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NATIONAL AUTO SPORT ASSOCIATION

NASA Midwest Inc.
5250 Grand Avenue
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Chicago, April 15, 2011, NASA Midwest, Inc.

Spectacular and Exciting Spec E30 Racing at Mid Ohio April 9-10

The Spec E30 racers spent most of the winter freshening paint, adjusting suspension and trying to figure out how to drop 50 lbs per the revised spec weight of 2700 lbs.

The first weekend of the 2011 racing season for NASA Great Lakes SPEC E30 kicked off at Mid Ohio Sports Car Course and was one of the best race weekends I have seen. With eleven cars, it was the largest field for the SPEC E30's in this region. Rick Dravecky tried earlier to make his first race at BeaveRun but had clutch problems, so he made his rookie race this weekend at Mid Ohio in car 80. Two other drivers completed their rookie races this weekend; Dennis Barker in car 21 and Jamie Roush in car 50. There was also a visiting racer from the Mid-Atlantic region, Robert Gagliardo in car 609.

Saturday's weather was cold and rainy which reduced lap times. The track was set up in the Club course configuration making it a 2.4 mile lap. All eleven cars showed up at 10:25 AM for the fifteen minute qualifying session with Anthony Magagnoli earning the pole in car 007 with a 1:49.913 lap time. Others qualifying in order were Michael Osborne- car 36; Robert Gagliardo-car 609; Sean Louisin-car 53; Cameron Bullard-car 131 Rob Thornton-car 0; Simon Hunter-car 116; Richard Bratton-car 71; Dennis Barker-car 21; Rick Dravecky-car 80; and Jamie Roush-car 50.

The Osborne crew, with help from Shannon and Simon Hunter, served up a hot lunch after qualifying for all Spec E30 drivers and their crew members. The weather was horrible but the comradeship and stories were great.

The Saturday race lasting thirty-five minutes took place at 2:50 PM. With the Spec E30 weight limit reduced fifty pounds to 2,700 pounds minimum at race finish, the starting order for the Lightning Group was revised. There was a split rolling start for the race and the green flag was thrown on the backstretch. The first green flag went to a group of cars consisting of GTS-1 in front with Spec E30 following. The second green flag went to the Spec Miata's, PT, and 944 Spec. This arrangement worked out much better for Spec E30 as there was less traffic at the beginning of the race.

All eleven cars finished the race without any DNF's or DQ's. Magagnoli in car 007 started at the pole and finished first. The race was just short enough for him as he started experiencing fuel delivery problems which slowed his pace considerably during the last few laps of the race. The race ended after thirteen laps, allowing Magagnoli to hold on to first place. The race ended too soon for Simon Hunter. He started 7th and fought his way to second in car 116, finishing



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only 0.285 seconds behind Magagnoli. If the race would have run one lap longer Hunter would have been able to get by the slowing Magagnoli. It was quite an exciting finish for the two drivers as well as all the spectators.

The race was one lap too long for Michael Osborne and Richard Bratton. Osborne was running third, when visiting Robert Gagliardo passed Osborne with two turns left to the checkered flag. Bratton tried to pass Osborne following Gagliardo by trying to fit his Spec E30 through a hole barely large enough for a small Harley motorcycle. Bratton tapped Osborne and both spun off the track. Both dropped a few spots where they finished 6th and 7th respectively.

The group got together Saturday evening at the KC Steakhouse. There were lots of "what if" stories told at dinner and all had a good time.

The weather improved on Sunday. The wind was blowing in the morning hours which helped dry up the area from the previous day's rains. Qualifying took place early at 8:15 AM on a cold moist track. Magagnoli again earned the pole in car 007 with a 2:04.519 lap time. Others qualifying in order were Bratton-car 71; Osborne-car 36; Barker-car 21; Gagliardo-609; Louisin-car 53; Hunter-car 116; Roush-car 50; Dravecky-car 80; Thornton-car 0 and Bullard-car 131. Bullard started at the back of the field in car 131 due to transponder issues that resulted in no qualifying time.

Another hot lunch was served to the Spec E30 group. The weather had improved and the sun was shining. The stories only got better and plans were made to attend the next event at Putnam Park.

Again, all eleven cars started and finished the race without any DNF's, DQ's or even any reported body contact. The same split start that was used on Saturday was used again for the Sunday forty minute race. Osborne moved from third to first on the start, thanks to Bratton leaving a hole more than adequate for a Spec E30 to fit through. However, it did not take long for Magagnoli to reclaim the lead, which he held for several laps, until he experienced what appeared to be fuel delivery issues again. The order eventually ended up as Osborne, Gagliardo and Hunter running 1, 2, and 3 as Magagnoli fell back through the pack. Gagliardo executed a sweet pass on Hunter as Hunter got trapped behind the slowing Magagnoli and Gagliardo went by both. Hunter again had worked his way up from starting 7th. These three cars ran bumper to bumper for the rest of the race and finished in that order.

Others finishing in order were Bratton; Bullard; Louisin; Magagnoli; Thornton; Dravecky; Roush and Barker. Barker had a window net malfunction that sent him to the pits for re-install. This unfortunately returned him on track in the midst of the Spec Miatas and in last place.



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Video of the racing is posted on Vimeo, search for Spec E30. Multiple racers with cameras have uploaded videos.

Spec E30 was the second largest class of cars racing at this event. The only larger class was Spec Miata It made for a great experience for all the Spec E30 racers. For all the drivers that missed Mid Ohio, try to make plans to attend the next event at Putnam Park in May. See you there!

For complete results and lap records, please see www.nasagreatlakes.com.

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