

Pacific Raceways

Invitational

Oct 4-5-6th

2024

Official Program \$5



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Welcome Race Fans

Thank you for attending the **4th Annual Pacific Raceways Invitational**, presented by *DOXON Toyota of Auburn*! Our goal is to provide an exciting road race with other entertainment to make this a must-attend fall event for the northwest car community.

This race is designed as a three-day event with a Friday test day followed by two full days of racing featuring some of the best road racers in the Northwest. Saturday is **OktoberFAST**, a special day that combines the best of road racing with a celebration to the start of fall. Think of it as a Bavarian fall folk festival with the thrill of road racing's speed and pageantry all taking place at historic Pacific Raceways and its park-like 320 acres, which offers some of racing's most spectacular vantage points.

Pacific Raceways, dubbed The Place to Race, has a storied history among west coast road racing tracks as a technical, no-holds-barred 2.25-mile, 10-turn circuit that was a must-stop for sports car racers in the 1960s and 70s. Who wouldn't want to compete at a prestigious fall race on the same track where legends like Mark Donohue, Dan Gurney, Carroll Shelby, Mario Andretti and so many other legendary racers stood on the podium decades ago?

This race weekend couldn't be possible without the commitment from sponsors like *DOXON Toyota of Auburn*, a family owned business for 86 years. Even more importantly are the many volunteers who make this event happen like the turn workers and other track officials that allow us to put on a safe race. It takes a small army of people to run an event of this size including a core group of people who work year around to plan, organize and operate the Invitational.

As they say, there is no show without the racers. Adding a race like the Invitational in the fall is tough on racers and racecars for a variety of reasons like weather and end-of-the season mechanical woes. The commitment we have seen from the local race sanctioning bodies and clubs to help promote this weekend with their members has been outstanding and continues to grow. On Saturday we will have the season finale for the Formula Ford Emerald Cup and on Sunday afternoon Victory Laps and Winners Circle. Outstanding!

Finally, thank you fans for coming out to The Place to Race and celebrating with us the fun and excitement of fall road racing. Enjoy the racing and make sure to check-out the car show and memorabilia and craft booths.

Sincerely,

John Ramsey
General Manager
Pacific Raceways

LEARN MORE at the
Pacific Raceways
Invitational website



Pacific Raceways History

Pacific Raceways is a legendary motorsports facility located in Kent, WA. The family-owned business opened in 1960 to provide a safe, controlled environment for racing. The track was constructed by Dan Fiorito Sr., who owned a heavy road construction company and was himself an avid car collector. Dan's grandson Jason Fiorito is the current track president and committed to continuing his grandfather's legacy on track as well as off track with Pacific Motorsports Park. The 2.25-mile, 10-turn road course has hosted some of the world's most notable drivers, who favored the circuit's quick elevation change of 110 feet in less than one-half mile. Al Unser Sr. and Mario Andretti won the twin Dan Gurney 200 in 1969, which is the same year that Andretti won the Indianapolis 500 and the USAC Championship. Other road racing stars such as Mark Donohue, Roger Penske and Carol Shelby raced at the Kent track. Legendary NASCAR great Dale Earnhardt Sr. won a stock car race at Pacific Raceways as well.

Drag racing has always been an integral part of Pacific Raceways' heritage. In the inaugural race held during the Fourth of July weekend in 1960, Northwest legend Dick Kalivoda took top honors scorching the quarter-mile in 11.78 seconds in his B/Modified Roadster, setting an NHRA national elapsed time record. The fabled Kent track, a favorite of match racers during the 1970s was the site of promoter Bill Doner's infamous 64 Funny Cars during its time as Seattle International Raceways. Pacific Raceways, which hosted the NHRA Fall Nationals for several years, most recently has been part of the NHRA Camping World Drag Racing Series and its grueling "western swing". Pacific Raceways will host its 35th NHRA national event in 2024.

ProFormance Racing School, the Northwest's only fully accredited road racing school, makes its home at Pacific Raceways hosting a variety of activities from High Performance Sport Driving to competition licensing and teen driving clinics. ProFormance has a fleet of race-ready rental cars and offers individual coaching for the aspiring racer or high speed sport driver. Also on-site at Pacific Raceways is PGP Motorsports Park the region's premier outdoor karting track featuring racing leagues and kart rentals. Rounding out the facility is Moto-Pacific, a motocross track that features Wednesday night practices and a Friday night race series from May through August. Pacific Raceways in Kent is the place to race!

Pacific Raceways Invitational Planning Team Members

Andy Collins, *President*

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SOVREN

SOVREN/NW Region SCCA

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Pacific Raceways

IRDC/SOVREN

Promotion Graphex

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Pacific Raceways

NW Region SCCA

ProFormance Racing School

Lucky Dog Racing League

SOVREN

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NW Region SCCA

IRDC/SOVREN

NW Racing Clubs in the Pacific Raceways Invitational

The Pacific Northwest has many road racing clubs, each with their own championships. It seemed appropriate to have an event that allows all the clubs to join in for a great championship weekend. Four years ago, a group was created to have all the clubs participating so that racers from each club could enjoy competing against one another. Thus, the Pacific Raceways Invitational was created.

From the beginning, the Sports Car Club of America held races at Pacific Raceways. In the 1960s some of the best amateur racers came to the NW to race. Of course, names like Roger Penske came and won his first race here and many top names in Trans-Am like Parnelli Jones, Mark Donohue and Dan Gurney all came and raced. Eventually the NW Region conducted the Double National each year over Labor Day weekend and that event still goes on today.

Over 60 years ago, another group of racers started a NW Racing series called the International Conference of Sports Car Clubs (i.e. "Conference"). This club is run by volunteers and is the largest racing club in the area. Many racers competed in both SCCA and Conference and yet many have never travelled to compete in the other clubs even though their licenses are accepted by both clubs. The rules are a little different in each club and yet racers could for the most part compete in each group. The local club, the International Race Driver's Club, helps with this event this weekend.

Nearly 30 years ago, several racers who had vintage cars were looking for a place to race. Many of these cars could only travel to a few races around the country and few if any here in the NW. The Society of Vintage Race Enthusiasts (SOVREN) was created with their biggest event of the year on July 4th weekend at Pacific Raceways. SOVREN cars must be over 25 years old and allows opportunity for older cars to come racing. This weekend there will be Mustangs, Corvettes, Bugeye Sprites and Formula Fords as part of this event.

About 10 years ago, the Lucky Dog Racing League was created to allow sedan racers to compete in budget endurance races. These events have racers competing in both 8- and 7-hour endurance races on the same weekend. Many racers wanted to compete in this type of series and many racers competed and yet many have never raced in the shorter (20 to 30 minute) racers hosted by SCCA and Conference.

Then there are other racers in other series around the area who have always wanted to compete on a road course. Specifically, people who race oval track. The Pacific Raceways Invitational is open to all racers so nearly everyone with a road racing car can compete. To incorporate all the racers, this event has a special event called the Wild West Challenge that allows everyone to compete in one race. While not everyone wants to compete in this race, it gives everyone the chance to compete one on one with all the groups. This event will be conducted on Saturday and is often the top race of the weekend.

That's how all these racers this weekend from many different clubs have come together to race. Many of these racers have never competed against each other and it is fun to watch them compete with cars they may have never raced against. Drivers and cars may choose to race with all the groups and yet as you watch you will see cars within each group of various classes with cars they have never raced against. This event can only happen because of the collaboration of the track and the various clubs. A unique event that you won't find anywhere else around the country. We hope you have fun and tell your friends to come out and enjoy road racing at its finest here in the Northwest.



About Sovren

In the mid-eighties, the sport of vintage sports car racing was quickly becoming popular across the US. In our area, vintage racing events were organized at S.I.R. (now Pacific Raceways) by Jess Hammers, Dick Buckingham, and Richard Adatto, either as stand-alone events or tied in with Professional events. In the summer of 1986, Seattle Porsche enthusiast Dick Mattie recognized the need for a vintage racing organization and organized meetings to lay the foundation for the Society of Vintage Racing Enthusiasts or as SOVREN. Dick held a meeting for approximately 100 enthusiasts and enlisted 15 charter members who set about the work of defining the goals and rules for the club and the daunting task of sponsoring a track event. The club's first racing activity was to join a vintage grid at the first Tacoma Grand Prix in August 1986 where 3-time World Driving Champion Sir Jack Brabham participated.

The club originally was organized to include both racing and touring; however, it soon became obvious that the members' main interest was in wheel-to-wheel competition. In the early days SOVREN held track days at S.I.R. with no actual racing and joined with SCCA and the International Race Drivers Club (IRDC) who would have vintage grids as part of their race events. In 1989, in conjunction with the Vintage Motorcycle Enthusiasts, they held the 1st Annual Pacific NW Historics. 59 cars participated and the tradition was established. In the years since, the number and quality of cars and the fun for participants and spectators has increased. In 1990, the event became a fundraiser for Seattle Children's Hospital, and 68 racers participated. In recent years there have been close to 200 entries with over one million dollars raised for the uncompensated care fun of the hospital. A number that makes SOVREN members most proud.

Over the past years, SOVREN has grown from a membership of 15 to nearly 400, and many of the charter members are still active in the club. SOVREN conducts 3 events at Pacific Raceways, 1 in Spokane and 1 in Portland each year. Ownership of a vintage racecar is not necessary for membership; Volunteers are welcome to help with the races or those who just love to see the cars as they were meant to be - at speed on the track. SOVREN encourages all vintage racing enthusiasts to join them. You'll find all the details on their website www.sovrenracing.org.



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About SCCA

Northwest Region, Sports Car Club of America: Like so many Regions and SCCA itself, the club had modest beginnings from folks who were auto sport enthusiasts with a desire for competition & camaraderie. To that end, nine SCCA members held an organizational meeting at the home of Tom Carstens on February 19, 1953 and the Northwest Region was successfully established. At a meeting in early April 1953, discussion was held on the possibility of holding a sports car race in connection with Seafair Week in August. With the assistance of the Puget Sound Sports Car Club and the sports car clubs in British Columbia, races were held at Shelton Airport and at Paine Field prior to the race held for Seafair.

Seafair Races were then held at Kitsap County Airport (later Bremerton National Airport) in 1954, 1955, and 1956. The road course was 3.9 miles long and used both runways and taxiways. Over 100 cars participated, and the crowds grew each year from 15,000 to 25,000. These races drew top drivers from around the country and locally that included the legendary Carroll Shelby.

In 1961, the first contract was negotiated with Pacific Raceway, Inc. (known for several years as Seattle International Raceway) for race events. This was only the beginning of a long history racing at the track, of which we are most proud. Our association includes professional race series Trans-am, NASport, American City Racing League, and Formula Atlantic just to name a few. These races featured drivers such as P.L. Newman, Willy T. Ribbs, David Hobbs, and racer/actors Craig T. Nelson and Marsha Mason.

A Double National Races (now called MAJORS) was started in 1980 and features the top club racers on the West Coast and has been held all but 3 years since. NW Region SCCA is proud to call Pacific Raceways their home track. For more information on Northwest Region SCCA and how to get involved, please visit their website at <https://nwr-scca.org/>.



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Emerald Cup Formula Ford Championship

In the 1960s motor racing schools wanted a highly responsive affordable single seat racing car. The Formula Ford class was the answer. Utilizing a Kent crossflow engine from Ford coupled with a frame that was light and easy to work on, it was exactly what the racing world needed at the time. With most of the cars weighing in empty at just over 900 lbs, the power to weight and handling were exactly what they were looking for. Formula Ford quickly became the internationally accepted single seater that was the path to a seat in F1. Ayrton Senna, James Hunt, Emerson Fittipaldi, Michael Schumacher and Nigel Mansell were just some of the future F1 champions that got their start in Formula Ford.

The Emerald Cup races the Formula Ford cars in the same configuration as they were manufactured 50 years ago. The goal of the Emerald Cup is to bring back the glory days of racing with the camaraderie and the vintage spirit. It is one of the most competitive classes of racing where often the top four cars are separated by less than 2 seconds. The cars are the stars of this championship series, and the drivers work hard to get every ounce of performance out of them. Drivers come from Washington, Oregon, California, Montana, Idaho, and Canada regularly to race in this series. The tracks raced at are no less diverse than the drivers. The Emerald Cup has raced at Pacific Raceways, the Ridge, Portland, Sears Point, Laguna Seca, and Spokane. This is the third year of the Emerald Cup and each year the grid size continues to grow with more people wanting to join in the fun.

As with any great race series, the championship is often not decided until the final race of the season. The Pacific Raceways Invitational is the last race of the season and will likely decide the 2024 champion. Witness the points races on Saturday and Sunday, then come to the Podium after the race and see who wins the day and maybe even the series. Watch as the top drivers display their champagne spraying prowess. Racing just doesn't get any better than this.

Visit <https://www.ffemeraldcup.com/>.



Lucky Dog Racing League

Lucky Dog Racing League® Powered By Hankook is a "for racers, by racers" community born out of the desire to offer competitive yet safe, fun and affordable, wheel-to-wheel endurance racing without the usual barriers to entry... complex rules and the need to have a trust fund. Our experienced staff are all racers themselves and committed to keeping teams on track and delivering safe events at amazing North American road courses (including Mexico & Canada), awesome formats from 7 to 24 hours, great seat time value, easy car prep and an understandable rulebook.

Lucky Dog's 16-page rule set focuses on safely preparing a car and allowing teams a bit more leeway than provided by other amateur endurance racing series in terms of performance creativity. Racecars must be stock production four-wheeled vehicles originally intended for street use but are repurposed as a racecar, and at least fifteen years old. Next to safety, keeping the rules easy to understand, implement and enforce are a top priority for the series. The open rule set not only allows for teams to affordably race in a no-hassle environment, but also provides additional racing opportunities for teams running ChampCar, World Racing League (WRL), 24 Hours of Lemons, American Endurance Racing (AER), SCCA, NASA, PCA & BMW clubs, Spec Miatas, ICSCC, etc.

Depending upon the length the race, teams can consist of as few as two drivers, offering lower entry fees and an overall race weekend investment. Regardless of win or lose, any day spent at the race track makes us all Lucky Dogs! Learn more at www.RaceLucky.com



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The Leader in High Performance Driving

ProFormance Racing School is the premier performance driving school in the Pacific Northwest. A national leader in the industry, the school has been helping drivers at all levels achieve their goals since 1994.

At ProFormance the subject is cars, the staff are top-flight instructors, and the students are anyone from novice drivers, intermediate drivers or experienced racers to groups and corporations. Over the years, ProFormance has developed and refined its performance driving curriculum to a level that has not been exceeded anywhere else. Our instructors are simply the best of the best. They are known for their ability to help students begin new chapters in their driving lives.

The school offers a complete roster of programs, including the One-Day High Performance Driving Experience; SCCA Accredited Competition Curriculum; private coaching; and lapping programs. In addition, ProFormance is known for hosting "Ride and Drive" programs for automobile manufacturers; New Car Buyer programs for automobile dealerships; and corporate team building events.

You can find out more about ProFormance Racing School at www.proformanceracingschool.com or by calling (253) 630-5130.



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OktoberFAST More Than A Car Race

As the last road race of the season takes the green flag October 4-6 with the 4th Annual Pacific Raceways Invitational presented by DOXON Toyota of Auburn, it is two days of racing with a Friday test day. Highlighting the Invitational weekend will be Saturday's OktoberFAST featuring the return of the Wild West Sedan Challenge and the season finale of the Formula Ford Emerald Cup Series.

OktoberFAST will also feature a huge off-track fan zone that includes a car show, more than 50 memorabilia and craft booths, and Bavarian-themed food and fall craft beer garden. Admission price of Adult 2-day \$15, 1-day \$10, juniors 13-16 and seniors \$5 and kids 12-under and active-duty military are free. Pacific Raceways concessionaire — TOP BEER CONCESSIONS— will be providing Bavarian-themed food and beverages.

The Wild West Sedan Challenge features some of the quickest sportscars on the west coast in three classes based on displacement split into 2 groups (Large/Medium Bore and Small Bore). Saturday's race day will also include the Formula Ford Emerald Cup, which featured 7 races at four west coast tracks for open wheel racecars. In addition to the three specialty races, the weekend will feature a variety of race groups on the historic 2.25-mile road course including Vintage Small - Medium - Large Bore, Formula Cars, Sports Cars, and Late Model Sports Cars.



Newby Racing has joined forces with MultiCare Good Samaritan Foundation to raise funds for Come Walk With me, Pierce County's pinkest walk in support of breast health programs and Good Samaritan Cancer Resource Center.

The challenge is now extended to all participants of the 4th Annual Pacific Raceways Invitational. Proceeds will support critically needed breast cancer programs and services at MultiCare Good Samaritan Hospital. Pledge your own car or gather pledges from friends, family, and associates or both options. Don't have a race car, support a friend with a pledge or simply give to the program. Spectators are also encouraged to donate to the cause.

100% of the money collected goes for breast health programs at MultiCare Good Samaritan Cancer Resource Center.

We all know someone who's going through a breast cancer diagnosis or treatment or someone who's battled the disease. In fact, one in eight women will develop breast cancer in her lifetime.

October is Breast Cancer Awareness Month; we're raising funds to help patients in our community. When you give today your providing

- Complimentary wigs and wig fittings for patients in treatment, which include custom color matching, trims and alterations.
- Gas and grocery gift cards to breast cancer patients.
- Cancer support groups and lymphedema classes for anyone impacted by cancer.

Learn more or donate by visiting our registration booth at the event, the Newby paddock (look for Come Race With Me banner), scan the QR code below, or any driver with the pink ribbon on the car.



MultiCare 

 **COME WALK WITH me** 

Pacific Raceways Invitational



Photo by Patrick Krohns



Photo by Karl Noakes



Photo by Karl Noakes



Photo by Karl Noakes



Photo by David Schultz



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Photo by Karl Noakes

October 6-8, 2023 Gallery



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1st Weekend at Pacific Raceways

Today's Invitational is a big event but harken back sixty-plus years ago to the first race weekend at Pacific Raceways. It is hard to imagine the excitement created by the opening weekend at Pacific Raceways, August 13-14, 1961. Almost a year had been spent in anticipation after the first announcement of the track's construction, now it was finally happening. Everyone who raced in the northwest and British Columbia was on hand, and there was no shortage of volunteers and workers, either. The total entry list numbered 130, that would be an excellent-sized field today. Among the spectators was your writer, along with many thousands of other fans. The exact number who accompanied me that day has been lost, but just look at the number of spectator cars in the main photo!

The paved parts of the course would be quite recognizable today, but the surroundings not so much. The infield and the banks above the back areas had been scraped clean so the run off areas were dry and dusty. A car going off the course raised an enormous cloud of dust. The paddock was right next to the track, just out of sight in the photo. A rickety tower had been set up above old Turn Nine, where several intrepid female scorers sat ten feet off the ground on scaffolding.

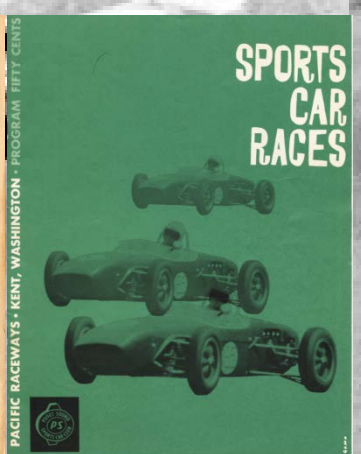
The event was "just" a club race weekend, track management wanted several race events under their belts before trying to attract top-level talent.

Bug-Eye Sprites were the cars of choice in those days, just look all of them lined up for the very first race of the weekend, a Class H, I, and H Modified affair. Other recognizable cars in the photo include three Fiat-Abarths and the iconic Forsgrini Special (middle, front row). Winner of this race was indeed the Forsgrini, driven by its builder Lyle Forsgren. The big winner of the day, though, was Jerry Grant in his Ferrari 250TR who had a crowd-pleasing, race-long duel with fellow Ferrari driver Lew Florence, with Grant getting the win coming out of the last turn. Florence and Grant were accompanied on the track by a literal who's-who of the top local talent of time. Pat Piggott in a very fast Lotus 18 Formula Junior, Jim Rattenbury in a D-Jag, Pete Lovely in a Stage 3 Lotus 11, Stan Burnett in one of his early specials...the list goes on. They were racing for season championship points only in those days, but the racing could not have been much closer or harder-fought.

The same group, pretty much, assembled for the final event of the day, a non-points Formula Libre with a LeMans start. The heavy-set Grant was one of the last to leave the area, and he could not make up the difference and came in second to fleet-footed Lew Florence in the latter's big Ferrari 335.

Not unlike in today's action, the day's most excitement was provided by the big bore production group, where Ray Rairdon slid his Corvette around the damp course to take an impressive win over such tough competition as Dave Trofer in the "world's fastest Mercedes-Benz 300SL roadster." And yes, it probably was, ask me about it.

So, while you are enjoying today's races, listen real hard. Can you hear a faint shriek of that first weekend's Ferraris (or even the Forsgrini) still echoing off those tall trees over Turns 3 and 3b? We like to think that we can.



Explore the Pacific Raceways Area

Auburn

While you are in town for the Pacific Raceways Invitational, don't forget to add some time to your agenda to check out the City of Auburn. Boasting the new Muckleshoot Casino Resort, the best-in-the-northwest horse race track Emerald Downs, the Outlet Collection, or the historic downtown area, Auburn has something for everyone! Throw in a concert at the White River Amphitheater and cruise back to Auburn for an evening of fun! When you are at Pacific Raceways, eat, stay, and play in Auburn and exploreauburn.com for your next visit.

City of Kent and Kent Station

There is no doubt the City of Kent is a car town. From its address at Pacific Raceways to the countless businesses that support racers and the racetrack, Kent is all about cars! The annual Cruzin Kent Car Show in August is a must for gearheads and fans of the car culture. The popular Kent Station shopping district hosts this hugely successful event that draws hundreds to this popular destination.

Kent is also home to the Seattle Thunderbirds Western Hockey League Team that plays its home games at the access ShoWare Center, which also hosts concerts and other touring entertainment acts. The City of Kent is a car town, and you really need to come and experience everything Kent has to offer. Find out more at visitkent.com.

Federal Way Brings it All!

The quickest route to Pacific Raceways from Seattle or Tacoma takes you past the City of Federal Way, a real gem of shopping, fine hotels and restaurants that is closer than you think. At the intersection of I5 and SR18, Federal Way serves as an entrance point to the Puget Sound's main cities and the beauty of the Puget Sound and the hustle of Seattle-Tacoma International Airport.

Federal Way's restaurants are legendary with a great mixture of cuisines from around the world. The city features a number of large destination hotels that are perfect for a large group or a quiet weekend. The Weyerhaeuser King County Aquatic Center is world-class hosting collegiate championships and pre-Olympic swim meets. Make your plans to stop, eat and relax in Federal Way. You can find out more at visitfw.org.





PACIFIC RACEWAYS FALL SWAP MEET

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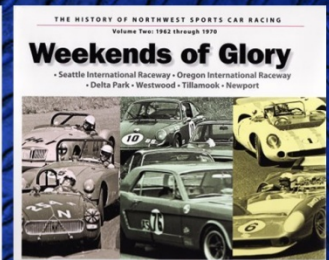
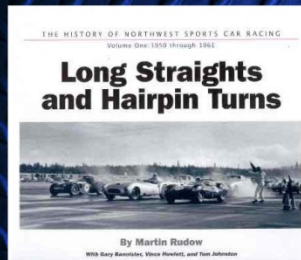
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Pacific Raceways was just one of the tracks used in the Northwest in 1961. October 1, Pacific Raceways Conference races. Big Crowd in background as cars navigate Turns 3a and 3b. *Photo by Ted Langston-Adams, copyright Eric Faulks.*

2023 Winners

Group 1

VSBI – Stephen Newby Midget
 VSB2 – Richard Goldsmith Lotus Elan

Group 2

VMB1 – Isaiah Dummer 1990 BMW e30
 VMB2 – Craig Hillis 1993 Porsche 968 turbo/SC
 VLB1 – Dave Edelstein 1968 Chevrolet Corvette

Group 3

WT – George Doran 1999 Formula Mazda
 FFCF – Mel Kemper Jr 1980 Crossle 80F

Group 4

SC1 – L Robert George 2006 Nissan 350z
 SC2 – Mark Sadang 1993 Honda Civic
 SC3 – Joe Martin 1993 Honda Civic

Group 5

LB1 – Michael McAleenan RCR
 LB2 – Scotty B White 2007 Dodge ViperComp Coupe
 LB3 – Charles Hurley 2012 BMW 328

Ground Pounders – Jason Fiorito Chevrolet Camaro

Emerald Cup

Historic Ford – Robert Posner (FF) 1970 Titan Mk6b
 Club Ford – Mel Kemper Jr (CF) 1980 Crossle 80F

Wild West Sedan Challenge

WVO – Michael McAleenan RCR
 WWM – Craig Hillis 1993 Porsche 968 turbo/SC
 WWU – Dan Twomey 1999 Mazda Miata



Photo courtesy Patrick Krohn

LAP TIME CHART

2.25 Mile Road Course in Minutes and Seconds

Time / MPH	Time / MPH	Time / MPH
1:12 112.5	1:31 88.9	1:50 73.6
1:13 110.9	1:32 87.8	1:51 73.0
1:14 109.4	1:33 86.4	1:52 72.4
1:15 108.0	1:34 86.0	1:53 72.7
1:16 106.5	1:35 85.3	1:54 71.1
1:17 105.0	1:36 84.4	1:55 70.5
1:18 103.8	1:37 83.5	1:56 69.8
1:19 102.5	1:38 82.7	1:57 69.3
1:20 101.2	1:39 81.8	1:58 68.7
1:21 100.0	1:40 81.0	1:59 68.1
1:22 98.7	1:41 80.2	2:00 67.5
1:23 97.5	1:42 79.4	2:01 66.9
1:24 96.4	1:43 78.6	2:02 66.4
1:25 95.3	1:44 77.9	2:03 65.9
1:26 94.2	1:45 77.2	2:04 65.3
1:27 93.1	1:46 76.4	2:05 64.8
1:28 92.1	1:47 75.7	2:06 64.3
1:29 91.0	1:48 75.0	2:07 63.8
1:30 90.0	1:49 74.3	2:08 63.3



Photo courtesy Bert McBride

Spectator Guide: Cars & Classes

Cars run in 5 different race groups; each group contains more than one class of car. Three special races are held late Saturday afternoon. With multiple classes running in a group not all the action is up front, watch as the field spreads to race with similarly paced cars.

Group 1 - Vintage Small Bore - Three classes within this group. VFVJ: Formula Vee, Club Vee and Formula Junior. VSBI: Prewar -1962 Small Sports Racers & Drum Brake Vintage cars. VSB2: 1962-1999 Small Bore Cars under 2000cc. Cars you will see in this group include MGB's Austin Healey Sprites, Triumph TR4, Elva Couriers, VW Rabbits, and C1 Corvettes.

Group 2 - Vintage Medium / Large Bore 1962-1999 - Three classes within this group. VMB1: Cars with engine displacements of 2000-3000cc. VMB2: Cars with engine displacement of 3000cc-5000cc. VLB1: Cars with engine displacement over 5000cc. Cars you will find in this group include Volvos, BMWs, Porsches, Corvettes, Mustangs and many others.

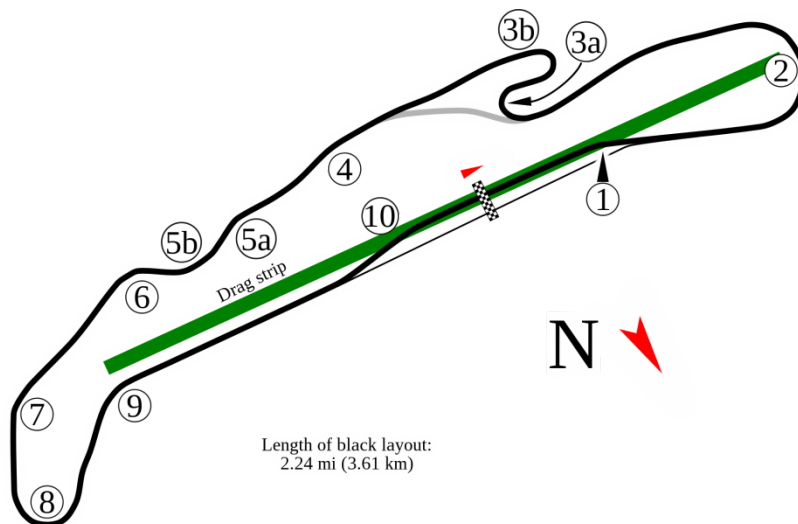
Group 3 - Formula and Sports Racers cars - Three classes in this group, FF: Commonly known as Formula Fords and Club Fords, powered by Ford or Honda (Modern Formula F) engines at 1600cc. SR: SportsRacers over various sizes, widths and speed. WT: Wings and Things, not street legal, some with full bodies large bore sports racers and some open wheel. Some have wings and some do not. Can be powered by VW or 4-cylinder Ford engines or Mazda rotary engines. This group contains Vintage and Modern cars like Reynard, Crossle, Swift, Van Diemen, Lola, Stohr and many others.

Group 4 - Small and Medium Bore Sports Cars - Three classes mix it up in this group from faster to slower: SC1, SC2, and SC3. A Mix of smaller full out race cars and street legal higher horsepower cars, but with minimal racing preparations. Cars like Mazda RX7, VW Corrado, Acura Integra, BMW 325, Mazda Miata, and many other car types.

Group 5 - Full out racing machines mostly, although some may just be street legal, the Big Bore of racing. This group has three classes. LB1 contains the fastest Grand Touring, Late Model and Super Production over cars. LB2 is still fast and furious with speed and ability. LB3 will contain the American Sedan cars, Improved Touring E, and Super Production Under, still fast but not as much horsepower under the hood. This group will have Porsche 968, Mustang Boss 302, Stock Cars, Corvettes and many more.

Emerald Cup Series: Formula Ford (FF) and Club Ford (CF) cars compete in their final race of the season in a series started last year.

Wild West Sedan Challenge: As the name implies and sedan entered in the weekend event can compete. The group is split into three classes and two race groups by engine displacement. WWU: Sedans up to 1800cc, WWM: Sedans 1801-3200cc, and WWO: Sedans over 3200cc.





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Racing Flags



Green Flag

GO GO GO GO!!!
Course is clear
Session has started.



Yellow Flag

Slow down, No Passing
Unsafe track condition exists

SINGLE STANDING or WAVING
Slow Down, No Passing,
Unsafe track condition exists

DOUBLE YELLOWS

The entire course is under yellow
condition. Prepare for Safety Car
to enter the course.



Black Flag

FURLED (Closed) Shaken or
pointed from start tower at driver
to cease behaviour.

OPEN Displayed with car number
Driver to report to the Black Flag
station. Do not take another lap.

ALL Displayed at all stations, stop
racing, the session has been halted
Proceed directly to Hot Pits for
instruction.



Meatball Flag

Do not take another lap
Enter Hot Pit now. Informs
the driver something
mechanical is wrong with the
car. Shown with car number.



Passing Flag

Tells driver to check mirrors for
overtaking traffic behind.
Hold your line.



Debris Flag

Yellow and Red Stripes - Something
has changed the condition of the racing
surface. Debris, slippery, dirty, etc.



White Flag

Slow moving vehicle on course
immediately ahead, either a car
or emergency vehicle.

STANDING White will be shown
on the first lap of either practice
or qualifying to pinpoint the location
of the active flag stations



Red Flag

Extreme Danger - Stop racing,
Come to a controlled stop at the
edge of the racing surface at the
nearest active flag station. Follow
the instructions of the flag station.



Checkered Flag

Session has ended / finished. Cars
should be slowing and cooling off
at a safe and controlled speed. Exit
to paddock.

Friends of Pacific Raceways

We would like to recognize and thank the following individuals and businesses whose financial support helped make this event possible.

- Andy & Ana Collins – Armadillo Racing
- Bob Rygg
- Brad Greco
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2024 SCHEDULE

- | | |
|-------------------------|---|
| Jan. 13-14 | WeatherTech Raceway Laguna Seca |
| March 2-3 | Carolina Motorsports Park |
| April 19-21 | Ridge Motorsports Park (3 days) |
| May 4-5 | Willow Springs Int'l Raceway/Big Willow |
| May 18-19 | Atlanta Motorsports Park |
| June 14-16 | Sonoma Raceway (3 days) |
| June 22-23 | Brainerd Int'l Raceway & Resort |
| *NEW* June 29-30 | Rockingham Speedway <i>The Rock!</i> |
| July 20-21 | Portland Int'l Raceway |
| Sept. 13-15 | Ridge Motorsports Park (3 days) |
| Sept. 21-22 | Carolina Motorsports Park |
| Oct. 12-13 | Chuckwalla Valley Raceway |
| *NEW* Oct. 26-27 | Pittsburgh Int'l Race Complex |
| Nov. 23-24 | 1000 Miles of Thunderhill Raceway Park/5 Mile |
| *NEW* Dec. 14-15 | Barber Motorsports Park |



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Event Schedule

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Pacific Raceways Invitational

October 4-5-6, 2024

Pacific Raceways, Kent, WA 2.25 Mile Road Course

Spectator Schedule

FRIDAY OCTOBER 4 - All day - Test and Tune - 9am-4:30pm

SATURDAY OCTOBER 5

- 9:05 20 min Qualifying Sessions - Groups 1, 2, 3, 4, 5
- 11:35 Lunch
- 12:40 20 minute Sprint #1 Races - Group 1⁺, 2, 3, 4, 5
- 3:35 Wild West Sedan Challenge Race - Small Bore
- 4:10 20 minute Emerald Cup Series Race (Formula Fords)
- 4:45 Wild West Sedan Challenge Race - Large & Medium Bore

SUNDAY OCTOBER 6

- 9:10 20 min Sprint Races #2 - Group 1⁺, 2, 3, 4, 5
 - 12:05 Lunch
 - 1:10 25 min Feature Races* - Groups 1⁺, 2, 3, 4, 5
- *(with Victory Laps and Winners Circle following each race)

GROUPS

- 1 Vintage Small Bore⁺: VFVJ, VSB1, VSB2
 - 2 Vintage Medium & Large Bore: VMB1, VMB2, VLB1
 - 3 Formula Cars: WT, FF, SR
 - 4 Sport Cars - Small & Medium: SC1, SC2, SC3
 - 5 Late Model/Large Sports Car: LB1, LB2, LB3
- ⁺ Split Start



TICKETS



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