

Racing “101”: Local & Global Racing Organizations
Washington State / United States / International

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Executive Summary: Washington Race Track Profile

Racing in Washington State has continued to grow in popularity as with other areas in our nation. As NASCAR has picked up more and more momentum over the past decade the Washington racing climate has begun to build up additional excitement, especially with the latest talks concerning the possibility of NASCAR coming to the Puget Sound Region. This document will attempt to first introduce you to the current Washington State racing climate, and secondly to inform you about some of the many racing organizations in the diversified sport of racing today.

Washington has race tracks spanning throughout the state, with a diverse array of racing organizations. Types of races include: stock car, midgets, RV's, motorcycles, and more. The latest enthusiasm concerning auto racing here in the Pacific Northwest reflects the overall increase in general auto racing throughout the United States. Today, the auto racing climate has reached a new high, with an increase in both educated & loyal fan bases. Some fans spend more money today on racing merchandise than in other main stream sports, namely Major League Baseball, National Football League, and National Basketball Association.

Economic impacts from track revenue and surrounding services have been discovered as the highest in recent history, while the growth of the racing industry has generated more jobs and services applicable to the surrounding areas in which motor sports are realized. One can say the state of racing, and especially that of NASCAR, is indeed healthy.

The list of racing bodies therein is an attempt to inform both the casual and avid race fan of the many active racing organizations participating as part of the strong fan base which NASCAR and other circuits have produced over the past decade or so. NASCAR, Champ Car, Formula One, Indy Racing League, Sports Car Club of America, Grand American Road Racing Association, International Race of Champions, ARCA Racing Series, NHRA Drag Racing, National Auto Sport Association, NASA Pro Truck, U.S. Touring Car Championship, and NASA Formula TR Series are all included in the article below. Each sanctioning body has its own unique spin on the racing industry and a different story to tell. With NASCAR's economic prosperity leading the way, this document will give an outline of each racing organization, and provide the reader with additional information in the form of official/unofficial informative websites.

There are approximately 30 race tracks in Washington State alone. This includes paved oval tracks, clay & dirt oval tracks, dragstrips, road & street courses, and others. Notable Washington State raceways are listed below by designation. To find out more about the track location and the type of racing each track offers visit the link provided where applicable.

Asphalt Oval Raceways:

Ephrata Raceway Park – Ephrata, WA www.ephrataacewaypark.com/main.htm

Evergreen Speedway – Monroe, WA www.evergreenspeedway.com

Port Angeles Speedway – Port Angeles, WA <http://paspeedway.com>
South Sound Speedway – Tenino, WA www.southsoundspeedway.com
Spokane Raceway Park – Spokane, WA www.spokaneracewaypark.com
Tri-City Raceway – West Richland www.tricityraceway.com
Wenatchee Valley Super Oval – East Wenatchee, WA www.wvso.com
Yakima Speedway - Yakima, WA www.yakimaspeedway.us

Dirt Ovals:

Central Washington State Fair Raceway – Yakima, WA (unavailable)
Deming Raceway – Deming, WA www.demingspeedway.com
Eagle Track Raceway – Republic, WA www.ferrycounty.com/eagletrackraceway
Grays Harbor Raceway – Elma, WA www.brownfieldent.com/GHR/GHR_home.htm
Hannegan Speedway – Bellingham, WA (unavailable)
Jackson Prairie Speedway – Chehalis, WA (unavailable)
Northport International Raceway – Northport, WA
Skagit Speedway – Alger, WA www.skagitspeedway.com
Slime Dog Speedway – Stanwood, WA (unavailable)

Drag Strips:

Bonanza Raceway – Walla Walla, WA www.bonanzaraceway.com
Bremerton Raceway - Bremerton, WA www.bremertonraceway.com
Pacific Raceways – Kent, WA www.pacificraceways.com
Renegade Raceway – Yakima, WA www.renegaderaceway.com
Spokane Raceway Park – Spokane, WA www.spokaneracewaypark.com

RACING TODAY

NASCAR: www.nascar.com

“On average, NASCAR fans devote an average of 3.7 hours a week to the sport and spend an average of \$287 per year on NASCAR merchandise.” – *Business Alabama*

NASCAR is an economic giant, with races throughout the calendar year. In fact, NASCAR is perhaps the hottest thing in the sports industry today. Attendance has doubled since 1990, and more than 6.5 million fans flock to individual Cup races alone on an annual basis, spending around \$65+ a ticket. More impressively, “64 percent of NASCAR fans have attended college or beyond, 70 percent use the internet, and 41 percent earn more than \$50,000 annually.” – *Business Alabama*

The NASCAR body itself is made up of races involving the **Nextel Cup** (Formerly Winston Cup), as well as **Busch & Craftsman Truck Series**’. Most NASCAR races are

run on paved, oval speedways, most of which are in the Southeast. Each track is known for its unique characteristics that NASCAR fans say make every race different. It is projected that NASCAR will earn more than \$3.4 billion in the next few years, making up approximately 14 percent of the sports industry earnings! “NASCAR’s television ratings have skyrocketed among the sports industries elite, ranking just behind the National Football League and ahead of the National Basketball Association, Major League Baseball and the National Hockey League.” – *Business Alabama*

Even the experts agree, NASCAR is a money making machine. Tom Cotter, a former public relations director at SMI’s Lowe’s Motor Speedway, and current head of SFX Cotter Group in Charlotte, N.C, and a firm that specializes in public relations, marketing, licensing, and driver representation for the motor sports industry, comments: “The economic impact is huge.” – *New Jersey Star Ledger*

The goal of the **Nextel Cup** (Formerly Winston Cup), **Busch, and Craftsman Truck Series**, is the accumulation of total points gained by racers during the race calendar year. The participating racers and their cars are then ranked according to their year end accumulation of points, based on individual race finishes. A racer and sponsors goal is to collect the most points in their respective series or cup, whether on the Nextel, Busch, or Craftsman Truck circuit.

Current 2005 NASCAR races, as well as the total estimated annual economic impact of each race track are listed below. All annual events in addition to races held at each venue are considered, and the numbers are projected from recent calculations according to various sources. The total economic impact estimate varies with how recent it has been reported, and therefore most projections represent the minimum potential (economic impact). These estimates vary considerably based on their respective surrounding local economy and the date the total was released. Therefore, these annual economic impact projections are to be seen as accurate gauges of economic potential for each race track rather than the current literal translation into today’s market.

2005 NASCAR Tracks & Statistics:

Atlanta Motor Speedway:

Capacity: 125,000

Location: Hampton, GA

Impact: (\$455 million – 2000 *Atlanta CVB*)

- Golden Corral 500
- Bass Pro Shops MBNA 500

Bristol Motor Speedway:

Capacity: 160,000

Location: Bristol, TN

Impact: (\$422 million – 2003-2004 *Bristol CVB*)

- Food City 500

Martinsville Speedway:

Capacity: 91,000

Location: Martinsville, VA

Impact: (\$60 million – 2001-2002 *Office of Tourism, Martinsville Chamber of Commerce*)

- Advance Auto Parts 500
- Subway 500

Miami Speedway:

Capacity: 72,000

Location: Homestead, FL

Impact: (\$100 million – 2004 *NASCAR.com*)

- Ford 400

- Sharpie 500

California Speedway:

Capacity: 92,000

Location: Fontana, CA

Impact: (\$136 million – 2005 *Gloucester County Times*)

- Auto Club 500
- Pop Secret 500

Darlington Raceway:

Capacity: 65,000

Location: Darlington, SC

Impact: (\$221 million – 2004 *The Oregonian*)

- Carolina Dodge Dealers 500

Daytona Int'l Speedway:

Capacity: 169,000

Location: Daytona, FL

Impact: (\$800 million - 2001 *Volusia Co. Dept. of Economic Development*)

- Pepsi 400
- Daytona 500

Dover Int'l Speedway:

Capacity: 140,000

Location: Dover, DE

Impact: (\$300 million – 2004 *The News Journal: www.delawareonline.com*)

- MBNA America 400

Indianapolis Motor Speedway:

Capacity: 250,000

Location: Indianapolis, IN

Impact: (\$727 million – 2004 *Inside Indiana Business*)

- Brickyard 400
- Indy 500

Infineon Raceway:

Capacity: 168,000

Location: Sonoma, CA

Impact: (\$230 million – 2004 *Snohomish County Business Journal*)

Michigan Int'l Speedway:

Capacity: 137,000

Location: Brooklyn, MI

Impact: (unavailable)

- DHL 400
- Nextel All-Star Challenge
- UAW-GM Quality 500

Phoenix Int'l Raceway:

Capacity: 78,000

Location: Phoenix, AZ

Impact: (\$272 million – 2001 *Arizona State University: Center for Business Research*)

- Arizona 500
- Checker Auto Parts 500

Pocono Raceway:

Capacity: 77,000

Location: Pocono, PA

Impact: (\$160 million – 1998 *Local Hawley, PA B&B Report*)

- Pocono 500
- Pennsylvania 500

Richmond Int'l Raceway:

Capacity: 94,000

Location: Richmond, VA

Impact: (\$162 million – 2004 *Jayski LLC*)

- Chevy American Revolution 400

Talladega Superspeedway:

Capacity: 175,000

Location: Talladega, AL

Impact: (\$100 million – 2004 *NASCAR.com*)

- EA Sports 500

Texas Motor Speedway:

Capacity: 155,000

Location: Justin, TX

Impact: (\$214 million – 2004 *Dallas Business Journal*)

- Dodge/ Save Mart 350

Kansas Speedway:

Capacity: 150,000

Location: Kansas City, KS

Impact: (\$170 million – 2005 *Gloucester County Times*)

- Banquet 400

Las Vegas Speedway:

Capacity: 126,000

Location: Las Vegas, NV

Impact: (\$142 million – 2004 *Speedway Motorsports Inc.*)

- UAW Daimler Chrysler 400

Lowe's Motor Speedway:

Capacity: 167,000

Location: Harrisburg, NC

Impact: (\$276 million – 2005 *Gloucester County Times*)

- Coca-Cola 600

- Samsung/ RadioShack 500
- Dickies 500

Watkins Glen Speedway:

Capacity: 40,000

Location: Watkins Glen, NY

Impact: (\$176 million – 2005 *Gloucester County Times*)

- Sirius Satellite Radio @ the Glen

The 2005 NASCAR season promises changes and continued excitement for both the casual and avid fan. There will be new qualifying rules, car aerodynamic specifications, crew chiefs changing places, and even the scheduled retirements of two NASCAR Cup Stars:

- Mark Martin & Rusty Wallace -

Champ Car World Series: www.champcarworldseries.com/FrontPage.asp

The Champ Car World Series circuit consists of 24 racers, 17 of which will compete in the 2005 season. The circuit carries 9 separate sponsors and will hold events on 14 different tracks in the 2005 campaign. Similar to other racing bodies the champ car circuit runs on a point basis, with rankings according to total points accumulated. At the end of the season the driver with the highest point total is ranked #1 for that season, with the final calculation following the last race of the campaign (Mexico City).

The manufacturers participating in various racing gear include: Ford Motor Company, Bridgestone Tires, Reynard Motorsport, & Lola Cars.

The champ car is much different than the conventional stock car NASCAR fans are familiar with. With its unique design & wing structure the champ car provides a different style of racing for the fan of speed. The cars are also altered depending on the parameters of a particular race. For the Toyota Atlantic Championship, an annual event run by the Champ Car World Series, cars are deviated from the standard champ car race. Top speed, horsepower, wheel base, length, and weight are all reduced down for the Toyota event, now in its 31st year.

The season, unlike an all year circuit, runs a short schedule from spring until fall. Champ Car has contracts with CBS, NBC, and the Speed Channel, with most events broadcast during the 2005 campaign.

The track, rather than a conventional stadium style oval shape, is held on city streets. Track locations range from continental U.S. locations to those in other countries.

2005 track locations and schedule are as follows:

2005 Champ Car Schedule:

Long Beach, CA – April 10

Monterrey, CA – May 22

Milwaukee, WI – June 4

Portland, OR – June 19

Cleveland, OH – June 26

San Jose, CA – July 10

Denver, CO – July 17

Las Vegas, NV – July 31

Toronto, Canada – August 14

Edmonton, Canada – August 28

Montreal, Canada – September 24

Ansan, South Korea – October 16

Queensland, Australia – October 23

Mexico City, Mexico – November 6

Formula One (F1): www.formula1.com

In racing terms, "formula" implies a pure racing car, a single-seater with open wheels — a format largely unconnected with, and unrecognizable from, road cars. Formula *One* implies that this is the ultimate in formula racing. The reason why the sport is called "Formula" One is rooted in history. Pioneer motor racing placed no limitations on the size or power of the competing cars. With technological advances, this free-for-all quickly made for ludicrously dangerous conditions — especially as the early races were fought out on public roads. As a result, the governing body of the sport at the time began imposing key limitations on the format of the cars in terms of power, weight, and size. Only cars complying with this "formula" of rules could compete. The rules of Grand Prix racing have adapted to the technology and needs of the times.

Formula One stands at the technological pinnacle of all motor sport. It's also the richest, most intense, most difficult, most political, and most international racing championship in the world. Most of the world's best drivers are either there or aspire to be there, and the same goes for the best designers, engineers, engine builders, and so on. Formula One takes its position at the top of the motor sport tree very seriously. Unlike most racing categories, Formula One isn't just about competition between the drivers. It's about

rivalry between the cars, too. The technology battle between teams is always an ongoing part of Formula One.

The Formula One racing circuit has approximately 25 drivers and consists of race contests held around the world. The formula one car is similar to that of the champ car with its low to the ground style and wing back. There are 10 sponsors in the formula one racing circuit, some of which share more than one driver. Sponsors include: Honda, Marlboro, Mild Seven, BMW, Mercedes, Red Bull, Toyota, and others. As a major circuit Formula One is also a popular brand of racing, with its unique venues, non-oval tracks, and worldwide involvement, providing exciting racing at the global level.

The 2005 racing schedule demonstrates Formula One's global involvement as a racing organization.

The 2005 Grand Prix schedule is as follows:

2005 Formula One Schedule:

Australian – March 6

Malaysian – March 20

Bahrain – April 3

San Marino – April 24

Spanish – May 8

Monaco – May 22

European – May 29

Canadian – June 12

United States – June 19

French – July 3

British – July 10

German – July 24

Hungarian – July 31

Turkish – August 21

Italian – September 4

Belgian – September 11

Brazilian – September 25

Japanese – October 9

Chinese – October 16

Indy Racing League (IRL): www.indycar.com/indycar

The IRL or Indy Racing League is the promoter of a predominantly oval based open wheel racing series in the United States and more recently, Japan. Its centerpiece is the Indianapolis 500. The IRL is owned by Hulman and Co., which also owns the Indy Motor Speedway complex. IRL was masterminded in 1994 by Tony George and was created

with a breakaway group of drivers from the CART organization, which had coordinated Indy car racing since 1979.

George designed IRL as a lower-cost open wheel alternative to CART, which had come to be technology-driven and dominated by a few wealthy multi-car teams much in the manner of Formula One. Since then, the IRL has developed a consistent engine package and chassis rules which have produced some of the closest finishes in any racing series. Ironically, the series is now dominated by those same wealthy multi-car teams that used to dominate CART.

The IRL IndyCar Series currently has 22 drivers and 13 individual sponsors. IRL cars closely resemble those of other open wheeled formula racing, with front and rear wind design and prominent air boxes. Originally, the cars were somewhat unique, being designed specifically for oval racing.

The 2005 Indy Car Series schedule is as follows:

2005 Indy Car Schedule:

Homestead-Miami Speedway – March 6
Phoenix International Raceway – March 19
Twin Ring Motegi – April 30
Indy Motor Speedway – May 19
Texas Motor Speedway – June 11
Richmond International Raceway – June 25
Kansas Speedway – July 3
Nashville Superspeedway – July 16
The Milwaukee Mile – July 24
Michigan International Speedway – July 31
Kentucky Speedway – August 14
Pikes Peak International Raceway – August 21
Infineon Raceway – August 29
Chicagoland Speedway – September 11
Watkins Glen International – September 25
California Speedway – October 16

Sports Car Club of America (SCCA): www.scca.org

The Sports Car Club of America is a 60,000-member not-for-profit organization featuring the most active membership participation organization in motor sports today, with over 2,000 amateur and professional motor sports events each year.

True grassroots motor sports participation remains the backbone of the club, as 110 regional chapters conduct the vast majority of the club's participation events. The individual SCCA regions are brought together into a powerful national club, and the

national office, under the leadership of President and CEO Steve Johnson, coordinates and administers rules, licensing, insurance and member benefits.

The most unique thing about the SCCA is that anyone interested in racing can take driver school classes and become a certified racer in one of the many racing leagues throughout the SCCA.

The SCCA's monthly magazine, SportsCar, offers lively coverage of the many different SCCA activities, and most regions also have their own publication. Unlike most racing leagues, the SCCA lets fans become part of the racing action! With so many events and different levels of both competition and race location the SCCA does not have one official schedule from which a fan can study. For more information regarding the SCCA and how to get involved or seek a specific racing division within the association please visit: www.scca.org/

Grand American Road Racing Association: www.grand-am.com

Grand American Road Racing Association was established in 1999 to bring stability to professional endurance road racing in America. Since then the Rolex Sports Car Series and Grand-Am Cup Series have established themselves as well-run professional racing programs that cater to American teams and American fans.

Now entering its fifth year of competition, Grand American Road Racing Association continues to define and develop racing programs with a new concept in GT racing and a streamlined class line-up in the Grand-Am Cup Series. These changes are an evolution of past programs that embrace new concepts that control the costs of competition and promote close racing. The list of eligible car makes and models has been expanded to encompass all major brands from around the globe.

The Grand American Road Racing Association has two series in 2005, the Rolex Series and Grand-Am Cup Series. The Rolex Series cars for the 2005 season have taken on the prototype of the Daytona car. When the Grand American staff sat down to develop rules for the Daytona Prototypes, their first priority was to design a car that would be affordable for privateer teams, not just multi-billion dollar auto manufacturers. By restricting the use of exotic materials and relying on proven technologies, a race-winning Daytona Prototype can be manufactured for less than \$400,000 - a substantial savings compared to other sports car formulas.

The 2005 Grand American Road Racing Association schedule is as follows:

2005 Grand American Road Racing Schedule:

Rolex Series:

Daytona International Speedway – Jan 7-9

Rolex 24 @ Daytona – February 3-6
Grand Prix of Miami – March 3-5
Grand American 400 – April 1-3
Mazda Laguna Raceway Seca – April 29-May 1
6 Heures Du Circuit Mont-Tremblant – May 19-21
Sahlen's Six Hours @ The Glen – June 10-12
Paul Revere 250 – June 29-30
Barber Motorsports Park – July 29-31
Watkins Glen – August 11-12
EMCO Gears Classic – August 26-27
Phoenix 250 – September 8-10
Watkins Glen – September 22-24
VIR 400 – October 7-9
Mexico City – November 4-5

Grand-Am Series:

Daytona International Speedway – January 7-9
Grand-Am Cup 200 – February 3-4
Miller Grand-Am Cup 200 – March 11-13
California 200 – April 1-2
Mazda Raceway Laguna Seca – April 29-30
Chemung Canal Trust 200 – June 9-11
Mosport 200 – June 18-19
Barber Park 200 – July 29-30
Trois Rivieres 150 – August 5-7
EMCO Gears Classic – August 26-28
Phoenix Twin 200's – September 8-10
VIR 200 – October 7-8

International Race of Champions (IROC): www.irocracing.com

International Race of Champions (IROC), is an auto racing competition, promoted as an equivalent of an All-Star Game. Driver race identical stock cars are set up by a single team of mechanics in a effort to make the race purely a test of driver ability. It is run with a small field of invited drivers (6-12). It was created in 1973 by Riverside International Raceway President Les Richter.

Due to its similarity to NASCAR in tracks and cars, the series is dominated by NASCAR drivers. The last non-NASCAR winner of the series was Al Unser Jr. in 1988. Although open wheel drivers have had successes, as of 2003, drivers from road racing series had only won two races in the history of IROC.

IROC is a premier event organization as it takes on an all-star caliber climate. Therefore, the IROC schedule for the 2005 season is comprised of only 4 races. Points are

accumulated by the finishes of each racer and then totaled at the conclusion of the 4 race IROC season to determine their ranking. There are 12 racers participating in the 2005 season.

2005 IROC Schedule:

- 1) *Daytona International Speedway – February 18*
- 2) *Texas Motor Speedway – April 15*
- 3) *Richmond International Raceway – September 8*
- 4) *Atlanta Motor Speedway – October 29*

ARCA Racing Series: www.arcaracing.com

The ARCA Racing Series includes the ReMax Stock Car Series and the Lincoln Welders Truck Series. This series is a launching point for up and coming drivers to move into NASCAR. The stand out racers from this series will have their shot at NASCAR, similar to an amateur tournament in golf leading up to the PGA Tour.

ARCA has a slew of drivers and a year long racing schedule. Races are held throughout the U.S. in the many NASCAR speedways and raceways across the country, as well as some fairgrounds.

2005 ARCA Schedule:

- Daytona International Speedway – February 12*
- Nashville Superspeedway – March 26*
- Salem Speedway – April 24*
- Kentucky Speedway – May 14*
- Toledo Speedway – May 22*
- Lanier National Speedway – May 28*
- Milwaukee Mile – June 6*
- Pocono Raceway – June 11*
- Michigan International Speedway – June 17*
- Kansas Speedway – July 2*
- Kentucky Speedway – July 8*
- Berlin Raceway – July 16*
- Pocono Raceway – July 23*
- Gateway International Raceway – July 29*
- Lake Erie Speedway – August 5*
- Nashville Superspeedway – August 13*
- Michigan International Speedway – August 19*
- Illinois State Fairgrounds – August 21*
- Toledo Speedway – September 2*
- DuQuoin State Fairgrounds – September 5*
- Chicagoland Speedway – September 10*

Salem Speedway – September 17
Talladega Superspeedway – October 1

NHRA Drag Racing: www.nhra.com

Drag racing has forever been one of the more exciting events in racing today. Racers and their cars start from a still position and race on a straight line track, and the race is lost or won in a matter of seconds.

A drag race is an acceleration contest from a standing start between two vehicles over a measured distance. The accepted standard for that distance is either a quarter-mile (1,320 feet) or an eighth-mile (660 feet). A drag racing event is a series of such two-vehicle, tournament-style eliminations. The losing driver in each race is eliminated, and the winning driver's progress until one driver remains.

These contests are started by means of an electronic device commonly called a "Christmas Tree" because of its multicolored starting lights. On each side of the Tree are seven lights: two small amber lights at the top of the fixture, followed in descending order by three larger LED lights, a green bulb, and a red bulb.

The NHRA racing circuit consists of around 27 racers and races span throughout the calendar year. The following schedule reflects the 2005 POWERade Drag Racing Series.

2005 POWERade Drag Racing Schedule:

CARQUEST Auto Parts NHRA Winter Nationals – Pomona, CA: February 10-13
Checker Schuck's Kragen NHRA Nationals – Chandler, AZ: February 25-27
Mac Tools NHRA Gator Nationals – Gainesville, FL: March 17-20
O'Reilly NHRA Spring Nationals – Houston, TX: April 8-10
NHRA SummitRacing.com Nationals – Las Vegas, NV: April 14-17
O'Reilly NHRA Thunder Valley Nationals – Bristol, TN: April 29-May 1
Summit Racing Equipment NHRA Southern Nationals – Commerce, GA: May 12-15
Pontiac Performance NHRA Nationals – Columbus, OH: May 19-22
O'Reilly NHRA Summer Nationals – Topeka, KS: May 26-29
CARQUEST Auto Parts NHRA Finals – Joilet, IL: June 9-12
K&N Filters NHRA SuperNationals – Englishtown, NJ: June 16-19
Sears Craftsman NHRA Nationals – Madison, IL: June 24-26
Mopar Mile-High NHRA Nationals – Denver, CO: July 15-17
CARQUEST Auto Parts NHRA Nationals – Kent, WA: July 22-24
Fram Autolite NHRA Nationals – Sonoma, CA: July 29-31
Lucas Oil NHRA Nationals – Brainerd, MN: August 11-14
O'Reilly Mid-South Nationals – Memphis, TN: August 19-21
Mac Tools U.S. Nationals – Clermont, IN: August 31 – September 5
NHRA Nationals – Reading, PA: September 15-18
O'Reilly NHRA Fall Finals – Ennis, TX: September 22-25

Ameriquest NHRA Nationals – Joilet, IL: September 29 – October 2
ACDelco Las Vegas NHRA Nationals – Las Vegas, NV: October 20-23
Automobile Club of Southern California NHRA Finals – Pomona, CA: November 3-6

National Auto Sport Association (NASA): www.nasaproracing.com/proracing/nrs.html

The National Auto Sport Association (NASA) was formed in 1991 to deliver high quality motor sports events to enthusiasts at major racing venues throughout the nation. NASA has created programs that allow owners of both racecars and high-performance street-driven vehicles to experience the excitement of putting their cars on the racetrack in a safe and controlled environment. NASA's High Performance Driving Events (HPDE) have given many race fans the chance to get on the track with their own cars and race classes such as Pro-7, American Iron, United States Touring Car Championship, and American Stock Car Challenge. With over 15 Chapters and 10,000 members, the opportunity to get in on the great NASA racing action is only a phone call or website visit away. For more information call 510-232-NASA.

NASA has reached an agreement with the American Rally Sport Group and Rally Promotions to administer the new "NASA Rally Sport" program. The mission of NASA Rally Sport is to encourage the growth of stage rallying in the United States by providing a customer driven organization offering safe, fair competition, and affordable events for the stage rally competitor, volunteer, organizer, and sponsor. NASA Rally Sport has sought out the best and the brightest in the rally community, and has formed an advisory group to guide the development of rules, classes, and general guidelines for the conduct of its events.

NASA members are entitled to enter and participate in any NASA event across the country and will receive a monthly copy of Speednews, which is a newspaper style publication that contains event recap information, pictures, schedules, announcements, rule changes, and classified section. Members will also receive a colorful hard card membership card, identifying them as part of the organization. While participating at events, all NASA members are covered by an extensive insurance policy, which includes General Liability, Accidental Death and Dismemberment, and Excess Medical coverage. Best of all membership is only \$35.00. [Sign up now!](#)

NASA Pro Truck: www.nasaprotruck.com

The NASA Pro Truck series provides a venue for purpose built racecars, similar to those used in Craftsman Truck Series, Southwest Tour, ASA and other series to compete on road courses. The series is designed to bring the speed and passion of stock car racing to a level where drivers and teams without large budgets can participate.

The Pro Truck is a road racing package which has evolved out of the Spec Truck formula which has been so successful in oval track racing in the West. A typical truck is built for

less than \$30,000.00 and has proven to be the fastest race class in the organization. The trucks are so strong and reliable that very little maintenance is required other than tires and gas for a weekend of racing.

The Pro Truck series shares the track with the American Stock Car series and the competition is very tight. It is very common to have the top 5 qualifiers within less than one second of each other. This class is perfect for any driver looking to run with the fastest road racers in a purpose built race truck.

U.S. Touring Car Championship: www.nasaproracing.com/proracing/ustcc.html

USTCC is a series for sport compact sedans such as the Honda Civic, Acura Integra, BMW 3-series, Audi A4, Subaru Impreza WRX, Mazda 626, Dodge Neon and Volkswagen Jetta using nearly stock four- and six-cylinder engines. Unlike similar European and Australian sedan series, the USTCC does not allow ultra-expensive modifications such as sequential transmissions and exotic suspensions. While factory suspension mounting points must be adhered to, modifications allowed include replacement shocks, springs, sway bars and brakes.

The series also allows limited engine bolt-on parts such as headers, throttle bodies, computers, and air intakes, which can increase motor output to 170-200 hp. This series is extremely popular with racers, fans and sponsors alike. For more information visit: www.ustcc.com

NASA Formula TR Series: www.nasaproracing.com/proracing/fa1600.html

The Fran-Am 1600 Series features carbon-fiber tub open-wheel cars competing for prize money per race. Initially the Fran-Am 1600 series will be limited to a West Coast race schedule. The championship races will be sanctioned by NASA at tracks such as Laguna Seca, Phoenix Firebird, Buttonwillow Raceway Park, Willow Springs International Raceway, Sears Point International Raceway, Portland, and the Las Vegas Motor Speedway.

The Fran-Am 1600 car represents a new level of safety and technology while also lowering costs. The engines and transmissions for the series are sealed and designed to last an entire season without rebuilding in order to maintain close competition and contain costs. For more information visit: www.fran-am.com

NASA SE-R Cup: www.nasaproracing.com/proracing/sr.html

The SE-R Cup Series was created to meet the needs of Import Coupe racers. This class is designed to field an affordable and evenly matched group of Nissan sports compacts and will unify fields of cars that currently race in other sanctioning organizations. This large

field/open modification concept will provide racer and vendor access to a promotional and racing vehicle.

This series was designed to showcase the massive improvements that careful suspension, brake, and chassis modifications can make to these amazingly popular cars and provide a spectator show for fans of these cars that is second to none. The Series offers competitors two classes, SE-R Cup (SR) and SE-R Cup Extreme (SRX). In order to control costs and encourage close competition, the SR class has a 15:1 weight-to-power ratio, a tire limitation, and other restrictions placed on the cars.

More information about the SE-R Cup can be found at <http://www.sercup.com>.