



American IRON SERIES



TOYO TIRES™

*NASA NorCal Region, 2011 Season, ROUND 2
Infiniteon Raceway, Sonoma, CA*

*Weekend Racing Recap
19/20 March 2011*

FOR IMMEDIATE RELEASE
22 March 2010

The California CMC racers brave heavy rain, bumps and bruises to race Infineon in March!

With Mother Nature proving her ability to show humans who is in charge, the CMC drivers, crews, families and fans converged at Infineon Raceway in beautiful Sonoma County for Round 2 of the 2011 Northern California Regional CMC Championship. 8 CMC2 cars were in attendance for this event.

INFINEON RACEWAY WEEKEND RACE SUMMARY:

- + 3 CMC2 races toward California championship points
- + 6 total race group sessions with 2 hours of track time!
- + 8 CMC2 cars
- + Aaron Schroeder (CMC) and his father, Corky, were in attendance, continuing his quest for his competition license!
- + Asif Chaudhri came out to get more ideas for his '74 Javelin AI build.

FRIDAY PRACTICE – As Mother Nature showed who's boss, the Klamecki Brothers decided to run Friday practice to get more track time. The day went well, until one of the last sessions when, with the rain pouring down, Ron got sideways at the exit of T12, backing his blue Mustang into the wall. This, unfortunately, ended their weekend.

SATURDAY QUALIFYING – The rain continued, so the CMC drivers had to find their wet setup. Don Lariviere was the man to catch in the rain, putting his #13 on pole (2:40.746), followed by Mike Plum (2:42.849), Nick Steel (2:46.928), Adam Ginsberg (2:52.147), Jeremy Bua (3:05.353), Derek Tisinger and Dave Brown (no times)

SATURDAY RACE #1 – Saturday's race was a rolling start, with the #13 on pole. The green flag flew, and the CMC drivers began their charge. Don Lariviere spun going up the hill, however, he made a smart move to gun it forward so the rest of the CMC back can get around his rear bumper. This allowed Plum to take the lead, followed by Steel, Bua, Ginsberg, Tisinger, and a recovered Lariviere. A few laps in, Ginsberg spun in the same spot as Lariviere (going up the hill towards T2), did a complete 360, saved it, and continued driving up the hill! A SpecE30 incident by T7 puts a waving yellow at the nearby flag station, followed by Bua going off into the tires at T10. This put the field into a full course caution for a few laps, as both the E30 and Bua required a tow out. The racing resumed, with the field partially bunched up. Up front, Don put pressure on Steel, Steel then lost it going up the hill to T2, slid off into the grass, and contacted the armco, ending his race. Tisinger was close on Ginsberg's tail, Ginsberg put 2 off @ T10, allowing Tisinger to go by. Final order was Plum, Lariviere, Tisinger, Ginsberg, Brown, Steel, Bua.



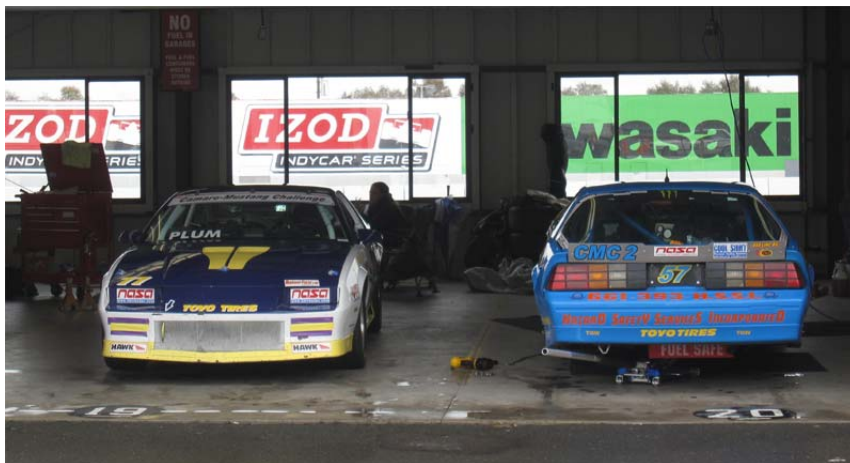
Don Lariviere orange Mustang putting pressure on Nick Steel's #45. Image by Dave Brown.

SATURDAY NIGHT – NASA had their BBQ and beer inside shindig, to escape the never-ending rain. Folks licked their wounds, hammer was put to sheetmetal to get cars ready for Sunday. During the night, a major storm rolled into the track, eventually causing the power to fail. Jeremy Bua elected to loaded up, and didn't return on Sunday. Mustang driver Dave Brown went out for dinner with friends, ended up with food poisoning, and was unable to drive on Sunday.



Discussing the day's racing - (L-R): Don Lariviere, Mike Plum, Adam Ginsberg, and Derek Tisinger. Image by Susie Plum.

SUNDAY INVERTED QUALIFYING RACE – NASA did their best to keep on schedule, even with the power loss. All the drivers opted to skip the morning practice, as the rain continued it's onslaught.



Trying to wait out the rain – Plum and Tisinger's 3rd Gen Camaros. Image by Susie Plum.

In typical CMC format, Race 2 was invert based on the previous day's finishing order. However, a few drivers were late to grid due to the group being let out on track early as NASA tried to pick up time. T10 claimed another CMC driver, as Ginsberg glanced off the tire wall, doing mostly cosmetic damage, but was able to continue. Finishing order was Plum, Tisinger, Steel, Lariviere and Ginsberg.



How many race car driver's does it take to fix a Mustang?? Four – one Mustang driver, two Camaro drivers, and one Camaro mechanic!



Ginsberg's #5, patched up and ready to go for Sunday's race. Image by Adam Ginsberg.

SUNDAY RACE – With the rain clearly never going to let up, the CMC driver's took the green flag under very wet conditions. Plum again took the lead, followed closely by Steel, Lariviere Tisinger and Ginsberg. Lariviere's wet setup was working well – within a few laps, he made a clean pass on the #45 of Steel, and began to chase Plum's #77 down. Further back, Ginsberg got around Tisinger, and tried to chase down the leaders. The #13 successfully made a pass on Plum to take the lead. The finishing order was Lariviere, Plum, Steel, Ginsberg, and Tisinger.



Sunday CMC race start. Image by Dave Brown.

CONCLUSION - Many thanks to all the drivers, crews, and fans who ventured out in the monsoon-like weather to brave the Infineon curves.

The next event is 9/10 April 2011 at Buttonwillow Raceway, just outside Bakersfield. Come out and watch the American Iron and Camaro Mustang Challenge V8 racers battle it out!

For more information, the following websites should be able to answer any of your licensing/rules/racing questions:

www.nasaproracing.com

www.nasatx.com

www.americanironracing.com

www.camaromustangchallenge.com

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