

## QUICK NOTES

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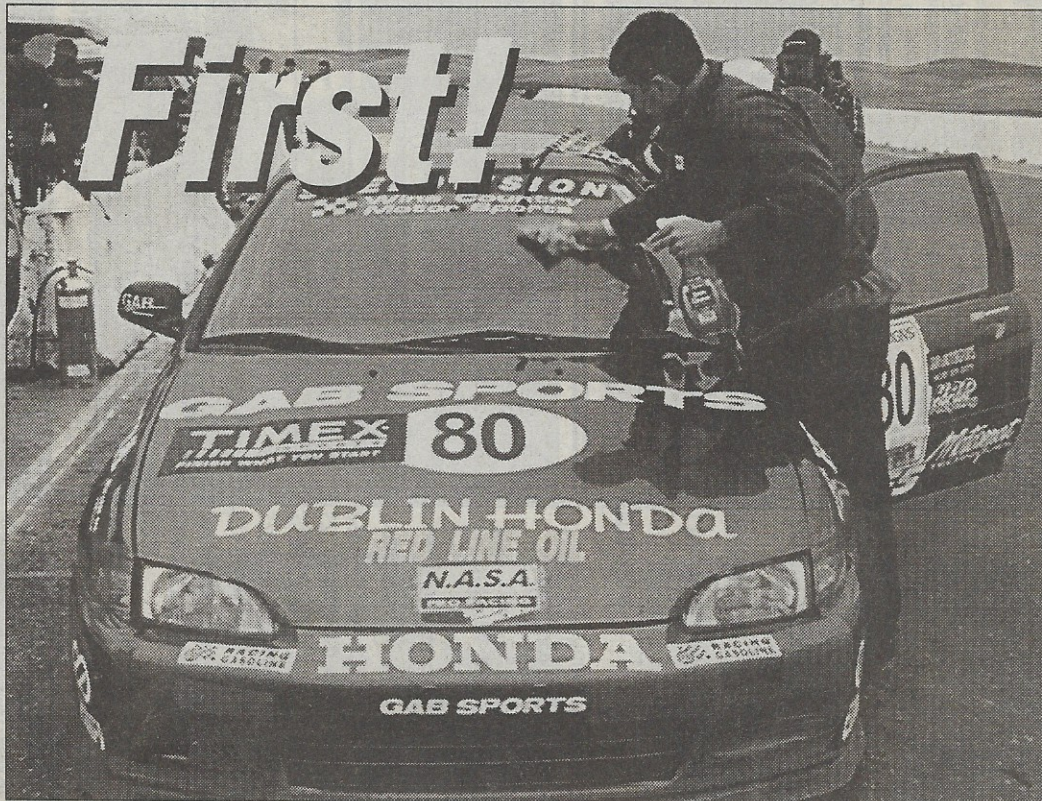
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In order to help you feel more comfortable with the rain season coming up, NASA offers the following rain guarantee. Any driving school or open track driver may get a credit of his / her entry fee if: 1) The driver signs up by the deadline and 2) It is raining at the track, at the time of registration, and 3) and the driver requests a credit at the time of registration. There you go, a rain guarantee that can't be beat. Now you don't have to be so scared of rain that you might not even sign up to run at all, and miss a great day at the track.

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By Ali Arsham  
NASA SF Chapter

NASA drivers made history at the Timex 12 hour race held on December 5, 1998 at Thunderhill Raceway. 40 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.

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 laps 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 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 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 who were 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 run-

*Continued on next page*

## Enduromania!



HOT PIT PHOTO

Continued from page 1

ning 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 ten 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 were felt that 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 9th after five hours, to 6th 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 7th 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 7th place overall and still lead the Prototype class. Stretching their lead to two laps in Class-3 was

the Import Auto 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 fac-

tor. 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.

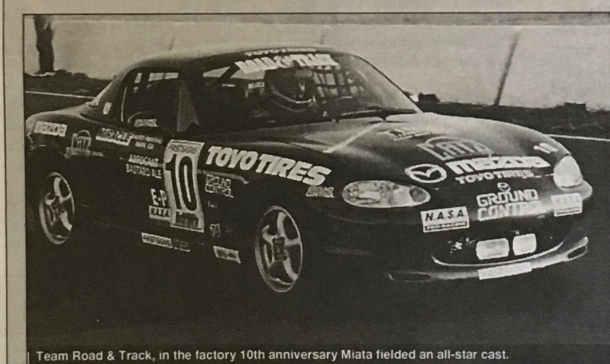
At the ten hour mark, fatigue became a major issue for many of the teams and rain started to make the track slippery. The Dublin Honda team took over the lead again with Pre Grid dropping down to 7th overall. CMBE-2 was now in second overall and the Autoworks NW team was in control of the Super class.

At the eleven hour mark, the rain had become much more intense and made visibility a major issue. The teams endured the conditions and pressed on with no major changes up front. Second place in Class-1 was held by the Auto Fidelity team and second in the Super class was held by Ramsey's Solution.

At 8:00 PM, after 12 grueling hours of rain, darkness, and record cold temperatures, the checkered flag was displayed to the overall leader: the Dublin Honda team. The Honda covered 285 laps (827 miles) and was one lap ahead of the second place CMBE-2 team RX7 that won the Class-2 honors. Third overall and first in the Prototype class was the Mazda Miata of Road & Track. Fourth overall and first in the Super class was the Autoworks NW team's Porsche. Doing a great job and avoiding trouble was the Auto Fidelity team's Porsche that was fifth overall and second in Class-1. Team CMBE-1 was sixth overall and third in Class-1. Ramsey's Solution was second in the Super Class and was seventh overall in the Honda Prelude. Exhaust Outlets-2 was eighth overall and fourth in class in their Honda Civic. Ninth overall and fifth in Class-1 was the Mercury Capri V8 of BAF Auto. Rounding out the top ten was the HQ BMW team with a second place in Class-2. Third in Class-2 was the Precision Identity team's RX7. First in Class-3 was the Import Auto team that lead almost the entire distance. Second was Fernel Racing and New Dimensions team took third place in Class-3 in their VW GTI.

The Dublin Honda Civic covered 830 miles of track for an average speed of 69 mph. Not bad considering a full course yellow, pit stops, and the down pour at night. They also had about 2600 gear changes during the 12 hours. That transmission has to last!

Special thanks to all the sponsors that helped make this enduro the best ever.



Team Road & Track, in the factory 10th anniversary Miata fielded an all-star cast.

JOE MC LAUGHLIN PHOTO

### Talent Pours in for Timex 12-Hr. Enduro

There was an impressive line up of drivers at this race. The amount of talent present was awe-inspiring. Some of the drivers present were:

- Mike Galatti** 1998 World Challenge T2 Champion and numerous pro wins.
- Jim Jordan** Speedvision Cup driver.
- Donny Edwards** Skip Barber instructor, Pro-7 Champion.
- Marc Kirberg** Pro-7 Champion. Daytona 24 hour driver.
- Roger Foo** Speedvision Cup driver.
- Taz Harvey** Speedvision Cup and World Challenge driver.
- Spencer Treney** Sports Toyota and WSC driver.
- Bruce Treney** WSC driver.
- Lew Larimer** Trans Am driver.
- Brandon Kraus** NASCAR Southwest Tour driver.

- Dave Brown** Pro Sedan Champion.
  - Tom Lepper** World Challenge and IMSA Firehawk driver.
  - Charles Espenlaub** Speedvision Cup driver.
  - Bruce MacArthur** IMSA GTO driver.
  - Tyler McQuarrie** Formula Russell Champion, England. Formula Vauxhall driver 1999 England.
  - Jeff McComb** Daytona 24 hour driver.
  - Tom Winters** 2nd place at 24 hours of Le Mans.
  - Steve Mulvey** Canadian Firehawk driver.
- There were also many, many others that we don't have data on. Everyone was full of excitement afterwards. All they could think about was how much fun they had. Even those who had problems were still overjoyed with excitement. We should have an even better race next year. ■