



VORRA USA 500

DON & CHRIS GERMAN WIN OVERALL IN CLASS 8 CHEVY SILVERADO

By Jim Graham
& Fred Horton

Photos by: RenoPhotographic.dotphoto.com

The Valley Off Road Racing Association returned to Fernley, Nevada on July 13-15 for the second annual USA 500 that included temps over 100 degrees, heroic efforts by racers to keep their cars going and a surprise winner of the race series' new \$1000 "Jackrabbit" bracket racing prize.

VORRA Race Director Wes Harbor laid out a challenging 535 mile course - one of the longest races in the U.S. - with help from off road racing legend Rod Hall, who wanted to work in "a little bit of everything (into the course)."

"I wanted a really diversified course with a mix of rocky sections, hills, some two track sections where you can get up to 40-50 mph and some silt," said Hall. "You can't have an off road race without silt." Hall concluded.

Racers quickly deemed the course layout "a balloon on a stick with the start/finish line just outside the Terrible's Truck stop in Fernley, Nevada off I-80 launching car out into a 35 mile straight shot of ridge running and power line roads.

The course then entered a 155 mile loop that included the previously mentioned rock gardens, hill climbs, silt and high speed runs where even one of the Class 11s was clocked at 70 mph.

Tech inspection and contingency was held on Friday and racing began at 6:30 a.m. on Saturday with all classes having 22 hours to finish. The production classes (9, 11, Full Metal, Zukiworld and UTVs started first, then the faster classes (Open Truck, Class 1 and 10) began later at 8:30 a.m. The race staged, started and finished at the Terrible's Travel Center, 30 minutes east of Reno.

The course went northeast from Fernley, past Lovelock over a classic mix of desert terrain, including sections that VORRA has used over its 37-year history. Fernley is located 35 miles northeast of Reno.

Thirty-three cars and trucks started and twelve (36.36%) received the checkered flag under the 22-hour time limit. Only three finishers came in before dark and many teams drove well into the night and next morning.

There we no individual lap times available to the media for this race.

The open truck class had six start and

four finished.

The father-son team of Don German, 70 and Chris German, 38 from Petaluma, Calif., split the driving to capture the Open Truck and overall win, covering the course in 11:24.33 in the Kitty II Racing Silverado. Don started and drove to Race Mile (RM) 280 where Chris took the wheel and drove the final half of the race.

Don started in back of the class and sped out to an opening lap lead. On the second lap, a rock tore-off a front brake hose and they lost about 25-minutes fixing the problem. Chris worked his way back up to second position about two thirds of the way into the final lap, then caught and passed leader Jason Ruane (#7204) to take over the lead and sped on for the win.

Mike Koenig and Troy Robinson (#7235) teamed to place second in Open Trucks and second overall, 6:34 minutes behind German in the Koenig Racing Toyota. Mike started second and led until Pit 1 where he received word that his crew had not arrived at Pit 2 where he was scheduled to receive gas.

Koenig borrowed gas from David Ackles in the #707 truck, but lost time in the pit and dropped back to fourth position. They

Jerry Wood (top, left) powered his Chevy/ Jimco to victory in Class 1. Don and Chris German (top, right) won overall in a Chevrolet. Tyler Mort (below, right) finished second in Class 10 in a VW/Moulton.

changed drivers at RM 326 where Troy took the wheel and drove to the finish at Fernley. Koenig said the truck had a loose sway bar at RM 287 and Robinson added that the fuel pump was flickering and limiting the truck's top speed. Dan Brink and Mike Ericson shared the ride at navigator. The Toyota runs a Total Chaos Fabrication Gen 3 bolt-on suspension, stock frame and doors. Their truck has a stock 4.0 engine and transmission.

Finishing third in class and fourth overall, Chad Hall and Sam Cothrun (#861) split the driving of the Rod Hall Racing Hummer H3 V8 to finish 43 minutes behind Koenig. Chad started and drove two laps and Sam Cothrun drove the final lap. They were nursing an overheating transmission and had one puncture flat. Sam said that he had to run a half-throttle at times to keep the transmission running under 270 degrees.

Brent Downing (#808) from Castro Valley, Calif., drove the full distance in a vintage 1970 Chevy Blazer to finish fourth in class, sixth overall. Brent struggled with an

electrical issue on the engine cooling fans on the first lap and broke a rear link bolt the final lap. He said he first thought the noise was a broken shock, but his crew found the real problem at Pit 3 and they hammered the bracket in place after he decided to nurse the truck back to town. At the finish line he said the offset to the driver's side was about four inches, but the link was still wedged into the bracket.

Steve LaRoza and Jason Ruane (#7204) split the driving in the General Tire LaRoza Racing Ranger and did not finish. Steve

began third in class and drove the first half and Jason and second part to somewhere between 80 to 100 miles from the finish where he hit a large rock that flattened two tires and broke the truck's steering. Ruane relinquished the lead at that point and Chris German passed him to take win.

There were two Class 1 Unlimited cars and only one finished.

Jerry Wood (#156) from Reno drove the full race to take the Unlimited class win in a Chevy/Playtech in 12:01.21 and finish third overall. Jerry drove a large part of the





race solo after his navigator became sick and got out of the car. He could not find a replacement. Wood's car overheated early in the race and he stopped to water down the radiator. Shortly afterward he had a flat and tore a CV-boot. Jerry recovered and ran strong until about 30 miles from the finish where the car broke an axle. There he had help with repairs from Clayton Scudder and went on to the finish.

Ryan Sargent (#159) from Novato, Calif. was a late entry in a Subaru powered Fast Track single-seater. He drove 400 mile before retiring when a fuel pump quit and left him stranded out in the desert. Help arrived after a lengthy delay and he decided to make it a day. His mid-engine car was built by Dennis Kordonoway. It runs a five-speed Richmond transmission and

2500cc motor.

In Class 10 there were three start and everyone finished.

Bill Lott and Alex Baker (#1029) paired to bring the Red Team Racing Subaru/Skeeter Built car in for the class victory with a time of 12:38.24 and place fifth overall. They divided the race in three sections. Bill "no-lift-to-shift" Lott started second with Matt Wallace at shotgun and ran about 150 miles including the starting leg to Checkpoint 3 where Alex took the wheel with Mathew Lundahl and drove a full lap back to again to Check 3. At the point Lott and Wallace returned to the car and drove to the finish line.

They ran clean except for a minor electrical issue prior the second driver change. Alex said the alternator stopped charging

about twenty miles before Check 3. They were down for a half-hour in the pit where the problem was traced to a loose wire.

We are sad to report that longtime racer Bill Lott passed away in early August. Lott owned Fibercraft in Reno and was a tremendous supporter of VORRA and area off road racers. He will be missed tremendously by the racing community.

The Twocan Racing team of Tyler Mort, (#1022) Tristan Butcher and Patrick Timmons each drove one lap in that order to place second in a VW/Moulton, 3 hours behind the Red Team car. Tyler started first and drove the first 150 miles and Patrick took over there and drove the second lap (and more). Tristan went in for the final loop and drove to the finish. Timmons actually drove an extra 60 miles when he mistakenly drove the car prematurely back down the start/finish stem toward Fernley and he had to backtrack to Check 1 for Butcher to drive their third lap. Tyler and Trintan each had two flats and Timmons drove flat-free.

Greg Kudma and Richard "Bonz" Kudma (#1250) ran third in the Sly Daddy Racing Custom, 2 hours and change later. The brothers also divided the race in three sections like the Red Team Racing crew. Richard began third and had four flats in the first sixty miles. Greg replaced Bonz at Check 3 and had one flat on his leg, before returning the car back to Greg who drove

Skeeter Murphy (top, left) topped the Sportsman Class in a Dunrite. Famous Dave Capell (below, left) won the Zuliworld division. Gary Nerrod and Cody Dynes (top, right) teamed for a Class 11 win. Alex Baker and Bill Lott (below, right) won Class 10 in a Subaru/Skeeter Bilt.

to the finish. Stephanie Grossich, Rhonda Kudma and Kevin Capellino shared turns at navigator.

Veteran Rod Hall (#761) teamed with long-time driving partner Damien Michelin, to take top honors in the Full Metal Class, piloting Hall's five cylinder Hummer H3. The pair grabbed the uncontested win in 14:15.07 and claimed seventh overall. Damien drove the first and last laps with Richard Toole in the co-driver seat. Rod took over at Pit 1 at the start of the 2nd lap with his grand daughter Shelby Hall riding. They completed one lap and Damien and Rich got back in to finish. They had no problems.

The H3 performed flawlessly after the team was unsure if the truck would be ready to enter. Two days prior to the race, the team was sorting through electrical and transmission issues. They installed a new transmission and came to the race without testing the car. The H3 proved to be the dependable, durable truck Rod Hall Racing has captured many class victories in.

The same H3 will be piloted by Hall at the 45th Baja 1000.

"It runs just fast enough for old farts like me," Hall said, "This race course is now a personal favorite and has so much potential. It combines a variety of fast and technical driving and does not require extensive chase teams," Hall concluded.

While some of the classers were decided by having the fastest elapsed time, others were determined by attrition and/or simply just driving a one checkpoint further than their competitor.

In Class 9, class points leader, Don

Hamilton was the sole starter in the #999 car and he did not finish. We were unable to reach Don before deadline, but our photographer shot a photo of his buggy hooked to a tow strap behind the VORRA rescue Jeep.

The Class 11 stock VW bunch had three start and only one finished.

Class 11 winners Two Larrys Racing staged a spectacular comeback following their inaugural outing at the 2011 USA 500 when roll cage weld broke and they took six and a half hours to nurse "The Green Booger" thirty miles back to the main pit.





Burning the midnight oil to get their car ready, the Two Larry's Team arrived at the start line just as season points leader, Dave Meek, Jr. in No. 1142 car got the green flag. Gary Herrod (#1113) began for the Two Larrys with Megan Hallstrom at navigator and drove the first lap. Cody Dynes went behind the wheel for the second lap at Pit 1 where Gary stayed in the car, sliding across into the navigator seat. Herrod returned the wheel at Pit 3 and drove the Two Larry's beetle around the final lap to take the win in 20:31.27.

Gary had some fuel delivery problems and he borrowed gas from Dave Meek at Pit 1 and David Ackles at Pit 2 until his gasoline arrived at Check 3 and the other

pits. He said that he was running so low on fuel that several times he shut off the engine and coasted down hills.

About 80-miles from the finish, at RM 445 the alternator light came on. Engine revving cleaned the brushes briefly and they shut off the radio, GPS, wipers and most driving lights to save the battery. A Class 10 team next to them in the pit blew compressed air to alternator to bring it back to life.

Gary added, "We lost the throttle pedal nuts twice in the last 35 miles and had to stop for repairs," said Herrod. "But we couldn't shut the car down for fear it wouldn't start again. We finally lost it for good and used a zip tie for the last eight

miles to get us across the finish line."

In addition to taking top honors for the Class 11 win, Two Larrys Racing also took home the \$1000 Rabbit Bracket Prize sponsored by VORRA, the Off Road Motorsports Hall of Fame and Sly Daddy Racing. The Rabbit Prize, is a special purse awarded to the USA 500 team posting the class handicapped fastest finishing time.

"We wanted to give all the teams a shot at a big payout for an extraordinary performance," Harbor said. "We handicapped every class's times over the past year's desert races and the team showing the greatest improvement overall walked away with the cash."

"Think of it like bracket racing for the ranks of classes that make up our sport," Harbor explained. "A racer from a limited class that on average would finish one hour behind the Class 1's and Trophy trucks has the opportunity to win the money by covering the spread, by finishing say... 53 minutes off the leaders rather than the expected 1 hour." The system was first introduced at VORRA's 2012 Yerington 300 where Kenny Ott of Fallon, NV claimed the \$1,000 prize representing the ranks of Class 10 as top racer in the field with the fastest class adjusted finish for the day.

"We were stunned and elated," Gary Herrod said. "We never expected anything like that and are so grateful to VORRA for allowing us little guys the opportunity like they did. Who would think an 11 could win an overall award? No other association has

Justin Silkwood (top, left) finished third in the UTV Class in a Polaris RZR. Rod Hall and Damien Michelin (below, left) won the Full Metal class in a Hummer H3.

an overall award? No other association has done this."

Neither Jim Graham (#1107) nor David Meek, Jr. finished. Graham placed second based on race miles completed and the Meek's team was third.

Dennis "Crusty" Lange, Emme Hall and Dave Dougherty (#1107) covered 386 miles in the Desert Dingo Racing car to claim second. Crusty started first in class and drove to Pit 3. Emme took the wheel at Pit 3 and soon put the car on its side, then later burnt out a clutch trying to climb a hill. He managed to reach Pit 1 where the Pro Pit and others installed a new clutch. Dave Dougherty left the pit with a fresh clutch, but quickly returned with shifting problems. His return ignited a full-press effort by countless people to get the car back out on the course. They got the Bug running again, but time and other issues prevented them from finishing.

Class 11 points leader David Meek, Jr. (#1142) started second with his wife Michelle at co-pilot and he centered, say tagged a large rock at RM 10 that put a dent in the pan of his VW. The car lost some power, but it kept moving along. At Pit 2 David changed navigators and his sister Sabrina (Meek) Gundmundson went in second seat. He cruised along and the car seem to regain some power by Pit 3.

At Pit 3, rookie driver David Meek, Sr. took the wheel with his wife Teresa at navigator and he drove all the way around to Pit 2. He previously had zero time driving off-road. He caught up with the Green Booger car at the big hill around RM 135 where each car had to be towed over the obstacle. At one point near 9 p.m., the car was running only on two cylinders. They stopped and found a spark plug with a zero gap, adjusted the valves and replaced the distributor and went back into the fray.

At Pit 2 Bob Messer (the former owner of the car) and co-driver Byron Gundmundson (Sabrina's husband) took controls and he drove all the way around to near Pit 2 where the car refused to go any further. Their race ended about 1:15 a.m.

The Zukiworld Challenge Suzukis made their first appearance at VORRA in 2011 and four turned this race including Eric Bewley's Liberty Overland Motorsport, Team 99 West Customs, Team Trouble Racing and Team ZukiWorld Order.

This race the Zukiworld class had four start and "Famous" David Capell (#1045) was declared the Zukiworld Challenge winner based upon covering the most race miles for the group. David clicked off two very fast, near flawless laps and was leading the pack when his vehicle struck a desert hare that went through his radiator and started a series of cooling problems that eventually had him throwing in the

VORRA USA 500						
July 13-15, 2012 - Fernley, Nevada						
FINAL RESULTS						
POS	O/A	CAR	DRIVER OF RECORD		VEHICLE	TIME
Class 1—Unlimited Single or Two-Seat (2 start - 1 finish)						
1	3	156	JERRY WOOD		Chevy/Playtech	12:01.21
2		159	RYAN SARGENT		Subaru/Fast Track s/s	2 laps
Open Truck (6 start - 4 finish)						
1	1	801T	DON GERMAN, CHRIS GERMAN		Chevrolet Silverado	11:24.33
2	2	7235T	MIKE KOENIG, TROY ROBINSON		Toyota	11:31.07
3	4	861T	CHAD HALL, SAM COTHRUN		Hummer H3	12:14.10
4	6	808T	BRENT DOWNING		Chevrolet Blazer	14:03.25
5		7204T	STEVE LaROZA, JASON RUANE		Ford Ranger	2 laps
Class 9 (1 start - 0 finish)						
1		999	DON HAMILTON		No info	1 lap
Class 10—Single or Two-Seat - 1650cc Limit (3 start - 3 finish)						
1	5	1029	BILL LOTT, ALEX BAKER		Subaru/Skeeter Bilt	12:38.24
2	8	1022	TYLER MORT, TRISTAN BUTCHER		VW/Moulton	15:37.58
3	10	1250	GREG KUDMA, RICHARD KUDMA		Custom	17:48.56
Full Metal (1 start - 1 finish)						
1	7	761	ROD HALL, DAMIEN MICHELIN		Hummer H3	14:15.07
Class 11—Stock VW Sedan (3 start - 1 finish)						
1	12	1113	GARY NERROD, CODY DYNES		VW	20:31.27
2		1107	JIM GRAHAM		VW	2 laps
3		1142	DAVID MEEK, JR., DAVID MEEK, SR.		VW	2 laps
Zukiworld - Suzuki Spec Class (4 start - 1 finish)						
1		1045	"FAMOUS" DAVE CAPELL		Zuki World	19:08.50
2		1837	ERIC BEWLEY		Zuki World	*2 laps
3		z637	KRIS ANDERSON		Zuki World	0 laps
4		z99w	JAMES PALAMARIS, ERIC HENSCHKE		Zuki World	0 laps
Sportsman (11 start - 1 finish)						
1	11	1661	SKEETER MURPHY, JOSH MURPHY		Dunrite	17:47.31
2		91	BILL HERMANT, ERIC SASSON		Chevy V6/Jimco	2 laps
3		7122	ROBERT CRAMER		No info	2 laps
4		42	MAX BAGGETT		No info	2 laps
5		81	TERRY SHELTON		No info	2 laps
6		707	DAVID ACKLES, JERRY ACKLES		Toyota	2 laps
UTV (3 start - 0 finish)						
1		1959	DENNIS JEAN		Polaris RZR	1 lap
2		1977	STEVE SCOTT		No info	0 laps
3		1969	JUSTIN SILKWOOD		Polaris RZR	0 laps
Overall Finishers (31 start - 12 finish)*						
1	1	T801	DON GERMAN, CHRIS GERMAN		Chevrolet	11:24.33
2	2	T7235	MIKE KOENIG, TROY ROBINSON		Toyota	11:31.07
3	3	156	JERRY WOOD		Chevy/Playtech	12:01.21
4	4	T861	CHAD HALL, SAM COTHRUN		Hummer H3	12:14.10
5	5	1029	BILL LOTT, ALEX BAKER		Subaru/Skeeter Bilt	12:38.24
6	6	T808	BRENT DOWNING		Chevy	14:03.25
7	7	761	ROD HALL, DAMIEN MICHELIN		Hummer H3	14:15.07
8	8	1022	TYLER MORT, TRISTAN BUTCHER		VW/Raceco	15:37.58
9	9	1250	GREG KUDMA, RICHARD KUDMA		Custom	17:48.56
10	10	1661	SKEETER MURPHY, JOSH MURPHY		Dunrite	17:47.31
11	11	1045	"FAMOUS" DAVE CAPELL		Zuki World	19:08.50
12	12	1113	GARY NERROD, CODY DYNES		VW	20:31.27

towel on the third lap at Checkpoint 1. He had went farther than any other team.

Eric Bewkey (#1837) placed second based on race miles completed.

Eric said, "During off-season we really went over the truck to fix and upgrade everything we could think of - spending extra time on all the little things," Bewley said. "One little thing we missed was a loose spark plug and at RM 15...Kabam! We pulled over, hiked back up the course and actually found it."

Back on course after only 45 minutes, they lost an engine mount before Pit 2 and performed a field repair using a chain, ratchet straps and bolts to hold the power plant in place. On lap two they lost the other side motor mount and used their remaining ratchet straps, chain and bolts in

the repair.

"Our engine was suspended like the Golden Gate Bridge from the strut tower brace, but we thought we could do it," Bewley said. Rolling in to Pit One at midnight, they were informed by race officials they could not complete a third lap in time and opted to head for a premature finish.

"We crossed the finish line (after 2 laps) with the flag waving and the full roar of the three person crowd ringing in our ears that early in the morning, Bewley said. "It was as if we'd conquered the Baja 1000 first overall." Bewkey concluded.

Kris Anderson's (#Z637) Team Trouble Racing from Washington had a short race, as he was troubled with electrical issues almost from the beginning. Kris retired just

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Red Rock Canyon Campgrounds To Reopen on August 31st

Las Vegas - Red Rock Canyon National Conservation Area's developed campground will reopen Friday, August 31 in time for the beginning of the busiest camping season. Cooler temperatures during the fall and winter months make Red Rock a destination for rock climbers and recreationalists from around the world.

Beginning in early September, a new and more convenient water supply will be created at the campground. The project will entail the installation of a test well, subsequent water production well and water lines in the campground area.

Campground users should be aware that there will be construction activity within the campground as well as associated noise from heavy equipment Monday through Friday between 7:30 a.m. and 5:30 p.m., when most campers are out exploring. About 25 percent of the individual campsites will be periodically closed due and the entire group site area will be closed in December while underground lines and new water hydrants are installed.

Construction is anticipated to finish in December 2012.

The BLM is also prohibiting campfires and/or charcoal barbecues in Red Rock Campground until fire restrictions are lifted, usually in late September/early October to be safe.

Red Rock Campground is located within Red Rock Canyon National Conservation Area approximately two miles east of the visitor center on State Route 159. □

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prior to Checkpoint 2 on the first lap when an electrical fan quit and the overheating damaged the radiator.

James Palamaris and Eric Hensche (#Z99W) were fourth in the Team 99 West Customs car. Their race was cut-short by a broken clutch fan that started a parade of cooling problems that led to a dead engine and a tow out of the desert back to Fernley.

The Sportsman class began with an assortment of eleven cars and truck and at race-end there was only one finisher.

David "Skeeter" Murphy of Murphy Motorsports took top honors in Sportsman class piloting the No. 1661 buggy despite having the car fall off the jack while changing a flat, a repeatedly clogged air filter and, like many others needing a tow up the hill at RM 132. He covered three laps

in a Dunrite with a time of 17:47.31.

"Due to me not taking the alternate route and getting stuck in the sand, we dropped from fourth to six right off the start," Murphy said. "By Pro Pit at Pit 1 we'd made up six spots and were sitting nicely in first place."

A flat tire on the high speed straights (which included the jack malfunction) dropped them back to sixth and Murphy opted for two new rear tires at Pit 2 and a co-driver swap at Pit 3. A plugged air filter robbed them of power to climb the RM 132 hill and a quick stop at Pro Pits to blow the filter out got them back on the road. Murphy's son, Josh took over driving duties on Lap 2 and the car ran flawlessly the rest of the race.

"We finished at 2:30 a.m. on Sunday - 18 hours after we started," Murphy said. "It was an awesome experience."

Stacy Simmons, Eric Simmons and Bill Hermant (#91) completed two laps in the Reno Cycles & Gear Jimco before the Chevy V6 motor lost a head gasket and the motor overheated and seized a couple pistons. Stacy began in the second rear-start position with Eric in second seat and had a flat at RM 20. Eric took over the driving after the tire change and drove to the Pro Pit at Check 1.

There Bill went behind the wheel and Eric slid over to second seat and they had worked their way up into the lead up to before retiring near RM 350. They placed second based on the distance covered.

Robert Cramer (#7122) ran third and he was followed in by Max Baggett (#42) then Terry Shelton (#81) fourth and fifth.

Finishing six place based on miles covered was David Ackles (#707) in the All Fired Up Racing Toyota. David began in the rear-start position and had a flat just before Check 1. He ran smooth from there to just beyond Check 3 where he stopped to help reset a stranded Baja Bug.

Ackles said, "We came over a little rise and saw a cute gal with pink hair standing on the side of the course which defiantly got us to stop, then saw the Bug on its side with someone trying to use a come-along to get it righted." Ackles put his truck in four wheel drive and the girls tied a rope to the truck. The rope tightened as

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he pulled the car back up on its wheels and he had to cut the rope away.

David completed the first lap and turned the truck over to his father, Jerry at Check 2 on the second lap. Thirty miles later Ackles rolled the truck five times near RM 90 while doing between 40 to 50 mph. Everyone was okay, but the truck was done for the day.

The UTV class began with three cars and none of them finished.

Dennis Jean (#1959) debuted his new Polaris RZR XP at the 500 and reported it performed admirably, hitting a top speed of 78 mph despite no pre-race testing before crossing the start line. "We passed several cars within the first two miles and with the new 13 gallon fuel cell we were able to avoid fueling at every stop," Jean reported. "We ran out of fuel coming into Pit Two and had a flat tire, but our pit crew got it changed swiftly and got us back on the course." Jean concluded.

Jean was on schedule for a 14 hour finish when the engine blew between Pits 2 and 3, taking them out, but still clocking the furthest distance of any of the UTV in the race. He covered one lap.

"Other than that it was great day," Jean said. "We ate so much dust we're still coughing it up."

Neither Justin Silkwood (#1969) or Steve Scott completed the first lap. Justin's Polaris RZR broke a clutch belt at RM 10 where he stopped and installed a new belt. The replacement belt broke at RM 78 and he retired for the day.

Valley Off Road Racing Association (VORRA) was established in 1975 and has operated as a family-oriented organization for over three decades. "It is currently led by Wes Harbor who believes that "off road racing has its roots in people's garages" and continues to keep the entry fees to a minimum while maintaining a high quality racing experience. For more information contact at Wes Harbor, 591 Sunshine Lane, Reno, Nevada 89502. □

JEEPERS JAMBOREE

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other day on the trail being helped by rock rollers, Jeepers Jamboree staff was at the exit point airing up tires to specified road levels for a safe return home.

"Our events are a reflection of the Jeeping industry and we are glad to have important industry partners again this year," said Bob Sweeney. Thank you to 4 Wheel Parts, G2 Axle & Gear, Currie Enterprises, FishMouth, GenRight Off Road, MetalCloak, NorCal Rock Racing, Olympic 4x4, OilTek Solutions, OR-Fab, Paramount Off Road, Performance Accessories, Poly Performance, Pro Comp, Roggy Enterprises, Rubicon Express, Smittybilt, Synergy, Trail Master, WFO Concepts, Arabia's Overkill, Black Rock, KMF Offroad, Parts Mike, Rock Hard, Savvy Offroad and Varozza 4x4.

The Jeepers Jamboree is the oldest and largest organized event of this type in the world. It has received worldwide publicity through television, radio, magazines and newspapers. Guides have taken more than 35,000 vehicles and 102,000 people from throughout the world over the famous Rubicon Trail, considered to be the "Granddaddy" of all four-wheel trails.

We encourage you to put the dates on your calendar to join next year. It is a trip not to be missed. For information go to their site at www.JeepersJamboree.com or contact them at 6275 Main St. (P.O. Box 900) Georgetown, CA 95634. (530) 333-4771. □

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