

RACING LINES

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Petit sweeps at VIR

The BMW CCA Club race at Virginia International Raceway was noteworthy for a number of reasons. For one thing, it was this season's second Club Racing event at this track, which usually sees only one. What's more, it was sponsored not by the Tarheel Chapter, which regards VIR as its home track, but by Sunshine Bimmers. And on top of that, the event was embedded with VIR's July Viper Days, part of the Dodge Viper Racing League's race-and-racing-school series, organized under the North American Road Racing Association umbrella—which in this case also included run groups that raced under the Porsche/BMW Owners Club (PBOC) banner.

The posted entry list did not quite reflect the makeup of the racer group that actually took to the track. Three listed drivers did not participate, and the ten BMW entries that did start included one driver, Bruce Lummis,

who drove his car (an E30 325i formerly classified in K-Prepared) as an "RX" licensed by the PBOC. As a result, the nine entries represented six classes: one B-Modified, two C-Modified, two I-Prepared, one I-Stock, two ITR, and one M3T.

On Saturday, Eric Zimmermann (C-M E46 M3) qualified on the pole mere fractions of a second ahead of class rival Harold Petit, Jr., in another E46 M3. But within three laps, brake failure put Zimmermann out of the race. Petit won the race overall. One lap down, Craig Lippe (I-P E36 M3) easily won his class, beating Charles Haynesworth's E36 M3 to the checker by nearly thirty seconds. Sripathi Haputantri (E36 325i) outran Rob McClaskey's E36 325i to win in ITR. He was closely followed by Madison Whittle, who claimed the I-S win in his E36 M3.

Sunday's sixteen-lap sprint race was a

TIRE RACK CCA Club Race at Virginia International Raceway
7/10 Distance: 10 Laps

Pos.	Class	Driver	Car	Best Lap
1	1 CM	Harold Petit Jr	E46 M3	02:08.2
2	1 IP	Craig Lippe	E36 M3	02:12.3
3	2 IP	Charles Haynesworth	E36 M3	02:14.5
4	1 ITR	Sripathi Haputantri	E36 325i	02:20.1
5	2 ITR	Rob McClaskey	E36 325i	02:21.1
6	1 IS	Madison Whittle	E36 325i	02:19.2
7	1 BM	Necos Mavelian	E36 M3	02:13.1
8	1 M3T	Steve Amos	E30 M3	02:22.7
DNF	CM	Eric Zimmermann	E46 M3	02:07.9

7/11 Distance: 10 Laps

1	1 CM	Harold Petit Jr	E46 M3	02:08.1
2	1 BM	Necos Mavelian	E36 M3	02:11.0
3	1 IP	Craig Lippe	E36 M3	02:11.1
4	2 IP	Charles Haynesworth	E36 M3	02:13.5
5	1 IS	Madison Whittle	E36 325i	02:19.7
6	1 ITR	Sripathi Haputantri	E36 325i	02:20.9
7	2 ITR	Rob McClaskey	E36 325i	02:19.7
8	1 M3T	Steve Amos	E30 M3	02:21.1

repeat show for Petit, who beat a pair of Vipers to the checker for his third overall win of the weekend. The only real battle was between Lippe and Mavelian; a broken alternator in qualifying had Lippe starting from the back of the pack, but he charged through the field to run second for much of the race, until a tussle with Mavelian dropped him into the third spot. The two drivers finished some nine seconds apart to win their respective classes. One lap down, Whittle took the win in I-S, followed by Haputantri, who beat McClaskey for the ITR crown, and Amos in his M3T.—Paul Hoecke

Carroll wins all weekend at Calabogie

The Ottawa BMW Club and the Patroon Chapter teamed to run a race at Calabogie Motorsports Park in Ontario. The event drew eighteen racers to the challenging circuit. The action started on Friday when Louis Payant blew the engine in his D-Modified E30 M3 in the first practice session and Bob Gore blew a head gasket on his C-Mod 325is.

Then the remaining competitors ran a fun race, with Peter Carroll, the eventual winner, doing battle with Jean Luc Bergeron at the front of the pack. Just behind them, Mark Marquis and Allan Lewis fought for position, with Marquis prevailing at the end. All four racers were in C-Mod E36 M3s.

On Saturday, when the competitors were running for points, the good tires came out. In qualifying, Carroll proceeded to set the fastest lap ever run by a BMW at Calabogie, a very quick 2.08. The usual suspects led at

the beginning of the race, with Bergeron getting the jump on Carroll, and Marquis, Dimoff, and Lewis in the mix. Lewis and Dimoff went off course together early in the race, but recovered to finish where they had started. Carroll passed Bergeron on lap two and went on to score another win.

Carroll broke a throttle cable in Sunday practice, but got a spare from Tim Peloso in time for the race. Dimoff's car broke a header in practice, taking him out. Once the race started, Carroll decimate the field again. Lewis got by Marquis, whose engine had developed a miss, and went on to finish second.

The track was tough on tires. Bergeron's tires went off during the race, leading him to stop early, and Ron Checca, running solo in ITR in his E30 M3, struggled with tire wear as well, but was able to nurse his car to the finish.—Allan Lewis and Brian Morgan

TIRE RACK CCA Club Race at Calabogie Motorsports Park
7/17 Distance: 11 Laps

Pos.	Class	Driver	Car	Best Lap
1	1 CM	Peter Carroll	E36 M3	02:09.7
2	2 CM	Jean Bergeron	E36 M3	02:11.7
3	3 CM	Mark Marquis	E36 M3	02:11.7
4	4 CM	John Dimoff	E36 M3	02:13.4
5	5 CM	Allan Lewis	E46 M3	02:13.5
6	6 CM	Isidore Papadopoulos	E36 325is	02:25.4
7	7 CM	Tony Ferraro	E46 M3	02:25.7
8	1 DM	Paul Janusauskas	E30 M3	02:27.6
9	1 JS	Richard Checca	E30 M3	02:28.5
10	1 HS	Steve Mertz	E36 M3	02:28.4
11	1 ITR	Ron Checca	E30 M3	02:28.9
12	1 IS	Charles Benoit	E30 M3	02:32.2
13	1 M3T	Phil Abram	E30 M3	02:33.1
14	2 JS	Suzi Koehler	E30 M3	02:33.6
15	3 JS	Bob Martin	E30 M3	02:32.3
DNF	CM	Timothy Peloso	E36 M3	02:31.1

7/18 Distance: 10 Laps

1	1 CM	Peter Carroll	E36 M3	02:09.4
2	2 CM	Allan Lewis	E46 M3	02:11.6
3	3 CM	Mark Marquis	E36 M3	02:13.7
4	1 DM	Stephen Gailis	E21 320i	02:18.8
5	4 CM	Tony Ferraro	E46 M3	02:20.2
6	5 CM	Isidore Papadopoulos	E36 325is	02:23.7
7	2 DM	Paul Janusauskas	E30 M3	02:27.9
8	1 JS	Richard Checca	E30 M3	02:28.6
9	1 M3T	Phil Abram	E30 M3	02:26.9
10	1 HS	Steve Mertz	E36 M3	02:28.9
11	2 JS	Bob Martin	E30 M3	02:29.6
12	3 JS	Suzi Koehler	E30 M3	02:29.3
13	1 ITR	Ron Checca	E30 M3	02:29.0
14	1 IS	Charles Benoit	E30 M3	02:31.0
15	6 CM	Jean Bergeron	E36 M3	02:14.5

Anderson, Ogrodnik rule at BeaveRun

The Historic Races at BeaveRun Motorsports Complex kicked off the ten-day 2010 Pittsburgh Vintage Grand Prix extravaganza. It was great to see old race cars doing what they were built to do—race!—not languish in a museum. But not all of the cars were old; in one race group consisted of a variety of BMWs that weren't old enough to qualify for vintage status—but they were racing at

the Histories anyway, thanks to the BMW CCA's Allegheny Chapter. Each year the Allegheny Chapter hosts the BMW CCA Club race at the PVGP Histories, and although the field this year was not big, the racers' enjoyment certainly was.

This year's BMW CCA Club Racing field was almost down to a single class, with most of the cars running in I-Prepared. Under

beautiful blue skies, the BMW race group offered some of the fastest speeds of the event and was a favorite of the large crowd. Vern Anderson took both sprint point races over Kevin Ogrodnik by an average of one second each; both were in E36 M3s. That was some tight racing!

Len Mueller took the fun sprint, coming back after resolving some mechanical prob-