

## June Infineon

Written by Ken Huey  
Tuesday, 29 June 2010 14:50

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We're beginning the second half of the NorCal 2010 944-Spec season with old and new rivalries heating up for the season championship points. Close racing made for some exciting action at Infineon.



### Back in Action

Jerry and Greg had contact at last month's Thunderhill CW event which looked like major damage. Amazing they both got their cars repaired and back into the game! Jerry still needs to get the replacement body panels on his car painted but they both look great.



Greg had the rear portion of the car replaced and painted.



## ~~by Ken Huey~~ Saturday Race

With so much action around the track, it's best if this race report is given from multiple sources.

by **Cameron L.**

Northern California 944-Spec once again shows itself a great series with close racing and non-stop battles throughout most of the field. This event also brought an interesting bonus: the blending of Spec Boxster into our midst! The 944's and drivers demonstrated their worth, by proving they could be as fast, or faster, than the Boxsters despite our 50 fewer horsepower and



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less tire.

Up front on Saturday, Rick and Steve held a tight 1-2 battle with Sid just a few steps behind them.



by Sid L.

It was very interesting to have three Spec Boxsters mix in with our starting grid. Definitely made it more challenging during our start because it put us in different starting positions. My goal was to try and get ahead of the Boxster next to me through turn 2 but as i hit turn 2, I was side by side and the extra power from the Boxster shined and I fell behind him before turn 3.

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Coming up on turn 7, I took the line right behind the 944 leader but misjudged the braking capabilities of Steve as he took me on the inside of 7 and passed me like I was standing still.



Just had to try and keep up with the leaders and was doing pretty well through more than half of the race. Steve showed his skills by following a faster 911 into turn 11 as Rick was giving up his line to a faster car and was able to take the lead.



The chase was on and Rick was not going to just sit back and relax. I had a great seat watching the action. Both guys were pushing each other faster and faster and eventually started to pull away from me when faster traffic got between us. Somewhere near the end of the race, Steve almost lost it in turn 8 and Rick took advantage of his mistake and regained the lead and finished just slightly ahead of Steve.



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Ivan, Ken and Greg







Greg had problems with getting the car into gear during the race and had to retire early.

### Sunday Race

by Jerry W

Sundays Race again had Cameron Qual in 4th and me 5th. On the start we closed up to side by side by Turn 2 and continued through T3 side by side. I had the inside for T3a and was able to just pull in front of Cameron. Now I had to create some space as we had proved through out the weekend we were running almost exactly the same lap times but each of us was better in different areas of the track. We ran close for many laps despite many different sets of fast traffic coming through - sometimes helping one car or the other and sometimes hindering.

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As soon as the car is in the air, the driver is in a position to be able to land it. The car is in the air for a short time, and the driver is in a position to be able to land it. The car is in the air for a short time, and the driver is in a position to be able to land it.





~~Richard Hill has been off the track since his last race at Silverstone in 2008. He is still a member of the team and is hoping to return to the track in the future.~~  
**Sunday Race Continue...**

**By Sid L.**

On Sunday, the weather was much hotter and without a cool suit, I knew I was going to be testing my mental focus. I qualified 3rd but had to start in the 3rd row because there was a Spec Boxster in row 1 and row 2. There was some confusion on my part as the pole setter can choose either the inside or outside position but the rest of the field had to keep to the traditional positions. I got confused and actually started on the outside but when I realized my mistake, we were too close to starting and couldn't reverse it. Took the green flag and raced through turn 1 into the tight turn 2 which I managed to get past Cameron who was on my left. Jerry took advantage of Cameron's bad position and squeezed by him sticking to my bumper. We were all pushing hard and I kept Rick within my sights but noticed Steve just slowly pulling away from Rick. Had to keep track of the traffic behind me and was pushed hard by Jerry and Cameron.

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## Podium Winners



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Congratulation to Saturday Podium winners Rick, Steve and Sid.



and Sunday Podium winners Steve, Rick and Jerry.

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**Contingency payouts:**

**Rick - \$250 Toyo and \$75 Hawks**

**Steve - \$250 Toyo and \$75 Hawks**

**Sid - \$100 Toyo**

**Jerry - \$100 Toyo**

**Cameron \$100 Toyo**



Thanks again to all the racers that came out and play. Thanks to NASA, the PRC and a friendly group of Spec Boxster racers who made this weekend very interesting. Thanks to David Saliba for all the great pictures and Steve Lewis for the video.

{youtube}rdWJMF8yBMw{/youtube}

Special thanks to Rick who always shows the 944-Spec spirit by helping Ivan repair a broken mount on his racing seat and helping Cameron replace a broken front shock. We conclude this race report with parting words from Cameron.

**by Cameron L.**

Rick managed to fully illustrate what a welcoming and helpful group the 944-Spec racers are. He had brought his friend Paul out and let him use the same car he was racing for HPDE sessions all weekend. On Saturday, Rick also did some crude mechanical checks of cars and discovered that one of my shocks was completely blown. He happened to have a spare and worked before the race to help me replace it so that I'd have a car that didn't get upset by ever track imperfection.