

The Bulletin Lite[®]

October 2009

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Editor: John Keadle

Approving Executive: Glenn Long

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REport

By Glenn Long

Hello all,

Believe it or not, we only have a handful of events before the end of our season. While it is a bit cliché, where does the time go? It was only a few short months ago when we were all looking forward to the 2009 racing season before us. The Spring Fling Autocross, the March Memories, the Rumbles and Challenge Autocrosses, our double National races, Rockingham, the FSAE program, SARRC MARRS... well you get the idea, a year of great races!

Well the year is winding down and were all looking forward for our last few runs and hot laps. This winter is forecasted to wet and cold, so may I suggest a good preventative dose of racing to help prevent those winter time blues! So come on out and enjoy the final races of the year with your friends, colleagues, buddies, competitors and of course, your SCCA family.

As a final note, I asked you last month; please continue to think about the upcoming SCCA elections, and who you would like to fill open slots on the board of directors and chapter coordinators. Let's get those nominations to your chapter coordinator.

See you at the races – Glenn



Goblins Go Sports Car Races at VIR October 24-25

The North Carolina Region Sports Car Club of America brings over 320 cars and drivers to the

Goblins Go regional races, featuring the Production Car Fest 2009, October 24th and 25th.

With classes for nearly every kind of race car, the SCCA's Regional races have provided a starting point for numerous stellar careers in racing, from

Carroll Shelby to Mark Donohue and Roger Penske. Even NASCAR team owner Rick Hendrick has raced with SCCA. Whether you prefer open-wheeled formula cars, showroom stock cars with almost no changes, or thundering stockers, they'll all be on the track this weekend.

Charge of the Headlight Brigade October 31

Saturday, Oct. 31 brings the final SCCA race of the 2009 season to VIR, with the 13-hour "Charge of the Headlight Brigade" enduro. Attracting entrants from all over the nation, this longest race of the year brings a variety of drivers and cars, with several Pro drivers scattered among the club racers, all going for the honor of finishing.

As always, the public is invited to walk the paddock, viewing the cars and talking with drivers and crew, plus spectators are welcome at the social parties that end the day's action under the Pagoda shelter.

VIR's 2010 season passes will be available shortly for holiday delivery. Tickets for VIR's spectator events are available on-line at www.virclub.com, just click on "Buy Tickets" at the track's home page. As always at VIR, fans 15 and under get in for free with a paying adult.

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VIRginia International Raceway is a multi-purpose road racing facility, located on the Dan River between Danville and South Boston, Virginia. VIR hosts a wide range of professional and amateur auto and motorcycle racing and track events, and is well established as "America's Motorsport Resort. For further information, call 434-822-7700 or visit our web site at:

www.virclub.com

The Rolex 24 at Daytona 2010

This is an early call for flaggers to come and have fun manning turn 5 for the 24 hour race in 2010.

After skipping last year's race, I just can't stay away. Watching the race on TV was not the same as being there "sooo I'm baaaack." All you flaggers who have worked with me before, please consider coming once again to the fun in the sun, dark, hot, cold or rainy Florida racetrack. We have come close to making turn 5 an all NCR turn before; let's try once again. Call friends who might be interested and lets get the ball rolling. The Rolex 24 is the last weekend in January. Please start thinking about this and mark your

calendar. You can email me at scaflger@triad.rr.com with any questions or go to:

www.cfrscca.org/

Pete Romanowski
NCR Flagger

The Triangle Chapter Report

The October meeting of the Triangle Chapter was a rousing success despite there being no in-car video to watch, (Seriously, you guys need to get busy and go racing again!). The big news was the win by Tom Long in the Koni Challenge at VIR on Sunday October 4th. Way to go Tom! All the members present congratulated crew chief and dad Glenn Long and listened with interest to his news that next year the Freedom Autosport team would be fielding new cars in place of their MX-5s. The new units, dubbed MAZADSPEED3, will specially tuned Mazda 3 units that originate with the Mazda factory tuning arm Mazdaspeed, and any parts developed by Freedom during the course of the season will eventually be sold over the counter at Mazda dealers under the Mazdaspeed name. Sounds exciting, Glenn! BTW, Glenn says this year's MX-5s are for sale now!

In other news, Chuck Hines has lost so much weight (he's gone from a size 21 to a 16 he says) that some

members didn't recognize him when he came in. "Pepe" Stitt suggested that he and Ken West might have to rename the team from "Big Boy Racing" to "Little Boy Racing." But seriously, Chuck, you look great! Congratulations, Slim!

In the business portion of the meeting we learned that Region is still comfortably in the black, but that it appears that entries for the 13-hour endure will be very light. This event has become our signature one but it appears that the weak economy may take its toll on participation. The break-even point, we were told, is about 56 cars, and so far entries are running about half that. So now's the time to sign up if you plan to run it!

It was also noted that the time has come to nominate folks to run for office for next year. The seats for Regional Executive and Secretary are up for re-election, and RE Glenn Long has already announced that he will not be available to run again, something about having another full-time racing commitment to a Grand Am team. Oh well. Also the Member-at-Large positions currently held by John Lindquist and Buddy Matthews are also due for renewal. Any member can run for these positions. All you need is three individual members to sign a notice of intent to run (that's two besides yourself) and deliver it to a current Board member before the close of the Region Board of Director's meeting November 18. So c'mon, step up! We need new faces and new voices with new ideas about how this club should be run.

And finally it was noted that there were a couple of developments underway which might help our racing

Membership Information

The Bulletin®

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		1 issue	3 issues	11 issues (Yr.)
Business Card	Non-Member	\$15.00	\$40.00	\$120.00
	Member	\$10.50	\$28.00	\$84.00
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	Member	\$21.00	\$56.00	\$157.50
1/2 page	Non-Member	\$50.00	\$138.00	\$415.00
	Member	\$35.00	\$97.00	\$291.00
Full page	Non-Member	\$80.00	\$225.00	\$675.00
	Member	\$56.00	\$157.50	\$473.00

program next year. First is that the Region's Competition Board is actively pursuing a plan to incorporate a PDX into our March Madness event. Wow! That would be cool! And second is the news that WDC Region is working to adjust their schedule so as not to be racing on the same weekend as our double national, even though they are in NEDIV and not SEDIV. Hey, thanks guys!

The next meeting of the Triangle Chapter will be November 4th, the first Wednesday of the month (natch!). As that will be only ten days after the Goblins Go and a mere 4 days after the Charge of the Light Brigade enduro, there will be plenty of bench racing and war stories to catch up on. Why not make plans now to join us and hear the latest? I'll see you there . . . or at the races!

Grass Roots Motor Sports

Thanks for your work as a regional SCCA volunteer. We're inviting you to be the mouthpiece for your region by signing up as a club contact for Grassroots Motorsports. Grassroots Motorsports magazine is your number one media resource to reach thousands of readers and promote and publicize your events. Recent changes to our web site were created to serve you and your club better, so get involved to take advantage of these opportunities. This guide will show some of the resources available to promote your club activities when you sign up now.

We're also open to suggestions and ideas on how else we can help. We have a staff member dedicated to making sure we're meeting your needs, so don't hesitate to contact our Club Coordinator with any special needs you have.

Thanks for being a part of our extended family,

The Crew at Grassroots Motorsports

Knowles Takes 2009 SCCA Touring 2 National Championship

ELKHART LAKE, Wis., - Don Knowles, of Pittsboro, N.C., captured his fifth-career SCCA National Championship today, winning the Touring 2 class title at the 2009 SCCA National Championship

Runoffs at Road America. Jason Ott, of Thornton, Colo., and Andy Wolverton, of Papillion, Neb., completed the top three.

Knowles started second in his No. 35 Phoenix Performance/Hoosier Tire/Hawk Pontiac Solstice GXP, but cruised past polesitter Marty Grand's No. 4 AMS Performance/TRE/JRZ Mitsubishi Evolution at the start and into the lead. The lead trio of Knowles, Grand and Ott began to distance themselves from the field, with Knowles holding the point until lap four, when Grand moved ahead. The gap expanded and compacted over the next five laps until the top three closed up, with Ott's No. 2

Hoosier/Bimmerhaus/DANO BMW Z4 M Coupe right on Grand's bumper and Knowles not far behind.

As the trio exited Turn Three on lap 10 of the 13-lap, 52-mile contest, Grand's Mitsubishi lost a wheel and Ott made a lurid slide off course trying to avoid him. Knowles slipped through into the lead and Ott recovered to remain second. From there, Knowles held on for a 2.650-second win.

"The Championships get sweeter because you realize that things happen," Knowles said. "Last year at the Runoffs, I led every lap but one, and I didn't win. This year, frankly, if I hadn't had two lucky breaks with Marty losing a wheel and Jason having to avoid it I thought we wouldn't be sitting here.

"We tried to run a smart race. We figured that we'd run out of brakes if we ran as fast as we wanted to. I figured Marty would be very difficult to pass because the all-wheel-drive car comes out of the 90-degree corners so well and he's got more motor than we do and he's got Brembo brakes which are very good. So, I was a little surprised that he gave up the lead so easily in the first turn. I thought that just maybe we'd be able to run it out, but being the wanker that I am, I gave it back. I was so careful on the brakes and so aggressive on the throttle that I went off at three, five, at 12 and it was some unbelievably bad driving!

Carpenter Takes Thrilling F Production Race

ELKHART LAKE, Wis. (Sept. 24, 2009) – Mark Carpenter, of Charlotte, N.C., came from sixth on the

grid to take his first F Production National Championship at the 2009 SCCA National Championship Runoffs. Defending FP Champion Rick Harris, of Derby, Kan., and Eric Prill, of Topeka, Kan., completed the podium at Road America.

Starting sixth in the No. 30 Team GGS Racing/Goodyear Acura Integra, Carpenter took advantage of a wild opening lap, advancing all the way to second as cars bumped and battled around him. Swapping positions numerous times with then-leader David Bryson, of Clemmons, N.C., Carpenter also had to hold off charges from Harris and Prill.

“The whole race has just blurred into passing and re-passing,” Carpenter said. “I was right behind the incident between [Polesitter Steve] Sargis and Ruck [on the opening lap]. I don’t exactly remember what happened I just know that they went three-wide into Six. I lifted and I tried to slow down without getting hit obviously and just get through. I think that’s when I was second behind Bryson. I’ve raced against David this year and I knew we were in for a hell of a race at that point.”

While leading on lap four, Carpenter ran wide in Turn 14, rejoining the lead pack in fourth and handing the lead back to Bryson’s No. 89

Racesports/Goodyear/RH2-Way Mazda Miata.

Carpenter made his way back to the lead by lap seven and when Bryson’s car slowed to a stop with three laps remaining in the 13-lap 52-mile race, the FP title was Carpenter’s for the taking.

“I don’t know if there was something on the track [at Turn 14],” recalled Carpenter. “Something was on the tires or I felt like I had a tire going down because I went in there the same as I normally did. I just tried to keep it straight and get it gradually on the track without causing a hazard. As soon as I knew the tires were clean and the car was underneath me, I just put my head down and went for it.

“When Bryson fell out, it was a big relief. He definitely had me in the corners and he would have had something for me at the end. I definitely felt a little less pressure behind me, but I knew these guys [Harris and Prill] were just cookin and that they we’re going to try to catch up. I tried to focus on what was through

windshield and try to hit my marks and not make any mistakes.”

After inheriting second from Bryson, Harris had his hands full holding off Prill. As the pair made their final trip out of Turn 14 toward the finish line, Prill pulled his No. 7 Hoosier/Prather/FIGHT-MS/ESCP Lotus Super 7 alongside Harris’ No. 8 Prather Racing/Goodyear/WBRGraphics Mazda Miata. At the checkered flag, it was a photo finish, with Harris barely edging Prill for second.

Brian Linn, of Hermosa Beach, Calif., was fourth in the No. 33 Hoosier/RedLineOil/Carbotech Mazda Miata. Kevin Ruck, of Delaware, Ohio, completed the top five in his No. 73 Engineered Performance Acura Integra.

Though he did not take the checkered flag, Bryson did set the fastest lap of the race, a 2:34.051 (93.476 mph).

Christopher Patrick, of Derry, Pa., won the Sunoco Hard Charger Award for advancing 10 positions during the race in the No. 19 Keystone Kustoms Triumph Spitfire.

The F Production National Championship race will air on www.speedcasttv.com/scca shortly after the conclusion of the 2009 SCCA National Championship Runoffs.

“Marty started to have some problems and bobbled in 14 and Jason [Ott] got by. Jason is like the Energizer bunny. Marty put him in the wall, almost, in Five and he was off the track almost to the wall at Turn Three. But I’d look in my mirror and there he was right behind me! I was like ‘what is this guy doing?’

“We got four laps in testing. So we were starting from scratch on Tuesday and I had to go do some of that driver stuff. I’m a granny driver, really. I like to drive very gently and slowly and I didn’t have time to work out that stuff this time. I really had to push myself. The crew did just a great job keeping up with the suspension changes. We made six suspension changes and two other changes before the final qualifying. We threw the kitchen sink at it and it worked.

“I enjoyed racing with Jason. I enjoyed racing with Marty and with Andy last year. Last year, I felt like I could have, should have won and this year I feel like I

shouldn't have but did, so maybe this all just evens out in the end."

It was a career-best finish for Ott, who only ran his BMW four times this year before the Runoffs.

"About two laps before Marty lost the wheel, you could see the Evo hopping and I didn't think it would last doing that," Ott said. "I came through Turn Three and had a great run and all I saw was a huge tire coming at me. I figure it was either coming through the windshield or it was gonna crunch the front of the car, so I took some evasive maneuvers to the left. I held true to the code of the Colorado racers and I never took my foot out of it in the grass. It was a moment. Don drove a great race but I have to think I would have had a much better opportunity if that hadn't happened."

Wolverton, the 2008 National Champion, was enthralled in a race-long battle with William Baten,

running primarily in fourth and fifth. On the penultimate lap, Wolverton put his No. 86 Hoosier/Raw Racing Pontiac Solstice GXP around the outside of Baten's No. 98 Hoosier/Baten ADR/BillyGraham Chevrolet Camaro in Turn 12 to take the position. Baten tried to take the spot back in Turn One, but bumped the curb and slid in front of Wolverton's Solstice. The two made contact, but both continued, although Baten fell to fifth, behind the No. 76 Northwestern/Griffin Mitsubishi Evolution.

Alan Kossof, of Wheeling, Ill., earned the Sunoco Hard Charger Award for advancing four positions in the race in his Kossof Motorsports/Fall-Line BMW M3.

The Touring 2 National Championship race will be available on demand at www.speedcasttv.com/scca shortly after the conclusion of the 2009 SCCA National Championship Runoffs.

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2009 NCR Schedule

February 22	Spring Fling @ UNCW - Auto-X
March 7-8	“March Memories” SARRC/Double ECR/CCPS – VIR
March 22	Rumble at the River , New River Air Station - Auto-X
April 5	NCSU SOLO Challenge, McKimmon Center, NCSU, Raleigh (Non-Points Event) - Auto-X
April 17-19	Oak Tree Double National and Muscle Milk SCCA Trans-Am Series - VIR
April 22-25	Formula SAE Event (Grand-Am Rolex weekend) – VIR
May 9-10	Al Fairer SARRC/MARRS Challenge” Double SARRC/Double MARRS - VIR
May 16-17	MayDay on the Runway , New River Air Station (Saturday FREE Novice School) - Auto-X
June 14	RedLine on the Flightline, Cherry Point in Havelock, NC - Auto-X
June 27-28	SCCA/Inter-Club Challenge—Restricted Regional/PDX - Rockingham Speedway
July 12	Sounds of Freedom , New River Air Station - Auto-X
August 22	RiverFront Grand Prix , CFCC (Downtown Wilmington) - Auto-X
Sept. 12-13	PDX - Rockingham Speedway - Cancelled. Look for a PDX at VIR in the Spring of 2010!!
Sept. 20	Black Water SOLO Shootout - Location TBA - Auto-X
October 10-11	Return to the River , New River Air Station (Saturday FREE Novice School) - Auto-X
Oct. 24-25	Goblins Go , 2010 SARRC/CCPS/ECR - VIR
Oct. 30-31	Charge of the Headlight Brigade , 13 Hour Enduro - VIR
November 22	RiverView Grand Prix Charity Event, CFCC (Downtown Wilmington) (Auto-X Season Finale!)