

ASRA NEWSLETTER #5

OPENING NOTES



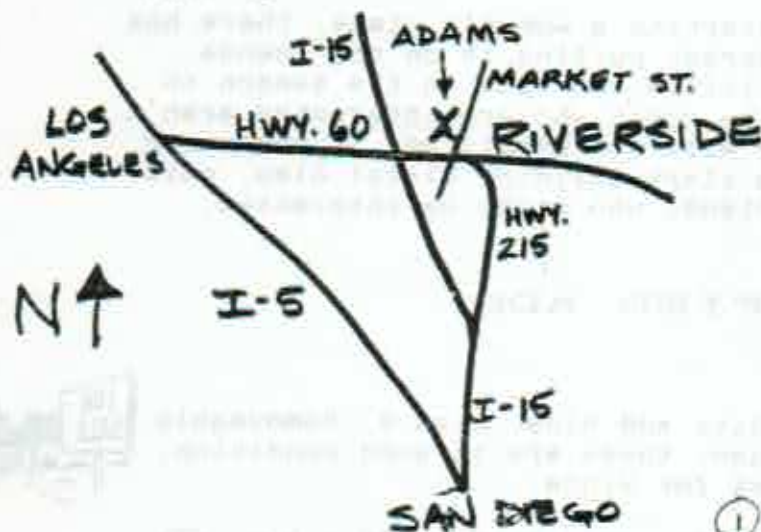
I'd like to start off this newsletter by welcoming ASRA's newest members. Eric Halliday is back this season to race with us (anyone who saw the endurance race of October 1988 will remember the Lucky Seven rider on the Lucky Strike Primavera...wer're all thankful that he's still alive!). We also have our first international member. PM Tuning of England who sponsors Team Turtle-speed is with us as an Associate Member. Welcome to Stateside racing!

If you thought that you were seeing double in the Go-Fast pit area, you were almost right -- Noel Shimamura, brother of Hiroki, has joined the team riding a stock Jet 200 in class F. Welcome to all our new members -- we look forward to a great time and a happy association!

NEXT RACE

The next race, like the rest of the races, will be held at Good Old Adam's Kart Track in Riverside August 26 and 27. There is a map below in case you have yet to be in attendance at this scooter racing mecca (there really is a map this time, I promise) Please remember -- no sign-ups after 10 a.m. (this is an NMA rule). The earlier you get there, the better your place at the starting grid.

Since this is a two day event, be prepared to spend a little extra on race fees. It will be about \$45 per day to race so be prepared. The first day, Saturday the 26th, will consist of a lot of practice and then the first heat of each class. The second day we will run the second heat of each class and an endurance race (yeah!!!!).



DIRECTIONS:

From the north, take the I-5 or I-15 freeway to highway 60 east. Turn left at the Market Street exit. From L.A./Orange County, take Highway 60 or Highway 91 east to Market Street. From San Diego County, take I-15 to Highway 215 North. Then take Highway 60 west to the Market Street exit. Turn right. See you there!



PROTEST RULES

The last race brought our first protests. Unfortunately, things got a little confusing and disorganized and not much got accomplished. Before protesting any rule or rider, please review the protest rules in the handbook (if you do not have a rulebook with you, a representative of ASRA will), then contact one of the technical inspectors directly so that we can deal with it quickly and quietly. Anyone not directly involved with the protest is asked to please stay clear of the situation until it is resolved. This should save everyone a lot of headaches. Thanks!

I'd rather be:

☐ Hanged

☐ Shot

(check one)

In the event that you are found guilty of violating an ASRA regulation, please fill out this form and hand it to the nearest available ASRA representative or technical inspector. Thank you.

ASRA MERCHANDISE

Due to the overwhelming popularity of the "Chicks dig me...." tee-shirts, I will be designing a couple more, one that will be similar to the "Chicks dig me...." but for us ladies to wear. I will a more racy tee-shirt in addition to the one that you get as a member. At the end of the season, there will be an assortment of videos for sale, ones from individual races and one compilation video highlighting the best and the worst of the season. Also we hope to have available photos and posters featuring the best races and the best action of the year. Anyone donating photos that end up on the poster will receive one free.



GROUP G UPDATE

In response to my item about starting a women's class, there has been sufficient interest to warrant putting it on the agenda. However, we feel that it is a little too late in the season to add it right now and some of the women who are interested aren't quite ready. In that light, we will definately add it beginning at the start of next season so start building girls! Also, guys, please tell all your female friends who might be interested.

CLASSIFIED ADS

FOR SALE: Diadora boots, red white and blue, size 9. Removeable toe skids. They sell for \$180 new, these are in good condition, \$70. Call (619) 229-0201 and ask for Vince.

FOR SALE: P200 leg shield, burgandy, good shape. \$50 o.b.o.



SAN JOSE CUSTOM SHOW

If you missed the custom scooter show at San Jose July 28-30, you missed a good time. The show was organized and run by California Roadrunners Scooter Club (which sponsors their team members Julius Pleshakov and Chris Meyers at the races) and I find it difficult to express just how much I admire their level of professionalism and organization. It is rare for any group of young people to pull off something as well-run as these shows, not to mention the fact that they were dealing with scooters which are notorious for causing problems with police and other single-minded sorts. Anyway....

ASRA had a booth at the show which generated a lot of interest (and a lot of weird looks at the race bikes that were on display there). We showed videos on a monitor that drew a pretty good crowd, who seemed to particularly enjoy watching the crashes.



Lucky Seven Sport Scooter Club and Go-Fast Scooters had their race bikes on display and WCLW had one also but the winner of the "Best Race Bike" category went to one of our Associate members, Mark Hersey for his custom cut-down Lambretta named "Stinger". It is a beautifully done bike, as those of you who have seen it will attest, done with purple and red metal flake paint and bold and striking graphics. We will assume that although it was in the race bike category, we will never see it out on the track!

REWARD



Once again, we are asking everyone for help recovering Nyla Schafhauser's Autisa 135cc kit, stolen from Go-Fast Scooters on June 24. There is a \$200 reward for it's return, no questions asked (really, we just want it back). Call Bruce at Go-Fast Racing at (714) 632-0541. The adress is 1161 N. Cosby Way Unit K, Anaheim, CA, 92806.



RACER PROFILE

BY MICK DAILEY



INTRODUCTION:

Welcome to the newsletter's newest addition. Each newsletter, Racer Profile will feature a personal interview with a top competitor on the circuit. Hopefully, this column will help keep the camaraderie going on the fast-growing scooter racing scene. If you find yourself at the track not knowing a rider or two, don't despair, we'll get to them. Hope you enjoy.

-Mick

MR. CONSISTENCY: BRIAN FELIX OF GO-FAST

Since he prefer I call it "On the Gas with Brian Felix", so it is. To me, Brian represents the bike builder's dream rider. He has crashed out of only one race in three seasons. He has never finished lower than second in any of his heat races, and his display of awards shows it. His finest hour was finishing third in a hard-fought 1988 endurance race at Adam's Kart Track.

Even though his list of achievements runs long, you may not know Brian Felix. He is very softspoken at meetings, preferring to concentrate on the business at hand. Needless to say, this method of psyche works well for him.

Twenty-four year old Felix is from a close-knit family of four (one younger sister) originally from the San Francisco Bay Area. He now works in Santa Ana as a telemarketing operator for NEC. His parents don't mind his scooter racing so much, "It's the motorcycles that don't agree with them".

Brian's involvement in scooter racing began about three ago. He had always been interested in auto and bike sport, and was working at Champion Motorcycles in Costa Mesa at the time. He transformed his roadgoing P200E into his first, and present, Group C racer. He began as a privateer, and in his first two races he scored a first and a second. Bruce Gajjar, head man at Go-Fast Racing, was impressed with these results and offered Brian a spot on the team.

After racing scooters for two seasons, Brian made the decision to have a go at motorcycle racing as well. He purchased an LC-350 Yamaha. Since then, he has competed in four NMA sanctioned events twice finishing first in novice.



MD: Is the transition from motorcycle to scooter a difficult one?
 BRIAN: "The machines are worlds apart, but after speed wobbles on an LC at over 100mph, the twitches of a scooter don't bother me a whole lot."
 MD: That makes perfectly good sense. Have you applied what you have learned on scooters to your motorcycle racing?
 BRIAN: "Yes, definatley. It takes more skill than most people understand to go fast on ten inch wheels."
 MD: It's too bad that most motorcycle people don't realize this fact.
 BRIAN: "Still, YSRs are closer to the motorcycles in most respects."
 MD: Except in the power department of course.
 BRIAN: "Of course" (grinning)
 MD: Would you like to race a Lambretta given the opportunity?
 BRIAN: "Sure, but the cost is so much more. I mean, there are more modifications possible on Lambrettas. They are closer to motorcycles than Vespas."
 MD: What modifications has your Group C racer undergone this season?
 BRIAN: "We fitted Nyle's reed valve, and lower gearbox to give me a little quicker acceleration."
 MD: So you're pretty happy with the power of the Vespa?
 BRIAN: "Sure, it's good enough to win. I've always been on par wiht the other guys in power, even in my privateer days."



MD: Who has given you the most trouble in Group C this season?
 BRIAN: "Quinn, easy!" (Quinn Millard, Scooterville Race Team -- ed.)
 MD: (I look suprised)
 BRIAN: "Really, he takes some really defensive lines, he's pretty hard to pass."
 MD: Who's your favorite rider to watch?
 BRIAN: "Steve Cocking!" (without a second's delay) "He's the best I've seen. Oh, and Bruce too when he used to be the crasher premier. He was always exciting."
 MD: What do you think of ASRA?
 BRIAN: "It's amazingly well organized for it's age. Vince has really done a great job." (Not to mention everyone else, especially Dana -- Ed.)
 MD: How about the cooperation and sportsmanship of the racers?
 BRIAN: "Steadily getting better, the cooperation is really holding things together."
 MD: Example?
 BRIAN: "The Calkins/Anderson crash in the fast left before the straight at Amago (July 23 -- Ed.) (if you missed it, see the video!) "I mean, they almost killed each other and the first thing they did was make sure the other was okay."
 MD: By means of a bearhug.
 BRIAN: "Yeah!" (laughing)

NEXT MONTH (IF I CAN GET HIM BETWEEN PHOTO SESSIONS): HARD CHARGING MATT "MAD MAN" DAWSON!

RACE RECAP-1989 ASRA CHAMPIONSHIP RACE #3

AMAGO RACEWAY*WPC

BY VINCE MROSS AND MICK DAILEY

For those of you who are new to ASRA or just a little uncertain about some of the general rules, here is a quick briefing. The classes are designated as follows: Group A is up to 152cc, Group B is 153-196cc, Group C is Modified Stock-must have standard piston and cylinder, Group D is 197-215cc, Group E is 216cc & up, Group F is box stock. Amago Raceway is a paved 2/5 mile road course with twelve turns. Two heats of eight laps each are run with trophies awarded based on combined results and points given individually for each heat.

As has been the case all season in Group A, Nyle Schafhauser was the man to beat at Amago. The Go-Fast rider has led every Group A race this season, and has never finished lower than second. This has given him a commanding lead in both Group A and overall points.

Heat one saw Schafhauser quickly grab the lead on his Mallossi-kitted Primavera, followed by teammate Allen Soto on a short-stroke Lambretta with an Autisa kit. Lucky 7 Race Team's Winston Wolff and Vespa Super Shop's Daren Sefcik followed on Mallossi-kitted Priamveras. Scooterville's Troy Poeschl and WCLW's Matt Dawson were no-shows due to mechanical failures. The two Go-Fast riders quickly pulled away from the pack and began to dice it out for the lead. Soto seemed to have a slight edge in power, but Schafhauser's bulldog style kept in front for the first three and a half laps. Meanwhile, Wolff was having a good ride in third place, while Sefcik was doing his best to keep the former giant-killer VSS Primavera running. It was as if his machine had been assembled by William F. Buckley, Jr.; every left turn caused the motor to completely stall out. That spells trouble at Amago, where two out of three turns are left handers. Soto was riding the wheels off his Lambretta, and on lap four he got past his teammate for the lead. Half a lap later, disaster struck. Enter one very defected Soto, and one very second-hand piston. Schafhauser went on to take the easy win, with Wolff and Stick (Sefcik) second and third, respectively.



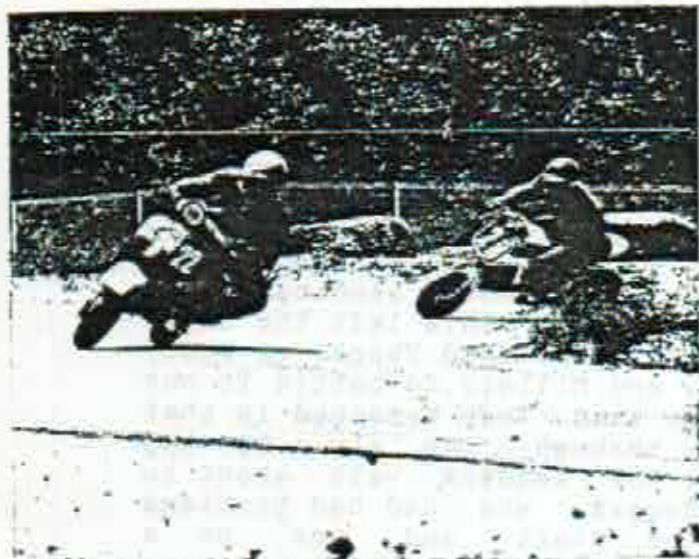
The second heat was not quite as entertaining as the first. Again Schafhauser was first out of the gate, with Dawson in his slipstream. Lap two saw Matt pass Nyle on the clubhouse straight,

and he never looked back. The electrics being back in order, the WCLW Cento looked in fine form. Nyle seemed to have a clutch problem, but he managed to finish second to get another first overall. The left-handers finally became too much for Stick, as he retired halfway through. Congratulations to Winston Wolff for his second overall this weekend. Fine Effort.

Group B: In his first race of 1989, Scott Cocking emerged as a force to be reckoned with on the Vespa Super Shop PX180. Scott, brother of WCLW rider Steve Cocking, had ridden a couple of races for VSS in the past without much success, usually due to mechanical failure. In the first heat, Scott used his no-

nonsense, point-and-shoot riding style to open up a sizeable lead. His Mallossi-kitted PX125 was followed by Tim Slagle of Team Turtlespeed on his PX180, Garden Grove, Ca.'s Patrick Lonnee on his 190cc Lambretta, Jon Walker on his Scooterville sponsored PX180, and Hiroki Shimamura of Go-Fast Race Team on his alloy-framed and short-stroke TSI kitted Lambretta. Walker quickly moved up to second spot by passing Lonnee in the front straight on lap one, and Slagle in turn two of lap two. At this point, second through fifth places were tightly bunched, with Shimamura still at the rear. By the start of lap three, Hiroki had moved up

to fourth. Then, as the pack exited turn two, Walker's rear tire broke loose, sending him into a 180 degree spin with his flywheel whizzing against its shroud. This forced his early retirement. Hiroki seized the moment and quickly moved up to second past the surprised Slagle and Lonnee. By this time, Hiroki had really gotten into a groove. His newfound ability to drag his knees through the turns combined with his brand new all white leathers made quite an impression on the crowd. However, Cocking's lead was about five seconds, and Shimamura appeared destined for a second place finish with only a little over three laps to go. Further back in the pack, Slagle and Lonnee were going at it for third place like two dogs after one piece of meat. Then, as our leader Cocking weaved through the front esses on lap five, he lost the back end, and sent the machine careening against the fence bordering the pit area. He



dashed over to his battered machine in a vain attempt to get it restarted. Having seen this happen right in front of them, the crowd in the pit area went wild; some expressing anguish at Cocking's mishap, others cheering on Hiroki as he took over the lead. Hiroki completed his come-from-behind victory, followed by Lonnee and Slagle.

In the second heat, Walker and Cocking were absent thanks to their first heat crashes. Lonnee grabbed the lead early on, but Shimamura caught him on lap two and continued on to an easy victory, followed by Lonnee and Slagle.

As the first heat of Group C began, it was WCLW's newest team member Chito Cajayon out in front on his 200cc Lambretta. Following him were Curt Thom of Vespa Super Shop, last races Group C winner Brian Felix of Go-Fast, Quinn Millard of



Scooterville, and newcomer Chris Rogers of San Diego, Ca., all on Vespa P200E's. Things stayed in that order for three laps, with the first four positions hotly contested. On lap three, Cajayon seized in turn one, sending him to the pavement. This left the three very evenly matched Vespas of Thom, Felix, and Millard to battle it out for the lead. They remained in that order through lap six. By lap seven, the leaders were about to lap Rogers, who had had problems off the start and was on a decidedly slower machine. Rogers went down in turn six with Thom right on his tail, and Felix used this to his advantage to grab the lead from Thom. Millard, despite a Group C record lap of 45.91, was unable to catch Thom, and at the finish it was Felix, Thom, Millard, and Rogers.

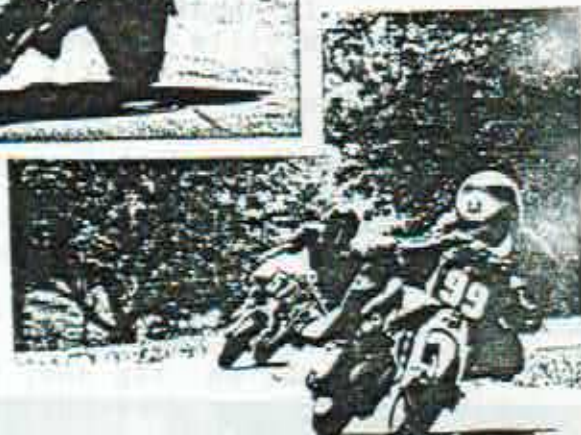
Heat two saw Thom get the hole shot, with Felix, Millard, Cajayon and Rogers in hot pursuit. Thom did his best to hold off the hard charging Felix, but on lap five Felix overtook him and never looked back. At the end, Millard was once again putting some pressure on Thom, while Cajayon had dropped out. The finish was once again Felix, Thom, Millard, Rogers.

The Go-Fast Race Team has done a lot of practicing lately at Amago, and as was the case with Hiroki Shimamura in Group B, it paid big dividends for Bruce Gajjar in Group D.

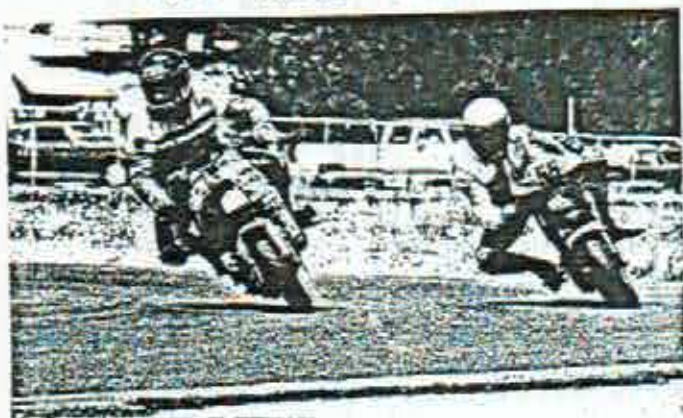
In the first heat, Steve Cocking of WCLW got the hole shot on his 210cc Lambretta. He was chased by Gajjar on his alloy framed Lambretta fitted with a very oversquare 70mm x 54mm TSl kit, WCLW's Mike Anderson on his 215cc Lambretta, and Go-Fast's

Brian Calkins on a 205cc Lambretta. Cocking set a Group D record with a 43.72 second lap as he held off the hard-charging Gajjar for three laps. Anderson was holding ground in third when he went down in turn one of lap three. Meanwhile, Cocking's machine was beginning to stall out and Gajjar took over the lead on lap four. Cocking retired with of all things an empty gas tank. Gajjar was riding very well and was not to be caught; Calkins was next to the line, followed by Anderson.

In the second heat, Anderson, having rectified an ignition problem, took the lead from Calkins and Gajjar. The three machines were well matched, and as they entered the esses into turn seven, Calkins slipped inside of Anderson for the lead. It was to be short lived, though. Calkins lost control in turn eight, and as his machine went sideways. Anderson, who was right on his rear wheel, had no way of avoiding him. He t-boned both Calkins and his machine, sending both riders and machines sprawling accross the tarmac. Neither rider sustained serious injury, but the same could not be said about their bikes, which will both need lots of attention before the next race. This left Gajjar alone on the track to claim victory.



So far this season, the largest capacity class hasn't provided the entertainment we have come to expect. This is due both to the lack of entrants and the generally unreliable nature of the bigger capacity machines. This weekend's Group E race proved to be quite the opposite however, at least in heat one. Well known tuner and owner of WCLW Vince Moss showed us



aggressiveness not usually associated with his character. Vince rode his LC like a man possessed as he left the others going into turn one. He was followed by teammate Matt Dawson, who had passed Jeff Walker of Scooterville early on. The situation was far from stagnant, though, as the two used every inch of the track, frequently kicking up dust as they dipped over the edge. In fact, both had dangerous moments as they exited turn two. Moss,

apparently miscalculating his throttle opening to lean angle ratio, found his front wheel in the air at a most inopportune moment, but provided spectators with an amazing save. On the next (and last) lap, Dawson found his front wheel in the air at the same location, but also managed to regain control. This pair's pace put them far ahead of the third place man, (Revvin') Curt Thom on the VSS P225E. In rare form Moss masterfully held off hard charging Dawson for his first ever win and eventual second overall this weekend.

Overall lap and race records were set by Dawson in a rather uneventful second heat. Dawson clocked a 42.81 lap time on his way to an eight lap record time of 5:55.15. Second and third went to Moss and Thom, respectively.

Group F went from being the least exciting group at the last Adams race to the most exciting this weekend. The combination of seven fairly even stock machines and a small, tight course made for lots of good action.

In heat one, Mic Koslov of Scooterville grabbed the early lead from Chris Myers of California Roadrunners S.C., Daren (Stick) Sefcik of Vespa Super Shop, Matt Dawson of WCLW, Julius Pleshakov, also of California Roadrunners, newcomer Noel Shimamura (brother of Hiroki) of Go-Fast, and San Diego's Frank Hervey. As the pack made its way down the front straight on lap one, Koslov held



his ground, but Sefcik and Dawson slipped past Myers on their slightly faster machines, dropping him to fourth. Koslov continued to lead as they started lap two, but as they exited turn one he went wide into the dirt and fell back to third. Not for long, though. Stick was now in the lead with Matt right on his tail entering turn two. Stick was well into the turn when he apparently got up on the engine case and lost traction, sending him spinning. Matt made every possible effort to avoid the fallen machine, but the inevitable result was two dinged up machines with their side panels scattered across the dirt. Both riders managed

to get up and continue, but well off the pace which was once again set by Koslov. The next lap saw a magnificent wipeout by Dawson in turn four, this time forcing his retirement from the race. Matt was uninjured, and he knew he had provided the crowd with a thrill and signalled this to them by raising his arms as if in victory. Koslov was enjoying the lead through five plus laps when it became his turn to crash in turn two of lap six. This handed the lead over to Chris Myers, and he went on to victory, followed by his teammate Pleshakov, then Hervey, Sefcik, and Shimamura.*WPC

Sefcik made his presence known early in the second heat by getting the hole shot, and he never looked back on his way to an impressive victory. He was followed for the first three laps by Myers, Pleshakov, Koslov, Shimamura, and Hervey. Dawson was absent thanks to his two first heat crashes. Koslov began to make a move on lap three, and in turn ten he caught and passed Pleshakov. Soon after that he dove inside of Myers in turn two of lap four, and at the finish it was Sefcik, Koslov, Myers, Hervey, and Shimamura.



RACE RESULTS -- JULY 23

#	RIDER	TEAM	TOT.TIME	BEST LAP	AVG. LAP	PLACE	POINTS
GROUP A-1st HEAT:							
7	TROY POESCHL	S'VILLE	DNR	***	***	***	***
14	WINSTON WOLFF	LUCKY 7	6:51.18	49.84	51.40	2	6.4
19	DAREN SEFCIK	VSS	N/A	N/A	N/A	3	5.6
54	MATT DAWSON	WCLW	DNR	***	***	***	***
93	NYLE SCHAFHAUSER	GO-FAST	N/A	44.87	N/A	1	8.0
101	ALLEN SOTO	GO-FAST	DNF	46.23	***	***	***

GROUP A-2nd HEAT:

7	TROY POESCHL	S'VILLE	DNR	***	***	***	***
14	WINSTON WOLFF	LUCKY 7	6:58.56	51.37	52.32	3	5.6
19	DAREN SEFCIK	VSS	DNF	***	***	***	***
54	MATT DAWSON	WCLW	6:11.02*	44.27*	46.38*	1	8.0
93	NYLE SCHAFHAUSER	GO-FAST	6:19.21	46.90	47.40	2	6.4
101	ALLEN SOTO	GO-FAST	DNR	***	***	***	***

RACE RESULTS -- JULY 23



GROUP B-1st HEAT

15	SCOTT COCKING	VSS	DNF	45.86	***	***	***
22	TIM SLAGLE	T'SPEED	6:32.74	48.03	49.09	3	7.0
28	PATRICK LONNEE	***	6:28.09	47.57	48.51	2	8.0
60	JON WALKER	S'VILLE	DNF	47.62	***	***	***
98	HIROKI SHAMAMURA	GO-FAST	6:21.77	45.65	47.72	1	10.0

GROUP B-2nd HEAT

15	SCOTT COCKING	VSS	DNR	***	***	***	***
22	TIM SLAGLE	T'SPEED	6:24.71	47.97	48.09	3	4.2
28	PATRICK LONNEE	***	6:21.87	46.15	47.73	2	4.8
60	JON WALKER	S'VILLE	DNR	***	***	***	***
98	HIROKI SHIMAMURA	GO-FAST	6:17.77*	45.53*	47.22*	1	6.0

GROUP C-1st HEAT

13	CURT THOM	VSS	6:20.60	46.63	47.58	2	8.0
31	CHRIS ROGERS	***	N/A	51.84	N/A	4	***
66	QUINN MILLARD	S'VILLE	6:20.52	45.91*	47.57	3	7.0
91	BRIAN FELIX	GO-FAST	6:19.52	46.22	47.44	1	10.0
976	CHITO CAJAYON	WCLW	DNF	47.17	***	***	***

GROUP C-2nd HEAT

13	CURT THOM	VSS	N/A	N/A	N/A	2	8.0
31	CHRIS ROGERS	***	7:10.33	51.50	53.79	4	***
66	QUINN MILLARD	S'VILLE	6:23.74	46.50	47.93	3	7.0
91	BRIAN FELIX	GO-FAST	6:17.02*	46.09	47.13*	1	10.0
976	CHITO CAJAYON	WCLW	DNF	47.38	***	***	***

NOTES: DNF=DID NOT FINISH; DNR=DID NOT RACE; N/A=DATA NOT AVAILABLE

*=GROUP RECORD; #=TRACK RECORD



This picture has nothing to do with racing.

RACE RESULTS -- JULY 23

#	RIDER	TEAM	TOT.TIME	BEST LAP	AVG. LAP	PLACE	POINTS
GROUP D-1st HEAT							
00	MIKE ANDERSON	WCLW	6:15.86	44.37	46.98	3	5.6
57	STEVE COCKING	WCLW	DNF	43.72*	***	***	***
90	BRIAN CALKINS	GO-FAST	6:05.55	44.10	45.69	2	6.4
99	BRUCE GAJJAR	GO-FAST	6:02.93*	44.58	45.37*	1	8.0
GROUP D-2nd HEAT							
00	MIKE ANDERSON	WCLW	DNF	N/A	***	***	***
57	STEVE COCKING	WCLW	DNR	***	***	***	***
90	BRIAN CALKINS	GO-FAST	DNF	44.25	***	***	***
99	BRUCE GAJJAR	GO-FAST	6:41.43	44.81	50.18	1	6.0
GROUP E-1st HEAT							
17	CURT THOM	VSS	6:23.45	47.39	47.93	3	5.6
53	VINCE MROSS	WCLW	5:56.96	43.42	44.62	1	8.0
55	MATT DAWSON	WCLW	N/A	N/A	N/A	2	6.4
58	JEFF WALKER	S'VILLE	DNF	47.16	***	***	***
GROUP E-2nd HEAT							
17	CURT THOM	VSS	6:49.01	45.69	51.13	3	4.2
53	VINCE MROSS	WCLW	6:01.02	43.01	45.13	2	4.8
55	MATT DAWSON	WCLW	5:55.15#	42.81#	44.39#	1	6.0
58	JEFF WALKER	S'VILLE	DNR	***	***	***	***
GROUP F-1st HEAT							
21	DAREN SEFCIK	VSS	N/A	N/A	N/A	4	***
44	JULIUS PLESHAKOV	CRSC	6:49.37	50.00	51.17	2	11.2
50	FRANK HERVEY	***	N/A	N/A	N/A	3	9.8
51	MATT DAWSON	WCLW	DNF	N/A	***	***	***
88	CHRIS MYERS	CRSC	6:48.31	49.64	51.04	1	14.0
92	NOEL SHIMAMURA	GO-FAST	7:22.18	54.27	55.27	5	***
97	MIC KOSLOV	S'VILLE	DNF	49.08	***	***	***
GROUP F-2nd HEAT							
21	DAREN SEFCIK	VSS	6:29.68*	47.41*	48.71*	1	12.0
44	JULIUS PLESHAKOV	CRSC	DNF	50.28	***	***	***
50	FRANK HERVEY	***	7:17.69	52.84	54.71	4	***
51	MATT DAWSON	WCLW	DNR	***	***	***	***
88	CHRIS MYERS	CRSC	6:51.99	50.07	51.50	3	8.4
92	NOEL SHIMAMURA	GO-FAST	8:04.62	54.84	60.60	5	***
97	MIC KOSLOV	S'VILLE	6:36.27	48.72	49.53	2	9.6

NOTES: DNR=DID NOT RACE; DNF=DID NOT FINISH; N/A=DATA NOT AVAILABLE
 *=GROUP RECORD; #=TRACK RECORD

POINTS BY GROUP

RIDER	TEAM	PREVIOUS POINTS	POINTS JULY 23	TOTAL POINTS
GROUP A:				
1 SCHAFHAUSER	GO-FAST	42.0	14.4	56.4
2 DAWSON	WCLW	18.0	8.0	26.0
T3 POESCHL	S'VILLE	16.6	***	16.6
T3 THOM	VSS	16.6	***	16.6
5 WOLFF	LUCKY 7	***	12.0	12.0
6 R. MALLARI	***	8.4	***	8.4
7 SEFCIK	VSS	***	5.6	5.6
GROUP B:				
1 SLAGLE	T'SPEED	16.4	11.2	27.6
2 LONNEE	***	8.0	12.8	20.8
T3 SHIMAMURA, H.	GO-FAST	2.0	16.0	18.0
T3 QUINTOS	LUCKY 7	18.0	***	18.0
5 WALKER, JON	S'VILLE	13.6	***	13.6
GROUP C:				
1 FELIX	GO-FAST	14.0	20.0	32.0
2 MILLARD	S'VILLE	18.4	13.4	31.8
3 CAJAYON	WCLW	12.6	***	12.6
4 THOM	VSS	***	8.0	8.0
5 ROGERS	***	***	5.6	5.6
GROUP D:				
1 GAJJAR	GO-FAST	14.3	14.0	28.3
2 CHU	T'SPEED	24.9	***	24.9
3 ANDERSON	WCLW	14.8	5.6	20.4
4 COCKING, STEVE	WCLW	14.0	***	14.0
5 CALKINS	GO-FAST	***	6.4	6.4
GROUP E:				
1 DAWSON	WCLW	23.6	12.4	36.0
2 MROSS	WCLW	5.6	12.8	18.4
3 THOM	VSS	6.4	9.8	16.2
4 WALKER, JEFF	S'VILLE	14.4	***	14.4
GROUP F:				
1 SEFCIK	VSS	20.0	12.0	32.0
2 DAWSON	WCLW	24.0	***	24.0
3 KOSLOV	S'VILLE	14.0	9.6	23.6
4 MYERS	CRSC	***	22.4	22.4
5 HERVEY	***	4.0	9.8	13.8
6 PLESHAKOV	CRSC	***	11.2	11.2

Life is either a daring adventure or nothing.

HELEN KELLER



OVERALL POINTS



RIDER	TEAM	PREVIOUS POINTS	POINTS JULY 23	TOTAL POINTS
1 SCHAFHAUSER	GO-FAST	42.0	14.4	56.4
2 DAWSON	WCLW	26.0	12.4	38.4
3 THOM	VSS	23.0	9.8	32.8
T4 SEFCIK	VSS	20.0	12.0	32.0
T4 FELIX	GO-FAST	14.0	18.0	32.0
6 MILLARD	S'VILLE	18.4	13.4	31.8
7 CAJJAR	GO-FAST	14.3	14.0	28.3
8 SLAGLE	T'SPEED	16.4	11.2	27.6
9 CHU	T'SPEED	24.9	***	24.9
10 KOSLOV	S'VILLE	14.0	9.6	23.6
11 MYERS	CRSC	***	22.4	22.4
12 LONNIE	***	8.0	12.8	20.8
13 ANDERSON	WCLW	14.8	5.6	20.4
14 MROSS	WCLW	5.6	12.8	18.4
T15 QUINTOS	LUCKY 7	18.0	***	18.0
T15 SHIMAMURA	GO-FAST	2.0	16.0	18.0
17 POESCHL	S'VILLE	16.6	***	16.6
18 WALKER, JEFF	S'VILLE	14.4	***	14.4
19 COCKING, STEVE	WCLW	14.0	***	14.0
20 HERVEY	***	4.0	9.8	13.8
21 WALKER, JON	S'VILLE	13.6	***	13.6
22 CAJAYON	WCLW	12.6	***	12.6
23 WOLFF	LUCKY 7	***	12.0	12.0
24 PLESHAKOV	CRSC	***	11.2	11.2
25 MALLARI	***	8.4	***	8.4
26 CALKINS	GO-FAST	***	6.4	6.4
27 ROGERS	BLURR	***	5.6	5.6



AWARDS BANQUET



Although we are only halfway through our first racing season, we are already starting to plan our end-of-the-year awards banquet. The banquet will be set sometime in January of 1990 after the racing season and long enough after the Holiday season to ensure a good turnout. It will be located somewhere in Los Angeles or Orange County and promises to be a raging good time for all who attend. The awards ceremony will feature trophies for all the points winners, including points trophies for each class and a team points award. We will also be giving away such trophies as "Best Crash", "Ugliest Bike" and much, much more. All of these awards will be decided by a ballot sent out to each member at the end of the year.

The banquet will be a semi-formal affair with a buffet, DJ, videos, a slide show and lots and lots of fun. This is not going to be a cheesy party!!!! It's going to be a first-class affair all the way. If you have any ideas at all for the banquet or want to know how you can help out, just give a call or drop us a line.



A NOTE FROM KURT ULLMAN OF TEAM TURTLESPEED

Dear Racers and Associate Members,

By now, most of you have been involved in at least one of the three ASRA season openers. Compared to the previous racing events in the United States we are operating at a much higher level of organization. As the season progresses, we will surely iron out all the little kinks that any emerging organization faces so that as we begin the 1990 season, everything will flow smoothly and efficiently.

On behalf of the administration of the ASRA, I'd like to say that we have put forth the time and the effort necessary to establish a strong foundation upon which our organization will grow, and given the necessary cooperation of our members, the potential of this organization is incredible!!

By any chance do you remember signing your application form? In signing that form, we all pledged that we would strive to promote the sport of scooter racing. Perhaps everyone needs to think about that a little bit. We are not asking (nor do we expect) Herculean tasks of anyone -- it would be a great help, however, for every member of this organization to do anything, no matter how small, that he or she can do. Whether it is sending in articles or pictures to the newsletter, sending in ideas, or even just spreading the word about scooter racing. It will all come back to us in the end.

If there's something going on that you don't like, rather than bitching about it, do something about it! Take some pride in the sport. Make the extra effort. The future depends on ALL OF US!!



RUMOURS, RUMOURS, RUMOURS...



For those of you who have seen or heard about the bad publicity we received from Scooter Scene magazine due to misquotes and misinformation, we have been redeemed in this month's issue of Scootering with a small but more accurate description of state-side racing. The info they have may be a little old, but we plan to send them loads of stuff about ASRA and what's current over here. We'd also like to stress that the bad press was no fault of Kurt Ullman's! On the contrary, his glowing reports to England were somewhat mangled by forces beyond his control.....Go-Fast Racing will be holding a grand opening celebration at the end of this month as soon as things are settled in and he invites each member of ASRA to come. Any party thrown by Bruce is bound to be a rager!!.....Rumour has it that that the reason that Troy Poeschl didn't race at Amago last time was that his paint job didn't pass tech.....



★★ ASRA QUESTIONNAIRE ★★

1. Due to the wear and tear that racing puts on the bikes, we don't want to put on too many races each year but we also want you to have as much opportunity to race as possible. How many races a year do you think is appropriate?

6, like we have now _____, more _____, less _____

2. Our membership is growing slowly and surely but sometimes the number of entrants in each class isn't quite up to par for an exciting race. Do you approve of combining classes to create more excitement (points are kept separately) or do you think that it is too confusing or unnecessary?

yes, combine classes _____, no, keep it as it is _____

3. It's hard to get everyone together at one time and hear everyone's comments in a group. A good solution has been offered up of having a meeting of all the members at the races but this might take up a lot of time there. Should we have a members meeting at the races? yes _____, no _____

4. All of the ASRA rules, regulations and technical specifications came out of previous rules and discussions between shop owners and other racers but we realize that as a new organization, there will be disputes over the rules. Is there a rule (or rules) that you disagree with or that you would like to see different? yes _____, no _____

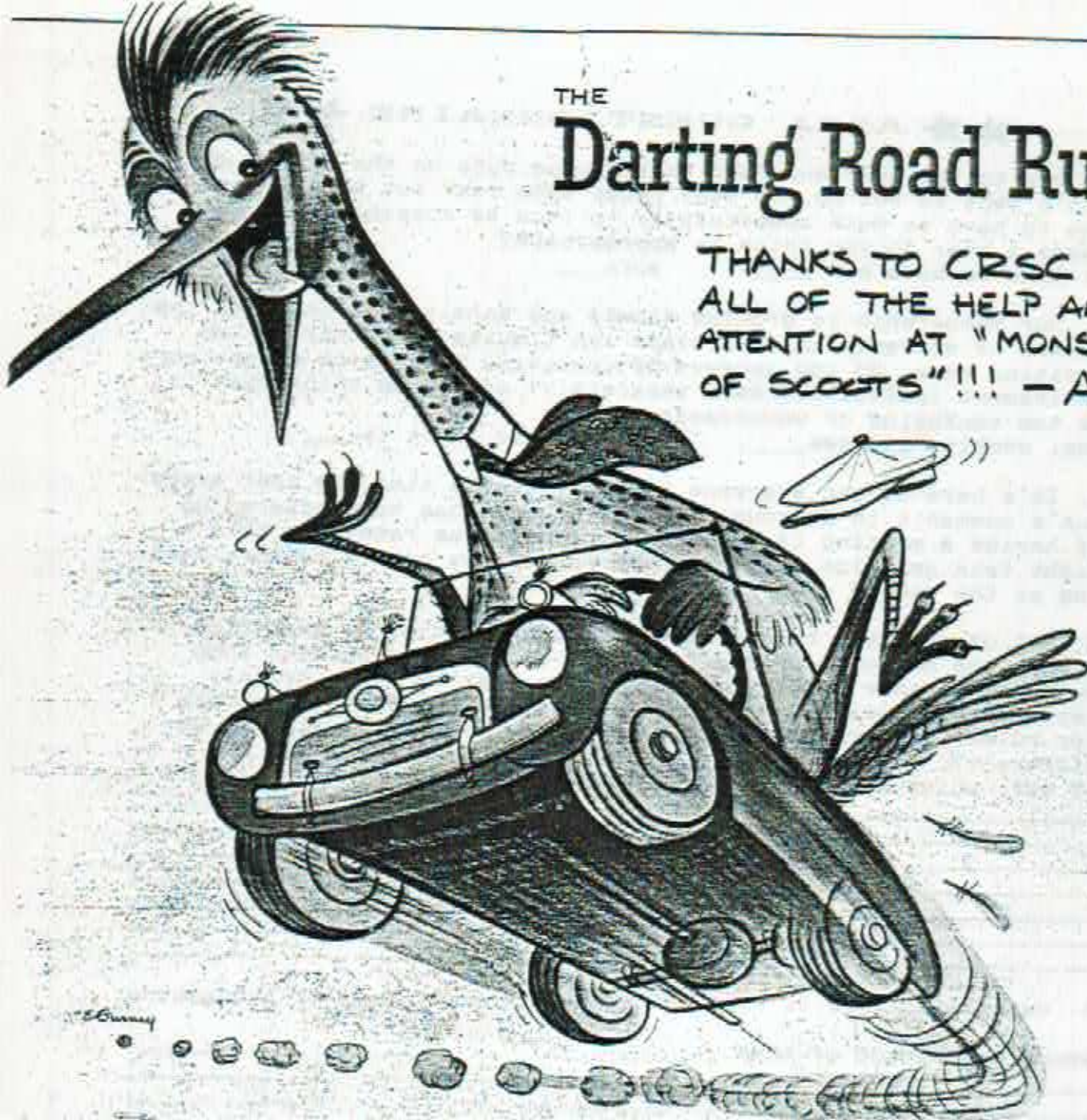
If yes, which rules and how would you change them?

5. Catch-all. This is your chance to air your views or suggestion about any aspect of ASRA. _____

THE

Darting Road Runner

THANKS TO CRSC FOR
ALL OF THE HELP AND
ATTENTION AT "MONSTERS
OF SCOUTS"!!! - ASRA



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