Auto engineer has designs on record

Few people can claim to have set a land-speed record while sitting behind the wheel of an automobile. Furthermore, not many would have the courage to alternpt the feat. But, if all goes well this week, Karl Stag-gemeler will be party to two such records. The 29-year-old Farmington resident and his partner Gary Eaker are making their sec-ond visit to the Bonneville Salt Flats this week, hooling to set a five-mile course record

ond visit to the Bonneville Salt Flats this week, hoping to set a five-mile course record in the C-Production Class. When the General Molors aerodynamics engineers first traveled to the remote site near the Utah-Nevada border in July, their sole purpose was to test their 1989 Ponitae Transpurpose was to test their 1988 i Am on the vast expanse of salt.

run.
"Personally, we didn't look on it as much of an accomplishment, because the car wasn't running well," he said. "We went out there to see how the car would run.
"We thought we should have been up around 225, but we did what we set out to accomplish."

That included becoming licensed, something the Bureau of Land Management, which is charged with the care of the unique natural preserve, requires of every first-time driver. The purpose, of course, is "to make sure you and the car are up to the task safety-wise." Staggemeler said.

But their main intent all along was to prepare for the August record attempt. Getting a three-mile record was nice, but the five-mile performances are considered the true standards.

STAGGEMEIER AND Eaker, who conduct wind tunnel experiments at the GM Tech Center in Warren, hope to reach 250 mph, "which would make it the fastest production ear in the world regardless of class," according to Staggemeier.

The current records for the production-class vehicles are 219 mph in A, 218 in B and 217 in C. The addition of nitrous oxide to the fuel mixture could result in a speed of 270 mph.

fuel mixture count result in a spoul be the mph.

"That," Staggemeler said, "would be the fastest speed for a passenger car har none."

Other cars with super-charged engines have raveled 250 mph, and the fastest recorded speed on sail was 632 by the rocket-powered Blue Flame. But cars such as the one Staggemeler and Eaker operate must remain a likeness of the original models produced by the factories.

the factories.

"We have to use engines similar to the kind that come in the car," Staggemeier said. "We can't put a big block Chevrolet in our Trans-

Am."

Blue Max Racing of Charlotte, N.C., offered to build two engines when the duo embarked on its expanded hobby. Staggemeter describes mas "NASCAR-Winston type engines but a little bigger." Engine displacement is used to divide cars into one of the production classes, and the Staggemeter-Eaker team has a 359 cubic-inch, small-block Ponties four barrel.

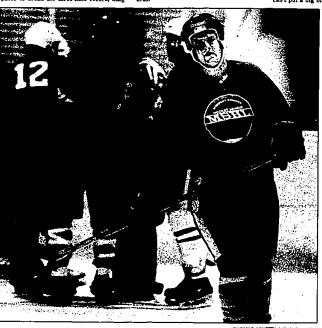
"IT'S PRETITY MUCH a stock-car motor but a little healther," Staggemeter said.

The idea to get involved in speed racing was a natural offshoot from the job Staggemeter and Eaker, 32, of Utica do every day of the week.

"We're both car nuts." Staggemeter said. "I had a series of bot rods in high school, and this is the next extension of that.
"Through the contacts we've made, all the circumstances were right for this, and all the pleces came together."



Karl Staggemeler



Lelf Gustafson suffered a gash over his right eye when he was stammed into the boards while chasing the puck into one corner of the

Wolverines complete playoff miracle in OT

staff writer

The bype and hysteria didn't rival a Soviet Union-United States hockey game, and the world wasn't glued to its TV sets for an Olymple telecast.

But At Michaels still would have asked 'Do you believe in miracles?' after the Wolverines woo the Metro Summer Hockey League champlonship Wednesday.

The Wolverines, who came from nowhere a few weeks ago to finish on top, completed their Cindreella season by trimming the Wildcats 9-8 in two overtimes at the Plymouth fee Arena.

Coach Dave Cyplik, whose team was 0-9-1 before winning its last four season, bareluding three in the post-chaels would-be question when the post-chaels would-be question with the complete of the post-chaels would-be question. "Yeah, I always have," he said. "Anything can happen in the playoffs.

"THIS IS AN awesome feeling. All

playoffs.

"THIS IS AN awesome feeling, All those guys have got a lot of courage to come back from the kind of regular reason we had and win the whole thing."

The championship game was truly that. The sec-saw battle was the most exciting of the five MSHL finals to date, according to longtime observers of the league.

Sean Skinner of Livonia finally ended the lengthy contest with the game-winning goal at 2.26 of the second 10-minute overtime.

hockey

Continuing was the key in over the state of the wing. Wildcats player/coach Alam Carmes said.

Skinner, a 1987 graduate of Stevenson High who played last season for the Redford Royals, shot the puck past his former Junior A teammate, Wildcats goale Doug Abraham. Wildcats goale Doug Abraham. Red of the left wing. Skinner found himself alone on that side after a gastreing pass by Livonia's Milliage found its way through traffic. He got behind the

defensemen before they could recover and went 1-on-1 with Abraham.

"I had the same shot in the second period," said Skinner, who had two goals and three assists on the night. "After I missed the first time I was read."

"After I missed the first time I was mad.
"IDD A fake and went too wide, I didn't do it quick enough. The second time I took the shol."
"It happened so quick I really didn't have time to think," he added, II thought "Yeah, I'm past that guy, now I've got a shot."
Skinner's goal ended what had been a fantastic overtime duel between Abraham and his Wolverines counterpart, Ron Evina. Both goaliers made spectacular saves, sometimes several in succession as they survived will scrambles in front of the control of the several time. "Widelast player/coach Alan Carnes said.
"Their soulle kent them in the

Livedoti's goal to restore team's confidence

Transition? Rebuilding? What's

at? For this football season at least, For this football season at least, those terms have no meaning to the majority of the Michigan Intercollegiate Athletic Association teams. When the team that has dominated the league for the past decade (winning seven titles) returns 12 starters, it's safe to assume it will be picked to reneal.

ing a vector street in the state of the control of



troit area, which should provide Livedoti's recruiting base. That will

Livedoti was preparing West Bloomied's high achool team for a new season. A star at wide receiver for clivet 25 years ago, he has no illusions regarding the task confronting him.

BUT THAT doesn't dampen his enthusiasm.

"I hope that, at Olivet, we can put some furn back in the game and get some confidence back," he said at Thursday's MIAA media day at Hope College in Holland.

However, Livedoti refused to set the control of the control



is senior linebacker Steve Freier (6-foot-2, 220), from Garden City, An all-MIAA second-team selection in '87, Freier tied for second among the Britis in tackles with '78.

The secondary is talented and deep, with sophomore Scott Bissell (6-0, 180), from West Bloomfield (Farmington Harrison), a possible starter. He had two interceptions last season.

football

OME PLAYERS IN THE MIAA

ADRIAN COLLEGE Tory Boucher, approve back, from Prymouth Codoff (Chip) Darks, instruen narrang back, from Dattort Country Buy, Mart Daves, Hasharen narrang back, from Dattort Country Day, Mart Daves, Mart Baback, from Prymouth Clanton, Mark Kepptl, explorance defereate back, Prof. Martin Codorff (Lincott) Start Start

ALBION COLLEGE: Scott Bosel, so; (Farmington Harrison): Darrin Brege, Junio Brown, sophomore offensive Internat, ho nore running back, from Troy, Bif Deery, Brad Denretor, sophomore delenance bar Insbacker, from Geroen City, William John