

## Carroll scores three wins north of the border



Allan Lewis and Peter Carroll take the lead at the start of Race Three at Canadian Tire Motorsport Park.

Canadian Tire Motorsport Park (previously known as Mosport) has undergone a number of improvements recently. Last year introduced the new tunnel into the infield, as well as new landscaping and paddock areas. This year the track introduced a number of additional changes; the old Castrol tower was removed to allow an extension of Pit Row in preparation for the NASCAR trucks running their inaugural race at the track in September. A new multipurpose building has been built on the outside of Turn Ten, with the new control tower, timing and scoring, administration offices, and an event center for holding corporate events. On track, concrete sections have been removed and new asphalt laid in their place, and the runoff areas outside Turns One, Two, and Five have been paved, giving drivers a lot more confidence in those turns, as well as significantly increasing safety.

For the second year in a row, the Trillium Chapter's Club races were run in conjunction with the big Porsche Club of America Upper Canada Region race weekend, which gives the event a distinct racing vibe that is often missing when Club races are run with a driving school. The weekend was a veritable C-Modified festival, with fifteen of 22 BMWs running in C-M. One of those racers was Robert

Chang, who towed his E46 M3 all the way from Miami, Florida, for his first event at CTMP. He turned it into a bit of a family affair by having his cousin, Peter Hansen—a local driver—co-drive the car on Friday and Saturday. It didn't take long for Chang to get up to speed, and by the time the Sunday race came around, he was up front battling with C-M racers Peter Carroll (E36 M3) and Allan Lewis (E46 M3), regularly doing laps in 1:26.

As a result of some showers that passed through during lunch, there were a few damp sections for the first race on Saturday, making things potentially tricky for the first few laps, but everyone behaved themselves and there were no resulting incidents. Lewis started on the pole, with Hansen in Chang's car on the outside of the front row, and Carroll and John Dimoff (C-M E36 M3) on the second row. At the start, Hansen got the jump on Lewis, but a missed shift dropped him back again. Carroll got inside Lewis into Turn One, but Lewis was able to hold his position and had the preferred line into Turn Two and was able to take the lead.

The trio of Lewis, Carroll, and Hansen had a tight race for a few laps, until Hansen's steering pump failed, slowing him down. Carroll continued chasing Lewis for the majority of the race, until

Lewis bobbled while passing another car in Turn Five a few laps from the end, allowing Carroll to take the position—and the lead. But a mere straightaway later, Carroll missed the downshift in Turn Eight and spun, giving the position back to Lewis. Lewis then returned the favor two laps later when he spun in Turn Five! The race ended with Carroll in front, followed by Lewis. Behind them were Scott Murfin, a guest racer in a highly modified RX7, and Bob Gore (C-M E36 325is). Gore spent the entire race chasing Murfin, finishing mere seconds behind. Next up was Hansen, who had faded due to his power-steering woes.

In Sprint Two, Carroll was on the pole and took the lead on the start. Chang, starting on the inside of the second row, was able to get inside Lewis at Turn One and take the second spot, with Lewis close behind. A lap later, Chang pushed a little wide on the exit of Turn Three, allowing Lewis to make the pass and take the second position. The three finished the race in that order. Behind them were a few close battles: Amir Farahmand (C-M E46 M3) and Dimoff had a great nose-to-tail race, finishing less than half a second apart. Gore finished close behind in sixth, while C-M E46 M3 racers Tony Ferraro and Thom Rossi were less than a

second apart in seventh and eighth.

Sunday's feature race was a 45-minute affair, with starting positions determined by each driver's fast lap in the second sprint on Saturday. This put Lewis back on pole, with Carroll beside, and Chang and Farahmand in the second row. Chang got an excellent jump on the start and managed to take the lead, with Carroll and Lewis following. Carroll pushed Chang hard, and was able to get a better launch out of Turn Ten at the end of lap three, and complete the pass into Turn One. Carroll then pulled ahead, while Lewis slowly caught up to Chang. Behind this battle, Farahmand was able to hold off Dimoff for many laps, until Dimoff was finally able to make a pass stick on lap thirteen.

Unfortunately, on lap seventeen, something broke on Chang's car going into Turn Five, affecting his ability to brake and turn, and he hit the wall. Collecting his car required an extended full-course yellow. By the time the task was completed, there were only two green laps left, resulting in exciting racing throughout the field. Lewis pushed Carroll hard, but was not able to get by; they finished in that order. Dimoff, Farahmand, and Gore were close the entire time, until slower traffic made things interesting in Turn Five. Farahmand picked the wrong route and attempted to go around the outside of a back-marker; he got pushed wide and spun, allowing Gore to take the position and finish fourth.

The best finisher outside the C-M ranks was E36 M3 racer Geoff Atkinson, who swept I-Prepared, the only other contested class in the race. He finished twelfth overall in Race One, thirteenth in Race Two, and eleventh in Race Three.

It was another successful Trillium-hosted Club race. Not only was the racing exciting and close, but the event showcased the camaraderie and spirit of Club racing, with a Friday-evening tailgate party complete with steaks on the barbecue, provided by the chapter, as well as a dinner hosted by PCA UCR on Saturday. Matt Noonan received the Spirit of Club Racing award for showing how a race weekend can be turned into a family vacation.—*Allan Lewis*

## Tire Rack BMW CCA Club Race at Canadian Tire Motorsport Park

6-29-2013 Trillium Chapter 101% sprint 11 laps

Overall Position	Position in Class	Class	Driver	Model	Best Time
1	1	CM	Peter Carroll	E36 M3	01:26.0
2	2	CM	Allan Lewis	E46 M3	01:26.0
3	3	CM	Bob Gore	E36 325is	01:30.3
4	4	CM	Peter Hansen	E46 M3	01:26.2
5	5	CM	John Dimoff	E36 M3	01:30.3
6	6	CM	Thomas Rossi	E46 M3	01:30.3
7	7	CM	Stephen Gailits	E21 320i	01:32.8
8	8	CM	Tony Ferraro	E46 M3	01:32.1
9	9	CM	Amir Farahmand	E46 M3	01:30.3
10	10	CM	John Danskin	E36 M3	01:35.0
11	11	CM	Daria Khachi	E36 325is	01:35.8
12	1	IP	Geoff Atkinson	E36 M3	01:36.7
13	12	CM	Isidore Papadopoulos	E36 325is	01:33.3
14	13	CM	Scott Reynolds	E46 M3	01:36.4
15	2	IP	Matthew Noonan	E36 M3	01:38.9
16	14	CM	Alan Morris	E30 323i	01:39.7
17	3	IP	JP Tracey	E36 M3	01:40.0
18	1	DM	Louis Payant	E30 M3	01:42.8
19	1	IS	Wayne Dobson	E36 M3	01:41.3
20	1	M3T	Charles Benoit	E30 M3	01:44.9

6-29-2013 Trillium Chapter 102% sprint 10 laps

Overall Position	Position in Class	Class	Driver	Model	Best Time
1	1	CM	Peter Carroll	E36 M3	01:26.2
2	2	CM	Allan Lewis	E46 M3	01:26.1
3	3	CM	Robert Chang	E46 M3	01:26.9
4	4	CM	Amir Farahmand	E46 M3	01:28.7
5	5	CM	John Dimoff	E36 M3	01:28.9
6	6	CM	Bob Gore	E36 325is	01:29.4
7	7	CM	Tony Ferraro	E46 M3	01:30.8
8	8	CM	Thomas Rossi	E46 M3	01:30.6
9	9	CM	Stephen Gailits	E21 320i	01:32.0
10	10	CM	Isidore Papadopoulos	E36 325is	01:32.4
11	11	CM	Chris Peloso	E36 M3	01:33.3
12	12	CM	John Danskin	E36 M3	01:36.2
13	1	IP	Geoff Atkinson	E36 M3	01:36.0
14	13	CM	Scott Reynolds	E46 M3	01:36.5
15	2	IP	Matthew Noonan	E36 M3	01:37.4
16	14	CM	Alan Morris	E30 323i	01:39.2
17	3	IP	JP Tracey	E36 M3	01:39.8
18	1	DM	Louis Payant	E30 M3	01:37.9
19	1	M3T	Charles Benoit	E30 M3	01:41.7
20	1	IS	Wayne Dobson	E36 M3	01:45.7

6-30-2013 Trillium Chapter 150% sprint 27 laps

Overall Position	Position in Class	Class	Driver	Model	Best Time
1	1	CM	Peter Carroll	E36 M3	01:26.0
2	2	CM	Allan Lewis	E46 M3	01:26.5
3	3	CM	John Dimoff	E36 M3	01:27.8
4	4	CM	Bob Gore	E36 325is	01:29.4
5	5	CM	Amir Farahmand	E46 M3	01:27.7
6	6	CM	Thomas Rossi	E46 M3	01:31.1
7	7	CM	Stephen Gailits	E21 320i	01:31.5
8	8	CM	Chris Peloso	E36 M3	01:32.9
9	9	CM	John Danskin	E36 M3	01:34.7
10	10	CM	Scott Reynolds	E46 M3	01:35.7
11	1	IP	Geoff Atkinson	E36 M3	01:34.7
12	1	DM	Louis Payant	E30 M3	01:36.1
13	2	IP	Matthew Noonan	E36 M3	01:36.9
14	3	IP	JP Tracey	E36 M3	01:37.7
15	1	M3T	Charles Benoit	E30 M3	01:39.7
16	11	CM	Alan Morris	E30 323i	01:39.1
17	1	IS	Wayne Dobson	E36 M3	01:50.3
18	12	CM	Robert Chang	E46 M3	01:26.3
DNF	—	CM	Isidore Papadopoulos	E36 325is	01:33.0

## RACING BRIEFS

**Starworks wins with new S65 Dinan V8:**

Starworks switched to BMW power for the Rolex Series enduro at Indianapolis Motor Speedway and won the three-hour race. The team ran a new 4.5-liter Dinan-built S65 V8 that made its competition debut in the race. Ganassi Racing also ran the new engine, switching from the Dinan-BMW S62 V8 that had powered its prototypes to three Rolex Series titles. Ryan Dalziel and Alex Popov drove the winning Starworks Riley-BMW; Ganassi's Scott Pruett and Memo Rojas finished second. A second Starworks prototype driven by Brendon Hartley, Pierre Kaffer, and Scott Mayer finished fourth, and a second Ganassi Riley-BMW piloted by Joey Hand and Tony Kanaan finished ninth. Turner Motorsport's GT-class M3s finished twelfth and thirteenth in class; the GT win went to Max Papis and Jeff Segal in a Ferrari 458.

**Ganassi wins North American Endurance Championship:**

Ganassi Racing's second-place finish at Indianapolis secured the North American Endurance Championship for the team. The three-race series within the Rolex Series included the Rolex 24 at Daytona, the Sahlen's six-hour race at Watkins Glen, and the three-hour Brickyard Grand Prix at Indianapolis. Ganassi's Pruett and Rojas won at Daytona, with Juan Pablo Montoya and Charlie Kimball as co-drivers, and finished seventh at Watkins Glen.

**Sellers, Boden win CTSCC:**

Fall-Line Motorsport's Mark Boden and Bryan Sellers won the 2½-hour Continental Tire Sports Car Challenge at Indianapolis in the Grand Sport M3. It was their second straight win, following their first-ever CTSCC win at Watkins Glen in June. Turner Motorsport's Bill Auberlen and Paul Dalla Lana finished third overall and third in Grand Sport, and Fall-Line's Charles Espenlaub and Trent Hindman finished fourth. It was the first CTSCC race for the seventeen-year-old Hindman. Terry Borcheller and Mike LaMarra (Burton Racing 128i) led a BMW sweep of the podium in the Street Tuner Class. Jess Combs and Jeff Mosing were second in the RACE EPIC/Murillo 328i, and last year's winners, Seth Thomas and Dan Rogers, were third in the BimmerWorld 328i.

**BMW Team RLL Z4s fifth, sixth in Canada:**

Dirk Müller and Joey Hand finished fifth, while Bill Auberlen and Maxime Martin finished sixth in the GT class in the American Le Mans Series race at Canadian Tire Motorsport Park, the track formerly known as Mosport. Tommy Milner and Oliver Gavin won the class in a Corvette. Team RLL's Müller had teamed with John Edwards to win two weeks earlier at Lime Rock (see the report in this issue of *Roundel*), a circuit that favored the BMWs' handling; CTMP, with its long straights, gave the edge to the Corvettes and Vipers (a pair of Vipers finished behind the winning Corvette). Müller led GT drivers' points going into the series' next race at Road America in August.

**Errata:** In our report on the Mid-Ohio Club race in the August issue, we said that the Buckeye Chapter hosted the event. In fact, the sponsoring chapter was the Northern Ohio Chapter.