



BMW CCA Club Racer  
Allan Lewis won the  
Sunday enduro at  
Watkins Glen.

## Pros Return to Their BMW CCA Roots

story and photo by brian morgan

With the professional racing series winding down for the season, several pro pilots took the opportunity to return to their racing roots with the BMW CCA Club Racing series. These drivers included BimmerWorld's Continental Tire Challenge rookie of the year Bill Heumann, Turner Motorsport Grand-Am team owner Will Turner, and RSR Motorsports Continental Tire Challenge racer VJ Mirzayan.

Heumann shared his I-Prepared E36 M3 with Tim Smith in the enduro at Mid-Ohio, taking the overall and class wins. Smith also raced his Spec E36 325i in the enduro, winning the class along with co-driver Anthony Magagnoli. In Saturday's sprint, I-Prepared racer Jeff Negus took the overall win in his E36 M3.

East Coast racers who didn't run at Mid-Ohio had the option of racing at New Hampshire Motor Speedway on the same weekend. There, Miguel Aponte-Rios won the Saturday sprint in his C-Mod E36 M3 ahead of three other class winners, including John Cloutier in his GTS2 E36 M3, Tyler Munroe in his I-Prepared E36 M3, and Eric Heinrich in his M3T E30 M3. The Sunday sprint went to Will Turner in an E92 M3 that Joey Hand and Michael Marsal had raced in Grand-Am events earlier in the season. Aponte-Rios crashed on lap one, taking Cloutier out of the race with him. Munroe reprised his I-Prepared win with a second overall finish, and Keith Hammitte rounded out the podium in his GTS 2 E30 325is.

West Coast racers ran at Mazda Raceway Laguna Seca in September, where Mickey Miller and his quick D-Modified E30 M3 held off the B-Mod E46 M3 turbo of Carl Lagoni in the Saturday sprint. Miller won again in the first of two Sunday sprints. VJ Mirzayan, who started at the back in a new E46 M3 powered by an E39 M5 V8, clawed his way through the pack to finish second. Mirzayan edged out Miller for the win in the final sprint of the day. The battles in I-Prepared were intense all weekend, with two wins going to the E36 M3 of Marc Ghafouri and one going to the E30 325i of John Trefethen.

A week after Laguna Seca, more than 40 racers hit the track for the Stan Parker Memorial Club Race at Watkins Glen in New York. Canadian racer Peter Carroll won the Saturday sprint in his C-Mod E36 M3, and fellow Canadian C-Mod racer Allan Lewis won the Sunday enduro in his E46 M3. On Saturday, Lewis had made a dramatic charge to the front after spinning early in the race; he set the fastest lap but finished second behind Carroll. Asher Hyman was third overall and first in D-Modified in his E36 M3 Lightweight. He won the class again on Sunday, finishing second behind Lewis. The closely contested I-Prepared class went to Rob Jackowitz on Saturday and to Kevin Ogrodnik on Sunday; both were in E36 M3s. Results and more: [bmwccaclubracing.com](http://bmwccaclubracing.com).

## PCA's October Triple Threat

story by patti mascone • photo by ken hills

The Porsche Club of America hit three race tracks in October, with stops at Summit Point Raceway in West Virginia, Hallett Motor Racing Circuit in Oklahoma, and Carolina Motorsports Park in South Carolina. The action started in the Appalachians October 1-3, 2010, as the Potomac Region hosted three sprints on Summit Point's 10-turn main circuit. The turnout was smaller than in years past, but several PCA veterans with hundreds of Summit laps in their log books still managed to post personal best times under the optimal conditions.

One of the best battles was in Spec Boxster, where Charles Boyer, Tim Costa, Andrew Jenks and Kyle Dolbow did battle. Costa took the first mini-race, but Boyer took the two longer outings and posted an impressive 1:24 lap, earning him the overall win in Sprint 3 as well. Costa was disqualified from the second sprint for failure to answer a black flag. In the overall results, Dwayne Moses (Class D 1982 Porsche 911 SC) won the mini-race over Fred Constantineau (Class E) and took the runner-up position in the next feature. A broken anti-roll bar prevented Moses from getting another chance at a sprint win, while Costa did not start the final race.

PCA's Cimarron Region hosted three sprints at another 10-turn course: Hallett Motor Racing Circuit, located on the edge of the Great Plains. The Oktoberfest event, held October 15-16, 2010, was the proving ground for 93 racers who were separated by horsepower into three groups. The track and Tulsa's surrounding geography were still very green, as 911 driver Lee Wilkins discovered when he left the pavement and ended up in the woods. Glen Gatlin (GT3 Cup, Class GTA2) and James Buckley (1981 911 SC, Class E) went three for three in the Yellow and Blue group sprints, respectively, while Stephen Watkins (Spec Boxster) took two out of his three races.

At CMP for a festive Halloween weekend, highlights included the Southeast 944 Cup, solo lapping sessions, and a multi-marque car show for polished race cars. For an additional holiday scare, the third sprint's starting grid was inverted for each of two racing groups. The real hair-raiser was the pavement—although the track had been reconfigured, the gritty old sections tore at the competitors' tires, causing frustration, vibrations and retreating lap times.

Joe Crowell remained steady and earned wins in the first two sprints, extending his lead over enduro winner Tim Pruitt in the 2010 Southeast 944 Cup standings. In the inverted race, Crowell came from the back to finish second, with Gene Kendrick converting his favorable qualifying position from an eighth-place result the day before to take the win. The PCA segments for the street-based machines were dominated by Mike McMenamin (E) in his 1985 911. Full results can be found at [pca.org](http://pca.org).

▼ Scott Leopold's Prepared-class Boxster led Timmy Tyrrell through Turn 7 at the PCA race at Summit Point

