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NATIONAL AUTO SPORT ASSOCIATION

NASA Midwest Inc.
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Spec E30 Drivers Give BeaveRun the Business!

Beaverun has come and gone and the weekend definitely had its ups and downs. Jeremy and I were able to meet Rick Dravecky and his brother George. Unfortunately Rick's clutch shredded after about 5 laps in practice, which put him out for his rookie race. Yes Kevin, we all know you guys did a clutch swap at the track but this was a new clutch that was installed to replace a previous shredded clutch so everyone thought the problem was more than just the clutch and something that needed more in-depth investigation.

Beaverun was a fun track and with not ever being there I was a little worried about getting up to speed. There was no Friday practice so 10 min orientation parade laps and a 20 min warm-up is all we got before qualifying. Qualifying was clean and fun and I was able to get up to speed and only be a solid second behind Jeremy. That was good enough for qualifying 2nd. Actually there were only two of us there so I had the podium in the bag as long as I was able to finish the race. Anthony did not make it and with Rick taken out with the clutch it was just Jeremy and I. Jeremy proved to be the good teacher as always and that helped quite a bit in getting up to speed.

Saturday's race had Jeremy on the pole with me beside and I was able to work some magic and get by him on the start. Somewhere during the fight in the first lap or so he got by and started to pull away. I was always able to keep him in sight and about half way through the race I started catching him. The reality was he started slowing down for me to catch up. Me thinking this had to be the case but not letting an opportunity to pass me by, I even passed him when he got caught by some traffic. Me in the lead lasted about ½ a lap as I missed a shift at turn 7 and he went right by. After that he let me follow and tried to show me how to do turn one and use less brakes. That always seems to be my problem in that I am very conservative on the brakes at times. So the race finished with Jeremy in the front and me 2nd. It was definitely more fun following close to Jeremy than him way in front and I thank you for that Jeremy.

Sunday was about more of the same. Jeremy broke into the 1:09's and I got to the 1:10's which was about ¾ of a second faster than the day before. I followed Jeremy around for qualifying and the one lap I was most out of control was the fastest. I guess that the key is being at the edge of control and making it all work out for the good. This is an area where I fail as my threshold of control is more control than the fast guys. We had a similar start on Sunday with me somehow taking the lead at the start and Jeremy getting by me in traffic about a half a lap later. Unfortunately, Jeremy ended up crashing at turn 9 at the end of the first lap when some other cars in front of him did some strange maneuvering and



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Jeremy's foot slipped off the brake and he went sailing straight as everyone was turning right. He just about made it when a 944 collected him and sent him into the tire wall. This was the same 944 that replaced a clutch the night before. Anyone who knows about 944's knows that this clutch replacement puts Kevin's to shame. Jeremy felt horrible and now has to try to put his car back together.

The weekend was extremely hot and a few times the heat overpowered me and made me nauseous by the end of the session. Jeremy was sporting a new cool shirt setup and always seemed fresh. So, I am now trying to cobble up a DIY cool shirt before Mid-Ohio, I will let you guys know how it goes.

Well, Mid-Ohio is next and there are about 10 or so of us who could potentially show up. Let's get the region moving and get ready for Cobetto and next year's Nationals.

For complete results and a list of lap records, please see www.nasamidwest.com

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