lap.

The final was quite exciting and there certainly were plenty of fast guys in it. Two drivers who deserve special mention are Don Cesar and Jonathan Prather. Don drove his Motonica P81 directly into the final and were it not for an extended off track excursion, would have placed much higher in the standings. Prather, a GLARCRC regular, drove exceptionally well but suffered an unknown mechanical issue knocking him out of contention for a podium spot. Contrary to race reports posted elsewhere, he and I were separated by less than 2 seconds (not 2 laps) when his car broke, and it would have been a good fight to the finish. However, racing and winning long finals is about first finishing.



Plenty of rubber remaining on the left rear!

Having read some of the online posts and race reports, it is sad to see sportsmanship forgotten, especially from racers who have never raced a competitive 30+ minute final. After 30 minutes the tires on my P81 look great with plenty of rubber left. Not only was the car fast and easy to drive, the tires held up and my car was nowhere near falling off pace. Motonica USA would like to thank Glenn Williams and the entire GLARCRC crew (check them out at www.greaterlarc.com) for running the show, and Sam from Kamikaze Toys and Hobbies for hosting the event.

