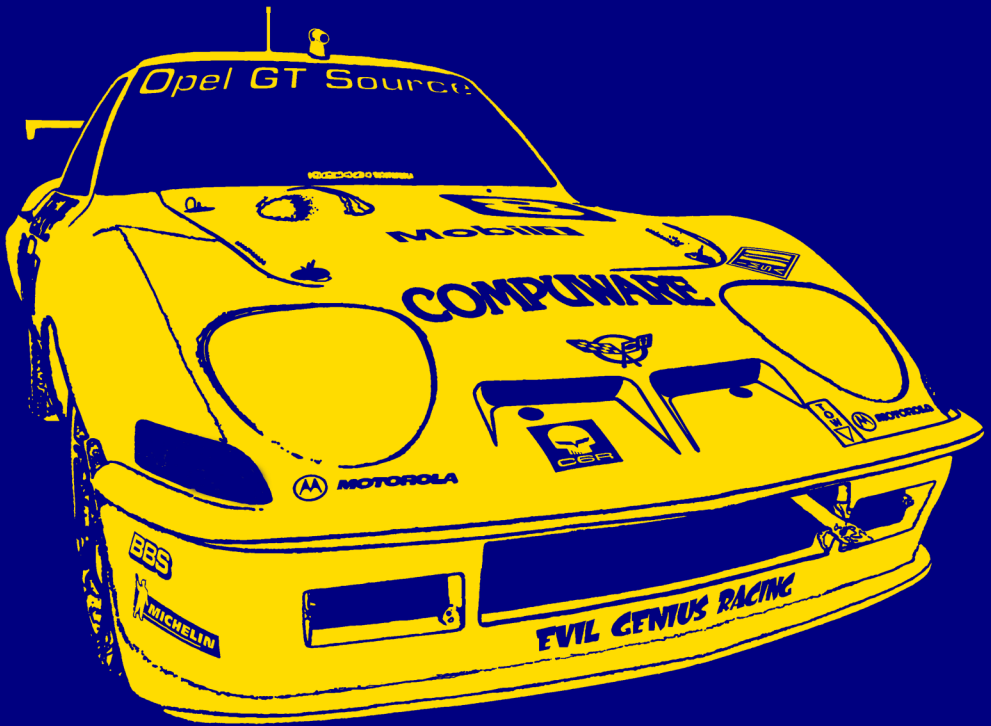


Team Tingvette

Today Lemons, Tomorrow Le Mans!



Thirty-nine races on five different tracks, 18,874 miles in 6,592 laps, two events at Bonneville, one Cannonball Run, countless memories, and lifelong friends.

Mike Meier

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"Four off shouldn't be a flag if it was only for a little while." – Mark Romberg

After a while, it becomes a lifestyle, and that's putting it mildly. It permeates every aspect of your life, from what you wear, to when you sleep, or don't sleep, to what you drive in town. Lemons races render normal holidays obsolete, and in their places, you celebrate race weekends. It explains why the candle holders on your mantle are the cluster gears from an Opel four-speed. It's why you don't have even one t-shirt that you can wear in public, except for trips to the hardware and car parts stores. It explains why your hands are always nicked and cut, and seemingly permanently stained.

You may still be a car guy, or gal, but not that kind, not anymore. Yes, super-cars are still super, but a 1950s Nash, rusted to a perfect, uniform brown, with bumpers and wheels still on it, is pure art. If it was possible, it would be in your collection, and eventually, you'd race it.

Racing, and not just any form of racing, but crap-can racing, has taken over my life, changed the way I view the racing world, and has finally given my life purpose beyond career and family. I don't have a family, or even a career for that matter, but I have an Opel, and I have friends who help me get it ready for races, and they love to race it, and I love racing with them.

We've been running the Tinyvette in the 24 Hours of Lemons for just over 13 years now. It's been in nearly every West Coast lemons race since 2010, plus it has made two appearances at Bonneville, done a non-stop cross-country Cannonball Run, and even a thousand-mile tour of the western United States. Right now it sits in my garage, parts of its experimental hybrid gas/diesel Opel-derived engine scattered about. If I can swing it, financially and logistically, the Tinyvette will be at the next West Coast Lemons race.

About Lemons itself, it is clearly a lot of fun, and I'm sure that when Jay and Nick put these races together that's what they were

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thinking of, making this a fun weekend for like-minded car people. But I think they may have underestimated, at least initially, the impact this would have on the lives of its participants, and the impact this would have on racing in general, and I doubt they expected 100-200 teams of four, plus friends and family, to show up, but they did, and they have been doing so for over ten years.

So much of racing is about winning, and unfortunately, little else. There can be so much ego involved, with people taking it all very seriously, as if it had any real impact on the world, as if it proved one's worth. You'd think that by winning they felt they had defeated an enemy, or conquered a country, or some kind of king of the hill-type stuff. Certainly, it would prove their ability to field a car, and every now and then win, but if you stopped to think about it, isn't racing a pretty silly thing to do? So why not just do it to have fun? That's what the series the Tinyvette races in is all about, having fun, and that is why we race in the 24 Hours of Lemons.

During our first five years of racing, which was dealt with in volume one, we experienced it all. We won our class and an IOE, we completed a 24, we blew up motors and crippled transmissions, we took hits, and we kept coming back for more. You'd think that by the time we had completed our 16th race, we'd know what we were doing. Volume 2 will convince you otherwise. In fact, volume 2 will show that the learning curve never ends, and at times it even seems to loop back around on itself. But volume 2, like volume 1, also tells the stories of friends who got together, gave it their best effort, and when it was all over, regardless of the outcome, had fun and were looking forward to the next race. I expect this is also true for other Lemons teams.