



To all Star FM drivers and teams,

Please see the attached memo regarding the race at St Petersburg. It is important that everyone promptly make the adjustments necessary to accommodate the changes required. Even with goodwill and the best of intentions from all parties, sometimes misunderstandings happen. We apologize for the inconvenience that this change may cause. We are not inclined to blame anyone. Even with this bump in the road, the Star Mazda Championship is going to have its biggest year ever. We cannot wait for Sebring.

There are going to be some neat new awards for Series drivers in 2005. At the top of the list is the Hawk "Spirit of Daytona" award. This award will go to the 2005 Star Mazda Championship winner. Along with his or her \$100,000 cash and new Mazda RX-8 prizes, Hawk and the "Spirit of Daytona" racing team are adding a test in a current specification Daytona Prototype with one of the front running teams for this year's champion. Quartermaster is contributing a \$5000 cash bonus for the "Clutch Performance" winner, defined as the driver who most improves his overall position in the point's standings during the final six races of the Championship. Hawk continues to sponsor a free car set of brake pads to one driver at each event, based on a random drawing. Besides being "presenting" sponsor and a major contributor to the year end prize fund, Goodyear sponsors the award of one free car set of tires for each of two drivers selected at random during each Championship event.

There is also going to be more TV coverage than ever, starting with all the shows being one hour on Speed Channel. But beyond the increased time for each show and the ability to cover more of the racing action, there will be more features about drivers and teams in the Series, and more interviews. This will require drivers especially to be more actively involved with the publicity side of the operation. There will be a MANDATORY briefing for all drivers, crew chiefs, and team managers at Sebring, on Tuesday afternoon at 5:45 p.m. in the Series hospitality enclosure. Eric McCombs and Mark Rodrigues will be helping to coordinate TV coverage for the Series. Head shots for TV "baseball cards" will be shot at Sebring, starting Tuesday 10:00 a.m. to 5:00 p.m. and concluding Wednesday, 11:00 a.m. to 1:30 p.m. For the head shots, each driver should be in his or her driving suit, zipped up, with all the right patches. No hats. No glasses.

We want everyone to get the best out of the exposure on Speed. We are currently making a list of those who want on board car cameras for all the 2005 broadcasts. Let me know (818) 686-3359, if you want to get on the list. There is a \$2500 charge for the service.

The guide for sticker locations on the cars and patch locations for driver's suits is posted on the competitor's page of the web site. If you have any doubts about the sticker or patch locations, call us at (818) 686-3350.

We have arranged some "press days" immediately before and especially after the Road Atlanta April race. The Thursday test day we will have some TV crews shooting interviews and features showing our cars, primarily for promotion of that weekend's event. On Monday, April 18th, we are going to have a number of writers from various racing industry publications, staying over for a day at Road Atlanta to do pictures and interviews with drivers and teams, including a few of them taking test drives in our race cars.

Johnnie O'Connell has already agreed to be one of the drivers for the press event. He will be doing the color commentary again this year for our shows on Speed Channel, and is looking forward to a chance to

take a pro FM around his home track for a few laps. We are working up a list of reporters that we think are qualified to give the car a try out. We need Series teams and drivers who want to participate to notify us, so we can match up writers and teams for the stories. This is a chance to get a real PR boost for your program. Let us know ASAP, if you want to be involved. Road Atlanta is letting us have the use of the track, so there might also be some extra track time for those who take part.

Tech item -- Please note: Hewland has introduced some lightweight components for the FTR, designated FTRL. These parts are NOT legal for Star Mazda competition, pro or club racing. Tech will be watching for these parts and, if any are found in a gearbox, penalties will be assessed. Fair warning.

The first two races in the West series took place at California Speedway February 4,5,and 6. There were both standard and pro cars running, in separate classes. Gabi DiCarlo and Andy Swanson took turns winning pole and the race with the standard car, while long time Star Mazda racer Chris Emanuel came away with the points lead in the pro car class.

We were a bit surprised that some Mazda's ran without joining the West series. We think it may be because the \$750 series entry fee deters some from signing up. The fact are that it is a cannot lose situation. The free tires, spark plugs, etc that the series drivers receive always come to more than the series entry fee. On top of which, the entry fee is added to the points fund, along with contributions from Star Race Cars, Mazda, Goodyear, and others. In the past several years, the top 15 drivers in the series, who divide up the funds based on points, have always come out far ahead. Star Race Cars always supports the FM customers at the series races and the series schedule is effectively a list of regular get-togethers for FM owners. We think participation in the series will substantially increase if new owners of FMs are aware of the benefits. If you know people that recently acquired a Star FM, suggest that they contact us to get on the owners list and encourage them to come out and play at the series races. There are good times to be had and prizes waiting to be won.

We were pleased by the response of the club racers to the pro car being admitted into FA, at last. Many were impressed by the performances of the drivers in the pro cars at the early Nationals. We are delivering more pro cars as this is being written and planning even more deliveries this year. Call your Star Race Cars dealer if you are ready to make the jump, or just want more details. There are club based championships for the customers racing pro cars in SCCA and Mazdaspeed is also paying cash for top three finishes in FA at Nationals.

The new 4 port Renesis, installed in a standard FM, was also shown at California Speedway. The size of the intake runner for the fuel injection setup means a mod to the motor cover, but otherwise, it is a fairly straight forward installation. We are still experimenting with restrictors to balance the performance of the Renesis converted cars vs the original motors. California's record rainy season notwithstanding, i is nearly done. Once we are satisfied, we will publish all the details of the conversion kit.

Here are some winter rebuild part specials for your consideration:

Replacement Bearing Kit (order now for March delivery) includes:

2	120-100	5/8 RH rod end
4	120-101	½ RH rod end
14	120-103	7/16 RH rod end suspension
6	120-104	7/16 LH rod end suspension
2	120-105	3/8 RH rod end steer
2	120-106	3/8 LH rod end steer
8	120-117	wheel bearing
4	120-118	rocker bearing

Total Price - \$1400.00 (save over \$700)

010-513 High Strength  $\frac{3}{4}$  Apex universal joint (pro car) - \$99.00 while supplies last

Standard FM Bodywork

110-101 nose 150.00 while supplies last

110-108 or 109 side pod (300.00 while supplies last)

Some of you have asked about grandstand seats for the F-1 race. Your paddock passes will get you around the circuit for any of the general admission areas, but grandstand seats are sold separately at [www.grandprix.ca](http://www.grandprix.ca). Act early. Some grandstands are already sold out.

Those who want ceramic apex seals in time for Sebring should already have their reservation for the rebuild or exchange. Time is running short. We will have a couple of rebuild motors on the Series trailer with ceramic seals, but those are intended for emergencies. Most, if not all of the exchange motors will be done with ceramics from now on. The metallic seals will still be available for anyone that prefers to go that way.

See you at the races!

Gary Rodrigues