

SPEED

World Challenge

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**MEDIA
GUIDE**
2009

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MAGAZINE



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driven to perform®

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2008 SWC TOURING CAR CHAMPION

CONGRATULATIONS
RANDY POBST
2008 SWC GT CHAMPION

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This book was designed, created and produced by SCCA's Communications staff. Please direct any questions or comments to: ecechal@scca.com or contact the staff at (800)770-2055. This book was digitally created using Quark Xpress, Adobe Illustrator and Photoshop.

Photography by SCCA Pro Racing, Mark Weber/Exclusive Sports Car Photography (314)583-8259.



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Dear Members of the Media,

Welcome to the 20th season of SPEED World Challenge Championships.

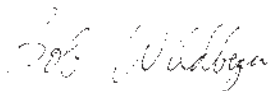
This series has truly become an institution in North American motorsports. Nowhere else can you witness such a diverse mix of automobiles competing on the same track in a unique sprint format such as this. Competitors, sponsors and fans have recognized the appeal, and support for SPEED World Challenge continues to grow, even in these tough economic times.

Last year, SCCA Pro Racing began a new partnership with WC Vision, which has become the series' marketing and licensing rights holder. Already, the agreement has proven to be fruitful for both parties and SPEED World Challenge will prosper as a result. I commend WC Vision for their excellent work thus far and I anticipate more exciting news from them throughout the season.

Truth be told, this series is just as much about the people as it is the cars. The SCCA Pro Racing staff is genuinely proud of this series and what it represents. They enjoy the work they do, which makes them the best in the business. The teams are equally as committed to the series and consistently do what they need to do to help World Challenge grow. Look no further than WC Vision, a group of competitors who have invested their own money in the series, as proof that this paddock stands behind its product.

As you might imagine, such passionate characters make for rather interesting interviews. Our competitors have some great stories to share, so I encourage you to track a couple down and learn more about their role in World Challenge. As I said before, our staff is the best in the business, so if you have a question not answered by this media guide, ask any one of our officials and they'll track down the answer for you. I, too, am always willing to make time for your questions. Even if you don't have any, please don't hesitate to introduce yourself.

Enjoy the season,



Robert (Bob) Wildberger
SCCA Pro Racing President & CEO

Dear Members of the Media,

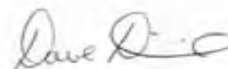
Back in July 2008, WC Vision and SCCA Pro Racing formally announced a new partnership to operate the SPEED World Challenge Touring Car and GT Championships. Now entering our 20th season, we're confident our series will provide you with real motorsports stories to keep your audience engaged and intrigued race after race.

SPEED World Challenge occupies a unique niche in the North American motorsports arena. With 50-minute sprints to the finish, top-notch drivers and teams, no scheduled pits stops or driver changes, the only U.S. sports car series with a standing start and more manufacturer platforms than any other sports car series running, we stand behind our assertion that this is how racing should be.

And while we occupy a unique niche in the motorsports arena, we are also unique for being the most media and fan friendly series around. Our drivers, teams and officials are always accessible to give you that quote or detailed information you require to complete the story you are working on.

We look forward to seeing you at our races in 2009 and thank you for bringing SPEED World Challenge to motorsports fans.

See you at the track,



Dave Drimmie, VP Marketing and Communications, WC Vision

Scott Bove, VP Partner Relations, WC Vision

Bob Woodhouse, Co-chair, WC Vision

Peter Cunningham, Co-chair, WC Vision

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2009 SCCA Pro Racing SPEED World Challenge Championships Event and Television Schedules

Date	Venue	With
March 18 - 20	Sebring International Raceway Sebring, Fla.	ALMS
April 17 - 19 (GT Only)	Grand Prix of Long Beach Long Beach, Calif.	IRL/ALMS
May 1 - 3	Thunderbolt Raceway Millville, N.J.	Grand-Am
May 15 - 17 (GT Single, TC Double)	Mosport International Raceway Bowmanville, Ont. (Canada)	Canadian Touring Car/Trans-Am
July 3 - 5	Watkins Glen International Watkins Glen, N.Y.	IRL
July 24 - 26	Autobahn Country Club Joliet, Ill.	Atlantics/MX-5 Cup
Aug. 7 - 9	Mid-Ohio Sports Car Course Lexington, Ohio	IRL/ALMS
Aug. 14 - 16	Road America Elkhart Lake, Wis.	ALMS
Sept. 23 - 25	Road Atlanta Braselton, Calif.	ALMS
Oct. 9 - 11	Mazda Raceway Laguna Seca Monterey, Calif.	ALMS

WC Vision Chairs & Staff



Peter Cunningham
WC Vision
Co-Chair



Bob Woodhouse
WC Vision
Co-Chair



Scott Bove
VP, Partnership
Relations



Dave Drimmie
VP, Marketing &
Communications



Contact Information

WC Vision

(416) 604-3113

Dave Drimmie: davedrimmie@gmail.com

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SCCA Pro



SCCA Pro Racing President & CEO

Robert (Bob) Wildberger

Bob Wildberger was named SCCA Pro Racing President on Dec. 15, 2006.

Wildberger comes to SCCA Pro Racing after a colorful motorsports career at DaimlerChrysler, which saw him last serve as Senior Manager of Dodge Motorsports before his retirement earlier in 2006.

After beginning his automotive career at American Motors Corporation in the 1970's, Wildberger joined Chrysler in 1987. In his tenure, he led Chrysler's development of motorsports from a minor presence in the early 1990's to a major force by 2001. Wildberger developed programs in many top racing series, including SCCA Pro Racing (World Challenge), SCORE, IMSA, NHRA and led the launch of Dodge's NASCAR program.

SCCA Pro Racing SPEED World Challenge Staff



Erin Cechal
PR Manager



Adrienne Cordero
Executive Assistant



Pat di Natale
World Challenge
Chief Steward



Dee Duncan
Events Coordinator
& Registrar



Melissa Flesher
Marketing Services
Manager



Kathy Maleck
Field Staff Manager



Jenny White
Marketing &
Communications
Specialist



Eric Prill
VP, Marketing &
Communications



Robin Prill
Series
Administrator

SCCA Pro



Robert Story
Data & Simulation
Engineer



Jeremy Thoennes
World Challenge
Technical Manager



Ken Tripkos
Competition &
Technical Manager



Mark Weber
Official Series
Photographer

Race and Technical Operations: Bob Goppold, Mike Hirner, George Housner, Tom Mikwold, Ed Pasquale, Mike Pasquale, Jerry Russet, Loren Western, Rick Wong

Assistant Chief Steward: Morris Hamm

Starters: Jerry Russet & Ken Silva

Timing & Scoring: Rich Lankford (Chief), Bruce Gary, Jane Kopp, Connie Peplowski

Announcer: Tom Hnatiw

Chaplain: Dan Lacy

Series Contact Information

SCCA Pro Racing • SPEED World Challenge • Mazda MX-5 Cup • VW Jetta Cup

PO Box 19400, Bldg. 300, B Street • Topeka, KS 66619-0400

(800) 770-2055 toll-free • (785) 357-7223 phone • (785) 233-7223 fax

www.scca.com/Pro • www.world-challenge.com • www.mx-5cup.com



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SCCA Pro Racing Information

General: SCCA Pro Racing® Ltd., is a wholly owned subsidiary of Sports Car Club of America, Inc.—a 50,000-member organization dedicated to motorsports events. SCCA Pro Racing sanctions four separate professional racing series: the SPEED World Challenge® Championships, Playboy Mazda MX-5 Cup, Volkswagen Jetta TDI Cup and the F2000 Championship Series. Each series holds events on high-profile race weekends and annually crowns champions.

SCCA Pro Racing SPEED World Challenge®: Divided into two separate series and races (SCCA SPEED GT and SCCA SPEED Touring Car), the SCCA SPEED World Challenge is North America's top production car-based championship. SCCA SPEED World Challenge events are a maximum of 50 minutes start to finish, feature standing starts and the world's most popular manufacturers racing head-to-head. SCCA SPEED World Challenge competition was born in the mid-1980s with the SCCA Endurance Championship, transforming into the World Challenge in 1990.

SCCA Pro Racing Playboy Mazda MX-5 Cup: Stepping up in place of the former Mazdaspeed Miata Cup, the Mazda MX-5 Cup made its debut in 2006. Featuring grids of 30-plus Mazda MX-5s on spec tires, MX-5 Cup is part of the MAZDASPEED Motorsports Development Ladder. The Champion will receive a SPEED Touring Car ride with a Mazda team, courtesy of MAZDASPEED.

SCCA Pro Racing Volkswagen Jetta TDI Cup: Making its North American debut in 2008, the Jetta TDI Cup selects thirty young drivers to compete in factory prepared and maintained clean diesel Jetta TDIs. The series is designed as a training ground for up-and-coming drivers with race, media and physical training held throughout the season. Volkswagen is working with Carbonfund.org to certify the entire series as carbon free.

Formula 2000: The F2000 Championship Series is aimed at filling the void in entry-level, single-seat road racing. The F2000 Championship Series provides an alternative for a wide spectrum of Formula Continental competitors currently racing in both amateur and professional events. Composed of 10 rounds at the country's finest tracks, the series features both Pinto & Zetec powered F2000 cars which will compete in a single class.

Founded: SCCA was founded in February 1944. SCCA Pro Racing was separated into a wholly owned, for-profit subsidiary in December 1993.

First Professional SCCA Event: February 3, 1963 at Daytona International Speedway. United States Road Racing Championship. Jim Hall was the winner.

Television Broadcast: Each SCCA SPEED World Challenge race will feature a network broadcast with SPEED Channel serving as the main network.



Media Services

Members of the Media: Welcome to World Challenge. We thank you for your interest and look forward to serving you throughout the season. Our role is to provide you the most thorough and up-to-date information and assist you in your coverage needs. If you have any questions or requests, please don't hesitate to contact us (see pg. 5).

Media Credentials: The World Challenge Communications Department does not issue media credentials for individual events. Single-event credentials are the responsibility of the respective race circuit. We recommend that you place your credential request at least 30 days in advance of the event. Policies vary from track to track, but we recommend that you contact the circuit in writing, on your company letterhead.

Photo Credentials: World Challenge does not issue photo or video credentials. All requests for photographic access must be made to the media relations representative at each specific track.

Trackside Services: The World Challenge Communications department offers members of the media a running record of race-weekend activities—ranging from driver quotes to pit reports—to keep you informed of all activities. All statistical reports—practice times, qualifying grids and race results—are distributed to the media after each session. After qualifying sessions and races, the top drivers are brought to the media facility for interviews. Closed-circuit video and timing and scoring monitors are available in the media centers. Any special needs, such as private telephone lines or sound booths, should be arranged through the circuit's media relations representative at each specific track.

News and Sports TV Access: World Challenge encourages news and sports coverage of its events. A broadcast-quality feed is usually available at the TV compound. News/sports organizations may record the feed for race highlights provided they abide by certain limitations and courtesy the host network (SPEED Channel).

Interviews of Drivers and Officials: World Challenge Communications will arrange driver interviews, either in-person or via telephone, on request. Interviews of SCCA Pro Racing officials (President, Chief Steward, Senior Technical Director, etc.) must be arranged through the Communications Department.

Pit/Paddock Restrictions: Safety and insurance regulations require SCCA Pro Racing to enforce the following guidelines in restricted areas such as the hot pits and paddock: (1) Shorts are not permitted; (2) Shirts and shoes are required; (3) Smoking is prohibited at all times; and (4) Access over the pit wall during events is prohibited.

Electronic News Distribution: World Challenge Communications is equipped to send publicity releases and race results via e-mail and filing with wire services. Requests should be directed to World Challenge Communications.

Photography/B-roll: World Challenge offers B-roll and digital still photography upon request.

Photographers/Videographers: Keep in mind that your assignments are potentially dangerous. Photographers/ videographers should always check with the respective track PR reps for shooting locations, as shooting areas are restricted.

Don't question the authority of an official in regard to shooting locations. If you disagree with an official's assessment of the situation, return to the event media center and contact World Challenge Communications or event PR representatives.

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Style Guide

SCCA Pro Racing SPEED World Challenge

First Usage:

SCCA Pro Racing SPEED World Challenge® Championships
SPEED Channel
Toyo Tires™ Proxes® RA888™ (pronounced R-triple eight)

Second Usage:

SCCA SPEED World Challenge
SPEED
Toyo or Toyo R888 (for actual tire)

The term SCCA SPEED World Challenge is all-encompassing, including the two separate races held each weekend GT and Touring Car.

First Usage:

SCCA Pro Racing SPEED Touring Car Championship
SCCA Pro Racing SPEED GT Championship

Second Usage:

SCCA SPEED Touring Car
SCCA SPEED GT

Other SCCA Pro Racing Style

First Usage:

SCCA Pro Racing Playboy Mazda MX-5 Cup
SCCA Volkswagen Jetta TDI Cup
F2000 Championship Series

Second Usage:

MX-5 Cup
Jetta TDI Cup
F2000



Manufacturer Sponsor

One of the leading manufacturers of high-performance sport compacts, sedans and sports cars, Acura returns to the SCCA SPEED World Challenge Championships as a manufacturer contingency sponsor. A division of American Honda, Acura has contributed to the company's twelve Manufacturers' Championships in 16 years – more than any other manufacturer. Acura has won races in both the SCCA SPEED GT and Touring Car classes, and its 68 wins currently rank first all-time for an individual marque. www.acura.com



Contingency Sponsor

Airgas has long been the main air and nitrogen supplier to professional race teams and offers both service and contingency sponsorship in the SCCA SPEED World Challenge. www.airgas.com



Official Sponsor

AutoWeek, one of more than 30 titles published by Crain Communications, is the source for the latest automotive and motorsports news both in print and online at autoweek.com. The *AutoWeek* brand is symbolic of core automotive passion and is a must read for those who live the automotive lifestyle. A long-time supporter of the series, the fortnightly publication will become the official sponsor of the SPEED World Challenge number boards and the best pass of the race awards for the 2009 season. www.autoweek.com



Contingency Sponsor

BBS wheels have been rolling on race tracks all over the globe, from one success to the next, for over 35 years. Nowhere are demands higher or stress greater than they are in motor racing. For the 2009 season, BBS of America will again offer contingency payouts to teams competing in both SCCA SPEED World Challenge GT and Touring Car. www.bbs-usa.com



Manufacturer Sponsor

Known as the "Ultimate Driving Machine," BMW has long manufactured high-end sport sedans and coupes, including the 328, 325, M3 and M Coupe. With 49 SCCA SPEED World Challenge wins to the marque, BMW ranks third in the record books for most manufacturer victories in the series. BMW captured its first-ever SPEED World Challenge Touring Car Manufacturers' title in 2001. In 2003 and 2004, BMW won both the SPEED World Challenge Touring Car Manufacturers' and Drivers' Championships. www.bmwusa.com



Official Sponsor

The Bob Bondurant School of High Performance Driving has been named the Official Driving School of the 2009 SCCA Pro Racing SPEED World Challenge season. The prestigious driving school has signed on for several ventures with the series this year including season finale sponsorship and transferable gift certificate awards for each race winner. For the fans, three \$500 gift certificates will be raffled off at each event, and a fantasy racing league will be established with a four-day racing school awarded to the winner. www.bondurant.com



Official Partner

The Official Graphics Supplier of SCCA Pro Racing, Competition Graphics has been a leading supplier of automotive and motorsports graphics and corporate identity to businesses throughout the USA since 1987, offering complete in-house design, production and installation, motorsports decals, fleet markings, grand format digital banners and dimensional / architectural signage. Their embroidery and sportswear division specializes in short-run corporate apparel and merchandise such as team uniforms, shirts, jackets and hats. www.competitiongraphics.com

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Sponsors

Sponsors



Official Sponsor

Débaufre (pronounced Day-boh-fray) is a U.S.-based, family-owned Swiss watch company and the Official Timepiece of SPEED World Challenge. A producer of quality Swiss timepieces, Débaufre offers high-end luxury and style at a price that's within reach. As the Fastest Lap of The Race sponsor, Débaufre will award a handsome watch to the GT and Touring Car driver with the fastest race lap at each event. To cap off the season, Débaufre watches will award each 2009 Drivers' Champion with a custom-designed watch. www.debaufre.com



Manufacturer Sponsor

The Ford Mustang and sports car racing, the two have gone hand-in-hand since the car's debut in 1964. After picking up two 2008 SPEED GT race wins in 2008, Ford will return to SPEED World Challenge as a manufacturer sponsor for the 2009 season. www.fordracing.com



Contingency Sponsor

The highest in strength, quality and performance, Forgeline wheels have been mounted on winning cars in the SCCA SPEED World Challenge Series for years. For 2009, Forgeline Motorsports

returns to the SPEED World Challenge Series as a contingency sponsor for both SPEED GT and SPEED Touring Car. www.forgeline.com



Contingency Sponsor

In 2002, Hawk Corporation and Sports Car Club of America Inc. announced an agreement naming Hawk Performance the Official Brake Products of the SCCA. Hawk Performance is the world's top

brake pad manufacturer for street, performance and racing applications. For the 2009 season, Hawk will continue to provide contingency payouts for SCCA SPEED World Challenge teams performing with their product. www.hawkperformance.com



Contingency Sponsor

Stoner, Inc., founded 65+ years ago by Paul Stoner, manufactures premium car care products including, Invisible Glass, the #1 selling glass cleaner in the retail auto parts market! In 2009, Invisible Glass will help SCCA SPEED World Challenge teams keep their favorite vehicles looking their best by offering contingency awards for both SPEED GT and Touring Car teams. Visit the Invisible

Glass website for glass cleaning tips, free samples and product information. www.invisibleglass.com



Manufacturer Sponsor

Mazda manufacturers a full line of cars, including the MAZDA6, which currently competes in SCCA SPEED Touring Car, and the all new MAZDA3 which will make its race debut later this year. Mazda captured its first-ever SPEED World Challenge Touring Car titles in 2007, claiming both the Manufacturers' and Drivers' Championships. Mazda won five races in 2008, and MAZDASPEED Motorsports Development ladder driver Jason Saini won the 2008 Rookie-Of-The Year Award. Mazda will return to the SCCA SPEED World Challenge Championships as a contingency and manufacturer sponsor for the 2009 season.

www.mazdaspeeddevelopment.com



Contingency Sponsor

OPTIMA Batteries, manufactured by Johnson Controls, provides an industry leading battery representing premium performance. OPTIMA will continue to strengthen its position in the performance car market by signing on as the Official Battery of the SCCA SPEED World Challenge Championships. OPTIMA will also join SCCA SPEED World Challenge as a 2009 contingency sponsor offering awards for both SPEED GT and Touring Car teams campaigning with the product. www.optimabatteries.com



Manufacturer Sponsor

Porsche will continue its support of the SCCA SPEED World Challenge Championships and the competitors running in Porsche 911 GT3 Cup cars (911 Type 997) by returning as a manufacturer sponsor in 2009 to defend the 2008 SCCA SPEED GT Manufacturers' and Drivers' Championship titles. Porsche has won seven Manufacturers' Championship titles in the last 15 years, garnering 44 wins to rank fourth all-time. www.porschemotorsport.com



Presenting Sponsor

RACER Magazine takes you to the heart of the action in the top racing series with amazing photography, great writing and unrivaled coverage of the World Challenge cars, teams and drivers. RACER is America's premier motorsports publication, taking you behind the scenes of all major-league auto racing - deep into the worlds of Champ Car, World Rally, IndyCar, Formula 1, NHRA, NASCAR and more. Internationally renowned for its in-depth feature stories and cutting-edge coverage, RACER also covers the grassroots level of American motorsports. RACER returns as the presenting sponsor of the Manufacturers' Championship for both SPEED GT and Touring Car. www.racer.com



Official Partner

Racing Radios has been providing superior products for the racing community for over 30 years and is the leading developer for two-way communications in the racing industry. Recognized as a worldwide leader in racing communications, Racing Radios has signed on to be the Official Radio Communication Provider for SCCA and SCCA Pro Racing in 2009. www.racingradios.com



Title Sponsor, Official Television Network

In 1999, SPEED Channel and SCCA Pro Racing teamed up to re-launch the World Challenge series with hopes of creating the most entertaining

Touring and GT car racing in North America. As the series' title sponsor, SPEED provides the SPEED GT and Touring Car Championships a marketing and exposure vehicle that no other road racing series in North America enjoys. Now owned by Fox, SPEED reaches more than 60 million homes in North America. SPEED continues its relationship with the two-category series through a package that includes series title naming rights, a marketing and promotions package and exclusive television coverage of each SCCA SPEED World Challenge GT and Touring Car Championship race. www.speedtv.com



Contingency Sponsor

Stäubli Corporation is a mechanical solutions provider and manufacturer with three dedicated divisions: textile machinery, connectors and robotics. Stäubli's motorsports products provide high performance connections for all segments of motorsports with applications

for hydraulic, pneumatic, air and all fluid applications. Stäubli will return to SCCA SPEED World Challenge in 2009 as a contingency sponsor offering payouts to SPEED Touring Car teams performing with their product. www.staubli.com/en/connectors/market-solutions/motorsports



Official Sponsor

Sunoco, the largest manufacturer of racing gasoline in the world and the Official Fuel of SCCA, has a long track record of winning performance. Recognized as the leader in the race fuel industry Sunoco sets the standard with every gallon of every blend. More engine builders, racers, tracks and sanctioning bodies choose Sunoco than all other racing gasoline combined! Sunoco's track-proven fuels are designed to provide exceptional performance, quality and consistency. www.racegas.com

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TOYO TIRES

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Official Sponsor

SCCA SPEED World Challenge and Toyo Tires U.S.A. Corp. have enjoyed a long relationship beginning in 2001. Initially, all cars in both SPEED GT and Touring Car raced on Proxes® T1-S tires. This

demonstrated the capability of Toyo Tires® ultra-high performance production street tires while helping to develop the next generation Proxes T1R™. Since 2004, the Proxes RA1™ street legal competition tire has been exclusive to the series, followed in 2008 by the Proxes R888™. The company continues to provide promotional and tire support with an extended contract through the 2010 season. Toyo Tires manufactures and distributes a complete line of replacement tires with popular product lines including Proxes (high performance passenger car, light truck and race-car), Open Country® (light truck), and Versado™ (luxury passenger car). www.toyo.com



Manufacturer Sponsor

Viper returns in 2009 as a manufacturer sponsor for its Viper Competition Coupe. The Viper group introduced the Competition Coupe in 2002 for the 2003 season. In 2004, it carried Tommy Archer to the Drivers' Championship and became the most popular car in SPEED GT. A division of Chrysler LLC, Viper is sold under the Dodge nameplate which also manufactures a full line of both cars and trucks. www.vipercompetitioncoupe.com



Manufacturer Sponsor & Official Pace Vehicle

Volkswagen is one of the world's largest producers of passenger cars, and Europe's largest automaker. For over 45 years, Volkswagen has been a dominating force in various forms of motorsports around the world. Today, VW continues to write racing history by focusing on a commitment to bring clean diesel technology to the race track. Volkswagen will continue in 2009 as a SCCA SPEED World Challenge contingency and manufacturer sponsor in support of all Volkswagen teams competing in SPEED Touring Car.



Manufacturer Sponsor

Volvo returns to SCCA SPEED World Challenge in 2009 as a manufacturer sponsor in support of the Volvo S60s competing in SPEED GT. A truly stunning ride, the S60 is a perfect marriage of art and engineering. For over 80 years, Volvo has been recognized as the leader in automotive safety. Today, we are driven by other things too: a desire to build cars that are less damaging to the environment, cars that make excitement the rule rather than the exception, and above all, a commitment to delivering premium quality and innovative design for our drivers, for their passengers, for everyone - for life. www.volvocars.com/us

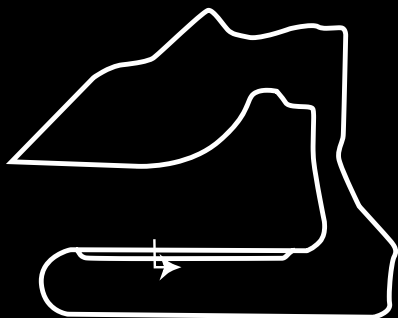
Circuits



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Sebring Int'l Raceway



Directions (Orlando):
79 Miles to Sebring
US 27 South to Hwy. 98.
then straight onto Airport Rd,
and right on to Midway Dr

Media Center:
Second Floor of the Tower
863-655-3598

Public Relations Contact:
Ken Breslauer
sebring12pr@aol.com
863-655-1442
863-655-1777 fax

Track Web site:
www.sebringraceway.com

What
Mobil 1 Twelve Hours of Sebring
Presented by Fresh from Florida
Toyo Tires World Challenge
Season Opener at Sebring

Where
Sebring International Raceway
Sebring, Fla.

When
March 18 - 20

Track Specs
17-turn road course
3.7 miles

Defending Champions
GT- Randy Pobst (Porsche)
TC- Pierre Kleinubing (Acura)

Media Credentials Contact
Ken Breslauer
113 Midway Drive
Sebring, FL 33870

Office Address
113 Midway Drive
Sebring, FL 33870
863-655-1442 phone/tickets
863-655-1777 fax

Track Address
Same as office

General Manager
Tres Stephenson

Marketing
Michelle DeLaney

What
Toyota Grand Prix of Long Beach
ACS SPEED World Challenge at Long
Beach Presented by Lala
Motorsports

Where
Streets of Long Beach
Long Beach, Calif.

When
April 17 - 19

Track Specs
11-turn street course
1.968 miles

Defending Champions
GT- Brandon Davis (Ford)

Media Credentials Contact
Chris Esslinger
3000 Pacific Avenue
Long Beach, CA 90806
Requests by U.S. Mail only
Deadline: March 28

Office Address
3000 Pacific Avenue
Long Beach, CA 90806
562-981-2600

Track Address
Long Beach Conv. Center
300 E. Ocean Blvd.
Long Beach, CA 90806

General Manager
Jim Michaelian

Marketing

Long Beach



Directions (LAX):
Century Blvd. E to San Diego Freeway (I-405) S,
follow Long Beach road signs to Long Beach
Freeway (I-710) S. Exit at Broadway. Course is
downtown near the Long Beach Conv. Center.

Media Center:
Long Beach Convention and Entertainment Center
Seaside Meeting Rooms

Public Relations Contact:
Chris Esslinger
562-490-4514
562-981-2632 - fax
cesslinger@gplb.com

Track Web site:
www.gplb.com

SCCA SPEED World Challenge Records

SCCA SPEED GT

Qualifying Lap
2:07.679 (104.324 mph)
Doug Peterson, Chevrolet Corvette, 2007

Race Lap
2:10.249 (102.265 mph)
Andy Pilgrim, Cadillac CTS-V, 2004

Average Speed
100.406 mph, Michael McCann, 2006

Closest Margin of Victory
0.358-second, Max Angelelli over Andy
Pilgrim, 2004

SCCA SPEED Touring Car

Qualifying Lap
2:19.040 (95.799 mph)
Bill Auberlen, BMW 325i, 2006

Race Lap
2:20.562 (94.762 mph)
Bill Auberlen, BMW 325i, 2006

Average Speed
93.606 mph, Bill Auberlen, 2006

Closest Margin of Victory
0.604-second, Pierre Kleinubing over Ken
Dobson, 2002.

SCCA SPEED World Challenge Records

SCCA SPEED GT

Qualifying Lap
1:25.086 (83.266 mph)
Ron Fellows, Cadillac CTS-V, 2007

Race Lap
1:26.205 (82.185 mph)
Brandon Davis, Ford Mustang Cobra, 2008

Average Speed
79.417 mph, Ron Fellows, 2006

Closest Margin of Victory
0.730-second, Ron Fellows over Tommy
Archer, 2006

SCCA SPEED Touring Car

Long Beach is a SPEED GT-only event.

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Thunderbolt Raceway



Directions (New York):

From NJ Turnpike South take Exit 4. Bear right after toll onto Rte. 73 North, then take Rt. 295 South. Follow Rte. 295 South to Route 42 South "Atlantic City" Go one mile and bear left. Follow Rte. 42 South "Atlantic City" 2 miles and bear right onto RT 55 South (Exit 13).

Media Centers:

There are two locations: first floor of the Thunderbolt Timing and Scoring Tower and Driver's Classroom at south end of Event Garage (across from Tower). Both are located in the Thunderbolt Paddock.

Public Relations Contact:

Reece White
rwhite@njmp.com
856-327-8000, 856-327-8835 (fax)

Track Web site:

www.njmp.com

What

World Challenge at Thunderbolt Raceway

Where

New Jersey Motorsports Park
Millville, N.J.

When

May 1 - 3

Track Specs

14-turn road course
2.25 miles

Defending Champions

SPEED GT - James Sofronas

Media Credentials Contact

Reece White
rwhite@njmp.com
Deadline: April 16, 2009

Office Address

47 Warbird Drive
Millville, NJ 08332
856-327-8000

General Manager

Kevin Wittman

Chief Marketing Officer

Rob Armbruster

What

Victoria Day Speedfest

Where

Mosport International Raceway
Bowmanville, Ont. (Canada)

When

May 15 - 17

Track Specs

10-turn road course
2.459 miles (3.95 km)

Defending Champions

GT- Eric Curran (Corvette)
TC- Michael Galati (Mazda)

Media Credentials Contact

Lee Bailie
Media Relations and Promotions
Specialist
lee@mosport.com
Deadline: August 11

Office Address

Same as track address

Track Address

3233 Concession Road #10
Bowmanville, ON L1C 3K6
905-983-9141
905-983-5195 - fax
800-866-1072 - tickets

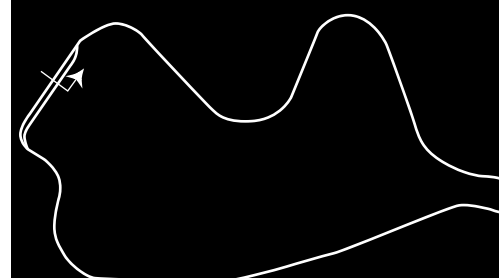
President and General Manager

Myles Brandt

VP, Sales and Marketing

Jerry Priddle

Mosport Int'l Raceway



Directions (Toronto):

Located 100km east of Toronto. North on Highway 401 at Bowmanville. Take Durham 57 (exit 431) North to Regional Rd. 20, east to Concession Rd. #10

Media Center:

Infield, adjacent to pitlane.
1st floor in Castrol Tower
905-983-9141
905-983-5195

Public Relations Contact:

Lee Bailie
Media Relations and Promotions Specialist
lee@mosport.com

Track Web site:

www.mosport.com

SCCA SPEED World Challenge Records

SCCA SPEED GT

SCCA SPEED Touring Car

Qualifying Lap

1:25.940 (90.900 mph)
Brandon Davis, Ford Mustang Cobra 2008

First event for SPEED Touring Car in 2009

Race Lap

1:22.537 (94.648 mph)
Eric Curran, Chevrolet Corvette, 2008

Average Speed

87.127 mph, James Sofronas, 2008

Closest Margin of Victory

0.172-second, James Sofronas over Brandon Davis, 2008

SCCA SPEED World Challenge Records

SCCA SPEED GT

SCCA SPEED Touring Car

Qualifying Lap

1:22.256 (107.620 mph)
Leighton Reese, Chevrolet Corvette, 2005

Qualifying Lap

1:29.688 (98.702 mph)
Peter Cunningham, Nissan Sentra SE-R, 2004

Race Lap

1:24.194 (105.142 mph)
Eric Curran, Chevrolet Corvette, 2008

Race Lap

1:29.684 (98.706 mph)
Charles Espenlaub, MAZDA6, 2005

Average Speed

102.782 mph, Ron Fellows, 2004

Average Speed

96.410 mph, Michael Galati 2008

Closest Margin of Victory

0.244-second, David Farmer over Peter Cunningham, 2002

Closest Margin of Victory

0.219-second, Adam Pecorari over Chip Herr, 2007

this is how racing should be

SPEED
World Challenge

Watkins Glen Interntaional



Directions (Watkins Glen):

From Franklin Street in the village, go south on Rte. 414 to the traffic light at the top of the hill and turn right onto Rte. 16. Go approximately 2.25 miles to the track on your left.

Media Center:

Infield side of the track between the garage area and pit row.

Public Relations Contact:

Eiron Smith
esmith@theglen.com
607-535-2486 ext.354
607-535-8918 fax

Track Web site:

www.theglen.com

What

Camping World Grand Prix
The Toyo Tires SPEED World
Challenge at Watkins Glen
Presented by Lala Motorsports

Where

Watkins Glen International
Watkins Glen, N.Y.

When

July 3 - 5

Track Specs

11-turn road course
3.4 miles

Defending Champions

GT- Randy Pobst (Porsche)
TC- Michael Galati (Mazda)

Media Credentials Contact

Ryan Lake
See track address

Track Address

Watkins Glen International
P.O. Box 500
2790 County Route 16
Watkin's Glen, N.Y. 14891

President

Craig Rust

General Manager

Tim Coleman

Marketing

Paul Hemingway

What

SPEED World Challenge Debut at
Autobahn Country Club

Where

Autobahn Country Club
Joliet, IL

When

July 24 - 26

Track Specs

21-turn road course
3.56 miles

Defending Champions

New circuit for series in 2009

Media Credentials Contact

Sheena Hamilton
815.722.2223
Celeste Mattern
cmattern@csawmarketing.com
Deadline: July 10

Office Address

Autobahn Country Club
3795 South Patterson Rd.
Joliet, IL 60436

President

Mark Basso

Marketing

Steve Wagner

Autobahn Country Club



Directions (From Rt. 80, RT. 53):

Exit Rt. 80 at Rt. 53 and go south on RT. 53. Take RT. 53 south to Laraway Rd. Turn right on Laraway and go two miles to Patterson Rd. Turn left and Autobahn entrance is one mile ahead on left.

Media Center:

Directions will be provided upon check in

Public Relations Contact:

Celeste Mattern
cmattern@csawmarketing.com
630. 904.6363 office
630.918.2344 cell

Track Web site:

www.autobahncountryclub.net

SCCA SPEED World Challenge Records

SCCA SPEED GT

Qualifying Lap

1:53.998 (107.370 mph)
Andy Pilgrim, Cadillac CTS-V, 2007

Race Lap

1:55.167 (106.280 mph)
Randy Pobst, Porsche 911 GT3, 2007

Average Speed

103.866 mph, Randy Pobst, 2008

Closest Margin of Victory

1.397 seconds, Randy Pobst over Lawson
Aschenbach, 2007

SCCA SPEED Touring Car

Qualifying Lap

2:02.730 (99.731 mph)
Randy Pobst, Mazda 6, 2007

Race Lap

2:05.026 (97.899 mph)
Randy Pobst, Mazda 6, 2007

Average Speed

96.406 mph, Randy Pobst, 2007

Closest Margin of Victory

0.222-second, Lance Stewart over Pierre
Kleinubing, 1998.

SCCA SPEED World Challenge Records

SCCA SPEED GT

First Event at track

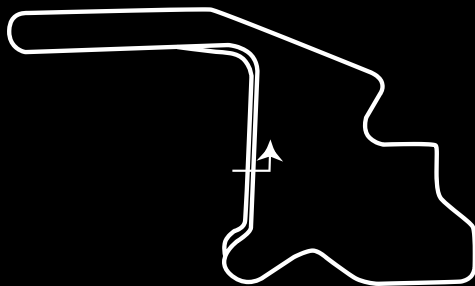
SCCA SPEED Touring Car

First event at track

this is how racing should be

SPEED
World Challenge

Mid-Ohio Sports Car Course



Directions (From Columbus):
I-71 N to Rte. 95 E. Rte. 95 two miles to Rte. 314 N for 15 miles. Right on Steam Corners Road. Track one mile on left.

Media Center:
Second floor of Goodyear Tower.
419-884-4000 ext. 3032
419-884-3826 fax

Public Relations Contact:
Julie Freeman
jfreeman@midohio.com
614-793-4620
614-793-4621 fax

Track Web site:
www.midohio.com

What
Acura Sports Car Challenge /
The Honda Indy 200

Where
Mid-Ohio Sports Car Course
Lexington, Ohio

When
Aug. 7 - 9

Track Specs
13-turn road course
2.258 miles

Defending Champions
GT- Tommy Archer (Dodge)
TC- Kuno Wittmer (Acura)

Media Credentials Contact
Julie Freeman
TrueSports, Inc.
545 Metro Pl South Ste. 400
Dublin, Ohio 43017
614-793-4620
614-793-4621 (fax)
Deadline: July 4

Track Address
7721 Steam Corners Road
Lexington, Ohio 44904
419-884-4000
419-884-0042 - fax

President
Michelle Trueman Gajoch

Event Operations
Mary Wier

What
Road Race Showcase

Where
Road America
Elkhart Lake, Wis.

When
Aug. 14 - 16

Track Specs
14-turn road course
4.048 miles

Defending Champion
GT - Tommy Archer (Dodge)
TC - James Clay (BMW)

Media Credentials Contact
Julie Sebranek
media@roadamerica.com
920-892-4576
Deadline: July 28

Track Address
N 7390 Highway 67
Elkhart Lake, WI 53020
920-892-4576
920-892-4550 - fax
800-365-RACE - tickets

General Manager
George Bruggenthies

Marketing
Mary Lou Haen

Road America



Directions (From Milwaukee):
I-94 N to I-43 N to Hwy. 57 (exit 97) N.
Past Hwy. 23, Left on County J. Right on
Hwy. 67 approximately one mile.
GPS- N43 deg, 48.340m; W87 deg, 59.477m

Media Center Location:
VIP tower at start-finish across from pit lane
920-892-4411

Public Relations Contact:
Julie Sebranek
920-893-4206
920-893-4411 - media center (race weekends)
jsebranek@roadamerica.com

Track Web site:
www.roadamerica.com

SCCA SPEED World Challenge Records

SCCA SPEED GT	SCCA SPEED Touring Car
Qualifying Lap 1:25.624 (94.936 mph) Eric Curran, Chevrolet Corvette, 2007	Qualifying Lap 1:32.846 (87.551 mph) Jeff Altenburg, MAZDA6, 2007
Race Lap 1:27.417 (92.988 mph) Michael Galati, Porsche 911 GT3, 2007	Race Lap 1:32.946 (87.457 mph) Joey Hand, BMW 325i, 2007
Average Speed 92.354 mph, Eric Curran, 2007	Average Speed 86.222 mph, Joey Hand, 2007
Closest Margin of Victory 0.249-second, Michael Galati over Randy Pobst, 2004	Closest Margin of Victory 0.485-second, Hugh Plumb over Michael Galati, 1998

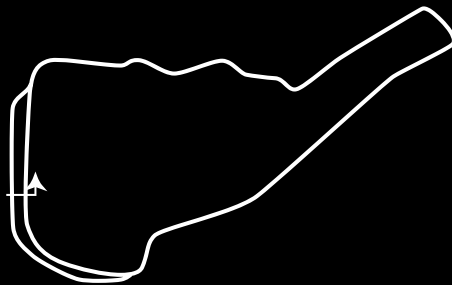
SCCA SPEED World Challenge Records

SCCA SPEED GT	SCCA SPEED Touring Car
Qualifying Lap 2:14.551 (108.306 mph) Randy Pobst, Audi RS 6, 2004	Qualifying Lap 2:26.445 (99.510 mph) Peter Cunningham, Nissan Sentra SE-R, 2004
Race Lap 2:16.701 (106.603 mph) Tommy Archer, Dodge Viper, 2006	Race Lap 2:28.157 (98.360 mph) Chip Herr, Audi A4, 2006
Average Speed 104.656 mph, Michael Galati, 2004	Average Speed 96.698 mph, Chip Herr, 2006
Closest Margin of Victory 1.324 seconds, Michael Galati over Randy Pobst, 2004	Closest Margin of Victory 0.384-second, Paul Bonaccorsi over Pierre Kleinubing, 2002

this is how racing should be

SPEED
World Challenge

Road Atlanta



Directions (Atlanta):

I-85 N to Exit 129 (Hwy 53), turn left
Five miles, track is on left.

Media Center:

Outside of last turn.

Public Relations Contact:

Megan Kosicki
mkosicki@roadatlanta.com
770-967-6143
770-967-2668 fax

Track Web site:

www.roadatlanta.com

What

11th Annual Petit Le Mans

Where

Road Atlanta
Braselton, Ga.

When

Sept. 23 - 25

Track Specs

12-turn road course
2.54 miles

Defending Champions

GT- Brandon Davis (Ford)
TC- Chip Herr (Mazda)

Media Credentials Contact

Megan Kosicki
5300 Winder Hwy
Braselton, GA 30517
Requests must be in writing on c
ompany letterhead.

Office Address

5300 Winder Hwy
Braselton, GA 30517
770-967-6143
770-967-2668 fax
800-849-7223 tickets

Track Address

Same as track office

President

Geoff Lee

What

The ACS SPEED World Challenge
Finale at Mazda Raceway Laguna
Seca Presented by The
Bondurant School of High
Performance

Where

Mazda Raceway Laguna Seca
Monterey, Calif.

When

Oct. 9 - 11

Track Specs

11-turn Road Course
2.238 miles

Defending Champions

GT - Andy Pilgrim (Cadillac)
TC - Peter Cunningham (Acura)

Media Credentials Contact

Apply on website
Jennifer Capasso
jcapasso@laguna-seca.com
www.laguna-seca.com

Deadline:

Oct. 3

Track Address

P.O. Box 2078
Monterey, CA 93942
831-242-8201
831-373-0533 (fax)

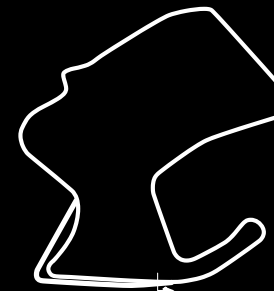
General Manager

Gill Campbell

Marketing

Melvyn Record

Mazda Raceway Laguna Seca



Directions (Monterey Airport):

Olmstead Road to Hwy 68 (left). Track is seven
miles ahead on left.

Media Center:

Inside track by pit out
831-648-5121
831-648-5123 (fax)

Public Relations Contact:

Jennifer Capasso
jcapasso@laguna-seca.com
831-242-8225
831-373-0533 (fax)

Track Web site:

www.laguna-seca.com

SCCA SPEED World Challenge Records

SCCA SPEED GT

SCCA SPEED Touring Car

Qualifying Lap

1:25.689 (106.711 mph)
Randy Pobst, Porsche 911 GT3, 2007

Qualifying Lap

1:32.956 (98.369 mph)
Michael Galati, MAZDA6, 2007

Race Lap

1:27.971 (103.943 mph)
Max Papis, Cadillac CTS-V, 2005

Race Lap

1:34.120 (97.152 mph)
Eric Curran, Acura RSX, 2006

Average Speed

102.467 mph, Andy Pilgrim, 2006

Average Speed

95.911 mph, Randy Pobst, 2006

Closest Margin of Victory

0.243-second, Max Angelelli over Robin
Liddell, 2004

Closest Margin of Victory

0.168-second, Mike Fitzgerald over Neal
Sapp, 2000

SCCA SPEED World Challenge Records

SCCA SPEED GT

SCCA SPEED Touring Car

Qualifying Lap

1:28.463 (91.075 mph)
Leighton Reese, Chevrolet Corvette, 2006

Qualifying Lap

1:35.599 (84.277 mph)
Eric Curran, Acura RSX, 2006

Race Lap

1:30.306 (89.216 mph)
Max Angelelli, Cadillac CTS-V, 2006

Race Lap

1:36.429 (83.551 mph)
Randy Pobst, Mazda 6, 2006

Average Speed

79.364 mph, Wolf Henzler, 2004

Average Speed

82.532 mph, Eric Curran, 2006

Closest Margin of Victory

0.031-second, Randy Pobst over Ricardo
Imery, 2006

Closest Margin of Victory

0.346-second, Pierre Kleinubing over Hugh
Plumb, 1999

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Johnson
Controls

World Challenge



this is how racing should be

SPEED
World Challenge

SCCA SPEED World Challenge Series Facts

Purpose: The purpose of the SCCA SPEED World Challenge Championships is to provide teams, manufacturers and aftermarket suppliers a competitive production-based race series in which to prove their products.

Race Length: There is a 50-minute maximum time limit for every race, with the number of laps and total distance being determined by track configuration, lap times and race conditions.

Homologation of Vehicles: In addition to the general series rules that apply to all homologated vehicles, each vehicle model that is homologated into the World Challenge Series has a set of specifications assigned to it on a Vehicle Technical Specification sheet (VTS) in order to give equivalent overall performance capabilities to a wide range of vehicles. Adjustments to a vehicle's VTS sheet will be made until a competitive package is developed. Vehicles may be submitted for homologation up to a year before it goes on general sale to the public, and until that particular body style goes out of production throughout the world.

Eligibility: Cars that have been homologated for competition in the World Challenge Series are eligible for a full-year of competition from the time it is homologated, until that particular body style has been out of production throughout the world for four (4) years. After a body style has been out of production for four (4) years, it may continue to compete in no more than five (5) races total with a single driver, for an additional three (3) years.

Competition Adjustments: In order to keep the competition close within the World Challenge series, competition adjustments will be made to a vehicle model when deemed necessary. Competition adjustments will primarily be done through adjustments to the base weight, the engine speed limit and/or the required restrictor size.

R.E.W.A.R.D.S. System: Rewarding of Equalizing Weight Assigned to Reduce Driver Sensitivity, referred to as "REWARDS Weight," is a weight equalization system based on the addition and subtraction of ballast weight based on the finishing position of individual drivers in the previous race(s). The goal of the REWARDS System is to provide close on-track competition between a diverse variety of cars in the top third of the field. REWARDS System weight adjustments are in effect for the next race in which a driver competes in the same class. The maximum additional weight is 200 lbs. in GT and 150 lbs. in Touring Car. Weight adjustments (in pounds) are as follows:

SPEED GT

<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th - 5th</u>	<u>6th</u>	<u>7th</u>	<u>8th+</u>
+50	+30	+10	0	-10	-30	-50

SPEED TOURING CAR

<u>1st</u>	<u>2nd</u>	<u>3rd</u>	<u>4th - 5th</u>	<u>6th</u>	<u>7th</u>	<u>8th+</u>
+35	+20	+5	0	-5	-20	-35

Team Compensation System: Car/driver finishing outside the top 50 percent of finishing positions, may remove 50 lbs. each time until a maximum of -100 lbs. off Appendix A base weight is reached, or the car/driver combination finishes within the top 50 percent of finishing positions. When a car/driver combination finishes within the top 50 percent of finishing positions, 50 lbs. shall be added back on each time until the car/driver combo reaches the Appendix A base weight. A car/driver combo is not eligible to remove weight, or required to add it back on, unless it is classified as a finisher. If a driver finishes within the top three finishing positions after removing weight for finishing outside of the top 50 percent of finishing

positions, he shall return to Appendix A base weight, AND carry the weight required under the "REWARDS" system for a top three finish. Additionally, drivers required to carry weight under the "REWARDS" system may only remove weight in accordance with the "REWARDS" schedule. Once the driver is no longer required to carry "REWARDS" weight, he may remove compensation weight if he finishes outside of the top 50 percent of finishing positions at the next race.

Manufacturers' Championship Presented by RACER Magazine Points: Only those car manufacturers that are corporate members are eligible to receive points toward the Manufacturers' Championship. Points are awarded to a manufacturer based on its highest finishing position in each class. Points are disbursed as follows: 1st, 9 pts; 2nd, 7; 3rd, 5; 4th, 3; 5th, 2; 6th, 1. One point is also awarded to the pole position-winning manufacturer.

Drivers' Championship Points: A Drivers' Champion will be named in each class. Points are awarded to the drivers based on their finishing position in each class. The points for all races are awarded as follows: 1st, 110 pts.; 2nd, 100; 3rd, 92; 4th, 85; 5th, 80; 6th, 76; 7th, 72; 8th, 68; 9th, 64; 10th, 60; 11th, 57; 12th, 54; 13th, 51; 14th, 48; 15th, 45; 16th, 43; 17th, 41; 18th, 39; 19th, 37; 20th, 35; 21st, 33; 22nd, 31; 23rd, 29; 24th, 27; 25th, 25; 26th, 23; 27th, 21; 28th, 19; 29th, 17; 30th, 15; 31st, 13; 32nd, 11; 33rd, 9; 34th, 7; 35th, 6; 36th, 5; 37th, 4; 38th, 3; 39th, 2; 40th, 1.

In addition to the base point system, five points will be awarded to any driver who leads a lap in each class and five points to the driver who leads the most laps in each class per race. In case of a tie, the driver with the highest finishing position will be awarded the points. In qualifying, a maximum of five points may be earned. The qualifying breakdown is as follows: 1st, 15 pts.; 2nd, 12; 3rd, 9; 4th, 6; 5th, 3.

Rookie of the Year: Both the SCCA SPEED GT and Touring Car Championships will recognize the Rookie driver scoring the most points as its Rookie of the Year. A rookie is someone who has started no more than three races in a given season or five in his/her career and has not won a race. Additionally, drivers with significant experience in other forms of racing at an equal level of World Challenge are not eligible for rookie status, despite how few races they may have run in the series.

Jim Cook Memorial Trophy: An annual award honoring the memory of James Edwin Cook (1939-1985) is presented at season's end to an entrant/driver who has made significant contributions to the overall success of the SCCA SPEED World Challenge Championships through promotional activities and a consistent display of good character and sportsmanship. The award was started during the Endurance Championship era. Previous winners were Tommy Morrison (1985), Rick Hurst (1986), Dave Wolin (1987), Steve Saleen (1988), Tommy Archer (1989), Doc Bundy, Scott Lagasse and Lotus USA (1990), Lotus USA (1991), Doug Rippie/Dieline (1992), Chris Neville (1993), Kermit Upton III (1994), David Rosenblum (1995), Saleen/Allen Racing (1996), RealTime Racing (1997), DC Sports (1998), Turner Motorsport (1999), Team Tech Racing/Scott Bove (2000), Phil McClure (2001), Rod Bymaster/Audi (2002), Jim Osborn (2003), Tim Wiens (2004), Jon Groom (2005), Dave Spitzer, Team Cadillac (2006), World Challenge paddock (2007), Bob Woodhouse (2008).

Zimmermann Cup: An annual award presented in the memory of multi-time Championship winning crew chief Jerome Zimmermann (1967-2003) at season's end to the crew chief that best exemplifies the similar passion, dedication and success Zimmermann had in the SCCA SPEED World Challenge. Past winners include: Dax Raub/3R-Racing (2003), Jason Marks/Bimmerworld (2004), Tivadar Heinlein/Jon Groom Racing (2005), Louis Gigliotti Jr./LG Motorsports (2006), Nathan Bonneau/RealTime Racing (2007), Chris Tindol, Tindol Motorsports (2008).

The Series

The Series



this is how racing should be

SCCA SPEED World Challenge Car Facts

Classes

Grand Touring (GT): The allowed body styles within this class are coupe, sedan and convertible. The cars permitted in GT are typically sold in the market as “sports” cars, “sport-touring” cars, or performance versions of “luxury” cars. Forced induction is permitted on cars that come equipped with forced induction stock, or on cars that SCCA Pro Racing has determined need help reaching the target horsepower range. Power output ranges from 425-525 hp. Weight varies depending on power output and tire size. All of the vehicles in GT are rear-wheel drive or all-wheel drive.

Touring Car (TC): The allowed body styles in this class are coupes, hatchbacks, wagons or sedans. The cars permitted in TC are typically sold as “compact” cars, or “touring” cars. Eligible cars must have realistic seating for four (4) adults. Power output ranges from 235 to 275 hp. Weight varies depending on the power output of the individual drivetrain configurations. Front-wheel, rear-wheel and all-wheel drive configurations are permitted. Forced induction may be allowed on cars that have forced induction systems available from the manufacturer which do not void the factory warranties.

Bodywork Modifications

Bodywork Modifications: Stock body panels may be lightened. Body panels must maintain stock profile, unless alternate panel is approved. Non-essential trim may be removed.

GT: Hood, trunk/decklid and doors may be aftermarket composite components. Vented hoods are approved on a car-by-car basis. Additional aftermarket composite components may be approved if deemed necessary to make a competitive package. Front splitter may protrude 2” from approved front fascia, but may be no wider than the tires at their widest point. Splitter may deviate vertically on the sides and bottom. Each car is permitted to run an approved rear wing.

TC: Hood and trunk/decklid may be aftermarket composite components. Additional aftermarket composite components may be approved if deemed necessary to make a competitive package. Front splitter may protrude 1.5” from approved front fascia, but may be no wider than the tires at their widest point. Only rear wings approved for the Touring Car class are permitted. Wing is mounted at least 6” below roofline, except for cars with a “wagon-type” body, which may not mount their wing more than 4” above the roofline.

Chassis Modifications

Chassis Modifications: Interior may be removed except dashboard. Miscellaneous unused mounting brackets may be removed. Chassis seams may be welded. Windows may be replaced with Lexan. Doors must be capable of being opened from inside and outside. Driver’s seat may be moved rearward as long as the seat back at the driver’s shoulders does not pass the vertical plane of the rear seat shelf. Windshield wipers may be removed, but an operational motor must remain in place.

GT: Minimum ride height is 3.0 inches.

TC: Minimum ride height is 3.5 inches.

Safety Modifications

Safety Modifications: A full rollcage must be used. The rollcages typically have eight main attachment points within the cockpit/trunk, with additional tubes allowed to pass through the firewall. The A-pillar, B-pillar, and roof may be stitch welded to the rollcage. Fuel cells are

required, unless stock fuel tank is located between frame rails and the axles.

The driver’s safety equipment includes a racing seat, six or seven-point harness, full-face helmet, head/neck restraint, window net, right-side head restraint net, side impact protection, driver leg support system, multi-layer suit, fire resistant shoes, gloves and underwear and a three-zone fire system.

Engine Modifications

Engine Modifications: Dry sump systems are permitted. Engines may be blueprinted and balanced. Full-prep engines may replace reciprocating internals. Custom intake manifolds may be allowed if deemed necessary. Engine management systems are free. Ignition system components may be replaced. Must maintain an operational on-board starter.

GT: Forced induction is permitted and may be added to a car if deemed necessary to be a competitive package. Noise limit is 120 dBA. Traction control, and other commonly available electronic driver aids, are permitted.

TC: Noise limit is 110 dBA. Electronic driver aids are not permitted.

Drivetrain Modifications

Drivetrain Modifications: Transmission and differential coolers may be added. Limited-slip differentials are permitted. One set of gear ratios and two final drive ratios, or equivalent, are permitted. If the approved set of gear ratios is other than the stock set, the stock set of ratios may also be used. Clutch design is free. Flywheel weight is free, but must be steel or aluminum, and ring gear diameter must be stock. Driveshafts and halfshafts may be modified or replaced, but must be same material and type as OEM. Alternate transmissions may be approved on a car-by-car basis if deemed necessary. Carbon clutches are permitted in GT only.

Suspension Modifications

Suspension Modifications: The OEM-type of suspension must be retained (i.e. McPherson Strut, double A-arm, etc.). Alternate control arms may be submitted for approval. Shocks and springs are free, but must remain in stock location. Anti-sway bars are free. Bushings are free. Steering geometry may be modified to correct bump steer.

GT: The suspension pick-up points below the top of the tire may be relocated 25mm, and the suspension pick-up points above the tire may be relocated 75mm.

Brake System Modifications

Brake System Modifications: All World Challenge cars may replace the OEM brake system components with racing components. Carbon and Ceramic rotors are not permitted unless stock OEM components are being used.

GT: The maximum rotor size in GT is 380 mm x 30 mm minimum thickness front and 25 mm minimum thickness rear. The OEM caliper, any 4-piston caliper, or approved 6-piston calipers may be used. Water may be injected into the brake ducts. ABS is permitted

TC: The maximum rotor size in TC is 328 mm x 25 mm minimum thickness front and 6mm minimum thickness rear. The OEM caliper or any 4-piston caliper may be used. ABS is not permitted. Water may only be injected into the brake ducts on temporary street circuits.



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Wheels

GT: The wheel diameter used in the GT class is 18". The maximum wheel width range from 9.5"-13" based on the tire size(s) permitted on each car. The wheel offset is free provided that the approved bodywork covers the portion of the tire that contacts the track.

TC: The wheel diameter used in the TC class is 17". The maximum wheel width is 8". The wheel offset is free provided that the approved bodywork covers the portion of the tire that contacts the track.

Tires

GT: Tires are the Toyo™ Proxes® R888™ DOT-approved tire, in widths ranging from 245mm to 335mm.



SPEED
World Challenge

SCCA SPEED World Challenge - History

In 1972, the Sports Car Club of America formed a new club racing class for absolutely stock street automobiles. The class was called "showroom stock," and the original rules imposed a price ceiling on the cars of \$3,000—pennies in comparison to today's racing budgets. From those humble origins, showroom stock racing grew in popularity over time, manufacturer interest, cost and number of participants.

On the first day of summer, 1980, a 24-hour showroom stock race was staged at Nelson Ledges Road Course near Youngstown, Ohio. The success of the Nelson Ledges "Longest Day" and the amazing response to a second such event at the Mid-Ohio Sports Car Course in August, 1984, prompted the SCCA to combine several existing endurance races into a manufacturers' series for 1984.

This new series was expanded into a six-race professional showroom stock endurance racing series for 1985. The 1985 series was billed as the Playboy United States Endurance Cup, with Playboy Magazine its title sponsor. There were four classes in 1985 (GT, A, B and C) with a per-race purse of \$20,000 and year-end bonus of \$60,000.

A number of changes were made in 1986, as Escort replaced Playboy as the sponsor and the class structure was altered. A new class was introduced—Super Sports (SS) and the B and C classes were combined. The per-race purses jumped to \$28,000 and the year-end points fund was increased to \$80,000—split among the four classes. Once again, six races were held, including two 24-hour events.

The series continued to grow in 1987, as the number of races jumped to eight and the per-race purse was upped to \$36,000. The class structure remained intact and Escort was retained as the series' title sponsor.

In 1988 and 1989, the SS class was eliminated, thus making the GT cars the premier class with the A and B classes remaining unchanged.

A dramatic off-season followed the 1989 Escort Endurance Championship, in which the series was completely restructured and renamed. For 1990, the Escort World Challenge Championship was born.

The new series featured cars homologated by manufacturers. The rules were along the same lines as the European Group A specifications, rather than the showroom stock configuration of the series from 1985 through 1989.

The **1990** Escort World Challenge featured two classes of competition following the restructuring. The top class, World Challenge, showcased high-performance sports cars like the Chevrolet Corvette and Lotus Esprit Turbo.

The second class, Super Production, was for lower-horsepower sports cars including the Honda CRX, Eagle Talon and new Mazda Miata.

There was concern of whether or not anyone could compete with the Corvettes, which moved over from the Corvette Challenge to World Challenge. Doc Bundy and Scott Lagasse put those ideas to rest, winning the inaugural World Challenge race for Lotus—a three hour event at Sears Point. Bundy would win twice more on the season, but a poor finish at Dallas allowed R.K. Smith to win the Championship in a Powell Motorsport Corvette on the strength of three solo wins.

In Super Production, Bobby Archer's HKS Performance Eagle Talon waged a season-long battle with the American Honda Honda CRX Si of Peter Cunningham. In the end, Archer drove to victory in the season-ending St. Petersburg round to take the Drivers' Championship and clinch the Manufacturers' title for Eagle.

In **1991**, a third class, Super Sport, was included for Camaros and club-configured Mustangs. Shawn Hendricks had a banner year in his Bakeracing Corvette, taking the World Challenge title with top-five finishes in all eight races and two wins. Actor Bobby Carradine was second in a Lotusport Lotus Esprit, followed by Andy Pilgrim's Goodyear Corvette. Lou Gigliotti took his first Drivers' Championship in Super Sports, winning three of the six races in his Young Chevrolet Camaro. Mitch Wright earned the Archer Brothers



this is how racing should be

SPEED
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and Eagle their second-straight respective titles in Super Production, winning two races en route to topping Norris Rancourt's Carmichael Honda CRX Si by six points.

In **1992**, the series underwent another major facelift. One more class was created, and the classes were renamed A, B, C and D, with some cars re-classified to meet market needs. Endurance Races were a thing of the past beginning in 1992. All races became one-hour sprints.

Lotusport disappeared prior to the 1992 season, leaving Corvette to dominate the season. Smith took his second Drivers' Championship in a Dieline Corp. Corvette over Kim Baker and teammate Bill Cooper. Gigliotti again took the B class in his Pace America Camaro over the Metalcraft Mazda RX-7 Turbo of Makoto Yamamura. Dave Jolly won his first World Challenge Championship in the C Class in a Metalcraft Oldsmobile Achieva. While Honda missed the Drivers' Championship again, it took the Manufacturers' title off the strength of Taz Harvey's second place. Neil Hannemann won the new D Class Championship in the HighwayMaster Eagle Talon over teammate Bill Saunders.

In **1993**, the D class disappeared as the Eagles grew turbos and moved into the B class with the BMW M3. Racing legend Elliott Forbes-Robinson broke the Corvette streak, piloting the Dal Tech Nissan 300 ZX Turbo to five wins and a 13-point win over Smith's Dieline Corvette and Boris Said's BluBlocker Saleen Mustang.

Gigliotti's two season-ending wins in the B class weren't enough to overcome Willy Lewis' Archer Brothers Eagle Talon T. Ron Emmick and Cunningham battled all season long in the C Class, with Emmick's Metalcraft Oldsmobile edging Cunningham's Autotechnica/Red Line Oil Honda Prelude by three points. Honda again took the manufacturers' title.

Classes were renamed again in **1994** to World Challenge, Touring Car and Super Production. Porsche returned as a major player with Kelly Moss Racing. Price Cobb topped teammate Mauro Baldi after winning the final three races of the season. Cobb's title propelled him to the worldwide Porsche Cup—becoming the first driver to do so.

Hannemann won his second Drivers' Championship in three years—this time in Touring Car, scoring two wins in his Archer Brothers Eagle Talon to best Gigliotti's Camaro by seven points. Jolly again took the Super Production Drivers' Championship away from Cunningham's Prelude, but Honda again took the Manufacturers' Championship over Oldsmobile.

The World Challenge class was again renamed in **1995**, to Sport, but little changed, as Porsche battled Corvette for supremacy. David Murry piloted his Rohr Motorsport Porsche 911 GT2 to five wins in eight races to top John Heinrich's Morrison Corvette 432 to 369. Hannemann took his second-straight Touring Car Championship by a single point (389 to 388) over Archer Brothers Racing teammate Lewis as Eagle topped Chevrolet for the Manufacturers' title. After finishing runner-up three times, Cunningham took the Super Production Class Championship in his RealTime Racing Honda Prelude over Paul Booher's ICY Racing Saturn, giving Honda its fourth-straight Manufacturers' Championship.

World Challenge was split into two categories, Sports and Touring, in 1996, each broken into two classes, designated S1, S2, T1 and T2.

With the S1 class not arriving until late in the season, the S2 class featured the fastest World Challenge cars ever. Loosely based on the European FIA GT2 rules, the cars ran on slick tires for the first time; and, while fields were small, provided exciting racing. Almo Coppelli's Callaway Corvette edged Shane Lewis' radical Mosler Intruder by two points. The top four manufacturers were within two points, with Saleen winning a tiebreaker with Porsche to take the title over Callaway and Mosler. Martin Snow took the three-race S1 Championship in his Porsche 911 Turbo.

Gigliotti returned to championship form in **1996**, taking the T1 title in his LG Saleen Mustang, winning two races. Lewis' Talon and Kermit Upton's BMW completed the top-three, with Eagle taking Manufacturers' honors in a tiebreaker over Ford/Saleen.

Rookie Michael Galati won the second-straight T2 Drivers' Championship for RealTime Racing's Honda Prelude by two points over Taz Harvey's Prelude and Alain Chebeir's BMW.

Honda captured its fifth-straight World Challenge Manufacturers' Championship.

High costs eliminated the Sports Category in **1997**, and the T1 Championship shaped up as a battle of American muscle versus high-revving Japanese technology. Cunningham earned his second World Challenge Drivers' Championship in T1, driving to four victories in his RealTime Racing Acura NSX, despite missing one race. Gigliotti's Saleen Mustang was second, with two wins, followed by the similar car of Rob Fellows. Ford/Saleen's strong presence rewarded it with the Manufacturers' Championship.

RealTime Racing introduced the Acura Integra Type R to T2 in 1997, with rookie Pierre Kleinubing earning the Drivers' Championship over Booher's Saturn and teammate Galati. Points for Acura and Honda were split in 1997, allowing Saturn to take the Manufacturers' Championship for the first time.

Saleen returned to the **1998** T1 Championship, sweeping the top two spots in the Drivers' Championship with Terry Borcheller and Ron Johnson over Cunningham's RealTime NSX. The specialty car builder also dominated the Manufacturers' Championship.

Galati used consistency in his RealTime Acura Integra R to take his second T2 Championship—the fourth-straight for the team—over teammate Kleinubing and Lance Stewart's DC Sports Integra R. Acura earned the Manufacturers' Championship, the sixth for American Honda.

The off-season between 1998 and 1999 proved to be the most pivotal for the World Challenge, as the Speedvision Network—a cable broadcasting station dedicated to the fastest things in the air, water and the road—became a part owner in the series and its title sponsor. Exposure and purses grew exponentially, as did the fields. The **1999** season would average nearly 50 cars per race between the two classes.

Archer drove a Viper Speed Dodge Viper to his second-career Championship, winning the Speedvision GT title by a scant point over Peter Kitchak's Porsche 911. Porsche took the Manufacturers' title over Chevrolet, which featured the debut of its new C5, with Scotty B. White giving the car its first win (Vancouver). Archer earned a \$50,000 bonus for his Championship—the biggest ever in SCCA Pro Racing history.

Galati branched out to form his own Speedvision Touring Car Acura team in 1999, but the results were the same, taking the title by three points over RealTime's Kleinubing and his teammate Hugh Plumb. Galati tied the all-time record for consecutive wins at the start of the season (four). Acura again took the Manufacturers' Championship.

In **2000**, both series ran separately for the first time and standing starts made their debut. The season saw giant jumps in participation, averaging over 70 cars per event between the two series.

Jeff McMillin became the first driver ever to win a title without a win when he scored top-10 finishes in all 10 Speedvision GT races. He became only the third driver ever (joining Galati and Plumb from 1999) to record 10 top-10s in a season. Galati jumped to the Champion Audi GT team in 2000 and finished second, recording the marque's first win in World Challenge at Las Vegas. In all, six different drivers and marques won on the season.

Kleinubing captured his second title by winning the Speedvision Touring Car Championship for RealTime over rookie Neal Sapp (TC Kline Racing BMW 328Ci). Acura took the manufacturers' title, but fought BMW into the last race.

In **2001**, new changes included a new spec tire from Toyo Tires, and boosted purses across the board due to various new sponsorships.

Michael Galati became the first driver to win four World Challenge Drivers' Championships, taking the Speedvision GT title with four wins and helping Audi to its first-ever Manufacturers' Championship. Galati battled his former team owner Peter Cunningham all the way. Cunningham won the statistics race, recording seven poles and five wins in his supercharged Acura NSX, but a DNF at Lime Rock hurt his title chances. Galati became the second-straight Speedvision GT driver to place in the top-10 in each race, and he and Cunningham each eclipsed the \$100,000 mark in purse and contingency prize money earned for the first time in series history. Audi took the Manufacturers' title



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SPEED
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by a scant point over Acura, with Porsche a close third. Johannes van Overbeek (Porsche, third in points) was the only driver other than Galati or Cunningham to win a race.

Pierre Kleinubing captured his second-straight Speedvision Touring Car title and the third of his career (all with RealTime) with a consistent run, earning three wins in his Acura Integra R. Neal Sapp won four races, and finished runner-up for the second straight year and helped BMW earn its first-ever Manufacturers' title in a runaway over Acura. Other drivers scoring wins in Touring Car were Steve Pfeffer (BMW), Bill Auberlen (BMW) in a run from last to first in the Lime Rock rain and Roger Foo, recording the first win for the Honda Civic Si.

In **2002**, SPEED Channel took over for Speedvision as the title sponsor after Speedvision was bought by Fox and renamed. The series names changed to SCCA SPEED World Challenge, SCCA SPEED GT and SCCA SPEED Touring Car, respectively.

Michael Galati continued to set new records by capturing his fifth Drivers' Championship, and second-straight SPEED GT Championship. The Championship once again came down to Galati and Cunningham, with Galati scoring three wins and finishing no lower than sixth in all ten races. Cunningham took the Championship down to the final event at VIR, but his exceptional run of finishes, including one win, five podiums and ten top-10 finishes was no match for Galati. Randy Pobst finished third in the Championship with four wins and a podium finish in each of the seven events he entered. Based on Pobst's dominating run, Porsche took home another Manufacturers' title, its third in four years.

In SPEED Touring Car, defending Champion Pierre Kleinubing faced a stout challenge from an unlikely source, RealTime Racing team boss Cunningham. Originally running SPEED Touring Car to help Kleinubing score a third straight title, the plan changed mid-season when two straight 34th place finishes evaporated Kleinubing's points lead and moved Cunningham into contention. At season's end, Cunningham's consistency gave him the title, his third World Challenge title and sixth overall in SCCA Pro Racing competition. Rookie of the Year Marc Kirberg completed the top three in the final point standings. Acura, by virtue of the strong runs by both RealTime pilots, brought home its fourth Manufacturers' Title since 1998.

In **2003**, SPEED GT switched to the new Toyo Proxes RA-1™ race compound DOT-approved tire, which helped establish new track records in both qualifying and in the race.

In SPEED GT, it looked like Bill Auberlen was poised to win the Drivers' Championship with a good showing in the penultimate round of the season at Road Atlanta. He had a 20-point lead over Randy Pobst. However, on lap 13 a broken halfshaft forced Auberlen to retire, while Pobst went on to win the race. With the win and coupled with Auberlen's 25th place finish, Pobst catapulted into first place and held a 12-point lead heading into the season finale in Puerto Rico. Despite a variety of scenarios, Pobst could essentially clinch the Championship if he finished fourth or better, regardless of where Auberlen finished. After qualifying on the pole, Pobst took matters into his own hands and won the Caribbean shootout. With the win, Pobst not only won the Drivers' Championship, but he also secured the SCCA SPEED GT Manufacturers' Championship Presented by *Racer Magazine* for Audi. Auberlen (three wins) and Phil McClure (two wins) completed the top three in the final standings. Other winners on the season included Mike Fitzgerald (two wins) and rookie Paul Mumford, who was tragically killed in a plane crash shortly after his win at Laguna. Tom Oates won Rookie of the Year.

In SCCA SPEED Touring Car, Auberlen captured the Drivers' Championship following his second place finish at Mazda Raceway Laguna Seca with two races remaining. Auberlen thoroughly dominated SCCA SPEED Touring Car with four wins, eight podiums, three pole positions, set seven fast race laps and never finished below fourth place. Three-time SPEED Touring Car Champion Pierre Kleinubing (three wins) and Auberlen's teammate Will Turner finished second and third, respectively in the final standings. With Auberlen's help, BMW won the SPEED Touring Car Manufacturers' Championship Presented by *Racer Magazine*. Other winners on the season included Bob Endicott and Peter Cunningham.

Matt Plumb won the SPEED Touring Car Rookie of the Year, becoming the second Plumb brother to win the award, matching the feat of brother Hugh in 1998. Additionally, after qualifying second four times, Shauna Marinus became the first female driver to win a Touring Car pole position.

Thanks in part to both a highly competitive racing format and top-notch drivers, SPEED World Challenge moved even closer to the forefront of the road racing landscape in **2004**. In it's September issue, Car and Driver magazine called World Challenge "the best road racing in the country," telling its readers what World Challenge enthusiasts had known for years.

In SPEED GT, Tommy Archer proved that winning a championship doesn't mean winning every race. In fact, he only won once (Portland), but it was his eight top-five finishes in 10 events that propelled him and his Dodge Viper Competition Coupe to the SCCA SPEED GT Drivers' Championship. The title was especially impressive considering Archer had not competed in World Challenge since 1991. Michael Galati led all SPEED GT drivers with three wins in 2004, driving an Audi RS 6. Those victories and five podium finishes overall led him to a second-place finish in points, just six behind Archer. However, because of Galati's and teammate Randy Pobst's (who won at Lime Rock and finished fourth in points) efforts, it was Audi who walked away with the SPEED GT Manufacturers' Championship presented by RACER magazine. Competing in the brand new Cadillac CTS-V, Max Angelelli won two races, including the season-opener at Sebring, and finished third in the point standings. Rookie Wolf Henzler burst on to the scene in 2004 with two victories, and Ron Fellows also earned a win at Mosport. Mike McCann took home Rookie of the Year honors, beating out his brother, Jim.

Bill Auberlen flexed his championship-winning muscle once again in 2004, earning his second-consecutive SPEED Touring Car Drivers' Championship. Auberlen didn't waste any time in his BMW 325i, taking both the pole and the win at the first two events of the season, and three of the first four. Though he didn't win another race for the remainder, his efforts were good enough to hold off Nic Jonsson, who finished second in his BMW 325Ci. Matt Plumb picked up the first two wins of his SPEED Touring Car career and used those, plus nine top-10 finishes, to earn third in the point standings in his Acura TSX. On the strength of Auberlen and Jonsson's showings, BMW handily won the SPEED Touring Car Manufacturers' Championship presented by RACER Magazine. A late-season push by Acura (two wins by Pierre Kleinubing and one for Plumb after an early win), closed the gap to 69-54. Dino Crescentini won the SPEED Touring Car Rookie of the Year.

Tim Wiens, owner of 3R-Racing, was presented the Jim Cook Award and Jason Marks, of Bimmerworld, was named recipient of the Zimmermann Cup.

SPEED World Challenge ratcheted up the "wow" factor a few more levels in **2005** as both the SPEED GT and SPEED Touring Car Drivers' and Manufacturers' Championships were in doubt until the very end of the year. That was especially the case in SPEED GT, which was fittingly named the "most competitive road racing in the world" by RACER Magazine in its June issue.

Those who thought Tommy Archer's 2004 Championship run was improbable after he won just a single race had to think Andy Pilgrim's run to the top simply unfathomable as the Team Cadillac driver earned his first title without recording a single win. Consistency was once again the name of the game as Pilgrim never finished lower than 10th and finished second twice. His efforts, along with teammates Max Angelelli, Max Papis and Ron Fellows (who all won races), propelled Cadillac to the SPEED GT Manufacturers' Championship Presented by RACER Magazine over Porsche.

Had it been based on finishes alone, Pilgrim's title would have gone to Archer (who won twice to start the season), but a pair of five-point penalties (Cleveland, Infineon), forced Archer behind Pilgrim. Farnbacher Loles Porsche driver Wolf Henzler also scored a pair of wins (Mid-Ohio, Denver), and Lou Gigliotti broke a couple of major streaks as he won (Infineon) for the first time since 1997 and broke a 24-race winless streak for

The Series

The Series



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Corvette. Robin Liddell scored a victory at Cleveland, and Dino Crescentini broke into the winner's column in his very first SPEED GT race (Portland). Sonny Whelen earned SPEED GT Rookie of the Year honors and finished 12th overall in the point standings.

After winning Championships in 2003 and '04, Bill Auberlen only made cameo appearances in SPEED Touring Car 2005. He did well at the events he ran (two wins and three podium finishes), but his downgraded role in the series opened the way for an epic, season-long showdown between individual drivers and their teams. Peter Cunningham, World Challenge's most successful driver in history, earned his 29th career win to jumpstart his and his RealTime Racing team's season. Not to be outdone, Randy Pobst, a former SPEED GT champion who signed on with Tri-Point Motorsport in the off-season, put Mazda on the map with a win at St. Petersburg in Round Two. The new RealTime livery got plenty of time in the spotlight as Pierre Kleinubing won the next three races (Road Atlanta, Mid-Ohio, Cleveland), giving Acura a stronghold on the Manufacturers' Championship. Auberlen's return and maxed-out REWARDS weight stopped Acura's winning streak cold as Auberlen won Rounds Six and Seven (Lime Rock, Infineon) - the last rounds he would compete in. A first win by Eric Curran at Denver followed by another first-time winner in Charles Espenlaub at Mosport highlighted the next two rounds and set up best-finisher take all between Acura and Mazda at Mazda Raceway Laguna Seca. John Angelone stole the show to a degree, handily winning in an Audi, but Peter Cunningham rose to the occasion once again, finishing third (a spot in front of Pobst), which clinched the Drivers' Championship for Cunningham and another Manufacturers' title for Acura.

New faces and seasoned veterans combined to make **2006** a year for the SPEED World Challenge record books. SPEED GT saw the debut of two new cars: the Aston Martin DB9 and the right-hand drive Nissan Skyline GT-R. Both turned quite a few heads in the paddock and the Aston Martin squad was able to notch a fifth place finish at Road America with driver Johnny Mowlem.

New drivers were also causing a stir in SPEED GT. Rookie Lawson Aschenbach was practically flawless in his first full-season of SPEED GT competition. Behind the wheel of his Porsche 911 GT3 Cup, he climbed the podium steps three times, including a win at St. Petersburg, and never finished worse than ninth. Numbers like those gave veterans Lou Gigliotti and Andy Pilgrim a run for their money and helped Aschenbach become the first driver in SPEED GT history to win the Championship in their rookie season. Thanks to an equally strong performance from Porsche teammate Ricardo Imery and guest appearances by Randy Pobst, Porsche won a tight SPEED GT Manufacturers' Championship by a scant three points over Dodge.

The RealTime Acura squad was once again the team to beat in SPEED Touring Car, but this time it was Pierre Kleinubing leading the charge. Kleinubing collected seven podiums in 2006, including wins at Infineon and Miller Motorsports Park, on his way to claiming his fourth SPEED Touring Car Championship. Tri-Point Mazda driver Randy Pobst fought all the way to the finale with Kleinubing, but would fall short for the second year in a row. Show signs of a future champion, Chip Herr collected the most wins (three: Mid-Ohio, Road America, Road Atlanta), but lacked the consistency of veterans Pobst and Kleinubing, finishing a career-best third in points. In addition, Kleinubing's four poles in 2006 pushed him to the top of the career-poles list with 30. The RealTime Acura crew posted four wins in 2006, which was enough to help Acura clinch the Manufacturers' Championship after Round Ten at Road Atlanta.

Defending SPEED GT Champion Lawson Aschenbach returned in **2007**, but traded in his Porsche for a ride with Team Cadillac. Porsche's efforts to defend its Manufacturers' Championship Presented by RACER Magazine were headed instead by K-PAX Racing's Randy Pobst and Michael Galati. It was the Corvette of Eric Curran however, that looked poised for a Championship run, taking the first two races with ease. But, poor luck and several DNFs throughout the season kept Curran from capturing his first World Challenge Championship, even with two more wins at Mid-Ohio and Mosport.

Instead, it was Pobst fighting for the Title with Aschenbach and his Cadillac teammate Andy Pilgrim. A string of podium finishes mid-season, including wins at Watkins Glen and Toronto, gave Pobst a comfortable margin over Pilgrim heading into the final round at Mazda Raceway Laguna Seca, where he earned his second-career SPEED GT Championship by 16 points. Pilgrim and Aschenbach's hard work would not go unrewarded though, their efforts earned Cadillac its second SPEED GT Manufacturers' Championship.

The first two rounds of the SPEED Touring Car schedule provided some foreshadowing for how the 2007 season would shake out. Mazda's Jeff Altenburg won both races by small margins over teammate Pobst, with defending Champion Pierre Kleinubing and his Acura in third. Kleinubing would stand on the podium three more times, but was unable to score a World Challenge victory in 2007, his first winless season in World Challenge since his 1997 debut. Altenburg and Pobst meanwhile continued to put in solid finishes. Pobst even made history, sweeping both Touring Car races at Watkins Glen in addition to the GT win. The duo's stellar performances earned Mazda its first Manufacturers' Championship a round early at Road Atlanta. The Drivers' Championship on the other hand, would go down to the wire at Mazda Raceway Laguna Seca. While leading the race and in position to claim the Championship, contact with Kleinubing sent Pobst into the gravel at Turn Two and handed Altenburg his first SPEED Touring Car Championship, while Peter Cunningham took his second win of the season.

Randy Pobst returned with K-PAX/3R in **2008** to defend his SPEED GT Drivers' Championship and help Porsche wrestle away the Manufacturers' Championship Presented by RACER Magazine away from Cadillac. Their primary opponents underwent a transformation in the off-season, becoming Team Remington Cadillac and adding Michael McCann to partner Andy Pilgrim.

Pobst's Championship defense got off to a great start with a win at Sebring, followed by a runner-up finish to Brandon Davis at Long Beach. Davis' win in the ACS Ford Mustang Cobra proved his performance in the rain at Sebring was no fluke and launched him into title contention with Pobst and Pilgrim.

Pobst collected his second win of the season at Watkins Glen, but, as always, Pilgrim wasn't far behind. The Cadillac driver even collected five-straight podium finishes from Sebring through Mid-Ohio.

Road America became a turning point for the season, as DNFs for both Pilgrim and Davis, and a third-place finish for Pobst, allowed the defending champ to pull out a point lead with four races remaining. Two more podium finishes and a win at Detroit in that final stretch sealed the deal for Pobst. Though Brandon Davis won the season finale at Road Atlanta and shared the podium with Pilgrim, Pobst's lead heading into the final round was too much to overcome, giving him his third World Challenge Championship. The Manufacturers' Championship was clinched by Porsche a round earlier at New Jersey Motorsports Park when James Sofronas took his first-ever World Challenge victory.

The 2008 SPEED Touring Car Championship was one of the most thrilling in series history. A podium sweep by the RealTime Acuras of Pierre Kleinubing, Peter Cunningham and Kuno Wittmer at Sebring, was an excellent prelude of what was to come in the 2008 season. Following Kleinubing's win at Sebring, Wittmer took his first World Challenge victory at VIR by inches over the BMW of Seth Thomas.

VIR was also the last race for defending champion Jeff Altenburg, who parted ways with the Tri-Point team to pursue a SPEED GT drive. That left Charles Espenlaub, Jason Saini, Jeff Daniels, and Tindol Motorsports drivers Michael Galati and Chip Herr to carry the torch for Mazda, winner of the 2007 Manufacturers' Championship presented by RACER Magazine.

Rookie and 2007 MX-5 Cup Champion Saini put Mazda on the board first, taking an emotional first win at Miller Motorsports Park, but Acura answered back



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with another win at Lime Rock Park, at the hands of Wittmer. Herr took the second race at Lime Rock, but at the season's halfway point, the Championship was clearly a battle between the three RealTime teammates.

Though there were surprise wins from James Clay at Road America and from Galati at Watkins Glen and Mosport, not a single podium passed without at least one RealTime driver on the steps. The team clinched the Manufacturers' Championship for Acura at Mosport and brought the Drivers' Championship down to the last lap at Road Atlanta. Wittmer was unable to make a pass for fourth stick on Cunningham, which gave the RealTime owner his record-tying fifth World Challenge Championship.

2008 in Review



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SCCA SPEED GT 2008 REVIEW

CHAMPIONSHIP DÉJÀ VU



Randy Pobst

With the main protagonists from the 2007 SPEED GT season returning in 2008, the pieces for a hotly-contested Drivers' Championship and Manufacturers' Championship Presented by RACER Magazine were already in place. The addition of a hungry young driver making the switch from SPEED Touring Car, however, gave the plot a whole new twist.

Defending Champion Randy Pobst and teammate Michael Galati arrived at Sebring with their trusty K-PAX/3R Porsche 911 GT3s looking to sweep both the Drivers' and Manufacturers' Title this time around. Cadillac wrestled the Manufacturers' Title from Porsche in 2007 and was back with a new team to ensure the trophy stayed in their hands. Team Remington Cadillac kept Andy Pilgrim in the driver seat of one Cadillac CTS-V, but plugged former Dodge Viper pilot Michael McCann into the cockpit of the sister car.

Back in the Whelen Engineering Chevrolet Corvette, Eric Curran returned to set right his rollercoaster 2007 season that saw him take four wins and five DNFs, while his former RealTime Racing teammate, Brandon Davis, was a new addition to the grid. Though he had made a handful of SPEED GT starts over the previous two years, Davis would be attempting a full season in 2008 behind the wheel of an ACS Express Ford Mustang Cobra.

Davis arrived on the SPEED GT map with a bang and a splash in Sebring. The 22-year-old set the fastest practice time of the field and when a fellow competitor's blown engine oiled down the course and forced qualifying to be aborted, Davis' practice time became the surrogate pole time. A quick and messy storm wreaked havoc on the race however, which was eventually won by Pobst after numerous full-course cautions and pit stops for rain tires. Davis held on for fourth, behind Pilgrim and Galati.

Round Two at the Grand Prix of Long Beach was home turf for Davis, a Huntington Beach resident. Starting from pole, Davis was challenged early by Pobst, but quickly retook the point and continued on to his first SPEED GT win.

Davis entered another strong performance at Miller Motorsports Park, finishing second and taking over the point lead, while Pilgrim made it three-for-three on podium finishes. Neither could stop Tommy Archer in the Woodhouse Performance Dodge Viper though. After a less than eventful debut with the team at Sebring and missing Long Beach, Archer drove a Viper to the top spot of the podium at Miller Motorsports Park for the second year in a row.

Just as Archer continued to rule Miller, Pobst remained king at Watkins Glen, where he took his second win of the season. Archer looked poised to challenge Pobst for the win, but would retire with mechanical trouble. Not so at Mid-Ohio or Road America, where Archer drove flawless races, from pole to checkered flag.

Road America could be seen as a turning point in the season for Pobst. The Porsche driver finished third, while Davis exited the race with crash damage and the motor on Pilgrim's CTS-V expired, snapping his streak of podium finishes. Pobst left Road America with a 68-point lead over Pilgrim and 111 points on Davis. The Manufacturers' Championship remained close, however, with Porsche, Dodge and Cadillac covered by only six points.

Road America was also a turning point for Eric Curran who, after four DNFs and a fourth-place finish to start the season, finally stood on the podium, finish second. Things only got better for Curran at Mosport, where he came out on top of a thrilling battle with Pobst to

take his first win of the season. His victory donuts well out of practice, the Corvette driver tapped the wall in Turn Two on his cool-down lap, and was forced to hitch a ride back to the Winners' Circle; even in victory, Curran seemed to be getting the cold shoulder from lady luck.

Returning Belle Isle Park and the Detroit Grand Prix for the first time since 2001, the SPEED GT field was ready to put on a show of Detroit muscle versus German engineering. Pobst did exactly what he needed to do on the narrow street course by securing pole. The prime spot allowed him to take the race from green to checkered with only one unsuccessful challenge mounted by Pilgrim and his Cadillac.

With two rounds remaining, Pobst had a 100-point lead over Pilgrim and Porsche stood 14 points ahead of Cadillac in the Manufacturers' Championship.

SPEED GT took to a brand new circuit for the penultimate round of the Championship: Thunderbolt Raceway at New Jersey Motorsports Park. There, James Sofronas beat polesitter Davis to Turn One in his Porsche 911 GT3 and held him off for 30 laps, including a green-white-checker finish, to take his first-ever World Challenge victory. The win clinched the Manufacturers' Championship for Porsche.

Pilgrim completed the podium at New Jersey and kept his Championship hopes alive as Pobst could only manage seventh. Pilgrim had his work cut out for him in the finale at Road Atlanta though. To steal the Championship from under Pobst's nose, Pilgrim would have to win and the defending Champ would need to finish 26th or worse in the 27 car field. Starting third, Pilgrim didn't have gusto to catch eventual race-winner Davis and runner-up Tommy Milner's Aston Martin, nor did Pobst's Porsche fail him. Finishing fifth, Pobst claimed his second-consecutive SPEED GT title. Once again, Pilgrim ended the season runner-up to Pobst, followed by Davis, Sofronas and Galati.

Just by starting the finale, Dodge Viper pilot Gunter Schaldach claimed SPEED GT Rookie of the Year Honors.

On the strength of Davis' finale victory, Ford pushed past Cadillac in the Manufacturers' standings to finish second.



Brandon Davis



Michael Galati



Andy Pilgrim

this is how racing should be

SPEED
World Challenge

2008 SCCA SPEED Touring Car Review

THREE TIMES THE ANTICIPATION



Peter Cunningham

In retrospect, the first round of the 2008 SCCA Pro Racing SPEED World Challenge Touring Car Championship was the perfect introduction to the season. The RealTime Acura TSXs of Pierre Kleinubing, Kuno Wittmer and Peter Cunningham qualified in the top three spots, and stayed there, glued to each others' bumpers the whole race. The 2008 season began just as the 2007 season ended: with a RealTime podium sweep.

You knew the game was on when at the following round, a pair of MAZDA6s filled the front row. On pole at VIR was former Audi pilot Chip Herr in a Tindol MAZDA6. Starting alongside him was the Tri-Point Motorsports MAZDA6 of Charles Espenlaub. A poor start by Espenlaub enabled Wittmer and Kleinubing to follow Herr through Turn One. Kleinubing inherited the lead when Herr locked up his brakes in Turn One, then Wittmer was gifted the lead as Kleinubing slid wide in Oak Tree. Wittmer stayed focused, made zero errors and held off Seth Thomas' BMW in one of the closest finishes in series history. It

was Wittmer's first series victory and gave him the Drivers' Championship lead.

Speaking of Champions, VIR was the last SPEED Touring Car race for defending Champion Jeff Altenburg, who left the Tri-Point squad following Round Two to pursue a SPEED GT ride.

It was a rookie that brought Mazda its first win of the season. At Miller Motorsports Park, 2007 MX-5 Cup Champion Jason Saini repaid Mazda for its support in bringing him up to World Challenge by qualifying on pole and leading every lap of the race. Kleinubing, Wittmer and Cunningham followed Saini across the finish line, however, maintaining Acura's lead in the Manufacturers' points and keep the trio in lockstep atop the Drivers' Championship.

Memorial Day weekend was spent at Lime Rock Park for a doubleheader. Wittmer grabbed his second win of the season on Saturday, but in Monday's race the win went to Herr, with Cunningham and Kleinubing chasing him across the line. Wittmer left Connecticut with the Championship lead, six points ahead of Kleinubing and 56 points ahead of Cunningham, while Acura entered the second half of the season with 11 points on Mazda.

Cunningham nearly had his first win of the season at Watkins Glen, before getting snookered by Michael Galati's Tindol Motorsports MAZDA6 on restart. The Watkins Glen race was run mostly under yellow for various incidents, the most serious of which involved all three BimmerWorld cars and the MAZDA6 of Jim Daniels, strewn about the course in Turn 11. None of the drivers were seriously hurt, but the BimmerWorld team now had a month to rebuild three cars.

Cunningham and Kleinubing followed Galati across the line at The Glen, but Wittmer was well back in ninth following a visit to a gravel trap earlier in the race. The Drivers' Championship shuffled once again with Wittmer falling to second behind Kleinubing.

Mid-Ohio was sweet redemption for Wittmer though, who beat his boss and polesitter Cunningham to Turn One and never looked back to take his third win of the season. It was Kleinubing who made a trip to the gravel this round, caught out by a spinning Espenlaub on the first lap.

The Championship points lead went back to Wittmer.

Behind the leaders, it was a battle of the rookie teammates to see who would take home third. Rookie of the Year leader Saini spent the whole race defending his spot from Tri-Point teammate Jim Daniels, but lost a bit



Kuno Wittmer



Pierre Kleinubing



Jason Saini



James Clay

of focus near the end, dropping a wheel and handing the spot to Daniels – his first podium finish.

The battle between Acura and Mazda was temporarily forgotten at Road America, where James Clay's BMW 325i charged from fourth to the front to take his first ever World Challenge victory in 53 starts. Kleinubing would finish second, coming out on top of an exciting late-race battle with Saini, who finished third.

With only two races remaining, the Drivers' Championship was on fire: only five points separated the top three, led by Wittmer.

Despite being locked out of the top four grid spots at Mosport, Acura was able to walk away with the SPEED Touring Car Manufacturers' Championship Presented by RACER Magazine in hand. After recovering from a poor start, Galati's charged to the front and quickly re-took control of the race. Behind him though, Herr had his hands full with Thomas. In the final corner on the final lap, Thomas tried one last-ditch move to claim the runner-up spot using force to get inside Herr's Mazda. As Herr slid wide off the course and Thomas slowly spun to the inside, a path was left wide open for Saini to claim second, followed by Cunningham.

The third-place finish was just enough to clinch American Honda's 12th Manufacturers' Championship. The podium finish also gave Cunningham a four-point lead over Wittmer in the Drivers' Championship heading into the final round at Road Atlanta. Kleinubing sat in third, 16 points behind Wittmer.

Another title was sealed at Mosport: Rookie of the Year, which went to Saini.

Just like Mosport, the top three spots on the grid were filled with Mazdas, lead by Herr. Of the Championship contenders, Kleinubing qualified that highest, in fourth. Cunningham would start sixth, Wittmer 11th. Kleinubing immediately moved to third on the start, but Cunningham was in fifth shortly thereafter, putting the two in a dead heat for the Championship, tied at 934 points. Kleinubing broke the tie when he passed Galati for second with 10 laps to go, but a full-course caution came out shortly thereafter and Galati retook the spot on the restart.

As Cunningham battled Thomas for fourth, a spot he needed to win the Title, Wittmer was charging through the field. When Cunningham made his move on Thomas, Wittmer followed. Now it was Wittmer who needed to pass Cunningham to claim the Championship. The Canadian waited until the final lap to dive to the inside of Cunningham under braking in Turn 10. The teammates bumped and slid their way through the corner side-by-side and in the end, Cunningham was victorious. Taking the checkered flag in fourth, Cunningham collected his record-tying fifth Drivers' Championship by a mere five points over Kleinubing, who finished third behind Mazda teammates Herr and Galati.

2008 Review

2008 Review

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GT Season Recap



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SPEED GT • Round One • Sebring Int'l Raceway

Pobst Goes First To Last to First to Win Wet Sebring SPEED GT

SEBRING, Fla. (March 14, 2008) – Former Floridian Randy Pobst's local weather pattern knowledge helped make the pivotal decision to pit early for rain tires, as he came back through the field to win the SCCA Pro Racing SPEED World Challenge GT Championship season opener, part of the Mobil 1 12 Hours of Sebring Presented by Fresh From Florida at Sebring International Raceway. Andy Pilgrim, of Boca Raton, Fla., and Michael Galati, of Olmsted, Ohio, completed the top three.

As the SPEED GT cars began their formation lap, heavy drizzle began to fall around the 3.7-mile circuit. SCCA Pro Racing officials elected to run an additional pace lap and begin the race with a rolling, single-file start. Pobst immediately moved his No. 1 K-PAX Racing Porsche 911 GT3 past polesitter Brandon Davis' No. 10 ACS/Sun Microsystems Ford Mustang Cobra as the cars kicked up spray and searched for grip on the opening lap.



Randy Pobst splashes to victory at Sebring.
SWC/Weber photo

Defending race winner Eric Curran, of E. Hampton, Mass., brought out the first of three lengthy full-course cautions when he went straight off at Turn One, making heavy impact with the tire wall in the No. 30 Whelen Engineering Chevrolet Corvette. Pobst took advantage of the caution to pit from the lead. Pilgrim and Davis followed in the ensuing laps, handing the lead to Galati's No. 23 K-PAX Racing Porsche 911 GT3.

"We started with the rain early on and it was quite livable, but then somebody crashed which didn't surprise me one bit," Pobst continued. "So then, we're riding along under yellow, watching the skies, the windshield, and the road. I looked at the weather and decided to go with the wet tires."

On the ensuing restart, Tomy Drissi spun into the Turn One inside wall in his No. 15 Horton Hears a Who Chevrolet Corvette, necessitating the second full-course yellow. By the time the lap nine restart transpired, Pobst was up to fourth behind Jason Daskalos' No. 05 Daskalos Development & Investments Dodge Viper, the No. 11 ACS/Sun Microsystems Ford Mustang Cobra of Mike Davis and Tommy Archer's No. 13 Woodhouse Performance Dodge Viper. When the cars came by on lap 10 to receive the third full-course yellow, Pobst was back in front.

The field restarted on lap 11 and Pobst sped away from the field to win the time-shortened 12-lap, 44.4-mile race by 4.014 seconds, averaging just 51.594 mph. Driving the No. 8 Remington Shaving Cadillac CTS-V, Pilgrim came home second.

Galati turned the race's fastest lap at a tentative 3:04.924 (72.029 mph) en route to a third-place finish.

Brandon Davis recovered from a late-race brush with the wall to record a fourth-place finish, followed by Jeff Courtney's No. 99 Kenda/MPI Coin TJM Wealth Management Dodge Viper.

Tony Gaples, of Libertyville, Ill., finished sixth in his No. 34 Kleinschmidt Inc/Blackdog Racing Chevrolet Corvette, earning the Sunoco Hard Charger award after starting 25th.

Mike Davis, Daskalos, James Sofronas (Porsche 911 GT3) and Paul Brown (Porsche 911 GT3) completed the top 10.

Gunter Schaldach, of Aspen, Colo., earned the Racing Electronics Holedshot Award for advancing nine positions on lap one in his No. 9 Valaya Racing Dodge Viper.

SPEED GT • Round One • Sebring Int'l Raceway

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Cmp	Status	Fast Lap	Speed
1	2	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	112	7500	12			3:05.474	71.816
2	4	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	100	4000	12	-4.014		3:05.232	71.909
3	7	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	93	3000	12	-5.31		3:04.924	72.029
4	1	10	Brandon Davis/ Denver/CO	ACS/Sun Microsystems Ford Mustang Cobra	86	1800	12	-21.33		3:12.682	69.129
5	17	99	Jeff Courtney/ Slinger/WI	Kenda/MPI Coin/TJM Wealth Mgmt Dodge Viper	80	1700	12	-31.299		3:09.956	70.121
6	25	34	Tony Gaples/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	76	1500	12	-37.798		3:12.600	69.694
7	5	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	72	1300	12	-39.575		3:12.684	69.158
8	10	5	Jason Daskalos/ Albuquerque/NM	Daskalos Dvlpmnt Investments Dodge Viper	69	1200	12	-52.107		3:16.684	67.722
9	11	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	64	1100	12	-52.836		3:07.655	70.981
10	24	96	Paul Brown/ Corvina/CA	K&N Filters/EPR/JRZ/Tiger Rcg Porsche 911 GT3	60	1000	12	-54.742		3:09.285	70.370
11	21	29	Eric Olberz/ La Canada/CA	911 Design Porsche 911 GT3	57	800	12	-59.247		3:17.597	67.410
12	3	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	54	700	12	-1:00.817		3:25.707	64.752
13	6	82	Jeff Altenburg/ Ellicott City/MD	Motorsports Gallery Dodge Viper	51	600	12	-1:02.331		3:15.647	68.081
14	23	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	48	550	12	-1:03.409		3:08.879	70.521
15	9	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	45	500	12	-1:14.685		3:39.085	60.798
16	18	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	43	450	12	-1:18.935		3:23.568	65.432
17	20	7	Phillip Marten/ Finksburg/MD	At Speed Mtsprts/Phillip's Way Porsche 911 GT3	41	400	12	-1:20.351		3:16.919	67.642
18	12	13	Tommy Archer/ Duluth/MN	Woodhouse Performance/Kicker Dodge Viper	39	375	12	-1:28.076		3:11.358	69.607
19	15	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shop Tech Porsche 911 GT3	37	350	12	-1:45.696		3:18.761	67.015
20	27	24	Sean Allen/ R/ Manhattan Beach/CA	GMG/BMC Group Porsche 911 GT3	35	300	12	-2:09.727		3:21.419	66.130
21	19	44	Lee Saunders/ Lakeland/FL	Mid-Florida Racing Dodge Viper	33		12	-2:13.477		3:08.640	70.610
22	22	9	Gunter Schaldach/ R/ Aspen/CO	Valaya Racing Dodge Viper	31	150	10	Crash		3:09.122	70.430
23	26	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	29		10	-2 laps		3:11.573	69.529
24	14	12	Brian Kubinski/ Plainfield/IL	Diamond Construction/CRP Chevrolet Corvette	27		8	Crash		3:13.624	68.793
25	13	15	Tomy Drissi/ Hollywood/CA	Dr. Seuss' Horton Hears A Who! Chevrolet Corvette	25		5	Mech.		3:12.833	69.075
26	8	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	23		1	Crash		no time	
27	26	02	Robb Holland/ Denver/CO	DRC Mtsprts/Mrsprts Gallery Porsche 911 GT3	0	DNS	0	DNS		no time	
28	28	06	Joey Scarrallo/ Smithtown/NY	Group A Wheels Chevrolet Corvette	0	DNS	0	DNS		no time	

** - Faster than previous record

Purse includes contingency awards

Race Statistics

Length of race: 12 laps for 44.4 miles
 Time of race: 51 minutes, 37.992 seconds.
 Average speed: 51.594 mph
 Margin of victory: 4.014 seconds
 Lap leaders:
 Laps 1-2, #1 Randy Pobst
 Lap 3, #10 Brandon Davis
 Laps 4-6 #23 Michael Galati
 Laps 7-8, #05 Jason Daskalos
 Laps 9-12, #1 Randy Pobst
 Fastest race lap: #23 Michael Galati, 3:04.924 (72.029 mph)
 Fastest qualifier: #10 Brandon Davis 2:10.382 (102.161 mph)*
 Sunoco Hard Charger: #34 Tony Gaples, +19 in race
 Racing Electronics Holedshot Award: #9 Gunter Schaldach +nine on lap one

* Qualifying cancelled. Pole time based on practice times. No qualifying points distributed.

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SPEED GT • Round Two • Long Beach

Davis Takes First SPEED GT Win on Home Turf

LONG BEACH, Calif. (April 20, 2008) – Brandon Davis took his first SCCA SPEED GT win at his home race, the SCCA Pro Racing Long Beach SPEED GT Presented by Applied Computer Solutions. Point leader Randy Pobst, of Gainesville, Ga., and Andy Pilgrim, of Boca Raton, Fla., finished second and third, respectively.

Starting from pole, Davis' No. 10 ACS/Sun Microsystems Ford Mustang was beat off the standing start by Pobst who took the lead heading into Turn One. Pobst would run wide, however, handing the lead back to Davis, while his No. 1 K-PAX Racing Porsche 911 GT3 fell to sixth.

The race then went full-course yellow for the No. 17 LTI Contracting/Foster Motorsports Chevrolet Corvette of Rob Foster who was stalled on the grid. When the race restarted on lap five, Pobst immediately began to pick off the cars ahead and was back into second place behind Davis on the same lap.



Davis navigates the streets of Long Beach en route to his first SPEED GT win. SWC/Weber photo

Davis held off Pobst through two more restarts from full-course yellows, before the fourth and final full-course caution on lap 26, meant the 28-lap, 62.529-mile race would end under yellow.

"Before my dad even got into racing, when he was just a guy who liked cars, we would come out and watch Long Beach every year," Davis said. "Then, he started to run Trans-Am and started working with Boris [Said], we actually got the first win for the team here in Trans-Am. To be able to be the guy that gives the team a win at Long Beach today is very special."

Davis reset the Long Beach SPEED GT lap record en route to the win, lapping the 1.968-mile street circuit in 1:26.205 (82.185 mph). Pobst took looks at Davis on three of the restarts, but was unable to make any real challenges on Davis.

Other than getting passed by Pobst on the opening lap, Pilgrim had a quiet race in his No. 8 Remington Shaving Cadillac CTS-V, starting and finishing third.

One of the fiercest battles of the race was between the No. 23 K-PAX Racing Porsche 911 GT3 of Michael Galati and the No. 14 Global Motorsports Group Porsche 911 GT3 of James Sofronas. Galati managed to defend his fourth place to the end.

Jason Daskalos (Dodge Viper) and Brandon's dad, Mike Davis (Ford Mustang) finished sixth and seventh, respectively. Jeff Altenburg finished eighth in a Dodge Viper and collected the Sunoco Hard Charger Award for advancing eight positions during the race.

Cindi Lux (Dodge Viper) collected her first top-ten finish, crossing the line in ninth. Last year's Sunoco Hard Charger, Jeff Courtney (Dodge Viper) was tenth.

Tim McKenzie earned the Racing Electronics Holeshot Award for picking up six positions on the first lap in his No. 66 TR Racing Porsche 911 GT3.

Pobst leaves Long Beach the point leader with 220 points. Brandon Davis now follows with 208 points. Pilgrim sits third with 198 points.

Porsche continues to lead the SCCA SPEED GT Manufacturers' Championship Presented by RACER with 16 points over Cadillac's 12.

SPEED GT • Round Two • Long Beach

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Speed
Ps.	Ps.	No.					Cmp		Fast Lap	
1	1	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	122	8000	28		**1:26.205	82.185
2	2	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	108	4000	28	-1.832	1:26.614	81.797
3	3	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	98	3000	28	-3.032	1:26.677	81.738
4	4	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	89	1800	28	-3.860	1:27.058	81.380
5	6	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	80	1700	28	-4.473	1:27.182	81.264
6	8	5	Jason Daskalos/ Albuquerque/NM	Coyote Gravel Products Inc. Dodge Viper	76	1400	28	-4.863	1:27.188	81.258
7	7	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	72	1300	28	-6.183	1:27.306	81.149
8	16	01	Jeff Altenburg/ Ellicott City/MD	DRC Motorsports Dodge Viper	68	1300	28	-7.168	1:27.570	80.904
9	11	2	Cindi Lux/ Aloha/OR	Corsa/ForgeLine/Momo/Lux Perf. Dodge Viper	64	1100	28	-7.634	1:27.210	81.238
10	13	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	60	1000	28	-8.874	1:27.876	80.622
11	14	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	57	950	28	-10.381	1:28.053	80.460
12	12	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	54	700	28	-11.705	1:28.190	80.335
13	15	13	Claudio Burtin/ Atlanta/GA	Foametic/Woodhouse Performance Dodge Viper	51	600	28	-12.518	1:28.633	79.934
14	20	34	Tony Gapes/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	48	550	28	-13.563	1:28.247	80.283
15	10	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	45	500	28	-14.410	1:28.117	80.402
16	17	57	Stu Frederick/ Del Mar/CA	Landsystems/Meissner Jacquet Dodge Viper	43	450	28	-15.194	1:28.371	80.171
17	25	9	Gunter Schaldach(R)/ Aspen/CO	Valaya Racing Dodge Viper	41	400	28	-15.990	1:28.773	79.808
18	23	7	Phillip Martien(R)/ Finksburg/MD	At Speed Mtsprts/Phillip's Way Porsche 911 GT3	39	375	28	-16.432	1:29.995	78.724
19	21	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Chevrolet Corvette	37	350	28	-16.796	1:29.944	78.769
20	19	96	Paul Brown/ Corvina/CA	K&N Filters/EPR/JRZ/Tiger Rcg Porsche 911 GT3	35	300	28	-17.470	1:29.409	79.240
21	24	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	33	28	28	-17.838	1:30.056	78.671
22	22	02	Robb Holland/ Denver/CO	DRC Mtsprts/Mrsprts Gallery Porsche 911 GT3	31	24	Crash		1:28.998	79.606
23	18	29	Eric Oberler/ La Canada/CA	911 Design Porsche 911 GT3	29	18	Crash		1:28.106	80.412
24	5	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	29	10	Mech.		1:26.779	81.641
25	28	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	25	5	Mech.		1:54.044	62.123
26	9	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	23	0	Mech.		no time	-
27	17	17	Robert Foster/ Phoenix/AZ	LTI Contracting/Foster Mtspts. Chevrolet Corvette	21	0	Mech.		no time	-
28	26	15	Tomy Drissi/ Hollywood/CA	What Happens In VegasThe Movie Chevrolet Corvette	0	DNS			no time	-

** - Faster than previous record

Purse includes contingency awards

Race Statistics

Length of Race: 28 laps, for 62.529 miles
 Time of race: 52 minutes, 52.522 seconds.
 Average speed: 62.529 mph
 Margin of victory: 1.832 seconds
 Lap leaders: Laps 1-28, #10 Brandon Davis
 Fastest race lap: #10 Brandon Davis, 1:26.205 (82.185 mph)^{record}
 Fastest qualifier: #10 Brandon Davis, 1:25.479 (82.883 mph)
 Sunoco Hard Charger: #01 Jeff Altenburg, +eight in race
 Racing Electronics Holeshot Award: #66 Tim McKenzie, +six on first lap

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Three • Miller Motorsports Park

Archer Scores Second-Straight SPEED GT Win at Miller

TOOELE, Utah (May 18, 2008) – Tommy Archer may have changed teams from 2007 to 2008, but the result at Miller Motorsports Park was the same—a win in SCCA Pro Racing SPEED World Challenge GT, part of the Larry H. Miller Dealerships Utah Grand Prix Presented by the Grand and Little America Hotels. Brandon Davis, of Huntington Beach, Calif., and Andy Pilgrim, of Boca Raton, Fla., completed the podium.

Archer, of Duluth, Minn., started his No. 13 Foametic/Woodhouse Performance Dodge Viper from the pole and led from the start. Second starting Ritch Marziale applied early pressure in his No. 56 All-Cut Concrete Dodge Viper, but succumbed to power steering problems just past the halfway point of the 22-lap, 67.056-mile event.

From there, Archer avoided lapped cars spinning in front of him to keep Davis' No. 10 ACS/Sun Microsystems Ford Mustang at bay and score a 1.148-second win, averaging 93.284 mph. It was the first win for the Woodhouse Performance team.



Tommy Archer was unstoppable at Miller Motorsports Park. SWC/Weber photo

"The start was clean for me," Archer said. "I just knew I had to stay clean and not make any mistakes. I made a couple in there. The scariest part of my race was probably not my big slide but when the Porsche went off at the top of the Esses and I couldn't see anything. I had to almost stop and hope they didn't run into me."

Davis started fifth, but moved to third by Turn One. When Marziale's troubles began, he moved to second on lap six and closed on Archer at least twice, but was unable to make a bid for the lead. The Long Beach winner took over the point lead with his runner-up finish.

Pilgrim started just behind Davis and advanced to third after Cindi Lux spun her No. 2 Mopar/Corsa/Forgheline/Momo Dodge Viper back to fifth on lap 11. His No. 8 Remington Shaving Cadillac CTS-V improved over the course of the race, but he was unable to make a bid for second.

Randy Pobst, of Gainesville, Ga., came from 11th on the grid to finish fourth in his No. 1 K-PAX Racing Porsche 911 GT3. Despite his strong run, he fell from the points lead, to five behind Davis (310 to 305). Pilgrim is third in points after three of 10 races, with 290.

Lux held on to finish fifth—the best finish ever for a woman in SPEED GT competition.

Jeff Courtney, of Slinger, Wis., advanced from 19th to sixth, earning the Sunoco Hard Charger award in his No. 99 KENDA/TJM/MPI Coin/Badger Dodge Viper. He also ran the fastest lap of the race, with a 1:57.628 (93.284 mph).

Dino Crescentini, of Manhattan Beach, Calif., advanced a similar number of positions (13) in his No. 4 Centric Parts/Stoptech Porsche 911 GT3 to finish seventh. Jason Daskalos (Dodge Viper), James Sofronas (Porsche 911 GT3) and Michael McCann (Cadillac CTS-V) completed the top 10.

John Bourassa, of Jupiter Island, Fla., earned the Racing Electronics Holeshot Award in the No. 76 THR/Indeco/Hillview Vineyards Porsche 911 Turbo for advancing seven positions on the opening lap.

Ford took over the SCCA SPEED World Challenge GT Manufacturers Championship Presented by RACER lead, with 21 points to Porsche's 19, Cadillac's 17, Dodge's 13 and Chevrolet's one.

SPEED GT • Round Three • Miller Motorsports Park

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	During Race	Speed
Ps.	Ps.	No.					Cmp	Status	Fast Lap
1	1	13	Tommy Archer/ Duluth/MN	Foametic/Woodhouse Performance Dodge Viper	122	8000	22	1:57.813	93.137
2	5	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	102	4000	22	-1.148	1:58.277
3	6	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	92	3000	22	-2.227	1:58.074
4	11	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	85	1800	22	-4.375	1:58.258
5	3	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/Forgheline/Momo Dodge Viper	86	1700	22	-11.88	1:58.227
6	99	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	76	1500	22	-13.214	1:57.628
7	20	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	72	1300	22	-37.346	1:58.538
8	18	5	Jason Daskalos/ Albuquerque/NM	Daskalos Dvprmt&Investments Dodge Viper	68	1200	22	-38.665	1:59.213
9	7	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	64	1100	22	-39.040	1:58.471
10	16	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	60	1000	22	-47.381	1:59.101
11	22	57	Stu Frederick/ Del Mar/CA	Landsystems/Meissner Jacquet Dodge Viper	57	800	22	-50.867	1:58.566
12	14	34	Tony Gapes/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	54	700	22	-58.266	1:59.003
13	15	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	51	600	22	-58.852	1:58.667
14	9	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	48	550	22	-1:13.557	1:59.428
15	8	18	Jason Foster(R)/ Phoenix/AZ	LTI Contracting/Foster Mtsp. Dodge Viper	45	500	22	-1:21.957	1:59.402
16	25	02	Robb Holland/ Denver/CO	DRC Mtsp. Gallery Porsche 911 GT3	43	450	22	-1:46.903	2:01.591
17	24	29	Eric Oberz/ La Canada/CA	911 Design Porsche 911 GT3	41	400	22	-1:57.361	2:00.295
18	26	9	Gunter Schladach(R)/ Aspen/CO	Valaya Racing Dodge Viper	39	375	22	-1:59.814	2:01.553
19	12	17	Robert Foster/ Phoenix/AZ	LTI Contracting/Foster Mtsp. Chevrolet Corvette	37	350	21	Fuel	1:58.110
20	29	7	Phillip Marten(R)/ Finksburg/MD	At Speed Mtsp. Phillip's Way Porsche 911 GT3	35	300	21	-1 lap	2:02.601
21	30	22	Nick Parker/ London/EN	Microsoft/Gruppe Orange Porsche 911 GT3	33	20	-2 laps	2:03.163	89.091
22	27	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	31	150	19	-3 laps	2:03.901
23	23	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	29	17	Clutch	1:59.844	91.559
24	31	36	Wesley Hoaglund/ Irvine/CA	Westend Financial/Gruppe Orange Porsche 911 GT3	27	14	Mech.	2:03.903	88.559
25	2	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	33	13	Mech.	1:57.984	93.002
26	13	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	23	11	Mech.	1:58.645	92.484
27	21	97	Vesko Kozarov(R)/ Sighisoara/UT	Mitsubishi Lancer Evo IX	9	9	Mech.	2:02.205	89.790
28	10	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	19	6	Mech.	2:00.959	90.715
29	17	01	Jeff Altenberg/ Ellicott City/MD	DRC Motorsports Porsche 911 GT3	17	5	Mech.	2:00.408	91.403
30	4	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	19	2	Mech.	2:14.225	81.749
31	28	28	Loren Beggs/ Montclair/CA	911 Design Porsche 911 GT3	13	1	Mech.	no time	

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 22 laps for 67.056 miles
Time of race: 43 minutes, 39.375 seconds.
Average speed: 92.160 mph, Record
Margin of victory: 1.148 seconds
Lap leaders: Laps 1-22, #13 Tommy Archer
Fastest race lap: #99 Jeff Courtney, 1:57.628 (93.284 mph)
Fastest qualifier: #13 Tommy Archer, 1:56.380 (94.284 mph)
Sunoco Hard Charger: #99 Jeff Courtney, +13 in race
Racing Electronics Holeshot Award: #76 John Bourassa, +seven on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Four • Watkins Glen International

Pobst Wins Second-Straight SPEED GT at Watkins Glen

WATKINS GLEN, N.Y. (June 8, 2008) – After a historic weekend in 2007 saw him win all three SCCA Pro Racing SPEED World Challenge races, Randy Pobst's 2008 trip to Watkins Glen International may not have been as busy, competing in just one event, but was successful nonetheless, winning the SCCA SPEED GT Round Four race from the pole. Andy Pilgrim, of Boca Raton, Fla., and Michael Galati, of Olmsted, Ohio, completed the top three.

Pobst, of Gainesville, Ga., started from the pole in his No. 1 K-PAX Racing Porsche 911 GT3 and got the jump on the field at the standing start. After pulling out a two-second gap, Tommy Archer's No. 13 Foametix/Woodhouse Performance Dodge Viper, Archer began to whittle away at Pobst's lead. By lap 10 of the 22-lap, 74.8-mile event, Archer was on the bumper of Pobst's Porsche. The two ran nose to tail for the next eight laps, before Archer headed for pit lane with an engine problem.



Pobst has the field covered at Watkins Glen.
SWC/Weber photo

From there, Pobst, cruised the final five laps to take the win, his second of the year, by 5.584 seconds, averaging a series course record 103.866 mph.

"Tommy caught me and I tried really hard not to make a mistake. He was actually faster than me, but he broke," Pobst said. "Today, K-PAX Racing and my crew chief Will Moody really nailed the setup. One of the advantages of the Porsche at Watkins Glen is that we can run flat through the Esses. We can just keep it down there the whole way through there. Cars like the Cadillac and the Mustang have much larger engines and they have an advantage on us on the straights. But I think the Esses were the key to the victory today."

Pilgrim was pleased to bring the No. 8 Remington Shaving Cadillac CTS-V home second, when he felt he had a fourth-place car. After starting second, he fell behind Archer and point leader Brandon Davis (No. 10 ACS/Sun Microsystems Ford Mustang Cobra) to fourth before inheriting both positions back when the two retired.

Galati, who won the SCCA SPEED Touring Car race earlier in the day, brought the No. 23 K-PAX Racing Porsche 911 GT3 home third—equaling his best finish of the season in the series. Eric Curran ended a string of terrible luck, which saw him fail to complete more than five laps in any of the first three races, to finish fourth in the No. 30 Whelen Engineering Chevrolet Corvette. McCann finished fifth in the No. 16 Remington Shaving Cadillac CTS-V.

James Sofronas (Porsche 911 GT3), Joey Scarallo (Pontiac GTO), Ritch Marziale (Dodge Viper), Mike Davis (Ford Mustang Cobra) and Stu Frederick (Dodge Viper) completed the top 10.

Mike Davis earned the Sunoco Hard Charger award for advancing six positions in the No. 11 ACS/Sun Microsystems Ford Mustang Cobra.

Archer was presented the Racing Electronics Holeshot Award for moving from third to second on the opening lap.

Pobst regained the SCCA SPEED GT Drivers' Championship point lead with the win and Davis' mechanical woes. He now leads Pilgrim 427 to 398, followed by Davis (347).

Porsche also took the lead in the SCCA SPEED GT Manufacturers' Championship Presented by RACER, 29 to Cadillac's 24. Ford dropped to third, with 21 points.

SPEED GT • Round Four • Watkins Glen International

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race	
									Fast Lap	Speed
1	1	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	122	8000	22		1:57.202	104.435
2	2	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	108	4000	22	-5.584	1:57.282	104.363
3	5	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	94	3000	22	-11.25	1:57.430	104.232
4	8	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	85	1800	22	-15.325	1:57.755	103.944
5	6	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	80	1700	22	-21.586	1:57.661	104.027
6	7	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	76	1400	22	-25.8	1:57.899	103.817
7	10	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	72	1300	22	-45.461	1:58.278	103.485
8	21	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	68	1200	22	-51.374	1:58.944	102.905
9	15	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	64	1250	22	-51.982	1:58.408	103.371
10	14	57	Stu Frederick/R/ Del Mar/CA	Landsystems/Meissner Jacquet Dodge Viper	60	1000	22	-55.418	1:58.733	103.088
11	13	34	Tony Gapes/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	57	800	22	-58.006	1:58.373	103.402
12	22	5	Jason Daskalos/ Albuquerque/NM	Daskalos Dvlpmnt&Investments Dodge Viper	54	700	22	-58.242	1:59.278	102.617
13	12	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPi Coin/Badger Dodge Viper	51	600	22	-1:01.324	1:58.653	103.158
14	11	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	48	550	22	-1:01.934	1:58.351	103.421
15	19	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	45	500	22	-1:10.611	1:58.899	102.944
16	18	7	Phillip Martien/R/ Finksburg/MD	At Speed Mtsprts/Phillip's Way Porsche 911 GT3	43	450	21	-1 lap	2:01.274	100.928
17	20	29	Eric Oberzl/ La Canada/CA	911 Design Porsche 911 GT3	41	400	21	-1 lap	2:01.999	100.328
18	17	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	39	375	21	-1 lap	2:02.255	100.118
19	3	13	Tommy Archer/ Duluth/MN	Foametix/Woodhouse Performance Dodge Viper	43	450	18	Engine	1:56.903	104.702
20	9	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	35	300	11	Mech.	1:58.525	103.269
21	4	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	37	6	6	Mech.	1:57.156	104.476
22	16	9	Gunter Schaldach/R/ Aspen/CO	Lala Motorsports Dodge Viper	31	0	0	Mech.	no time	
23	23	97	Vesko Kozarov/R/ Sighisoara/UT	Mitsubishi Lancer Evo IX		0	DNS		no time	

** - Faster than previous record

Purse includes contingency awards

Race Statistics

Length of Race: 22 laps for 74.8 miles
 Time of race: 43 minutes, 12.554 seconds.
 Average speed: 103.866 mph, Record
 Margin of victory: 5.584 seconds
 Lap leaders: Laps 1-22, #1 Randy Pobst
 Fastest race lap: #13 Tommy Archer, 1:56.903 (104.702 mph)
 Fastest qualifier: #1 Randy Pobst, 1:55.102 (106.340 mph)
 Sunoco Hard Charger: #11 Mike Davis, +six in race
 Racing Electronics Holeshot Award: #13 Tommy Archer, +one on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Five • Mid-Ohio Sports Car Course

Mid-Ohio SPEED GT to Archer

LEXINGTON, Ohio (July 20, 2008) – Tommy Archer, of Duluth, Minn., led every lap Sunday to win the Mid-Ohio Sports Car Course SPEED GT Presented by Remington race, Round Five of the SCCA Pro Racing SPEED World Challenge GT Championship. Brandon Davis, of Huntington Beach, Calif., and Andy Pilgrim, of Boca Raton, Fla., completed the top three.

Starting from the pole in his No. 13 Foametix/Woodhouse Performance Dodge Viper, Archer got away cleanly from the standing start to lead second-starting Davis' No. 10 ACS/Sun Microsystems Ford Mustang Cobra. Davis was never far from Archer, but he was unable to mount a challenge for the lead despite the race being slowed by three cautions.

Archer beat Davis by 1.224 seconds, averaging 77.075 mph over the 29-lap, 65.481-mile race.

Two new faces graced the top three throughout the race before falling back, allowing Pilgrim to remain perfect in 2008 podium appearances in his No. 8 Remington Shaving and Grooming Cadillac CTS-V. Third starting Jeff Courtney ran third in his No. 99 KENDA/JTM/MPI Coin/Badger Dodge Viper before a lap-six spin put him well back to an eventual 15th place finish.

Courtney's spin promoted Tommy Milner to third in his first series appearance in the No. 21 Rahal Letterman Racing Aston Martin DB9. Milner set the race's fastest lap of 1:28.072 (92.297 mph) as he reeled in the lead duo. For over 15 laps, the top three were nose-to-tail until Milner dropped a wheel and spun out of contention in the Carousel on lap 22.

Milner's departure coincided with Archer pulling out a slight advantage over Davis, one that would never shrink en route to the 2004 Champion's ninth series win.

"The Viper hasn't been the hottest car the last couple of years, so it feels good to put the car up front and be racing with these guys again," Archer said.

Milner worked back to fourth after an exchange with Michael McCann's No. 16 Remington Shaving and Grooming Cadillac CTS-V and Michael Galati's K-PAX Racing Porsche 911 GT3. Galati completed the top five, with Randy Pobst finishing sixth after running as low as 11th in his K-PAX Racing Porsche 911 GT3.

Dino Crescentini (Porsche 911 GT3) advanced seven positions from 14th to finish seventh, one better than teammate James Sofronas (No. 14 Global Motorsports Group Porsche 911 GT3), who advanced 21 positions to take the Sunoco Hard Charger honor. Sofronas also advanced 12 positions on the opening lap to earn the Racing Electronics Holeshot Award.

Fifth-starting McCann recovered from a poor start to reach the top five with three laps to go, but faded to ninth. Tony Gaples (Chevrolet Corvette) completed the top 10.

Pilgrim now trails Pobst by 13 (503 to 490). Davis remains third, with 455, followed by Galati (404) and Sofronas (352).

Despite its fifth-place finish, Porsche maintained the lead in the SCCA SPEED GT Manufacturers' Championship Presented by RACER Magazine. The German manufacturer has 31 points to Cadillac's 29, Ford's 28 and Dodge's 23.



Archer takes his second win of the season at Mid-Ohio. SWC/Weber photo

SPEED GT • Round Five • Mid-Ohio Sports Car Course

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	During Race	Speed	
Ps.	Ps.	No.					Cmp	Status	Fast Lap	
1	1	13	Tommy Archer/ Duluth/MN	Foametix/Woodhouse Performance Dodge Viper	122	8000	29	1:28.158	92.207	
2	2	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	108	4000	29	-1.224	1:28.147	92.218
3	8	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	92	3000	29	-3.771	1:28.816	91.524
4	4	21	Tommy Milner/ Leesburg/VA	Rahal Letterman Racing Aston Martin DB9	89	1800	29	-11.291	1:28.072	92.297
5	6	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	80	1700	29	-13.099	1:28.904	91.433
6	7	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	76	1400	29	-18.009	1:29.075	91.258
7	14	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	72	1300	29	-18.828	1:28.930	91.406
8	29	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	68	1450	29	-19.087	1:29.110	91.222
9	5	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	66	1100	29	-19.752	1:28.538	91.811
10	19	34	Tony Gaples/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	60	1000	29	-22.023	1:29.129	91.202
11	11	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	57	800	29	-23.634	1:29.148	91.183
12	20	06	Joey Sciallo/ Smithtown/NY	Group A Wheels Pontiac GTO	54	700	29	-27.073	1:29.442	90.883
13	12	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	51	600	29	-38.500	1:29.284	91.044
14	24	89	Fred Roberts/ Mississauga/ON	Roberts Racing/Direct Energy Dodge Viper	48	550	29	-47.708	1:30.939	89.387
15	3	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	51	500	29	-50.095	1:28.293	92.066
16	17	17	Robert Foster/ Phoenix/AZ	LTI Contracting/Foster Mtspts. Chevrolet Corvette	43	450	29	-52.270	1:29.275	91.053
17	26	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	41	400	29	-1:24.477	1:32.180	88.184
18	10	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	39	375	29	-1:24.836	1:29.169	91.161
19	25	7	Phillip Martien/ R/ Finksburg/MD	At Speed Mtspts/Phillip's Way Porsche 911 GT3	37	350	29	-1:34.525	1:31.218	89.114
20	28	68	Russ Oasis/ Miami/FL	N Trust Bank/The Hair Cuttery Dodge Viper	35	300	28	-1 lap	1:33.779	86.680
21	27	24	Sean Allen/ R/ Manhattan Beach/CA	GMG/BMC Group Porsche 911 GT3	33	280	28	-1 lap	1:31.517	88.822
22	18	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	31	280	28	-1 lap	1:30.277	90.042
23	23	29	Eric Olberz/ La Canada/CA	911 Design Porsche 911 GT3	29	280	28	-1 lap	1:29.964	90.356
24	30	72	Jeff Altenburg/ Ellicott City/MD	DRC Motorsports Lexus IS-350	27	280	28	-1 lap	1:34.580	85.946
25	21	9	Gunter Schaldach/ R/ Aspen/CO	Laia Motorsports Dodge Viper	25	280	28	-1 lap	1:30.373	89.947
26	13	5	Jason Daskalos/ Albuquerque/NM	Daskalos Dvlpmt&Investments Dodge Viper	23	260	28	-3 laps	1:28.447	91.905
27	15	57	Stu Frederick/ R/ Del Mar/CA	LandSystems/Meissner Jaquet Dodge Viper	21	260	28	-3 laps	1:29.988	90.332
28	16	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/Forgeline/Momo. Dodge Viper	19	160	Crash	1:30.404	89.916	-
29	9	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	17	1	Crash	no time	-	-
30	22	18	Kyle Foster/ R/ Phoenix/AZ	LTI Contracting/Foster Mtspts. Dodge Viper	0	DNS	no time	no time	-	-

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 29 laps for 65.481 miles
Time of race: 50 minutes, 58.518 seconds.
Average speed: 77.075 mph
Margin of victory: 1.224 seconds
Lap leaders: Laps 1-29, #13 Tommy Archer
Fastest race lap: #21 Tommy Milner, 1:28.072 (92.297 mph)
Fastest qualifier: #13 Tommy Archer, 1:25.673 (94.881 mph)
Sunoco Hard Charger: #14 Sofronas, +21 in race
Racing Electronics Holeshot Award: #14 Sofronas, +12 on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Six • Road America

Archer on a Roll, Wins Road America SPEED GT

ELKHART LAKE, Wis. (Aug. 10, 2008) – Tommy Archer, of Duluth, Minn., took his second-straight SCCA Pro Racing SPEED World Challenge GT win, his third of the season, at the Road America SPEED GT Presented by Remington Sunday. Eric Curran, of East Hampton, Mass., and Randy Pobst, of Gainesville, Ga., completed the top three.

Archer started from the pole in the No. 13 Foametix/Woodhouse Performance Dodge Viper and got out to an early lead over Andy Pilgrim's No. 8 Remington Shaving and Grooming Cadillac CTS-V, who started third. Second-starting Jason Daskalos' No. 5 Daskalos Development & Investments Dodge Viper settled into third, ahead of Curran's No. 30 Whelen Motorsports Chevrolet Corvette.



Archer takes win number three without a challenger at Road America. SWC/Weber photo

The four ran that way for the majority of the race, until Pilgrim's motor expired in a fiery way entering Turn Five on lap 16. The entire field behind Archer tip-toed through the oil left from the motor, and several cars, including Daskalos and sixth-place Michael Galati's Porsche, spun. Curran moved from fourth to second, and Pobst from fifth to third in the No. 1 K-PAX Porsche 911 GT-3.

Pilgrim's exit brought out the final, race-ending caution, with Archer up front, followed by Curran and Pobst. Officially, the 50-minute time limit expired to end the 18-lap, 72.864-mile race.

"We changed the car this morning," Archer said. "We tried to get it to go through a couple of the fast turns better and that worked great. It hurt me a little bit in the slow turns though. Andy [Pilgrim] could gather me up in a couple of slow turns, but I had him covered in the Carousel."

Despite feeling that the Porsche's fought an up-hill battle all weekend point leader Pobst not only found his way on to the podium after starting eighth, but extended his point lead after his main competitors, Pilgrim and Brandon Davis, fell out of the race.

Davis was running in the top six most of the day in his No. 10 ACS/Sun Microsystems Ford Mustang Cobra, but on the race's final restart, fell back and eventually wound up in the Turn Eight tires after contact with Rob Foster's Viper. His car was too damaged to continue.

James Sofronas, of Newport Beach, Calif., started 15th but worked his way up to finish fourth in the No. 14 Global Motorsports Group Porsche 911 GT3. Brian Kubinski, of Shorewood, Ill., started fourth in his No. 12 Diamond Construction/CRP Chevrolet Corvette, but fell to as low as 15th before recovering to a fifth-place finish.

Michael McCann (Cadillac CTS-V), Foster, Jeff Courtney (Dodge Viper), Cindi Lux (Dodge Viper) and Stu Frederick (Dodge Viper) completed the top 10.

Courtney started 26th in his No. 99 KENDA/JTM/MPI Coin/Badger Dodge Viper passed seven cars on the opening lap to capture the Racing Electronics Holeshot Award and 18 positions in the race to earn the Sunoco Hard Charger Award.

Pobst extended his point lead over Pilgrim to 68 (595 to 527). Davis remained third, with 484, followed by Galati (449) and Archer (448).

Porsche maintained the Manufacturers' Championship Presented by RACER lead 36 to 33 over Dodge, followed by Cadillac (30), Ford (28) and Chevrolet (11).

SPEED GT • Round Six • Road America

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Comp	Status	During Race	Fast Lap	Speed
1	1	13	Tommy Archer/ Duluth/MN	Foametix/Woodhouse Performance Dodge Viper	122	8000	18			2:17.765	105.780	
2	5	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	102	4000	18	-1.210		2:18.030	105.577	
3	8	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	92	3000	18	-2.434		2:18.683	105.080	
4	15	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	85	1800	18	-3.638		2:18.882	104.929	
5	4	12	Brian Kubinski/ Shorewood/IL	Diamond Construction/CRP Chevrolet Corvette	84	1700	18	-4.624		2:18.963	104.868	
6	7	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	76	1400	18	-5.770		2:18.390	105.302	
7	9	17	Robert Foster/ Phoenix/AZ	LTI Contracting/Foster Mtspets. Dodge Viper	62	1300	18	-6.752		2:18.453	105.254	
8	26	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	68	1450	18	-7.542		2:19.329	104.592	
9	10	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/Forgeline/Momo Dodge Viper	64	1100	18	-7.974		2:19.698	104.316	
10	20	57	Stu Frederick/R/ Del Mar/CA	Landsystems/Meissner Jacquet Dodge Viper	60	1000	18	-9.126		2:19.390	104.547	
11	16	34	Tony Gapes/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	57	800	18	-10.202		2:19.755	104.274	
12	13	21	Tommy Milner/ Leesburg/VA	Rahal Letterman Racing Aston Martin DB9	54	700	18	-11.057		2:19.573	104.409	
13	2	5	Jason Daskalos/ Albuquerque/NM	Daskalos Dvlpmt&Investments Dodge Viper	59	600	18	-11.652		2:17.950	105.638	
14	23	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	48	550	18	-12.697		2:21.713	102.833	
15	11	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	45	500	18	-14.218		2:18.667	105.092	
16	12	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	43	450	18	-14.879		2:18.813	104.981	
17	21	29	Eric Oberz/ La Canada/CA	911 Design Porsche 911 GT3	41	400	18	-15.366		2:21.468	103.011	
18	22	9	Gunter Schaldach/R/ Aspen/CO	Lala Motorsports Dodge Viper	39	375	18	-16.188		2:21.163	103.233	
19	14	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	37	350	18	-16.978		2:19.063	104.792	
20	25	72	Jeff Altenberg/ Ellicott City/MD	DRC Motorsports Lexus IS	35	300	18	-18.110		2:24.161	101.087	
21	24	24	Sean Allen/R/ Manhattan Beach/CA	GMG/BMC Group Porsche 911 GT3	33	17	17	-1 lap		2:22.913	101.969	
22	3	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	37		15	Engine		2:18.011	105.591	
23	6	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	29		14	Crash		2:18.225	105.428	
24	17	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	27		6	Crash		2:21.659	102.872	
25	19	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	25		6	Crash		2:22.191	102.487	
26	18	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	23		5	Mech.		2:21.093	103.285	

** - Faster than previous record

Purse includes contingency awards

Notes: #17 Robert Foster fined 10 points for contact

Race Statistics

Length of Race: 18 laps for 72.864 miles
 Time of race: 51 minutes, 44.993 seconds.
 Average speed: 84.480 mph
 Margin of victory: 1.210 seconds
 Lap leaders: Laps 1-18, #13 Tommy Archer
 Fastest race lap: #13 Tommy Archer, 2:17.765 (105.780 mph)
 Fastest qualifier: #13 Tommy Archer, 2:15.814 (107.299 mph)
 Sunoco Hard Charger: #99 Jeff Courtney, +18 in race
 Racing Electronics Holeshot Award: #99 Jeff Courtney, +seven on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Seven • Mosport Int'l Raceway

Curran Gets First Win of 2008 in Mosport SPEED GT Thriller

CANADA (Aug. 23, 2008) – Eric Curran, of East Hampton, Mass., claimed the second half of 2008 SCCA Pro Racing SPEED World Challenge GT Championship would be a fresh start for the Whelen Engineering team. Curran was true to his word, winning the Mosport SPEED GT Presented by Toyo Tires, part of the Mobil 1 Presents the Grand Prix of Mosport. Championship leader Randy Pobst, of Gainesville, Ga., was second at Mosport International Raceway, followed by his teammate Michael Galati, of Olmsted, Ohio.

Starting from the pole Curran bogged on the standing start, allowing the No. 1 K-PAX Racing Porsche 911 GT3 and the No. 5 Dodge Viper of Jason Daskalos by.

Curran was immediately pressuring Daskalos for second, putting his No. 30 Whelen Engineering Chevrolet Corvette past Daskalos' Viper in Turn Eight on lap four. Curran reset the race lap record on that lap, turning a 1:24.194 (105.142 mph). His sights now firmly set on his first race win of 2008, Curran was already taking looks at Pobst one lap later.



A dramatic late-race pass gave Curran his first SPEED GT win of 2008. WC/Weber photo

The first full-course caution of the 30-lap, 73.77-mile race came out on lap nine when Sean Allen's No. 24 GMG/BMC Group Porsche 911 GT3 got together with the No. 76 THR/Indeco/Hillview Vineyards Porsche 911 GT3 of John Bourassa in Turn Five. It was during this caution that Daskalos' Viper came to a stop on course, promoting Galati to third.

On the lap-14 restart, Curran resumed his attempts at a pass on the back straight, but slotted back each time before Turn Eight. On lap 21, Curran again pulled to Pobst's left on the back stretch, but stayed there to take the outside line through Turn Eight. The move gave Curran the inside line for Turn Nine and the race lead.

"It was a risky thing to do," Curran said. "But I knew the car was really good there and I stuck it on the outside, Randy gave me room and luckily the next corner was left."

Curran proceeded to pull away from Pobst until the second full-course caution came out for oil down in Turn Nine on lap 27. Though the checkered flag was waved in tandem with a yellow, there was little doubt Curran would have taken his seventh career win without it.

Though he settled for third in the No. 23 K-PAX Racing Porsche 911 GT3, Galati did take home the Racing Electronics Holedshot Award for advancing a full three positions on the opening lap.

Tommy Archer of Duluth, Minn., finished fourth in the No. 13 Foametix Dodge Viper. Archer also finds himself fourth in the points behind Pobst (705), Andy Pilgrim (603) and Galati (541). Davis' DNF dropped him to fifth in the Driver's Championship with 517 points.

The No. 16 and No. 8 Remington Cadillac CTS-Vs of Michael McCann, from Canton, Ohio, and Pilgrim, from Boca Raton, Fla., finished fifth and sixth, respectively. The Dodge Viper of Jeff Courtney finished seventh, just ahead of the No. 34 Kleinschmidt Inc./Blackdog Racing Chevrolet Corvette of Tony Gaples, from Libertyville, Ill. Gaples was awarded the Sunoco Hard Charger Award for advancing nine positions during the race.

Mike Davis (Ford Mustang Cobra) and Dino Crescentini (Porsche 911 GT3) completed the top 10.

Porsche continues to lead the Manufacturers' Championship by seven points over Dodge (43 to 36). Cadillac follows with 32 points, then Ford (28) and Chevrolet (21).

SPEED GT • Round Seven • Mosport Int'l Raceway

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	1	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	121	8000	30		**1:24.194	105.142
2	2	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	110	4000	30	-1.390	1:24.733	104.474
3	7	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	92	3150	30	-2.771	1:24.762	104.438
4	6	13	Tommy Archer/ Duluth/MN	Foametix/Woodhouse Performance Dodge Viper	85	1800	30	-3.353	1:24.609	104.627
5	5	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	82	1700	30	-4.163	1:24.772	104.426
6	8	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	76	1400	30	-5.400	1:24.722	104.487
7	11	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	72	1300	30	-6.341	1:25.006	104.138
8	17	34	Tony Gaples/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	68	1300	30	-7.324	1:25.816	103.155
9	15	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	64	1100	30	-8.637	1:25.960	102.982
10	16	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Shoptech Porsche 911 GT3	60	1000	30	-9.664	1:25.350	103.718
11	12	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	57	800	30	-11.023	1:24.763	104.437
12	19	89	Fred Roberts(R)/ Mississauga/ON	Roberts Racing/Direct Energy Dodge Viper	54	700	30	-12.093	1:26.586	102.238
13	20	29	Eric Olberz/ La Canada/CA	911 Design Porsche 911 GT3	51	600	30	-13.051	1:28.346	100.201
14	10	12	Brian Kubinski/ Shorewood/IL	Diamond Construction/CRP Chevrolet Corvette	48	550	27	Mech.	1:24.759	104.442
15	13	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	45	500	27	Crash	1:24.969	104.183
16	9	21	Tommy Milner/ Leesburg/VA	Rahal Letterman Racing Aston Martin DB9	43	450	27	Crash	1:24.814	104.374
17	3	5	Jason Daskalos/ Albuquerque/NM	Coastal Pet Products Inc. Dodge Viper	47	400	20	Mech.	**1:24.337	104.964
18	14	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/Forgelime/Momo Dodge Viper	39	375	17	Mech.	1:26.547	102.284
19	18	76	John Bourassa/ Jupiter Island/FL	THR/Indeco/Hillview Vineyards Porsche 911 Turbo	37	350	7	Crash	1:28.418	100.119
20	21	24	Sean Allen(R)/ Manhattan Beach/CA	GMG/BMC Group Porsche 911 GT3	15	300	7	Crash	1:28.048	100.540
21	22	72	Jeff Altenburg/ Ellicott City/MD	DRC Motorsports Lexus IS	33		6	Mech.	1:29.009	99.455
22	23	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	31		4	Mech.	1:27.143	101.584
23	4	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	33		0	Mech.	no time	-

** - Faster than previous record

Purse includes contingency awards

Notes: #24 Sean Allen fined 20 points for contact

Race Statistics

Length of Race: 30 laps for 65.481 miles
 Time of race: 51 minutes, 46.945 seconds.
 Average speed: 85.476 mph
 Margin of victory: 1.390 seconds
 Lap leaders: Laps 1 - 20, #1 Randy Pobst
 Laps 21 - 30, #30 Eric Curran
 Fastest race lap: #30 Eric Curran, 1:24.194 (105.142 mph), Record
 Fastest qualifier: #30 Eric Curran, 1:23.022 (106.627 mph)
 Sunoco Hard Charger: #34 Tony Gaples, +nine in race
 Racing Electronics Holedshot Award: #23 Michael Galati, +three on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round Eight • Detroit Belle Isle Grand Prix

Pobst Takes Detroit for Third SPEED GT Win

DETROIT, Mich. (Aug. 31, 2008) – Randy Pobst, of Gainesville, Ga., drove his Porsche to the SCCA Pro Racing SPEED GT Championship Round Eight win at the Detroit Belle Isle Grand Prix. Andy Pilgrim, of Boca Raton, Fla., and Brandon Davis, of Huntington Beach, Calif., followed.

Pobst launched his No. 1 K-PAX Racing Porsche 911 GT3 into Turn One with the rest of the field behind him, minus Eric Olberz and his No. 29 911 Design Porsche 911 GT3 however, which remained motionless on the grid. The safety car was quickly dispatched and the first of three full-course yellows followed.



Pobst held off Pilgrim for the win at Detroit.
SWC/Weber photo

On the lap-four restart Pobst maintained his lead and even opened up more than two seconds on second-place Pilgrim. Behind them, Davis pulled his No. 10 ACS/Sun Microsystems Ford Mustang Cobra alongside Dino Crescentini into Turn Eight. The two made contact, sending Crescentini's Porsche into a slide which ended at the tire wall. Davis took over third place, Crescentini's bumper littering the course brought out the second full-course caution.

Pobst continued to hold his lead on the lap 11 restart, as Pilgrim and Davis battled for second. The race would be slowed again when Joey Scarallo's No. 06 Group A Wheels Pontiac GTO spun and made light contact with the wall in Turn Three. With Scarallo stuck facing the wall, the full-course caution came out for the third and final time on lap 15 of the 26-lap, 53.82-mile race.

On the lap-19 restart, Pobst's lead went unchallenged as second-place Pilgrim had his hands full with Davis and teammate Michael McCann, but the gap between he and Pilgrim eventually began to close. On the final tour of the 14-turn, 2.07-mile course, Pilgrim pull alongside Pobst heading into Turn Eight, but was unable to make anything happen. Pobst crossed the finish line 0.505-second ahead of Pilgrim, taking his third win of the season. Pobst also set the fastest lap of the race on lap 15, a 1:31.858 (81.125 mph), only 0.001-second faster than Davis' best lap of the race.

"The team is such a big reason for success," Pobst said. "Motorsports is such a team sport. In the NFL, a quarterback can't win a game all by himself. Forget about it. I don't care how good he is. It's the same way in racing."

Coming off of two DNFs, a third-place finish was a welcomed result for Davis, especially in front of Detroit's Ford fans.

Pobst now leads Pilgrim by 116 points (827 to 711) in the Drivers' Championship, followed by Michael Galati with 621 points.

McCann finished a season-high fourth in the No. 8 Remington Shaving Cadillac CTS-V. He was followed by Galati in the No. 23 K-PAX Racing Porsche 911 GT3. James Sofronas (Porsche 911 GT3) and Jason Daskalos (Dodge Viper) finished sixth and seventh, respectively.

Cindi Lux, of Aloha, Ore., finished eighth. Lux earned both the Racing Electronics Holeshot Award for advancing four positions on the opening lap, and the Sunoco Hard Charger Award for advancing four positions during the race. Crescentini and Brian Simo (Dodge Viper) completed the top 10.

Porsche continues to lead the SCCA SPEED GT Manufacturers' Championship Presented by RACER with 53 points. Cadillac now moves into second, with 39 points, followed by Dodge (36), Ford (33) and Chevrolet (21).

SPEED GT • Round Eight • Detroit Belle Isle Grand Prix

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps		During Race		Speed
							Cmp	Status	Fast Lap		
1	1	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	122	8000	26		1:31.858	81.125	
2	2	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	108	4000	26	-0.505	1:31.887	81.099	
3	5	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	84	3000	26	-0.913	1:31.859	81.124	
4	3	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	91	1800	26	-4.469	1:31.911	81.078	
5	7	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	80	1700	26	-8.160	1:32.496	80.565	
6	9	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	76	1400	26	-8.485	1:32.502	80.560	
7	10	5	Jason Daskalos/ Albuquerque/NM	Coastal Pet Products Inc. Dodge Viper	72	1300	26	-16.248	1:32.614	80.463	
8	12	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/ForgeLine/Momo Dodge Viper	68	1450	26	-17.561	1:33.563	79.646	
9	4	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/StopTech Porsche 911 GT3	68	1100	26	-17.967	1:32.738	80.355	
10	11	13	Brian Simo/ Carlsbad/CA	Foametic/Woodhouse Performance Dodge Viper	60	1000	26	-18.659	1:33.488	79.710	
11	14	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	57	800	26	-19.401	1:33.423	79.766	
12	20	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	54	700	26	-32.684	1:34.184	79.121	
13	15	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	51	600	26	-34.304	1:34.475	78.878	
14	18	24	Sean Allen/Ry/ Manhattan Beach/CA	GMG/BMC Group Porsche 911 GT3	48	550	26	-54.226	1:36.213	77.453	
15	6	12	Brian Kubinski/ Shorewood/IL	Diamond Construction/CRP Chevrolet Corvette	45	500	24	-2 laps	1:34.474	78.878	
16	17	89	Fred Roberts/R/ Mississauga/OH	Roberts Racing/Direct Energy Dodge Viper	43	450	21	Mech.	1:35.792	77.793	
17	13	34	Tony Gapes/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	41	400	21	Axle	1:34.035	79.247	
18	8	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	39	375	16	Crash	1:32.986	80.141	
19	19	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	37	350	10	Mech.	1:34.224	79.088	
20	16	29	Eric Olberz/ La Canada/CA	911 Design Porsche 911 GT3	35	300	0	Mech.	no time	-	

** - Faster than previous record

Purse includes contingency awards

Notes: #10 Bradon Davis fined 10 points for contact.

Race Statistics

Length of Race: 26 laps for 53.82 miles
 Time of race: 50 minutes, 56.507 seconds.
 Average speed: 63.390
 Margin of victory: 0.505-second
 Lap leaders: Laps 1 - 26, #1 Randy Pobst
 Fastest race lap: #1 Randy Pobst, 1:31.858 (81.152 mph)
 Fastest qualifier: #1 Randy Pobst, 1:30.939 (81.945 mph)
 Sunoco Hard Charger: #2 Cindi Lux, +four in race
 Racing Electronics Holeshot Award: #2 Cindi Lux, +four on lap one

SPEED GT • Round Nine • Thunderbolt Raceway

Sofronas Scores First Win, Porsche Clinches Championship

MILLEVILLE, N.J. (September 27, 2008) – It took James Sofronas 99 attempts, but he finally captured his first-career SCCA Pro Racing SPEED World Challenge win at New Jersey Motorsports Park's Thunderbolt Raceway. Brandon Davis, of Huntington Beach, Calif., and Andy Pilgrim, of Boca Raton, Fla., completed the podium.

With the win, Porsche clinched the SCCA SPEED GT Manufacturers' Championship Presented by RACER a round early.

Sofronas, of Newport Beach, Calif., started second in his No. 14 Global Motorsports Group Porsche 911 GT3 but edged polesitter Davis' No. 10 ACS/Sun Microsystems Ford Mustang to Turn One to take his first-ever lead in an SCCA SPEED GT race.



Sofronas collected his very first World Challenge win in New Jersey. SWC/Weber photo

For the first dozen laps, Sofronas did his best to keep Davis at bay with Eric Curran charging through the field in his No. 30 Whelen Engineering Chevrolet Corvette and joining the lead fight by lap seven. On lap eight, Curran slowed and pitted for a new alternator, costing him 10 laps.

On lap 11, the leaders caught the lapped Mitsubishi of rookie Vesko Kozarov, which helped Sofronas pull out a 3.5-second advantage. Davis slowly eroded Sofronas' lead to less than a second when a lap-26 full-course caution flew for debris off Michael Galati's Porsche. The two-lap caution created a green-white-checker finish, and Sofronas was able to hold Davis off for a 0.172-second victory, averaging 87.127 mph.

"It feels like a weight off my shoulders," an excited Sofronas said. "I've been trying for a long time. The first 75 starts were with a really small, self-funded effort, but lately I've finally got some good equipment. My team this year has been as good as it's ever been."

Pilgrim started third in his No. 8 Remington Shaving & Grooming Cadillac CTS-V and recorded his season-leading seventh podium finish to stay alive in the Drivers' Championship.

Jason Daskalos, of Albuquerque, N.M., earned the Sunoco Hard Charger award for advancing nine positions from 13th to finish a career-best fourth in his No. 5 Coastal Pet Products Inc. Dodge Viper. He came out on top of a late-race battle with Brian Simo's No. 13 Foamitex/Woodhouse Performance Dodge Viper. Simo finished fifth in his second 2008 start.

Jeff Courtney (Dodge Viper), Randy Pobst (Porsche 911 GT3), Tony Gaples (Chevrolet Corvette), Galati (Porsche 911 GT3) and Dino Crescentini (Porsche 911 GT3) completed the top 10.

Curran, who finished 12 laps down after his troubles, turned the fastest lap of the race, a 1:22.537 (94.648 mph) and also earned the Racing Electronics Holeshot Award for advancing four positions on the opening lap.

With Sofronas' win, Porsche clinched its seventh Manufacturers' Championship, the second in three years.

Pobst continues to hold a healthy lead in the Drivers' Championship. His 901 points are 92 more than Pilgrim's 809. Davis moved back into third, with 711, followed by Galati (685) and Sofronas (678). The Road Atlanta finale has a maximum of 122 points available.

SPEED GT • Round Nine • Thunderbolt Raceway

Fn.	St.	Car						Laps					
Ps.	Ps.	No.	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Cmp	Status	Fast Lap	Speed			
1	2	14	James Sofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	120	7500	30		1:23.085	94.024			
2	1	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	110	4500	30	-0.172	1:23.178	93.919			
3	3	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	98	3000	30	-1.257	1:23.201	93.893			
4	13	5	Jason Daskalos/ Albuquerque/NM	Coastal Pet Products Inc. Dodge Viper	85	1900	30	-1.861	1:23.085	94.024			
5	6	13	Brian Simo/ Carlsbad/CA	Foamitex/Woodhouse Performance Dodge Viper	80	1700	30	-2.113	1:23.071	94.400			
6	7	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPi Coin/Badger Dodge Viper	76	1400	30	-4.796	1:23.580	93.467			
7	4	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	74	1300	30	-5.067	1:23.203	93.890			
8	11	34	Tony Gaples/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	68	1200	30	-11.626	1:24.037	92.959			
9	5	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	64	1100	30	-13.905	1:23.216	93.876			
10	19	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Stoptech Porsche 911 GT3	64	1000	30	-14.084	1:23.944	93.062			
11	14	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	57	800	30	-14.150	1:24.198	92.781			
12	9	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/ForgeLine/Momo Dodge Viper	54	700	30	-14.482	1:24.549	92.396			
13	21	9	Gunter Schaldach(R)/ Aspen/CO	Lala Motorsports Dodge Viper	51	600	30	-16.673	1:24.201	92.778			
14	20	72	Jeff Altenburg/ Ellicott City/MD	DRC Motorsports Lexus IS	48	550	30	-16.694	1:23.990	93.011			
15	16	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	45	500	30	-19.612	1:24.059	92.934			
16	8	21	Tommy Milner/ Leesburg/VA	Rahal Letterman Racing Aston Martin DB9	43	450	29	-1 lap	1:23.721	93.310			
17	15	97	Vesko Kozarov(R)/ Salt Lake City/UT	CompAssoC/BLaST.Smith-West Mitsubishi Evo IX	41	400	28	-2 laps	1:27.753	89.022			
18	10	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	40	525	18	Mech.	1:22.537	94.648			
19	17	06	Joey Scaralo/ Smithtown/NY	Group A Wheels Pontiac GTO	37	350	14	Mech.	1:24.592	92.349			
20	12	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	35	300	1	Mech.	no time	-			
21	18	29	Eric Olberz/ La Canada/CA	911 Design Porsche 911 GT3			0	DNS	no time	-			

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 30 laps for 65.100 miles
 Time of race: 44 minutes, 49.856 seconds.
 Average speed: 87.127 mph
 Margin of victory: 0.172 Seconds
 Lap leaders: Laps 1 - 30, #14 James Sofronas
 Fastest race lap: #30 Eric Curran, 1:22.537 (94.648 mph)
 Fastest qualifier: #10 Brandon Davis, 1:25.940 (90.900 mph)
 Sunoco Hard Charger: #5 Jason Daskalos, +nine in race
 Racing Electronics Holeshot Award: #30 Eric Curran, +four on lap one

this is how racing should be

SPEED
World Challenge

SPEED GT • Round 10 • Road Atlanta

Davis Wins SPEED GT at Atlanta, Pobst Is Champion

BRASELTON, Ga. (Oct. 3, 2008) – Brandon Davis, of Huntington Beach, Calif., got the holeshot from his second starting position and never wavered en route to his second SCCA Pro Racing SPEED World Challenge GT Championship win at the SPEED GT Finale Presented by Foametix®. Tommy Milner, of Leesburg, Va., and Andy Pilgrim, of Boca Raton, Fla., completed the podium. Randy Pobst, of nearby Gainesville, Ga., won his second-consecutive Drivers' Championship.



Davis took a convincing win at the SPEED GT season finale. SWC/Weber photo

Polesitter Milner spun the tires on the standing start in his No. 21 Rahal Letterman Racing Aston Martin DB9 and it was just enough for Davis to take the advantage heading into Turn One. From there, the 22-year old was able to steadily pull away in a race slowed by two cautions to pilot his No. 10 ACS/Sun Microsystems Ford Mustang Cobra to a 4.093-second win, averaging 84.003 mph.

"Well, I had a front row seat to Tommy's burnout," Davis said. "From there I just wanted to keep the car up there and run hard every lap. Obviously in qualifying, we weren't sure if we could run that pace every lap of the race, so we made some significant changes to the handling and the car was just hooked up."

Unable to fight for the lead, Milner was comfortably in second, giving the Aston Martin its best-ever finish in series competition. It was also the career-best finish for 22-year old Milner, who joined the series midway through the 2008 season.

Pilgrim, in the No. 8 Remington Shaving & Grooming Cadillac CST-V, came out on top of a tight battle with the No. 30 Whelen Engineering Chevrolet Corvette to take the final podium spot. Curran recovered from electrical problems during practice and qualifying to finish fourth, only his fourth top-five of the season.

Pobst needed to finish better than 26th in order to clinch his second-straight SCCA SPEED GT Championship, regardless of where Pilgrim placed. The 2003 and 2007 series Champ brought his No. 1 K-PAX Racing Porsche 911 GT3 home fifth in the final race.

"The last [Championship] is always the best one. Back in 1996, I remember winning the Super Touring Car Championship. I was 39 years old thought 'this might be the pinnacle of my career,' but here we are 12 years later winning another championship."

Jason Daskalos (Dodge Viper), James Sofronas (Porsche 911 GT3), Tim McKenzie (Porsche 911 GT3), Cindi Lux (Dodge Viper) and Tomy Drissi (Chevrolet Corvette) completed the top 10.

Jeff Courtney, of Slinger, Wis., earned the Racing Electronics Holeshot Award for advancing three positions on the opening lap of the race in his No. 99 Kenda/TJM/MPI Coin/Badger Dodge Viper.

Rob Foster, of Phoenix, Ariz., captured the Sunoco Hard Charger Award for advancing eight positions in the race, from 20th to 12th.

By just starting the race in his No. 9 Lala Motorsports Dodge Viper, Gunter Schaldach, of Aspen, Colo., clinched the 2008 Rookie of the Year honors.

Pobst finished the season with 983 points to Pilgrim's 907. Davis finished the season third, with 831. Porsche clinched the SCCA SPEED GT Manufacturers' Championship Presented by RACER Magazine in New Jersey, and finished 14 points ahead of Ford in the final standings, 64 to 50. Cadillac was third, with 49.

SPEED GT • Round 10 • Road Atlanta

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Fast Lap	Speed
1	2	10	Brandon Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	120	7500	28		**1:26.909	105.210	
02	1	21	Tommy Milner/ Leesburg/VA	Rahal Letterman Racing Aston Martin DB9	110	4500	28	-4.093	**1:26.997	105.107	
3	3	8	Andy Pilgrim/ Boca Raton/FL	Remington Shaving/Cadillac Cadillac CTS-V	98	3000	28	-5.246	**1:27.057	105.034	
4	6	30	Eric Curran/ East Hampton/MA	Whelen Motorsports Chevrolet Corvette	85	1800	28	-5.558	**1:27.270	104.778	
5	5	1	Randy Pobst/ Gainesville/GA	K Pax Racing Porsche 911 GT3	82	1700	28	-11.305	**1:27.551	104.442	
6	8	5	Jason Daskalos/ Albuquerque/NM	Coastal Pet Products Inc. Dodge Viper	76	1400	28	-11.596	**1:27.803	104.142	
7	11	14	JamesSofronas/ Newport Beach/CA	Global Motorsports Group Porsche 911 GT3	72	1300	28	-18.36	**1:27.685	104.282	
8	9	66	Tim McKenzie/ Madison/WI	TR Racing Porsche 911 GT3	68	1200	28	-19.483	**1:27.768	104.183	
9	14	2	Cindi Lux/ Aloha/OR	Mopar/Corsa/Forgelino/Momo Dodge Viper	64	1100	28	-19.852	**1:27.692	104.274	
10	15	12	Tomy Drissi/ Hollywood/CA	The Day The Earth Stood Still Chevrolet Corvette	60	1000	28	-20.54	**1:27.711	104.251	
11	27	56	Ritch Marziale/ Tempe/AZ	All-Cut Concrete Cutting Dodge Viper	57	800	28	-26.316	**1:27.561	104.430	
12	20	17	Rob Foster/ Phoenix/AZ	LTI Contracting/Foster Mtspls. Chevrolet Corvette	54	800	28	-27.279	01:28.2	103.632	
13	18	34	Tony Gables/ Libertyville/IL	Kleinschmidt Inc/Blackdog Rcg Chevrolet Corvette	51	600	28	-29.052	01:28.3	103.530	
14	10	23	Michael Galati/ Olmsted/OH	K Pax Racing Porsche 911 GT3	48	550	28	-31.156	01:28.3	103.599	
15	4	4	Dino Crescentini/ Manhattan Beach/CA	Centric Parts/Stoptech Porsche 911 GT3	49	500	28	-32.183	**1:27.125	104.952	
16	21	72	Jeff Altenburg/ Ellicott City/MD	DRC Motorsports Lexus IS	43	450	28	-33.965	01:28.7	103.047	
17	16	9	Gunter Schaldach(R)/ Aspen/CO	Lala Motorsports Dodge Viper	41	400	28	-34.606	01:28.6	103.224	
18	19	11	Mike Davis/ Huntington Beach/CA	ACS/Sun Microsystems Ford Mustang Cobra	39	375	28	-58.968	01:29.7	101.912	
19	25	06	Joey Scarallo/ Smithtown/NY	Group A Wheels Pontiac GTO	37	350	28	-1:03.993	01:30.9	100.626	
20	23	55	Scott Tucker(R)/ Leewood/KS	Porsche 911 GT3	35	300	28	-1:31.144	01:31.2	100.278	
21	22	97	Vesko Kozarov(R)/ Salt Lake City/UT	CompAssoc/BlaST-Smith-West Mitsubishi Lancer Evo IX	33	27	-1 lap		01:30.3	101.287	
22	7	16	Michael McCann/ Canton/OH	Remington Shaving/Cadillac Cadillac CTS-V	31	27	-1 lap		**1:27.218	104.840	
23	12	31	Sonny Whelen/ Old Saybrook/CT	Whelen Motorsports Chevrolet Corvette	29	23	Crash		**1:27.808	104.136	
24	17	99	Jeff Courtney/ Slinger/WI	KENDA/TJM/MPI Coin/Badger Dodge Viper	27	150	8	Crash	01:28.4	103.485	
25	13	18	Jason Foster(R)/ Scottsdale/AZ	LTI Contracting/Foster Mtspls. Dodge Viper	25	8	Crash		01:28.8	103.018	
26	26	38	Nicholas Esayian/ San Diego/CA	ACS/Sun Microsystems Saleen SR	23	5	Brakes		01:33.1	98.227	
27	24	13	Claudio Burtin/ Atlanta/GA	Foametix/Woodhouse Performance Porsche 911 GT3	0	0	DNS		no time		

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 28 laps for 78.12 miles
 Time of race: 50 minutes, 47.893 seconds.
 Average speed: 84.003 mph
 Margin of victory: 4.093 seconds
 Lap leaders: Laps 1- 28, #10 Brandon Davis
 Fastest race lap: #10 Brandon Davis, 1:26.909 (105.213 mph)
 Fastest qualifier: #21 Tommy Milner, 1:26.088 (106.216 mph)
 Sunoco Hard Charger: #17 Rob Foster, +eight in race
 Racing Electronics Holeshot Award: #99 Jeff Courtney, +three on lap one

SCCA SPEED GT CHAMPIONSHIP 2008 SEASON-AT-A-GLANCE

DATE	CIRCUIT	RACE DISTANCE (MILES)	No. OF LAPS	No. OF ENT.	No. OF QUAL.	No. OF ST.	No. OF FIN.	MARGIN OF VIC. (SEC.)	No. LEAD CHANGE
March 14	Sebring	44.4	12	28	28	26	24	4.014	5
April 20	Long Beach	55.104	28	28	24	27	21	1.832	0
May 18	Miller Mts. Park	67.056	22	31	29	31	31	1.148	0
June 8	Watkins Glen	74.8	22	23	19	22	22	5.584	0
July 20	Mid-Ohio	65.481	29	30	28	29	29	1.224	0
August 10	Road America	72.864	18	26	24	26	26	1.210	0
August 24	Mosport	73.77	30	23	22	23	23	1.390	2
August 31	Detroit	52.82	20	20	20	20	20	0.505	0
Sept. 28	Thunderbolt	65.1	30	21	19	20	20	0.172	1
October 3	Road Atlanta	71.12	28	27	25	26	26	4.093	1
Total		642.515	239	257	238	250	242	21.172	9
Average		64.25	23.90	25.70	23.80	25.00	24.20	2.117	0.90

* Denotes Track Record

SCCA SPEED GT CHAMPIONSHIP 2008 DRIVERS' SCORECARD

CIRCUIT	WINNER	WINNER'S				
		Speed (MPH)	FASTEST QUALIFIER	Speed (MPH)	FASTEST RACE LAP	Speed (MPH)
Sebring	Randy Pobst	51.594	Brandon Davis**	102.161	Michael Galati	72.029
Long Beach	Brandon Davis	62.529	Brandon Davis	82.883	Brandon Davis	*82.185
Miller Ms Prk	Tommy Archer	92.160	Tommy Archer	94.284	Jeff Courtney	93.284
Watkins Glen	Randy Pobst	103.866	Randy Pobst	106.340	Tommy Archer	104.702
Mid-Ohio	Tommy Archer	77.075	Tommy Archer	94.881	Tommy Milner	92.297
Road America	Tommy Archer	84.480	Tommy Archer	107.299	Tommy Archer	105.780
Mosport	Eric Curran	85.476	Eric Curran	106.627	Eric Curran	*105.142
Detroit	Randy Pobst	63.390	Randy Pobst	81.945	Randy Pobst	81.125
Thunderbolt	James Sofronas	87.127	Brandon Davis	90.900	Eric Curran	94.648
Road Atlanta	Brandon Davis	84.003	Tommy Milner	106.216	Brandon Davis	*105.213

* - Denotes Track Record

** - Starting positions based on practice times.

2008 SPEED GT DRIVERS' CHAMPIONSHIP STANDINGS

Ps.	Driver, Car	Pts.	Purse	(Starting Position) Finishing Position									
				SEB	LBC	MMP	WGI	MOH	RAM	MOS	DET	NJM	RAT
1	Randy Pobst, Porsche 911 GT3	983	\$65,700	(2) 1**	(2) 2	(1) 4	(1) 1**	(7) 6	(8) 3	(2) 2**	(1) 1**	(4) 7	(5) 5
2	Andy Pilgrim, Cadillac CTS-V	907	\$38,400	(4) 2	(3) 3	(6) 3	(2) 2	(8) 3	(3) 22	(8) 6	(2) 2	(3) 3	(3) 3
3	Brandon Davis, Ford Mustang Cobra	831	\$39,800	(1) 4*	(1) 1**	(5) 2	(4) 21	(2) 2	(6) 23	(4) 23	(5) 3	(1) 2	(2) 1**
4	James Sofronas, Porsche 911 GT3	750	\$25,250	(1) 9	(6) 5	(7) 9	(7) 6	(29) 8	(15) 4	(13) 15	(9) 6	(2) 1**	(1) 7
5	Michael Galati, Porsche 911 GT3	733	\$21,050	(7) 3*	(4) 4	(9) 14	(5) 3	(6) 5	(1) 15	(7) 3	(7) 5	(5) 9	(10) 14
6	Jason Daskalos, Dodge Viper	629	\$13,300	(10) 8*	(8) 6	(18) 8	(22) 12	(13) 26	(2) 13	(3) 17	(10) 7	(13) 4	(8) 6
7	Michael McCann, Cadillac CTS-V	620	\$12,700	(3) 12	(10) 15	(16) 10	(6) 5	(5) 9	(7) 6	(5) 5	(3) 4	(12) 20	(7) 22
8	Jeff Courtney, Dodge Viper	618	\$12,400	(17) 5	(13) 10	(19) 6	(12) 13	(3) 15	(26) 8	(1) 7	(14) 11	(7) 6	(17) 24
9	Tony Gaples, Chevrolet Corvette	580	\$10,350	(25) 6	(20) 14	(14) 12	(13) 11	(19) 10	(16) 11	(1) 7	(13) 17	(1) 8	(18) 13
10	Eric Curran, Chevrolet Corvette	554	\$17,475	(8) 26	(28) 25	(4) 30	(8) 4	(9) 29	(5) 2	(1) 1*	(19) 19	(10) 18	(6) 4
11	Tommy Archer, Dodge Viper	533	\$26,625	(12) 18	-	(1) 1**	(3) 19	(1) 1**	(1) 1**	(6) 4	-	-	-
12	Mike Davis, Ford Mustang Cobra	521	\$7,425	(5) 7	(7) 7	(13) 26	(15) 9	(12) 13	(19) 25	(15) 9	(20) 12	(14) 11	(19) 18
13	Dino Crescentini, Porsche 911 GT3	507	\$6,850	(15) 19	(9) 26	(20) 7	(9) 20	(14) 7	(17) 24	(16) 10	(4) 9	(19) 10	(4) 5
14	Cindi Lux, Dodge Viper	458	\$7,525	-	(1) 9	(3) 5	-	(16) 28	(10) 9	(14) 18	(12) 8	(9) 12	(14) 9
15	Sonny Whelen, Chevrolet Corvette	397	\$3,550	(18) 16	(12) 12	(10) 28	(19) 15	(18) 22	(18) 26	(12) 11	(15) 13	(16) 15	(12) 23
16	Joey Scarallo, Pontiac GTO	373	\$3,775	DNS	(21) 19	(23) 23	(10) 7	(20) 12	(14) 19	(23) 22	(8) 18	(17) 19	(25) 19
17	Tim McKenzie, Porsche 911 GT3	353	\$4,550	(16) 23	(14) 11	(15) 13	(11) 14	(11) 11	(12) 16	-	-	-	(9) 8
18	Tommy Milner, Aston Martin DB9	339	\$7,900	-	-	-	-	(4) 4	(13) 12	(9) 16	-	(8) 16	(1) 2
19	Eric Olberz, Porsche 911 GT3	324	\$2,900	(21) 11	(18) 23	(24) 17	(20) 17	(23) 23	(21) 17	(20) 13	(16) 20	DNS	-
20	Jeff Altenburg, Lexus IS	322	\$3,200	(6) 13	(16) 8	(17) 29	-	(30) 24	(25) 20	(22) 21	-	(20) 14	(21) 16
21	Gunter Schildach(R), Dodge Viper	298	\$2,300	(22) 22	(25) 17	(26) 18	(16) 22	(21) 25	(22) 18	-	-	(21) 13	(16) 17
22	John Bourassa, Porsche 911 Turbo	277	\$2,375	(23) 14	(24) 21	(27) 22	(17) 18	(26) 17	(23) 14	(18) 19	-	-	-
23	Ritch Marziale, Dodge Viper	271	\$2,875	(9) 15	(5) 24	(2) 25	(2) 1	(10) 18	-	-	-	-	(27) 11
24	Stu Frederick(R), Dodge Viper	241	\$3,250	-	(17) 16	(22) 11	(14) 10	(15) 27	(20) 10	-	-	-	-
25	Robert Foster, Chevrolet Corvette	217	\$2,900	-	(27) 27	(12) 19	-	(17) 16	(9) 7	-	-	-	(20) 12
26	Brian Kubinski, Chevrolet Corvette	204	\$2,750	(14) 24	-	-	-	-	(4) 5	(10) 14	(6) 15	-	-
27	Phillip Martien(R), Porsche 911 GT3	195	\$1,875	(20) 17	(23) 18	(29) 20	(18) 16	(25) 19	-	-	-	-	-
28	Sean Allen(R), Porsche 911 GT3	164	\$1,150	(27) 20	-	-	-	(27) 21	(24) 21	(21) 20	(18) 14	-	-
29	Fred Roberts(R), Dodge Viper	145	\$1,700	-	-	-	-	(24) 14	-	(19) 12	(17) 16	-	-
30	Brian Simo, Dodge Viper	140	\$2,700	-	-	-	-	-	-	-	(11) 10	(6) 5	-
31	Paul Brown, Porsche 911 GT3	95	\$1,300	(24) 10	(19) 20	-	-	-	-	-	-	-	-
32	Tomy Drissi, Chevrolet Corvette	85	\$1,000	(13) 25	DNS	-	-	-	-	-	-	-	(15) 10
33	Robb Holland, Porsche 911 GT3	74	\$450	DNS	(22) 22	(25) 16	-	-	-	-	-	-	-
34	Vesko Kozarov(R), Mitsubishi Lancer Evo74	\$400	-	-	(21) 27	DNS	-	-	-	-	-	-	(15) 17
35	Claudio Burtin, Mitsubishi Lancer Evo74	\$600	-	(15) 13	-	-	-	-	-	-	-	-	DNS
36	Kyle Foster(R), Dodge Viper	45	\$500	-	-	(8) 15	-	-	DNS	-	-	-	-
37	Russ Oasis, Dodge Viper	35	\$300	-	-	-	-	(28) 20	-	-	-	-	-
38	Scott Tucker(R), Porsche 911 GT3	35	\$300	-	-	-	-	-	-	-	-	-	(23) 20
39	Lee Saunders, Dodge Viper	33	\$0	(19) 21	-	-	-	-	-	-	-	-	-
40	Nick Parker, Porsche 911 GT3	33	\$0	-	-	(30) 21	-	-	-	-	-	-	-
41	Wesley Hoaglund, Porsche 911 GT3	27	\$0	-	-	(31) 24	-	-	-	-	-	-	-
42	Jason Foster(R), Dodge Viper	25	\$0	-	-	-	-	-	-	-	-	-	(13) 25
43	Nick Esayan, Saleen SR	23	\$0	-	-	-	-	-	-	-	-	-	(26) 26
44	Loren Beggs, Porsche 911 GT3	13	\$0	-	-	(28) 31	-	-	-	-	-	-	-

Total Purse: \$359,450. Includes points fund and contingency awards.

Only drivers scoring points are listed.

* - Lap led (point)

** - Most laps led (point)

Qualifying Points: Pole (10), 2nd (8), 3rd (6), 4th (4), 5th (2)

Notes:

No qualifying points distributed at Sebring

Robert Foster fined 10 points at Road America for contact

Sean Allen fined 20 points at Mosport for contact

Brandon Davis fined 10 points at Detroit for contact

Key: SEB - Sebring International Raceway, LBC - Long Beach Grand Prix, MMP - Miller Motorsports Park, WGI - Watkins Glen

International, MOH - Mid Ohio, RAM - Road America, MOS - Mosport, DET - Detroit Belle Isle Grand Prix, NJM - New Jersey Motorsports Park, RAT - Road Atlanta,



2008 SPEED GT MANUFACTURERS' CHAMPIONSHIP PRESENTED BY RACER MAGAZINE

Pos.	Manufacturer	Points	Top Finishing Position									
			SEB	LBC	MMP	WGI	MOH	RAM	MOS	DET	NJM	RAT
1	Porsche	64	1	2	4	1*	5	3	2	1*	1	5
2	Ford	50	4*	1*	2	21	2	23	9	3	2*	1
3	Cadillac	49	2	3	3	2	3	6	5	2	3	3
4	Dodge	40	5	6	1*	8	1*	1*	4	7	4	6
5	Chevrolet	24	6	12	12	4	10	2	1*	13	8	4

* - Pole position (one point)

2008 SPEED GT ROOKIE OF THE YEAR STANDINGS

Ps.	Driver, Car	Pts.	Purse	(Starting Position) Finishing Position									
				SEB	LBC	MMP	WGI	MOH	RAM	MOS	DET	NJM	RAT
1	Gunter Schaldach(R), Dodge Viper	298	\$2,300	(22)22	(25)17	(26)18	(16)22	(21)25	(22)18	-	-	(21)13	(16)17
2	Stu Frederick(R), Dodge Viper	241	\$3,250	-	(17)16	(22)11	(14)10	(15)27	(20)10	-	-	-	-
3	Phillip Martien(R), Porsche 911 GT3	195	\$1,875	(20)17	(23)18	(29)20	(18)16	(25)19	-	-	-	-	-
4	Sean Allen(R), Porsche 911 GT3	164	\$1,150	(27)20	-	-	-	(27)21	(24)21	(21)20	(18)14	-	-
5	Fred Roberts(R), Dodge Viper	145	\$1,700	-	-	-	-	(24)14	-	(19)12	(17)16	-	-
6	Vesko Kozarov(R), Mitsubishi Lancer Evo	74	\$400	-	-	(21)27	DNS	-	-	-	-	(15)17	(22)21
7	Kyle Foster(R), Dodge Viper	45	\$500	-	-	(8)15	-	DNS	-	-	-	-	-
8	Scott Tucker(R), Porsche 911 GT3	35	\$300	-	-	-	-	-	-	-	-	-	(23)20
9	Jason Foster(R), Dodge Viper	25	\$0	-	-	-	-	-	-	-	-	-	(13)25

Key: SEB - Sebring International Raceway, LBC - Long Beach Grand Prix, MMP - Miller Motorsports Park, WGI - Watkins Glen International, MOH - Mid Ohio, RAM - Road America, MOS - Mosport, DET - Detroit Belle Isle Grand Prix, NJM - New Jersey Motorsports Park, RAT - Road Atlanta



this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round One • Sebring Int'l Raceway

Kleinubing Goes Flag-To-Flag for Sebring SPEED TC Win

SEBRING, Fla. (March 14, 2008) – Pierre Kleinubing, of Coconut Creek, Fla., led the entire way to capture his 27th-career SCCA Pro Racing SPEED World Challenge Touring Car win at Sebring International Raceway, to start the 2008 season at the Mobil 1 12 Hours of Sebring Presented by Fresh From Florida weekend. Teammates Kuno Wittmer, of Montreal, Quebec, and Peter Cunningham, of Milwaukee, Wis., completed the podium.

Starting from his record 31st pole, Kleinubing led the field away from the standing start under sunny skies in his No. 43 Acura/RealTime/Eibach/Red Line Acura TSX. While his gap to second place never eclipsed two seconds, Kleinubing was never seriously challenged for the lead in the 18-lap, 66.6-mile race that went caution free. He averaged 92.963 mph in beating Wittmer to the checkered flag by 0.645-second.



Kleinubing led RealTime to a podium sweep at Sebring. SWC/Weber photo

"I think I had the same pace as these guys [Cunningham and Wittmer], but they were fighting a little bit," Kleinubing said. "They actually caught up to me for a little bit, but then I think Kuno made a mistake in Turn 17 and then on the same lap into Turn One, so I opened up that gap again and maintained it."

Wittmer started second in his No. 44 Acura/RealTime/Eibach/Red Line Acura TSX and withstood attempts by teammate Peter Cunningham's No. 42 Acura to hold onto second—equaling his career-best finish.

"Pierre set a really good pace and I tried following him," Wittmer said. "Peter was definitely putting the pressure on me, but he's my teammate, so I knew he wouldn't do anything stupid. The last lap was a concern, but when I saw him drop two wheels I was able to breathe."

Cunningham completed the second-straight RealTime Racing podium sweep (dating back to the 2007 finale), but had to fend off challenges from Charles Espenlaub's No. 73 Mazdaspeed/Stoptech/Racinghart MAZDA6, while putting the pressure on teammate Wittmer for the runner-up spot.

"I'd been trying to really ramp it up there in the last couple of laps," Cunningham said. "I'd had better opportunities and actually passed him [Wittmer] under braking into Turn 17, but then he had a better run coming out. On the last lap, I thought I'd get a good run coming out of 16 like I had before, but I got two wheels off and that didn't give me the run I was looking for."

Espenlaub, of Lutz, Fla., was the highest finishing Mazda in fourth after starting sixth. Defending Series Champion Jeff Altenburg completed the top five after starting eighth in his No. 1 Mazdaspeed/Stoptech/Racinghart MAZDA6.

Seth Thomas started from the back of the pack after his No. 38 BimmerWorld BMW 325i failed post-qualifying inspection, but battled back to a sixth-place finish despite a couple of trips off course. He also set the race's fast lap with a 2:22.018 (93.791 mph). Jason Martinelli (BMW 325Ci), Dino Crescentini (Acura TSX), rookie Jason Saini (MAZDA6) and James Clay (BMW 325i) completed the top 10.

Clay, who started 15th, captured two awards for his run—the Racing Electronics Holeshot Award for advancing six positions on the opening lap in his No. 36 BimmerWorld BMW 325i and the Sunoco Hard Charger Award for advancing five positions throughout the race.

SPEED Touring Car • Round One • Sebring Int'l Raceway

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Speed
Ps.	Ps.	No.					Cmp		Fast Lap	
1	1	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	122	16000	18		2:22.296	93.607
2	2	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	108	10200	18	-0.645	2:22.381	93.551
3	3	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	98	7500	18	-0.969	2:22.443	93.511
4	6	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	85	5200	18	-3.373	2:22.232	93.649
5	8	1	Jeff Altenburg/ Ellicott City/MD	Mazdaspeed/Stoptech/Racinghart MAZDA6	80	4500	18	-3.895	2:22.314	93.595
6	17	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	76	1300	18	-22.163	2:22.018	93.791
7	16	8	Jason Martinelli/ Roxbury/CT	Goodhill/Torrington Sply/Litco BMW 325i	72	1200	18	-24.456	2:22.911	93.204
8	7	46	Dino Crescentini/ Malibu/CA	Acura/RealTime/Eibach/Red Line Acura TSX	68	3100	18	-25.339	2:23.437	92.863
9	13	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	64	2750	18	-25.73	2:23.102	93.080
10	15	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	60	1000	18	-26.319	2:22.640	93.382
11	9	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	57	1800	18	-28.896	2:22.864	93.235
12	12	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mitsps/Sloan Securities MAZDA6	54	1700	18	-37.862	2:23.580	92.770
13	5	97	Chip Herr/ Litzitz/PA	Mazda North America/Tindol MAZDA6	53	1600	18	-40.814	2:23.042	93.119
14	11	96	Charlie Putman/ Mills/WY	Mazda North America/Tindol MAZDA6	48	1550	18	-1.03.480	2:24.491	92.185
15	4	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	49	500	17	-1 lap	2:23.460	92.848
16	10	45	Glenn Bocchino/ Delray Beach/FL	Acura/RealTime/Eibach/Red Line Acura RSX	43	450	16	Mech.	2:24.449	92.212
17	14	24	Jim Osborn/ Ooltewah/TN	Chilli Pepper Racing/AHFPC Volkswagen Jetta TDI			3	Mech.	2:29.796	88.921

** - Faster than previous record
Purse includes contingency awards

Notes:
James Clay fined 10 points for contact

Race Statistics

Length of Race: 18 laps for 66.6 miles
Time of race: 42 minutes, 59.083 seconds.
Average speed: 92.963
Margin of victory: 0.645-second
Lap leaders: Laps 1-18, #43 Pierre Kleinubing
Fastest race lap: #38 Seth Thomas, 2:22.018 (93.791 mph)
Fastest qualifier: #43 Pierre Kleinubing, 2:21.047 (94.436 mph)
Sunoco Hard Charger: #36 James Clay, +five in race
Racing Electronics Holeshot Award: #36 James Clay, +six on lap one

SPEED Touring Car • Round Two • VIRginia Int'l Raceway

Wittmer Holds off Thomas for Maiden SPEED TC Win at VIR

ALTON, Va. (April 26, 2008) – Canadian Kuno Wittmer watched the competition fall off the course in front of him and held off the attacks of others to record his maiden win in SCCA Pro Racing SPEED World Challenge Touring Car competition today at VIRginia International Raceway. Teammates Seth Thomas, of Cumming, Ga., and James Clay, of nearby Blacksburg completed the top three.

Driving the No. 44 Acura/RealTime Racing/Eibach/Red Line Oil Acura TSX, Wittmer started third and followed polesitter and early leader Chip Herr's No. 97 Tindol Motorsports MAZDA6 for the opening 10 laps of the 21-lap, 68.67-mile race. As the top four cars, separated by just one second, entered Turn One, Wittmer's teammate Pierre Kleinubing snuck by into second at precisely the same time that Herr slid wide and off course.



Wittmer held off Thomas for a thrilling finish at VIR. SWC/Weber photo

Kleinubing's No. 43 Acura/RealTime Racing/Eibach/Red Line Oil Acura TSX inherited the lead, but was never comfortable as Wittmer and seventh-starting Thomas were in tow for the next eight laps. On lap 19, as the trio headed for the famed Oak Tree turn, Kleinubing slid off and brushed the tire wall. He re-entered the course in seventh, leaving Wittmer and Thomas to fight for the win in the final three laps.

As he had done in previous laps, Thomas drafted alongside Wittmer going into Turns One and 14, but Wittmer always protected, keeping the No. 38 BimmerWorld BMW 325i at bay. To add to the drama, rain began to fall on portions of the undulating 3.27-mile, 17-turn circuit in the closing laps, but it was not enough to affect the finish. The BMW had a run on Wittmer's Acura exiting the final corner, but Wittmer held him off to record a 0.090-second win, averaging 91.725 mph.

"It feels absolutely fantastic to win, especially with the way the race unfolded," Wittmer said. "The rain made it a little bit slick in the braking zones, but we had enough of a gap on James that I was like 'okay here we go, let's put in a good three laps.' Then, Pierre went off and I don't know if he broke or did it himself, but I'll take it."

For Thomas, it was also a career-best finish. He was also presented the Sunoco Hard Charger Award for advancing five positions throughout the race.

Clay started sixth in the No. 36 BimmerWorld BMW 325i and came out on top of a battle with Charles Espenlaub's No. 73 Mazdaspeed/Stoptech/Racinghart MAZDA6 and Peter Cunningham's No. 42 Acura/RealTime Racing/Eibach/Red Line Oil Acura TSX. The third-place finish equaled Clay's career-best. Espenlaub, who started second, held on to finish fourth. Herr moved by Cunningham on the final lap to complete the top five.

Cunningham, Kleinubing, Jeff Altenburg (MAZDA6), Payton Wilson (Dodge SRT-4) and Eric Curran (Acura TSX) completed the top 10.

Michael Galati earned the Racing Electronics Holeshot Award for moving up six positions on the opening lap in his No. 95 Mazda North America/Tindol MAZDA6.

Wittmer now has 225 points—28 more than Kleinubing. Cunningham and Espenlaub are tied for third, with 178, followed by Thomas, with 176.

Acura extended its SCCA SPEED Touring Car Manufacturers' Championship Presented by RACER Magazine lead to 12 over defending Champion Mazda, 19 to seven.

SPEED Touring Car • Round Two • VIRginia Int'l Raceway

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race	
									Fast Lap	Speed
1	3	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	117	15500	21		**2:06.968	92.716
2	7	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	100	6300	21	-0.090	**2:06.646	92.952
3	6	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	92	4500	21	-10.769	**2:07.187	92.556
4	2	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	93	5200	21	-12.494	**2:07.278	92.490
5	1	97	Chip Herr/ Litzitz/PA	Tindol Motorsports MAZDA6	92	4500	21	-13.903	**2:07.469	92.351
6	4	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	80	3800	21	-16.666	**2:07.372	92.422
7	5	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	75	3200	21	-16.856	**2:07.162	92.574
8	8	1	Jeff Altenburg/ Ellicott City/MD	Mazdaspeed/Stoptech/Racinghart MAZDA6	68	3100	21	-23.666	**2:07.842	92.082
9	9	62	Payton Wilson/ Chantilly/VA	King Rat Motorsports Dodge SRT-4	64	1000	21	-25.215	**2:07.732	92.161
10	10	46	Eric Curran/ East Hampton/MA	Acura/RealTime/Eibach/Red Line Acura TSX	60	2900	21	-28.432	**2:08.112	91.888
11	16	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	57	1800	21	-29.324	**2:08.266	91.778
12	15	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	54	1850	21	-40.519	**2:07.225	92.529
13	11	8	Jason Martinelli/ Roxbury/CT	Goodhill/Torrington Sply/Litco BMW 325i	51	600	21	-45.578	**2:08.536	91.585
14	13	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	48	550	21	-46.529	**2:08.874	91.345
15	14	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	45	1500	21	-1:10.092	**2:09.054	91.217
16	12	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	43	450	21	-1:19.167	**2:09.504	90.900
17	17	45	Glenn Bocchino/ Delray Beach/FL	Acura/RealTime/Eibach/Red Line Acura RSX	41	400	20	-1 lap	**2:07.793	92.117

** - Faster than previous record
Purse includes contingency awards

Notes:
Chip Herr fined 10 points at VIR for contact

Race Statistics

Length of Race: 21 laps for 68.67 miles
 Time of race: 44 minutes, 55.127 seconds
 Average speed: 91.725 mph, Record
 Margin of victory: 0.090-second, Record
 Lap leaders: Laps 1-10, #97 Chip Herr
 Laps 11-18, #43 Pierre Kleinubing
 Laps 19-21, #44 Kuno Wittmer
 Fastest race lap: #38 Seth Thomas, 2:06.646 (92.952 mph)Record
 Fastest qualifier: #97 Chip Herr, 2:05.650 (93.688 mph)Record
 Sunoco Hard Charger: #38 Seth Thomas, +five in race
 Racing Electronics Holeshot Award: #95 Michael Galati, +six on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Three • Miller Motorsports Park

Rookie Saini Scores First SPEED TC Win in Utah

TOOLEE, Utah (May 18, 2008) – Jason Saini, of Fort Worth, Texas, led every lap en route to his maiden SCCA Pro Racing SPEED World Challenge Touring Car Championship win Sunday at Miller Motorsports Park, part of the Larry H. Miller Dealerships Utah Grand Prix Presented by the Grand and Little America Hotels weekend. Pierre Kleinubing, of Coconut Creek, Fla., and Kuno Wittmer, of Montreal, Quebec, completed the top three.

Starting from his first career pole position in the No. 74 MAZDASPEED/Stoptech/Racinghart MAZDA6, Saini made a clean getaway on the standing start and immediately pulled out a gap on Kleinubing. Keeping the gap steady throughout the race, Saini beat Kleinubing to the checkered flag by 1.402-seconds, averaging 86.366 mph.



Rookie Jason Saini cruised to his first World Challenge victory in Utah. SWC/Weber photo

"It wasn't easy," Saini said. "It was 50 minutes straight qualifying, every lap. There was no tire management, there was no waiting on it, I just went. I tried to pull a gap early. I knew my car was good early but, based on the whole weekend, I felt like Pierre would be stronger at the end. I knew my only shot was to get out and get a bit of a buffer when my car was good. The car was fantastic; the team did a great job."

Saini became the first rookie winner in SCCA SPEED Touring Car competition since John Angelone won the season finale at Mazda Raceway Laguna Seca in 2005.

Kleinubing was pleased with his run in the No. 43 Acura/RealTime/Eibach/Red Line Acura TSX, but felt he just didn't have enough to make a serious challenge for the lead.

"Every time I tried to go a little faster, [Saini would] return the favor on the next lap," Kleinubing said. "Every time I closed the gap a little bit, he stretched it out again. He had a better car today, he beat us straight up. Congratulations to him and the team."

Point leader Wittmer started sixth in his No. 44 Acura/RealTime/Eibach/Red Line Acura TSX but was third by Turn One. He fended off Charles Espenlaub for much of the race, before the two made light contact in Turn Five, allowing Wittmer to escape from the battle.

The Wittmer/Espenlaub battle allowed Peter Cunningham's No. 42 Acura/RealTime/Eibach/Red Line Acura TSX to slot into fourth for the finish. Espenlaub held off teammate Jim Daniels in the closing laps to finish fifth in the No. 73 MAZDASPEED/Stoptech/Racinghart MAZDA6.

Daniels (MAZDA6) finished sixth in his first run with TriPoint Racing, followed by Seth Thomas (BMW 325i), Chip Herr (MAZDA6), Dino Crescentini (Acura TSX) and Patrick Lindsey (MAZDA6).

Herr was awarded both the Racing Electronics Holeshot Award for advancing four positions on the first lap and the Sunoco Hard Charger award for advancing seven positions throughout the race in his No. 97 Tindol Motorsports MAZDA6.

Wittmer now leads the SPEED Touring Car Championship by 12 points over Kleinubing, 317 to 305. Cunningham is third, with 269 points, followed by Espenlaub (262 points) and Seth Thomas (248 points).

Acura continues to lead the Manufacturers' Championship Presented by RACER Magazine, 26 to 17.

SPEED Touring Car • Round Three • Miller Motorsports Park

Fn. Ps.	St. Ps.	Car No.	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	1	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	122	16000	20		2:06.156	86.978
2	2	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	108	10200	20	-1.402	2:06.273	86.897
3	6	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	92	7500	20	-18.428	2:06.703	86.602
4	3	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	91	5200	20	-19.27	2:06.651	86.638
5	4	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	84	4500	20	-20.679	2:06.677	86.620
6	5	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	78	3800	20	-21.326	2:06.743	86.575
7	8	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	72	1200	20	-27.015	2:07.418	86.116
8	15	97	Chip Herr/ Litzitz/PA	Tindol Motorsports MAZDA6	68	3350	20	-33.198	2:07.289	86.203
9	11	46	Dino Crescentini/ Malibu/CA	Acura/RealTime/Eibach/Red Line Acura TSX	54	3000	20	-45.044	2:07.855	85.822
10	12	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	60	2400	20	-45.429	2:07.417	86.117
11	13	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	57	800	20	-48.145	2:07.708	85.921
12	14	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	54	1700	20	-52.392	2:07.805	85.855
13	9	8	Jason Martiniell/ Roxbury/CT	Goodhill/Torrington Sply/Litco BMW 325i	51	600	20	-1:03.357	2:08.382	85.470
14	16	52	Byron Smith/ Salt Lake City/UT	Competition Assoc/Smith West BMW 330i	48	550	19	-1 lap	2:12.133	83.043
15	17	49	Branden Peterson/ Breckenridge/CO	Acura TSX	45	500	19	-1 lap	2:14.277	81.717
16	10	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	43	450	18	Off Course	2:07.442	86.100
17	7	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	41	400	18	-2 laps	2:08.361	85.484

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 20 laps for 60.96 miles
 Time of race: 42 minutes, 20.990 seconds
 Average speed: 82.864 mph
 Margin of victory: 1.402 seconds
 Lap leaders: Laps 1-20, #74 Jason Saini
 Fastest race lap: #74 Jason Saini, 2:06.156 (86.978 mph)
 Fastest Qualifying Lap: #74 Jason Saini, 2:06.176 (86.964 mph)
 Sunoco Hard Charger: #97 Herr, +seven in race
 Racing Electronics Shifters Holeshot Award: #97 Herr, +four on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Four • Lime Rock Park

Wittmer Rules Lime Rock Park

LAKEVILLE, Conn. (May 24, 2008) – Kuno Wittmer, of Montreal, Que., further enhanced his SCCA Pro Racing SPEED World Challenge Touring Car Championship point lead with a victory Saturday at Lime Rock Park. Polesitter Pierre Kleinubing, of Coconut Creek, Fla., and Chip Herr, of Lititz, Pa., completed the podium for the first of two SPEED Touring Car races at Lime Rock Park.

Starting second, Wittmer launched into the lead in the No. 44 Acura/RealTime/Eibach/Red Line Acura TSX as polesitter Kleinubing was left spinning his tires at the line. Once Kleinubing got away, he slotted into second behind Wittmer and ahead of the No. 97 Tindol Motorsports MAZDA6 of Herr.

From there, Wittmer and Kleinubing worked together to pull out a gap on Herr, with Wittmer setting the fastest lap of the race on lap 13 at 58.607 seconds (93.982 mph).



Wittmer turned in a convincing victory at Lime Rock Park. SWC/Weber photo

While Wittmer and Kleinubing ran together for the first half of the race, on lap 26, Kleinubing's engine shut off, requiring him to recycle the ignition and nearly spin in Turn Seven. By the time Kleinubing gathered up the No. 43 Acura/RealTime/Red Line Acura TSX, Kleinubing's gap to Wittmer had increased to more than three seconds.

With Kleinubing unable to mount a challenge on his teammate, Wittmer sailed to 4.323-second margin of victory, leading all 44 laps of the 67.32-mile race, which ran free of yellow flags and averaged a series record 92.834 mph. It was the second race win of the season for Wittmer, who continues to lead the points by 22 points over Kleinubing (437 to 415).

"It was quite unfortunate when I saw Pierre just back out of it," Wittmer said. "I knew something had gone wrong. It kind of sucks and it sucks for the team, but he still finished second.

"I'm very, very happy. I'm pleased to be in the points lead. It's still a long season ahead. One step at a time and I'm sure that the RealTime crew will definitely get the job done."

Last year's Lime Rock Park winner, Herr, ran a quiet and consistent race, starting and finishing third for his first podium of the season, as well as his first podium with Tindol Motorsports in the MAZDA6.

A runner-up finisher at Lime Rock Park last year, James Sofronas, of Newport Beach, Calif., finished fourth in the No. 29 GMG/Tecmark BMW 325Ci. Sofronas also picked up the Sunoco Hard Charger Award for advancing eight positions from start to finish in his first SCCA SPEED Touring Car race of the season.

Peter Cunningham, of Milwaukee, Wis., made it three RealTime Acuras in the top five driving the No. 42 Acura/RealTime/Eibach/Red Line Acura TSX. Round Three race winner and standout SCCA SPEED Touring Car rookie Jason Saini (MAZDA6) finished sixth.

James Clay (BMW 325i), Dino Crescentini (Acura TSX), Glenn Bocchino (Acura RSX) and Seth Thomas (BMW 325i) completed the top 10.

Patrick Lindsey in the No. 57 Horton Motorsports/Sloan Securities MAZDA6 took home the Racing Electronics Holeshot Award for advancing five positions on the opening lap.

Now with three wins this season, Acura continues to lead the SCCA SPEED Touring Car Manufacturers' Championship presented by RACER Magazine with 36 points to Mazda's 23.

SPEED Touring Car • Round Four • Lime Rock Park

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Speed
Ps.	Ps.	No.					Cmp		Fast Lap	
1	2	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	120	15500	44		58.607	93.982
2	1	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	110	10700	44	-4.323	58.627	93.949
3	3	97	Chip Herr/ Lititz/PA	Tindol Motorsports MAZDA6	98	6500	44	-5.016	58.836	93.616
4	8	29	James Sofronas/ Newport Beach/CA	GMG/Tecmark BMW 325Ci	85	2800	44	-10.209	58.875	93.554
5	4	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	84	4500	44	-11.082	58.908	93.501
6	6	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	76	3800	44	-28.407	59.221	93.007
7	10	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	72	1200	44	-35.738	59.138	93.138
8	11	46	Dino Crescentini/ Malibu/CA	Acura/RealTime/Eibach/Red Line Acura TSX	68	3100	44	-43.266	59.169	93.089
9	12	45	Glenn Bocchino/ Delray Beach/FL	Acura/RealTime/Eibach/Red Line Acura RSX	54	3000	44	-52.648	59.324	92.846
10	5	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	62	900	44	-57.787	59.107	93.187
11	14	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	57	1800	44	-58.095	59.537	92.514
12	9	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	54	1700	44	-1:00.893	59.325	92.844
13	16	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	51	600	43	-1 lap	59.814	92.085
14	17	62	Payton Wilson/ Chantilly/VA	King Rat Motorsports Lexus IS300	48	550	43	-1 lap	1:00.448	91.119
15	7	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	45	1500	39	-5 laps	59.272	92.927
16	13	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	43	450	37	-7 laps	59.798	92.110
17	15	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	41	550	30	Mech.	59.529	92.526
18	20	92	Bill Auberlen/ Rolling Acres Est/CA	Turner Motorsports BMW 325i	39	375	29	-15 laps	58.909	93.500
19	18	99	Matt Lang(R)/ Bedminster/NJ	MLR Motorsports Acura Integra R	37	350	19	Mech.	1:02.707	87.837
20	19	8	Jason Martinelli/ Roxbury/CT	Goodhill/Torrington Sply/Litco BMW 325i	35	300	4	Mech.	1:00.460	91.101

** - Faster than previous record

Purse includes contingency awards

Notes: Glenn Bocchino fined 10 points for contact

Race Statistics

Length of Race: 44 laps for 67.32 miles
 Time of race: 43 minutes, 30.583 seconds.
 Average speed: 92.834, Record
 Margin of victory: 4.323 seconds
 Lap leaders: Laps 1-20, #44 Kuno Wittmer
 Fastest race lap: #44 Kuno Wittmer, 58.607 (93.982 mph)
 Fastest qualifier: #43 Pierre Kleinubing, 57.975 (95.006 mph)
 Sunoco Hard Charger: #53 James Sofronas, +four in race
 Racing Electronics Holeshot Award: #57 Patrick Lindsey, +five on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Five • Lime Rock Park

Herr Wins Second Half of Lime Rock SPEED TC Doubleheader

LAKEVILLE, Conn. (May 26, 2008) – Chip Herr, of Lititz, Pa., led every lap from the pole to capture his fifth career SCCA Pro Racing SPEED World Challenge win in Monday's second half of a SCCA SPEED Touring Car doubleheader at Lime Rock Park. Peter Cunningham, of Milwaukee, Wis., and Pierre Kleinubing, of Coconut Creek, Fla., completed the podium.

Herr got the jump off the standing start in his No. 97 Mazdaspeed/Tindol Motorsport MAZDA6 and sped away safely as a melee ensued in Turn One. Jason Saini's MAZDA6 got into the back of third-starting Michael Galati's MAZDA6. Galati's disabled car brought out a full-course yellow and Saini ducked into the pits for repairs.



Chip Herr took home the second half of a Lime Rock Park doubleheader. SWC/Weber photo

On the restart, Herr got away cleanly, but soon found himself on the rear bumper of the No. 29 GMG/Tecmark BMW 325Ci of James Sofronas, who came into the pits from fifth place to change a flat tire just as the field went green. Herr followed the BMW for several laps before finally bumping past in Turn One. Cunningham was not as fortunate.

Sofronas held his own before finally moving over to allow Cunningham's No. 42 Acura/RealTime/Eibach/Red Line Acura TSX past. Herr and Cunningham matched lap times for the final 12 tours of the 65.79-mile event that was shortened by one lap from 44 to 43 due to a local noise curfew of 6 p.m. Herr won by 0.891-second. Herr also turned the fastest lap of the race, an even 59 seconds (93.356 mph) around the seven-turn, 1.53-mile circuit.

"I did not have the fastest car on Saturday, but we went back and looked over data, looked over in-car camera, made some changes and in qualifying the car was literally perfect," Herr said. "It's probably the fastest weekend I've had in the car so far and I'm glad it happened now, because we still have half the season left to go."

Cunningham started alongside Herr on the front row and tucked in behind heading into Turn One. While he was in touch with Herr while the pack was behind Sofronas, once Herr moved by the BMW, Cunningham was never within striking distance.

Kleinubing, in No. 43 Acura/RealTime/Eibach/Red Line Acura TSX, made it onto the podium in third and cut into teammate Wittmer's point lead, which now stands at six, 517 to 511.

Seth Thomas advanced from 10th to fourth in his No. 38 BimmerWorld BMW 325i and earned the Sunoco Hard Charger for picking up six positions in the race. Wittmer had contact with Sofronas and slid off course in Turn Three on the opening lap, but recovered to finish fifth in his No. 44 Acura/RealTime/Eibach/Red Line Acura TSX.

Bill Auberlen (BMW 325i), Glenn Bocchino (Acura RSX), Jim Daniels (MAZDA6), Sofronas (BMW 325Ci) and Charles Espenlaub (MAZDA6) completed the top 10.

Daniels advance eight positions on the opening lap in his No. 75 Mazdaspeed/Stoptech/ Racinghart MAZDA6 to and take home the Racing Electronics Holeshot Award.

Cunningham closed in on both of his RealTime teammates in the points, and sits third, with 461. Herr climbed to fourth in points (423), followed by Thomas (395) in fifth.

Mazda made up ground on Acura in the SCCA SPEED Touring Car Manufacturers' Championship Presented by RACER. Acura now leads 43 to 32.

SPEED Touring Car • Round Five • Lime Rock Park

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Speed
Ps.	Ps.	No.					Cmp	Fast Lap		
1	1	97	Chip Herr/ Lititz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	122	16000	43	59.000	93.356	
2	2	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	108	10200	43	-0.891	59.179	93.073
3	4	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	96	7500	43	-7.601	59.145	93.127
4	10	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	85	2800	43	-10.815	59.363	92.785
5	6	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	80	4500	43	-13.1	59.138	93.138
6	9	92	Bill Auberlen/ Rolling Acres Est/CA	Turner Motorsports BMW 325i	76	1300	43	-15.337	59.417	92.700
7	12	45	Glenn Bocchino/ Delray Beach/FL	Acura/RealTime/Eibach/Red Line Acura RSX	72	3200	43	-27.682	59.580	92.447
8	13	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	68	3250	43	-37.907	59.949	91.878
9	5	29	James Sofronas/ Newport Beach/CA	GMG/Tecmark BMW 325Ci	66	1000	42	-1 lap	59.050	93.276
10	11	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	60	2400	42	-1 lap	1:00.630	90.846
11	14	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	57	1800	42	-1 lap	1:00.411	91.175
12	17	46	Anthony Serra(R)/ North Salem/NY	Acura/RealTime/Eibach/Red Line Acura TSX	54	700	42	-1 lap	1:00.220	91.464
13	7	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	51	1600	42	-1 lap	59.969	91.847
14	16	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	48	550	42	-1 lap	1:00.729	90.698
15	15	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	45	1500	40	-3 laps	59.940	91.891
16	8	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	43	450	0	Mech.	no time	
17	3	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	47	400	0	Crash	no time	
18	18	62	Payton Wilson/ Chantilly/VA	King Rat Motorsports Lexus IS300			0	DNS	no time	
19	19	99	Matt Lang(R)/ Bedminster/NJ	MLR Motorsports Acura Integra R			0	DNS	no time	

** - Faster than previous record

Purse includes contingency awards

Race Statistics

Length of Race: 43 laps for 65.79 miles
 Time of race: 46 minutes, 48.419 seconds.
 Average speed: 84.333 mph
 Margin of victory: 0.891 seconds
 Lap leaders: Laps 1-43, #97 Chip Herr
 Fastest race lap: #97 Chip Herr, 59.000 (93.356 mph)
 Fastest qualifier: #97 Chip Herr, 58.125 (94.761 mph)
 Sunoco Hard Charger Award: #38 Seth Thomas, + six in race
 Racing Electronics Holeshot Award: #75 Jim Daniels, +eight on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Six • Watkins Glen Int'l

Galati Wins Glen SPEED TC; Race Slowed by Yellows

WATKINS GLEN, N.Y. (June 8, 2008) –Michael Galati, of Olmsted, Ohio, took his first SCCA Pro Racing SPEED World Challenge Touring Car win of the season. Peter Cunningham, of Milwaukee, Wis., and Pierre Kleinubing, of Coconut Creek, Fla., completed the podium for the Round Six race at Watkins Glen International, part of the Sahlen's Six Hours of the Glen weekend.

Starting third on the grid in the No. 95 Mazda North America/Tindol Motorsports MAZDA6, Galati fell back briefly at the start before launching a charge on the RealTime Acuras of Cunningham and Kleinubing.

The first full-course caution came on lap five, when the Acura TSX of point leader Kuno Wittmer was stuck in the gravel at the Boot after contact with Jim Daniels' MAZDA6.

When green flag racing resumed on lap seven, Galati pulled alongside leader Cunningham into Turn One to take over the lead, but the course would return to full-course yellow before the Galati could even complete the lap.



Michael Galati capitalized on a restart to take the Watkins Glen win. SWC/Weber photo

The second yellow was issued for the MAZDA6 of Jason Saini, who needed help escaping from the gravel at The Boot following contact with James Clay's BMW. No sooner did green flag racing resume on lap nine, then a scary incident in Turn 11 brought the yellow flags back out for good.

As James Clay lead a pack of cars out of Turn 11, his No. 36 BimmerWorld BMW 325i clipped the outside tire wall, turning the car sideways. Daniels' No. 75 Mazdaspeed/Stoptech/Racinghart MAZDA6 was only inches off of Clay's bumper at the time and nosed into the sideways BMW, sending Clay into a spin and Daniels into the sand barrels. Clay's spinning car collected teammates Seth Thomas, in the No. 38 BMW 325i, and Nick Esayian, in the No. 34 BMW 325i, who also hit Daniels' car before he came to a stop.

When the dust cleared, the track was nearly blocked at Turn 11, with debris littering the area. The 55.4-mile, 54 minute and 4.619-second race would end under caution, the cleanup taking too much time. All the drivers involved walked away from the incident uninjured.

Both runner-up Cunningham in the No. 42 Acura/RealTime/Eibach/Red Line Acura TSX and third-place finisher Kleinubing in the No. 43 Acura/RealTime/Eibach/Red Line Acura TSX regretted not having more time to challenge for the lead. Kleinubing's third-place finish puts him in the Drivers' Championship lead by 26 points (611 to 585) over Wittmer. Cunningham is in third (572).

Chip Herr, of Lititz, Pa., finished fourth in the No. 97 Mazdapseed/Tindol Motorsports MAZDA6 and recorded the fastest lap of the race, a 2:07.560 (95.954 mph). Charles Espenlaub, of Lutz, Fla., brought the No. 73 Mazdapseed/Stoptech/Racinghart MAZDA6 home in fifth.

Dino Crescentini finished sixth in the No. 46 Acura/RealTime/Eibach/Red Line Acura TSX, followed by Byron Smith in the No. 52 Competition Associates/Smith West BMW 330i, who earned the Sunoco Hard Charger Award advancing seven positions in the race.

Charlie Putman (MAZDA6), Wittmer (Acura TSX) and Saini (MAZDA6) completed the top 10.

Payton Wilson, of Chantilly, Va., earned the Racing Electronics Holeshot Award for advancing five positions on the first lap in the No. 63 King Rat Motorsports Dodge SRT-4.

Acura now leads Mazda in the Manufacturers' Championship by 10 points.

SPEED Touring Car • Round Six • Watkins Glen Int'l

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	3	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	118	15500	16		2:07.644	95.891
2	1	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	111	10700	16	-3.064	2:07.823	95.757
3	2	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	100	7500	16	-5.006	2:07.803	95.772
4	5	97	Chip Herr/ Lititz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	87	5200	16	-9.832	2:08.121	95.954
5	9	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	80	4500	16	-7.075	2:07.560	95.534
6	8	46	Dino Crescentini/ Mahattan Beach/CA	Acura/RealTime/Eibach/Red Line Acura TSX	76	3800	16	-12.998	2:07.999	95.625
7	14	52	Byron Smith/ Salt lake City/UT	Competition Assoc/Smith West BMW 330i	72	1300	16	-16.331	2:14.003	91.341
8	12	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	68	3100	16	-18.21	2:09.976	94.171
9	4	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	68	3000	15	-1 lap	2:08.624	95.161
10	7	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	60	2400	15	-1 lap	2:07.800	95.774
11	10	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	57	1800	8	Crash	2:08.614	95.168
12	11	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	54	700	8	Crash	2:08.407	95.322
13	13	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	51	600	8	Crash	2:09.562	94.472
14	6	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	48	550	8	Crash	2:10.544	93.761
15	16	63	Payton Wilson/ Chantilly/VA	King Rat Motorsports Dodge SRT-4	45	650	2	Mech.	2:09.552	94.479
16	15	45	Patrick Lindsey(R)/ Santa Barbara/CA	Acura/RealTime/Eibach/Red Line Acura RSX	43	450	1	Withdrawn	no time	

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 16 laps for 54.4 miles
 Time of race: 54 minutes, 60.358 seconds
 Average speed: 60.358 mph
 Margin of victory: 3.064 seconds, under caution
 Lap leaders: Laps 1-6, #42 Peter Cunningham
 Laps 7-16, #95 Michael Galati
 Fastest race lap: #97 Chip Herr, 2:07.560 (95.954 mph)
 Fastest qualifier: #42 Peter Cunningham, 2:05.885 (97.231 mph)
 Sunoco Hard Charger: #52 Byron Smith, +seven in race
 Racing Electronics Holeshot Award: #63 Payton Wilson, +five on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Seven • Mid-Ohio

Wittmer Takes Mid-Ohio Win in RealTime One-Two Finish

LEXINGTON, Ohio (July 20, 2008) – Montreal's Kuno Wittmer earned his third win of the season in Round Seven of the SCCA Pro Racing SPEED World Challenge Touring Car Championship at Mid-Ohio Sports Car Course. RealTime Racing teammate Peter Cunningham, of Milwaukee, Wis., finished second followed by rookie Jim Daniels, of Germantown, Tenn.

Teammates Wittmer and Cunningham filled the front row of the SPEED Touring Car grid, with Cunningham's No. 42 Acura/RealTime/Eibach/Red Line Oil Acura TSX on the pole. At the start, Wittmer's No. 44 Acura/RealTime/Eibach/Red Line Oil Acura TSX pulled alongside Cunningham in Turn One and finished off the job in Turn Two to take the lead.

As the field streamed through The Keyhole, behind them a sliding Charles Espenlaub in his MAZDA6 collected point leader Pierre Kleinubing's Acura TSX. With both cars in the Turn Two gravel, the safety car was deployed.



Wittmer leads teammate Cunningham to the finish line at Mid-Ohio. SWC/Weber photo

Wittmer and Cunningham defended their position from the Tri-Point Mazdas of Jason Saini and Daniels on the lap-five restart and the top four quickly spaced out as they pulled away from the rest of the pack. The field would bunch back up when the safety car was deployed again on lap 12 for the No. 57 Horton Motorsports/Sloan Securities MAZDA6 of Patrick Lindsey, who had lost a motor and parked the car in Thunder Valley.

On the lap 14 restart, the No. 74 Mazdaspeed/Stoptech/Racinghart MAZDA6 of Saini challenged Cunningham for the runner-up spot, but Saini also needed to hold off teammate Daniels, who was continuing to reset the fastest lap of the race behind him. There was no stopping Wittmer though, who crossed the line 0.868-second ahead of Cunningham.

"The RealTime guys did a very good job of making the car fast and consistent throughout the race," Wittmer said. "I had my mirrors full with Peter [Cunningham]. He had the pressure on. I'd gap him a little bit but then he'd catch me a little bit in certain areas."

It was the third win of the season for Wittmer who now takes over the Drivers' Championship lead with 705 points. Cunningham also moved past previous point leader Kleinubing and now sits second in the Drivers' Championship, with 682 points, to Kleinubing's 648.

With only four laps remaining, third-place Saini ran wide in Turn One, handing the final podium spot to teammate Daniels, of Germantown, Tenn., in the No. 75 Mazdaspeed/Stoptech/Racinghart MAZDA6. It's the first podium finish for Daniels, who also recorded the fastest lap of the race, a 1:34.152 (86.337 mph). Saini kept things composed to finish fourth.

Seth Thomas, of Cumming, Ga., finished sixth in the No. 38 BimmerWorld BMW 325i. Thomas made up eight positions on the opening lap, earning himself the Racing Electronics Holeshot Award. Thomas continued to climb through the field for his sixth-place finish, which also earned him the Sunoco Hard Charger award for most positions gained during the race.

Chip Herr charged back from an early stop-and-go penalty for movement prior to the start and finished seventh in the No. 97 Mazdaspeed/Tindol Motorsports MAZDA6. Glenn Bocchino (Acura RSX) and Dino Crescentini (Acura TSX) finished eighth and ninth, respectively. Holland (Dodge SRT-4) completed the top 10.

Acura continues to lead Mazda in the SCCA SPEED Touring Car Manufacturers' Championship Presented by RACER Magazine, 61 points to 41.

SPEED Touring Car • Round Seven • Mid-Ohio

Fn.	St.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps	Status	During Race	Speed
Ps.	Ps.	No.					Cmp		Fast Lap	
1	2	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	120	15500	27		1:34.251	86.246
2	1	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	110	10700	27	-0.868	1:34.205	86.288
3	7	75	Jim Daniels/R/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	92	6500	27	-1.726	1:34.152	86.337
4	3	74	Jason Saini/R/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	91	5200	27	-5.106	1:34.174	86.316
5	8	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	80	4500	27	-11.063	1:34.411	86.100
6	15	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	76	1550	27	-18.322	1:34.691	85.845
7	4	97	Chip Herr/ Litzitz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	76	3450	27	-19.602	1:34.566	85.959
8	13	45	Glenn Bocchino/ Delray Beach/FL	Acura/RealTime/Eibach/Red Line Acura RSX	68	3100	27	-23.129	1:34.764	85.779
9	5	46	Dino Crescentini/ Mahattan Beach/CA	Acura/RealTime/Eibach/Red Line Acura TSX	66	3000	27	-23.527	1:34.915	85.643
10	12	63	Robb Holland/ Denver/CO	Dodge SRT-4	60	900	27	-42.947	1:35.247	85.344
11	10	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	57	800	27	-53.291	1:37.067	83.744
12	16	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	54	1700	27	-1:00.023	1:34.828	85.721
13	19	49	Branden Peterson/ Breckenridge/CO	Acura TSX	51	600	27	-1:35.178	1:39.867	81.396
14	11	8	Jason Martinelli/ Roxbury/CT	Goodhill/Torrington Sply/Litco BMW 325i	48	550	26	-1 lap	1:34.996	85.570
15	14	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	45	500	26	-1 lap	1:35.195	85.391
16	18	24	Jim Osborn/ Ooltewah/TN	Chili Pepper Racing/AHFPC Volkswagen Jetta TDI	43	450	26	-1 lap	1:37.793	83.122
17	17	57	Patrick Lindsey/R/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	41	400	8	Mech.	1:34.778	85.766
18	6	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	39	375	0	Crash	no time	-
19	9	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	37	350	0	Crash	no time	-

** - Faster than previous record

Purse includes contingency awards

Race Statistics

Length of Race: 27 laps for 60.966 miles
 Time of race: 50 minutes, 11.105 seconds
 Average speed: 72.889 mph
 Margin of victory: 0.868-second
 Lap leaders: Laps 1-26, #44 Kuno Wittmer
 Fastest race lap: #75 Jim Daniels, 1:34.152 (86.337 mph)
 Fastest qualifier: #42 Peter Cunningham, 1:33.301 (87.124 mph)
 Sunoco Hard Charger Award: #38 Seth Thomas, +nine in race
 Racing Electronics Holeshot Award: #38 Seth Thomas, +eight on lap one

SPEED Touring Car • Round Eight • Road America

Clay Scores Maiden SPEED TC Win in Wild Road America Race

ELKHART LAKE, Wis. (Aug. 10, 2008) – Road America might have owed James Clay one. After twice being upside down in the turn one gravel in 2004 and missing the race altogether in 2006 after a practice crash, Clay got his redemption Sunday, scoring his first SCCA Pro Racing SPEED World Challenge Touring Car win in a thrilling Round Eight at Road America, part of the Road Race Showcase weekend. Polesitter Pierre Kleinubing, of Coconut Creek, Fla., and Jason Saini, of Fort Worth, Texas, completed the top three.



James Clay tastes sweet victory at Road America. SWC/Weber photo

Starting fourth in his No. 36 BimmerWorld BMW 325i, Clay fell to sixth early, but worked back up to fifth by the time a lap six full-course caution came out to extract Michael Galati's Mazda6 from the Turn One gravel. On the lap seven restart, he moved to third and into second one lap later. Clay passed Kleinubing's No. 43 Acura/RealTime/Red Line/Eibach Acura TSX in Turn Five on lap 12, and was able to hold on for his first win. Clay beat Kleinubing to the flag by 1.525 seconds, averaging 93.577 mph over the course of the 17-lap, 68.815-mile race.

"I think this will sink in at some point," Clay said about his first win. "Racing with Pierre [Kleinubing] is always fun and interesting. I was able to go by, stretch out the lead and keep it."

Kleinubing and third-starting Chip Herr's No. 97 Mazdaspeed/Tindol Motorsports MAZDA6 looked to have the measure of the field early. On the restart, however, Jim Daniels got a run on the two in his No. 75 Mazdaspeed/Stoptech/Racinghart MAZDA6 as the pack headed into Turn One. Daniels bumped Kleinubing under breaking, tossing the Acura into a drift, which Kleinubing somehow saved. With the Acura sideways in the track, the remainder of the frontrunners checked up, allowing Kleinubing to maintain the lead. Daniels was not as lucky, falling to seventh.

On the penultimate lap, Kleinubing bobbled in the Carousel, allowing Saini to pull alongside. The two ran cleanly through the Carousel and drag-raced to the daunting Kink. Neither driver willing to lift, they went side-by-side at speed through the Kink and down the back straight before Kleinubing re-took the spot under breaking into Canada Corner.

Kleinubing and Saini's battle allowed Clay to get away and also permitted Herr to close back up to the podium finishers. Right behind Herr, completing the top six were the Acura/RealTime/Eibach/Red Line Acuras of Milwaukee's Peter Cunningham and Eric Curran. Cunningham turned the race's fastest lap, with a 2:29.135 (97.715 mph) on lap 10.

Clay's teammate Seth Thomas (BMW 325i), James Sofronas (BMW 325Ci), Nick Esayian (BMW 325i) and point leader Kuno Wittmer (Acura TSX) completed the top 10.

Patrick Lindsey earned both the Sunoco Hard Charger for advancing seven positions in the race and the Racing Electronics Holeshot Award for advancing three positions on the opening lap in his No. 57 Horton Motorsports/Sloan Securities MAZDA6. Lindsey started 19th and finished 12th.

Despite his 10th place finish, Wittmer held on to the Drivers' Championship point lead by three over Cunningham (765 to 762). Kleinubing gained on his two teammates, with 760, followed by Herr (672) and Rookie leader Saini (621).

Acura leads the Manufacturers' Championship Presented by Racer over Mazda, 69 to 51.

SPEED Touring Car • Round Eight • Road America

Fn. Ps.	St. Ps.	Car No.	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	4	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	115	9500	17		2:29.425	97.525
2	1	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	112	10700	17	-1.525	2:29.481	97.489
3	2	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/Stoptech/Racinghart MAZDA6	100	6500	17	-2.168	2:29.569	97.432
4	3	97	Chip Herr/ Lititz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	91	5200	17	-2.497	2:29.446	97.512
5	7	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	80	4500	17	-2.942	2:29.135	97.715
6	10	45	Eric Curran/ East Hampton/MA	Acura/RealTime/Eibach/Red Line Acura RSX	76	3800	17	-3.324	2:29.306	97.603
7	6	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	72	1200	17	-6.451	2:29.477	97.492
8	9	29	James Sofronas/ Newport Beach/CA	GMG/Tecmark BMW 325Ci	68	1100	17	-7.968	2:29.799	97.282
9	15	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	64	1000	17	-10.392	2:29.936	97.193
10	11	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	60	2900	17	-10.704	2:29.808	97.276
11	13	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	57	1800	17	-11.389	2:29.884	97.227
12	19	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mitsps/Sloan Securities MAZDA6	54	1950	17	-12.561	2:29.491	97.482
13	16	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	51	1600	17	-26.912	2:31.098	96.446
14	5	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6	50	1550	17	-28.353	2:29.600	97.411
15	17	49	Branden Peterson/ Breckenridge/CO	Branden Peterson Racing Acura TSX	45	500	17	-1:41.658	2:37.793	92.354
16	8	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	43	450	16	-1 lap	2:29.730	97.327
17	18	24	Jim Osborn/ Ooltewah/TN	Chilli Pepper Racing/AHFPC Volkswagen Jetta TDI	41	400	13	Mech.	2:37.501	92.525
18	14	66	Dino Crescentini/ Mahattan Beach/CA	Acura/RealTime/Eibach/Red Line Acura TSX	39	375	8	Mech.	2:29.696	97.349
19	12	63	Robb Holland/ Denver/CO	DRC Motorsports Dodge SRT-4	37	350	1	Axle	no time	

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 17 laps for 68.815 miles
 Time of race: 44 minutes, 7.406 seconds
 Average speed: 93.577 mph
 Margin of victory: 1.525 seconds
 Lap leaders: Laps 1-11, #43 Pierre Kleinubing
 Laps 12-17, #36 James Clay
 Fastest race lap: #42 Peter Cunningham, 2:29.135 (97.715 mph)
 Fastest qualifier: #43 Pierre Kleinubing, 2:28.147 (98.367 mph)
 Sunoco Hard Charger: #57 Patrick Lindsey, +seven in race
 Racing Electronics Holeshot Award: #57 Patrick Lindsey, +three on lap one

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round Nine • Mosport

Galati Runs Away With Mosport SPEED TC

CANADA (Aug. 24, 2008) – Michael Galati, of Olmsted, Ohio, took his second SCCA Pro Racing SPEED World Challenge Touring Car win of 2008 in the Mosport SPEED Touring Car Race Presented by Toyo Tires at the Mobil 1 Presents the Grand Prix of Mosport. After some last-corner Mosport International Raceway fireworks, Jason Saini, of Fort Worth, Texas, finished second, and Milwaukee's Peter Cunningham completed the podium, clinching the Manufacturers' Championship for Acura.



Galati recovered from a poor start to take home the Mosport win. WC/Weber photo

Galati started his No. 95 Mazda North America/Tindol Motorsports MAZDA6 second to teammate Chip Herr, but was third by the time he got to Turn One behind Herr and the BMW of James Clay, who earned the Racing Electronics Holeshot Award for picking up two spots on the first lap. Clay took several looks at Herr's No. 97 Mazdaspeed/Tindol Motorsports MAZDA6, but could never quite get ahead. Then, on lap 10, the BMW broke a half shaft exiting Turn Five. Clay's departure made it a Tindol Motorsports one-two. It was not long before Galati was on Herr's bumper, making a pass for the lead into Turn Eight the next lap. From there, Galati sped away to a 6.773-second victory, averaging a record 96.410 mph.

"For some reason, I don't get away too well in the front-wheel drive," Galati said. "Once I got that sorted out, one of the BMWs got by me. Then I had a good race with James. I was just waiting for the right time, but I think he broke on the back straight. I caught Chip [Herr] and he was pretty nice to me and let me by. After that I put my head down and never looked back."

In the closing laps, a determined Seth Thomas, who had already turned the race's fastest lap at 1:31.000 (96.279 mph) in his No. 38 BimmerWorld BMW 325i, was all over Herr for second place. On the final lap, Thomas dove for the apex at Turn 10, sliding into Herr's Mazda. Thomas got the worst of it, spinning backwards and into the wall, ending his day 40 yards from the finish line.

Saini's No. 74 Mazdaspeed/Stoptech/Racinghart MAZDA6 led the next group through the final corner chaos to grab the runner-up position, his best finish since winning in Utah in May. The 2007 SCCA Pro Racing MX-5 Cup Champion clinched the Rookie of the Year honor.

Cunningham started ninth in his No. 42 Acura/RealTime/Eibach/Red Line Acura TSX, but steadily improved to finish third, clinching Acura's record seventh SCCA SPEED Touring Car Manufacturers' Championship Presented by RACER. Cunningham also took the Drivers' Championship point lead with one race remaining. He leads teammate Kuno Wittmer, who finished fourth in his No. 44 Acura/RealTime/Eibach/Red Line Acura TSX, by four points.

Herr finished fifth. Pierre Kleinubing (Acura TSX), Dino Crescentini (Acura TSX), Charlie Putman (MAZDA6), Nick Esayian (BMW 325i) and Charles Espenlaub (MAZDA6) completed the top 10.

Kleinubing saw his title hopes take a hit when he served a stop-and-go penalty for movement prior to the standing start from fifth place. Without the benefit of a full-course caution, he was mired 15 seconds behind the race leader throughout the event.

Cunningham finds himself atop the standings, with 854 heading into the finale. Wittmer is just four points behind, while Kleinubing sits third, with 838.

With only 10 points available for a Manufacturer at each event, Acura's 13-point advantage (74 to 61) over Mazda is insurmountable. It is American Honda's 12th Manufacturers' Championship in World Challenge competition since the series inception in 1990.

SPEED Touring Car • Round Nine • Mosport

Fn. Ps.	St. No.	Car	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	2	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	120	15500	28		1:31.051	97.224
2	3	74	Jason Saini(R)/ Fort Worth/VTX	Mazdaspeed/Stoptech/Racinghart MAZDA6	106	9200	28	-6.773	1:31.343	96.913
3	9	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	92	7600	28	-7.154	1:31.087	97.186
4	8	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	85	5200	28	-7.429	1:31.236	97.027
5	1	97	Chip Herr/ Litzitz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	91	5000	28	-8.473	1:31.541	96.704
6	5	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	78	3800	28	-16.538	1:31.309	96.950
7	11	46	Dino Crescentini/ Mahattan Beach/CA	Acura/RealTime/Eibach/Red Line Acura TSX	72	3200	28	-21.854	1:31.576	96.667
8	10	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	68	3100	28	-22.293	1:31.671	96.567
9	13	34	Nick Esayian/ San Diego/CA	BimmerWorld BMW 325i	64	1000	28	-22.802	1:31.813	96.417
10	14	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/Stoptech/Racinghart MAZDA6	60	1900	28	-26.862	1:31.667	96.571
11	12	45	Patrick Lindsey(R)/ Santa Barbara/CA	Acura/RealTime/Eibach/Red Line Acura RSX	57	800	28	-29.269	1:31.409	96.843
12	6	38	Seth Thomas/ Cumming/GA	BimmerWorld BMW 325i	54	700	27	Crash	1:31.000	97.279
13	4	36	James Clay/ Blacksburg/VA	BimmerWorld BMW 325i	55	750	9	Mech.	1:31.577	96.666
DQ	7	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/Stoptech/Racinghart MAZDA6			28	-14.423	1:31.528	96.718

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 28 laps for 68.852 miles
 Time of race: 42 minutes, 50.968 seconds.
 Average speed: 96.410 mph
 Margin of victory: 6.773 seconds
 Lap leaders: Laps 1-10, #97 Chip Herr
 Laps 11-28, #95 Michael Galati
 Fastest race lap: #38 Seth Thomas, 1:31.00 (97.279 mph)
 Fastest qualifier: #97 Chip Herr, 1:29.736 (98.649 mph)
 Sunoco Hard Charger: #42 Peter Cunningham, +nine in race
 Racing Electronics Holeshot Award: #36 James Clay, +two on lap one

2008 Review

this is how racing should be

SPEED
World Challenge

SPEED Touring Car • Round 10 • Road Atlanta

Herr Wins Road Atlanta, Cunningham Takes SPEED TC Championship Thriller

BRASELTON, Ga. (Oct. 3, 2008) – While Chip Herr, of Lititz, Pa., led every lap of the SCCA Pro Racing SPEED Touring Car Finale Presented by Toyo Tires®, the focus of the race was glued on third through fifth, where the battle for the SPEED Touring Car Drivers' Championship was unfolding. Michael Galati, of Olmsted, Ohio, and Pierre Kleinubing, of Coconut Creek, Fla., completed the podium at Road Atlanta.



Chip Herr takes the final win of 2008 at Road Atlanta. SWC/Weber photo

Starting from pole in the No. 97 Mazdaspeed/Tindol Motorsports MAZDA6, Herr rocketed into Turn One from the standing start with the lead firmly in hand. His teammate, Galati, followed in the No. 95 Mazda North America/Tindol MAZDA6 and championship contender Kleinubing moved into third.

When fourth-place Patrick Lindsey lost the motor in his MAZDA6, Cunningham was promoted to fourth place, putting him in a dead heat with Kleinubing for the Championship.

Kleinubing broke the tie on lap 17, passing Galati for second. After a full-course caution to retrieve Jason Saini's MAZDA6 from the Turn 10 gravel, the Championship scenario returned to a tie on the restart, as Galati re-passed Kleinubing for second. Two laps later, Cunningham would take the Championship lead back, passing the No. 38 BimmerWorld/GearWrench BMW 325i of Seth Thomas for fourth. To add to the excitement, Kuno Wittmer, the third Championship contender, was able to follow Cunningham around Thomas.

On the final lap, Wittmer made a brave move, pulling his No. 44 Acura/RealTime/Eibach/Red Line Oil Acura TSX alongside Cunningham into Turn 10. The teammates bumped and slid their Acuras through the corner, with Cunningham holding the position as Wittmer struggled to stay on course.

As Herr crossed the finished line 1.204 seconds ahead of Galati and Kleinubing, Cunningham took the checkered flag in fourth in the No. 42 Acura/RealTime/Eibach/Red Line Oil Acura TSX, winning the 2008 SCCA SPEED Touring Car Drivers' Championship by four points (939 to 934) over Kleinubing. Wittmer finishes the season third, with 930.

"Kuno gave it a hell of a shot and certainly Pierre would have been a very deserving Champion for his fifth title," Cunningham said. "If I hadn't done everything to do my best, I wouldn't have done my job to honor my team and Pierre. Congrats to Pierre and Kuno and to RealTime and Acura for a great season."

Taking his second SPEED Touring Car victory of 2008, Herr secured fourth in the 2008 Drivers' Championship. Galati earned his second-consecutive podium finish and set a new race lap record in the process, a 1:33.433 (97.867 mph). Finishing third in the No. 43 Acura/RealTime/Eibach/Red Line Oil Acura TSX, Kleinubing collected his eighth podium finish of the season.

Following Cunningham and Wittmer across the line was Nick Esayan in the No. 34 BimmerWorld/GearWrench BMW 325i. Esayan earned the Sunoco Hard Charger Award, advancing nine positions in the race. Esayan's teammate, Clay, took home the Racing Electronics Holeshot Award for picking up two positions on the opening lap.

Eric Curran (Acura RSX), Charles Espenlaub (MAZDA6), Jim Daniels (MAZDA6) and Martin Ohlin (MAZDA6) completed the top 10.

Acura had already clinched the SPEED Touring Car Manufacturers' Championship Presented by RACER Magazine following Round Nine at Mosport.

SPEED Touring Car • Round 10 • Road Atlanta

Fn. Ps.	St. Ps.	Car No.	Driver/Hometown, State	Sponsor/Car	Pts.	Purse	Laps Cmp	Status	During Race Fast Lap	Speed
1	1	97	Chip Herr/ Lititz/PA	Mazdaspeed/Tindol Motorsports MAZDA6	122	16000	27		**1:33.576	97.717
2	3	95	Michael Galati/ Olmsted/OH	Mazda North America/Tindol MAZDA6	106	9200	27	-1.204	**1:33.433	97.867
3	4	43	Pierre Kleinubing/ Coconut Creek/FL	Acura/RealTime/Eibach/Red Line Acura TSX	96	7500	27	-1.639	**1:33.680	97.608
4	6	42	Peter Cunningham/ Milwaukee/WI	Acura/RealTime/Eibach/Red Line Acura TSX	85	5200	27	-4.860	**1:33.952	97.326
5	11	44	Kuno Wittmer/ Montreal/QU	Acura/RealTime/Eibach/Red Line Acura TSX	80	4500	27	-5.150	**1:33.884	97.996
6	15	34	Nick Esayan/ San Diego/CA	BimmerWorld/GearWrench BMW 325i	76	1400	27	-13.715	1:34.130	97.142
7	5	45	Eric Curran/ East Hampton/MA	Acura/RealTime/Eibach/Red Line Acura RSX	74	3700	27	-13.892	**1:33.846	97.436
8	9	73	Charles Espenlaub/ Lutz/FL	Mazdaspeed/StopTech/Racinghart MAZDA6	68	3100	27	-14.925	1:34.192	97.078
9	8	75	Jim Daniels(R)/ Germantown/TN	Mazdaspeed/StopTech/Racinghart MAZDA6	64	2750	27	-15.318	1:34.269	96.999
10	16	94	Martin Ohlin/ Sweden/	Ohlins/Mazdaspeed Mazda6	60	2400	27	-17.537	1:34.561	96.699
11	13	96	Charlie Putman/ Mills/WY	Pesco/Tindol Motorsports MAZDA6	57	1800	27	-30.374	1:34.877	96.377
12	17	52	Byron Smith/ Salt lake City/UT	Competition Assoc/Smith West BMW 330i	54	700	26	-1 lap	1:38.466	92.864
13	18	24	Jim Osborn/ Ooltewah/TN	Chili Pepper Racing/AHFPC Volkswagen Jetta TDI	51	600	25	-2 laps	1:39.670	91.742
14	7	38	Seth Thomas/ Cumming/GA	BimmerWorld/GearWrench BMW 325i	48	550	23	Crash	**1:33.803	97.480
15	10	36	James Clay/ Blacksburg/VA	BimmerWorld/GearWrench BMW 325i	45	650	17	Crash	**1:33.668	97.621
16	12	74	Jason Saini(R)/ Fort Worth/TX	Mazdaspeed/StopTech/Racinghart MAZDA6	43	450	15	Crash	1:34.180	97.090
17	19	49	Carl Hober(R)/ Cape May/NJ	Branden Peterson Racing Acura TSX	41	400	2	Mech.	1:43.685	88.190
18	2	57	Patrick Lindsey(R)/ Santa Barbara/CA	Horton Mtspts/Sloan Securities MAZDA6	47	375	1	Mech.	no time	
19	14	46	Glenn Bocchino/ Delray Beach/CA	Acura/RealTime/Eibach/Red Line Acura TSX	37	350	1	Mech.	no time	

** - Faster than previous record
Purse includes contingency awards

Race Statistics

Length of Race: 27 laps for 68.58 miles
 Time of race: 47 minutes, 4.171 seconds.
 Average speed: 87.419 mph
 Margin of victory: 1.204 seconds
 Lap leaders: 1-27, #97 Chip Herr
 Fastest race lap: #95 Michael Galati, 1:33.433 (97.867 mph)
 Fastest qualifier: #97 Chip Herr, 1:33.181 (98.131 mph)
 Sunoco Hard Charger Award: #38 Nick Esayan, +nine in race

2008 Review

this is how racing should be

SPEED
World Challenge

SCCA SPEED TOURING CAR CHAMPIONSHIP 2008 SEASON-AT-A-GLANCE

DATE	CIRCUIT	RACE DISTANCE (MILES)	No. OF LAPS	No. OF ENT.	No. OF QUAL.	No. OF ST.	No. OF FIN.	MARGIN OF VIC. (SEC.)	No. LEAD CHANGE
March 14	Sebring	66.6	18	17	15	17	16	0.645	0
April 26	VIR	68.67	21	17	16	17	16	0.090*	2
May 18	Mill Mts. Park	60.96	20	17	17	17	17	1.402	0
May 24	Lime Rock Park 1	67.32	44	20	18	20	20	4.323	1
May 26	Lime Rock Park 2	65.79	43	19	17	17	17	0.891	1
June 8	Watkins Glen	54.4	16	16	14	16	16	3.064	1
July 20	Mid-Ohio	60.966	27	19	19	19	19	0.868	1
August 10	Road America	68.815	17	19	17	19	19	1.525	1
August 24	Mosport	68.852	28	14	14	14	14	6.773	1
October 3	Road Atlanta	68.58	27	19	19	19	19	1.204	0
	Total	650.953	261	177	166	175	173	20.785	8
	Average	65.10	26.10	17.70	16.60	17.50	17.30	2.079	0.8

* Denotes Track Record

SCCA SPEED TOURING CAR CHAMPIONSHIP 2008 DRIVERS' SCORECARD

CIRCUIT	WINNER	WINNER'S		FASTEST		Speed (MPH)
		Speed (MPH)	FASTEST QUALIFIER	Speed (MPH)	FASTEST RACE LAP	
Sebring	Pierre Kleinubing	92.963	Pierre Kleinubing	94.436	Seth Thomas	93.791
VIR	Kuno Wittmer	91.725	Chip Herr	93.688*	Seth Thomas	92.952*
Miller	Jason Saini(R)	86.366	Jason Saini(R)	86.964	Jason Saini(R)	86.978
Lime Rock 1	Kuno Wittmer	92.834	Pierre Kleinubing	95.006	Kuno Wittmer	93.982
Lime Rock 2	Chip Herr	84.333	Chip Herr	94.761	Chip Herr	93.356
Watkins Glen	Michael Galati	60.358	Peter Cunningham	97.231	Chip Herr	95.954
Mid-Ohio	Kuno Wittmer	72.889	Peter Cunningham	87.124	Jim Daniels(R)	86.337
Road America	James Clay	93.577	Pierre Kleinubing	98.367	Peter Cunningham	97.715*
Mosport	Michael Galati	96.410	Chip Herr	98.649	Seth Thomas	97.279
Road Atlanta	Chip Herr	87.419	Chip Herr	98.131	Michael Galati	97.867*

* - Denotes Track Record

2008 SPEED TOURING CAR DRIVERS' CHAMPIONSHIP

Ps.	Driver, Car	Pts.	Purse	(Starting Position)					Finishing Position				
				SEB	VIR	MMP	LRP1	LRP2	WGI	MOH	RAM	MOS	RAT
1	Peter Cunningham, Acura TSX	939	\$69,900	(3) 3	(4) 6	(3) 4	(4) 5	(2) 2	(1) 2*	(1) 2	(7) 5	(9) 3	(6) 4
2	Pierre Kleinubing, Acura TSX	934	\$77,450	(1) 1**	(5) 7*	(2) 2	(1) 2	(4) 3	(2) 3	(9) 19	(1) 2**	(5) 6	(4) 3
3	Kuno Wittmer, Acura TSX	930	\$84,300	(2) 2	(3) 1*	(6) 3	(2) 1**	(6) 5	(4) 9	(2) 1**	(11) 10	(8) 4	(11) 5
4	Chip Herr, MAZDA6	885	\$66,100	(5) 13	(1) 5**	(15) 8	(3) 3	(1) 1**	(5) 5	(4) 7	(3) 4	(1) 5*	(1) 1**
5	Jason Saini(R), MAZDA6	770	\$49,700	(13) 9	(16) 11	(1) 1**	(6) 6	(7) 13	(7) 10	(3) 4	(2) 3	(3) 2	(12) 16
6	Michael Galati, MAZDA6	711	\$51,100	(9) 11	(15) 12	(7) 17	(7) 15	(3) 17	(3) 1**	(8) 5	(8) 16	(2) 1**	(3) 2
7	Seth Thomas, BMW 325i	693	\$17,050	(16) 6	(7) 2	(8) 7	(5) 10	(10) 4	(6) 14	(15) 6	(6) 7	(6) 12	(7) 14
8	Charles Espenlaub, MAZDA6	685	\$31,375	(6) 4	(2) 4	(4) 5	(9) 12	(11) 10	(9) 4	(6) 18	(13) 11	(14) 10	(9) 8
9	James Clay, BMW 325i	626	\$20,000	(15) 10	(6) 3	(10) 16	(10) 7	(8) 16	(11) 12	(10) 11	(4) 1*	(4) 13	(10) 15
10	Charlie Putman, MAZDA6	559	\$19,650	(11) 14	(14) 15	(14) 12	(14) 11	(14) 11	(12) 8	(16) 12	(16) 13	(10) 8	(13) 11
11	Nick Esayian, BMW 325i	553	\$7,500	(4) 15	(13) 14	(13) 11	(16) 13	(16) 14	(13) 13	(14) 15	(15) 9	(13) 9	(15) 6
12	Eric Curran, Acura RSX	517	\$23,275	(7) 8	-	(11) 9	(11) 8	-	(8) 6	(5) 9	(14) 18	(11) 7	(5) 7
13	Patrick Lindsey(R), MAZDA6	485	\$10,575	(12) 12	(12) 16	(12) 10	(15) 17	(15) 15	(16) 16	(17) 17	(19) 12	(12) 11	(2) 18
14	Jim Daniels(R), MAZDA6	452	\$20,100	-	-	(5) 6	(13) 16	(13) 8	(10) 11	(7) 3	(5) 14	DSQ	(8) 9
15	Glenn Bocchino, Acura TSX	315	\$10,500	(10) 16	(17) 17	-	(12) 9	(12) 7	-	(13) 8	-	-	(14) 19
16	Jason Martinelli, BMW 325i	257	\$3,250	(17) 7	(11) 13	(9) 13	(19) 20	-	-	(11) 14	-	-	-
17	James Sofronas, BMW 325Ci	219	\$4,900	-	-	-	(8) 4	(5) 9	-	-	(9) 8	-	-
18	Jim Osborn, Volkswagen Jetta TDI	176	\$1,450	(14) 17	-	-	-	-	-	(18) 16	(18) 17	-	(18) 13
19	Byron Smith, BMW 330i	174	\$2,550	-	-	(16) 14	-	-	(14) 7	-	-	-	(17) 12
20	Payton Wilson, Dodge SRT-4	157	\$2,200	-	(9) 9	-	(17) 14	DNS	(15) 15	-	-	-	-
21	Jeff Altenburg, MAZDA6	148	\$7,600	(8) 5	(8) 8	-	-	-	-	-	-	-	-
22	Branden Peterson, Acura TSX	141	\$1,600	-	-	(17) 15	-	-	-	(19) 13	(17) 15	-	-
23	Eric Curran, Acura RSX	136	\$6,700	-	(10) 10	-	-	-	-	-	(10) 6	-	-
24	Bill Auberlen, BMW 325i	115	\$1,675	-	-	-	(20) 18	(9) 6	-	-	-	-	-
25	Robb Holland, Dodge SRT-4	97	\$1,250	-	-	-	-	-	-	(12) 10	(12) 19	-	-
26	Martin Ohlin, Mazda6	60	\$2,400	-	-	-	-	-	-	-	-	-	(16) 10
27	Anthony Serra(R), Acura TSX	54	\$700	-	-	-	-	(17) 12	-	-	-	-	-
28	Carl Hober(R), Acura TSX	41	\$400	-	-	-	-	-	-	-	-	-	(19) 17
29	Matt Lang(R), Acura Intergra R	37	\$350	-	-	-	(18) 19	DNS	-	-	-	-	-

Total Purse \$643,600 (Purse includes prize money, awards and posted contingencies.)

Only drivers scoring points are listed.

*- Lap led (point)

** - Most laps led (point)

Qualifying Points: Pole (10), 2nd (8), 3rd (6), 4th (4), 5th (2)

Notes:

James Clay fined 10 points at Sebring for contact

Chip Herr fined 10 points at VIR for contact

Glenn Bocchino fined 10 points at Lime Rock Park (race one) for contact

Key: SEB - Sebring International Raceway, VIR - VIRginia International Raceway, MMP - Miller Motorsports Park, LRP - Lime Rock Park, WGI - Watkins Glen International, MOH - Mid Ohio, RAM - Road America, MOS - Mosport, RAT - Road Atlanta

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2008 SPEED TOURING CAR MANUFACTURERS' CHAMPIONSHIP PRESENTED BY RACER MAGAZINE

Pos.	Manufacturer	Points	Top Finishing Position									
			SEB	VIR	MMP	LRP1	LRP2	WGI	MOH	RAM	MOS	RAT
1	Acura	79	1*	1	2	1*	2	2*	1*	2*	3	3
2	Mazda	71	4	4*	1*	3	1*	1	3	3	1*	1*

*- Pole position (one point)

2008 SPEED TOURING CAR ROOKIE OF THE YEAR STANDINGS

Ps.	Driver, Car	Pts.	Purse	(Starting Position) Finishing Position									
				SEB	VIR	MMP	LRP1	LRP2	WGI	MOH	RAM	MOS	LAG
1	Jason Saini(R), MAZDA6	770	\$49,700	(13) 9	(16)11	(1) 1**	(6) 6	(7)13	(7)10	(3) 4	(2) 3	(3) 2	(12)16
2	Patrick Lindsey(R), MAZDA6	485	\$10,575	(12)12	(12)16	(12)10	(15)17	(15)15	(16)16	(17)17	(19)12	(12)11	(2)18
3	Jim Daniels(R), MAZDA6	452	\$20,100	-	-	(5) 6	(13)16	(13) 8	(10)11	(7) 3	(5)14	DSQ	(8) 9
4	Anthony Serra(R), Acura TSX	54	\$700	-	-	-	-	(17)12	-	-	-	-	-
5	Carl Hober(R), Acura TSX	41	\$400	-	-	-	-	-	-	-	-	-	(19)17
6	Matt Lang(R), Acura Integra R	37	\$350	-	-	-	(18)19	DNS	-	-	-	-	-

Key: SEB - Sebring International Raceway, VIR - VIRginia International Raceway, MMP - Miller Motorsports Park, LRP - Lime Rock Park, WGI - Watkins Glen International, MOH - Mid Ohio, RAM - Road America, MOS - Mosport, RAT - Road Atlanta

The Drivers



this is how racing should be

SPEED
World Challenge



JOHN BOURASSA

JON bor-AH-sah
Hope Sound, Fla.
Age: 61

2008: Raced in seven events. Season high finish was 14th at both Sebring and Road America.

Previously: Began ice racing in **1963** on road courses on frozen lakes in Canada. Competed in the Historic Sports car Racing GT Drivers' Championship from **1991-2003**, as well as having raced in Speedvision Cup, Motorola Cup, and Grand-Am Cup. Has numerous race wins and podium finishes throughout his career. In **2003**, as a rookie, competed in four SPEED GT races and scored a career-best 12th place finish at Road America. In **2004**, his second season, ran a career-high nine events, missing only Laguna at the end of the season. Earned three Top-20 finishes in second season, with best finish (15th) coming at Infineon. In **2005**, finished in the top-20 in eight of nine races. Entered eight races in **2006** with a Porsche 911 Turbo. Best result was 15th at Road America. Enter Porsche 911 Turbo in six **2007** races, starting the season with his highest finish, 15th, at Sebring.

Personal: Born May 9, 1947, is married to Pauli and has two children (Andre and James). He is a land developer and builder. Enjoys Blues music and Indian food. Drives a Mercedes S500 on the street. His racing heroes include Senna and Hans Stuck; favorite track is Watkins Glen.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2003	GT	4	0	0	0	-
2004	GT	9	0	0	0	-
2005	GT	9	0	0	0	-
2006	GT	8	0	0	0	-
2007	GT	6	0	0	0	-
2008	GT	7	0	0	0	-
Totals	WC	43	0	0	0	-



RICK BOYSAL (R)

RICK BOY-sall
Danville, Calif.
Age: 48

Previously: Started racing in **2000** and has since collected numerous SCCA Regional Championships including the **2001** Pacific Coast Championship and the **2002** Rose Cup driving a Chevrolet Corvette in the T1 class. Went SPEED GT racing at Laguna Seca, driving his T1 Corvette in 2002. Returned in a Corvette for **2003** SPEED GT season opener at Sebring. Plans to pilot a Corvette CR6 for the 2009 SPEED GT season.

Personal: Born May 28, 1960. Is the CEO of a real estate development company and drives a Corvette Z06 on the street. Is married to Shannon with three children (Corey, Shelly and Chloe). Enjoys Law & Order and sushi. Lists Laguna Seca as his favorite track and Michael Schumacher as his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2002	GT	1	0	0	0	-
2003	GT	1	0	0	0	-
Totals	WC	2	0	0	0	-



PAUL BROWN

PAUL BROWN
Covina, Calif.
Age: 39

2008: Entered first two rounds of the SPEED GT season in a Porsche 911 GT3, finishing 10th at Sebring and 20th at Long Beach.

Previously: Started SCCA Club Racing in **1992**. Has served as a Ford Motor Company Tier 4 test driver and Aero Racing USA (Morgan) factory test driver. In **1993** finished eighth in first SCCA Pro Race, racing a Ford Mustang Cobra at Des Moines in the WC Class. Earned a total of 12 top-10 and four top-five finishes in World Challenge between **1993** and **1998**. Best Championship finish came in 1998 when he finished sixth. Ended the year seventh in the **1999** SPEED GT Championship with four top-10 finishes and a career-high second-place at Vancouver, driving a Ford Saleen Mustang. In **2000**, earned top-10 finishes at Lowes Motor Speedway, Lime Rock Park and Ste. Croix behind the wheel of a Saleen SR. Enter two events in **2001** with a Chevrolet Corvette, finishing 15th at Sebring and 14th at Road Atlanta. Finished **11th** in the **2004** Le Mans Historic 24 Hours driving a 1971 Ferrari 512 M. Was a winner at the **2005** Monterey Historics in a 1961 Chaparral 1. In **2006** won the first-ever NASA American Iron Extreme national race.

Personal: Born July 8, 1965. Married to World Challenge veteran Carol Hollfelder. Is the race shop manager for Tiger Racing, but first job was as a Skip Barber mechanic. Drives a Ford Mustang GT on the street. Enjoys a good steak and the TV show *Top Gear*. Road America is his favorite track and Brian Redman is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1993	B	3	0	0	2	-
1994	WC	2	0	0	1	-
1995	Sports	4	0	0	2	-
1996	T1	2	0	0	0	-
1997	T1	4	0	2	2	-
1998	T1	7	0	2	5	6
1999	GT	10	0	1	4	7
2000	GT	10	0	0	3	-
2001	GT	2	0	0	0	-
2008	GT	2	0	0	1	-
Totals	WC	46	0	5	20	6



JAMES CLAY

JAYMS CLAY
Blacksburg, Va.
Age: 35

2008: Claimed first series win at Road America in his BMW 325i. Qualified in top-10 at eight of 10 rounds. Finished ninth in SPEED Touring Car points.

Previously: His first race was a BMW Club Racing event at Pocono in **1998**. **2001** ECR Enduro Series Champion, second in 2001 ARRC Enduro Championship, second in 2002 ARRC ITS Championship. Won five SCCA Regional ITS events in 2001 in a BMW 325. Followed that up by winning four times in six starts in 2002 SCCA Regional ITS races. In **2002**, ran three SPEED Touring Car races in a BMW 325is, with a season-best finish of 14th at Washington, D.C. In **2003**, competed in his first full season of SPEED Touring Car competition. Scored his first top-10 finish at Road Atlanta. Picked up three top-10 finishes in **2004**, including his first top-5 (Road Atlanta) and finished 16th in points. Clay's Crew Chief Jason Marks was awarded the Zimmerman Cup as SPEED Touring Car's top crew chief. In **2005**, collected six top-10 and three top-five finishes in 10 starts, driving a BMW325i. Finish 10th in the Championship points. Returned in BMW in **2006** to contest eight rounds, earning top-10 finishes at Miller Motorsports Park and

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Mosport. BimmerWorld team developed new BMW E90 chassis in house for **2007** and collected the first North American win for the chassis as a team owner at Mid-Ohio with driver Joey Hand. In seven starts, tied his career-best finish of third at Road Atlanta, where he set the fastest lap of the race.

Personal: Born Aug. 14, 1973. BimmerWorld owner. Played semi-professional football after college as a 300 lb-plus offensive lineman. Enjoys house techno music, but does not dance to it. Wields a mean barbeque – loves to cook and grill at home on the weekends.

Year	Class	Starts	Wins	Top-5	Top-10	Fin. (T10)
2002	TC	3	0	0	0	-
2003	TC	9	0	0	1	-
2004	TC	8	0	1	3	-
2005	TC	10	0	3	6	10
2006	TC	8	0	0	2	-
2007	TC	7	0	1	2	-
2008	TC	10	1	2	4	9
Totals	WC	55	1	7	18	9



JEFF COURTNEY

JEF KORT-nee
Slinger, Wis.
Age: 43

Career Highlights: 2006 Piloti SPEED Touring Car Rookie of the Year.

2008: Driving a Woodhouse Performance Dodge Viper, equaled his best SPEED GT finish of fifth at Sebring. Collected three more top-10 finishes to end the year eighth in the Drivers' Championship.

Previously: Prior to joining World Challenge, competed in SCCA Pro Racing Mazdaspeed Miata Cup. Also drove in Grand-Am Cup GS and Panoz Pro GT, as well as oval track snow-mobiling and motorcycle competitions. Won the

2005 Panoz GT Pro winter series championship, and also claimed the Miata Cup Sunoco Hard Charger award at Mosport in 2005. Competed in first World Challenge event in 2005, placing 19th after starting 27th at Sebring. Competed in a full year of SPEED Touring Car in **2006** with the STaSiS Audi team. Finished the year 10th in the Drivers' Championship with four top-10 finishes, including a career-best fourth at Mid-Ohio, earning him the Piloti Rookie of the Year Award. Stepped over from SPEED Touring Car to GT in **2007**, driving a Woodhouse Performance Dodge Viper. Earned four top-10 finishes en route to finishing a career-high seventh in the Drivers' Championship. Best finish was fifth at Lowe's Motor Speedway, where his teammate was NASCAR star Kasey Kahne.

Personal: Drives a BMW M3 and Chevy Avalanche on the street. Favorite food is pizza and favorite TV show is *Entourage*. Mosport is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Fin. (T10)
2005	TC	1	0	0	0	-
2006	TC	10	0	1	4	10
2007	GT	10	0	1	4	7
2008	GT	10	0	1	6	8
Totals	WC	31	0	3	14	7



DINO CRESCENTINI

DEE-no cros-en-TEE-nee
Malibu, Calif.
Age: 48

Career Highlights: 2004 SPEED Touring Car Rookie of the Year.

2008: Contested all 10 rounds of SPEED GT Championship in GMG Motorsports Porsche 911 GT3 and seven SPEED Touring Car Rounds in a RealTime Acura TSX. Finished 13th in the SPEED Touring Car Drivers' Championship with a best finish of seventh at Miller Motorsports Park and Mid-Ohio. Finished six of seven SPEED Touring Car races in the top 10.

Previously: Began racing various motocross and desert events in **1972** and continues to participate in these events. For the past 25 years, Dino has competed in five to six Alfa Club Races/Time Trials per year dating back to **1978** and is a driving instructor. In **1983-84**, competed in SCCA GT-5 class driving an Alfa Romeo GTA. Holds lap records at Willow Springs and Riverside. From **1990-1992**, ran a tube frame Alfa Romeo in SCCA GT-3 class and Nasport. Was second in the division and third at the Runoffs. Holds several lap records. Competed in the Trans-Am series from **1993-1997**. Won several Rising Star of the Race awards and his best finish was fifth. Driving a 1972 McLaren M8F, he has won every Can-Am vintage car race he has finished from **2002** to the present. In rookie SPEED Touring Car season of **2004**, ran full slate of ten events in a BMW 325i. Scored one top-five finish (Infineon), six top-10s and was named 2004 SPEED Touring Car Rookie of the Year. Joined Tri-Point Motorsports in **2005** and ran in 10 Touring Car events driving a MAZDA6. Qualified in the top five in half of his starts, including a career-best second on the grid at Portland. Also had a pair of top-three finishes highlighted by a career-best third at Infineon. In addition to Touring Car, took to SPEED GT, driving Lou Gigliotti's Corvette at Portland where he earned his first World Challenge win in his first-ever GT start. Continued with Tri-Point Motorsports in **2006**, earning three top-ten finishes. Best result was an eighth at Infineon. Started the **2007** season with STaSiS, finishing seventh at Sebring in an Audi A4. Entered final race at Mazda Raceway Laguna Seca with Tri-Point Motorsports in a MAZDA6, finishing fifth.

Personal: Born July 3, 1960. Is the CEO for Centric Parts. Has three children (Sasha, Giuliana and Dino Jr.) and drives an Audi RS4 on the street. Lists *Grand Prix* as his favorite movie and prefers Italian and Japanese food. Tazio Nuvalari is his racing hero and Portland is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	TC	10	0	1	6	10
2005	GT	2	1	1	1	-
2005	TC	10	0	2	3	-
2006	TC	8	0	0	3	-
2007	TC	2	0	1	2	-
2008	GT	10	0	0	5	-
2008	TC	7	0	0	6	-
Totals	WC	49	1	5	26	10



PETER CUNNINGHAM

PEE-tur KUN-ing-ham
Grafton, Wis.
Age: 46

Career Highlights: Eight-time SCCA Pro Racing Drivers' Champion: 1988 SCCA Endurance Class B Champion. 1989 SCCA Endurance Class B Champion. 1990 Race Truck Champion. 1995 World Challenge Super Production Champion. 1997 World Challenge T1 Champion. 2002, 2005 and 2008 SPEED Touring Car Champion. In 2001, recognized as all-time winning North American professional road racer. Leader of nearly every statistical category in World Challenge racing. Also has ice racing and Rally Championships. In 2000, was the first North American to win the prestigious Worldwide BMW Sports Trophy.

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2008: Earned record-tying fifth World Challenge Championship, finishing all 10 rounds of SPEED Touring Car Championship in the top 10, including five top-three finishes and two pole positions. Driving a RealTime Acura TSX, helped lead American Honda to its record 11th Manufacturers' Title. Also competed in the KONI Challenge.

Previously: Started autocrossing at the age of 17, winning the first event entered. Professional career started in **1985** in the Playboy Endurance Cup. Was the SCCA Escort Endurance Class B Champion, driving a Honda CRX Si in **1988**. Won the same title in **1989** and led the B class with 11 career victories. In **1990**, won the Racetruck Championship in a Mazda and finished second (Honda CRX Si) in the first year in the SCCA World Challenge Super Production class. In **1993**, led Honda to the Class C Manufacturers' Championship, scored three victories and finished second in the Drivers' Championship in a Honda Prelude Si. In **1994**, drove to second place in the WC Super Production class, missing the Drivers' Championship again by three points. In **1995**, won his first World Challenge Drivers' Championship (Class C) in a Honda Prelude Si. Recorded one victory (Trois-Riveres) and eight top-five finishes in as many races. In **1996**, finished fifth overall with two wins in a T1 Acura NSX. In **1997**, captured his second World Challenge Drivers' Championship with four victories in a T1 NSX. Also in 1997, finished second in CART Super Touring Championship in a Honda Accord for Honda of America Racing Team. Finished third overall in the T1 Drivers' Championship (Acura NSX) in **1998** on the strength of two wins. Also in 1998, signed on to Team PTG's BMW endurance racing program, competing with various co-drivers in USRRC and IMSA GT categories. Over the next three seasons, scored three wins, 17 top-three and 27 top-10 finishes. Did not compete in World Challenge in **1999**. In **2000**, ran the entire SpeedvisionGT season in a BMW M3, recording a World Challenge record-tying 19th-career win at Ste. Croix. Recorded five top-10 finishes, four top-fives, and a season-high three pole positions. Made one Speedvision Touring Car start, finishing third. In **2001**, finished runner-up in the Speedvision GT Championship in an Acura NSX SC, topping the statistical charts with a season-high five wins, seven poles, seven top-fives and nine top-10s. Broke the World Challenge record for wins at Sebring with 20. In his only Touring Car appearance of the season, drove a RealTime Racing Acura Integra R to a 10th-place finish after starting 40th at Road Atlanta. In **2002**, captured third SPEEDWorld Challenge Touring Car title with one win, six top fives, ten top-10s and two poles in an Acura Integra Type R. Scored runner-up finish in GT Championship, with one win, eight top fives and ten top-10 finishes an Acura NSX SC. Became second driver in history to win both class races in the same weekend (Road Atlanta). In **2003**, headed the Nissan factory team effort driving a Nissan SE-R Spec V. In the program's first season, Cunningham recorded a flag-to-flag win at Road America, two podium, five top-five and six top-10 finishes en route to finishing fourth in the Drivers' Championship. In **2004**, completed second and final year of Nissan Sentra SE-R program, earning one win, six top-five and six top-10 finishes in 10 SPEED Touring Car events, finishing fifth in the point standings. The victory at Road America made it five consecutive seasons with at least one win. Won the season-long Air Force Reserve Pole Award for a class-best three poles won. Also drove in two SPEED GT races in an Audi RS6, earning a top-five and a top-10 finish. Earned fourth World Challenge Drivers' Championship in **2005**, his first since winning the 2002 Touring Car title. In eleven starts, earned one win (Sebring) to go along with seven top-five and 11 top-10 finishes, all of which helped Acura claim the Touring Car Manufacturers' Championship. Had four consecutive third-place finishes following season-opening win. Needs just one more win to earn 30 for his career and only seven starts to break the 150 start plateau. Finished fourth in the **2006** SPEED Touring Car Driver's Championship. In ten starts, scored three podium and nine top-10 finishes, helping Acura to its record-sixth Manufacturers' title. Broke a 25-race winless streak in **2007** at the series' first visit to the Grand Prix of Toronto. Earned a second win in the final race at Mazda Raceway Laguna Seca. Had a total of four top-five finishes and eighth top-10s. Ended the season fifth in the Drivers' Championship.

Personal: Nickname is "P.D." Born July 1, 1962 and is married to Rainey with one daughter, Audrey. Owns RealTime R&L, Inc., a racing team and logistics company in Wisconsin.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1990	SP	8	2	7	8	2
1991	WC	2	1	2	2	-
1991	SP	2	1	1	1	-
1992	A	1	0	1	1	-
1992	D	2	0	2	2	-
1993	C	8	3	7	8	2
1994	SP	8	2	6	7	2

1995	SP	8	1	8	8	1
1996	T1	10	2	4	7	5
1997	T1	9	4	8	8	1
1998	T1	9	2	4	5	3
2000	TC	1	0	1	1	-
2000	GT	10	1	4	5	7
2001	TC	1	0	0	1	-
2001	GT	10	5	7	9	2
2002	TC	11	1	6	10	1
2002	GT	10	1	8	10	2
2003	TC	10	1	5	6	4
2004	TC	10	1	6	6	5
2004	GT	2	0	1	1	-
2005	TC	11	1	7	11	1
2006	TC	10	0	5	9	4
2007	TC	10	2	4	8	5
2008	TC	10	0	9	10	1
Totals	WC	173	31	113	144	1



ERIC CURRAN

AIR-ik KUR-in
South Deerfield, Mass.
Age: 33

Career Highlights: 1999 SCCA Runoffs American Sedan National Champion. 1999 SCCA Jim Fitzgerald Rookie of the Year.

2008: After a rough start to the season in the Whelen Engineering Chevrolet Corvette, scored a runner-up finish at Road America and followed it up with a win at Mosport. Also earned fourth-place finishes at Watkins Glen and Road Atlanta. Finished 10th in the SPEED GT Drivers' Championship. Also entered three SPEED Touring Car events in a Acura RSX finishing in the top 10 at each. Also Competed in the KONI Challenge winning three ST races, as well

as ALMS.

Previously: In **1994**, began SCCA Club Racing in ITB. Has experience in SCCA ITC, American Sedan, Spec Miata, the SCCA Pro Racing Trans-Am Series, Grand-Am, Grand-Am Cup, Motorola Cup, NASCAR Modified series, SCCA Solo, EMRA time trials and ice racing. In **1999**, third-place finish at the Rolex 24 Hour in the AGT class and won the SCCA National Championship in American Sedan. In **2000**, started six SPEED GT races with three top-fives and six top-10s. Won three Borla Performance awards. Earned the pole, finished second and set the track record at Lime Rock Park in the Grand-Am GT race. In **2001**, ran three SPEED GT races in a Chevrolet Corvette C5 and finished 16th in the points. Recorded two top-fives (Lime Rock Park and Road Atlanta) and three top-10s. Best finish of fourth at Road Atlanta. In **2002**, ran SPEED GT events at Lime Rock Park and Road Atlanta in a Corvette Z06. Best finish of the season was a fifth at Lime Rock Park from a seventh-place qualifying position. After having already run one **2003** race at Lime Rock Park, he joined TeamRTR prior to the race at Infineon Raceway. Was the pilot of a Nissan SE-R Spec V and recorded a career-best third place finish in Puerto Rico in addition to three top-10 finishes. Ran a scaled down effort in **2004**, competing in two SPEED Touring Car events and finishing a season-high 15th at Lime Rock after starting 36th. Also competed in one SPEED GT event, also at Lime Rock, where he nabbed a top-10, finishing eighth. In **2005**, competed in a career-high 11 events, driving in a full season for the first time in his career. With RealTime Racing, earned first win of career at Denver and finished in the top five (three podiums) four times. Finished fifth in the Drivers' Championship, the first time in his career to finish in the top 10. Finished fifth in the Championship with RealTime again in **2006**, collecting four podium finishes, including his second World Challenge career-victory at Mazda Raceway Laguna Seca. Made to move back to GT in **2007** with Marsh Racing, driving a Chevrolet Corvette. Won opening rounds at Sebring and the Grand Prix of Long Beach. Also won Mid-Ohio and Mosport Rounds. Despite collecting four wins, five DNFs limited him to his third-consecutive fifth-place points finish.

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Personal: Born June 8, 1975. Owns independent Volvo dealership. Enjoys karting and coaching drivers. Drives a Volvo S60 R on the street. Likes Mexican food. Favorite track is Watkins Glen.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2000	GT	4	0	1	3	-
2001	GT	4	0	2	3	-
2002	GT	2	0	1	1	-
2003	TC	7	0	1	3	-
2004	TC	2	0	0	0	-
2004	GT	1	0	0	1	-
2005	TC	11	1	4	8	5
2006	TC	10	1	7	8	5
2007	GT	10	4	4	5	5
2008	GT	10	1	4	4	10
2008	TC	3	0	0	3	-
Totals	WC	65	7	24	40	5

JASON DASKALOS

JAY-sun DAH-skuh-los
Albuquerque, N.M.
Age: 37



Career Highlights: 2006 Viper Racing League Champion and Rookie of the Year.

2008: Earned six top-10 finishes in his sophomore season driving a Dodge Viper, including a career-best fourth at New Jersey Motorsports Park, where he earned the Sunoco Hard Charger Award for advancing nine positions in the race. Also led his first official race lap in rainy Sebring season opener. Ended the season sixth in the SPEED GT Drivers' Championship.

Previously: Competed in Michelin Challenge Series and Viper Racing League, capturing the Viper Racing league title in his Rookie season with 14 wins in 23 starts. Entered nine races in **2007** with a Dodge Viper for his rookie season. Best finish was ninth at Road Atlanta, earning him Piloti Rookie of the Race honors.

Personal: Born January 2, 1972. Married to Cindy with two children, Eliana and Petros. Is a commercial developer and general contractor. His first job was in a body shop and he currently drives a Hummer H-1 on the street. Lists filet mignon as his favorite food and *Entourage* as his favorite TV show. Road Atlanta is his favorite track and Juan Pablo Montoya is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	GT	9	0	0	1	-
2008	GT	10	0	1	6	6
Totals	WC	19	0	1	5	6

BRANDON DAVIS

BRAN-dun DAY-vis
Huntington Beach, Calif.
Age: 23



Career Highlights: 2005 SPEED Touring Car Rookie of the Year.

2008: Switched full time to SPEED GT with ACS Ford Mustang Cobra. Ended the season third in the Drivers' Championship with six podium finishes, including wins at Long Beach and Road Atlanta.

Previously: Started racing go karts at age seven. Began SCCA Regional and National competition at 16. Participated in first professional race at Portland in June of **2004** and drove in first SPEED World Challenge race in July at Infineon. In **2005**, his rookie SPEED Touring Car season, earned an impressive eight top-10 finishes in 11 events driving an Acura TSX for RealTime Racing. Earned first career-pole at Mosport and finished fourth in the Drivers' Championship, earning him Rookie of the Year honors. Earned another nine top-10 finishes in the RealTime Acura TSX in **2006**. Collected first win at the Grand Prix of Denver, where he beat teammate Eric Curran to the line by 0.005-second, the closest finish in series history. Ventured into SPEED GT for the first time driving his father Mike Davis' Saleen SR to a 16th place finish at Mazda Raceway Laguna Seca. Earned four top-10 finishes in **2007** with RealTime Racing. Best result was third at Mazda Raceway Laguna Seca. Also drove Saleen SR for father Mike Davis' team at Laguna Seca, finishing 12th in only his second SPEED GT race.

Personal: Born Oct. 21, 1985. Works in business marketing and drives a BMW M3 on the street. First job was a go-kart instructor. Lists *Burn Notice* as his favorite TV show and sushi as his favorite food. Boris Said is his racing hero and Road Atlanta is his favorite track. Father, Mike, also races in SPEED World Challenge.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	TC	3	0	0	0	-
2005	TC	11	0	2	8	4
2006	GT	1	0	0	0	-
2006	TC	10	1	3	9	6
2007	TC	10	0	1	4	10
2007	GT	1	0	0	0	-
2008	GT	10	2	7	7	3
Totals	WC	46	3	13	28	3

MIKE DAVIS

MIKE DAY-vis
Huntington Beach, Calif.
Age: 57



2008: Ran first full season of SPEED GT in Ford Mustang Cobra, teaming with son Brandon. Earned four top-10 finishes, including starting the season with back-to-back seventh place results.

Previously: First race came in **1993** at Willow Springs in California, where he drove a 1966 427 A/C Cobra to the win. Was in Trans-Am for seven years, teaming up with Boris Said for ACS Express Racing. In **2002**, Mike was the team owner when Said won the Trans-Am Series Championship. In **2005**, had five SPEED GT starts in a Saleen SR, finished in the top 10 twice, winding up eighth at both Denver and Laguna Seca. Son Brandon was the 2005 SPEED Touring Car Rookie of the Year. Entered five SPEED GT events in **2006** with Ford Mustang Cobra, finishing in the top-10 at the Grand Prix of Long Beach. Entered two SPEED GT events in **2007** with Ford Mustang Cobra. Best finish was 14th at the Grand Prix of Long Beach.

Personal: Born Oct. 8, 1951. Is the co-owner and founder of Applied Computer Solutions, but his first job was selling newspapers at Bay Meadows race track. Drives a Mercedes CL65 on the street.

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Married to Sandy and has sons Brandon (23) and Sean (21). Lists Mark Donahue, A.J. Foyt and Parnelli Jones as racing heroes. Road America is his favorite track. Favorite food is sushi and favorite TV show is *House*.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2003	GT	1	0	0	0	-
2004	GT	2	0	0	0	-
2005	GT	5	0	0	2	-
2006	GT	5	0	0	1	-
2007	GT	2	0	0	0	-
2008	GT	10	0	0	4	-
Totals	WC	25	0	0	7	-

TOMY DRISSI

TOM-ee DREE-zee
Hollywood, Calif.
Age: 50

Career Highlights: 1999 Trans-Am Rookie of the Year

2008: Entered races at Sebring and Long Beach in a Chevrolet Corvette, but was injured in a practice crash at Long Beach, forcing him to cancel the remainder of his season.

Previously: Made 77 Trans-Am starts from 1999 - 2005, earning 38 top-10s, 15 top-fives, one pole and a win at the 2000 Grand Prix of Long Beach. Was the 1999 Trans-Am Rookie of the Year and named the BBS Most Improved Driver in 2000. Finished 27th in **2000** SPEED GT race at Sears Point driving a Toyota Supra. Drove Chevrolet Corvette in **2006** SPEED GT rounds at Long Beach where he finished ninth and Laguna Seca, finishing 25th. Qualified a BimmerWorld BMW 325i at Laguna Seca, but did not start the race. Entered four SPEED GT events in **2007** driving a Chevrolet Corvette, finishing a series-high third at the season opener in Sebring.

Personal: Born December 9, 1958. Owns advertising firm that produces upcoming film displays for movie theaters. Drives a Chevrolet Suburban on the street. Pizza and cheeseburgers are his favorite food. Lists *Le Mans* as his favorite movie. Mario Andretti is his racing hero. Long Beach and Monaco are his favorite tracks.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2000	GT	1	0	0	0	-
2006	GT	2	0	0	1	-
2007	GT	4	0	1	1	-
2008	GT	2	0	0	1	-
Totals	WC	9	0	1	3	-



NICK ESAYIAN

NIK eh-SAY-un
Encinitas, Calif.
Age: 41

2008: First season with BimmerWorld netted Esayian a best start of fourth and a best finish of sixth as he adapted to the rear-wheel drive BMW E90 platform.

Previously: Won the SCCA Central Division Regional Championship in **1993** and Milwaukee Region Rookie of the Year in the same year. He finished in the top 10 in points in the SCCA Central Division from **1994-95**, and then improved to top-five finishes in points from **1996-2002** in the SCCA So Pac Division. Also, finished in the top 10 in final points in three seasons of Neon Challenge as well as scoring a top-three finish in final points for the **1999** NASA Touring Car Championship. In **2002**, ran two SPEED Touring Car races in an Acura Integra Type R, with a best finish of 25th at Road America. In **2003**, competed in SCCA National Series finishing third in points in SoPac Division in the SSB class. Driving for RealTime Racing in **2004**, finished fourth in Rookie of the Year points standings and 18th overall in Touring Car after running all 10 events for the first time in career. Best finish (15th) came at Portland after starting 21st. In **2005**, his second full season with RealTime Racing, posted career-best eighth-place finish at Mosport after qualifying 14th. Including that race, earned the first four top-10 finishes of his career (St. Petersburg, Portland, Mosport and Laguna Seca). Finished 12th in the Drivers' Championship. Finished ninth in the **2006** SPEED Touring Car Drivers' Championship racing a RealTime Acura RSX. Earned six top-10 finishes with and finished a career-best seventh at Sebring.

Personal: Born Nov. 7, 1967. Is CEO of Debt Cures, LLC., enjoys golf, tennis, off road motorcycling, politics and the beach. He is married to Carrie and they have two sons Jake and Troy. Drives a Mercedes Benz S550 on the street. Earned a BBA (Marketing) from the University of Wisconsin Whitewater and holds an MBA from the University of Redlands.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2002	TC	2	0	0	0	-
2004	TC	10	0	0	0	-
2005	TC	11	0	0	4	-
2006	TC	10	0	0	6	9
2007	TC	10	0	0	3	-
2008	TC	10	0	0	3	-
2008	GT	1	0	0	0	-
Totals	WC	43	0	0	13	9

CHARLES ESPENLAUB

CHAR-uls ES-pen-lob
Lutz, Fla.
Age: 40

2008: Switched to Tri-Point team, still piloting a MAZDA6. Earned seven top-10 finishes, including back-to-back fourth-place results at Sebring and VIR, where he qualified second. Ended the season eighth in the Drivers' Championship.



Previously: **1996-2001**, ran Speedvision Cup, Porsche Club, HSR, Motorola Cup and NASA events. Has also competed in SCCA Club Racing, Grand-Am and Grand-Am Cup. Ran seven Speedvision Touring Car races in **2001**, with a best finish of ninth at Road Atlanta. In **2002**, ran a full season in SPEED Touring Car in a Mazda Protege. He had two top ten finishes and one top five finish coming at VIRginia International Raceway. In **2003**, ran a full season in SPEED Touring Car driving a Mazda Protege E9 ES and recorded a season-best 10th place finish at Sebring after qualifying ninth. Competed in one SPEED GT race (Sebring) finishing 13th. In **2004**, turned in three top-10 finishes, including a second-place run at Mosport after starting 28th. In **2005**, after beginning season in

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familiar Mazda Protege, switched to MAZDA6 for Tindol Motorsports. In the MAZDA6, earned the first win of his career at Mosport after starting second. Also, earned the first pole position of his career at Cleveland before finishing second. In all, had seven top-10, four top-five and three podium finishes en route to finishing seventh in the Drivers' Championship. In **2006**, his second season with Tindol Motorsports, racked up six top-10 finishes and four top-five finished en route to finishing eighth in the Drivers' Championship. Best result was second at Road America where he started on pole. In his third year with Tindol Motorsports, earned six top-10 finishes and two top-five finishes in **2007**. Best finish was third in the second half of the Watkins Glen doubleheader.

Personal: Born Sept. 22, 1968. Is single and works as a driving instructor at the Panoz Racing School. Drives a VW Eurovan and a Nissan pickup on the street. Favorite movie is *Fight Club* and racing heroes are Andy Pilgrim and Michael Galati.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1999	TC	1	0	0	0	-
2001	TC	7	0	0	1	-
2002	TC	11	0	1	2	-
2003	TC	10	0	0	1	-
2003	GT	1	0	0	0	-
2004	GT	1	0	0	0	-
2004	TC	8	0	1	3	-
2005	TC	11	1	4	7	7
2006	TC	10	0	4	6	8
2007	TC	10	0	2	6	9
Totals	WC	70	1	12	26	7

ERIC FOSS (R)

AIR-ik FAWS
Fort Worth, Texas
Age: 35

2008: Won the 2008 SCCA Pro Racing Playboy Mazda MX-5 Cup, earning him a spot in a Mazda for the 2009 SPEED Touring Car season as part of the MAZ-DASPEED driver development program. Won 2008 SCCA Spec Miata National Championship.

Previously: Has 17 years of SCCA Solo and Club Racing experience, even running select Speedvision Cup races in **1997**. Has competed in the Spec Miata class for two years. Has been a driving instructor for more than 10 years with Panoz, the Porsche Driving School and MER Spec Miata Advanced Clinic. In **2006** was named Atlanta Region National Driver of the Year. Entered first MX-5 Cup race in **2007** finishing third after starting from pole.

Personal: Born December 28, 1973. Drives a Mazda RX-8 on the street and enjoys Mexican food. *South Park* is his favorite TV show. Klaus Ludwig is his racing hero and Road Atlanta is his favorite track.



ROB FOSTER

ROB FOS-tur
Phoenix, Ariz.
Age: 47

2008: Entered five SPEED GT races, four at the wheel of a Chevrolet Corvette, but best result came at Road America, finishing seventh in a Dodge Viper.

Previously: Has successfully competed in the Viper Racing League since **1999**. Took third in overall points in VRL in **2001** and second in points in **2002**. First event resulted in a sixth-place finish in a VRL event at Road America in August 1999. Has also driven in NASA and ASRA events. Ran one World Challenge GT race in a Mustang at Road Atlanta in 2000. In **2004**, competed in two SPEED GT events, finishing 14th at Laguna Seca (WC career-high) after starting 22nd. Earned the first two top-10 finishes of his career in **2005**, with a best finish of ninth at Road Atlanta (finished 10th at St. Pete). Campaigned first full season of SPEED GT piloting a Dodge Viper in **2006** and earned seven top-10 finishes. Best race finish was sixth at Long Beach, earning him the Piloti Rookie of the Race award. Finished ninth in the Drivers' Championship. Entered Rounds One through Six in **2007** driving a Dodge Viper earning two top-five finishes, including a career-best fourth at Lowe's Motor Speedway. Switched to a Chevrolet Corvette for rounds seven through 10.

Personal: Born April 2, 1960. Drives a Dodge Viper on the street. Listens to classic rock and says VIRginia International Raceway is favorite track. Also likes to ride snowmobiles and four-wheelers.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2000	GT	1	0	0	0	-
2004	GT	2	0	0	0	-
2005	GT	2	0	0	2	-
2006	GT	10	0	0	7	9
2007	GT	10	0	2	3	10
2008	GT	5	0	0	1	-
Totals	WC	30	0	2	13	9

STU FREDERICK

STU FRED-er-ick
Del Mar, Calif.
Age: 49

2008: Entered five SPEED GT races in 2008. Earned first top-10 results at Watkins Glen and Road America.

Previously: Began racing regional NASA and SCCA events in **2002** and has racked up several podium finishes. Entered two SPEED GT events in **2006** with a Dodge Viper. Best finish was 18th at Mosport. Entered **2007** races at Grand Prix of Long Beach and Miller Motorsports Park with a Dodge Viper. Tied career-best finish of 18th at Long Beach.

Personal: Born November 17, 1959. Works in landscape architecture, but washing dishes was his first job. Drives a GMC Yukon on the street. Enjoys sushi and watching *Throw Down with Bobby Flay*. Lists Lewis Hamilton as his racing hero and Mosport as his favorite track. Is the father of three children: Tyler, Jace and Joey.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2006	GT	2	0	0	0	-
2007	GT	2	0	0	0	-
2008	GT	5	0	0	2	-
Totals	WC	9	0	0	2	-

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MICHAEL GALATI
MEYE-kul guh-LOT-e
Olmsted, Ohio
Age: 49

Career Highlights: Five-time World Challenge Drivers' Champion. 1989 Valvoline Runoffs SSC Champion. 1990 Valvoline Runoffs SSC Champion. 1993 Valvoline Runoffs SSC Champion. 1994 Valvoline Runoffs SSC Champion. 1996 World Challenge T2 Champion and Rookie of the Year. 1997 Valvoline Runoffs SSB Champion. 1998 World Challenge T2 Champion. 1999 Speedvision Touring Car Champion. 2001 Speedvision GT Champion. 2002 SPEED GT Champion.

2008: Continued to race in both classes, driving Porsche 911 GT3 for K-PAX/3R Racing and MAZDA6 for Tindol Motorsports. Collected seven top-10 finishes in SPEED GT, including podium finishes at Sebring, Watkins Glen and Mosport. Finished fifth in the SPEED GT Drivers' Championship. Won two SPEED Touring Car races (Watkins Glen and Mosport) and finished second at Road Atlanta en route to a sixth-place finish in the SPEED Touring Car Drivers' Championship.

Previously: Began racing in **1987**. Won the Showroom Stock C class of the June Sprints on four occasions (1990, 1991, 1992, 1993) and the national titles (again in SSC) four times (1989, 1990, 1993 and 1994). In **1996**, finished second at the season-ending Sears Point race to wrap up his first World Challenge T2 title by a two-point margin, earning T2 Red Line Oil Rookie of the Year honors in the process. Had two wins and six top-five finishes. Set five track records, including two in qualifying and three fastest race laps. In **1997**, notched his third career World Challenge T2 win at Watkins Glen, en route to a third-place finish in the Drivers' Championship. Was the fastest qualifier three times in-a-row and finished in the top-five for the first eight races of the season. Won the SCCA Club Racing SSB National Championship. In **1998**, recorded his second T2 Drivers' Championship on the strength of five podium finishes, including a win at Trois-Rivieres, eight top-10 finishes, five poles (four consecutive), two fastest race laps (Grand Rapids and Trois-Rivieres) and five track records. In **1999**, formed his own team with an Acura Integra R and won his second-consecutive (and third career) Speedvision Touring Car Drivers' Championship on the strength of a record four-straight wins to start the season (Mosport, Lime Rock, Mid-Ohio and Road Atlanta), eight top-fives and 10 top-10s in 10 races. Also earned two poles (Lime Rock, Trois-Rivieres) and scored 265 points, three more than second place. In **2000**, ran the final nine Speedvision GT races in a Champion Racing Audi S4 Competition, finishing runner-up in the Championship. Recorded six top-10s, five top-fives and three podiums highlighted by Audi's first-ever World Challenge win at Las Vegas in the second-closest finish in series' history. In **2001**, Collected \$132,200 and racked-up 283 points en route to his first-ever Speedvision GT Championship, becoming the first-ever four-time World Challenge Champion. Driving for Champion Audi in an S4 Competition, recorded four wins, an astounding nine top-fives and 10 top-10s. Held off Peter Cunningham at the season-finale doubleheader at Road Atlanta to secure the title by 12 points. Also eaned Audi its first-ever Manufacturers' Championship by a single point over Acura, 61 to 60. In **2002**, captured fifth World Challenge title driving Audi S4 Competition for Champion Racing. Captured wins at Sebring, Mid-Ohio and Road America, along with eight top fives and ten top-10 finishes during a ten-race season. In **2003**, captured three SPEEDGTpodiums, five top-10 finishes and one pole (Lime Rock) in an Audi RS 6. Started from the front row three times. It was the first time Galati had not won a World Challenge race in seven years. Helped Audi win its second SPEEDGT Manufacturers' Championship. Competed in one SPEEDTouring Car race in an Audi A4 and finished ninth at Road Atlanta. In **2004**, returned to the winner's circle last season after seven-year winning streak was broken in 2003. In 10 events, recorded three wins, five top-five and seven top-10 finishes in an Audi RS 6. Finished second in points in the SPEED GT point standings, six behind Tommy Archer. Helped Audi capture the Manufacturers' title for the third time in the last four years. Participated in 10 Touring Car events in **2005**, finished a season-best tenth at Mosport, driving a Mercedes C230. In three GT starts, took Volvo to its highest World Challenge finish yet with a fifth-place run at Portland. Earned Volvo its first World Challenge victory at Mosport in **2006**, where he nearly lapped the entire field in the rain. Made a total of five starts in the At Speed Volvo S60R during the 2006 season. Pulled double duty in **2007**, driving a Porsche 911 GT3 for K-PAX Racing/Jim Haughey LLC, in SPEED GT and a MAZDA6 for Tindol Motorsports in SPEED Touring Car. Collected nine top-five finishes in SPEED GT, plus a pole at Lowe's Motor Speedway and fast race laps at Mid-Ohio and Road

Atlanta. Finished the season fourth in the SPEED GT standings. Earned five top-ten finishes in SPEED Touring Car, including a win from pole at Road Atlanta, which clinched the Manufacturers' Championship for Mazda.

Personal: Born Sept. 29, 1959 in Italy where his first job was as an auto mechanic. Moved to the United States in 1980 and now owns Galati's Foreign Car Service. Is married to Antonietta and has one child: Michaela. Racing heroes are Fangio, Lauda and Derek Bell. Road Atlanta is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1991	SP	1	0	0	1	-
1992	D	1	0	0	1	-
1996	T2	9	2	6	8	1
1997	T2	10	1	8	8	3
1998	T2	9	1	7	8	1
1999	TC	10	4	9	10	1
2000	GT	9	1	5	6	2
2001	GT	10	4	9	10	1
2002	GT	10	3	8	10	1
2003	GT	10	0	3	5	8
2003	TC	1	0	0	1	-
2004	GT	10	3	5	7	2
2005	TC	10	0	0	1	-
2005	GT	3	0	1	2	-
2006	GT	5	1	2	3	-
2007	GT	10	0	9	9	4
2007	TC	10	1	2	5	8
2008	TC	10	2	4	4	6
2008	GT	10	0	6	7	5
Totals	WC	148	23	84	106	1



TONY GAPLES
TONY GA-puls
Lake Forest, Ill.
Age: 42

2008: Earned four top-10 results driving a Blackdog Racing Chevrolet Corvette en route to finishing ninth in the SPEED GT Drivers' Championship.

Previously: Ran Ferarri Challenge in **2001**, finishing second at VIR and third at Indianapolis events and finishing third in final points standings. Won the **2002** SCCA Central Division Championship in T1. Ran two SPEED GT races in a Corvette 206, with a season-best finish of 16th at Road America in **2002**. In **2003**, ran his first full season of SPEEDGT and recorded one top-10 finish in season finale in Puerto Rico. Finished third in Rookie of the Year points. In **2004**, ran three SPEED GT events, with best finish (11th) coming at Mid-Ohio. Had a career year in **2005**, finishing a personal-best second at Infineon behind Lou Gigliotti. Made 11 starts, had six top-10 finishes to finish eighth in the SPEED GT Drivers' Championship - the first time to finish in the top 10. Entered seven SPEED GT races in **2006** driving a Chevrolet Corvette, earning two top-ten finishes. Best result was ninth at St. Petersburg. Collected three top-10 finishes **2007** driving a Blackdog Racing Corvette. Best finish was seventh at Lowe's Motor Speedway.

Personal: Born May 11, 1966. Drives a 1999 Porsche Convertible on the street. Likes Filet Mignon, the movie *Kill Bill* and all types of guitar music (blues, jazz, rock). His favorite track is Sebring and considers Michael Schumacher his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2002	GT	2	0	0	0	-
2003	GT	10	0	0	1	-

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2004	GT	10	0	0	1	-
2005	GT	11	0	1	6	8
2006	GT	7	0	0	2	-
2007	GT	9	0	0	3	-
2008	GT	10	0	0	4	9
Totals	WC	59	0	1	17	8

CHIP HERR

CHIP HER
Lititz, Pa.
Age: 26

Career Highlights: 2002 Mazdaspeed Miata Cup Atlantic Tour Champion.

2008: Driving a Tindol Motorsports MAZDA6, collected seven top-five finishes in SPEED Touring Car to finish fourth in the standings. Earned four pole positions and won races at Lime Rock Park and Road Atlanta.

Previously: Began racing at 16 and placed seventh in his first-career Mid-Atlantic Road Racing Series race at Summit Point in a Mazda RX-7. Has competed in the Grand Am Cup series. In **2003**, scored five wins (BeaveRun

Motorsports Complex, Lime Rock Park, VIRginia International Raceway, Road America and GrattOn Raceway) and had nine podium finishes in 11 races en route to winning the inaugural Mazdaspeed Miata Cup Atlantic Tour Championship. Driving in the Spec Miata classes, Herr also won the SCCA American Road Race of Championships (ARRC) Championship and the SCCA Mid-Atlantic Road Racing Series Championship (MARRS). In **2004**, finished second in SPEED Touring Car Rookie of the Year standings (25 points behind RoY Dino Crescentini) after posting three top-10 finishes in 10 starts. Best finish was sixth at Lime Rock after starting fifth. Also ran two SPEED GT events with Tiger Racing, with a 12th-place finish at Mosport a season-high. After joining the Techsport team in the middle of the **2005**, piloted Air Force Reserve Ford Focus to its highest qualifying mark ever when he took the pole for the Denver race, where he finished fourth. Had an additional top-five showing at Road Atlanta (fifth), and finished 15th in the Drivers' Championship. Also drove in two GT races, with his best outing coming at Mosport where he finished seventh. In **2006**, drove full SPEED Touring Car season in a STaSiS Audi A4. Earned first-career win at Mid-Ohio and followed it up with wins at Road America and Mosport. An additional podium at Road Atlanta and a total of seven top-ten finishes propelled him to a third place finish in the Drivers' Championship, his highest-ever points finish. Won the opening round of the SCCA Pro Racing Mazda MX-5 Cup at Mazda Raceway Laguna Seca in his only appearance. Continued with STaSiS at the wheel of an Audi A4 in **2007**. Earned six top-10 finishes, including a win at Lime Rock Park and runner-up finishes at Mid-Ohio Sports Car Course and Mosport. Finished sixth in the SPEED Touring Car Championship. Entered Watkins Glen SPEED GT race with Tiger Racing in a Chevrolet Corvette, but did not finish.

Personal: Born May 17, 1982. Enjoys spaghetti, pizza and ice cream. Likes the TV show *Two and a Half Men*. Listens to rap and country music. His favorite movie is *Days of Thunder* and his racing heroes are Lewis Hamilton and Charles Espenlaub. His favorite track is VIR.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	GT	2	0	0	0	-
2004	TC	10	0	0	3	-
2005	GT	2	0	0	1	-
2005	TC	10	0	2	2	-
2006	TC	10	3	6	7	3
2007	GT	1	0	0	0	-
2007	TC	10	1	4	6	6
2008	TC	10	2	7	9	4
Totals	WC	55	6	19	28	3



PIERRE KLEINUBING

pee-AIR KLINE-you-bing
Erexim, Brazil (Resides in Florida)
Age: 34

Career Highlights: Three-time Brazilian karting champion. 1992 & 1995 Brazilian Touring Car Champion. 1997 World Challenge T2 Champion and Rookie of the Year. 2000 and 2001 Speedvision Touring Car Champion. 2006 SPEED Touring Car Champion.

2008: Started season with a win from pole at Sebring in a RealTime Acura TSX. Collected six more podium finishes before ending the season second in the SPEED Touring Car Drivers' Championship, five points behind team owner Peter Cunningham.

Previously: Began racing karts in Brazil in **1989**, winning three-straight championships before entering the Brazilian Touring Car Championship in **1992**. Won seven races from 1992 through 1995, where he won the series championship with four wins. Moved to the United States in **1996**, where he drove in IMSA endurance races, and won the 24 Hours of Moroso. In **1997**, made his World Challenge debut with a runner-up finish at St. Petersburg, and would score top-five finishes in his first five races. Scored his first race win at Mosport Park, and proceeded to win the following race at Pikes Peak en route to Rookie of the Year honors and a T2 Drivers' Championship in his inaugural campaign. Also posted the fastest race lap at Mid-Ohio and won the pole at Mosport Park (both track records). In **1998**, finished runner-up in the T2 Drivers' Championship behind teammate Michael Galati with three wins (Topeka, Lime Rock and Pikes Peak), six total podiums, three poles (Topeka, Trois-Rivieres and Watkins Glen) and four fastest race laps, while setting four track records. In **1999**, finished runner-up in SPEED Touring Car with two wins (Trois-Rivieres and Laguna Seca) and a season-high eight pole positions with RealTime Racing in an Integra. In **2000**, won the SPEED Touring Car Championship in a RealTime Racing Acura Integra R with three wins. Finished with eight top-10s and top-fives in nine starts, along with seven podium finishes and five poles. In **2001**, Won the SPEED Touring Car Championship for the second-straight year in a RealTime Racing Acura Integra R. Earned \$80,685 and accepted the third World Challenge title of his career (the other coming in 1997). The Brazilian finished out of the top-five and top-10 only once, recording four poles (tying Cunningham and Gigliotti for the all-time career lead) and three wins to clinch the Championship with 257 points. In **2002**, finished second in the final SPEED Touring Car point standings, his sixth top-two finish in the series in six years. Drove RealTime Racing Acura Integra R to three wins, seven podiums nine top-10 finishes in an 11-race season. In **2003**, finished second in the final SPEED Touring Car point standings for the fourth time in seven years. Recorded three wins (Mosport, Lime Rock and Road Atlanta), seven top-fives and had one pole position (Road Atlanta) in a RealTime Racing Acura RSX-S. In **2004**, ran full slate of events for the eighth-straight season with RealTime Racing. Posted two wins, five top-five and six top-10 finishes in an Acura TSX on his way to ending up seventh in the SPEED Touring Car Championship. Two wins came at Portland and Road Atlanta. Set the fastest qualifying mark at Laguna Seca before finishing fourth, and recorded race's fastest lap during winning run at Portland. 2004 was the first time he did not finish either first or second in the Championship. Continuing to drive an Acura TSX in **2005**, led all of World Challenge in victories with three, which came consecutively at Road Atlanta, Mid-Ohio and Cleveland. Overall, tallied six top-five and nine top-10 finishes to finish third the SPEED Touring Car Drivers' Championship. Won **2006** SPEED Touring Car championship driving a RealTime Acura TSX. Collected seven podiums, including back-to-back wins at Infineon and Miller Motorsports Park, four consecutive poles (Mid-Ohio, Infineon, Miller Motorsports Park and Denver), and finished nine of 10 rounds in the top-five. Helped Acura to its sixth Manufacturers' Title. Collected seven top-five finishes in **2007**, his first winless season in World Challenge. Was the polesitter at Lime Rock Park and set the fastest race lap at Sebring and Miller Motorsports Park. Finished fourth in the Drivers' Championship.

Personal: Born Oct. 24, 1974 and is married to Carla. Outside of racing, Pierre enjoys soccer, water skiing and go karting. Drives an Acura RL on the street.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1997	T2	10	2	8	9	1
1998	T2	9	3	6	6	2

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Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1999	TC	10	2	8	9	2
2000	TC	9	3	8	8	1
2001	TC	10	3	9	9	1
2002	TC	11	3	7	9	2
2003	TC	10	3	7	7	2
2004	TC	10	2	5	6	7
2005	TC	11	3	6	9	3
2006	TC	10	2	9	10	1
2007	TC	10	0	7	7	4
2008	TC	10	1	7	9	2
Totals	WC	120	27	87	98	1



BRIAN KUBINSKI

BREI-in Koo-BIN-ski
Plainfield, Ill.
Age: 35

Career Highlights: 2007 SPEED GT Rookie of the Year.

2008: Entered four SPEED GT races in a CRP Racing Corvette. The team's attempt at a full season was hampered by a trailer fire after Sebring. Tied career-best finish of fifth at Road America.

Previous: More than 20 years racing experience, beginning with karts and continuing with Skip Barber Formula Fords, Zerex Saab Pro Series, Mid-American Stock Car Series, ASA Stock Cars and NASCAR Short Track Late Models, SCCA Club Racing, Trans Am Pro Series and American GT. Was the 2003 SCCA Central Division points champion in GT-1. Entered first SPEED GT races in **2006** at Road America and Mazda Raceway Laguna Seca driving a Chevrolet Corvette. Posted a mechanical DNF at Road America and a 21st at Laguna Seca. Driving a Chevrolet Corvette in **2007**, posted top-10 finishes at Watkins Glen, Mid-Ohio and Mosport, where he finished a career-high fifth. Tied Jeffrey Robbins in the Piloti SPEED GT Rookie of the Year points, but collected the title thanks to his strong finish at Mosport.

Personal: Born December 8, 1973. Is the Vice President of Diamond Unlimited. Drives a Yukon Denali on the street. Is married to Carrie with two children (Jake and Zach). Favorite food is chicken marsala. The Grand Prix of Toronto street course is his favorite track. Scott Pruett and Ron Fellows are his racing heroes.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2006	GT	2	0	0	0	-
2007	GT	10	0	1	3	-
2008	GT	4	0	1	1	-
Totals	WC	16	0	2	4	-



PATRICK LINDSEY

PAT-tick LIND-see
New York, N.Y.
Age: 26

2008: Raced Horton Motorsports MAZDA 6 in first full season of SPEED Touring Car. Highest finish of 10th came at Miller Motorsports Park. Qualified second at Road Atlanta.

Previously: Raced in Performance Touring, TT and American Iron series with NASA. Was the 2006 NASA National Champion in PTA/TTA. Won an American Iron race at the wheel of a Ford Mustang. Continued racing American Iron Mustangs in 2007, winning five races in seven starts. Made SPEED Touring Car debut in **2007** driving a MAZDA6 for Horton Motorsports at Mazda

Raceway Laguna Seca, finished 12th.

Personal: Born April 22, 1982. First job was at Starbucks, but is currently a stock broker with Sloan Securities. Drives a Chevy truck on the street. Enjoys hibachi food and lists *Family Guy* as his favorite TV show. Hobbies include golf and shooting as well as spending time with his family in Santa Barbra. Townsend Bell and Ron Fellows are his racing heroes. Infineon Raceway is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	TC	1	0	0	0	-
2008	TC	10	0	0	1	-
Totals	WC	1	0	0	0	-



CINDI LUX

SIN-dee LUHX
Aloha, Ore.
Age: 47

2008: Ran Mopar Dodge Viper in second season of SPEED GT. Finished fifth, a career-high, at Miller Motorsports Park, after qualifying third. Ended the season 14th in the Drivers' Championship with a total of five top-10 finishes.

Previous: Accomplished ALMS and SCCA Club racer. In **1999** was the inaugural Women's Global GT Series Champion in ALMS and also scored a top-five at Petit Le Mans driving a Porsche 911 RSR. Had another top-five finish at Petit LeMans and three podium finishes in the Women's Global GT Series the following year. Holds four consecutive SCCA Club Racing NorPac

Divisional Championships (**2003-2006**) in T1. Suffered brake problems in 2006 T1 Runoffs race while leading. In **2007**, entered six races in Dodge Viper as co-owner of Naykid Racing. Best finish was 11th at both Mosport and Mazda Raceway Laguna Seca, which earned her two Piloti Rookie of the Race Awards.

Personal: Born February 13, 1962. Drives A BMW 330 on the street. Married to Fred. Enjoys sushi and classic rock. *Night at the Roxberry* is her favorite movie. Lists Road America, Road Atlanta and Mosport as her favorite tracks.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	GT	6	0	0	0	-
2008	GT	8	0	1	5	-
Totals	WC	14	0	1	5	-



JASON MARTINELLI

JAY-sun mar-tin-EL-ee
Roxbury, Conn.
Age: 32

2008: Entered five SPEED Touring Car events in the Tecmark BMW 325Ci. Best finish was seventh at Sebring.

Previously: Finished 10th in his first race, driving in the Grand-Am GT class at Daytona in **2003**. Continued racing with Grand-Am Cup, leading the most laps at VIR, finishing 12th at Daytona and 11th at Mid-Ohio. Best SPEED World Challenge Touring Car finish came in **2005**, with a 12th at Road Atlanta. Entered the **2006** SPEED Touring Car finale at Laguna Seca, but suffered a mechanical DNF after qualifying his BMW 325Ci 18th. Entered eight

races in **2007** driving the Tecmark BMW 325Ci. Collected his first top-ten finishes at Lime Rock Park and Toronto. Qualified a career-high sixth at Mid-Ohio. Earned the B&M Holedshot Award at Mazda Raceway Laguna Seca.

Personal: Born April 20, 1976. Drives a BMW M3 on the street. Favorite food is duck and favorite movie is *Full Metal Jacket*. Says Lime Rock is his favorite track and Al Holbert is his racing hero. Played college football at Virginia Tech.

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Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	GT	1	0	0	0	-
2005	TC	3	0	0	0	-
2006	TC	1	0	0	0	-
2007	TC	8	0	0	2	-
2008	TC	5	0	0	1	-
Totals	WC	18	0	0	3	-



RITCH MARZIALE
RITCH mar-zee-ALL
Tempe, Ariz.
Age: 48

2008: Entered six SPEED GT races in a Dodge Viper, qualifying as high as second at Miller Motorsports Park. Equaled career-best finish of eighth at Watkins Glen.

Previously: Has won several titles outside of World Challenge. Was the **1999** Viper Days Unlimited Champion. Also won the **2000** Viper Days National Final Pro Class title. Finished first in the **2001** Grand American Sun Automotive 200 GTO Class. Competed in one SPEED GT event in both **2003** (17th - Infineon Raceway) and **2004** (18th - Mid-Ohio), driving a Dodge Viper. Competed in five events in **2005**, and notched first top-10 finish with a seventh at Cleveland after starting 13th. Placed in the top 15 in three of the five events overall. Took part in a career-high eight SPEED GT events in **2006** piloting a Dodge Viper. Best result was eighth place at Mid-Ohio and Road America. Entered four **2007** SPEED GT events in Dodge Viper with a best finish of 10th at Mazda Raceway Laguna Seca.

Personal: Born Nov. 5, 1960. Is the CEO of Marziale Ent. Is married to Barbie and has three children - Marissa, Larsen and Reese. Lists Creed as his favorite band and drives a Jeep on the street. Mazda Raceway Laguna Seca is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2003	GT	1	0	0	0	-
2004	GT	1	0	0	0	-
2005	GT	5	0	0	1	-
2006	GT	8	0	0	2	-
2007	GT	4	0	0	1	-
2008	GT	6	0	0	1	-
Totals	WC	19	0	0	4	-



MICHAEL McCANN
MEYE-kul mik-CAN
North Canton, Ohio
Age: 48

Career Highlights: 2004 SPEED World Challenge GT Rookie of the Year. 2000 and 2002 Viper Racing League Champion.

2008: Made switch to Remington Shaving Cadillac CTS-V. Earned top-five finishes at Watkins Glen, Mosport and Detroit en route to finishing seventh in the SPEED GT Drivers' Championship.

Previously: Started road racing Cobras in **1994**. From 1999-2003, competed in the Viper Racing League. Was the Viper Racing League Champion in **2000**. Also in **2000**, finished second in the GrandAm GTS class race at Road America and third at Mid-Ohio. In **2001**, finished as VRL runner-up. In **2002**, history repeated itself as he captured the VRL Championship beating out his brother Jim. In **2003**, competed in three SPEED GT races driving a Dodge Viper Competition Coupe. Scored one top-five and two top-10 finishes. Best finish was

a fifth at Road Atlanta. Lowest qualifying position in the three races was ninth. In **2004**, burst on to the scene his sophomore season with six top-10 finishes in 10 events. In addition, earned World Challenge GT Rookie of the Year honors. Also won the Sunoco Hard Charger award at Sebring. Followed up Rookie of the Year campaign by running in all 11 rounds in **2005** and achieving a career-best fourth-place at Infineon after qualifying sixth. Turned in five top-10 finishes overall en route to winding up 11th in the SPEED GT Drivers' Championship. Earned first-career win in **2006** at Sebring. Grabbed an additional five top-five finishes en route to finishing a career-best sixth in the SPEED GT Drivers' Championship. Recorded four top-10 finishes in **2007** driving a Dodge Viper. Best finish was fourth in the season finale at Mazda Raceway Laguna Seca.

Personal: Born July 6, 1962. Hobbies include riding ATVs, golfing and hunting. Favorite food is steak and his favorite movie is *Back to the Future*. Drives a Mercedes-Benz SL55 on the street. Racing hero is Michael Schumacher and his favorite track is VIRginia International Raceway.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2003	GT	3	0	1	2	-
2004	GT	10	0	0	6	7
2005	GT	11	0	1	5	-
2006	GT	10	1	5	6	6
2007	GT	9	0	1	4	-
2008	GT	10	0	3	6	7
Totals	WC	53	1	11	29	6



TIM MCKENZIE
TIM mi-KEN-zee
Middleton, Wis.
Age: 52

2008: Entered seven SPEED GT races with Porsche 911 GT3. Best finish was eighth at Road Atlanta.

Previously: Competed in nine Grand-Am GT races from 2004 - 2006 and more than 40 Porsche Club of America GT races. Entered four **2007** races with a Porsche 911 GT3, finishing in the top 10 in all but one. Finished 10th in World Challenge debut at Sebring, earning the Piloti Rookie of the Race Award. Best finish was ninth at Mid-Ohio.

Personal: Born June 13, 1956. Drives an Audi A8 on the street and works as a builder/developer, but his first job was as a painter. *The Late Show with David Letterman* is his favorite TV program. Lists Mario Andretti and Tony Stewart as his racing heroes and Road Atlanta as his favorite track. Is married to Mary Ann and has three children: Alex, Jessie and Katie.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	GT	4	0	0	3	-
2008	GT	7	0	0	1	-
Totals	WC	11	0	0	4	-



CHARLES MORGAN
CHAR-uls MORE-gin
Dallas, Texas
Age: 66

Previously: The 1993 IMSA GTO Champion is ranked third on the all-time driver point standings list. Has one class win at the 24 Hours of Daytona and two class wins at the 12 Hours of Sebring.

Personal: Born Feb. 4, 1943. Is a retired CEO of Axiom Corporation. Married to Susie with two children: Caroline and Rob. Graduate from the University of Arkansas with a degree in Mechanical Engineering. Designed the Axiom NASCAR truck road race chassis and was occasional test driver. Regularly pilots Falcon and Citation jets.

The Drivers

The Drivers



ROB MORGAN
ROB MORE-gin
Costa Mesa, Calif.
Age: 35

Previously: Began racing at the age of 18 in IMSA's Firestone Firehawk Series. Began GTO racing in **1994** and moved to GTS-1 in 1995. Earned Oldsmobile's 100th road racing victory at Mosport in **1995** and was named GTS-1 Most Improved Driver. Won the GTS-1 Class at the **1996** 24 Hours of Daytona. Entered Exxon World Sports Car Category in **1997** driving a Ferrari 333SP. Won at Mosport co-driving with Ron Fellows to score Ferrari their first win in Canada since 1964 and won Most Improved Driver. Also in 1997 entered two NASCAR Craftsman Truck Series races. Raced a partial Craftsman Truck Series schedule in **1998** before competed full time in **1999** and **2000**. Qualified second at Texas Motor Speedway in 2000 and earned a career high finish of fifth at Heartland Park Topeka. Finished eighth in first SCCA Trans-Am race at Road America in **2001**. Finished second in GTS at **2002** Rolex 24 Hours of Daytona. Took GTS wins at Watkins Glen and Daytona finale, securing the 2002 Team Championship. Finished second in class again at **2003** Rolex 24 Hours of Daytona. Raced Daytona Prototypes from **2005 - 2007**.

Personal: Born November 11, 1973. Owns TruSpeed Motorcars, but first job was washing cars. Is married to Vicki with two children: Makenna and Lainey. Drives a Porsche on the street. Enjoys watching SPEED and eating all things carbs. Lists Charles Morgan as his driving hero and Mosport as his favorite track.



JIM OSBORN
JIM OZ-born
Ooltewah, Tenn.
Age: 46
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2008: Entered four SPEED Touring Car events in Volkswagen Jetta turbo diesel. Best finish of 13th came at Road Atlanta.

Previously: Began driving SCCA Solo in **1981** while in college, before moving on to road racing and working as a performance driving-school instructors. Ran his first road race at the Las Vegas Motor Speedway in 1996. In **2002**, ran 10 races in SPEED Touring Car in a BMW 325Ci, with a best finish of 13th at Washington, D.C. Won the Jim Cook Award in **2003**. Drove a BMW 325Ci in seven of 10 SPEED Touring Car races. Had a career-best finish of 11th at Sebring. In **2004**, competed in six Touring Car events in his BMW 325Ci. Best finish of the year came at Mosport (14th). Spent time in both GT and Touring Car in the **2005** season, driving brand new Pontiac GTO in GT, where he finished in the top 20 in all four starts, including a season-best 14th at Denver, where he won the Sunoco Hard Charger Award. In Touring Car, drove a BMW 325i and earned the first top-10 of his career with a ninth at St. Pete. Contested five SPEED Touring Car races with a BMW 325Ci in **2006**. Best finish was 13th at Mid-Ohio. Made history at the **2007** SPEED Touring Car season opener in Sebring by racing in the world's first professional biodiesel road racing car. Entered events at Lime Rock Park, Mid-Ohio and Road Atlanta as well. Best finish for the groundbreaking car was 18th at Mid-Ohio.

Personal: Born July 3, 1962. Is married to Amy Jo with two daughters: Zoe and Anabelle Eve. Is an orthopedic spine surgeon. Enjoys running, skiing and motorcycling. Favorite food is Mexican. Drives a turbo diesel Volkswagen Jetta on the street. Favorite movie is Le Mans and favorite track is Sebring. Uses racing as advertising tool for several charities, including Remote Area Medical, T.C. Thompson Children's Hospital and the Austin Hatcher Foundation, which the Osborns founded after the death of their first son Austin Hatcher "Hatch" Osborn. A *Mother's Arms* clothing line was also created by wife Amy Jo to raise money for pediatric cancer research in memory of Hatch. Osborn family founded and is host to annual "Post Petit Le Mans" motorcycle charity ride to raise money for children undergoing cancer treatment. The 2009 ride is scheduled for September 29, more information can be found at www.chilipepperracing.org.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2002	TC	10	0	0	0	-
2003	TC	7	0	0	0	-
2004	TC	6	0	0	0	-
2005	TC	6	0	0	1	-
2005	GT	4	0	0	0	-
2006	TC	5	0	0	0	-
2007	TC	4	0	0	0	-
2008	TC	4	0	0	0	-
Totals	WC	46	0	0	1	-



DAN PASTORINI
DAN PAS-tor-EE-nee
Houston, Texas
Age: 59

Previously: Competed in NHRA Top Fuel class from 1985 - 1990, winning the 1986 Top Fuel Southern Nationals. Finished seventh in the NHRA points in 1986 and 1987. Finished third in the 1987 IHRA Top Fuel points. Entered GTU Porsche in 1991 and 1995 Daytona 24 Hours and Sebring 12 Hours. Raced with Porsche Club of America and SCCA Club Racing from 2003 - 2007. Spent 2008 preparing DP7 Racing's Lamborghini Gallardo GTR for SPEED GT.

Personal: Born May 26, 1949. Is a law enforcement technology consultant for DataWorks, but first job was working as a busboy in his parents' restaurant. Former NFL star quarterback of 12 years, most notably for the Houston Oilers. Drives a Ford Edge on the street. Enjoys Italian food and the TV show *Boston Legal*. Lists Watkins Glen as his favorite track and Carroll Shelby as his racing hero. Has one daughter, Brahma.



BRANDEN PETERSON
BRAN-den PEET-ur-sun
Breckenridge, Colo.
Age: 36

2008: Entered three SPEED Touring Car events in an Acura TSX. Earned a career-best finish of 13th at Mid-Ohio.

Previously: Spent nine years competing in SCCA Club Racing ITA. Finished first in class at 12 Hours of Summit Point in **2001** and **2002**. Also won class at 6 Hours of Gingerman in 2001 and the 10 Hours of Gingerman in **2003**. In **2004**, his first year of SPEED Touring Car competition, had a best finish of 21st at Infineon after starting 30th. Ran three events overall in a Honda Civic Si. Competed in four Touring Car races in **2005**, finished a career-best 17th at Denver after starting 20th - also a personal best. Overall, notched the first pair of top-20 finishes of career. Entered the Grand Prix of Denver in **2006** and Finished 19th behind the wheel of a Honda Civic Si. Entered **2007** SPEED Touring Car races at Miller Motorsports Park and Mid-Ohio Sports Car Course in an Acura TSX. Finished 17th and 19th, respectively.

Personal: Born Sept. 12, 1972. Married to Carisa. Drives a Porsche 914 and lists *The Life of Ryan* as his favorite TV show. Enjoys Thai food and lists snowboarder as his occupation. First job was working at a water park. High Plains Raceway is his favorite track and Tom Sneva is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	TC	3	0	0	0	-
2005	TC	4	0	0	0	-
2006	TC	1	0	0	0	-
2007	TC	2	0	0	0	-
2008	TC	3	0	0	0	-
Totals	WC	10	0	0	0	-

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ANDY PILGRIM
ANN-dee PILL-grim
Del Ray Beach, Fla.
Age: 52

Career Highlights: 1995 IMSA Grand Sport Endurance Champion. 1997 and 1998 IMSA GT1 Champion. 2004 Rolex 24 At Daytona overall winner. 2005 SPEED GT Drivers' Champion.

2008: Finished runner-up in the SPEED GT Drivers' Championship piloting a Cadillac CTS-V for Team Remington Cadillac. Started the season with a streak of five podium finishes in-a-row. Capped off the season with an additional three podiums in the final three rounds.

Previously: From **1978-1980**, competed in open-class and modified production motorcycles in England. Captured 71 wins and five Divisional and National Championships during that time. Moved to the United States in the early 1980s and began racing professionally in **1984**. Driving a Pontiac Firebird, grabbed his first professional win in the IMSA Firestone Firehawk Endurance Championship at Sears Point in **1986**. Won 20 Firehawk series races in 106 starts over the next decade. His record of 116 consecutive race finishes in IMSA/PSCR events is unprecedented. Made 23 World Challenge starts from 1990-1994 and 1996. In those starts, Pilgrim recorded four wins, 11 top-fives, and 22 top 10 finishes. In **1994**, won one race in the IMSA Supercar Series driving a Lotus. Captured six wins en route to winning the IMSA Grand Sport Endurance Championship in **1995**. In **1996**, won the GTS-2 12 Hours of Sebring and won two World Challenge races (Road America, Reno) in three starts. In **1997**, had four race wins en route to winning the PSCR GT1 Championship driving a Porsche 911 GT1 with Alan McNish. Won the PSCR GT1 Championship in **1998** and had two PSCR GT2 wins that same year. From **1999-2003**, Pilgrim recorded seven GTS wins, driving a Corvette, in the American Le Mans Series. Class win in the Rolex 24 At Daytona in **2002**. In **2003**, drove a Daytona Prototype to victory circle at the Rolex 24 in Grand-Am. Made immediate impact in **2004** as one of General Motors' Cadillac CTS-V program pilots, earning a podium (2nd place at Sebring) in his debut while recording the fastest race lap in a charge from the back of the field. Finished the season with six top-5 finishes and eight top-10 marks overall. Earned first GT Drivers' Championship in **2005** without winning a single race, using eight top-five finishes and 11 top-10s. Best finish came at Road Atlanta, where he finished second in a podium sweep by Team Cadillac. His efforts also helped propel Cadillac to the SPEED GT Manufacturers' Championship. In **2006**, finished all but one race in the top-10, with five top-five finishes and four podiums. Finished season third in the Drivers' Championship. Broke a 10-year (29-race) series winless streak with a victory at Road Atlanta. Finished second in the **2007** SPEED GT Championship with Team Cadillac. Finished only one race outside the top-10 and collected wins at Lowe's Motor Speedway and Mazda Raceway Laguna Seca. Set the Watkins qualifying lap record in his Cadillac CTS-V and helped the marque earn its second SPEED GT Manufacturers' title.

Personal: Born Aug. 18, 1956. Drives a Cadillac CTS-V and Mini Cooper S on the street. Owns an IT company, but first job was working at an insulin plant. Favorite food is sushi and enjoys the cartoon *Squidbillies*. Monza is his favorite track. Lists Senna, Hailwood and Clark as his racing heroes.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1990	WC	8	1	2	7	6
1991	WC	8	0	4	8	3
1992	D	1	1	1	1	-
1992	A	1	0	0	1	-
1993	A	1	0	0	1	-
1994	WC	1	0	1	1	-
1996	S2	2	1	2	2	-
1996	S1	1	1	1	1	4
2004	GT	10	0	6	8	5
2005	GT	11	0	8	11	1
2006	GT	10	1	5	9	3
2007	GT	10	2	7	9	2
2008	GT	10	0	8	9	2
Totals	WC	74	7	45	68	1



RANDY POBST
RAN-dee POBST
Gainesville, Ga.
Age: 51

Career Highlights: Porsche (2001), Audi (2003-04) and Mazda (2005-07) factory driver, second on all-time active road racing drivers' career win list with more than 70 victories. 1992 Valvoline Runoffs Showroom Stock C Champion, 1995 Valvoline Runoffs Showroom Stock A Champion, 1996 North American Super Touring Champion, 1997 North American Super Touring Series Champion, Won the 2001 and 2006 Daytona 24 Hour race in GT class. Six SCCA Solo National Championships. 2003. 2007 and 2008 SPEED GT Champion.

2008: Earned second-consecutive SPEED GT Drivers' Championship piloting the K-PAX/3R Racing Porsche 911 GT3. Started the season off with a win at Sebring and would earn additional wins at Watkins Glen and Detroit. Finished the season with a total of six podium appearances and only once finished outside the top five. Results helped Porsche earn its seventh Manufacturers' Title. Also competed in Grand-Am competition.

Previously: Began racing in **1985** at Sebring. Won six SCCA national Solo championships. Prepared and raced his own Mazda Miata in SCCA Club Racing events from 1992 through 1995, finishing first or second every year, including a win in **1992**. Also won the **1995** Runoffs in SSA driving a BMW. Won two Firestone Firehawk championships. Has had six starts at the SCCA Runoffs. Has two touring car championships. Won the **2001** 24 hour race at Daytona. In 2001 signed a deal with Porsche as a factory driver. In **2002**, missing three races he was still able to finish third in points in the SPEED GT. driving a Porsche. Competed in ALMS and Grand Am. Also, drove in four ALMS races in the GT class, with a season-best finish of second in class at the Petit Le Mans. Finished fourth in Worldwide Porsche Cup point championship. In **2003**, drove a factory Audi RS 6 en route to winning the SPEED GT Drivers' Championship. In 10 SPEED GT races, Pobst recorded two wins (Road Atlanta and Puerto Rico), eight podium finishes, started from the pole position three times and set one fast race lap record (Puerto Rico). Helped Audi win its second SPEED GT Manufacturers' Championship. In **2004**, earned one win (Lime Rock) in 10 SPEED GT starts. Finished first or second in four of five events during one stretch. Drove an Audi R 6 for Champion Racing and nailed down fastest qualifier twice (Lime Rock and Road America). Also turned in fastest race lap at both Lime Rock and Mid-Ohio. Finished second in the **2005** Touring Car Drivers' Championship on the strength of two wins (St. Pete, Portland), four poles (St. Pete, Mid-Ohio, Infineon, Portland) and seven front-row starts. Led Mazda to a second-place finish in the Manufacturers' Championship. Finished runner-up in **2006** SPEED TC Drivers' Championship in second year with the Tri-Point Mazda team. Took the pole and win at St. Petersburg and returned to the top of the podium again with a victory at Road Atlanta. Claimed a total of seven top-five finishes and only once finished outside the top-10 (Laguna Seca). Also contested two SPEED GT rounds in an At Speed Porsche 911 Cup, finishing eighth at Road Atlanta and helping Porsche win the Manufacturers' Championship by winning the season finale at Laguna Seca. Had a busy **2007** season; competed in both categories, driving a Porsche 911 GT3 for K-PAX Racing/Jim Haughey LLC, and a Mazda6 for Tri-Point Motorsports, his third year with the team. Finished second in SPEED Touring Car Championship for the third year in-a-row on the strength of six top-five finishes including a pair of victories from pole at the Watkins Glen doubleheader, where he also reset the qualifying and race lap records. Nearly won both titles, but was spun from the SPEED Touring Car lead in the finale with two laps to go. Coupled with his SPEED GT victory, set a new Watkins Glen record of three professional race wins in a single weekend. Won SPEED GT race at Toronto as well, one of seven top-five finishes, which propelled him to his second SPEED GT Drivers' Championship.

Personal: Born on June 26, 1957. Writes a monthly column for SportsCar, SCCA's magazine. Drives a vegetable oil powered Volkswagen Jetta and an APR tuned Porsche 911 Turbo. Enjoys motorcycling and owns seven motorcycles. Diet is strictly raw and vegan foods. TV viewing is limited to SPEED, The Weather Channel and CNN. First job involved staging driving events at colleges with Dodge Daytona Turbos for the National Collegiate Driving Championships. Lists Peter Schwartzott, Andy Pilgrim and Bill Auberlen as his racing heroes, as well as his step-daughter Kelly, who is a professional drifter.

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Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1990	SP	1	1	1	1	-
1991	SP	1	0	0	0	-
1992	C	2	1	2	2	-
1996	T2	1	0	0	0	-
1997	T2	1	0	1	1	-
2001	GT	1	0	1	1	-
2002	GT	7	4	7	7	3
2003	GT	10	2	8	8	1
2004	GT	10	1	6	7	4
2005	TC	11	2	6	10	2
2006	GT	2	1	1	2	-
2006	TC	10	2	7	9	2
2007	GT	10	2	7	9	1
2007	TC	10	2	6	7	2
2008	GT	10	3	8	10	1
Totals	WC	87	21	61	74	1



CHARLIE PUTMAN

CHAR-lee PUTT-mun
West Casper, Wyo.
Age: 57

2008: Added two more top-10 finishes to his SPEED Touring Car career, finishing eighth at Watkins Glen and Mosport in a Tindol Motorsports MAZDA6. Placed 10th in final points.

Previously: Has competed in SCCA Regional and National events in Spec Miata, Showroom Stock B, Touring 2 and Spec Racer Ford. Has also won multiple times driving in Panoz events. Drove in three SPEED Touring Car events in his **2005** rookie season. Notched three top-20 finishes, with his best (15th) coming at Mid-Ohio. Was 18th in the other two races driving a

Tindol Motorsports Mazda Protégé. Completed his first full SPEED Touring Car season in **2006** behind the wheel of a Tindol Motorsports Mazda6. Best finish was 14th at Miller Motorsports Park and Mosport. Earned the first top-10 result of his career in the rain at Road Atlanta in **2007**, finishing seventh in a MAZDA6 for Tindol Motorsports.

Personal: Born Sept. 6, 1951. Is married to Dianne. Drives a Ford Edge on the street. Likes Mexican food and watching *Grey's Anatomy*. First job was an oil field rigger. He is now an engineer. Paul Newman is his racing hero and VIRginia International Raceway is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2005	TC	3	0	0	0	-
2006	TC	10	0	0	0	-
2007	TC	10	0	0	1	-
2008	TC	10	0	0	2	10
Totals	WC	33	0	0	3	10



CHAD RAYNAL (R)

CHAD RAY-nawl
San Jose, Calif.
Age: 37

Previously: Has nine years of vintage racing experience with HMSA, General Racing Ltd. and SCCA. Won the 2007 Historic IMSA GT class at both the Monterey and Portland Historic Automobile Races driving a DeKon Monza. Has accrued other numerous vintage wins and podiums.

Personal: Born August 9, 1971. Is married to Emily with two children: Senna and Ruth. Drives a BMW 335i on the street. Current occupation is in sales but first job involved restoration of vintage cars. Favorite food is a bean and cheese burrito. Enjoys the TV show *Deadwood*. Ayrton Senna and Mark

Donohue are his racing heroes and Mazda Raceway Laguna Seca is his favorite track.



TONY RIVERA

TON-ee riv-AIR-uh
Houston, Texas
Age: 35

Career Highlights: 2008 IMSA Challenge GT3 Cup Gold Class Champion.

Previous: Has competed in SCCA Club Racing and Solo events since 1989, winning 12 SCCA Club Racing Divisional Championships. Won 2001 June Sprints in E Production and broke the EP June Sprints qualifying record in 2003. Finished on the EP podium at the SCCA National Championship Runoffs in 2001, 2004 and 2007. Finished third in the 2007 Star Mazda Championship running the Expert Class. Finished 11th in the KONI Challenge ST Class year-end point standings, runner-up in the Rookie of the Year Standings. Won 12 of 14 races in the IMSA Challenge GT3 Cup Gold Class, breaking Tommy Kendall's professional consecutive win streak record (11) and taking the Championship.

Personal: Born September 14, 1973. Is married to Annemarie with one daughter: Kylee. Drives a Mazda Miata on the street. Enjoys the TV show *Pinks* and hamburgers. Road Atlanta is his favorite track. Lists Jack Baldwin, Peter Cunningham, Tommy Kendall, Pete Halsmer and Jeff Gordon as his driving heroes.



JASON SAINI

JAY-sun SAN-ee
Fort Worth, Texas
Age: 36

Career Highlights: 2008 SPEED Touring Car Rookie of the Year. 2007 SCCA Pro Racing SIRIUS Satellite Radio Mazda MX-5 Cup Champion.

2007: Earned SPEED Touring Car Rookie of the year by finishing fifth in the Drivers' Championship. Took his first World Challenge victory from pole at Miller Motorsports Park. Collected three more top-five finishes in a Tri-Point Motorsports MAZDA6.

Previously: Started competing in SCCA National Solo events in **2000**. Was **2003** B-Stock National Champion, **2003** ProSolo Champion and **2004** A-Stock National Champion. Began road racing in 2004, finishing seventh in the **2005** Miata Cup Championship. Finished fifth in the Miata Cup in 2005 and earned his first professional pole position at Mosport. Finished second in the inaugural season of SCCA Pro Racing Mazda MX-5 Cup, collecting three podium finishes and his first pro win at Road America in **2006**. Won five of eight MX-5 Cup races in **2007** to claim the Championship. Was awarded ride with Tri-Point motorsports courtesy of MAZDASPEED and its driver development program.

The Drivers

The Drivers

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Personal: Born January 12, 1973. Likes Mexican and Italian food. Favorite thing to watch on TV is SPEED World Challenge. Road America is his favorite track and Boris Said is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2008	TC	10	1	4	7	5
Totals	WC	10	1	4	7	5

JOEY SCARALLO

JO-ee scu-RELL-o
Hauppauge, N.Y.
Age: 30

2008: Drove Pontiac GTO in nine events, recording a best finish of seventh at Watkins Glen.

Previously: Started racing career with F2000 in **1996**. Tried Formula Atlantic in **2000**. Raced Trans-Am from **2001 - 2005**. In **2007**, raced Indy Lights.

Personal: Born November 29, 1978. First job was working in a warehouse. Drives a Pontiac GTO on the street. Favorite food is chicken parmesan and

favorite TV show is *Two and a Half Men*. Mosport is his favorite track and Emerson Fittipaldi is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2008	GT	9	0	0	1	-
Totals	WC	9	0	0	1	-

GUNTAR SCHALDACH

GOON-ter SHAL-dak
Aspen, Colo.
Age: 36

Career Highlights: 2008 SPEED GT Rookie of the Year.

2008: Earned SPEED GT Rookie of the Year honors driving a Lala Motorsports Dodge Viper. Best finish in eight starts was 13th at New Jersey Motorsports Park.

Previously: Began racing with Touring Car Racing Association in 2005. Won first race entered at Buttonwillow Raceway Park driving a 1997 Dodge Viper. Has since competed in various SCCA regional and National races and Alfa

Romeo Club events. Entered **2007** SPEED GT finale at Mazda Raceway Laguna Seca in a Dodge Viper, finishing 22nd.

Personal: Born February 6, 1973. Is married to Holiday. Team is named after the couple's daughter Lala. Is a real estate developer, but first job was taking ads for a newspaper. Drives a Dodge Dually on the street. Chateaubriand steak with Bearnaise sauce is his favorite food and *Crash* is his favorite movie. Mazda Raceway Laguna Seca is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	GT	1	0	0	0	-
2008	GT	8	0	0	0	-
Totals	WC	9	0	0	0	-



BYRON SMITH

BYE-ron SMITH
Holladay, Utah
Age: 56

2008: Entered three SPEED Touring Car rounds in the new BMW 330i. Earned career-high finish of seventh at Watkins Glen.

Previously: Graduated from the Bob Bondurant Racing School in 1999. Experience in karting, Spec Miata, BMW CCA Club Racing, Rolex GT and Koni Challenge. Won Sunoco Hard Charger Award in 2006 SCCA Pro Racing Mazda MX-5 Cup race at Miller Motorsports Park. Also in 2006, finished 25th at the 25 Hours of Thunderhill. Entered first two rounds of the **2007** SPEED Touring Car Championship in a Dodge SRT-4. Qualified eighth at Miller Motorsports Park, but did not log a finish at either race.

Personal: Born November 11, 1952. Is married to Connie with four children and seven grandchildren. First job was a grocery store bagger, but is now a managed health care services consultant. Drives a Porsche 911 GT3 on the street. Enjoys Italian food and lists *The Office* as his favorite TV show. Miller Motorsports Park is his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2007	TC	2	0	0	0	-
2008	TC	3	0	0	1	-
Totals	WC	5	0	0	1	-

JAMES SOFRONAS

JAYMS suh-FRO-nus
Newport Beach, Calif.
Age: 40

2008: Finished fourth in the SPEED GT Drivers' Championship, finishing nine of 10 rounds in the top 10 driving a Global Motorsports Group Porsche 911 GT3. Earned first World Challenge victory in 99th start at New Jersey Motorsports Park, which helped Porsche clinch its seventh Manufacturers' Championship. Entered three SPEED Touring Car events with a Tecmark BMW 325Ci, earning a top-10 finish at each.



Previously: Began racing Showroom Stock B in **1994** and made his World Challenge debut at Road America, finishing ninth in Super Production. Made five starts in **1995**, finishing in the top-10 twice. In **1996**, made three starts in T2 and one in T1, resulting in two top-10s and a front-row start at Lime Rock. In **1999**, made one SPEED Touring Car start, finishing sixth at Laguna Seca. Won several BMW Club Races. In **2000**, made two SPEED GT starts and two Speedvision Touring Car starts, recording a best finish of 15th in Touring Car at Road Atlanta. All starts were in BMWs. Ran eight SPEED GT races in a BMW M3 with a season-best finish of ninth at Mazda Raceway Laguna Seca. Finished 14th overall in points. **2001** USTCC Champion in a BMW 328i with five wins out of seven races. In **2002**, ran in five SPEED Touring Car races driving a BMW 325Si. Recorded one top-10 finish at Mosport (second race) in sixth place. Started on the front row at Road America. Recorded one top-10 finish in nine SPEED Touring Car starts in **2003**. In **2004**, ran the full 10-event SPEED Touring Car slate, recording four top-five and nine top-10 finishes in a BMW 325Ci. Finished fourth in the Driver's point championship standings. Led the majority of the event at Mosport before finishing fourth. In **2005** raced in SPEED GT for the first time since 2001, piloted a Porsche 911 Cup to a pair of top-five finishes and three top-10s. Best qualifier came at Lime Rock, where he started fourth and finished third. At Laguna, started eighth on the grid before winding up fifth. Finished ninth in the **2006** SPEED GT Driver's Championship behind the wheel of a Porsche 911 GT3. Recorded three top-five finishes and five top-10 finishes. In **2007**, continued SPEED GT racing in his Global Motorsports Group Porsche 911 GT3, collecting five top-10 finishes. Best result was a fifth at Sebring. Entered all but the final round of the SPEED Touring Car Championship in a Tecmark/GMG BMW 325Ci. Earned three top-five finishes, including runner-up finishes at Lime Rock Park and the second half of the Watkins Glen doubleheader. Finished seventh

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in the final points, making him the SPEED Touring Car 2007 Toyo Cup winner, awarded to the highest placing driver in the Championship whose primary occupation is not racing.

Personal: Born Sept. 9, 1968 in Pound Ridge, N.Y. Married to Nargis and expecting first child in July of 2009. Graduate of Babson College with a Bachelor's degree in Finance and Marketing. Is the Owner and President of Global Motorsports Group, specializing in Porsche motorsports and performance parts. Drives a Porsche 997 TT and Audi S6 on the street. Chicken is his favorite food. Sportscar racing on SPEED is his TV programming of choice. Lists Hans Stuck as his racing hero and Road America as his favorite track.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
1994	SP	1	0	0	1	-
1995	SP	6	0	0	1	-
1996	T1	1	0	0	1	-
1996	T2	3	0	0	1	-
1997	T2	2	0	0	0	-
1998	T2	1	0	0	0	-
1999	TC	1	0	0	1	-
2000	TC	2	0	0	0	-
2000	GT	2	0	0	0	-
2001	GT	8	0	0	1	-
2002	TC	5	0	0	1	-
2003	TC	9	0	0	1	-
2004	TC	10	0	4	9	4
2005	GT	6	0	2	3	-
2006	GT	10	0	4	6	8
2006	TC	1	0	0	0	-
2007	TC	9	0	3	7	7
2007	GT	10	0	1	5	-
2008	GT	10	1	3	9	4
2008	TC	3	0	1	3	-
Totals	WC	100	1	18	50	4

SETH THOMAS

SETH TOM-us
Cumming, Ga.
Age: 31

2008: Finished in the top 10 seven times with a career-high finish of second at VIR.

Previously: Graduated from the Skip Barber Racing School. In **2001**, raced ITB BMW in Southeast Endurance Series. In **2002**, ran a Dodge Neon in SSC and won ARRC Enduro. In **2003**, won SARRC ITS Championship; won the ARRC ITS Championship; and drove a BMW to a third place finish in Pro IT Series ITS class. In **2004**, put together solid rookie season in nine Touring Car events, highlighted by first top-five finish of career at Road Atlanta. Also

ran the event's fastest lap in a BMW 325i. Finished third in Rookie of the Year point standings. Broke into the top 10 in the **2005** Touring Car Drivers' Championship in only second year of competition, using eight top-10 finishes in 11 starts. Tied career-high finish with a fourth at Cleveland. Took home three top-ten finishes in **2006**. Best finish came at Sebring where he finished sixth. In **2007** scored three top-10 finishes and earned his highest qualifying position at his home track, Road Atlanta, where he started second and led the most laps. Best finish of the year was fifth at Miller Motorsports Park.

Personal: Born Oct. 3, 1976. Garage is stocked with a Dodge SRT 8 Grand Cherokee, Porsche 911 GT3 and BMW M3 Lightweight. Enjoys mountain biking. Is married to Resa and expecting first child in 2009.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	TC	9	0	1	1	-
2005	TC	11	0	1	8	9
2006	TC	10	0	0	3	-
2007	TC	10	0	1	3	-
2008	TC	10	0	2	7	7
Totals	WC	50	0	5	22	7

SONNY WHELEN

SUN-ee WEEL-in
Old Saybrook, Conn.
Age: 55

Career Highlights: 2005 SPEED GT Rookie of the Year.

2008: Driving a Whelen Engineering Chevrolet Corvette, finished in the top 15 at Long Beach, Watkins Glen, Mosport, Detroit and New Jersey Motorsports Park.



Previously: First race came at Willow Springs (Calif.) in **2002** in the Viper Racing League, where he earned an eighth-place finish in a Dodge Viper GT-5. Also ran in the Panoz GT series while running VRL. Was named VRL Rookie of the Year in 2002. Won VRL GT-1 championship in **2003** and **2004**. Has also competed in NASCAR Busch North competition. In 2004, ran in three SPEED GT events during rookie season. Highest finish was 14th at Lime Rock Park after a career-best qualifier (14th). In **2005** won the SPPED GT Rookie of the Year after running in 11 events and earning the first top-10 of his career (ninth at Mosport). Finished 12th overall in the GT Drivers' Championship. Started **2006** season strong with a career-high seventh place finish at Sebring in his Chevrolet Corvette C6. Finished the year with four top-15 finishes. In **2007**, scored three top-10 finishes in Chevrolet Corvette and tied his career-best finish of seventh at Watkins Glen.

Personal: Born June 2, 1953. Lists chicken marsala as favorite meal. Listens to Rock and Blues. Says Mark Donohue and Paul Newman are his racing heroes and Road America is his favorite track. Family includes wife, KC, and sons George and James.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2004	GT	3	0	0	0	-
2005	GT	11	0	0	1	-
2006	GT	10	0	0	1	-
2007	GT	9	0	0	3	-
2008	GT	10	0	0	0	-
Totals	WC	43	0	0	5	-

KUNO WITTMER

KOO-no WIT-mer
Quebec, Canada
Age: 26

2008: Never finished outside the top 10 driving a RealTime Acura TSX. Made five podium appearances, including his first World Challenge win at VIR, followed by wins at Lime Rock Park and Mid-Ohio. Nearly won the 2008 Drivers' Championship on the final lap at Road Atlanta, but could not complete pass on team owner Cunningham.



Previous: Seven years racing experience in both open-wheel and sportscars, earning two Canadian championships, 14 victories, 32 podiums and 68 top tens. **2005** Canada Honda/Michelin Challenge Champion. Started in eight rounds of **2006** SPEED Touring Car season in a Mercedes C230, collecting three top-10 finishes. Best finish was ninth at Grand Prix of Denver. Driving Acura RSX in **2007** with RealTime racing, scored six top-five finishes and earned his career-first pole at the Grand Prix of Toronto. Earned first

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podium in series finale at Mazda Raceway Laguna Seca where he finished second. Ended the year third in the Drivers' Championship.

Personal: Born Sept. 6, 1982. Drives a Honda Accord Coupe on the street. Enjoys Italian, French, American and Japanese food. Favorite TV shows are *Family Guy* and *Seinfeld*. First job was detailing cars. Lists Montreal, Mt. Tremblant and Mosport as his favorite tracks. Nigel Mansel, Michael Schumacher and Ayrton Senna are his racing heroes.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2006	TC	8	0	0	3	-
2007	TC	10	0	6	9	3
2008	TC	10	3	8	10	3
Totals	WC	28	3	14	22	3

ANDREW WOJTECZKO

AND-roo voy-TESH-ko
Ontario, Canada
Age: 26

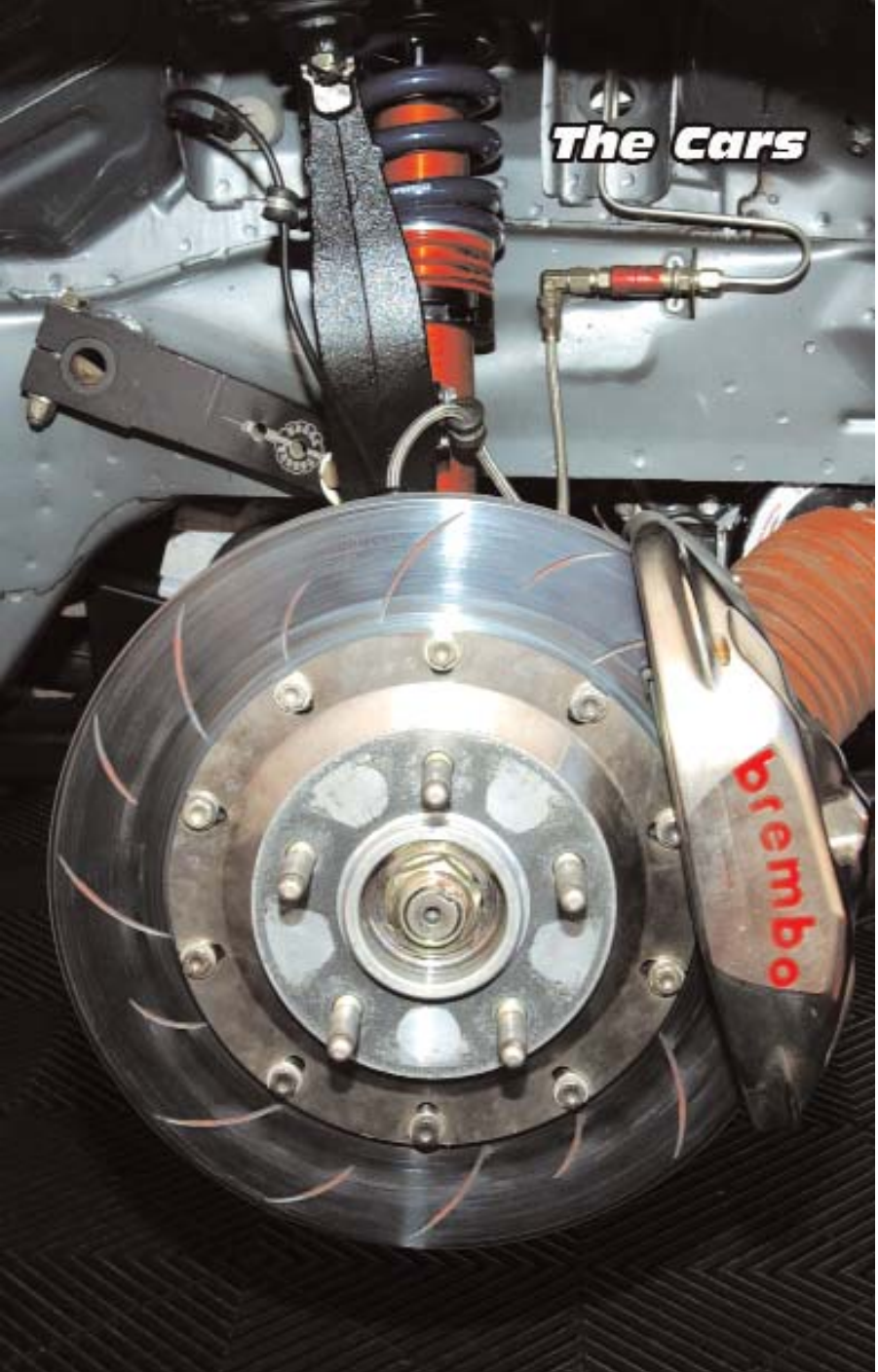


Previously: Won first race he entered, driving a Porsche 944 Turbo at Mosport International Raceway in the Ontario Super GT series. Went on to become **2005** Ontario Super GT Champion and **2006** Ontario Super Touring Champion. Entered two SPEED Touring Car events in **2006**. Qualified 7th at Mosport driving a Lexus IS300, but exited the rain-race early. Drove Lexus IS300 in five rounds of the **2007** SPEED Touring Car Championship. Collected his first results inside the top-20, including a pair of 16th-place finishes at Toronto and Mid-Ohio, followed by a career-high 12th-place finish at Mosport. Won the Castrol Canadian Touring Car Championship in **2008**.

Personal: Born May 3, 1982. Drives an Infiniti G35 Coupe on the street. Enjoys pizza and watching *The Simpsons*. First job was a repair technician. Lists Mosport as his favorite track. Peter Cunningham is his racing hero.

Year	Class	Starts	Wins	Top-5	Top-10	Pts. Fin. (T10)
2006	TC	2	0	0	0	-
2007	TC	5	0	0	0	-
Totals	WC	7	0	0	0	-

The Cars



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ASTON MARTIN DB9

Class: SPEED GT
Year Models Eligible: 2004 - 2008



Vehicle Type: Front engine, rear transaxle, rear wheel drive, two door coupe
Engine Layout: V-12, aluminum block and heads
Displacement: 5935cc (362 ci)
Valves: 48
Compression: 10.3:1
Induction: Naturally Aspirated
Maximum Boost: N/A
Maximum Engine Speed: 7400 rpm

Horsepower: 520 bhp
Torque: 470 lb-ft.

Wheelbase: 107.9"
Base Weight (pre-season): 3200 lbs
Wheel Size (F-R): 11x18" - 13x18"
Tire Size (F/R): 275/35/18" - 335/30/18"
Forward Gears: 6
Differential: Limited slip
Weight Dist. Limit: (f/r): 50/50
Restrictor: 20 percent

Other modifications: Vanquish S heads, manifolds and cams - Composite hood, front fenders, doors hatch and fascias - engine moved 10" rearward and 1.5" downward.

History: Scored first-ever pole in 2008 at Road Atlanta.

Poles (Most Recent): 1 (Road Atlanta, 2008)
Best result: 2 (Road Atlanta, 2008)



CADILLAC CTS-V

Class: SPEED GT
Year Models Eligible: 2004 - 2007



Vehicle Type: Front engine, rear wheel drive, four door sedan
Engine Layout: V-8, aluminum block and heads
Displacement: 6026cc (368 ci)
Valves: 16
Compression: 12.0:1
Induction: Naturally aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 7400 rpm

Horsepower: 520 bhp
Torque: 465 lb-ft.

Wheelbase: 113.4"
Base Weight (pre-season): 3175 lbs
Wheel Size (F-R): 11x18" - 13x18"
Tire Size (F/R): 275/35/18" - 335/30/18"
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: 50/50
Restrictor: 30 percent

Other modifications: 0.5 mm (.020 in) overbore permitted. Alternate approved camshaft, crankshaft and heads permitted through GM Motorsports. Approved alternate body panels, hood and doors permitted. Transmission tunnel alterations permitted to accommodate ride height. Engine may be moved eight inches rearward from V-6 location and 1.5 inches downward.

History: In 2005, just its second year, Cadillac swept both the Manufacturers' Championship Presented by RACER Magazine and the Drivers' Championship with Andy Pilgrim.

Poles (Most Recent): 7 (Mosport, 2006)
Wins (Most Recent): 9 (Road Atlanta, 2006)



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CHEVROLET CORVETTE C5



Class: SPEED GT
Year Models Eligible: 2005 - 2009

Vehicle Type: Front engine, rear wheel drive, two door coupe
Engine Layout: V-8, aluminum block and heads
Displacement: 6026cc (368 ci)
Valves: 16
Compression: 12.0:1
Induction: Naturally aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 7400 rpm

Horsepower: 520 bhp
Torque: 465 lb-ft.

Wheelbase: 105.7"
Base Weight (pre-season): 3150 lbs
Wheel Size (F-R): 11x18" - 13x18"
Tire Size (F/R): 275/35/18" - 335/30/18"
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: 50/50
Restrictor: 30 percent w/ close ratio H-pattern, 35 percent with aftermarket sequential

Other modifications: 0.5 mm (0.020 in) overbore permitted. Alternate approved camshaft, crankshaft and heads permitted through GM Motorsports. Alternate suspension pieces permitted providing they are same dimensions as stock. Alternate approved bodywork permitted. Sequential transmission permitted.

History: The C6 enjoyed high levels of success in its first year of competition, earning four pole positions and two wins in 2005.

Poles (Most Recent): 4 (Mosport, 2008)
Wins (Most Recent): 5 (Mosport, 2008)



DODGE VIPER (COMPETITION COUPE)



Class: SPEED GT
Year Models Eligible: 2003 - 2007

Vehicle Type: Front engine, rear wheel drive, two door coupe
Engine Layout: V-10, aluminum block and heads
Displacement: 8284 cc (506 ci)
Valves: 20
Compression: 10.0:1
Induction: Naturally aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 6200 rpm

Horsepower: 525 bhp
Torque: 565 lb-ft.

Wheelbase: 99.0"
Base Weight (pre-season): 3200 lbs
Wheel Size (F-R): 11x18" - 13x18"
Tire Size (F/R): 305/35/18" - 335/30/18"
Forward Gears: 6
Differential: Limited Slip
Restrictor: 35 percent

Other modifications: Unless specifically stated in the SCCA Pro Racing VTS, cars must remain as delivered from Dodge Motorsports. Engine uses stock internals. Also uses stock intake manifold. Aftermarket headers are permitted.

History: In 2006, four of the top ten drivers in the Drivers' Championship drove Dodge Vipers, more than any other car.

Poles (Most Recent): 6 (Road America, 2008)
Wins (Most Recent): 9 (Road America, 2008)



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FORD MUSTANG COBRA

Class: SPEED GT
Year Models Eligible: 2005 - 2008



Vehicle Type: Front engine, rear transaxle, rear wheel drive, two door coupe
Engine Layout: V-8, Aluminum block and heads
Displacement: 5951cc (363 ci)
Valves: 32
Compression: 12.0:1
Induction: Naturally aspirated
Maximum Boost: N/A
Maximum Engine Speed: 7400 rpm

Horsepower: 500 bhp
Torque: 470 lb-ft.

Wheelbase: 107.1"
Base Weight (pre-season): TBD
Wheel Size (F-R): 11x18" - 13x18"
Tire Size (F-R): 275/35/18" - 335/30/18"
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: 50/50

Other modifications: Composite hood, front fenders, doors, hatch and fascias. Engine may be moved back 8" and down 1.5". Custom intake manifold permitted. Rear transaxle may be used instead of standard gearbox bolted to engine.

History: The Ford Mustang has had a long history in the World Challenge, evolving through the years. There have been many variations over the years, and statistics also include performance packages.

Poles (Most Recent): 2 (Thunderbold Raceway, 2008)
Wins (Most Recent): 2 (Road Atlanta, 2008)



LAMBORGHINI GALLARDO SUPERLEGGERA

Class: SPEED GT
Year Models Eligible: 2007 - 2009



Vehicle Type: Rear engine, rear transaxle, rear wheel drive, two door car
Engine Layout: V-8
Displacement: 4961cc (303 ci)
Valves: 32
Compression: 11.0:1
Induction: naturally aspirated
Maximum Boost: n/a
Maximum Engine Speed: TBD

Horsepower: TBD
Torque: TBD

Wheelbase: 101.0"
Base Weight (pre-season): TBD
Wheel Size (F-R)(max.): 11x18" - 13x18"
Tire Size (F-R): 275/35/18 - 335/30/18
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: TBD
Restrictor: TBD

Other modifications: When the media guide went to print, this car was still being homologated.



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LEXUS IS-F



Class: SPEED GT
Year Models Eligible: 2007 - 2008

Vehicle Type: Front engine, rear transaxle, rear wheel drive, four door sedan
Engine Layout: V-8
Displacement: 4711 cc (287 ci)
Valves: 32
Compression: TBD
Induction: naturally aspirated
Maximum Boost: n/a
Maximum Engine Speed: TBD

Horsepower: TBD
Torque: TBD

Wheelbase: 107.5"
Base Weight (pre-season): TBD
Wheel Size (F-R)(max.): 11x18" - 13x18"
Tire Size (F-R): 275/35/18 - 335/30/18
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: 50 / 50
Restrictor: TBD

Other modifications: TBD

Best Qualifying: 20 (New Jersey Motorsports Park, 2008)
Best Result: 14 (New Jersey Motorsports Park, 2008)



LOTUS EXIGE S



Class: SPEED GT
Year Models Eligible: 2007 - 2008

Vehicle Type: Mid engine, rear wheel drive, two door coupe
Engine Layout: Inline 4, aluminum block and head
Displacement: 1840 cc (112 ci)
Valves: 16
Compression: TBD
Induction: Turbocharged
Maximum Boost: TBD
Maximum Engine Speed: 8500 rpm

Horsepower: 350 bhp
Torque: 300 lb-ft

Wheelbase: 90.6"
Base Weight (pre-season): TBD
Wheel Size (F-R)(max.): 9.5x18" - 11x18"
Tire Size (F/R): 245/40/18" - 275/35/18"
Forward Gears: 6
Differential: Limited Slip
Weight Dist. Limit: TBD
Restrictor: TBD

Other modifications: When the media guide went to print, this car was still being homologated. A turbocharger will be allowed to replace the stock supercharger.



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PONTIAC GTO



Class: SPEED GT
Year Models Eligible: 2004-2006

Vehicle Type: Front engine, rear wheel drive, two door coupe.
Engine Layout: V8, aluminum block and heads.
Displacement: 6026cc (368 ci)
Valves: 16
Compression: 12.0:1
Induction: Naturally Aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 7400 rpm

Horsepower: 520hp
Torque: 465lb-ft

Wheelbase: 109.0"
Wheel Size (F-R)(max.): 11x18" - 13x18"
Tire Size (F-R): 275/35/18" - 335/30/18"
Forward Gears: 6
Differential: Type: Limited Slip
Weight Dist. Limit: 50%
Restrictor: N.A.

Other modifications: Corvette uprights and alternate control arms are permitted. Firewall may be moved rearward 3 in.

History: First entered by Autosport Development in 2004. Group-A-Racing took over the cars in 2008.

Best Qualifying: 6 (Lime Rock Park, 2005)
Best Result: 4 (Lime Rock Park, 2005)



PORSCHE 911 GT3 CUP (997)



Class: SPEED GT
Year Models Eligible: 2006 - 2009

Vehicle Type: Rear engine, rear wheel drive, two door coupe
Engine Layout: Flat 6, aluminum block and heads
Displacement: 3795 cc (231.5 ci)
Valves: 24
Compression: 13.7:1
Induction: Naturally aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 8900 rpm
Restrictor: 30 percent

Horsepower: 500 bhp
Torque: 303 lb-ft.

Wheelbase: 92.5"
Wheel Size (F-R)(max.): 10.5x18" - 12x18"
Tire Size (F-R): 265/35/18" - 305/35/18"
Forward Gears: 6
Differential: Type: Limited Slip
Weight Dist. Limit: 42/58
Restrictor: 35%

Other modifications: Porsche Motorsport North America engine upgrade permitted. Alternate PMNA intake manifold permitted. Approved alternate body panels permitted. Cars must use specified Porsche muffler to meet sound limit. Cars utilizing stock GT-3 Cup car engine may reduce weight by 100lbs. Cars utilizing IMSA GT-3 Cup body work and suspension may reduce weight by 100 lbs.

History: Car that carried Randy Pobst to 2007 and 2008 SPEED GT Drivers' Championships and Porsche to the 2008 SPEED GT Manufacturers' Championship Presented by RACER Magazine.

Poles (Most Recent): 7 (New Jersey Motorsports Park, 2008)
Wins (Most Recent): 8 (New Jersey Motorsports Park, 2008)



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PORSCHE 911 AWD TT (996)

Class: SPEED GT
Year Models Eligible: 2002-2006

Vehicle Type: Rear engine, all wheel drive, two door coupe
Engine Layout: Flat 6, aluminum block and heads
Displacement: 3598cc (220 ci)
Valves: 24
Compression: 9.4:1
Induction: Twin turbocharged
Maximum Boost: 1300 mbar (19.1 psi)
Maximum Engine Speed: 7000 rpm

Horsepower: 500 bhp
Torque: 450 lb-ft.

Wheelbase: 92.5"
Wheel Size (F-R)(max.): 11x18" - 13x18"
Tire Size (F-R): 305/35/18" - 335/30/18"
Forward Gears: 6
Differential: 3 limited slip differentials
Weight Dist. Limit:42/58

Other modifications: Approved alternate body panels are permitted. May be converted to rear wheel drive.

Best qualifying: 12 (Portland, 2005)
Best result: 12 (San Juan, Puerto Rico, 2003)



VOLVO S60

Class: SPEED GT
Years Eligible: 2004 -

Vehicle Type: Front engine, all wheel-drive, four door sedan
Engine Layout: Inline 5, aluminum block and head
Displacement: 2500 cc (153 ci)
Valves: 20
Compression: 9.2:1
Induction: Turbocharged
Maximum Boost: 1800 mbar (26.1 psi)
Maximum Engine Speed: 8000 rpm

Horsepower: 500 bhp
Torque: 450 lb-ft.

Wheelbase: 101.3"
Wheel Size (F-R): 11x18" - 11x18"
Tire Size (F/R): 305/35/18" - 305/35/18"
Forward Gears: 6
Differential: Type: 3 limited slip differentials
Weight Dist. Limit: 60/40

Other modifications: Approved alternate sub-frames pick-up point locations and suspension pieces may be used. Approved alternate material body panels permitted. Alternate engine internals, turbo and manifolds are used. An Xtrac H-pattern dog ring gearbox is used.

Best qualifying: 5 (Mosport, 2006)
Wins (Most Recent): 19 (Mosport, 2006)



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ACURA RSX TYPE S

Class: SPEED TOURING CAR
Year Models Eligible: 2002 - 2006

Vehicle Type: Front engine, front wheel drive, two door coupe

Engine Layout: Inline 4, aluminum block and head

Displacement: 2408cc (147 ci)

Valves: 16

Compression: 12.5:1

Induction: Naturally aspirated

Maximum Boost: N.A.

Maximum Engine Speed: 7800 rpm

Power: 275 hp

Torque: 180 lb-ft

Wheelbase: 101.2"

Wheel Size: 8x17"

Tire Size: 235/40/17

Forward Gears: 6

Differential: Limited Slip

Other modifications: The RSX uses the same 2.4 liter engine package as the TSX. Alternate front and rear control arms are allowed, along with adjustable rear upper control links.

History: Made its debut in 2002, not running a full season until 2003, replacing the ultra-successful Integra model. Showed it was just as competitive as the newer Acura TSX with a dominating performance at Laguna Seca in 2006.

Poles (Most Recent): 2 (Laguna Seca, 2006)

Wins (Most Recent): 6 (Laguna Seca, 2006)



ACURA TSX

Class: SPEED TOURING CAR
Years Eligible: 2003 -

Vehicle Type: Front engine, front wheel drive, four door sedan

Engine Layout: Inline 4, aluminum block and head

Displacement: 2408cc (147 ci)

Valves: 16

Compression: 12.5:1

Induction: Naturally aspirated

Maximum Boost: N.A.

Maximum Engine Speed: 7800 rpm

Horsepower: 275 bhp

Torque: 180 lb-ft.

Wheelbase: 102.8"

Wheel Size: 8x17"

Tire Size: 235/40/17

Forward Gears: 6

Differential: Limited Slip

Restrictor: 25%

Other modifications: Xtrac sequential transmission may be used. Alternate front control arms are permitted. Adjustable rear upper control links are also permitted.

History: Introduced to SPEED Touring Car competition in 2004 and made a successful debut with multiple victories. Followed up that success with a sweep of the Drivers' and Manufacturers' Championships in 2005, 2006 and 2008.

Poles (Most Recent): 15 (Road America, 2008)

Wins (Most Recent): 17 (Mid-Ohio, 2008)



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BMW 328i

Class: SPEED TOURING CAR
Years Eligible: 2006 -

Vehicle Type: Front engine, rear wheel drive, two or four door sedan
Engine Layout: Inline 6, aluminum/magnesium block, aluminum head.
Displacement: 2554cc (156 ci)
Valves: 24
Compression: 11:1
Induction: Naturally Aspirated
Maximum Boost: N.A.
Maximum Engine Speed: 8300 rpm

Horsepower (Estimated): 275 bhp
Torque (Estimated): 225 lb-ft.

Wheelbase: 106.3"
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 5
Differential: Limited Slip.

Other modifications: Suspension arms and links may be replaced with alternate, adjustable links. The 330i 3.0 liter engine may also be used, with substantially fewer modifications and similar power output to the 2.5 liter engine.

History: Replacing the older 3-series body style, which won 17 races and nine poles, the E46 3-series made its debut in 2000. It won both the Drivers' and Manufacturers' Championships for BMW in the 2003 and 2004 Touring Car seasons.

Poles (Most Recent): 14 (Sebring, 2006)
Wins (Most Recent): 14 (Road America, 2008)



DODGE SRT-4

Class: SPEED TOURING CAR
Years Eligible: 2004 - 2006

Vehicle Type: Front engine, front wheel drive, four door sedan
Engine Layout: Inline 4, Iron block and aluminum head
Displacement: 2458cc (150 ci)
Valves: 16
Compression: 8.8:1
Induction: Turbocharged
Maximum Boost: 1400 mbar (20.3 psi)
Maximum Engine Speed: 6600 rpm

Horsepower (Estimated): 275 bhp
Torque (Estimated): 225 lb-ft.

Wheelbase: 105"
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 5
Differential: Limited Slip

Other modifications: Alternate control arms and suspension brackets are permitted.

History: Became eligible in 2005 and ran first full season.

Best Qualifying: 5 (Road America, 2006)
Best Result: 3 (Road America, 2006)



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SPEED
World Challenge

Lexus IS300



Class: SPEED TOURING CAR
Years Eligible: 2002-2005

Vehicle Type: Front engine, rear wheel drive, two door coupe.
Engine Layout: Inline 6, iron block with aluminum head.
Displacement: 2789 cc (170 ci) or 3067 cc (187ci)
Valves: 24
Compression: 12.5:1
Induction: Naturally Aspirated
Maximum Boost: N.A.
Maximum Engine Speed: TBD

Horsepower (Estimated): 275 hp
Torque (Estimated): 225 ft lbs

Wheelbase: 105"
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 5
Differential Type: Limited Slip

Best Qualifying: 6 (Mosport, 2006)
Best Finish: 12 (Mosport, 2007)

History: Campaigned by AutoAnalyzer Racing in 2006 and 2007.

Best Qualifying: 6 (Mosport, 2006)
Best Results: 12 (Mosport, 2007)

MAZDA6



Class: SPEED TOURING CAR
Years Eligible: 2003 - 2007

Vehicle Type: Front engine, front wheel drive, four door sedan
Engine Layout: Inline 4, aluminum block and head
Displacement: 2276cc (139 ci)
Valves: 16
Compression: 12:1
Induction: Naturally aspirated.
Maximum Boost: N.A.
Maximum Engine Speed: 7800 rpm

Horsepower: 275 bhp
Torque: 180 lb-ft.

Wheelbase: 105.3"
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 6
Differential: Limited Slip

Other modifications: Xtrac sequential transmission is permitted. Alternate control arms are permitted.

History: Made its debut at Infineon Raceway in 2004 with Tri-Point Racing and Jeff Altenburg. Earned 2007 SPEED Touring Car Manufacturers' Championship Presented by RACER and carried Jeff Altenburg to 2007 SPEED Touring Car Drivers' Championship.

Poles (Most Recent): 19 (Road Atlanta, 2008)
Wins (Most Recent): 16 (Road Atlanta, 2008)



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SPEED
World Challenge

Mitsubishi Lancer Evolution

Class: SPEED TOURING CAR
Years Eligible: 2005-2007

Vehicle Type: Front engine, all wheel drive, four door sedan
Engine Layout: Inline 4, iron block, aluminum head
Displacement: 1997cc (122 ci)
Valves: 16
Compression: TBD
Induction: Turbocharged
Maximum Boost: TBD
Maximum Engine Speed: 7000 rpm

Horsepower: TBD
Torque: TBD

Wheelbase: TBD
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 6
Differential: Limited Slip

History: Reclassified from GT in 2009



Subaru Impreza WRX

Class: SPEED TOURING CAR
Years Eligible: 2004-2007

Vehicle Type: Front engine, all wheel drive, four door sedan
Engine Layout: Flat 4, Aluminum block and head
Displacement: 2457cc (150 ci)
Valves: 16
Compression: 9.0:1
Induction: Turbocharged
Maximum Boost: TBD
Maximum Engine Speed: TBD

Horsepower: TBD
Torque: TBD

Wheelbase: 100.0 in
Wheel Size: 8x17"
Tire Size: 235/40/17
Forward Gears: 6
Differential: Limited Slip

History: Reclassified from GT in 2009.



this is how racing should be

Volkswagen Jetta TDi

Class: SPEED TOURING CAR

Years Eligible: 2006 -

Vehicle Type: Front engine, front wheel drive, two door coupe.

Engine Layout: Inline 4, iron block with aluminum head.

Fuel: Biodiesel

Displacement: 1944 cc (119 ci)

Valves: 8

Compression: 19:1

Induction: Turbocharged

Maximum Boost: 2350 mbar (34 psi)

Maximum Engine Speed: TBD



Horsepower: 220+ hp

Torque: 300 ft-lbs

Wheelbase: 101.5"

Base Weight (Pre-Season): 2700

Wheel Size: 8x17"

Tire Size: 235/40/17

Forward Gears: 5

Differential Type: Limited Slip

History: Became the world's first professional biodiesel road racer at Sebring in 2007.

Best Qualifying: 18 (Road Atlanta, 2008)

Best Result: 13 (Road Atlanta, 2008)



Records



Career Performance Charts

Starts (25+ Races):

1	Peter Cunningham	173
2	Michael Galati	148
3	Pierre Kleinubing	120
4	Lou Gigliotti	108
5	Taz Harvey	101
6	James Sofronas	100
7	Randy Pobst	87
8	Charles Espenlaub	80
9	Jeff Altenburg	77
10	Andy Pilgrim	74
11	David Rosenblum	70
12	Eric Curran	65
13	Fred Meyer	64
14	Mike Fitzgerald	62
15	Bill Cooper	61
16	Will Turner	60
17	Tony Gaples	59
18	Tommy Archer	58
	Chuck Hemmingson	
20	Boris Said	56
21	James Clay	55
	Chip Herr	
23	Nick Esayian	54
	Phil McClure	
25	Michael McCann	53
26	John Heinrich	51
27	Seth Thomas	50
28	Dino Crescentini	49
	Sauna Marinus	
	Walter Swick	
31	Terry Borcheller	46
	Paul Brown	
	Brandon Davis	
	Jim Osborn	
35	David Farmer	45
	Dave Jolly	
37	Alain Chebeir	44
	Alfred DuPont	
	Kermit Upton	
	Tim Wiens	
41	Bobby Archer	43
	Derek Bell	
	John Bourassa	
	Neil Hannemann	
	Sonny Whelen	
46	Fred Pignataro	42
47	Justin Marks	41
48	Bill Auberlen	39
	Hugh Plumb	
50	Ken Dobson	38
	Ron Emmick	
	Jeff McMillin	
	Hugh Stewart	
	Johannes Van Overbeek	
55	Albert Mirko	36
	Jon Prall	
	Thomas Safari II	
58	Chris Neville	35

61	Robert Stretch	34
	Willy Lewis	
	Manny Matz	
	Peter Schwartzott	
	Michael Sturm	
65	Roger Foo	33
	Charlie Putman	
	Matt Richmond	
68	Norris Rancourt	32
	Neal Sapp	
	R.K. Smith	
71	Jeff Courtney	31
	Rob Fellows	
	Grant Lockwood	
	Scotty B. White	
	Bob Woodhouse	
76	Leo Capaldi	30
	Robert "Rob" Foster	
	Stuart Hayner	
	Bob Miller	
	Leighton Reese	
	Kevin Schrantz	
82	Scott Bradley	29
83	Jim Minneker	28
	Kuno Wittmer	
85	Paul Booher	27
	Doc Bundy	
	Reese Cox	
	Mark Dixon	
	Walter Markes	
	David Schardt	
91	Jimmy Adams	26
	Steve Lisa	
93	Pierre Bareil	25
	Paul Bonaccorsi	
	Michael Culver	
	Mike Davis	
	Ritch Marziale	
	John Schneider	
	Co Van Herwaarden	

Other active drivers:

	Jason Daskalos	19
	Jason Martinelli	18
	Brian Kubinski	16
	Eric Olberz	15
	Cindi Lux	14
	Branden Peterson	13
	Stan Wilson	
	Claudio Burtin	11
	Patrick Lindsey	
	Tim McKenzie	
	Jason Saini	10
	Tomy Drissi	9
	Stu Frederick	
	Joey Scarallo	
	Gunter Schaldach	

Career Wins:

1	Peter Cunningham	31
2	Pierre Kleinubing	27
3	Michael Galati	23
4	Lou Gigliotti	22
5	Randy Pobst	21
6	Bill Auberlen	14
7	Tommy Archer	10
	Neil Hannemann	
	R.K. Smith	
10	Terry Borcheller	9
11	Bobby Archer	8
	Ron Emmick	
	Dave Jolly	
	Kermit Upton	
15	Bill Cooper	7
	Eric Curran	
	David Murry	
	Andy Pilgrim	
19	Paul Booher	6
	Mike Fitzgerald	
	Chip Herr	
	Willy Lewis	
23	Elliott Forbes-Robinson	5
	John Heinrich	
	Peter Kitchak	
	Norris Rancourt	
	Neal Sapp	
	Bill Saunders	
29	Jeff Altenburg	4
	Doc Bundy	
	Price Cobb	
	Chuck Hemmingson	
	Wolf Henzler	
	Hugh Plumb	
	Peter Schwartzott	
	Lance Stewart	
	Mitch Wright	
38	Max Angelelli	3
	Almo Coppelli	
	Brandon Davis	
	Ron Fellows	
	Shawn Hendricks	
	Shane Lewis	
	Will Turner	
	Kuno Wittmer	
	Johannes Van Overbeek	
47	Lawson Aschenbach	2
	Kim Baker	
	Mauro Baldi	
	Bobby Carradine	
	Alain Chebeir	
	Jim Dentici	
	Charles Downes	
	Stuart Hayner	
	Don Knowles	
	Scott Lagasse	
	Ron Lauzon	
	Phil McClure	
	Max Papis	
	Matt Plumb	

	Vic Rice	
	Boris Said	
	Richard Spenard	
	Greg Theiss	
65	Olimpio Alencar, Jr.	1
	John Angelone	
	Mark Behm	
	Jack Benedict	
	Tom Benua	
	Tommy Clark	
	James Clay	
	Dino Crescentini	
	Ken Dobson	
	Alfred DuPont	
	David Empringham	
	Bob Endicott	
	Charles Espenlaub	
	David Farmer	
	Roger Foo	
	Doug Goad	
	Bill Gray	
	John Green	
	Joey Hand	
	Peter Hanson	
	Taz Harvey	
	Brad Hoyt	
	Ricardo Imery	
	Niclas Jonsson	
	Marc Kirberg	
	Ray Kong	
	Paul Lambert	
	David Lapham	
	Bo Lemler	
	Robin Liddell	
	Michael McCann	
	Jim Minneker	
	Paul Mumford	
	Chris Neville	
	Adam Pecorari	
	John Petrick	
	Steve Pfeffer	
	Leighton Reese	
	Rob Rizzo	
	Jason Saini	
	Don Salama	
	Steve Saleen	
	Kevin Schrantz	
	Kristian Skavnes	
	Martin Snow	
	Melanie Snow	
	James Sofronas	
	Beaver Theodosakis	
	Joe Varde	
	Ken Wallace, Jr.	
	Scotty B. White	
	Chris Wiehle	
	Ken Wilden	
	John Young	

The Records

The Records

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Fastest Qualifier:

1	Pierre Kleinubing	34
2	Peter Cunningham	32
3	Lou Gigliotti	26
4	Randy Pobst	24
5	Michael Galati	23
6	Bill Auberlen	13
	Bill Cooper	
8	Terry Borcheller	10
9	Tommy Archer	9
10	Ron Emmick	8
	Dave Jolly	
12	Price Cobb	7
13	Shawn Hendricks	6
	Chip Herr	
15	Bobby Archer	5
	Doc Bundy	
	Mike Fitzgerald	
	Wolf Henzler	
	Shane Lewis	
	Norris Rancourt	
	Bill Saunders	
	R.K. Smith	
23	Jeff Altenburg	4
	Max Angelelli	
	Kim Baker	
	Paul Booher	
	Eric Curran	
	Peter Kitchak	
	Scott Lagasse	
	Leighton Reese	
	Kermit Upton	
	Johannes Van Overbeek	
33	Brandon Davis	3
	Jim Dentici	
	Ron Fellows	
	Elliott Forbes-Robinson	
	Neil Hannemann	
	Andy Pilgrim	
	Neal Sapp	
	Will Turner	
41	Alfred DuPont	2
	Charles Espenlaub	
	Rob Fellows	
	Ron Fellows	
	Paul Lambert	
	Phil McClure	
	Andy Pilgrim	
	Hugh Plumb	
	Matt Plumb	
	Vic Rice	
	Rob Rizzo	
	Joe Varde	
	Makoto Yamamura	
54	Lawson Aschenbach	1
	Scott Bradley	
	Klaus Bytzek	
	Alain Chebeir	
	Almo Coppelli	
	Rick DiIorio	
	Ken Dobson	

Taz Harvey
Stuart Hayner
John Heinrich
Chuck Hemmingson
Ricardo Imery
Davy Jones
Niclas Jonsson
Marc Kirberg
David Lapham
Dave Lemon
David Leslie
Tommy Milner
Shauna Marinus
Albert Mirko
Keith Mitchell
David Murry
Max Papis
Adam Pecorari
Doug Peterson
Boris Said
Jason Saini
Peter Schwartzott
Martin Snow
Richard Spenard
Lance Stewart
Bob Stretch
Bob Thomas
Kuno Wittmer
Mark Wolocatiuk

Career Fastest Race Laps:

1	Michael Galati	17
	Randy Pobst	
3	Bill Auberlen	16
	Peter Cunningham	
	Pierre Kleinubing	
6	Terry Borcheller	13
7	Lou Gigliotti	10
8	Peter Kitchak	8
9	Mike Fitzgerald	7
	Will Turner	
11	John Heinrich	6
	Seth Thomas	
13	Doc Bundy	5
	Price Cobb	
	Alfred DuPont	
	Wolf Henzler	
	R.K. Smith	
	Kermit Upton III	
19	Eric Curran	4
	Ken Dobson	
	Shawn Hendricks	
	Rob Rizzo	
23	Max Angelelli	3
	Kim Baker	
	Paul Booher	
	Bill Cooper	
	Charles Espenlaub	
	Neil Hanneman	
	Chip Herr	
	Scott Lagasse	

Willy Lewis		
Phil McClure		
David Murry		
Andy Pilgrim		
Martin Snow		
Johannes van Overbeek		
Chuck Hemmingson		
38	Jeff Altenburg	2
	Bobby Archer	
	Tommy Archer	
	Almo Coppelli	
	Brandon Davis	
	Ron Emmick	
	David Farmer	
	Ron Fellows	
	Nic Jonsson	
	Chris Neville	
	Hugh Plumb	
	Leighton Reese	
	Steve Saleen	
	Neal Sapp	
	Peter Schwartzott	
	Kristian Skavnes	
	Bob Stretch	
55	Dennis Aase	1
	Jimmy Adams	
	John Angelone	
	Mauro Baldi	
	George Biskup	
	Glenn Boros	
	Alain Chebeir	
	James Clay	
	Jeff Courtney	
	Jim Daniels	
	Charlie Downes	
	Bob Endicott	
	Rob Fellows	
	Roger Foo	
	Joey Hand	
	Taz Harvey	
	Ron Johnson	
	Marc Kirberg	
	David Leslie	
	Shane Lewis	
	Robin Liddell	
	Jim Lovett	
	Terry McCarthy	
	Tommy Milner	
	Max Papis	
	Steve Pfeffer	
	Walter Puckett	
	Dick Read	
	Matt Richmond	
	Boris Said	
	Jason Saini	
	Bobby Sak	
	Victor Sifton	
	Richard Spenard	
	Lance Stewart	
	Hans Stuck	
	Joe Varde	

Kuno Wittmer
John Young

Top-Three finishes: (10+):

1	Peter Cunningham	82
2	Pierre Kleinubing	70
3	Michael Galati	57
4	Lou Gigliotti	49
	Randy Pobst	
6	Neil Hannemann	30
7	Andy Pilgrim	28
8	Bill Cooper	26
9	Tommy Archer	25
10	Terry Borcheller	23
11	Bobby Archer	22
	Bill Auberlen	
	R.K. Smith	
14	Jeff Altenburg	21
	John Heinrich	
	Dave Jolly	
17	Taz Harvey	20
	Willy Lewis	
19	Ron Emmick	18
	Norris Rancourt	
21	Kermit Upton	17
22	Johannes Van Overbeek	16
23	Mike Fitzgerald	15
	Hugh Plumb	
25	Eric Curran	14
26	Paul Booher	13
	Boris Said	
27	Neal Sapp	12
28	Shawn Hendricks	11
29	Lawson Aschenbach	10
	Doc Bundy	
	Elliott Forbes-Robinson	
	Chuck Hemmingson	
	Chip Herr	
	Will Turner	

Top-Five Finishes (10+):

1	Peter Cunningham	113
2	Pierre Kleinubing	87
3	Michael Galati	84
4	Randy Pobst	61
5	Lou Gigliotti	57
6	Taz Harvey	47
7	Andy Pilgrim	45
8	Jeff Altenburg	35
	Tommy Archer	
	Bill Cooper	
11	Neil Hannemann	33
12	Kermit Upton	31
13	Bill Auberlen	29
	Dave Jolly	
15	Terry Borcheller	28
16	Bobby Archer	27
	R.K. Smith	
18	John Heinrich	26
	Boris Said	
20	Mike Fitzgerald	25

The Records

The Records

Willy Lewis	
Norris Rancourt	
23 Eric Curran	24
Chuck Hemmingson	
25 Ron Emmick	22
26 Hugh Plumb	21
Johannes Van Overbeek	
Jeff McMillin	
29 Chip Herr	19
30 Phil McClure	18
Jim Minneker	
James Sofronas	
Will Turner	
34 Paul Booher	17
35 Charles Espenlaub	16
36 Shawn Hendricks	15
37 Doc Bundy	14
Peter Schwartzott	
Kuno Wittmer	
40 Paul Armstrong	13
Brandon Davis	
Mitch Wright	
43 Lawson Aschenbach	12
Alfred DuPont	
Elliott Forbes-Robinson	
Chris Neville	
Neal Sapp	
48 Max Angelelli	11
Ken Dobson	
Justin Marks	
Michael McCann	
Walter Puckett	
David Schardt	
54 Bobby Carradine	10
Alain Chebeir	
Steve Dinan	
Peter Kitchak	
David Murry	
Jochen Rohr	
Top-10 Finishes (15+):	
1 Peter Cunningham	144
2 Michael Galati	106
3 Pierre Kleinubing	98
4 Lou Gigliotti	74
Randy Pobst	
6 Taz Harvey	70
7 Andy Pilgrim	68
8 Jeff Altenburg	51
9 Tommy Archer	49
10 Will Turner	44
11 Bill Cooper	43
12 Mike Fitzgerald	42
13 John Heinrich	41
14 Eric Curran	40
Chuck Hemmingson	
Kermit Upton	
17 James Sofronas	38
18 Bill Auberlen	36
Neil Hannemann	
Dave Jolly	

21 Bobby Archer	35
Terry Borcheller	
23 Boris Said	34
24 Charles Espenlaub	33
25 Chris Neville	32
26 Phil McClure	31
Hugh Plumb	
R.K. Smith	
29 Willy Lewis,	30
Johannes Van Overbeek	
31 Michael McCann	29
Jeff McMillin	
33 Brandon Davis	28
Ron Emmick	
Chip Herr	
Norris Rancourt	
David Rosenblum	
38 Alain Chebeir	27
Justin Marks	
40 Dino Crescentini	26
41 Jim Minneker	25
42 Doc Bundy	24
43 Ken Dobson	23
44 David Farmer	22
John Schneider	
Seth Thomas	
Kuno Wittmer	
48 Lawson Aschenbach	21
Paul Booher	
Alfred DuPont	
Shauna Marinus	
52 Michael Sturm	20
Tim Wiens	
54 Paul Armstrong	19
Paul Brown	
Rob Fellows	
Shawn Hendricks	
Neal Sapp	
Peter Schwartzott	
60 James Clay	18
Leighton Reese	
Thomas Safar II	
Steve Saleen	
64 Derek Bell	17
Reese Cox	
Steve Dinan	
Justin Jackson	
Mitch Wright	
69 Nick Esayian	16
Albert Mirko	
David Schardt	
Kevin Schrantz	
73 Jimmy Adams	15
Niclas Jonsson	
Peter Kitchak	
Matt Plumb	
Walter Puckett	
Robert Stretch	

Career Driver Records

Most Races

173, Peter Cunningham

Driver Class Victories

Career: 31, Peter Cunningham
Season: 6, Lou Gigliotti (1992)

Winning Percentage

Career: 37.8%, Bill Auberlen (14 of 37)
20+ starts
Season: 75.0%, Lou Gigliotti, (6-8) - 5+ starts

Top-Three Class Finishes

Career: 77, Peter Cunningham
Season: 8, Neil Hannemann, 1992 Class D
8, Bill Auberlen, 2003 Touring Car
8, Randy Pobst, 2003 GT

Top-Three Class Finishing Percentage

Career: 69.77%, Neil Hannemann (30 of 43)
20+ starts

Top-Five Class Finishes

Career: 113, Peter Cunningham
Season: 10, Bill Auberlen, 2003 Touring Car

Top-Five Class Finishing Percentage

Career: 84.4%, R.K. Smith (27-32)
20+ starts
Season: 100%, by 18 drivers

Top-10 Class Finishes

Career: 144, Peter Cunningham
Season: 11, Peter Cunningham, Andy Pilgrim
(both in 2005)

Top-10 Class Finishing Percentage

Career: 96.9%, R.K. Smith (31 of 32)
20+ starts
Season: 100%, by 43 drivers

Class Fastest Qualifiers

Career: 34 Pierre Kleinubing
Season: 8, Pierre Kleinubing, 1999

Overall Fastest Qualifying Speed

119.620 mph, Rob Rizzo, Watkins Glen, 1996

Overall Fastest Race Lap

116.440 mph, Martin Snow, Watkins Glen, 1996

Overall Fastest Winner's Speed

112.435 mph, Martin Snow, Watkins Glen, 1996

Overall Closest Margin of Victory

GT - 0.031-sec., Randy Pobst over Ricardo Imery, Mazda Raceway Laguna Seca, 2006
TC - 0.005-sec., Brandon Davis over Eric Curran, Denver, 2006

Overall Widest Margin of Victory

Seven laps, Neil Hannemann, Mosport Park, 1991

In single-class sprint format:

1:32.418, Michael Galati, Mosport, 2006

Overall Longest Race (time)

24:02:36.06, 2028.68 miles, Mosport Park, 1990.

Winners: Andy Pilgrim, John Heinrich, Don Knowles, Stu Hayner

Overall Shortest Race (time)

40:11.07, 62.73 miles, Lime Rock Park, 1996.
Winner: Boris Said

Most Positions Gained By A Race Winner

43, Bill Auberlen, Lime Rock Park, Touring Car Race 1, 2001 (Started 44th)

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World Challenge

Rookie of the Year:

1995	
Class S	Jochen Rohr
Class T	David Seuss
Class SP	Paul Booher
1996	
Class S2	Almo Coppelli
Class T1	Brian C. Clarke
Class T2	Michael Galati
1997	
Class T1	Ron Johnson
Class T2	Pierre Kleinubing
1998	
Class T1	Reese Cox
Class T2	Hugh Plumb
1999	
GT	George Biskup
Touring Car	Kevin Schrantz
2000	
GT	Justin Jackson
Touring Car	Neal Sapp
2001	
GT	Bob Miller
Touring Car	Roger Foo
2002	
GT	John Young
Touring Car	Marc Kirberg
2003	
GT	Tom Oates
Touring Car	Matt Plumb
2004	
GT	Michael McCann
Touring Car	Dino Crescentini
2005	
GT	Sonny Whelen
Touring Car	Brandon Davis
2006	
GT	Lawson Aschenbach
Touring Car	Jeff Courtney
2007	
GT	Brian Kubinski
Touring Car	Stan Wilson
2008	
GT	Gunter Schaldach
Touring Car	Jason Saini

Manufacturer Records

Year-by-Year Champions:

1990:	
Class WC	Chevrolet
Class SP	Eagle
1991:	
Class WC	Chevrolet
Class SS	Not Awarded
Class SP	Eagle
1992:	
Class A & B	Not Awarded
Class C	Honda
Class D	Eagle
1993:	
Class A & B	Not Awarded
Class C	Honda
1994:	
Class WC	Porsche
Class TC	Chevrolet
Class SP	Honda
1995:	
Class S	Porsche
Class T	Eagle
Class SP	Honda
1996:	
Class S1	Not Awarded
Class S2	Saleen
Class T1	Eagle
Class T2	Honda
1997:	
Class T1	Ford/ Saleen
Class T2	Saturn
1998	
Class T1	Ford/ Saleen
Class T2	Acura
1999	
GT	Porsche
Touring Car	Acura
2000	
GT	Porsche
Touring Car	Acura
2001	
GT	Audi
Touring Car	BMW
2002	
GT	Porsche
Touring Car	Acura
2003	
GT	Audi
Touring Car	BMW

2004	
GT	Audi
Touring Car	BMW
2005	
GT	Cadillac
Touring Car	Acura
2006	
GT	Porsche
Touring Car	Acura
2007	
GT	Cadillac
Touring Car	Mazda
2008	
GT	Porsche
Touring Car	Acura

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Manufacturer Class Victories

1	Chevrolet	65
2	Acura	64
3	BMW	48
4	Porsche	40
5	Eagle	31
6	Honda	24
7	Audi	21
8	Ford (including Saleen)	20
9	Oldsmobile	18
10	Mazda	16
11	Cadillac	12
12	Dodge	10
13	Lotus	8
14	Nissan	7
	Saturn	
16	Mosler	3
17	Pontiac	1
	Volvo	

Model Class Victories

1	Chevrolet Corvette	41
2	Acura Integra R	31
	Eagle Talon/Turbo AWD	
4	Chevrolet Camaro	22
5	Honda Prelude/Si	18
6	Ford Saleen Mustang/SR	17
7	BMW M3	16
	Oldsmobile Achieva	
	Porsche 911 Cup	
10	Acura NSX	14
11	BMW 325i	12
	Cadillac CTS-V	
13	Acura TSX	10
	Dodge Viper	
15	MAZDA6	9
16	Audi S4 Competition	8
	BMW 328is	
	Lotus Esprit Turbo	
19	Audi A4 Turbo	7
	BMW 325is	
	Saturn SC	
22	Audi RS 6	6
23	Acura RSX	5
	Honda CRX Si	
	Nissan 300ZX Turbo	
	Porsche 911 GT/RSR/Turbo	
29	Mazda Protégé	4
	Porsche 911 GT3	
31	Ford Mustang	3
	Mosler Intruder	
33	BMW 325 Ci	2
	BMW 328Ci	
	Chevrolet Monte Carlo	
	Nissan Sentra SE-R	
	Oldsmobile Calais	
	Porsche 911 EVO/GT2	
40	BMW 328Ti	1
	Honda Civic Si	
	Mazda RX-7 Turbo	
	Pontiac Sunfire	
	Porsche 944 Turbo	
	Volvo S60R	

The Records

SUNOCO
RACE FUELS

Winning Traditions

1-800-RACE-GAS

www.RACEGAS.com

Circuit-by-Circuit Race Winners

AUTODROME DEL NORTE Saltillo, Coahuila, Mexico

- 1991 Boris Said (WC)
Tommy Archer (SP)

CLEVELAND BURKE LAKEFRONT AIRPORT Cleveland, Ohio

- 1992 R.K. Smith (A)
Lou Gigliotti (B)
Norris Rancourt (C)
Bill Saunders (D)
2005 Robin Liddell (GT)
Pierre Kleinubing (TC)

DALLAS GRAND PRIX Dallas, Texas

- 1993 R.K. Smith (A)
Lou Gigliotti (B)
Peter Cunningham (C)
1994 Price Cobb (WC)
Lou Gigliotti (TC)
Peter Cunningham (SP)

DALLAS GRAND PRIX IN ADDISON Addison, Texas

- 1990 R.K. Smith (WC)
Bobby Archer (SP)
1991 R.K. Smith (WC)
Lou Gigliotti (SS)
Norris Rancourt (SP)

DENVER GRAND PRIX Denver, Colo.

- 1990 Scott Lagasse (WC)
Bobby Archer (SP)
1991 Doc Bundy (WC)
Terry Borcheller (SS)
Dave Jolly (SP)
2005 Wolf Henzler (GT)
Eric Curran (TC)
2006 Brandon Davis (TC)

DES MOINES GRAND PRIX Des Moines, Iowa

- 1990 R.K. Smith (WC)
Mitch Wright (SP)
1991 Shawn Hendricks (WC)
Jack Benedict (SS)
Peter Cunningham (SP)
1992 R.K. Smith (A)
Tom Benua (B)
Dave Jolly (C)
Bill Saunders (D)
1993 R.K. Smith (A)
Lou Gigliotti (B)
Ron Emmick (C)
1994 Mauro Baldi (A)
Neil Hannemann (B)
Chuck Hemmingson (C)

DETROIT GRAND PRIX Detroit, Mich.

- 2001 Peter Cunningham (GT)
2008 Randy Pobst (GT)

FIREBIRD INTERNATIONAL RACEWAY Phoenix, Ariz.

- 1992 Shawn Hendricks (A)
Lou Gigliotti (B)
Ron Emmick (C)
Neil Hannemann (D)

HEARTLAND PARK Topeka, Kan.

- 1997 Rob Fellows (T1)
Johannes van Overbeek (T2)
1998 Bill Cooper (T1)
Pierre Kleinubing (T2)

INFINEON RACEWAY (Sears Point) Sonoma, Calif.

- 1990 Doc Bundy (WC)
Jim Dentici (SP)
1991 Shawn Hendricks (WC)
Mitch Wright/Bo Lemler (SP)
1992 R.K. Smith (A)
Lou Gigliotti (B)
John Green (C)
Neil Hannemann (D)
1993 Elliott Forbes-Robinson (A)
Neil Hannemann (B)
Peter Cunningham (C)
1995 Price Cobb (S)
Kermit Upton (T)
Terry Borcheller (SP)
1996 Melanie Snow (S1)
Shane Lewis (S2)
Vic Rice (GTA)
Peter Cunningham (T1)
Paul Booher (T2)
2000 Bill Cooper (GT)
Hugh Plumb (TC)
2001 Johannes van Overbeek (GT)
Neal Sapp (TC)
2003 Bill Auberlen (GT)
Bill Auberlen (TC)
2004 Wolf Henzler (GT)
Bill Auberlen (TC, Race 1)
Nic Jonsson (TC, Race 2)
2005 Lou Gigliotti (GT)
Bill Auberlen (TC)
2006 Ricardo Imery (GT)
Pierre Kleinubing (TC)

LAS VEGAS MOTOR SPEEDWAY Las Vegas, Nev.

- 2000 Michael Galati (GT)
Hugh Plumb (TC)

LIME ROCK PARK Lime Rock, Conn.

- 1992 Kim Baker (A)
Lou Gigliotti (B)
Ron Emmick (C)
Neil Hannemann (D)
1993 Elliott Forbes-Robinson (A)
David Lapham (B)
Peter Cunningham (C)
1995 David Murry (S)
Kermit Upton (T)
Dave Jolly (SP)
1996 Almo Coppelli (S2)
Boris Said III (T1)
Paul Booher (T2)
1997 Kermit Upton III (T1)
Kristian Skavnes (T2)
1998 Peter Cunningham (T1)
Pierre Kleinubing (T2)
1999 Bobby Archer (GT)
Michael Galati (TC)
2000 Terry Borcheller (GT)
Kevin Schrantz (TC)
2001 Michael Galati (GT)
Bill Auberlen (TC, Race 1)
Pierre Kleinubing (TC, Race 2)
2002 Randy Pobst (GT)
Pierre Kleinubing (TC)
2003 Bill Auberlen (GT, Race 1)
Bill Auberlen (GT, Race 2)
Pierre Kleinubing (TC)
2004 Randy Pobst (GT)
Bill Auberlen (TC)
2005 Max Angelelli (GT)
Bill Auberlen (TC)
2007 Chip Herr (TC)
2008 Kuno Wittmer (TC, Race 1)
Chip Herr (TC, Race 2)

GRAND PRIX OF LONG BEACH Long Beach, Calif.

- 2006 Ron Fellows (GT)
2007 Eric Curran (GT)
2008 Brandon Davis (GT)

LOWE'S MOTOR SPEEDWAY Concord, N.C.

- 2000 Bill Cooper (GT)
Pierre Kleinubing (TC)
2007 Andy Pilgrim (GT)

MAZDA RACEWAY LAGUNA SECA Monterey, Calif.

- 1990 Doc Bundy (WC)
Peter Cunningham (SP)
1999 John Heinricy (GT)
Pierre Kleinubing (Touring)
2000 Mike Fitzgerald (GT)
Alfred duPont (TC)
2001 Peter Cunningham (GT)
Roger Foo (TC)

- 2002 Randy Pobst (GT)
Paul Lambert (TC)
2003 Paul Mumford (GT)
Jeff Altenburg (TC)
2004 Wolf Henzler (GT)
Jeff Altenburg (TC)
2005 Max Papis (GT)
John Angelone (TC)
2006 Randy Pobst (GT)
Eric Curran (TC)
2007 Andy Pilgrim (GT)
Peter Cunningham (TC)

MIAMI GRAND PRIX Miami, Fla.

- 1994 Alencar Jr. (A)
Willy Lewis (B)
Norris Rancourt (C)

MID-OHIO SPORTS CAR COURSE Lexington, Ohio

- 1994 John Heinricy (A)
Lou Gigliotti (B)
Norris Rancourt (C)
1997 Peter Cunningham (T1)
Paul Booher (T2)
1998 Terry Borcheller (T1)
Hugh Plumb (T2)
1999 Peter Kitchak (GT)
Michael Galati (Touring)
2002 Michael Galati (GT)
Will Turner (TC)
2003 Bob Endicott (TC)
2004 Michael Galati (GT)
Matt Plumb (TC)
2005 Wolf Henzler (GT)
Pierre Kleinubing (TC)
2006 Lou Gigliotti (GT)
Chip Herr (TC)
2007 Eric Curran (GT)
Joey Hand (TC)
2008 Tommy Archer (GT)
Kuno Wittmer (TC)

MILLER MOTORSPORTS PARK Tooele, Utah

- 2006 Lou Gigliotti (GT)
Pierre Kleinubing (TC)
2007 Tommy Archer (GT)
Jeff Altenburg (TC)
2008 Tommy Archer (GT)
Jason Saini (TC)

GRAND PRIX OF MINNESOTA Minneapolis, Minn.

- 1996 Shane Lewis (S2)
Greg Theiss (T1)
Chuck Hemmingson (T2)
1997 Peter Kitchak (T1)
Paul Booher (T2)

1998 Chris Wiehle (T1)
Lance Stewart (T2)

**MOSPORT INTERNATIONAL RACEWAY
Bowmanville, Ontario, Can.**

1990 Andy Pilgrim/John Heinrich/Don Knowles/Stuart Hayner (WC)
Peter Cunningham/Ron Lauzon/
Randy Pobst (SP)
1991 R.K. Smith/Ken Wallace/Ken Wilden/Richard Spenard/David Empringham/Tommy Clark/
Peter Cunningham (WC)
Lou Gigliotti/Leighton Reese/Brad Hoyt/
Mark Behm/John Petrick (SS)
Mitch Wright/Tommy Archer/
Bobby Archer (SP)
1992 Kim Baker/Ray Kong/Peter Hanson/Jim Minneker/Don Knowles (A)
Chris Neville/Doug Goad/David Murry (B)
Taz Harvey/Ron Lauzon/Jim Dentici (C)
Bill Saunders/Beaver Theodosakis/Mitch Wright/Andy Pilgrim/Neil Hannemann (D)
1993 Elliott Forbes-Robinson (A)
Neil Hannemann (B)
Ron Emmick (C)
1994 Richard Spenard (A)
Bill Cooper (B)
Ron Emmick (C)
1995 David Murry (S)
Lou Gigliotti (T)
Dave Jolly (SP)
1996 Almo Coppelli (S2)
Kermit Upton (T1)
Charlie Downes (T2)
1997 Rob Fellows (T1)
Pierre Kleinubing (T2)
1999 Bobby Archer (GT)
Michael Galati (Touring)
2000 Bobby Archer (GT)
Pierre Kleinubing (TC)
2001 Peter Cunningham (GT)
Pierre Kleinubing (TC)
2002 David Farmer (GT)
Ken Dobson (TC, Race 1)
Paul Bonaccorsi (TC, Race 2)
2003 Phil McClure (GT)
Pierre Kleinubing (TC)
2004 Michael Galati (GT, Race 1)
Ron Fellows (GT, Race 2)
Matt Plumb (TC)
2005 Ron Fellows (GT)
Charles Espenlaub (TC)
2006 Michael Galati (GT)
Chip Herr (TC)
2007 Eric Curran (GT)
Adam Pecorari (TC)
2008 Eric Curran (GT)
Michael Galati (TC)

**PHOENIX INTERNATIONAL RACEWAY
Phoenix, Ariz.**

1995 John Heinrich (S)
Neil Hannemann (T)
Paul Booher (SP)
1996 Willy Lewis (T1)
Charlie Downes (T2)

**PIKES PEAK INTERNATIONAL RACEWAY
Colorado Springs, Colo.**

1997 Peter Cunningham (T1)
Pierre Kleinubing (T2)
1998 Terry Borcheller (T1)
Pierre Kleinubing (T2)
1999 Peter Kitchak (GT)
Will Turner (Touring, Race 1)
Chuck Hemmingson (Touring, Race 2)

**PORTLAND INTERNATIONAL RACEWAY
Portland, Ore.**

2001 Michael Galati (GT)
Neal Sapp (TC)
2004 Tommy Archer (GT)
Pierre Kleinubing (TC)
2005 Dino Crescentini (GT)
Randy Pobst (TC)

**PUERTO RICO GRAND PRIX
San Juan, Puerto Rico**

2003 Randy Pobst (GT)
Bill Auberlen (TC)

**RENO GRAND PRIX
Reno, Nev.**

1996 Andy Pilgrim (S1)
Rob Rizzo (S2)
Vic Rice (GTA)
Peter Cunningham (T1)
Michael Galati (T2)
1997 Lou Gigliotti (T1)
Johannes van Overbeek (T2)

**ROAD AMERICA
Elkhart Lake, Wis.**

1991 Bobby Carradine (WC)
Lou Gigliotti (SS)
Dave Jolly (SP)
1992 Bill Cooper (A)
Lou Gigliotti (B)
Randy Pobst (C)
Bill Saunders (D)
1993 Elliott Forbes-Robinson (A)
Lou Gigliotti (B)
2006 Norris Rancourt (C)
1994 Price Cobb (WC)
Joe Varde (TC)
Dave Jolly (SP)
1995 David Murry (S)
Willy Lewis (T)
Peter Schwartzott (SP)

1996 Andy Pilgrim (S2)
Greg Theiss (T1)
Michael Galati (T2)
1998 Terry Borcheller (T1)
Lance Stewart (T2)
2002 Michael Galati (GT)
Paul Bonaccorsi (TC)
2003 Mike Fitzgerald (GT)
Peter Cunningham (TC)
2004 Michael Galati (GT)
Peter Cunningham (TC)
2006 Tommy Archer (GT)
Chip Herr (TC)
2008 Tommy Archer (GT)
James Clay (TC)

**ROAD ATLANTA
Braselton, Ga.**

1990 Doc Bundy (WC)
Bobby Archer (SP)
1993 David Murry (A)
Kermit Upton III (B)
Ron Emmick (C)
1994 Price Cobb (WC)
Neil Hannemann (TC)
Peter Cunningham (SP)
1995 John Heinrich (S)
Neil Hannemann (T)
Paul Booher (SP)
1995 David Murry (S)
Kermit Upton (T)
Ron Emmick (SP)
1999 Kermit Upton (GT, Race 1)
Kermit Upton (GT, Race 2)
Michael Galati (Touring)
2000 Mike Fitzgerald (GT)
Mike Fitzgerald (TC)
2001 Michael Galati (GT, Race 1)
Peter Cunningham (GT, Race 2)
Neal Sapp (TC, Race 1)
Neal Sapp (TC, Race 2)
2002 Peter Cunningham (GT)
Peter Cunningham (TC)
2003 Mike Fitzgerald (GT, Race 1)
Randy Pobst (GT, Race 2)
Bill Auberlen (TC, Race 1)
Pierre Kleinubing (TC, Race 2)
2004 Pierre Kleinubing (TC, NON POINTS)
Max Angelelli (GT)
Pierre Kleinubing (TC)
2005 Max Papis (GT)
Pierre Kleinubing (TC)
2006 Andy Pilgrim (GT)
Randy Pobst (TC)
2007 Lawson Aschenbach (GT)
Michael Galati (TC)
2008 Brandon Davis (GT)
Chip Herr (TC)

**ST. PETERSBURG GRAND PRIX
St. Petersburg, Fla.**

1990 R.K. Smith (WC)
Bobby Archer (SP)
1996 Almo Coppelli (S2)
Willy Lewis (T1)
Alain Chebeir (T2)
1997 Peter Cunningham (T1)
Peter Schwarzott (T2)
2005 Tommy Archer (GT)
Randy Pobst (TC)
2006 Lawson Aschenbach (GT)
Randy Pobst (TC)

**CIRCUIT STE. CROIX
Ste. Croix, Quebec, Canada**

2000 Peter Cunningham (GT)
Pierre Kleinubing (TC)

**SAN DIEGO GRAND PRIX (NTC CIRCUIT)
San Diego, Calif.**

2000 Terry Borcheller (GT)
Neal Sapp (TC)

**SEBRING INTERNATIONAL RACEWAY
Sebring, Fla.**

2001 Peter Cunningham (GT)
Pierre Kleinubing (TC)
2002 Michael Galati (GT)
Pierre Kleinubing (TC)
2003 Phil McClure (GT)
Bill Auberlen (TC)
2004 Max Angelelli (GT)
Bill Auberlen (TC)
2005 Tommy Archer (GT)
Peter Cunningham (TC)
2006 Michael McCann (GT)
Bill Auberlen (TC)
2007 Eric Curran (GT)
Jeff Altenburg (TC)
2008 Randy Pobst (GT)
Pierre Kleinubing (TC)

**TEXAS MOTOR SPEEDWAY
Fort Worth, Texas**

2000 Mike Fitzgerald (GT)
Don Salama (TC)
2001 Michael Galati (GT)
Steve Pfeffer (TC)

**TEXAS WORLD SPEEDWAY
College Station, Texas**

1991 Bobby Carradine (WC)
Bill Gray/Stu Hayner (SS)
Peter Schwartzott (SP)

**THUNDERBOLT RACEWAY
Millville, N.J.**

2008 James Sofronas (GT)

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SPEED
World Challenge

GRAND PRIX OF TORONTO
Exhibition Place, Toronto, Ontario, Can.

2007 Randy Pobst (GT)
Peter Cunningham (TC)

GRAND PRIX de TROIS-RIVIERES
Trois-Rivieres, Quebec, Can.

1993 Elliott Forbes-Robinson (A)
Willy Lewis (B)
Ron Emmick (C)

1994 Mauro Baldi (A)
Bill Cooper (B)
Dave Jolly (C)

1995 David Murry (S)
Willy Lewis (T)
Peter Cunningham (SP)

1996 Shane Lewis (S2)
Lou Gigliotti (T1)
Peter Cunningham (T1)

1997 Alain Chebeir (T2)
Terry Borcheller (T1)
Michael Galati (T2)

1999 Peter Kitchak (GT)
Pierre Kleinubing (Touring)
Randy Pobst (GT)
Chuck Hemmingson (TC)

VANCOUVER MOLSON INDY
Vancouver, B.C., Canada

1999 Scotty B. White (GT)
Hugh Plumb (Touring)

VIRGINIA INTERNATIONAL RACEWAY
Alton, Va.

2002 John Young (GT)
Pierre Kleinubing (TC)
2008 Kuno Wittmer (TC)

GRAND PRIX OF WASHINGTON, DC
Washington, D.C.

2002 Randy Pobst (GT)
Marc Kirberg (TC)

WATKINS GLEN INTERNATIONAL
Watkins Glen, N.Y.

1992 Bill Cooper (A)
Lou Gigliotti (B)
Dave Jolly (C)
Bill Saunders (D)

1996 Martin Snow (S1)
Steve Saleen (S2)
Lou Gigliotti (T1)
Peter Schwartzott (T2)

1997 Lou Gigliotti (T1)
Michael Galati (T2)
1998 Terry Borcheller (T1)
Lance Stewart (T2)

2007 Randy Pobst (GT)
Randy Pobst (TC 1)
Randy Pobst (TC 2)

2008 Randy Pobst (GT)
Michael Galati (TC)

WEST MICHIGAN GRAND PRIX
Grand Rapids, Mich.

1998 Peter Cunningham (T1)
Lance Stewart (T2)

1999 Peter Kitchak (GT)
Will Turner (Touring)

Season-by-Season Point Standings (Top-10)

1990 (World Challenge Class)

Pts.	Driver	Car	Awards	SPT	DAL	LAG	DMO	RATMOS	DEN	STP	
201	R. K. Smith	Chevrolet Corvette	NA	4	1	2	1	3	10	5	1
183	Doc Bundy	Lotus Esprit Turbo	NA	1	14	1	8	1	6	2	6
180	John Heinrich	Chevrolet Corvette	NA	3	2	7	4	13	1	7	2
169	Boris Said III	Chevrolet Corvette	NA	10	5	11	2	4	2	8	3
168	Scott Lagasse	Lotus Esprit Turbo	NA	1	13	12	3	2	6	1	13
152	Andy Pilgrim	Chevrolet Corvette	NA	8	4	9	7	7	1	12	8
150	Lou Gigliotti	Chevrolet Corvette	NA	2	3	8	6	5	3	14	20
128	Claude Poirier	Chevrolet Corvette	NA	4	7	5	5	10	10	-	9
113	Kenny Wallace	Chevrolet Corvette	NA	5	15	10	9	14	7	11	17
112	Dave Jolly	Mazda RX-7 Turbo	NA	11	6	4	-	18	9	6	11

1990 (Super Production Class)

Pts.	Driver	Car	Awards	SPT	DAL	LAG	DMO	RATMOS	DEN	STP	
211	Bobby Archer	Eagle Talon	NA	5	1	7	3	1	2	1	1
204	Peter Cunningham	Honda CRX Si	NA	2	4	1	2	17	1	3	3
185	Tommy Archer	Eagle Talon	NA	5	2	6	15	2	2	2	2
170	Mitch Wright	Eagle Talon	NA	4	12	11	1	3	2	4	10
150	Jim Dentici	Honda CRX Si	NA	1	14	9	6	6	12	5	5
145	Scott Gaylord	Mazda Miata	NA	9	3	2	8	7	4	6	-
111	Chuck Hemmingson	Oldsmobile Calais	NA	14	5	3	7	5	10	-	-
105	Mark Wolocatiuk	Chevrolet Beretta	NA	3	15	15	5	4	-	-	9
88	Herb Shriver	Honda CRX Si	NA	8	9	10	10	11	14	-	-
85	Irv Hoerr	Oldsmobile Calais	NA	12	7	4	4	17	-	-	-

1991 (World Challenge Class)

Pts.	Driver	Car	Awards	SPT	DAL	DMO	MOS	DEN	RAM	TWS	SAL
212	Shawn Hendricks	Chevrolet Corvette	NA	1	2	1	4	2	2	2	5
173	Bobby Carradine	Lotus Esprit Turbo	NA	4	4	5	-	3	1	1	6
170	Andy Pilgrim	Chevrolet Corvette	NA	10	5	6	3	7	7	3	3
167	John Schneider	Nissan 300 ZX T	NA	9	10	10	7	11	5	5	2
161	R.K. Smith	Chevrolet Corvette	NA	12	1	2	1	4	6	9	-
156	Kat Teasdale	Chevrolet Corvette	NA	8	6	11	2	6	9	10	4
143	Doc Bundy	Lotus Esprit Turbo	NA	2	8	3	-	1	3	8	-
140	Boris Said III	Ford Mustang	NA	11	14	8	4	12	13	11	1
134	John Heinrich	Chevrolet Corvette	NA	10	3	4	6	13	8	7	-
129	Kenny Wallace	Chevrolet Corvette	NA	5	13	12	1	9	12	6	-

1991 (Super Sport Class)

Pts.	Driver	Car	Awards	DAL	DMO	MOS	DEN	RAM	TWS	SAL
165	Lou Gigliotti	Chevrolet Camaro	NA	1	3	1	3	1	3	-
89	Terry Borcheller	Ford Mustang	NA	-	6	-	1	5	8	-
87	Tom Boston	Chevrolet Camaro	NA	4	-	-	2	8	7	-
57	Bill Gray	Chevrolet Camaro	NA	-	-	-	-	-	1	-
55	Brad Hoyt	Chevrolet Camaro	NA	-	-	1	-	-	3	-
30	Stu Hayner	Chevrolet Camaro	NA	-	-	-	-	-	1	-
30	Jack Benedict	Chevrolet Camaro	NA	-	1	-	-	-	-	-
30	John Petrick	Chevrolet Camaro	NA	-	-	1	-	-	-	-
30	Leighton Reese	Chevrolet Camaro	NA	-	-	1	-	-	-	-
27	Kevin Dillon	Ford Mustang	NA	-	2	-	-	-	-	-

1991 (Super Production Class)

Pts.	Driver	Car	Awards	SPT	DAL	DMO	MOS	DEN	RAM	TWS	SAL
184	Mitch Wright	Eagle Talon	NA	1	10	10	1	7	4	2	4
178	Norris Rancourt	Honda CRX Si	NA	5	1	3	5	2	13	6	5
151	Rob Vining	Honda CRX Si	NA	-	8	2	9	3	7	3	6
149	Taz Harvey	Honda CRX Si	NA	2	5	5	8	5	9	16	12
143	Tommy Archer	Eagle Talon	NA	8	-	6	1	-	8	2	1
133	Bobby Archer	Eagle Talon	NA	6	11	-	1	13	6	14	4
119	Dave Jolly	Oldsmobile Calais	NA	-	-	7	2	1	1	13	-
117	Dave Guider	Mazda RX-7	NA	10	-	8	6	4	5	7	-
110	Bobby Wolf	Honda CRX Si	NA	4	-	12	7	6	11	-	7
101	Mark Simo	Honda CRX Si	NA	9	-	4	3	8	-	8	8

The Records

The Records

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1992 (A Class)

Pts.	Driver	Car	Pts.	Awards	FBD	DMO	WGI	LRP	CLE MOS	RAM	SPT	
1	R.K. Smith	Chevrolet Corvette	215	NA	3	1	2	3	1	4	3	1
2	Kim Baker	Chevrolet Corvette	188	NA	12	8	4	1	3	1	4	2
3	Bill Cooper	Chevrolet Corvette	183	NA	2	3	1	2	-	4	1	5
4	Jim Minneker	Chevrolet Corvette	156	NA	11	6	3	-	4	1	2	7
5	Mike Maloney	Chevrolet Corvette	116	NA	9	-	-	5	5	8	5	6
6	Boris Said III	Ford Mustang	85	NA	1	7	-	-	4	6	3	-
7	Shawn Hendricks	Chevrolet Corvette	76	NA	1	2	-	-	6	-	-	-
8	Kenny Wallace Jr.	Chevrolet Corvette	51	NA	6	10	-	-	9	-	-	-
9	John Heinrichy	Chevrolet Corvette	42	NA	10	-	-	-	2	-	-	-
10	Mark Dismore	Chevrolet Corvette	40	NA	-	-	-	-	2	-	-	-

1992 (B Class)

Pts.	Driver	Car	Pts.	Awards	FBD	DMO	WGI	LRP	CLE MOS	RAM	SPT	
1	Lou Gigliotti	Chevrolet Camaro	226	NA	1	6	1	1	2	1	1	1
2	Makoto Yamamura	Mazda RX-7 Turbo	182	NA	3	5	2	2	3	2	10	10
3	Chris Neville	Chevrolet Camaro	163	NA	4	8	5	9	5	1	6	9
4	Terry Borcheller	Ford Mustang	123	NA	6	9	-	10	2	-	3	5
5	Michael Pettiford	Chevrolet Camaro	102	NA	2	10	13	4	-	-	-	3
6	Tom Benua	Eagle Talon Turbo	87	NA	7	1	-	4	-	9	-	-
7	Albert Mirko	Mitsubishi Eclipse	80	NA	-	4	9	11	-	-	2	-
8	Judd Jackson	Chevrolet Camaro	76	NA	-	-	4	8	6	-	8	-
9	Kermit Upton III	BMW M3	70	NA	-	-	3	4	7	-	2	-
10	Mitch Wright	Dodge Daytona	60	NA	5	3	11	-	-	-	-	-

1992 (C Class)

Pts.	Driver	Car	Pts.	Awards	FBD	DMO	WGI	LRP	CLE MOS	RAM	SPT	
1	Dave Jolly	Oldsmobile Achieva	212	NA	4	1	1	2	2	2	2	5
2	Taz Harvey	Honda Prelude	191	NA	3	5	3	4	3	1	4	6
3	Norris Rancourt	Honda Prelude	166	NA	2	2	2	3	1	3	4	3
4	Ron Emmick	Oldsmobile Achieva	156	NA	1	-	4	5	4	3	3	3
5	Steve Afanasenko	Mazda RX-7	125	NA	-	4	5	5	4	-	6	7
6	Randy Polst	Honda Prelude	82	NA	-	-	-	-	3	1	2	2
7	Chuck Hemmingson	Oldsmobile Achieva	50	NA	-	-	-	-	2	-	4	-
8	Ed Manger	Oldsmobile Calais	38	NA	-	-	-	-	-	5	8	-
9	Ron Lauzon	Honda Prelude	30	NA	-	-	-	-	-	1	-	-
10	Jim Dentici	Honda Prelude	30	NA	-	-	-	-	-	1	-	-

1992 (D Class)

Pts.	Driver	Car	Pts.	Awards	FBD	DMO	WGI	LRP	CLE MOS	RAM	SPT	
1	Neil Hannemann	Eagle Talon	228	NA	1	2	2	1	2	1	2	1
2	Bill Saunders	Eagle Talon	227	NA	2	1	1	2	1	1	1	4
3	John Mahr	Volkswagen GTI	101	NA	-	4	5	6	6	-	6	-
4	Oscar Peralta	Eagle Talon	83	NA	-	6	-	9	-	4	3	-
5	Bob Beede	Suzuki Swift	62	NA	-	-	4	5	7	-	-	-

1993 (A Class)

Pts.	Driver	Car	Pts.	Awards	RAT	MOS	STP	DMO	LRP	TRV	RAM	DAL
1	Elliott Forbes-Robinson	Nissan 300ZX	225	18,375	2	1	1	3	1	1	1	4
2	R.K. Smith	Chevrolet Corvette	212	20,853	3	2	3	1	4	2	3	1
3	Boris Said	Saleen Mustang	136	5,300	5	4	4	-	5	5	2	-
4	Bill Cooper	Chevrolet Camaro	123	5,625	4	3	5	2	2	-	-	-
5	Steve Saleen	Saleen Mustang	88	2,575	-	-	-	4	3	6	6	-
6	John Schneider	Nissan 300ZX	88	2,200	8	6	6	5	-	4	7	6
7	Shawn Hendricks	Chevrolet Corvette	63	2,907	-	-	-	-	3	8	6	-
8	Chuck Cottrell	Porsche 944 Turbo	42	1,200	-	-	-	-	-	5	5	-
9	Daniel Jones	Porsche Turbo	40	1,000	7	5	-	-	-	-	-	-
10	David Murry	Lotus Esprit	30	3,000	1	-	-	-	-	-	-	-

1993 (B Class)

Pts.	Driver	Car	Pts.	Awards	RAT	MOS	STP	DMO	LRP	TRV	RAM	DAL
1	Willy Lewis	Eagle Talon	190	9,375	2	4	3	14	2	1	4	4
2	Lou Gigliotti	Chevrolet Camaro	167	18,921	15	2	10	1	12	17	1	1
3	Neil Hannemann	Eagle Talon	165	8,525	3	1	1	3	13	6	12	18
4	Kermit Upton III	BMW M3	157	6,525	1	10	8	4	3	18	5	10
5	Paul Armstrong	Eagle Talon	153	3,575	8	6	4	15	5	4	8	7
6	Chris Neville	Chevrolet Camaro	151	6,178	7	3	7	16	18	3	6	3
7	Dave Lapham	Mazda RX-7 Turbo	144	7,575	4	5	2	2	1	14	25	25
8	Tom Natasi II	Chevrolet Camaro	90	1,825	6	9	13	5	7	-	-	-
9	Myron Cottrell	Chevrolet Camaro	82	800	13	8	-	9	17	12	18	23
10	Bill Cooper	Chevrolet Camaro	75	9,136	-	-	-	-	2	2	5	-

1993 (C Class)

Pts.	Driver	Car	Pts.	Awards	RAT	MOS	STP	DMO	LRP	TRV	RAM	DAL
1	Ron Emmick	Oldsmobile Achieva	218	16,350	1	1	2	1	5	1	3	3
2	Peter Cunningham	Honda Prelude	215	16,000	2	2	1	2	1	9	2	1
3	Norris Rancourt	Honda Prelude	182	10,350	4	-	4	3	2	2	1	2
4	Dave Jolly	Oldsmobile Achieva	162	4,875	14	3	3	11	3	3	4	14
5	Michael Sturm	Honda Prelude	151	3,250	5	5	6	7	11	6	9	8
6	Gary Ain	Mazda RX-7	141	2,425	7	8	7	14	6	8	11	7
7	Taz Harvey	Honda Prelude	136	2,600	13	7	5	15	12	5	10	5
8	Keith Mitchell	Saturn	130	2,725	6	6	-	12	4	7	8	10
9	Mark Youngquist	Nissan Sentra	127	2,225	11	11	8	5	8	12	7	6
10	Bob Beede	Suzuki Swift GT	118	2,000	8	12	10	9	9	10	17	15

1994 (World Challenge Class)

Pts.	Driver	Car	Pts.	Awards	MIA	MOH	DMO	TRV	MOS	RAT	RAM	DAL
1	Price Cobb	Porsche 911 Turbo	252	19,350	4	2	3	3	5	1	1	1
2	Maurio Baldi	Porsche 911 Turbo	220	14,975	6	5	1	1	3	6	2	2
3	John Heinrichy	Chevrolet Corvette	179	10,500	-	1	2	8	2	2	9	7
4	Jim Minneker	Chevrolet Corvette	141	4,475	-	8	8	5	4	11	4	4
5	Victor Sifton	Chevrolet Camaro	129	2,725	7	11	5	7	6	9	8	-
6	Elliott Forbes-Robinson	Nissan 300ZX	101	4,950	3	4	2	12	-	-	-	-
7	John Schneider	Nissan 300ZX	72	3,125	2	7	4	11	-	-	-	-
8	Steve Dinan	BMW 540i	99	2,725	-	6	11	-	8	10	3	-
9	Jeff Nowicki	Chevrolet Corvette ZR1	155	1,800	-	9	-	-	9	-	5	-
10	Scott Allman	Chevrolet Corvette	51	1,200	-	-	9	-	9	-	10	8

1994 (Touring Car Class)

Pts.	Driver	Car	Pts.	Awards	MIA	MOH	DMO	TRV	MOS	RAT	RAM	DAL
1	Neil Hannemann	Eagle Talon	211	\$13,075	2	2	1	3	3	1	15	8
2	Lou Gigliotti	Chevrolet Camaro	204	29,414	12	1	5	13	4	3	2	1
3	Bill Cooper	Chevrolet Camaro	197	31,534	6	18	2	1	1	2	12	14
4	Willy Lewis	Eagle Talon	177	8,275	1	11	3	15	2	9	3	5
5	Paul Armstrong	Eagle Talon	169	7,270	3	6	17	5	5	5	5	3
6	Chris Neville	Chevrolet Camaro	149	8,377	9	6	4	6	22	6	6	6
7	Joe Varda	Chevrolet Camaro	134	17,504	8	12	16	2	12	20	1	19
8	Rick Fairbanks	Chevrolet Camaro	113	1,250	13	14	14	16	11	10	8	9
9	Kermit Upton III	BMW M-3	109	4,438	-	4	6	-	6	4	4	4
10	Skip Marelia	Chevrolet Camaro	104	1,600	22	9	12	9	9	16	13	10

1994 (Super Production Class)

Pts.	Driver	Car	Pts.	Awards	MIA	MOH	DMO	TRV	MOS	RAT	RAM	DAL
1	Dave Jolly	Olds Achieva	216	\$13,850	2	2	5	1	2	5	1	6
2	Peter Cunningham	Honda Prelude	213	\$10,975	4	7	2	11	5	1	2	1
3	Norris Rancourt	Honda Prelude	190	\$9,175	1	1	3	4	7	15	5	3
4	Taz Harvey	Honda Prelude	144	\$4,325	6	4	4	2	15	17	4	18
5	Ron Emmick	Olds Achieva	142	\$4,775	3	6	15	-	1	16	19	17
6	Dave Rosenblum	Saturn	141	\$3,250	13	3	8	5	14	18	6	4
7	Jody Lift	Honda Prelude	106	\$3,225	5	10	6	14	3	6	22	-
8	Jay Hartz	Honda Prelude	106	\$1,600	7	9	7	12	10	14	17	-
9	Michael Sturm	Honda Prelude	99	\$2,325	-	9	6	8	4	23	8	-
10	Bob Beede	Suzuki Swift	96	\$800	15	19	10	10	12	13	21	12

1995 (Sports Class)

Pts.	Driver	Car	Pts.	Purse	PIR	MOS	LRP	RAM	TRV	RAT	RAT	SPT
1	David Murry	Porsche 911 GT2	432	\$28,200	2	1	1	1	1	11	1	2
2	John Heinrichy	Chevrolet Corvette	369	15,400	1	12	2	4	5	1	7	3
3	Jochen Rohr	Porsche 911 GT2	334	11,100	3	4	6	3	2	5	6	4
4	Jim Minneker	Chevrolet Corvette	329	10,200	4	3	3	5	3	6	5	5
5	Victor Sifton	Chevrolet Camaro	260	5,900	6	2	8	14	11	3	10	-
6	Bob Bondurant	Saleen Mustang	253	4,700	11	8	4	11	8	10	3	9
7	Stephen Dinan	BMW 540	234	21,700	5	-	2	-	4	2	8	-
8	Steve Saleen	Saleen Mustang	221	3,600	7	9	-	13	4	7	4	-
9	Mark Knepper	SSZ Stradale	177	2,000	-	7	9	10	10	13	9	-
10	Pierre Bareil	Mustang LX	175	1,600	-	11	11	DS	9	9	12	7

1995 (Touring Class)

Pts.	Driver	Car	Pts.	Purse	PIR	MOS	LRP	RAM	TRV	RAT	RAT	SPT
1	Neil Hannemann	Eagle Talon AWD	389	\$23,600	1	2	3	3	2	1	4	4
2	Willy Lewis	Eagle Talon AWD	388	19,700	2	8	2	1	1	3	6	2
3	Kermit Upton	BMW M3	374	46,95								

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1995 (Super Production Class)

Pts.	Driver	Car	Pts.	Purse	PIR	MOS	LRP	RAM	TRV	RAT	RAT	SPT
1	Peter Cunningham	Honda Prelude Si	382	\$22,400	2	4	3	2	1	2	3	3
2	Paul Booher	Saturn	317	15,700	1	16	7	16	14	1	2	2
3	Dave Jolly	Olds Achieva	309	17,150	3	1	1	5	4	18	21	11
4	Ron Emmick	Olds Achieva	305	14,300	14	2	2	DQ	10	3	1	12
5	Chris Neville	Honda Prelude Si	278	6,800	4	8	10	8	2	8	8	6
6	Peter Schwartzott	Honda Prelude Si	252	8,000	-	3	9	1	DS	20	4	4
7	Mark Spruell	Olds Achieva	244	6,650	13	7	6	9	8	7	5	15
8	Taz Harvey	Honda Prelude Si	236	3,000	5	5	24	4	9	13	12	13
9	Albert Mirko	Honda Prelude Si	220	2,700	8	10	13	10	15	5	22	5
10	David Rosenblum	Saturn	180	1,500	11	9	18	18	12	6	17	10

1996 (S1 Class)

Pts.	Driver	Car	Pts.	Purse	WGI	REN	SPT
1	Martin Snow	Porsche 911 GT2 EVO87	4,500	-	1	4	3
2	Klaus Bytzek	Porsche 911 GT2 EVO83	1,500	-	2	2	4
3	Melanie Snow	Porsche 911 Turbo	57	3,800	-	3	1
4	Andy Pilgrim	Porsche 911 GT2	35	2,500	-	1	-
5	Harry Bytzek	Porsche 911 GT2 EVO27	1,000	-	-	-	2

1996 (S2 Class)

Pts.	Driver	Car	Pts.	Purse	STP	MOS	LRP	MIN	TRV	RAM	WGI	REN	SPT
1	Almo Coppelli	Callaway Corvette	247	\$27,400	1	1	1	4	8	7	2	4	3
2	Shane Lewis	Mosler Intruder	245	27,250	11	2	4	1	1	2	6	6	1
3	Steve Saleen	Saleen Mustang	205	21,700	7	10	3	10	3	3	1	7	4
4	Rob Rizzo	Saleen Mustang	195	13,500	-	9	2	9	9	8	7	1	2
5	Doc Bundy	Lotus Esprit	180	8,600	8	4	10	2	6	13	8	5	9
6	Steve Dinan	BMW 540 Sport	155	12,600	4	7	12	5	4	4	9	-	11
7	Jochen Rohr	Porsche 911 GT2	98	8,700	2	3	5	3	-	-	-	-	-
8	Klaus Bytzek	Porsche 911 GT2	86	2,100	-	5	6	11	7	15	-	-	-
9	Thomas Safar	Chevrolet Corvette	79	2,100	-	-	9	-	5	DS	-	3	10
10	Monte Smith	Porsche 911 Turbo	68	1,500	-	-	-	-	-	6	5	2	DS

1996 (Touring 1 Class)

Pts.	Driver	Car	Pts.	Purse	STP	PIR	MOS	LRP	MIN	TRV	RAM	WGI	REN	SPT
1	Lou Gigliotti	Saleen Mustang	241	\$31,800	2	3	16	2	3	1	25	1	4	7
2	Willy Lewis	Eagle Talon	230	18,300	1	1	3	16	2	10	21	5	2	3
3	Kermit Upton III	BMW M-3	228	23,150	4	5	1	5	6	13	19	2	3	4
4	Greg Theiss	Eagle Talon	220	16,300	-	2	5	3	1	2	1	4	14	5
5	Peter Cunningham	Acura NSX	198	11,500	6	9	4	4	17	14	22	9	1	1
6	Brian Clarke	Callaway Camaro	160	5,750	7	12	-	6	14	4	8	7	7	10
7	Cameron Worth	Mazda RX-7 T	150	4,600	14	6	8	8	16	-	5	6	15	8
8	Mark Simo	Ford Mustang Cobra	145	9,050	8	15	8	5	3	2	8	18	9	9
9	Walter M. Swick	BMW M-3	135	1,350	11	11	18	14	11	11	11	12	10	16
10	David Seuss	Saleen Mustang	130	4,300	13	7	11	11	9	-	13	17	9	14

1996 (Touring 2 Class)

Pts.	Driver	Car	Pts.	Purse	STP	PIR	MOS	LRP	MIN	TRV	RAM	WGI	REN	SPT
1	Michael Galati	Honda Prelude	211	\$19,500	2	4	10	25	5	1	6	1	2	2
2	Taz Harvey	Honda Prelude	209	12,400	3	3	5	5	3	2	7	7	4	4
3	Alain Chebeir	BMW 325 is	198	16,800	1	8	11	2	8	5	5	4	6	6
4	Paul Booher	Saturn SC	197	12,350	DS	14	6	1	2	11	3	5	1	1
5	David Rosenblum	Saturn SC	171	6,400	4	6	7	3	17	12	4	6	12	12
6	Terry Borcheller	BMW M-3	157	19,400	-	2	3	21	15	3	2	2	-	-
7	Walter Puckett	Saturn SC	141	5,450	-	12	9	4	4	9	9	DS	3	3
8	Peter Schwartzott	Honda Prelude	137	7,000	9	-	4	6	7	4	1	-	-	-
9	Fred Meyer	Honda Prelude	89	2,800	-	10	-	-	13	15	8	-	10	11
10	Michael Sturm	Honda Prelude	78	2,000	8	-	15	11	-	8	-	-	-	10

1997 (Touring One Class)

Pts.	Driver	Car	Points	Purse	STP	LRP	MOH	WGI	MIN	HPT	TRV	MOS	PPI	REN
1	Peter Cunningham	Acura NSX	251	\$26,450	1	14	1	4	2	2	1	-	1	2
2	Lou Gigliotti	Saleen Mustang	232	16,150	3	2	10	1	8	13	2	19	15	1
3	Rob Fellows	Saleen Mustang	226	19,600	12	4	2	2	2	3	1	18	1	2
4	Simon Gregg	Saleen Mustang	198	9,100	9	4	3	3	5	5	19	15	6	4
5	Ron Johnson	Saleen Mustang	174	10,250	10	5	6	5	15	16	4	12	7	9
6	Thomas Safar II	Chevrolet Corvette	154	7,300	-	8	13	9	13	8	7	8	9	5
7	Grant Carter	Chevrolet Camaro	149	5,250	-	17	12	10	10	10	5	9	8	6
8	Doug Frazier	Saleen Mustang	146	4,550	11	15	14	8	14	9	10	11	11	11
9	Duane Grahovec	Chevrolet Camaro	124	5,050	5	-	11	11	7	-	8	5	-	12
10	C. David Seuss	Saleen Mustang	114	4,500	8	6	19	7	6	11	12	-	-	-

1997 (Touring Two Class)

Pts.	Driver	Car	Points	Purse	STP	LRP	MOH	WGI	MIN	HPT	TRV	MOS	PPI	REN
1	Pierre Kleinubing	Acura Integra	255	\$22,050	2	4	3	3	4	13	6	1	1	4
2	Paul Booher	Saturn SC	250	19,200	4	19	1	4	1	3	2	5	6	2
3	Michael Galati	Acura Integra	246	16,500	3	2	2	1	5	5	3	2	16	11
4	Taz Harvey	Honda Prelude	213	11,500	5	25	9	2	3	7	4	3	3	3
5	Jim Lovett	Honda Prelude	205	9,100	7	3	7	5	12	4	13	4	4	6
6	Alain Chebeir	BMW 328is	200	10,650	10	7	5	7	7	8	1	9	7	13
7	J. van Overbeek	BMW M3	178	11,050	11	20	8	8	-	1	7	19	5	1
8	David Rosenblum	Saturn SC	146	5,850	12	22	6	6	6	6	8	8	14	DS
9	Lu Ryba	Oldsmobile Achieva	121	3,650	6	6	14	10	10	10	DS	-	-	15
10	Walter Puckett	Saturn SC	119	7,550	-	-	-	-	-	2	5	6	2	5

1998 (Touring One Class)

Pts.	Driver	Car	Points	Purse	HPT	LRP	MOH	MIN	WMI	TRV	RAM	WGI	PPI
1	Terry Borcheller	Saleen Mustang	248	\$19,500	-	10	1	2	2	1	1	1	1
2	Ron Johnson	Saleen Mustang	199	9,800	2	2	2	4	7	14	4	12	7
3	Peter Cunningham	Acura NSX	185	9,750	15	1	15	6	1	2	14	4	18
4	Neil Hannemann	Dodge Viper	175	7,750	6	-	3	-	4	3	3	3	3
5	Bobby Archer	Dodge Viper GT5	150	8,900	-	3	-	3	12	-	2	2	2
6	Paul Brown	Mustang Cobra R	118	4,150	8	-	4	12	10	-	5	20	6
7	Reese Cox	Corvette	118	3,750	4	4	DS	-	19	6	9	11	16
8	Thomas Safar II	Corvette ZR-1	106	3,750	17	DS	-	10	3	11	-	8	4
9	David Schardt	Toyota Supra T	106	2,100	10	16	14	5	13	-	13	6	-
10	Jeff Conkel	Porsche 911	105	4,100	5	-	15	-	5	4	-	-	8

1998 (Touring Two Class)

Pts.	Driver	Car	Points	Purse	HPT	LRP	MOH	MIN	WMI	TRV	RAM	WGI	PPI
1	Michael Galati	Acura Integra R	240	\$13,750	2	2	2	4	8	1	13	3	2
2	Pierre Kleinubing	Acura Integra R	228	15,200	1	1	3	16	11	2	12	2	1
3	Lance Stewart	Acura Integra R	224	15,150	5	8	1	1	3	1	1	1	15
4	Hugh Plumb	BMW 328is	167	8,150	9	7	1	2	14	15	4	DS	4
5	Will Turner	BMW 328i	166	6,750	8	9	7	8	-	5	2	4	7
6	J. van Overbeek	BMW 328is	163	10,550	3	5	4	7	2	7	DS	-	3
7	David Rosenblum	Saturn	150	4,950	6	11	12	9	12	11	3	9	13
8	Alain Chebeir	BMW 328is	139	7,150	12	6	13	3	3	6	DS	-	6
9	Walter Puckett	Saturn	137	3,900	18	3	24	17	5	4	14	17	5
10	Brad Creger	Acura Integra R	113	2,800	15	17	19	11	6	-	8	10	9

1999 (GT Class)

Pts.	Driver	Car	Points	Purse	MOS	LRP	MOH	RAT	RAT	TRV	WMI	VAN	PPI	LAG
1	Bobby Archer	Dodge Viper GTS	249	\$86,900	1	1	2	3	23	2	8	3	4	3
2	Peter Kitchak	Porsche 911 RSR	248	54,500	11	24	1	4	2	1	1	7	1	4
3	George Biskup	Porsche 993 RSR	216	27,650	2	3	3	6	9	15	4	15	5	2
4	David Schardt	Toyota Supra Turbo	200	19,600	3	6	4	17	7	5	12	5	3	5
5	Bill Cooper	Chevrolet Corvette	178	16,900	4	2	20	2	3	16	20	16	18	6
6	Reese Cox	Chev. Corvette C5	136	16,050	17	7	26	5	5	-	2	-	6	9
7	Paul Brown	Saleen SR	124	12,400	16	19	6	8	6	14	28	2	17	26
8	Scotty B. White	Chev. Corvette C5	120	12,950	14	9	19	22	10	-	13	1	dq	8
9	John Heinrich	Chev. Corvette C5	114	16,350	19	8	-	-	-	-	3	-	2	1
10	Terry Lackey	Chevrolet Corvette	107	5,900	13	23	18	26	12	8	26	4	8	13

1999 (Touring Car Class)

Pts.	Driver	Car	Points	Purse	MOS	LRP	MOH	RAT	RAT	TRV	WMI	VAN	PPI	LAG
1	Michael Galati	Acura Integra R	265	\$47,500	1	1	1	1	4	9	6	3	5	4
2	Pierre Kleinubing	Acura Integra R	262	31,800	3	2	3	4	1	10	2	19	3	

2000 (Touring Car Class)

Ps.	Driver	Car	Points	Purse	LMS	MOS	LRP	SPT	STCTMS	RAT	LAG	LAS	SAN	
1	Pierre Kleinubing	Acura Integra R	252	\$82,920	1	1	-	2	1	11	3	2	4	3
2	Neal Sapp	BMW 328Ci	241	49,400	13	2	2	10	2	8	2	7	3	1
3	Kevin Schrantz	Acura Integra R	202	34,960	21	6	1	6	4	2	9	6	8	5
4	Hugh Plumb	Acura Integra R	192	49,610	2	33	25	1	28	10	5	3	1	2
5	Don Salama	BMW 328i	181	26,130	5	9	35	3	3	1	29	9	5	7
6	Alfred duPont	BMW 328is	178	30,550	22	5	13	8	29	5	4	1	2	4
7	Paul Alderman	BMW 328is	155	10,100	7	14	6	9	27	4	6	17	10	9
8	Steve Pfeffer	BMW 328is	143	7,250	-	7	12	5	7	25	8	12	7	10
9	Will Turner	BMW 328i	138	14,880	4	4	7	7	24	23	7	11	6	29
10	Mike Fitzgerald	BMW 328Ci	133	21,860	30	34	3	4	6	24	1	4	29	26

2001 (GT Class)

Ps.	Driver	Car	Points	Purse	TMS	SEB	MOS	LRP	DET	SPT	POR	LAG	RAT	RAT
1	Michael Galati	Audi S4 Comp.	283	\$132,200	1	2	3	1	4	4	1	10	1	2
2	Peter Cunningham	acura NSX SC	271	105,600	2	1	1	23	1	8	6	1	2	1
3	Johannes van Overbeek	Porsche 911 Cup	222	38,900	27	3	4	8	2	1	2	2	11	6
4	Mike Fitzgerald	Porsche 911 Cup	215	26,500	4	4	2	3	8	5	11	6	6	9
5	Jeff McMillin	BMW M3 E46	203	35,000	5	5	14	12	3	2	8	8	4	4
6	Justin Jackson	Porsche 911 Cup	190	19,350	7	12	6	7	6	7	3	13	9	5
7	Jimmy Adams	Porsche 911 Cup	185	21,000	26	7	5	2	10	9	4	3	9	8
8	Phil McClure	Corvette C5	158	15,300	12	13	8	26	5	3	16	4	14	7
9	Bob Miller	Porsche 911 Cup	149	21,800	6	8	9	22	12	10	9	5	17	13
10	Justin Marks	Porsche 911 Cup	146	9,800	9	9	16	15	15	13	7	7	13	11

2001 (Touring Car Class)

Ps.	Driver	Car	Points	Purse	TMS	SEB	MOS	LRP	DET	SPT	POR	LAG	RAT	RAT
1	Pierre Kleinubing	Acura Integra R	257	\$60,675	4	1	1	2	1	3	15	5	3	4
2	Neal Sapp	BMW 325is	216	49,900	2	23	8	25	3	1	1	10	1	1
3	Steve Pfeffer	BMW 328is	199	28,700	1	3	4	13	38	2	8	16	4	8
4	Ken Dobson	BMW 328ci	197	22,800	10	13	7	8	13	4	2	5	3	3
5	Will Turner	BMW 328is	192	22,600	29	2	29	5	4	7	3	8	8	6
6	Don Salama	BMW 328is	178	21,000	5	5	3	11	2	9	11	12	6	37
7	Hugh Plumb	Acura Integra R	172	21,850	12	4	8	6	2	4	10	6	12	29
8	Terry McCarthy	BMW 328is	146	17,000	7	8	5	3	10	DQ	5	3	-	-
9	Roger Foo	Honda Civic Si	134	17,675	11	11	32	4	13	6	12	1	13	15
10	Taz Harvey	Honda Civic Si	121	18,100	9	25	10	32	9	5	2	7	36	38

2002 (GT Class)

Ps.	Driver	Car	Points	Purse	SEB	MOS	LRP	MOH	RAM	WDC	TRV	MOS	LAG	RAT	VIR
1	Michael Galati	Audi S4 Comp.	272	\$99,000	1	5	6	1	1	6	2	4	4	3	3
2	Peter Cunningham	Acura NSX SC	254	\$74,400	2	4	7	3	4	9	2	1	4	4	4
3	Randy Pobst	Porsche 911 Cup	222	\$52,600	-	1	3	DNS	1	1	1	2	2	2	2
4	John Young(R)	Saleen SR	207	\$31,100	5	6	7	9	DNS	6	5	4	6	13	1
5	Jeff McMillin	BMW M3	205	\$34,650	3	4	3	4	4	3	14	5	20	9	9
6	Johannes van Overbeek	Porsche 911 Cup	199	\$28,675	18	3	2	2	2	2	3	24	7	22	2
7	Derek Bell	Audi S4 Comp.	174	\$15,550	7	7	11	5	7	7	12	7	16	8	8
8	David Farmer	Corvette Z06	170	\$20,250	9	1	8	21	8	19	8	9	9	6	21
9	Justin Marks	Porsche 911 Cup	148	\$13,100	6	8	9	6	DNS	-	5	3	6	21	2
10	Bob Miller	Porsche 911 Cup	146	\$9,900	19	11	12	14	9	10	7	8	11	13	3

2002 (Touring Car Class)

Ps.	Driver	Car	Points	Purse	SEB	MOS	LRP	MOH	RAM	WDC	TRV	MOS	LAG	RAT	VIR
1	Peter Cunningham	Acura Integra R	255	\$64,450	3	9	2	13	3	6	4	7	3	1	6
2	Pierre Kleinubing	Acura Integra R	248	\$66,800	1	3	1	8	2	34	34	8	2	2	1
3	Marc Kirberg(R)	BMW 325is	205	\$31,100	6	6	5	41	4	1	8	10	12	13	3
4	Ken Dobson	BMW 325Ci	194	\$35,900	2	1	4	48	32	17	2	5	6	7	17
5	Chuck Hemmingson	Mazda Protege	192	\$26,550	7	16	36	7	8	5	1	4	4	4	36
6	Will Turner	BMW 325i	191	\$34,600	9	2	45	1	6	2	28	3	15	32	8
7	Paul Bonaccorsi	Mazda Protege	184	\$32,600	16	7	6	2	1	35	16	1	5	16	31
8	Taz Harvey	Honda Civic Si	167	\$20,600	8	5	3	30	9	7	9	8	25	21	2
9	Mike Fitzgerald	Lexus IS 300	159	\$17,950	5	8	9	4	28	3	3	2	42	DNS	-
10	Shauna Marinus	Mazda Protege	139	\$16,075	41	18	39	5	5	8	10	26	16	5	5

2003 (GT Class)

Ps.	Driver	Car	Points	Purse	SEB	MOS	LRP	LRP	INF	RAM	LAG	RAT	RAT	PR
1	Randy Pobst	Audi RS 6	255	\$96,600	3	3	3	2	3	15	21	3	1	1
2	Bill Auberlen	BMW M3	231	\$77,600	5	4	1	1	10	1	9	2	25	5
3	Phil McClure	Corvette Z06	213	\$42,350	1	1	4	6	5	5	14	-	4	3
4	Hans Stuck	BMW M3	194	\$43,100	4	5	24	3	2	3	17	4	12	4
5	Mike Fitzgerald	Porsche 911 Cup	186	\$35,600	2	21	6	DNS	1	8	1	6	2	DNS
6	Justin Marks	BMW M3	168	\$21,050	-	8	5	4	6	4	19	8	7	8
7	David Farmer	Corvette Z06	165	\$13,500	11	9	12	8	9	7	10	9	6	15
8	Michael Galati	Audi RS 6	163	\$27,750	25	16	10	16	13	6	2	11	3	2
9	Boris Said	BMW M3	161	\$30,975	23	6	2	DNS	4	2	4	5	10	18
10	Thomas Oates(R)	Corvette Z06	134	\$10,875	16	18	7	15	14	12	6	13	15	10

2003 (Touring Car Class)

Ps.	Driver	Car	Points	Purse	SEB	MOS	LRP	RAT	INFMOS	RAM	LAG	RAT	PR	
1	Bill Auberlen	BMW 325i	291	\$88,100	1	2	4	1	1	2	3	2	4	1
2	Pierre Kleinubing	Acura RSX-S	212	\$60,600	2	1	1	5	20	35	4	22	1	2
3	Will Turner	BMW 325i	170	\$18,100	9	4	9	15	6	6	5	11	21	9
4	Peter Cunningham	Nissan SE-R	162	\$20,200	15	42	22	6	5	5	1	30	3	4
5	Chuck Hemmingson	Mazda Protege ES	160	\$24,275	7	7	7	4	32	3	33	3	18	8
6	Jeff Altenburg	Mazda Protege ES	147	\$36,200	38	40	21	2	2	26	6	1	2	25
7	Roger Foo	Mazda Protege ES	146	\$18,550	3	12	8	8	7	9	11	35	7	7
8	Mike Fitzgerald	Lexus IS300	143	\$11,700	4	3	23	9	28	4	32	12	8	10
9	Matt Plumb(R)	BMW 325i	124	\$16,750	32	6	2	31	-	10	7	-	5	7
10	Tim Pappas(R)	Lexus IS300	122	\$11,550	6	9	28	14	33	12	2	8	13	29

2004 (GT Class)

Ps.	Driver	Car	Points	Purse	SEB	LRP	MOH	INF	POR	MOS	MOS	RAM	RAT	LAG
1	Tommy Archer	Dodge Viper	240	\$87,100	4	4	4	3	1	3	6	7	5	3
2	Michael Galati	Audi RS 6	234	\$72,200	3	2	1	13	9	1	7	1	12	11
3	Max Angelelli	Cadillac CTS-V	206	\$36,000	1	3	6	22	19	4	5	5	1	7
4	Randy Pobst	Audi RS 6	204	\$55,600	26	1	2	7	2	2	21	2	13	4
5	Andy Pilgrim	Cadillac CTS-V	198	\$23,550	2	5	7	4	4	5	4	14	6	22
6	Phil McClure	Corvette Z06	186	\$24,350	5	6	31	2	3	8	19	3	4	12
7	Mike McCann(R)	Dodge Viper	149	\$21,300	11	20	9	8	6	12	8	9	15	8
8	Leighton Reese	Corvette Z06	143	\$16,200	7	25	22	5	7	6	2	15	7	28
9	Tim Wiens	Dodge Viper	143	\$16,600	10	12	28	9	5	13	10	12	10	10
10	Lou Gigliotti	Corvette Z06	135	\$14,800	13	9	5	20	14	10	3	19	3	27

2004 (Touring Car Class)

Ps.	Driver	Car	Points	Purse	SEB	LRP	MOH	INF	POR	MOS	MOS	RAM	RAT	LAG
1	Bill Auberlen	BMW 325i	251	\$69,200	1	1	4	1	2	5	3	7	12	8
2	Nic Jonsson	BMW 325Ci	234	\$72,200	3	2	1	13	9	1	5	5	10	10
3	Matt Plumb	Acura TSX	214	\$46,700	8	5	1	4	7	2	1	8	7	3
4	James Sofronas	BMW 325Ci	196	\$26,400	3	7	10	7	5	7	4	2	24	6
5	Peter Cunningham	Sentra SE-R	188	\$37,700	13	3	3	3	24	4	23	1	22	2
6	Justin Marks	BMW 325i	187	\$24,200	5	4	8	5	3	21	7	21	2	5
7	Pierre Kleinubing	Acura TSX	174	\$39,300	4	20	5	23	8	1	29	DQ	1	4
8	Jeff Altenburg	Mazda 6	156	\$43,350	4	8	6	24	10	22	27	3	8	1
9	Bob Stretch	BMW 325Ci	143	\$14,650	32	10	29	10	6	3	10	9	6	20
10	Dino Crescentini(R)	BMW 325i	130	\$12,350	9	28	16	6	4	9	22	10	9	21

2005 (GT Class)

Ps.	Driver	Car	Points	Purse	SEB	STP	RAT	MOH	CLE	LRP	INF	POR	DEN	MOS	LAG
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this is how racing should be

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Notes

2006 (Touring Car Class)

PS.	Driver	Car	Points	Purse	SEB	STP	MOH	INF	MMP	DEN	RAM	MOS	RAT	LAG
1	Pierre Kleinubing	Acura TSX	286	\$94,200	3	3	2	1	1	3	8	3	4	4
2	Randy Pobst	Mazda 6	267	\$80,950	2	1	5	4	2	8	4	7	1	13
3	Chip Herr	Audi A4	232	\$31,800	10	4	1	12	11	21	1	1	2	5
4	Peter Cunningham	Acura TSX	228	\$51,275	5	2	6	2	18	7	7	4	8	3
5	Eric Curran	Acura RSX	221	\$54,500	11	32	9	5	3	2	5	5	3	1
6	Brandon Davis	Acura TSX	209	\$48,800	9	8	7	6	6	1	10	2	5	11
7	Jeff Altenburg	Mazda 6	208	\$49,200	4	27	3	3	4	4	6	10	7	2
8	Charles Espenlaub	Mazda 6	154	\$32,800	DQ	5	27	24	5	5	2	22	6	6
9	Nick Esayian	Acura RSX	145	\$25,500	7	10	8	10	8	11	20	13	14	8
10	Jeff Courtney(R)	Audi A4	140	\$11,500	17	7	4	13	12	12	11	9	10	25

2007 (GT Class)

PS.	Driver	Car	Points	Purse	SEB	LBC	MMP	LMS	WGI	TOR	MOH	MOS	RAT	LAG
1	Randy Pobst	Porsche 911 GT-3	303	\$35,900	7	6	4	3	1	1	2	17	3	2
2	Andy Pilgrim	Cadillac CTS-V	287	\$30,700	6	2	11	1	4	4	4	4	7	1
3	Lawson Aschenbach	Cadillac CTS-V	280	\$32,000	2	11	6	2	2	6	3	2	1	6
4	Michael Galati	Porsche 911 GT-3	269	\$20,650	4	4	5	14	5	3	5	3	4	3
5	Eric Curran	Chevrolet Corvette	190	\$33,800	1	1	26	19	23	7	1	1	18	28
6	Lou Gigliotti	Chevrolet Corvette	162	\$13,900	28	3	2	15	3	9	11	6	26	-
7	Jeff Courtney	Dodge Viper	151	\$8,975	11	13	10	5	15	11	13	9	6	18
8	Tommy Archer	Dodge Viper	143	\$14,400	8	7	1	11	6	5	DSQ	-	-	-
9	Doug Peterson	Chevrolet Corvette	137	\$9,500	23	8	3	13	12	8	10	7	-	-
10	Rob Foster(T)	Chevrolet Corvette	136	\$8,200	16	5	7	4	14	12	15	22	12	23

2007 (Touring Car Class)

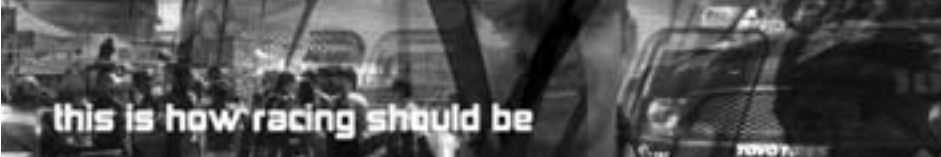
PS.	Driver	Car	Points	Purse	SEB	MMP	LRP	WGI	WGI2	TOR	MOH	MOS	RAT	LAG
1	Jeff Altenburg	MAZDA6	277	\$71,450	1	1	3	5	3	6	3	6	10	4
2	Randy Pobst	MAZDA6	259	\$67,700	2	2	11	1	1	4	21	5	15	6
3	Kuno Wittmer	Acura RSX	230	\$46,100	7	4	7	20	4	5	10	4	4	2
4	Pierre Kleinubing	Acura TSX	225	\$48,075	3	3	18	2	21	3	5	3	5	13
5	Peter Cunningham	Acura TSX	220	\$54,100	5	7	5	7	15	1	6	10	17	1
6	Chip Herr	Audi A4	210	\$17,575	4	18	1	10	9	17	2	2	12	21
7	James Sofronas(T)	BMW 325Ci	205	\$23,050	13	6	2	6	2	8	4	9	11	-
8	Michael Galati	MAZDA6	174	\$36,050	11	24	9	4	8	7	15	11	1	16
9	Charles Espenlaub	MAZDA6	161	\$28,375	6	8	6	3	5	18	8	21	14	14
10	Brandon Davis	Acura TSX	153	\$20,550	8	10	14	11	11	13	11	15	9	3

2008 (GT Class)

PS.	DRIVER	CAR	PTS.	PURSE	SEB	LBC	MMP	WGI	MOH	RAM	MOS	DET	NJM	RAT
1	Randy Pobst	Porsche 911 GT3	983	\$65,700	1	2	4	1	6	3	2	1	7	5
2	Andy Pilgrim	Cadillac CTS-V	907	\$38,400	2	3	3	2	3	22	6	2	3	3
3	Brandon Davis	Ford Mustang Cobra	831	\$39,800	4	1	2	21	2	23	23	3	2	1
4	James Sofronas	Porsche 911 GT3	750	\$25,250	9	5	9	6	8	4	15	6	1	7
5	Michael Galati	Porsche 911 GT3	733	\$21,050	3	4	14	3	5	15	3	5	9	14
6	Jason Daskalos	Dodge Viper	629	\$13,300	8	6	8	12	26	13	17	7	4	6
7	Michael McCann	Cadillac CTS-V	620	\$12,700	12	15	10	5	9	6	5	4	20	22
8	Jeff Courtney	Dodge Viper	618	\$12,400	5	10	6	13	15	8	7	11	6	24
9	Tony Gaples	Chevrolet Corvette	580	\$10,350	6	14	12	11	10	11	8	17	8	13
10	Eric Curran	Chevrolet Corvette	554	\$17,475	26	25	30	4	29	2	1	19	18	4

2008 (Touring Car Class)

PS.	DRIVER	CAR	PTS.	PURSE	SEB	VIR	MMPLRP1	LRP2	WGI	MOH	RAM	MOS	RAT	
1	Peter Cunningham	Acura TSX	939	\$69,900	3	6	4	5	2	2	2	5	3	4
2	Pierre Kleinubing	Acura TSX	934	\$77,450	1	7	2	2	3	3	19	2	6	3
3	Kuno Wittmer	Acura TSX	930	\$84,300	2	1	3	1	5	9	1	10	4	5
4	Chip Herr	MAZDA6	885	\$66,100	13	5	8	3	1	5	7	4	5	1
5	Jason Saini(R)	MAZDA6	770	\$49,700	9	11	1	6	13	10	4	3	2	16
6	Michael Galati	MAZDA6	711	\$51,100	11	12	17	15	17	1	5	16	1	2
7	Seth Thomas	BMW 325i	693	\$17,050	6	2	7	10	4	14	6	7	12	14
8	Charles Espenlaub	MAZDA6	685	\$31,375	4	4	5	12	10	4	18	11	10	8
9	James Clay	BMW 325i	626	\$20,000	10	3	16	7	16	12	11	1	13	15
10	Charlie Putman	MAZDA6	559	\$19,650	14	15	12	11	11	8	12	13	8	11



Notes

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