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Taz Harvey/Roger Foo, Honda Civic win NASA's Timex 12:01 at Thunderhill Park

By Ali Arsham

WILLOWS, CA, Dec. 5—NASA drivers made history at the Timex 12 hour race held at Thunderhill Raceway. Forty teams attempted to overcome the obstacles and raced for 12 continuous hours in the longest race ever on the West Coast. The event was part of a fundraiser for the

San Francisco Chronicle's Season of Sharing program.

Taz Harvey and Roger Foo shared the winning Dublin Honda-sponsored Civic.

Being a long race, many teams were happy to drive at a slow and steady pace to save their equipment. However, the key was to find a proper balance between speed and durability. By the second hour the Heyer/Modderman team were out front in their Class-1 Porsche 944. They were turning lap times that were the same if not faster than those in sprint races. Chasing them and turning the same lap times were the BAF Auto team's Class-1 Mercury Capri. The V8 Capri actually had a slightly faster lap time but the two definitely had set the stage for all Class-1 cars. Ramsey's Solution Honda Prelude lead the Super Class and the CMBE-2 RX7 lead Class-2. The Import Auto team lead Class-3 in their Nissan but were being caught by about a second a lap by the Fernel Racing team's Nissan.

At the three hour mark, Heyer/Modderman showed no sign of slowing down. The Porsche 944 actually was turning a second a lap faster times. The BAF Auto team were still in second

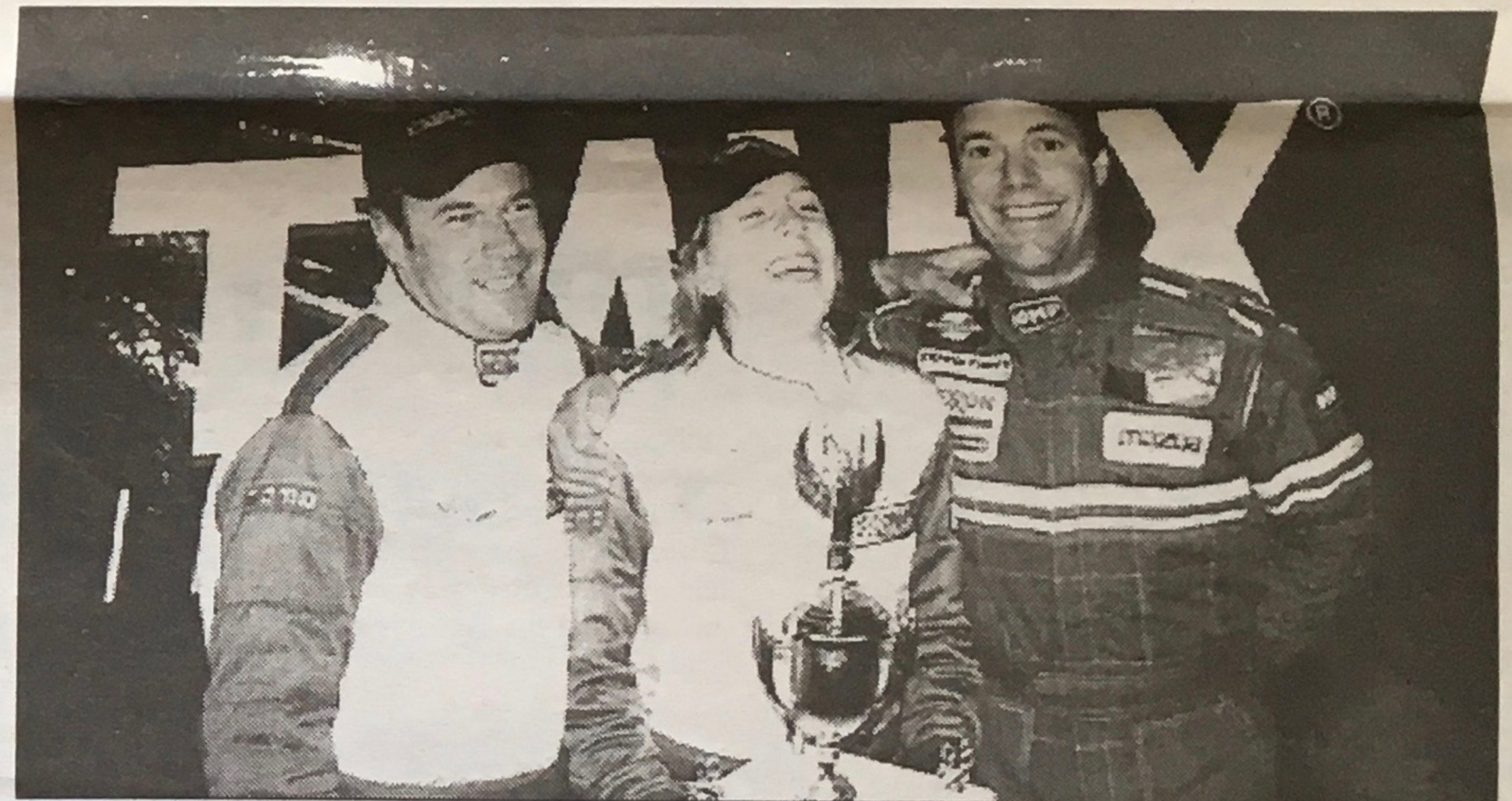
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Octagon, Sports Car option is extended

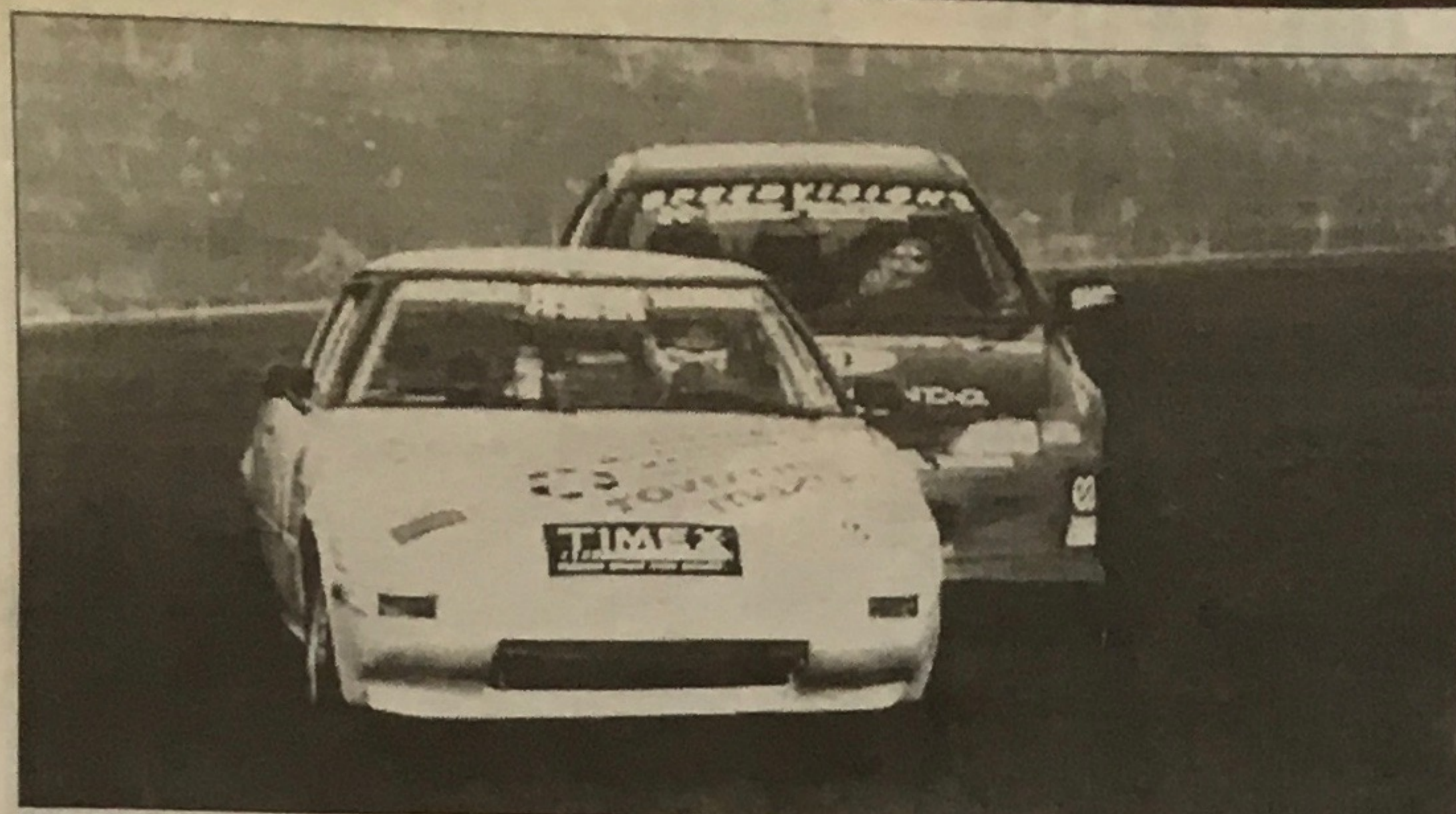
By Bob Holland

TAMPA, FL, Dec. 22—Professional Sports Car Racing Inc. ("Sports Car") and Octagon Worldwide Inc. ("Octagon") announced they have entered into a new agreement ("New Agreement"), dated Nov. 30, 1998, which, among other things, terminates their prior agreement which granted Octagon certain rights to acquire Sports Car.

The New Agreement grants Octagon a right of first refusal to the extent that Sports Car desires to enter into any sale of all or any substantial portion



Finishing second overall in a Mazda RX-7 at the Dec. 8 Timex 12 Hour Enduro was the CMBE-2 team of, from left, Donny Edwards, Allison Duncan, and Mike Courtney. It was the same car and engine Duncan drove in every 1998 NASA Pro-7 race, every NASA enduro, and every SCCA San Francisco Region RX-7 class race. —John Kelly photo



Out front is the eventual second place Team CMBE-2 Mazda RX-7 (9) shared by Allison Duncan, Donny Edwards, and Mike Courtney. About to pass is the overall race winning Dublin Honda Civic (80) shared by Taz Harvey and Roger Foo. —Ethel Benozza/Hot Pit Photo

More: NASA's Timex 12-hour

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place but they backed off a little bit to get better gas mileage. Making a big leap was the Dublin Honda team's Class-1 Civic which moved up from fifth overall to third overall. A new leader emerged in the Class-2 with the Precision Identity team's RX7 passing the CMBE-2 car.

By the four hour mark, the Heyer/Modderman team was still on a blazing pace setting an even faster lap time. Clearly, they were setting a fast pace and daring anyone to try to match it. Only two teams did. One was the Ramsey's Solution Honda Prelude which was still the leader in the Super Class but wanted to be first overall. The Prelude was the only car still on the same lap as the Porsche. The other team was the BAF Auto team's Capri, which turned up the heat and actually set a faster lap time than the Porsche. Dublin Honda remained fourth overall and third in Class-1. Leading Class-2 was the Precision Identity team's RX7 which was being chased hard by the CMBE-2 team. The CMBE-2 team turned up their speed and were turning laps of about a second faster than the previous hour to try and catch the Precision Identity team. They were followed by the Exhaust Outlets-2 team's Honda Civic that was running in fourth place in Class-1 and seventh overall. Running eighth overall and first in the Prototype class was the factory Mazda Miata of the Road & Track team. Rounding out the top 10 were the AKG Motorsport team's BMW 325i and the Autoworks NW team's Porsche. The class 3 battle was heating up as the Fernel Racing team had now taken the lead away from the Import Auto team.

By the fifth hour the mood had changed in the pits. The Heyer/Modderman team now had three laps on the second place team. Most other teams did not expect the Porsche to be able to maintain such a pace and had instructed their drivers to "let it go." Now they felt it was going to be hard to catch up. Moving up from fourth overall to second overall and second in Class-1 was the Dublin Honda team. The BAF Auto Capri dropped to 12th overall with an alternator failure which moved the Exhaust Outlets-2 team's Civic to third in Class-3 and sixth overall. Third overall and first in Class-2 was the new leader, CMBE-2 that had managed to pass the Precision Identity

team. Still leading the Super class was Ramsey's Solution with Autoworks NW now in second after the AKG Motorsport team's BMW dropped to fifth in the Super class. The Road & Track team continued on without drama and were in 10th place overall. Again leading Class-3 was the Import Auto team who were again chased by the Fernel Racing team. Burlingame Independent's VW GTI was third in Class-3.

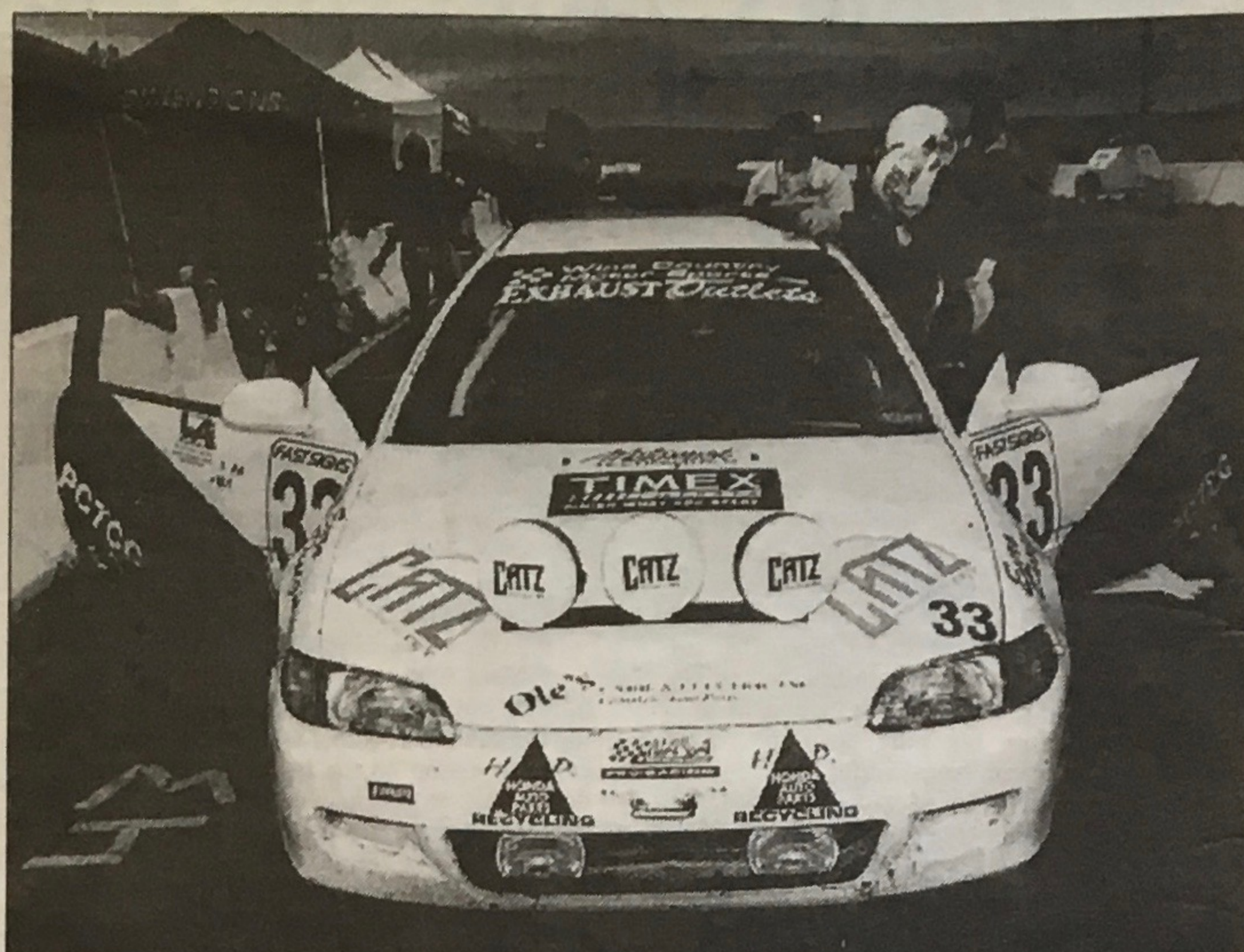
At the halfway point, the leader remained Heyer/Modderman. In fact, they set another best time so clearly their strategy was to drive at a sprint race pace for 12 hours. Dublin Honda was still second overall and in class and had made up a lap on the leading Porsche. Third in Class-1 remained Exhaust Outlets-2 in their Honda Civic.

The Super class was still lead by Ramsey's Solution but a hard charger was suddenly in second place. Team Pre Grid's very fast Porsche 911 had worked its way from 22nd overall at the two hour mark to 19th after three hours, to 12th after four hours, to ninth after five hours, to sixth after six hours. Pre Grid's recipe was simple speed. They were gaining about four seconds a lap faster than the next fastest car. Third in the Super class was the Fantasy Junction team in their Lola.

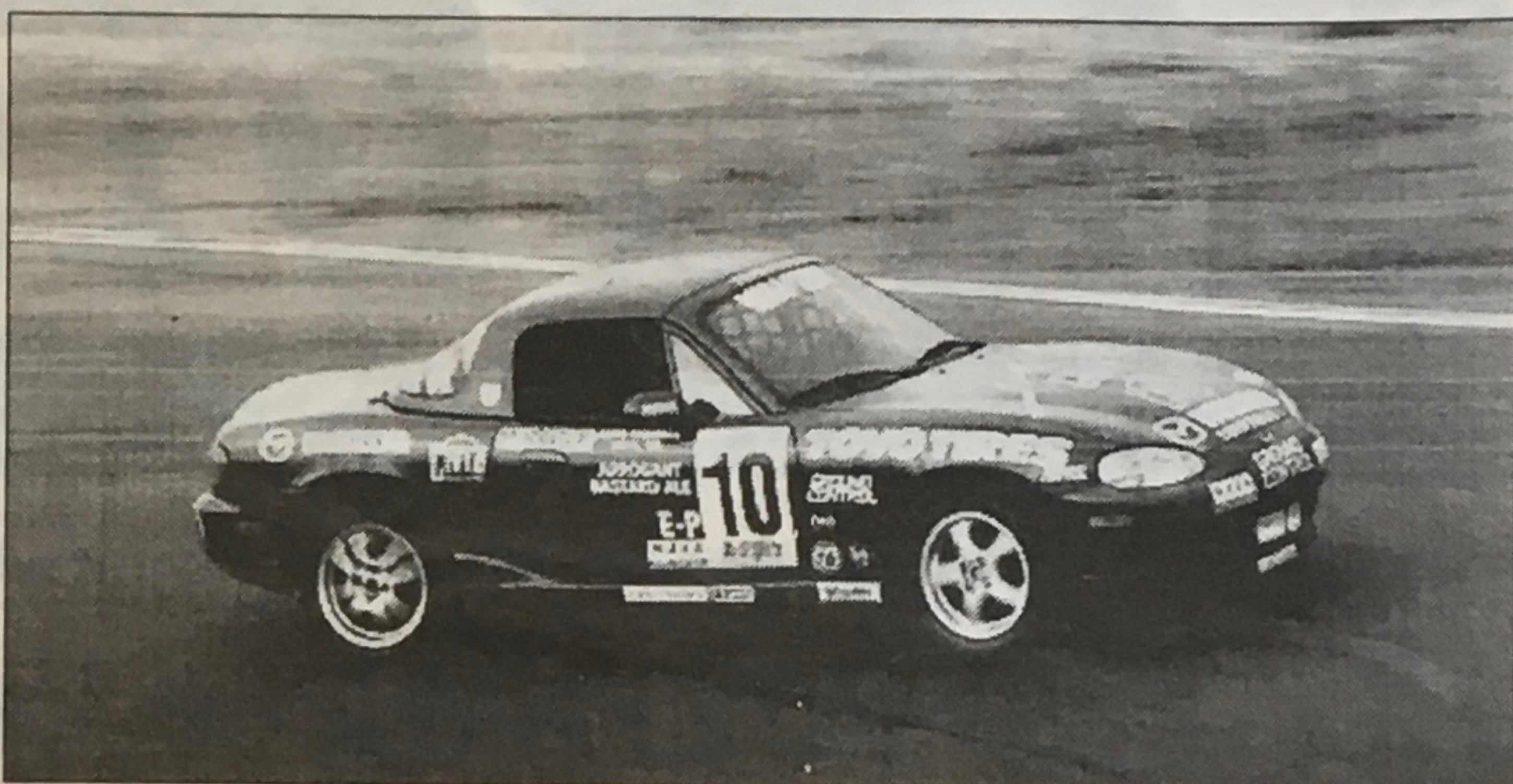
The leader in Class-2 remained CMBE-2's RX7 who were running fourth overall. They were still being chased by the Precision Identity team. Third, and completing a Mazda sweep, was the RX7 of Scotts Valley Chevron.

Class 3 was still being lead by the Import Auto team, as it had been for most of the race. Second and a lap down were the Fernel Racing team's Nissan. Third was the Burlingame Independent team who had the speed but were having overheating problems.

The biggest development in the seventh hour was the retirement of the Heyer/Modderman team. The pace finally took its toll and the Porsche engine blew up in dramatic fashion. That handed first overall and first in Class-1 to the Dublin Honda team. The CMBE-2 team were now second overall and first in Class-2. Third overall and first in the Super class was the Autoworks NW Porsche. The Road & Track team had worked their way to seventh place overall and still led the Prototype class. Stretching their lead to two laps in Class-3 was the Import Auto



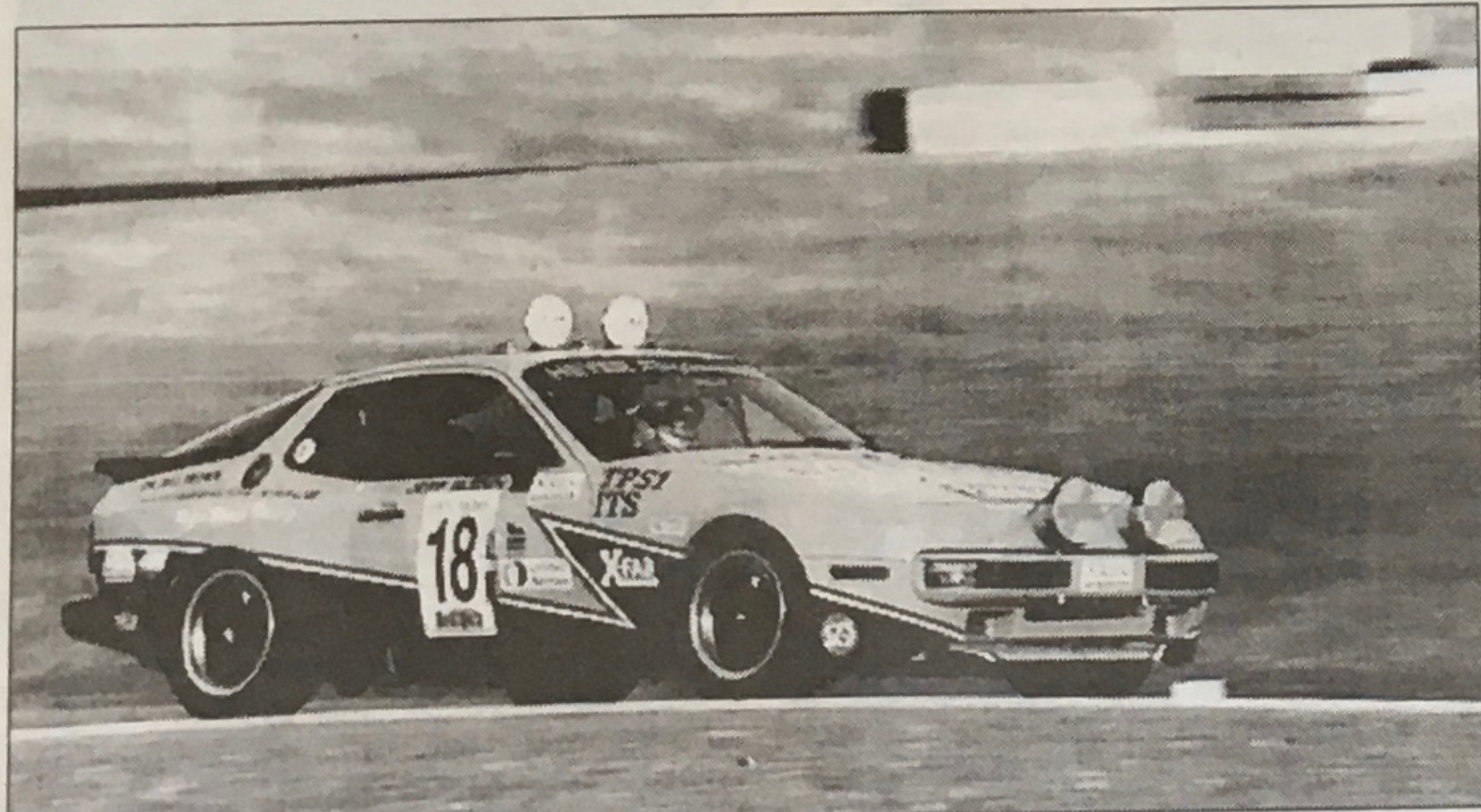
Team Exhaust Outlets-2 makes a driver change during the Timex 12 Hour at Thunderhill Raceway Park Dec. 5. —Louis Aguayo/Hot Pit Photos



Team Road & Track (as in the famed magazine) fielded a Mazda Miata and finished third overall while winning their class at the Timex 12 Hour at Thunderhill Dec. 5. —Ethel Benozza/Hot Pit Photo



Sharing the driving chores on the Road & Track's Mazda Miata were Charles Espenlaub, Mike Galati, Doug Kott, and Andy Bornhop. They finished third overall and first in E Production. —John Kelly photo



The Heyer/Modderman Porsche 944 (18) was shared by Dr. Bill Brown, Jeff Glenn, and Brandon Kraus. The team completed 165 laps before the engine blew, forcing retirement. The team was ranked 27th overall. —Ethel Benozza/Hot Pit Photo



Drivers Roger Reis, Dave Stewart, and Jim March shared the Burlingame Independent Team's Volkswagen GTI (37). —Ethel Benozza/Hot Pit Photo



The Fantasy Junction team drove their Lola to 14th overall, third in the ES class at the Thunderhill Timex 12 Hour. Assisting on the crew was Jeff Reed, at left. Sharing the driving chores was the father and son team of Bruce Trenery, at right, and Spencer Trenery, center. —John Kelly photo

Team over Fernel Racing. Making up time and trying to catch up was the Burlingame Independent team who at this late stage were setting fast laps and had made up two laps in less than an hour.

By the eighth hour, Dublin Honda was still out front. By this time the Pre Grid team had made up more time and was now on the same lap as the Honda Civic and was leading the Super class. Still leading Class-2 and third overall was the CMBE-2 RX7 which was now a lap ahead of the fourth place overall Precision Identity team. The Prototype class leading Miata of Road & Track was now in sixth place. Import Auto was now two laps ahead of Fernel Racing in Class-3.

By the ninth hour, darkness was a major factor. The Pre Grid team's Porsche 911 now was

ahead of the Dublin Honda team. Third was still the CMBE-2 team. The Auto Fidelity team's Porsche soon became a major player working their way up to sixth place overall and second in the Class-1. Import Auto and Fernel racing continued their battle in Class-3.

At the 10 hour mark, fatigue became a major issue for many of the teams and rain started to make the track slippery. The Dublin Honda team took over the lead again with Pre Grid dropping down to seventh overall. CMBE-2 was now in second overall and the Autoworks NW team was in control of the Super class.

At the 11 hour mark, the rain had become much more intense and made visibility a major issue. The teams endured the conditions and

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