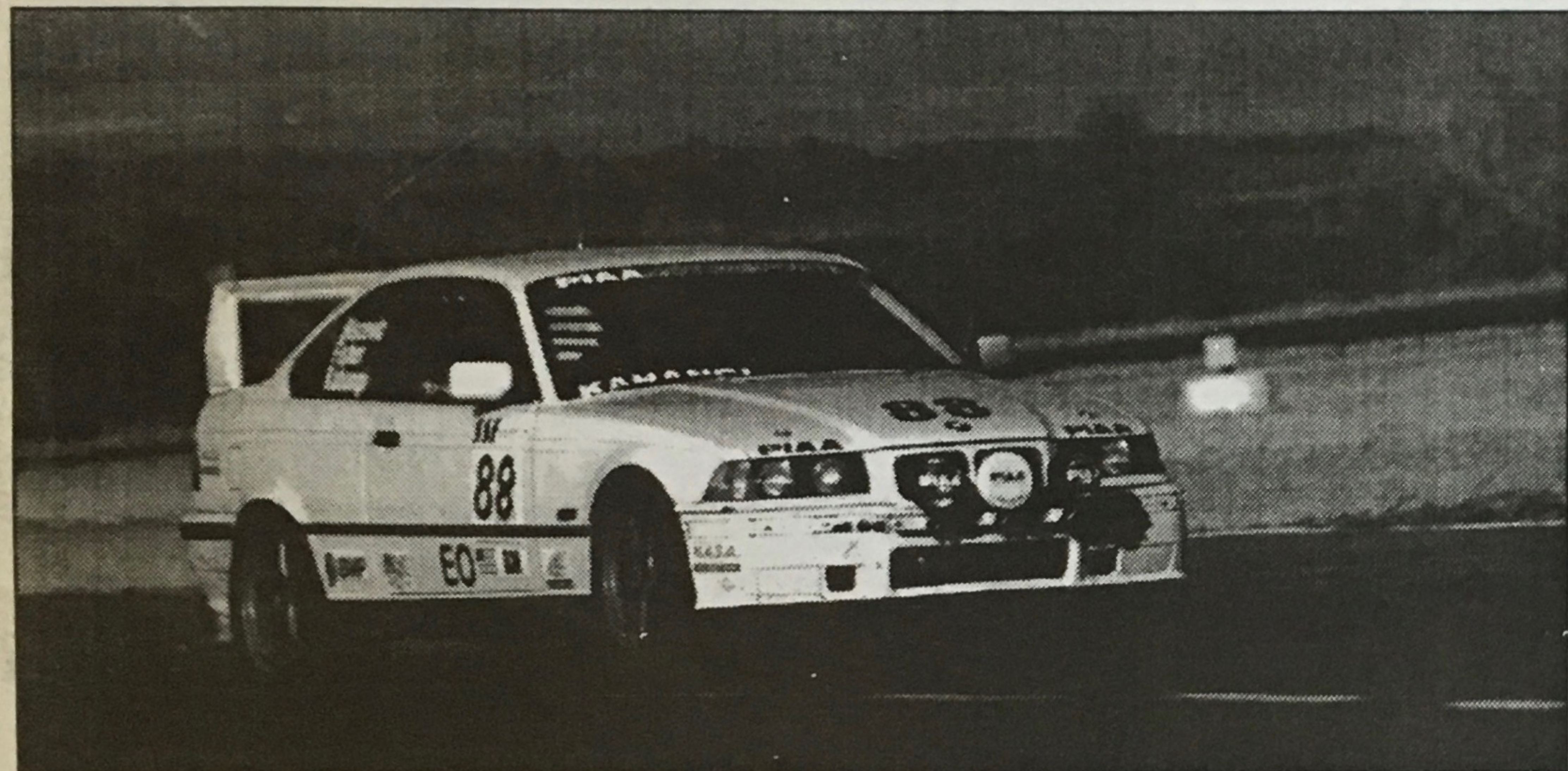


# Navid Kahangi, John Fisher, Richard Biscevic win NASA 12 Hour at Thunderhill in '95 BMW M3 by 6-lap margin



Ahead by six laps after 12 hours of racing, the winning BMW M3 (88) was shared by Richard Biscevic, John Fisher, and car-owner Navid Kahangi. A total of 48 cars started the annual NASA race at Thunderhill Raceway Park, Willows, CA, on Dec. 7.- —Norm Cabana/Head-On Photos.

By Tamara Hull

WILLOWS, CA, Dec. 8 — It was a dark and stormy night — wait, no it wasn't — that was last year's 12-hour race! It was actually a gorgeous, sunny day. We couldn't have asked for better weather in December for the annual NASA 12-Hour race.

It was a grueling grind over Thunderhill Raceway Park's 2.8-mile circuit, and after 12 hours the '95 BMW M3 shared by car owner Navid Kahangi with John Fisher, and Richard Biscevic crossed the finish line first. They call themselves Extreme Performance.

The race is called The United Rentals NASA 12 Hour at Thunderhill, the longest endurance auto race in the West

The winning team covered 309 laps, averaging 78.360 mph, and finished six laps ahead of its nearest competitor., the Team RNR Racin' Honda Civic shared by six drivers: Kevin Oelschlager, Dudley Loomis, Dale Kokoski, Gavin Erntone, Steve Pfeifer, and Sean Hester.

The overall winning BMW also won the Class EO victory. Team RNR's Honda won the E2

class, completing 303 laps and averaging 76.840 mph for the distance.

A total of 48 cars started the race a little after 9 a.m.; 29 teams took the checkered flag at 9 p.m. and the crowd adjourned to Franco's Restaurant in Willows for the 10:30 p.m. trophy presentation.

Third overall, a lap behind the Honda, was Team Tile Fantastic's '94 Porsche shared by Peter Smith, Mike Vadvilavich, and Gary Trudeau. They covered 302 laps, averaged 76.528 mph, and took second in the EO class.

The early race leader was the Fantasy Junction '83 Lola T-596 shared by Spencer Trenery, Bruce Trenery, Hans Kaufman, and Jim Briody. And then it broke. While it was running out front it consistently turned laps at 1:53.779. They lost 72 laps while making repairs.

The only other team to turns laps under two minutes was BM Racing's BMW M3 which finished eight laps down, completing 301 laps, turned a best lap of 1:59.395, and averaged 76.327 mph. They won the ES class. Drivers were

Continued on page 2

# MotoRacing





First in the ES class at the Dec. 7 NASA 12-Hour at Thunderhill Raceway Park was the Tammi's Boys BMW Team in a BMW M3 (2) shared by Scott Smith, Ralph Warren, Nigel Burns, and Bruce Matesso. The team finished fourth overall, eight laps behind the winning M3. —Norm Cabana/Head-On Photos.

## More: NASA 12-hr at Thunderhill

Continued from page 1

Scott Smith, Ralph Warren, Nigel Burns, and Bruce Matesso.

While the whole course was utilized, NASA elected to skip the tricky part of Turn 5 and had all the teams drive on the smoother by-pass.

There were headaches in the pits where teams tried to avoid incurring penalties for speeding or spilling gas. There were heartaches in the paddock where teams worked on their broken cars trying to get back into the race only to discover their race was over.

There was a twist to the penalty for speeding in the pits for this race. Glenn County Sheriff Deputies were on hand with a radar gun to record everyone's speed in the pits. If you exceeded the 25 mph pit lane speed limit, you had to pay \$10 for each mile over 25 by check to the Glenn County Sheriffs Association.

Fortunately for the Extreme Performance team, they never were cited by the Glenn County Sheriffs. This might have been one of the keys to their overall win. Extreme Performance brought a white 1995 BMW M3, hoping to win and they did! But Extreme Performance's win wasn't a sure thing. The Fantasy Junction team's red 1983 Lola 596C was the leader at the first, second, and third hours.

The Conversion Technique team moved their patriotic red, white, and blue ex-PTG 1997 BMW M3 into first at the fourth hour and stayed in that spot at the fifth hour and the sixth hour, with Fantasy Junction staying in the top five the entire time.

One lap after the sixth hour results were posted, the Conversion Techniques BMW blew up its transmission and they were out.

## Oakland Roadster opens at Coliseum

**OAKLAND, CA**—The nation's premier automotive stylists and hot rod, custom car and motorcycle builders have assembled their unique vehicles for national debut at the 3rd Annual Oakland Rod, Custom and Motorcycle Show, which runs Feb. 7-9 at the Coliseum Arena.

Their creations are among more than 250 street rods, race cars, gleaming boulevard cruisers, mild to wild motorcycles, Hall of Fame autograph sessions, model cars and vintage pedal displays throughout all three tiers of the Arena.

Chip Foose, an Art Center College of Pasadena graduate whose credits includes the initial concept for Chrysler's Prowler sports roadster, has readied a lineup of sleek machines for spotlight placement on the Arena's main floor, headlined by his champagne Speedster-Spyder 2003 Ford Thunderbird.

Arizona custom car stylist and builder Rick Dore, will unveil four diverse creations, a long, low candy apple '67 Olds Toronado, a deep candy green '50 Hudson Hornet, an orange candy pearl 2003 Cavalier tuner car (replete with Razzi body kit and KMC wheels) and a 2003 high tech Ford Expedition.

Leonard Lopez, owner of custom fabrication Dominator works in Brentwood, CA, has finished a sleek silver '33 Ford roadster for international motocross champion Jeremy McGrath

So by the seventh hour it was time for a new leader, the CSR Performance team's black and white 1997 WSR Mark II Toyota, but Fantasy Junction was right in there at second. The CSR Performance team were still the leaders at the eighth hour.

But Extreme Performance had moved its BMW into second overall at the eighth hour, pushing Fantasy Junction's Lola to fourth. The SSF Motorsports team's white and blue 1995 BMW M3 was also fighting to get to the top, sitting in third place overall at the eighth hour.

At the ninth hour, it's Extreme Performance in first and SSF Motorsports in second. Heim Brothers Demolition's orange RSR is now in third and CSR Performance is in fourth. 50 minutes later SSF Motorsports blew a head gasket and was done for the night.

Heim Brothers takes their RSR into the paddock to do some work and dropped a few spots. Extreme Performance was still the leader at the 10th hour and held this spot until the end, even after making a pit stop for splash of gas with just minutes till the checkered flag.

The announcer was announcing that when the leader, Extreme Performance, came across the finish line the next time, that would be the "white flag lap," meaning one lap until the checkered.

Due to Extreme Performance's unexpected (by the officials) pit stop, everyone got an extra lap.

It was rumored Navid Kahangi, owner and co-driver of the Extreme Performance BMW M3, wanted to stop by the Oakland Coliseum to compete in an autocross the day after the race. The team is convinced the car would not have let Kahangi down.

"We race the car in the same set up I use for autocrossing," Kahangi told *MotoRacing*. However, he arrived too late at the Coliseum.

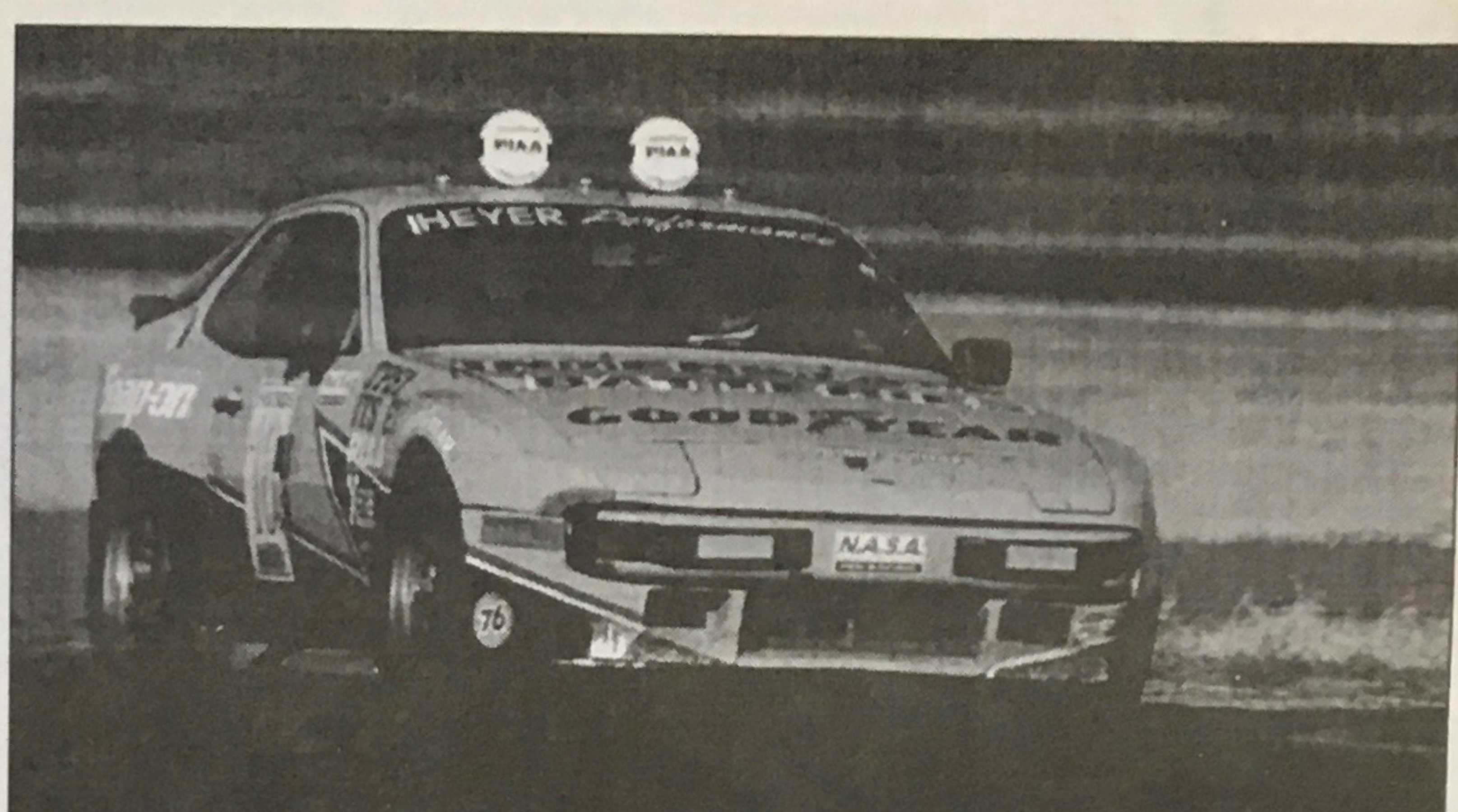
The drivers of the Extreme Performance BMW — Kahangi, Biscevic, and Fisher — never dropped a wheel off track in the entire race, a total of 309 laps, and with the exception of changing one tire, the car only got gas at its pit stops. The team thanked its sponsors: Extreme Performance (Kahangi's auto accessories store in San Jose, CA), PIAA, and Allen's Autobody.

The team also wants to thank their crew (which they shared with three other BMW teams, including mine) — Ralph Fallant, Jim Mercado, Jim Ochi, Peter Guagenti, Jerry Mouton, Donna Seeley, Jim Bassett, Steve Walsh, Darren Madam, Jonathan Bush, Mary Lou Starkweather, Doug Ellsworth and me. The Extreme Performance team was very disappointed when the SSF Motorsports team had to drop out near the 10th hour. The two teams had been battling all day and had been in the same class, E0.

The teams had been within two positions for most of the day, and they had changed places several times. The Extreme Performance team wasn't without it problems. The night before the race, a bolt broke in the head and they had to replace a leaking fuel pump. The SSF Motorsports team gave them the parts they needed. During their first driver change they noticed their differential was so hot it was boiling out fluid. But they believe that they chose the right tire for the race — Michelin Pilot Sport Cups, which held up very well.

### The Top 10

With five BMWs, two Porsches, two Miatas,



Winning the E1 class at the NASA 12-Hour race at Thunderhill was the Ettore Squeegie Team Porsche 944 (16) shared by David Modderman, Brandon Kraus, Jeff Glenn, Lew Larimer, and Tony Heyer. They were fourth overall. —Norm Cabana/Head-On Photos.

## Dave Brown crowned NASA's '02 American Stock Car champion

By David Huang

**LOS ANGELES, CA** — With four races remaining on the 2002 American Stock Car Challenge (ASC) calendar Dave Brown of Castro Valley, CA, clinched his second Championship title and continued his dominance in this popular traveling West Coast series.

Ironically, Brown sat out those last few races after his motor of over three seasons finally expired. But having the Championship in the bag, he spent the remainder of the season focusing his energy on prospects in the Southwest Tour.

Despite a string of victories towards the latter half of the season, Ken Stinnett of Tucson Arizona was unable to overcome Brown's points tally accumulated earlier in the season. Rounding out the podium was Dave Arnheiter of Los Alamitos, CA, who ran consistently in the top five throughout the season.

This semi-professional road racing series is hosted by the National Auto Sport Association (NASA) and the 2002 schedule called for 20 races held over 10 weekends throughout West Coast tracks such as Infineon/Sears Point, Thunderhill, Buttonwillow, Willow Springs, and Las Vegas Motor Speedway. Many of the races were held jointly with similar race groups such as GTA, ProFormance, ProTrucks, and NASA's own American Iron.

Early season plans had called for several races to be televised and held jointly with Mechanix Wear Speed Trucks, until last minute schedule changes prevented this from happening.

With close racing for the budget conscious racer as it's primary goal, this spec series features late model stockcars powered by identically sealed GM ZZ4 crate motors, spec Goodyear tires and minimum weight requirements. By theoretically equalizing the cars, the emphasis is on driving ability rather than large budgets. This format has proven to be quite successful judging from

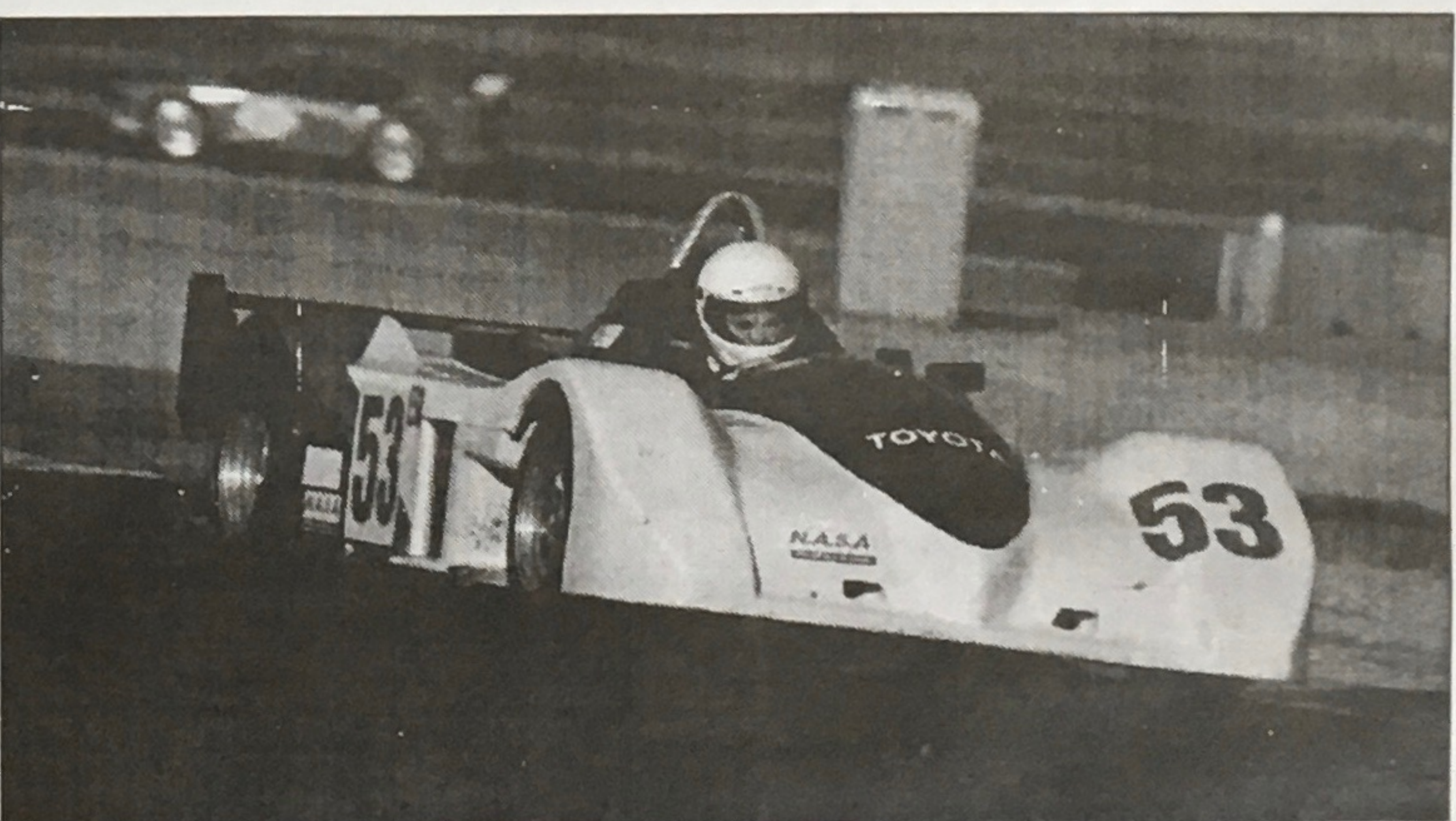
the roster of drivers who come from states as far as Arizona, Nevada, and New Mexico. And with their backgrounds in ASA, Southwest Tour, Winston West, Irwindale late models, FIA, SCCA's World Challenge, Porsche Club Racing, Pro7, and even karting, the racing is always exciting.

Sources indicate the 2003 schedule will prove to be one of the most exciting yet, with races tentatively scheduled at Reno, Nevada's Fernley Raceway, Arizona Motorsports Park, two "Roval" circuits (California Speedway and Las Vegas Speedway), in addition to the road courses in California.

Over the winter, ASC officials are also looking into a "relaxing" of certain technical rules in the interest of further lowering the cost to run in the series. To find out more about ASC, visit the official website at: <http://www.ascracing.com>

**2002 American Stockcar Challenge Championship Top 10:**

- 1) #11 Dave Brown (Castro Valley, CA)- Bugformance MotorSports Chevy Monte Carlo
- 2) #43 Ken Stinnett (Tucson, AZ)- Sundance Racing Chevy Monte Carlo
- 3) #33 David Arnheiter (Los Alamitos, CA) Ideco Ford Thunderbird
- 4) #45 Steve Hoke (Redding, CA)- Northstate Truck Equipment Chevy Monte Carlo
- 5) #22 Jerry Brown (Santa Clara, CA)- Chevy Monte Carlo
- 6) #02 Robert Davis (Atascadero, CA)- Mobile Lube & Service Chevy Monte Carlo
- 7) #55 Ed Olchyski (Mayer, AZ)- Scottsdale Super-cars Chevy Monte Carlo
- 8) #28 Chris Strom (San Carlos, CA)- Ross Auto Chevy Monte Carlo
- 9) #96 Mike Tolman (Richmond, CA)- Yorks Motorwerke Pontiac Grand Prix
- 10) #60 Steve Carvajal (Anthony, NM)- Sundance Racing Chevy Monte Carlo



First place in ESR at the NASA 12-Hour race, Dec. 7, at Thunderhill Raceway Park, was the Toyota sports racer (53) shared by Paul Schroeder, Tim Castellano, and Brandon, Whately. —Norm Cabana/Head-On Photos.

and a Honda Civic in the top 10, it was quite the race.

The RNR Racing team quietly took second overall and first in the E2 class in their yellow 1993 Honda Civic, completing 303 laps. The team attributes their success in part to co-driver Neal Looney's espresso machine which they kept busy all day. They were sponsored by Auto Innovations, ACT, and Rota Wheels. The team also thanked James Chin of JC Motorsports for the motor rebuild he did in 2002.

The RNR team also competed all season in the NASA enduro championship and won the E2 class with this win, but said they couldn't have won the championship without the help and encouragement of Pete Fowler and Mike Davirro of the Allegro Racing team. The Allegro team even loaned the RNR team their car for one of the 2002 enduros—and they're all in the same class.

Crew members for the RNR team were Kevin Chen, Russell Hill, Shawn Hughes, and Humberto Ortiz. RNR team drivers are Mike Quanand Derek Ramsey, along with Roger Foo and Neal Looney.

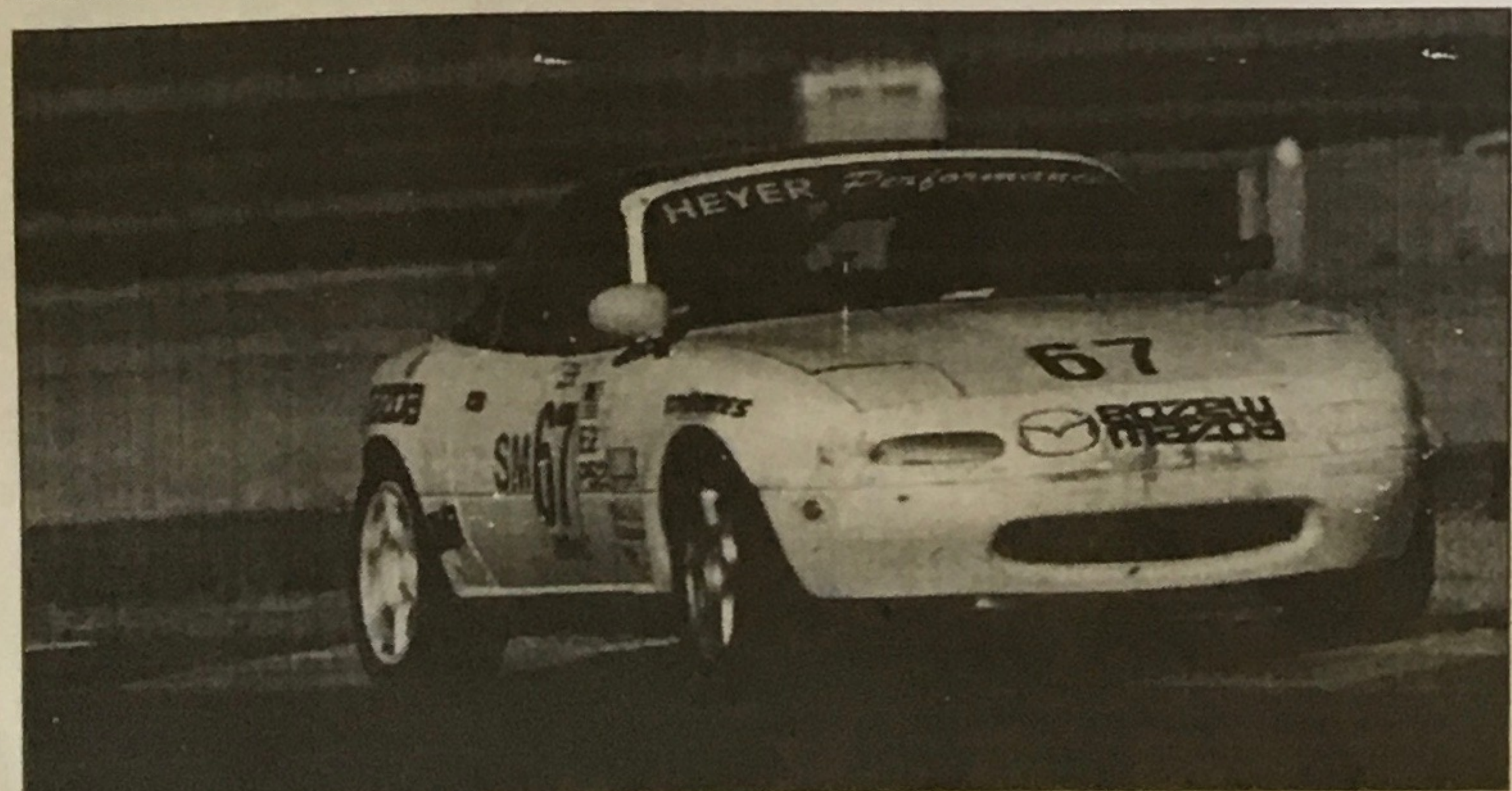
The Tile Fantastic team plowed through an-

other car (just kidding!) to take third overall and second in the E0 class in their red 1994 Porsche 968, completing 302 laps. The team's Porsche 968 was making its racing debut with this race. Nothing like breaking it in right!

Co-driver Peter Smith thinks the team did very well considering the car really wasn't sorted out. Smith mentioned something under his breath about hating BMWs since one beat his team for the overall win. But wait 'til next year. Smith says the team is looking for a front bumper, rear-bumper, hood, and left fender after their incident with a BMW in Turn 2 (read more below). Their sponsors were Tile Fantastic in San Jose and Strasse USA. On the crew were Susan Smith, Philip Smith, and Bryan Ashworth. Tile Fantastic team drivers were Peter Smith, Mike Vadvilavich, and Gary Trudeau.

B M Racing overcame early problems with their tires being too wide and disrupting the fuel lines to snag fourth overall and first in the ES class in their dark blue 1997 BMW M3, completing 301 laps. B M Racing shared pit crew with overall winner Extreme Performance and thanked

Continued on page 12



Single-handed for 12-Hours at the annual NASA Enduro at Thunderhill was Bill Brown in the Doctor on Duty Mazda Miata (67). Brown finished 41st overall, completing 131 laps, and was ranked 4th in the E2 class. —Norm Cabana/Head-On Photos.