



street smart

Racing in the Streets of Los Angeles

By David Bouzoglou
Special Events Director

The third running of the Ford LA Street Race is in the books. Four different race divisions competed on a tight one mile circuit around the Sports Arena and Exposition Park in Downtown Los Angeles. The popularity of this event continues to grow with both the public and racers, as evidenced by a three hour live broadcast on KNBC 4 and a sell out of most of the race groups to entrants.

Notable changes this year was in pavement repairs and scheduling. In the past we were relegated to last position on the schedule and had to suffer when the sun was setting (real fun when it's in your eyes) and a rapidly diminishing crowd from the stands. Returning for our third year, PRO Racing was sponsored by Bob Beaty Ford, RPM Engines, and RaceSearch.com. Two of the sponsors were also racing in the event. (Was I nervous? Hmmmmm)

PRO Racing's unique mix of production based sports cars and sedans give the spectators and racers a relevant focus to what the public drives on the street. Some of our racers still do! LA 2000 PRO entrants were able to realize all the track time that was scheduled for them. This may sound like a minor detail, but when a complex event of this type takes place, one

never knows if you get to run all your sessions. Since NASCAR and the TV show ruled over anything else, it got a little tense when delays were at hand. NASA officials were on hand to help organize and run both PRO groups. In addition they also were responsible to timing and scoring the entire weekend's fields of cars! Thanks to all of you for the hard work and long hours! We are proud to be included in the NASA family.

The weather was cooperative with morning overcast and cool temps. The afternoons were in the low eighties. Over thirty PRO Race teams made it to the event with a wide range in cars from twin turbo GT2 911s to a Golf GTI. Talk about speed differentials! With the tight one mile course, it did not take long for the faster cars to get into the mid 55 second lap times. Sure, you can smile at a 70 mph average, but these cars were hitting 110 on the three short straights! A lot of bravado and skill on a "concrete canyon" course. Practice started early on Friday morning. No incidents were reported till later in the day. As a street course, it sometimes takes a full day of running before the track starts to have a good bite. Some spectacular driving was performed in the lower classes by some drivers. Ryan Flaherty had originally entered his Mustang, but when that could not be readied, his PCTCC Corolla was dusted off and brought down. He delighted the crowds with

sending the little car through turns at some pretty impressive slip angles (read that; he was really sideways!). Both Gino Lancellotti (BMW 318is) and Miguel Escobar (Golf GTI) were making the larger horsepower cars really work for their passes. Robert Tallini, recovering from recent back surgery, brought back his Mitsubishi turbo Eclipse after a two year absence. His excellent driving and car prep was rewarded with Driver of the Weekend award. This was a tough choice as Gino's team overcame major engine repairs during the course of the weekend to come back and finish well in the final race. Good work and sportsmanship to both teams.

Enough with the background stuff, we want to hear about the races! Okay- twenty eight teams lined up to take the green on Sunday morning. This would be a 45 minute "mini" enduro with one mandatory 3 minute stop. Originally scheduled for an hour, a last minute decision by the Fire Department mandated the change. Since we had cars that could just make 45 minutes and there were a few with driver changes, our decision was made to shorten the race and institute the stop.

The green flag dropped and away they went. It was hair raising to see the pack swell to 4 wide at the start finish just to squeeze down to 2 for Turn one. With a loud cheer from the crowd, the pack made it through with the excep-

tion of pole sitter, Rob Stefanowicz (#67 Porsche). He was making nice for Harry Rady (#222 Porsche) by squeezing tight to the left wall, unfortunately too tight, he caught just the rim on the left rear and lost a tire. We were all fortunate it did not deflate 'til almost the pit entry lane. I shudder to think what a 28 car suppository Robert would have enjoyed if the tire went flat in Turn one.

At the end of lap one, it was a very tight pack of Rady (#222 Discount Sportscars.com 911 turbo), Rumbaugh (#10 Scotts Porsche 914 3.6), Dement (#70 Vision Motorsports 944 turbo), Eckhaus (#53 West Coast Corvette), and Masuda (#62 Porsche 911 3.8) all led (just barely) by Steve Cross (#14 Hainer APS 911 3.6). The action was furious as they were all looking to pass each other at one time. Just behind them the pack of Bruce Griggs (#GR-40 Mustang), Lyn Zamboni (#91 EZ Lube Porsche), Robert Tallini (#37 Road/Race Engineering Mitsubishi), Rick Inman (#3 944 turbo), Wayne Mello (#21 Phone Guys 944 turbo), and Doug Hayashi (#55 Pulp Racing Acura NSX) were doing their best to keep up with the leaders.

The crowd was still cheering and on their feet. (I was still holding my breath since the green flag dropped) The rest of the pack was just as tightly bunched in

MustangPorschGolfToyotHondAudi
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2000 TENTATIVE SCHEDULE			
SAN FRANCISCO REGION			Price Code
FEB 26	SPIR	HPDE, Grp A, Grp B	B
FEB 27	SPIR	HPDE, Grp A, Grp B, 3 HR ENDURO	B,C
MAR 25	SPIR	HPDE, Grp A, Grp B, SSF, ACRL	B
MAR 26	SPIR	OPEN TRACK, Grp A, Grp B, PCB, 3 HR ENDURO, ACRL, SSF	B,C
APR 21	LSIR	OPEN TRACK	A
APR 22	LSIR	Grp A, Grp B, PF, GTA, PRO, SSF	B
APR 23	LSIR	Grp A, Grp B, PF, GTA, PRO, SSF	B
MAY 20	THILL	HPDE, Grp A, Grp B, SSF, FM	B
MAY 21	THILL	SSF, 6 HR ENDURO, FM	B,C
JUN 3	SPIR	HPDE, Grp A, Grp B, SSF, PF, GTA	B
JUN 4	SPIR	HPDE, Grp A, Grp B, SSF, PF, GTA	B
AUG 12	THILL	HPDE, Grp A, Grp B, SSF	B
AUG 13	THILL	HPDE, Grp A, Grp B, SSF, 3 HR ENDURO	B,C
SEPT 16	THILL	HPDE (grp 3-4), Grp A, Grp B, ACRL	B
SEPT 17	THILL	HPDE, Grp A, Grp B, 4 HR ENDURO, ACRL	B,C
OCT 14	SPIR	Grp A, Grp B, SSF, ACRL, PF, GTA	B
OCT 15	SPIR	Grp A, Grp B, SSF, 3 HR ENDURO, ACRL, PF, GTA	B,C
NOV 4	THILL	HPDE, Grp A, Grp B	B
NOV 5	THILL	HPDE, Grp A, Grp B	B
NOV 10-11	SPIR	Legends Cars Grand National Road Course Championships	TBA
NOV 12	SPIR	HPDE, 6 HR ENDURO	B
DEC 2	THILL	12 HR ENDURO	C
DEC 3	THILL	HPDE	B
Track Codes			
SPIR = SEARS POINT RACEWAY			
THILL = THUNDERHILL RACEWAY			
LSIR = LAGUNA SECA RACEWAY			
Price			
A = \$249 (one day)			
B = \$149/\$279 (one day/two days)			
C = Enduro entry fees: \$150 per car, \$100 per driver. See rules for Pro Division fees.			
Class Codes			
PRO-7= Mazda Pro-RX7			
PS-1 = Pro Sedan-1			
PS-2 = Pro Sedan-2			
PS-3 = Pro Sedan-3			
PS7 = Pro Super RX7			
PCTCC = Pacific Coast Touring Car Championship			
SM = Spec Miata			
RSR = Renault Sports Racer			
SRF = Sports Racer Ford			
GTI = Neuspeed GTI Cup			
SU = Super Unlimited			
CMC = Camaro Mustang Challenge			
NUTS = Ultra Trucks			
ACRL = American City Racing League			
PF = ProFormance Stock Cars			
GTA = GT America Stock Cars			
PRO = Professional Racers Organization			
FM = Star Formula Mazda			
SSF = SSF Motorsports Porsche BMW			

Grp A includes Pro-7, PS-7, PCTCC, SM, RSR, SRF
 Grp B includes PS-1, PS-2, PS-3, GTI, SU, CMC, NUTS

By John Schattenberg
 NASA Phoenix Chapter

For those of you who were unable to attend the first Annual NASA Grand Prix of St. Johns, Arizona, there was only one word to describe the event... "Spectacular"! Well over 200 cars participated in the event over the 3 days, with over 150 race cars. Drivers came from California, Colorado, New Mexico, and even as far away as Bolivia and Peru. A great time was had by all.

Many of the towns people pitched in to help out. Volunteers came out in numbers on Thursday and Friday to help with the



photo by Laurie Schwab

placement of tire walls and water barriers. And by Friday afternoon, everything was in place well ahead of schedule.

Jamie and Betsy Reynolds, and Alan Harlin of Racing Roundup-Arizona, from KGME Radio 550AM, took up the task of announcing

the event. They provided a "play by play" of the race. During the event, Jamie and Alan interviewed many of the drivers and officials, and really helped to bring the fans "up to speed" with each days activities. Mike Schmidt and Jeff Lepper also pitched in to give them a hand form time to time.

The racing was close and very competitive in all classes. With over 5 hours of actual racing, and 20 hours of practice, qualifying, and open track, there was only one incident of car to car contact throughout the entire event, and that was relatively minor contact during one of the 40 minute

main events. This was evidence of the safety, and compatibility of the airport to be converted to racing conditions.

The American Indycar Series joined the event and ran the entire weekend completely incident free. Their racing was exciting and close and it gave the fans a real thrill to see these cars approaching 200 mph on the .45 mile long straight-a-

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 way. One of their sponsors, Pacena Beer, provided the awards banquet with 25 cases of beer and soft drinks.



photo by Laurie Schwab

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2000 Schedule

San Francisco Autocross	
Feb 27	Marina Airport
Mar 5	Marina Airport
Apr 2	Mather AFB
Apr 16	Marina Airport
May 7	Marina Airport
Jun 4	Mather AFB
Jun 18	Marina Airport
July 22	Marina Airport
Aug 27	Marina Airport
Sep 17	Marina Airport
Oct 22	Marina Airport

Virginia Chapter	
Mar 25-26	VIR
Apr TBA	VMP
May TBA	VMP
May 28-29	SP
Jun 24-25	VIR
Aug 5-6	VIR
Aug 26	Lime Rock
Sept TBA	VMP
Sept 16-17	VIR
Oct TBA	SP
Nov 4-5	SP

Los Angeles Region	
Feb 12-13	Buttonwillow
Apr 1-2	Willow Springs
Jun 10-11	Buttonwillow
Aug 26-27	Buttonwillow
Sep 30-Oct 1	Buttonwillow

United State Touring Car Champ	
Mar 10-12	Phoenix
Apr 22-23	Laguna Seca
Jun 3-4	Sears Point
Aug 12-13	Road America
Sep 23-24	Portland
Oct 28-29	Las Vegas

Phoenix Region	
Jan 8-9	PIR
Jan 29-20	FIR
Mar 10-12	PIR
Apr 7-9	PIR
May 13-14	PIR
May 27-29	PIR
Sep 16-17	PIR
Oct 7-8	PIR
Oct 21-22	PIR
Nov 24-26	PIR

San Diego Mazda Charity Challenge	
Mar 11&18	Open Test, Cajon
Apr 15	Cajon
May 20	Cajon
Jun 3	Cajon
July 8	Cajon
Aug 5-6	Cajon

Tri State Chapter NE	
Aug 26	Lime Rock

Oct 14-15 SPIR HPDE/Open Track Cancelled.

All drivers wishing to participate at the October 14-15 event at Sears Point HPDE and/or Open Track groups should take note that the **HPDE and Open Track portion have been cancelled.** That weekend is reserved for only race groups. So if you would like to do an HPDE, plan on either September 16-17 or November 4-5 at Thunderhill.

Synergyn Oil Joins Contingency Program

Synergyn Oil of Northern California has signed on as a contingency product sponsor for the following NASA PRO groups. The first place winner in the SSF Porsche group will receive 6 quarts of Synergyn 15W30 racing oil for a feature win. American Stockcar Challenge feature winner will receive 6 quarts of Synergyn 3W30 racing oil. The SSF BMW feature winner will receive a Synergyn oil additive. USTCC feature winner will receive a Synergyn oil additive. Contact them at 888-394-8140 for specific details.

Speednews

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kinda blur. Hard to remember who was where.

Eddie Inclin (#26) and teammate, Michael Noval (#20) were somewhere in that mix. The twin red RPM Engines Mustangs just roar down the straights- fun, fun, fun. Not to be outdone, Buzz Guilbault (#98) has some tremendous amount of horsepower that he enjoyed to great lengths sliding through the turns. (Do you have tire sponsor, Buzz? Must have judging by all the rubber your Beaty Ford Mustang was laying down- hoo-yah!) By lap three we had our first incident. Seems Rick Inman (#3 Porsche) and Ryan Flaherty (#18 Toyota) had a side to side encounter on the short chute leading to the hairpins. Rick's car made a quick left into the wall blocking half the course. Our first full course yellow of the weekend gave our hot pit crews fits, as most of the field elected to take advantage and come in. We had to tally 3 minute intervals for each one. Most of the racers were on top of it and kept proper time. A few did not and were subsequently recalled to the pits later in the race to serve out their time.

Some 7 or 8 laps later, the poor 944 was towed off and the green dropped again. It did not last long as Sean Irby's new Corvette racer lost the drive shaft as he went thru Turn one. He was quickly towed off course and racing resumed. With all the yellow flag action, Tallini was leading the race for 7 laps in his Mitsubishi. Behind were Mello and Hayashi with Guilbault just behind. Van De Venter (#11 Porsche) had moved up as well with Donny Edwards (#2 Nor Cal Audi Dealers Audi A4) just behind. Miguel Escobar (#4 VW Golf) had moved well up the ranks (thanks to his pit error- he was later demoted a lap when discovered-DB.) At the halfway point Wayne Mello inherited the lead with Doug Hayashi just behind. This lasted till they pitted when Tallini was leading again. Further back you could see the super-cars of P1T, P1, and P2 making their moves through traffic trying to catch the leaders. This was too much fun to watch!

Tallini hung on for a few laps only to be eclipsed (hah!) by Anders Hainer in the APS Porsche. Anders couldn't relax as Harry Rady was using all that turbo

power to haul him in. Kenny Rumbaugh had retired with gearbox problems, so his potent 914-6 was out. Dwaine Dement had a contretemps with Tim Spencer (#44 Pennyweb 944) thru turn one. (We are still working on a determination of the incident at press time) It brought out yet another full course yellow. Pete Miller (#1 TRS



Group4 Honda) had a fun time giving Donny a helpful push down the straight to pass a few cars. He couldn't wait around for Donny to keep up in the nearly stock (read very heavy) Audi, so passed him early on. Some laps later, Benoit Pecqueur (#46 Pennyweb Mazda) was trying to stretch the turbo's legs too far and ended up scraping the wall. Not to be outdone, Mark Van De Venter lost his throttle at full pace and did a face plant with his Porsche near Benny. (Fortunately NO

ONE was injured during this event!) The race was winding down and the lead pack had lapped some of the field. Harry Rady passed Anders Hainer 4 laps from the end going into turn one (Busy place that turn one) Mike Eckhaus brought the big red Vette home third overall, Bruce Griggs was not far behind in his Mustang, Ken Masuda had climbed back up the ranks to take 5th. Robert Tallini's car just didn't have the suds to stay in front of all the faster machinery- he was 6th. There were 21 classed finishers. We had retirements in all classes and a few crashes.

We had a fun time at the awards ceremony with 1st thru 3rd overall and 1st thru 3rd in each class. Lots of smiles and a few frowns (hey - it's a race, isn't it?) over the final results. We want to thank all of the NASA and PRO Racers that joined us for this event. We also want to thank associate sponsors, VP Fuels, Franks Radios, and Nology Ignition Products. It was fun for the racers giving autographs and TV interviews. Lots of pictures were taken. Overall a very memorable and fun weekend. Our next stop is the Sears Point Oktoberfest (Oct 14-15). With sprint race and 2 hour enduro planned, we look forward to PRO eligible NASA racers joining us for the weekend. Look for entry info soon.

Penalty Box

Thunderhill Raceway
August 12-13, 2000

Saturday, Group A Race

Brent Aikin, PS7 Car 14, disqualification and 1 race suspension for body contact with Matt Kim, PCTCC Car 99. The contact was made in Turn 3 while C14 was attempting a pass on C99. Both cars left the track as a result of the contact. C99 sustained body damage which will require repair. Mr. Aikin chose to take his race suspension that day.

Saturday, Group B Race

Hunter Brown, PS3 Car 51, repositioned to last place for passing Craven/Nelson, PS3 Car 86, under a standing yellow. The pass occurred between Turn 3 and Turn 5, while there was a standing yellow flag at Turn 3 for a 240Z off drivers left at Turn 5.

Sunday, Group A Race

Tom Olivier, P7 Car 6, repositioned to two places in class behind Richard Vanni, P7 Car 64, for contact resulting in a pass being completed. Olivier was starting an inside pass attempt entering Turn 2, saw that he could not make it, tried to back out, but contacted Vanni in the left rear causing him to go wide. Olivier and at least one other car passed Vanni as a result.

Sunday, Group B Race

Tim Valencia, SU Car 85, and Robert Dunigan, PS2 Car 89, repositioned to last place for passing two GTIs in Turn 8 under a standing yellow flag and red cross flag. The flags were out at Turn 7 for Car 2 off drivers left between Turn 8 and Turn 9. Greg Righetti, CMC Car 60, repositioned two places in class behind Phil Peterson, CMC Car 74, for contact resulting in a pass being completed.

Auto Trivia

1. What is GMC's version of the Chevy Suburban called?
2. What car shares the Ford Escape's platform?
3. Name a 2000 Olds sedan model.
4. Which of these roadsters is available with AWD. BMW Z3, Porsche Boxster, Audi TT, or Honda S2000.
5. True or False? The 2001 Eclipse is available with a turbo engine.
6. What other Pontiac model is the Aztek based on?
7. What year did Mario Andretti win the World Driving Championship?
8. What car did Mario Andretti use to win the World Driving Championship?
9. According to September 2000 Road & Track, where and how much is the cheapest and most expensive gas in the world?
10. Who owns Aston Martin?

Coach's Insight

By Bob Cornish

It has been a while since I provided information about driving a racing car, (as compared to writing about coaching performance) so I thought I would do that this time. Here it is, from 30 plus years of racing experience as a winning driver, racing coach, and interested observer, all (ok, most of) the information you need to know about driving a racing car. For long time readers some of this will seem familiar, for new readers enjoy. This information assumes a properly set up racing car. I am going to cull the volumes written about traction circles, weight transfer, g forces, and so on, into the simplest basic facts as they apply to driving a racing car (there are additional volumes written about engineering and tuning the car for optimum performance that I am leaving out). Here they are:

1. First of all the single most important objective in getting a racing car around a road racing track in the quickest time is to have the car always be at the maximum Longitudinal G force (acceleration and/or braking) possible. Every statement that follows effects this objective.
 1. Tires have a finite limit to their grip (traction) on the racing surface at any given time. This limit is affected by the softness of the rubber of the tire, the temperature of the tire and the racing surface. The grip will generally increase as the temperature rises up to an optimum level, at which point further increases in temperature will result in less grip.
 2. Lateral G forces reduces or eliminates Longitudinal G forces.
 3. Tires get more grip when the weight on them increases.
 4. Banked camber turns have the effect of adding weight to tires.
 5. Off camber turns have the effect of removing weight from the tires.
 6. Weight transfers to front tires under braking.
 7. Weight transfers to rear tires under acceleration.
 8. Weight transfers to right side tires when making left turns.
 9. Weight transfers to left side tires when making right turns.
 10. Aerodynamic down force, (wings, ground effects) increases weight on tires.
 11. As speed increases, aerodynamic down forces increase, and the lateral G forces the tires are capable of generating increases.
 12. Given the same Lateral G force,

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Virginia Chapter

Virginia Chapter Holds Second Championship Autocross

By: Karen Kraus

Despite fate's best attempts to stop it, the second event in the Virginia chapter's Mid-Atlantic Autocross Championship series was held July 23rd at Virginia Motorsports Park, in Dinwiddie, Virginia. Eighty-five drivers braved possible rain to drive the course designed by MR2 drivers Jonathan Roberts and Doug Newhard.

The main event of the day -- besides getting to see autocross director Karen Kraus set up the new timing system in record time after arriving ten minutes before the scheduled first car off -- was the ProKhana indexed class, with payouts to the top five drivers. Sixteen drivers elected to run the money class. While some very fast Miatas, MR2s and Imprezas were running, it was the dark blue SF Motorsports Boxster of new member G.H. Sharp that dominated the course. Sharp's smooth driving allowed him to walk home with \$128 from the prize pool, over second place MR2 driver Doug Newhard. North Carolina's Shawn Whipple, in his screaming yellow No Gum Racing Integra Type R, drove well enough to take home third. Jonathan Roberts' MR2 grabbed fourth, barely, from the ever-improving Kartboy Kustoms Subaru Impreza driven by Eric Kriemelmeyer. Just a tick out of the money was Tim Aro, whose Rosen Autosport Miata was surprisingly not the quick ticket on this course.

A variety of classes were represented this day in the regular run groups. Super Stock saw the classic RX7 versus Corvette battle won by Justin Wade's RX7, over points leader Gil Smith's 1996 Corvette. Bumped into SS, Leah Wade, codriving her husband's car, wasn't too far out of the running in fourth.

B Stock was interesting in the absence of ProKhana drivers Tim Aro, Eric Peterson and Ed Raymundo. Maryland driver Mark Widrick had impressive runs to win this class by 8.3 seconds over Andrew Warren. C Stock also had a different look with points leader Jonathan Roberts running the ProKhana. Jeff Cuneo, in a first generation MR2, took the win by less than three tenths over Brad Mackey, driving a second generation RX7.

The VW GTI shared by John Schickler and Dave Merz won ES with Schickler driving; Merz was a tad faster, but was running the ProKhana class. With F Stock points leader Karen Kraus driving an STS Subaru and Pat Griffith, who was second in points, deployed to Saudi Arabia for the summer, the F Stock win was up for grabs. Dan Ecclestone wasted no time in grabbing it in his 2000 Camaro Z28, with bumped FSL Mustang driver Bridget Sigler not too far behind in second place.

Subaru Imprezas were found in abundance at this event, but they could only manage a second place in GS, with Torin Kropp driving. Aaron Shine, now with race rubber on his Dodge Avenger, eeked out the win by less than a tenth.

H Stock was the domain of Sean Minehart, whose Team Underdog Civic was running times quick enough to win

ES. Chris Sharpe, in the newly purchased family Protege, was the unfortunately victim to Minehart's driving.

Street Touring S was third only to DSP and Street Tire in entries in the regular classes. Subaru Imprezas again were seen in force here, taking the top three spots. Lee Reodica was quick enough for first, with Karen Kraus in the Kriemelmeyer car less than two tenths back. Mark Gerrard overcame off course problems to take third over NX2000 driver Erik Roper.

A Street Prepared was a mix of two ASP cars, an ESP Camaro and ASPL. As would be expected, an ASP car won this class, and that would be Bruce Thompson in his Porsche 944 Turbo. Eric Baker's MR2 Turbo was four tenths behind in second while Novice class winner Richard Kenefick nabbed third in his ESP Camaro.

Only two CSP drivers? Virtually unheard of in this area, but many of the regulars were on vacation. Beno Rubin drove his 1987 Civic to the win over the MR2 of Carlos Schooler. Of the regular classes, DSP was the largest with 9 entries. Tom Bleh made the drive from Virginia Beach in his BMW to put in an impressive set of runs. On the edge every time, his best was a 43.098, which was top indexed time amongst the non-ProKhana drivers, was 11th overall. Nipping at Bleh's heels every run was Escort driver Joe Graves, with less than a two tenths difference between them. Graves was 12th overall on the index. Courtney Cormier's Neon R/T was left with third, with Joe McGroarty's 240SX in fourth.

A Prepared is often considered the domain of small British cars, and this event was no exception, despite a BP Corvette ZR1 being bumped into the class. John Lye's red TR4 took the win over Roger Garrett's way-loud ZR1, but only by about four tenths. Mark Snodgrass, co driving Lye's TR4, was less than a tenth behind Garrett, in third.

Mustang was the car of choice in C Prepared, with Tony Langley's red '91 in first and Eric Bonnett's primer Saleen taking second and third. Unfortunately for Bonnett, it was third with him driving it; co driver Calvin Sanders took second.

Co drivers John Maglieri and Larry Allamong battled for D Prepared honors in the Triumph Spitfire they share, and Maglieri came out on top by just over a second. The Cooley clan had a similar situation in A Modified, with son Bernard garnering the win and fastest time of the day on a blistering 36.991 third run. F Modified also saw co drivers duking it out, this time Mike Noska and Drew Patterson in a Zeitler Formula Vee. Noska took the win here. The lone Formula Junior driver, Scott Minehart, drove extremely well for a time of 47.778.

Street Tire, an indexed class, continues to be popular in the Virginia area, with eight entries. Peter Glekas brought a new Celica GTS in for the win over Marc Portanova's Miata. Morgan Friday, driving a street prepared Suzuki Swift managed third.

Of the novices running this day, Richard Kenefick drove his Camaro well enough in ESP for the win over

GS driver Tim Smiley. Michael Moran, at his first autocross ever, brought his GS Impreza into a third place Novice finish over Brian Elswick in a second generation RX7.

Despite the 90 minute late start and the threat of rain, everyone got four runs, and there was even time for fun runs at the end. The course designers got two thumbs up from practically everyone, and while things looked like they were going all wrong from the start, the day ended up on a high note.

The next event is August 6th at VIR in conjunction with the race and driving school there. After that is October 1st at Virginia Motorsports Park. See you there!



photo by Headonphotos

Third Virginia Chapter Autocross at Virginia International Raceway Packs Double Punch

By: Karen Kraus

The weekend of August 5th and 6th at Virginia International Raceway in Danville, Virginia saw NASA's Virginia Chapter packing as much into two days as any club could. In addition to races and a high performance driving school, on Sunday, the club took advantage of VIR's autocross lot to stage a small event, which brought out some of the regulars as well as some of the track day's participants.

A last minute addition to the schedule, only twenty people made it to this, the third in the Mid Atlantic Autocross Championship. The small size of the lot the VIR Club has designated an "autocross lot" also likely kept some potential participants away. However, a brisk running order -- 5 cars in a "heat" -- and six runs on the mid-to-low twenty second course brought smiles to the faces of those who did come out to play.

The course consisted of an initial three-cone slalom, followed by a difficult right hand turn into what was obviously a straight made for course designer Karen Kraus' Camaro Z28. Another difficult right hand turn lead into what turned out to be another straight, but visually was the one of the hardest parts of the course; many off-courses were recorded in this section of gates that were off-set, but wide enough to go straight through. This second straight ended in a tight 180 degree turn, followed by a left-hand "curved slalom," with a right hand kink at the end through the finish. The surface was good, sticky asphalt, and had evidently never been used for anything other than skidpad practice during drivers' schools.

The first group of five cars were a mismatched bunch of DSP, GS, FS, and STS cars, including the course designer in her Camaro Z28 on street tires. Engelbert Muelhaupt set the pace as first car off, running in the 22s. Newcomer John Norton's GS Subaru and Aaron Shine's GS Avenger both saw 25s on their first runs, but Shine

eventually improved to a 23.8. Norton managed to get his street-shod Impreza to a 24.7 in his competition runs, and further improved to a 24.3 in fun runs. He finished third in the street tire class and second in novice. Kraus' Camaro made for some entertaining runs, as the V8 power broke the street tires loose in every turn. She managed a 23.6, which was fast enough to take the combined DS/GS/FS class over Shine's Avenger. Mark Gerrard's Subaru Impreza started off in the 25 second range, but improved to a 24.0, good for second in STS, as Eric Kriemelmeyer, also in a Subaru, ripped off a 22.5 second run in the second group of 5 cars. Kriemelmeyer's Kartboy Kustoms sponsored car also had the fastest indexed time of the day, 17.6 using the PAX index.

Muelhaupt's 22.6 was not good enough for FTD, nor even first in DSP, as Eric Rosen, in the Rosen Autosport Nissan Sentra SE-R, was feeling healthy enough to compete at this event. In his competition runs, Rosen brought his time down to a 22.3, good enough for the win, and the course was evidently fun enough to lure him out again later in the day for some non-competition runs, where he managed to take the "unofficial" FTD of 21.7. The official FTD was set by Roger Garrett, who squeezed his six runs in between sessions on the track. Garrett ran a 21.8 on his last run in his BP Corvette ZR1, a tenth faster than CP winner Tony Langley's bright red Mustang.

Several other track participants competed in the autocross in the street tire class, including that class's winner, John Moody, who was driving an Acura NSX. Jonathan and Shanta Martin, driving his-and-hers F-bodies, Ken Stern in an Integra GSR and Matt Hill in a 1999 Porsche 911, also "double-dipped" on Sunday. Al Zimmerman, a VIR Club member who "happened to stop by to see what was going on," took second in the street tire class and first in novice class in his Porsche 944 Turbo.

Some flaggers even took time during their lunch break to run. Eric Stadig, a regular in STS, brought his Sunfire out and finished 3rd, and Dan "Never-been-to-a-track-before-in-my-life" Blackman finished 7th in street tire and 5th in novice class with his NX2000. Extremely helpful in all respects, Mike Brown succumbed to the lure of the autocross, running his STS Honda Civic to a 4th place finish in class and third in novice class.

NASA-Virginia has decided that despite the size of the lot, they are going to do another event at VIR on September 17, this time in conjunction with their race and school weekend that includes the Motorola Cup finale. After that is October 1st at Virginia Motorsports Park. See you there!



photo by Headonphotos

Reno Chapter

Virginia City Hill Climb on June 24-25 was a big success

By Brian Hunt
Reno Chapter

The NASA Reno Region teamed up with the Ferrari club of America and the Shelby club of America for a total of 78 competitors. NASA competitors swept the competition. The top three podium positions were all held by NASA participants. 1st place Ori Rosenbaum ran a 3:23.342, 2nd place Brian Gaudet ran a 3:33.223 and 3rd place Dave Meligan ran a 3:33.361. All three competitors were running on DOT approved 700 Victor racer, Kuhmos. The event was the Ferrari Club of America's 29th year at Virginia City and NASA swept the pack! For those of you who are not familiar with the Virginia City Hill Climb, allow me to give you some background. Virginia City is a small mining town 24 miles southeast of Reno, Nevada. This race or hill climb is very unique because it takes place on a Nevada paved State highway. The route is five miles long, consisting of 22 turns and three straight-aways. The course ends in front of the local county Sheriffs office adding to the outlaw of this event. Once a competitor completes a run up the hill he can return to the bottom of the hill using a functioning state highway. All hill climbs that have run in the past have been organizers from out-

side the area. The events on the financial and social ends have been prepared fairly well, but when it comes to the race (you have just driven 300 miles plus to attend) the event starts late or are not able to time an event correctly. NASA Reno Region is going to change that pattern. Being based 15 miles from the course and knowing the correct contacts, NASA is going to put on a three-day event July 22nd, 23rd and 24th, 2001. NASA Reno Region has realized that two-day time trail events with 60 plus competitors with no practice and qualifying runs for previous and new entries does not work. We will have a three-day event utilizing Friday as practice for previous entries and qualifying runs for new entries. Adding the third day to the event will lessen the amount of time competitors have to wait between runs. Placing competitors within a 20-second time span of one another and dividing the competitors in 4 groups of fifteen and allowing each group 2 to 2 1/2 hours on the hill each day. The total cost for all three days will be in the \$350.00 or less range allowing Friday to be optional for previous entries the cost will be in the \$250.00 or less range. If you have any questions or comments please contact Brian Hunt at VCHARENO@aol.com or (775) 884-9299.

Puerto Rico Chapter

Puerto Rico Chapter Solo One Provides Tight Competition

By Francisco Rivera
Puerto Rico Chapter

There are brand new people that organize these events. So we are back with more excitement! This Sunday was their first event in Arecibo Speedway, about 30 drivers ran their heats and put all the experience in the track!

More events to come. The calendar of events for the remainder of the year is as follows:

- August 5-6.** Las Americas Speedway in Santo Domingo.
- August 19-20.** Arecibo Solo One
- September TBA.** Nationals in Salinas Speedway
- September 9-10.** Arecibo
- October 14-15.** Arecibo
- November 18-19.** Arecibo
- December 9-10.** Arecibo

Below are results from the previous event with the best time and the name of the driver:

SOLO ONE event
22 and 23 July 2000
Arecibo Speedway

Time	Name
1.07.61	José Garufi

1.08.37	Guillermo Sigüenza
1.08.45	Carlos Ninn
1.08.91	Carlos Baez
1.08.92	José Tremol
1.09.00	Edwin Justiniano
1.09.00	Manuel Matos
1.09.00	Juan Acevedo
1.09.10	Miguel Alcrudo
1.09.31	Hector Collazo
1.09.33	Lucas Torres
1.09.71	Ricardo González
1.10.06	Miguel Alcrudo JR
1.10.29	Raúl Berríos
1.11.06	Sigfredo Torres
1.11.52	Robert Tañón
1.11.70	Pedro Gorbea
1.12.00	José Carro
1.12.43	Monique Díaz
1.12.60	Ricardo Alcrudo
1.12.94	Juán González
1.14.04	Francisco González
1.14.34	Juan Pérez Toledo
1.15.00	Richard Hephill
1.15.30	Francisco Mejías
1.16.50	Robert Jiménez
1.16.81	Larry Rodríguez
1.17.02	Edgardo Escobar
1.17.37	Jorge del Castillo
1.17.75	Pablo Vázquez
1.18.00	José Figueroa
1.18.48	Leonardo Maduro
1.19.00	Luis Velasco
1.19.45	David Pérez
1.21.38	Juan González

Phoenix Chapter

September Event Welcomes Drivers Back to PIR After Long, Hot Arizona Summer

By John Schattenberg
Phoenix Chapter

Summer's Over: Time to go Racing in the Valley...

A large welcome back to all our members and those who will become new members, as we resume activities at Phoenix International Raceway's 1.51 mile road course. It's been a long hot summer and it seems like forever since our last PIR event last May. But on September 16th and 17th we will return to our full normal program including our Nationally acclaimed Novice Driver's School, Open Track sessions for street car drivers, and the resumption of our tight points battles for our White, Blue and Yellow race groups.

Our guest group for the September event will be the NASCAR Southwest Series, Winston West, Late Models, Super Late Models, and Trucks on the one mile oval. These cars will be gearing up for the NASCAR Winston Cup weekend in early November at "the worlds fastest one mile". Darrell LaMoure will be leading his fellow NFSWS drivers on the oval both Saturday and Sunday. In the past we have had stars Doug McCoun, Bob Lyon, and points leader Matt Crafton

join Darrell at our events. This event promises to be at least just as notable.

Our points battles in our race groups have tightened somewhat over the summer as well. At the St. Johns Grand Prix, the points lead in PS2 was turned over to John Landers, but Rick Downing and Bob Witte are there breathing down his neck. Ted Fisher has the lead in PS1, but Jim Fluckey, Phil Mullen and Cheryl Angotti are within striking distance as well. In PCTCC, Jason Briedis leads the way, but could be caught very easily by Mario Rigoli and Sean O'Brien. Spec RX-7 is lead by Wes Watson, but Dan Murphy, Mark Seargeant and Phil Hopper are also ready to take the lead. And in Pro 7, Rich Stokes still has the lead, but Andrew Goldschmidt and Dennis Lehto could catch up in one race weekend. So as you can see, many of our race classes will go right down to the wire before the Championship is determined. Missing an event could be costly.

Open Wheel Yellow Group Can Race for \$\$\$\$....

A sponsor has came aboard at the St. Johns Grand Prix, who wishes to see more open wheel cars running in the Yellow Race Group. They pledged a

\$1,000 purse for every 10 cars who started the Main Event. Unfortunately, there were only nine cars who started the Yellow Group Open Wheel race, so the sponsorship money was shelved until the next event.

So... If at least 10 cars enter and run in the Yellow Group Main Event, they will be racing for a purse of at least \$1,000 which will be distributed down to several positions, depending on the number of cars in each class. If 20 car race, then the purse is \$2,000, 30 cars gets \$3,000. Get those arm restraints dusted off and let's race for some real money.

The SWE Challenge After 3 Events....

There have been 3 events run so far in the Southwest European's SWE Challenge for the Blue Race Group. Those who have run any of the last 3 events in PS1 of PCTCC have also been included and we will continue to do so as long as you are running in the Blue Group. After 10 races and 3 events the top 15 positions out of 50 drivers who have scored points is as follows:

1.) Brent Moyer	1597 points
2.) Jim Fluckey	1255 points
3.) Victor Felice	1219 points

4.) Ed Ochylski	1139 points
5.) Jason Briedis	1110 points
6.) Manuel Gil Del Real	997 points
7.) Mike Schmidt	891 points
8.) Bob Hillis	862 points
9.) Scott Zeller	723 points
10.) Phil Mullen	704 points
11.) Nick Warriner	596 points
12.) Ron Bergamo	578 points
13.) Frank Beck	527 points
14.) Phil DeAngelis	532 points
15.) Tom Gonzales	503 points

Keep in mind that the difference between 15th place to 50th place is less than 400 points, so the winners are still very much wide open. If you run the Blue Group, you are automatically entered, however, you must carry SWE Challenge and sponsor decals on both sides of your race car to be eligible for the prizes. An SWE representative will be at every event to assist those needing decals and checking those who don't. If you need decals, contact Victor Felice at Southwest European at (480) 998-2480. Or contact him at any NASA Phoenix event. To learn more about the SWE Blue Group Challenge, or to see positions 16 through 50, log onto our web site at: www.NASA-AZ.com.

Racing Roundup on the Move

Racing Roundup-Arizona is on the move once more. Beginning Monday, August 21, 2000, the #1 motorsports show in Arizona will leave the Bell Canyon Hooters and head downtown to the Arizona Center Hooters located at 455 North 3rd Street in Phoenix. Jamie Reynolds, Darrell LaMoure and

Chris Hines will continue to conduct live interviews, report on weekend's events and debate issues at hand. To hear "up-close and personal" interviews of your favorite drivers and teams, join Racing Roundup-Arizona every Monday night between 7 and 8 PM on SportsRadio 550 AM KGME, live from the Arizona Center Hooters. Racing Roundup-Arizona is the Official Motorsports Radio Home of NASA-Phoenix Region and a long

time supporter of your region. The results of our race weekends are broadcasted on the Monday nights following our events. They have assisted us on many occasions including our Awards Banquet and the 1st Annual NASA Grand Prix of St. Johns. Darrell LaMoure is our "NASCAR Circle Track Representative", and Jamie Reynolds has been seen on the road course in the "Mr. Delightful RX-7". Several of our members have

been guests on the show including John Gill, Mike Schmidt, Jeff Lepper, Arie Luyenduk, Jr., Angie Hilton, Larry Pond, John O'Hair-Schattenberg, and others. This move makes the show more accessible, for most of us to join the live broadcast. We hope to see you all there more regularly for a night of fun bench racing, nice door prizes and much, much more. We'll save you a seat.

Letters

I attended the St. Johns driving event and I can honestly say that I had a "ball". Best driving event in a long time. The people were terrific and fun to be with. I really appreciate how smoothly the event was run. With all of those people, it amazed me that it all ran so perfectly and remained on time. Also, all of the event workers treated everyone like mature adults and therefore everyone acted accordingly. This was much appreciated and a lot different from other events that I have attended.
Randy Urlik

What a great race weekend in St. Johns! It takes work and dedication to put on such an event. We have been to many events in the past and this was by far the best! It was comfortable, user friendly.... I really liked what I felt and observed. Way to go!!!
Candi Stubblefield

Larry and Vicki,
Thanks again for providing a great event (most fun I can remember). Looking forward to seeing more of you on the track this fall. I'll get my reservations going for next year's events in St Johns!
Mike

Mike
Thank you for your kind comments about St. Johns. Our reward is when our members have a good time. Vicki and I just returned from St. Johns where we planned next year's program. We will be holding the Second Annual Grand Prix of St. Johns on July 4-7 next summer. We are working with the sponsors to make it even better--- a great party as well as better rewards for the drivers.

We will also run an event at St. Johns Labor Day Weekend Aug 30-Sept 2. This second event will be planned in the same manner as the Grand Prix. Thanks for coming. Racing with you is always a pleasure that I look forward to.
See you at our Fall events!
Larry & Vicki Pond

I went to NASA VIR and crewed for Dave "No Feet Racing" Hunt. Dave and I started driving Summit at FATT on the same day about 3 yrs ago and now he's making the transition from seat time and high perf. driver's schools to real deal racing, and he's just loving it. NASA has been a great place for him to start. He's planning on running his Camaro in MARRS ITE next year as well as NASA but this year he's running the full NASA series. As we've gone to each NASA event this year, the races have become better organized and the fields have become fuller and the racing tighter. We're pretty sure Dave's never going to catch Ted Hulse's gonzo 700 hp Porsche, but that's okay. He's still faster than most of the other NASA cars and you can only do so much with a stock motor and automatic transmission. Dave drives with hand controls because of an injury sustained when he was younger and while the automatic trans and the cumbersome twist grip throttle are certainly limiting factors, he somehow manages to always qualify up front and run at the pointy end of the field by driving ultra smooth and using the equipment he has to the fullest. I just watched his video from Sunday. He started on the outside of the front row and even though he was

passed by a couple of fast Pro Sedan 5 M3's, he hung with'em and finished 4th overall, 2nd of 3 in Super Unlimited. The race on Sunday looked like a blast. I sure wish I had brought my wheels!

One of the most encouraging things I saw this weekend was several drivers in the school group in race cars who are working their way into the race groups. I've always felt that if NASA's racing program is going to be successful, to a certain extent they'll have to breed their own crop of racers and not just count on drivers from other series going out on their free weekends. Seems to be happening. I saw novices showing up in familiar cars (it was nice to see Grant Carter's T2 Firebird again!) and I also noticed that a few of Dave's friends in the F Body Camaro/Firebird club (McGonigle's an alumni) are showing up with full cages in their cars and talking about possibly joining the race groups at some point. The folks behind NASA are working very hard to put on a good event and it's not always easy for them. One of my biggest concerns has been worker count. I went out as a passenger in one of the school groups on Sunday morning and saw a healthy number of workers in the corners. But there's always room for more!

I hope to get out and run with them before the season is out, but even if I don't I've still have had a blast going to their events and meeting quality people who have Redline synthetic flowing through their veins...

Al G.
Virginia

As you no doubt noticed, we were without our Chief Steward, Tim Noble, this past weekend at Thunderhill. Somehow I got roped in to trying to fill his substantial shoes. All-in-all, I think the weekend was quite successful, and we had a bunch of satisfied customers. But I'll be the first to say it was the dedication and team work of you folks that made it possible!

I'd like to take a minute say a great big THANKS to all the great folks that helped out. In particular, I had the pleasure of working directly with a few folks that deserve recognition. I apologize in advance if I leave out anyone. Mark Van Midde took on the daunting task of running pre-grid in (as always) a space too small. His efforts at the back of pre-grid made it much easier for everyone down stream. Thanks, Mark! Jackie really stepped-up to the plate on Sunday by keeping pre-grid apprised of counts. As we all know, it's so hot out there none of the drivers want to get belted-in and sit in the hot sun for any longer than necessary, nor do they want to have a mad scramble to get on track, so Jackie's dialog really made a difference keeping the drivers informed - and happy! Thanks, Jackie! Kevin and Stacey gave their usual superb tow service. Even one of the racers remarked about how skillful they were - of course, we've known that all along. The safety folks were also called in to action often to handle the mini brush fires caused by off-track cars. Todd Williams was there from early-morning Saturday tech. to the Sunday Enduro checker, giving his usual best at pre-grid and center gate, as well as a newcomer, Bill Wester. This was Bill's first event, and he served NASA well. Stan Goldstein and Dennis Taylor also were in integral part of the center gate crew. In addition, Bill and Dennis graciously pitched-in to man the BBQ for

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A Beautiful and Sunny Day Amongst the Corn with Team Thrifty Car Rental

By Jon Marvin
Team Thrifty

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If you're wondering how this all got started, it was a family barbecue on a warm sunny day. We were sitting around the pool talking about the upcoming annual Brentwood Cornfest. They hold a car show on both Saturday and Sunday. The Saturday show was small and featured low riders and tricked out bikes. The Sunday show was the Big one. My brother in law, Scott Perriera, said he and Tom Simon of NASA drags fame were taking their Brentwood Cyclery sponsored Volkswagen to the show and I for some reason said, you know, I should take my car Sunday also and we could hand out NASA stuff to kind of promote the whole NASA package. OK, the plan was on. I'd call Ali or Jerry and see if it would be ok and ask if they had any paraphernalia we could

Saturday morning I'm up at 6:30. Grab some coffee and outside we go. First we wash the dirt off, then we buff out the rubber from the harmonic balancer from the hood from the '68 Mustang that lunched his motor in front of me during a group 3 session at Sears Point- but that's another story. Then it's a re-wash, wax, windows and vacuum. At about 1:30 my cell phone rang and it was Ali. He and his wife were nearby. They were on their way to meet up with some friends and go carting in Stockton. Sure enough, we had 2000 copies of the Speednews to hand out. After talking for a couple of minutes, it was back to home. I finished putting on the final touches and started her up and loaded her on the trailer with her car cover firmly in place and enjoyed a nice evening with the

wife.

Sunday. D Day. Up at 6:00 a.m. and at the local coffee source by 6:45 with the car in tow. Then it was off to pick up my 17 year old nephew, Robert Marvin, who was going to help me hand out the Speednews copies.

Next it was my brother in law Scott's turn, who is Tom's chief mechanic, then Tom. These were a few cars lined up when we pulled onto the street where the gates were to go in. Within 20 minutes you could cut the testosterone with a knife. We were surrounded with everything from the Corvette club to classic oldies to race cars to you name it. Residents from the nearby apartment buildings came out, probably because their walls were shaking. Finally the gates opened up and we were in. I pulled the trailer into the faculty parking lot and thought to myself, you know you used to do it when you were a kid, and faculty parking lots always look better with burnout stripes down the middle. I pulled the tie downs and jumped in to fire her up and the starter decided to take a dump. No burnouts, Bummer. So we pushed. It was clean and looked good. It didn't have to run, at least not until the noise competition. So, off we went to one of the best locations in the show, thanks to Tom and Richard. We set up Tom's pop-up shade and table, hung our NASA banner and put out the Speednews. As we were sitting there waiting for the crowds, up pulls Bill from BPSi Racing in his Ferrari. We started talking and he asks, how would I like to have a couple of his Panoz GTSR race cars by our area? You've probably seen his Ferrari and Panoz

racers at a few of our events. I thought to myself, hmmm?, Crowd Pullers, perfect. Next thing you know we had a red Panoz on the left, my car, a yellow GTSR with the hood and trunk pulled off, Bill's Ferrari and the new Panoz Roadster. We're definitely ready now. As soon as the gates opened, people started streaming in. We spent the next 10 hours talking NASA with anyone that was interested. We had at least 200 people that seemed extremely interested. It seems like we talked to at least a couple thousand people that day. Almost the entire Corvette club said they were planning a date to come out. I talked to at least 30 other Z drivers who want to see just what their cars as well as themselves are capable of. We talked to numerous people who are affiliated with SCCA and had heard about NASA, but had never known how to attend any of our events. Fill out the sign up sheet, here you go, not to mention the people who wanted to get into the drag racing side, or the wrenchheads who just wanted to talk cars. All in all it was one very productive day. We put the NASA name and information in front of thousands of people, not to mention a fun day with a bunch of motorheads, drinking beer and listening to live music at what seemed like our own private stage from 3 different bands. Did the car place? Nope, Scott and Tom were the judges, and I wasn't allowed to enter the competition, you know, nepotism, and I couldn't buy them off with lunch. Will I do it again next year? Registration sheet and the check goes out in the morning mail.

Borderline Motorsports USTCC Audi A4 Debuts at Los Angeles Grand Prix

By Mike Williams
Borderline Motorsports

After seven months of preparation, Borderline Motorsports finally premiered the United States Touring Car Audi A4 2.8 quattro at the Los Angeles Street Race this past weekend of July 15 and 16. Despite the fact that the Touring Car was mechanically stock, it proved to be very competitive on this very difficult and rough course. Despite predictions, the very soft stock suspension proved to be an advantage as there were several very tight, bumpy turns. Donny Edwards and Allison Duncan were able to apply power to the ground with the quattro system sooner and more aggressively than any other car there including the 600+ horsepower Porsche 911 race cars. "It was an amazing sight to see. This stock 3200 lb Audi quattro was pulling away from the Porsche beasts out of corners." Exclaimed Michael Williams following Friday's first practice session.

The Los Angeles Street Race also became an incredible forum for publicity as television crews appeared out of nowhere whenever a pit stop was made. The paddock area also became a great method of promoting Audi and the Bay Area Audi Dealerships as Borderline Motorsports displayed their beautiful 10' x 20' EZ Ups with huge Audi logos provided by Jim Oldham. A camera crew, headed by Brian Pierson from Fox Studios followed Borderline Motorsports over the weekend, placing cameras in-car and performing several interviews of each teammate. He is creating a television show focusing on Import Racing on the west coast. Originally an 8 minute segment was planned as a feature for Borderline Motorsports, but due to the quality of interviews and footage, Brian is

considering creating a 1 hour documentary on the team. Throughout the year, Brian will be covering Borderline Motorsports' races and updating his viewers as to the progress of the A4 quattro modification process. As the weekend progressed and times were released, Borderline Motorsports



found that they were lapping the course only 2 seconds behind the leader in a stock car! The advantages of quattro and having two of the best drivers in the sport were apparent. Unfortunately, while the handling of the car was an advantage, the power and weight of the car were the true hindrance for faster lap times. Alignments and tire pressure adjustments were simply not enough to overcome the huge horsepower differentials on the very long straightaway. Donny Edwards, being a master of making a car very "large" during the turns simply could do nothing to hold back the quicker cars on the long straightaway. Just before the qualifying race on Saturday afternoon, a failure in the power steering system surfaced and all

power steering fluid was lost. Fortunately, Donny Edwards has faced this challenge before and knew how to deal with the much heavier steering. As the automobile is so new, no spare parts were at the disposal of the team at the track, so the local Audi dealership was contacted by Michael Williams.

Championship with Borderline Motorsports, so the final resolution of the situation is unknown.

The results of the 1 hour "mini-enduro" were a bit disappointing for Donny Edwards, Allison Duncan and Borderline Motorsports as the team finished 6th out of approximately 15 cars. While that result is unfortunately out of the top 3, considering what state the car is in, that finish is spectacular.

Another new member is welcomed to the team, Meric "Medic" Turkoglu has been recruited as a crew member. While never on a race team before, having worked in an automotive factory for most of his life, his experience with the mechanicals of the car is extensive and extremely valuable. He is currently completing a mechanical engineering degree and is a native of Turkey. Welcome aboard Medic!

Borderline Motorsports would like to extend extra special thanks to Jim Oldham and the Bay Area Audi Dealership Group, Downtown LA Motors, Vortrag Motorsports, Ron Cortez of American International Motorsports, Rueger Designs, Sea Fresh Restaurants for catering for us at the racetrack on Sunday, Ace Cleaners for doing all of our clothes at the last minute, and last but not least, Allison Duncan, and Bob Duncan for all of his help in the pits, we definitely could not have done anything without you.

Borderline Motorsports is a newly founded race organization, competing primarily in the National Auto Sports Association, which is sponsored by the Bay Area Audi Dealers with major cooperation and assistance from Jim Oldham, the California and Nevada Area Executive for Audi of America. In addition to the Bay Area Audi Dealers,

photo by Headonphotos

Drag Race Review

By Dan Ruble
 Drag Race Reporter

After the short notice cancellation of the Sears Point race in June to ready the track for the Winston Cup boys, the NASA VW ET Drag racing Championship Series finally returned to the newly refurbished Sears Point International Raceway for the first time since 1998, on July 29th. Eleven cars showed up to vie for cash, gift certificates, trophies, bragging rights, and those all important championship points.

Qualifying started mid morning with two cars, those of newcomer, Tony DalCanto, a previous VW Trends Magazine feature car, and the beautiful Ron Lummus sponsored Pro Stock machine of Ben Pada both falling to transmission gremlins. First round of eliminations saw a strange occurrence as every race was decided by a bye, red light or mechanical ills. First up, new NASA member Greg Schmidt in his 1915 powered Ghia took the easy win as Rick Deleon, Bad Dog Racing, coasted to the 330 mark with a broken throttle cable. Next up paired Greg McNair of the "Buggy Gang" against Tom Simon in his Brentwood Cyclery/CPR sponsored Super Gas sedan. Unfortunately, Tom wasted a screaming 11.49 with an over eager launch, handing the win to McNair. The third pairing matched Gary Holcomb's buggy against the second Bad Dog, Greg Urritia with the Greg's VW Service machine emerging victorious over a red-lighting Holcomb. The final round one match up had Bob Mosier in his consist 12 second sand rail red-light to another new comer, Chris Brown in his 1915 powered Notch. Dan Ruble with the bye, rolled out of the lights, and combined the ensuing .117 R/T and attendant snail pace 3,355 60 foot time(!) with what is arguably the worlds slowest 2 liter, into an awesome 17.03 on a 15.47 D/I! Take'em anyway you can get'em said the lady in the timing shack. Second round saw Ruble's 15.74 on a 15.68 to an on the brakes 11.98 on a 12 flat put the always tough McNair on the trailer early. Other second round action saw the Greg's VW sedan advance over a red-lighting Brown as Schmidt got the bye. Semi finals had a battle of the break outs as Schmidt's way under 15.01 on a 15.40 D/I left Ruble paired with Urritia in the final. In what turned out to be a reaction time contest, Greg's .535 light to the .669 of Ruble was enough to take all the marbles. Ruble's 15.67 on a 15.60 dial was closer than Greg's 81 on a 70, but the damage was done. Both players moved well up in the points with Ruble garnering 91 points to lead Greg 204 to 198 in the Series. Well, that's Drag Racing! If you want to join in the fun, it's the cheapest racing in town. All you need is an air cooled stick shift VW and a few bucks. Sears charges 20 bucks to run, and you have to join NASA, but a little practice and you can be a winner too. Handicap, bracket, dial in, call it what you will, in ET racing a 20 second stock Ghia stands as much chance to win as a 11 second 115 mph Pro machine. Come join us if you want to have fun on the cheap, meet some great people and enjoy some close competition, the average MOV in ET racing is fifty thousands of a second. Now that's close! Next race in the Championship is scheduled for August 19th at Sacramento Raceway. For more information on rules or the series, contact Tom Simon 925 516 2334, mariesimon@prodigy.net, or Dan Ruble 408 448 1232 or druble@aol.com.

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Letters

continued from page 6

Saturday's usual feast. I can't forget Richard and Gene for their great efforts in Race Control. Gene again tracked violations and fuel/driver stops for the

Enduro. I also think we should thank Theresa the next time we see her, for all her efforts, especially for icing the beer at the end of the day - one of the most important tasks!

Again, I apologize if I missed anyone. I hope to see you all back at Thunderhill Sept. 16-17! As for me, I can't wait that long to drive, so I'm heading down to instruct at the NASA LA Chapter event at Buttonwillow Aug. 26-27 - and let me tell you, if Thunderhill is hot, Buttonwillow is scorching!
Jerry Brown

My wife and I really enjoyed the race weekend at St John's and the people were great!! However, if we are going to go there more frequently I have a couple of "constructive criticism" items for your consideration.

1. more paddock space needed. Parking in the dirt with race tires was not ideal and yet you really need to park next to your trailer, motorhome, etc. for tools and gear.

2. restructure the start - two by two through the esses when everyone is "pumped up" for the start made for some very dangerous lines and close calls (especially with all the marbles off-line!) The start line is just too close to the esses. 3. an intermediate flag station

These are not meant to be an indictment of the whole race structure, it was 99% great and I will race there again!

Thanks
Brendon Hirschberg

Just wanted to forward my appreciation of St. John's event. Sorry that so many racers had to leave Sunday eve due to work schedules on Monday, but I still had a fantastic time all weekend. Looking forward to additional summer events.

Charles Jackson Car #17

I am one of those nuts that drives his Spec7 to and from the track. I recently went to a NASA event in St. Johns, AZ. A 230 mile one way trip (I was going through Spec7 withdrawal). I have always been afraid to travel due to, what if I damaged my car? Well, it happened at the St. Johns Grand Prix this past July 1 - 3. I got the car back together and had a successful (I finished first on Goodyears and won \$150.00 NASA bucks) race. I also drove the car back to Phoenix.

The damage to the car started with the left rear wheel coming off on the last turn of the last lap, with me in third place in the Spec7 group (first on

Goodyears). One stud pulled out taking the threads with it, one broke off, the others got mangled. A driver behind me said the car was 6 feet off the ground as the wheel went under the lower quarter panel and gas tank. I was looking at blacktop closely for an instant through the windshield. The wheel curled the quarter panel under and damaged the fuel tank. The rotor was ground flat and was useless.

The repairs went well, and I had a good attitude as well. With the help of Mark Seargeant holding the axle, we got the broken stud out. This was a feat given that I had Loctited all the studs in. We finally got the use of a vice to hold the axle to drill, tap and insert the Helicoil. Mark also had a brand new rotor in his collection of spare parts. Another Spec7 driver had the proper bolt for the caliper pivot.

What made the weekend so great were the workers, who were mostly "locals". One of them, Sandy, searched the track and grass area, and to my great fortune, found the missing insert for the Panasport. I was able to press (read, hammer) the insert back in. We finished this off as it got dark. The next morning I had Glenn Conover (Spec7 #45) follow me in the morning warm up session. One lap is all it took to reveal a major fuel leak on right turns. I found that the tank was leaking at the weld at the filler pipe at the tank. This was the only time I got concerned about driving the car home to Phoenix. Sandy knew another "local" that was working grid, that owned a body shop and salvage yard. He was so helpful. He did not have a tank, but he called all over the area and found one in Show Low, about 35 miles away. Glenn ran for the tank while Mark gave me a hand getting the tank out and prying the quarter panel away from the filler pipe area. I got the tank installed just in time for the 40 minute "Feature Race". The field was just leaving the grid as I pulled up still putting on the helmet and gloves. I caught up the the pack by the drop of the green and had a super race. I wanted to finish this race, so I drove thinking, not emotionally. I ended up in 4th in Spec7, and passed more than half of the field. The workers were cheering for me every time I went past them.

The dinner and awards session at the end of the day was a blast. They had the mayor and other city dignitaries participating. Also, a good country and R/B band that played into the night.

Thanks to NASA in general, Vicki Pond "the problem solver", workers and the usual collection of the best racers to race with (Spec7 Drivers) I had one of the best times of my life. I got 25 MPG on the way home to boot.
Leney R. Vautrin, Sr.
Spec7 #71

CMC Manufacturer's Points Race

At mid 2000 CMC season (as of 8/1/00), the calculated Manufacturer's Points are:

- Chevy Camaro 93**
- Ford Mustang 85**

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FOR SALE: 1988 Ford Club Wagon van. ¾ ton, fuel injected 351W, AC, captains chairs, 8 passenger, CD player, dual tanks, alarm, power remote locks, 130K, tow hitch, new tires, very clean, runs great. \$4500. Ali 510-222-2601 days or rscapri@home.com.

FOR SALE: 1974-1977 Capri parts. -Mallory distributor, dual point, fits 2.8 V6, new in box. \$125 BO -lsky ¾ race cam, fits 2.8 V6, new with lifters. \$125 BO 650-952-8751

WANTED: Contributing editors are needed for Speednews for the 2000 season. We need writers for every class. If you can write decently, let us know and you might get published. Call 510-232-NASA today.

WANTED: -1970-1977 Ford Capri in any condition. Ali 510-222-2601 days or rscapri@home.com

FOR RENT: Datsun 510 PS-3 cars. Very fast and competitive. Reasonable rates, track support. Starting at \$400 per day. 510-658-0116 John Peterson

FOR SALE: A pair of 1st generation RX7s. One bent and smokey with the required Pro-7 stuff, plus Butler seat, brake bias adjuster, Tokico all around, roll cage, 3 row radiator, air dam, my face on both doors, water/oil/temp and pressure gauges, camera mount, Haag stickers (easily scraped off), more stuff that I can't think of because I am sitting at my computer freaking out about money. And one straight with LSD rear end. Many spares, bits and pieces. Mix and match, go racing. Must sell all, soon. Best offer over free. Andy 415-467-3787/1758 or rotoryboy@aol.com



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Race Group Rule Updates

PS-7

Add to 7.8: PS-7 only: Any RX7 intake manifold and carburetor from a 1979-1985 RX7 may be used.

Touring Car

Effective 2/12/00
Add to: 7.32.13
Suspension bushing material is unrestricted.

Change 7.32.5. to read:

Any sway bar(s), traction bar(s) [to control rotation of the differential in rear drive vehicles], panhard rod [to stop lateral movement of the differential in rear drive vehicles], or Watts linkage may be used/added, provided their installation provides no additional purpose. The mounts for these may be welded or bolted to the structure of the vehicle. "Heim joint" type rod ends (spherical bearings) are allowed for use with any sway bar, traction bar, or Watts linkage.

Change 7.32.3. to read:

Any springs may be used provided they mount in the original location and the number and type (i.e. coil, leaf) remains the same as stock. Coil over type struts or shock absorbers, where a threaded sleeve is permanently attached to a housing are permitted. Spring spacers are allowed.

Effective 5/1/00

Change 5.8. to read:

Since promotion through dealerships, manufacturers, sponsors, etc. is a necessary part of the TCC, all vehicles must have a passenger seat and seat belts available to install in a minimal amount of time to carry passengers safely. OEM equipment is permitted, but safety equipment similar to the driver's is recommended. Grab handles must be provided for the passenger. Passengers will be allowed only during certain non-competition sessions, for promotional purposes only.

Change 7.4.6 to read:

Other than the dash pad, the remaining trim pieces in the interior may be removed including the rear and passenger seat. No sheet metal shall be removed or deformed unless specified in the CCR, these rules, and any addendums. The dash pad may be replaced with a "stock appearing replacement part." All holes resulting from removing the dash components (i.e. heater controls) must be covered by panel made of sheetmetal, carbon fiber, or other similar material in good appearance. This includes holes left in the door as a result of removing door panels. All such gutting must be done with keeping a nice appearance in mind (i.e. no tape covering the hole in the dash).

Add to Eligibility List:

1996-1997 Honda Civic Del Sol 1600 DOHC VTEC.
Minimum weight: 2540 lbs. for PCTCC or ACTCC, 2080 lbs. for USTCC.
This will be the last year of eligibility for this body.
1998-2000 Acura Integra Type R.
Minimum weight 2535 lbs.

Delete from Eligibility List USTCC:

1989-1991 Honda Civic.
1990-1994 Mitsubishi Eclipse
1989-1994 Nissan 240SX
1989-1992 Volkswagen Jetta/Golf

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NATIONAL AUTO SPORT ASSOCIATION



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Richmond, CA 94820
(510) 232-6272
(530) 884-6435 FAX
nasaregy@yahoo.com

OFFICIAL EVENT ENTRY FORM

Entry Form Only 7-19-00.doc

NON-NASA MEMBERS: MUST SUBMIT A NASA MEMBERSHIP FORM BEFORE THIS ENTRY CAN BE PROCESSED

SECTION 1: ALL DRIVERS MUST COMPLETE THIS SECTION.

NASA Member #: (REQUIRED) _____
Name: _____
Email: _____
Car Make _____ Car Model _____
Year _____ Engine CC _____ Color(s) _____
Car # Preference: 1st _____ 2nd _____ 3rd _____ 4th _____

Event Information (REQUIRED): Date of Event: _____
Name of the Track: _____
Days of participation with NASA (do not include track testing days):
Please circle all that apply: Sat / Sun / Mon / Tue / Wed / Thu / Fri

Emergency Contact: _____ Circle one:
IS present at this event. IS NOT present- call: (_____) _____
OR call: (_____) _____

CHECK THIS BOX IF ANY OF YOUR REGULAR INFORMATION HAS CHANGED
NOTE: PLEASE NOTE ANY CHANGES OF ADDRESS, PHONE #S, ETC. ON THE REVERSE SIDE OF THIS FORM

SECTION 2: (HPDE ONLY) HIGH PERFORMANCE DRIVING EVENTS, SCHOOL, AND OPEN TRACK

Run Group Preference (Check):
 Group 1 (Beginner: instructor assigned, passing on straights only, passengers permitted with instructor approval)
 Group 2 (Novice: same as Group 1, no instructor assigned, for drivers that have some track experience, but prefer a slower group)
 Group 3 (Advanced: group supervision, passing areas increase each session, final session passing anywhere with extreme caution)
 Group 4 (Expert: group supervision, passing allowed anywhere using caution)

I am sharing my car with (driver's name): _____ Note: Each driver will get the full amount of track time; therefore they must enter and pay separately. Drivers sharing cars are usually assigned similar car numbers simply for convenience.

Drivers wishing to test for a competition license must read all applicable sections of the Club Codes and Regulations (CCR). Drivers wishing to be tested for their license must submit all applicable fees and paper work together with this form by the deadline.

SECTION 3: ALL RACE ENTRANTS:

Points Region _____ OR
 I wish to run for no points this race.

I am in possession of a valid (check):
 NASA National Competition License
 NASA ACRL Competition License
 NASA Porsche / BMW Challenge Lic.
 NASA PRO Competition License
 Other approved (Specify _____)

Specify at least one Race Class:

I understand that this event is governed by, AND AGREE TO ABIDE BY, the Club Codes and Regulations. A physician has examined me and I am physically fit to participate in a high stress and physically demanding sporting event. I agree to allow NASA and/or its sponsors to use my name and likeness in any manner for publication.

The REFUND Policy is as follows:
HPDE / School/ Open Track: Full refunds with at least 1-week notice, otherwise no refunds/credits. NO exceptions.
Race Groups: Fees are fully refundable provided that you registered at least 12 days in advance and you notify the NASA office within 5 days following the missed event. No partial refunds allowed. This policy does not apply to special events.

Driver Signature _____ Date: _____

Fees
Entry fee (see schedule) _____
Enduro fee (\$150 per car & \$100 per driver) _____
\$25 Race Late Fee (by postmark deadline) _____
\$30.00 NASA membership (required) _____
\$13.00 Copy of CCR _____
\$20.00 NASA textbook (recommended) _____

**Make checks payable to:
National Auto Sport Association
Returned checks will be assessed a \$25.00 service charge. Entries at track may be assessed a \$50 late fee. Deadline for all events is 12 days before the event.**

Total Amount _____
Visa/MC# _____ Expires _____ (MONTH) (YEAR)
No American Express or Discover cards accepted.

I authorize NASA to charge my credit card listed above in the amount of \$ _____ .00
NOTE: Declined credit cards will CAUSE YOUR ENTRY TO BE REJECTED. Due to time constraints, it may not be possible or practically notify you in time. It is strongly recommended that you ensure that your card has enough credit remaining before attempting to use it. Additionally, you will be assessed a processing fee of \$25.

Credit Card Authorization Signature _____

SECTION 4: ENDURANCE RACING

(PRINT)-Each Driver must be a NASA member with license.
Team Name: _____
Team Captain: _____
Co-Driver 1: _____
Co-Driver 2: _____
Co-Driver 3: _____
Co-Driver 4: _____
More drivers can be listed on back.



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P. O. Box 21555
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Quick Notes

Important HPDE Schedule Change

All drivers wishing to participate at the October 14-15 event at Sears Point HPDE and/or Open Track groups should take note that the **HPDE and Open Track portion have been cancelled**. That weekend is reserved for only race groups. So if you would like to do an HPDE, plan on either September 16-17 or November 4-5 at Thunderhill.

Why Wait in Line?

Race group participants in the SF region are encouraged to use our registration by mail format. Send us your signed waiver and a completed tech form and we will mail your tech sticker and wrist band. No need to stand in line at the track at registration. Your car must have a current logbook to use this service and you must still have your logbook signed at the track. All you have to do is send us the two forms, giving us enough time to mail them back to you. Of course, if you owe anything such as money, or license, then we will not be able to service you by mail. But for the majority of the drivers, this could mean an extra hour of sleep in the morning.

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Grand Prix of St. John's Draws a Big Crowd

By John Schattenberg
NASA Phoenix Chapter

For those of you who were unable to attend the first Annual NASA Grand Prix of St. Johns, Arizona, there was only one word to describe the event... "Spectacular"! Well over 200 cars participated in the event over the 3 days, with over 150 race cars. Drivers came from California, Colorado, New Mexico, and even as far away as Bolivia and Peru. A great time was had by all.

Many of the towns people pitched in to help out. Volunteers came out in numbers on Thursday and Friday to help with the placement of tire walls and water barriers. And by Friday afternoon, everything was in place well ahead of schedule.

Jamie and Betsy Reynolds, and Alan Harlin of Racing Roundup-Arizona, from KGME Radio 550AM, took up the task of announcing the event. They provided a "play by play" of the race. During the

event, Jamie and Alan interviewed many of the drivers and officials, and really helped to bring the fans "up to speed" with each days activities. Mike Schmidt and Jeff Lepper also pitched in to give them a hand form time to time.

The racing was close and very competitive in all classes. With over 5 hours of actual racing, and 20 hours of practice, qualifying, and open track, there was only one incident of car to car contact throughout the entire event, and that was relatively minor contact during one of the 40 minute main events. This was evidence of the safety, and compatibility of the airport to be converted to racing conditions.

The American Indycar Series joined the event and ran the entire weekend completely incident free. Their racing was exciting and close and it gave the fans a real thrill to see these cars approaching 200 mph on the .45 mile long straight-a-

continued on page 2



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* Drivers wishing to be involved in the contingency program must run Miracle Autopainting of Napa decals and register with Dori @ 707-252-8322. Miracle Autopainting of Napa is a proud sponsor of the CMBE Racing Team



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