

E. Gregory Amy

125 Snow Apple Lane • Milford, Connecticut 06460-6728 • (203) 874-7571 • grega@pobox.com

12 November 2001

Sports Car Club of America
Competition Board, Club Racing
9033 E. Easter Place
Centennial, CO 80112

Re: Request for Car Re-Classifications

I am preparing a Nissan NX2000 for competition in Improved Touring racing. This chassis is one that I raced in 1992 in National Showroom Stock competition; I have recently re-purchased it with the intent to return to Club Racing at the Regional level.

I've noted that this car is classified in Improved Touring S, a class that had generally been noted for higher-power GT-category types of cars. I find the classification of this car, and many others like it, into ITS to be inconsistent with the class philosophy and intent.

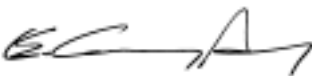
ITCS 12.1.4.B states, in part, "This class is intended to allow a variety of popular, inexpensive cars to be eligible". It also states that, "Entrants shall not be guaranteed the competitiveness of any car, and competition adjustments, other than reclassification, are not allowed." These statements are very clear, but they also give competitors a clear path by which to attempt to make desired cars competitive: through petitioning your board for re-classification. In my personal opinion I believe it to be the Competition Board's responsibility to review these classifications on occasion and adjust as necessary to place vehicles in those classifications most appropriate.

Note that these rules do not, however, require that any particular car be guaranteed *non-competitiveness*. By placing the Nissan NX2000, Sentra SE-R, and other 4-cylinder "sporty" cars into Improved Touring S, the Competition Board has, in my opinion, guaranteed that these cars will not be able to compete fairly with the GT-category of cars that currently dominate ITS. This is evidenced by the dearth of entries of other cars into the class, and the complete lack of success that those who choose to do so have shown. The ITS class has become effectively dominated by three chassis, cars that were in completely different market and performance segments.

Since the ITCS do not allow the Competition Board to adjust weights of cars to achieve a level of parity within the class, and since the 4-cylinder cars in question can not achieve parity by increased power output within the ITCS, I respectfully request the Competition Board re-classify the Nissan NX2000 and Nissan Sentra SE-R to ITA. In addition, I also request that other 4-cylinder cars currently in ITS be reviewed for reclassification as well.

I will present to you evidence and arguments supporting this request, not only for the Nissans but for other similar cars as well. I ask that you please take time to review this evidence and give it serious consideration.

Should you have any questions or comments, please feel free to contact me.



Greg Amy
SCCA R287196
Milford, CT

Reconsideration of ITS classifications

I will argue for these re-classifications on these major points:

- New Car Market Segments
- Power-to-Weight Ratios
- Original SCCA Showroom Stock Classifications
- Results potential based on 2001 ARRC Runoffs
- Addressing Member Concerns

These arguments will focus on three groups of cars: 1) those that are generally winning in ITS today, 2) those high-volume uncompetitive cars that are currently classified in ITS, and 3) those that could be affected by these proposals. These cars are:

The Winners

This group consists of upscale market sports- and GT-cars that are generally considered to be “highly desirable” luxury cars. They are typically larger-displacement, higher-horsepower rotary or 6-cylinder powered cars, with one notable exception.

These particular cars have each proven to be exceptional performance cars both on the street and on the track, having been successful in professional as well as club racing, both in showroom stock as well as modified production racing categories. Each have a history of finishing extremely well in Improved Touring S competition.

These would include:

- The 1970-1983 Nissan Z cars (240Z, 260Z, 280Z)
- The 1986-1991 13B-powered Mazda RX-7
- The 1983-1989 Porsche 944
- The 1987-1994 BMW 325i/is

The Pretenders

This group consists of mass-produced, higher-volume, more affordable street cars. They are 4-cylinder powered cars of displacement considered to be minimal by today's standards.

These “sporty” cars, many of the “hot hatch” revolution of the 1980s and 1990s, have shown to be fun performance cars within their market segment. These, too, have been successful within their classes in professional and club racing, but in categories different than the above cars. These cars have never been particularly successful in Improved Touring S competition.

These cars would include:

- 1994-1995 Acura Integra GS-R (1.8L)
- 1990-1992 VW Golf GTi and Jetta GLi (2.0 16V)
- 1995-1996 Dodge Neon
- 1994-1995 Mazda Miata (1.8L)
- 1990-1992 Nissan NX2000 and Sentra SE-R (2.0L)
- 1991-1994 Toyota MR2 (2.2L)

The Status Quo

This is the current crop of winning cars in ITA. This group also consists of mass-produced, higher-volume, more affordable street cars. They are also 4-cylinder powered cars of slightly smaller displacement than The Pretenders. These have been successful within their classes as well in professional and club racing, in categories almost always the same.

These cars would include:

- 1992-1993 Acura Integra GS 1.8
- Volkswagen Golf GTi 1.8 16V
- Saturn SC Coupe
- Mazda Miata 1.6
- Honda Civic Si and CRX Si
- Mazda RX-7 12A

New Car Market Segments

Comparing the first two groups, no one could possibly mistake that these are dramatically different market segment cars. Putting the BMW 325is against the VW Jetta GLi or the Porsche 944 against the Nissan NX2000 is just apples and oranges; they were different performance cars in different price ranges appealing, but not affordable, to all enthusiasts. Until SCCA pitted these cars together in Improved Touring no one ever considered them to be in the same league.

However, comparing the second and third groups shows a definite parity. The NX2000 and the Honda Civic Si were in the same exact market segments, and one can even imagine a buyer trying to decide between an Acura Integra and a Saturn SC.

Although market segment comparisons was never a particularly accurate measurement of performance potential, it's certainly a very good correlation. There's a reason why BMW sells their cars for a higher price than Volkswagen does, and why Porsche has such a long history of racing success with their 944 versus Nissan's success with the NX2000.

Therefore, it makes no sense that SCCA has chosen to view and classify these cars together.

Power to Weight Ratios

Power to weight ratio is a very good indicator of performance potential. Racing is point-to-point, with braking and turning in between. While power effects speed, weight effects braking and cornering performance. In general, a car with lower pounds-per-horsepower will win the racing battle.

The following chart shows the power, weight, and ratio of each car in question. The source for these numbers is primarily MSN CarPoint (<http://carpoint.msn.com>), where available:

Performance Numbers Comparison

Car	Engine	Power (BHP@RPM)	Weight Manf/ITCS (lbs)	Lbs/hp (ITCS only)
"The Winners"				
1970 Datsun 240Z	2.4L inline 6	150 @ 6000	2355/2340	15.60
1993 BMW 325is	2.5L inline 6	189 @ ??	2988/2950	15.61
1991 Mazda RX-7	1.3L Wankel rotary	160 @ 6500	3071/2680	16.75
1989 Porsche 944	2.7L inline 4 16V	162 @ 5800	2932/2865	17.68
"The Pretenders"				
1994 Acura Integra GS-R	1.8L DOHC 4 16V	170 @ 5900	2667/2680	15.76
1992 Golf GTi	2.0L DOHC 4 16V	134 @ ??	2346/2220	16.57
1996 Dodge Neon	2.0L DOHC 4 16V	150 @ 6500	2491/2400	16.00
1994 Mazda Miata	1.8L DOHC 4 16V	128 @ ??	2293/2200	17.19
1996 Dodge Neon	2.0L SOHC 4 8V	131 @ 6000	2491/2300	17.55
1992 Nissan NX2000	2.0L DOHC 4 16V	140 @ 6000	2472/2490	17.78
1992 Nissan Sentra SE-R	2.0L DOHC 4 16V	140 @ 6000	2426/2445	17.46
1992 Toyota MR-2	2.2L DOHC 4 16V	130hp @ 5200	2707/2545	19.58
Top 10 Finishing Cars at 2001 ARRC Runoffs ("The Status Quo")				
1993 Acura Integra GS	1.8L DOHC 4 16V	140 @ 6400	2643/2480	17.71
1989 VW GTi	1.8L DOHC 4 16V	123 @ ??	2267/2220	18.05
1995 Saturn SC	1.9L DOHC 4 16V	124 @ 5600	2318/2330	18.79
1993 Mazda Miata	1.6 DOHC 4 16V	116 @ ??	2223/2205	19.03
1990 Honda Civic Si	1.6L DOHC 4 16V	108 @ ??	2291/2175	20.13
1991 CRX Si	1.6L DOHC 4 16V	108 @ ??	2174	20.13
1984 Mazda RX-7	1.2L Wankel Rotary	100 @ 6000	2345/2380	23.80

With the exception of the venerable Porsche 944 (a world-class performance chassis in its own right) ITS is dominated by cars with mid-15 to high-16 pounds per horsepower ratio. ITA, on the other hand, wins with cars of high-17 and higher ratios.

Comparing these numbers to our "Pretenders" list shows a wide range of weight-to-horsepower. The Acura GS-R with 170 horsepower and 2680 pounds may be a dark horse in ITS, while the Dodge, Nissans, and Toyota clearly belong in ITA.

It appears that the Competition Board may be dividing the smaller cars into ITA and ITS via displacement, where cars with 2.0 liters displacement or more automatically go into ITS, while displacements smaller than 2.0 usually lead the car to ITA (the higher horsepower Acura and the

lower-weight and better-handling Miata the notable exceptions.) However, if this is true then it *completely* ignores reality: regardless of displacement, some manufacturers manage to design in more horsepower than others. Comparing just the displacement one would expect the Acura GS-R 1.8L engine to be less powerful than the Nissan 2.0L engine, however the Acura engine puts out *20% more horsepower* than the Nissan.

Surely, there must be a better way to classify these cars...

Original SCCA Showroom Stock Classifications

When I first started racing in 1985, Improved Touring was seen as a way for outdated Showroom Stock cars to continue prosperously. These SS cars could be bought for a song (after all, they're no longer useful for Nationals) and with a little modification could be fun cars to drive on the weekends.

Back in its infancy, there was a general pattern to IT automobile classifications. SSGT cars were too fast (and in fact, you may recall we banned the fastest ones like the 944 turbo and the Corvette), so they were never considered for Improved Touring (today they end up in American Sedan). SSA cars tended to end up in ITS, SSB cars in ITA, and SSC cars in ITB, with ITC as a "catch-all" for smaller-displacement and legacy cars. That was the original philosophy, anyway.

This made the Competition Board's IT classification job a lot easier. Since the Comp Board spends a significant amount of time classifying cars in Showroom Stock for National competitions, and consistently adjusts those classifications to maintain parity through the car's 7 year lifespan, it only makes sense to take advantage of all this time and effort when the car is moved to Improved Touring.

Today, that original philosophy seems to have been put aside. Following is a list of those same cars, but with their original Showroom Stock classifications listed. This information was obtained from the 1995 and 2001 GCR, SSS, and ITCS:

Comparison of Showroom Stock Versus Improved Touring Classifications

Car	Showroom Stock Class	IT Class
"The Winners"		
1970 Datsun 240Z	SSA (no Showroom Stock in 1970. Later Z-cars were classified in SSA)	ITS
1991 Mazda RX-7	SSA	ITS
1989 Porsche 944	Unclassified in SS?	ITS
1993 BMW 325is	SSA	ITS
"The Pretenders"		
1992 Toyota MR-2	SSB	ITS
1994 Acura Integra GS-R	SSB (1995 model)	ITS
1994 Mazda Miata	SSB	ITS
1992 Golf GTi	SSB	ITS
1996 Dodge Neon	SSB	ITS
1996 Dodge Neon	SSC	ITS
1992 Nissan NX2000	SSB	ITS

Car	Showroom Stock Class	IT Class
1992 Nissan Sentra SE-R	SSB, later to SSC	ITS
"The Status Quo"		
1991 CRX Si	SSB	ITA
1993 Acura Integra	SSB	ITA
1995 Saturn SC	SSC (1997 Model)	ITA
1990 Honda Civic Si	SSC	ITA
1989 VW GTi (1.8 16V)	SSB	ITA
1984 Mazda RX-7	SSA	ITA
1993 Mazda Miata	SSB	ITA

Note that while many of the second and third groups shared the same Showroom Stock classification, the second group ended up in ITS while the third into ITA.

There is no easy way to determine how Showroom Stock cars will respond to the allowable modifications in Improved Touring. Some mid-pack Showroom Stock cars may become front-line IT cars, but the Comp Board reserves the right to reclassify these cars should they "come out of their shell."

Using this SS-to-IT guideline will also allow competitors to watch the cars as they progress through their Showroom Stock lifetime and use that as a basis for deciding the best cars to buy and drive in Improved Touring. Not doing so wastes all the effort that the Comp Board has spent during the SS classification process.

Results potential based on 2001 ARRC Runoffs

The 2001 ARRC Runoffs at Road Atlanta further supports these conclusions. For reference, please review the ITS and ITA qualifications and results are attached as Appendix A. These can also be found online at <http://www.rrc-online.com>.

These results are significant for several reasons. First, the people that show up at the ARRC Runoffs are the top of the heap, so to speak, in both quality and enthusiasm, and they tend to have the best-prepared vehicles. Further, since anyone can enter without pre-qualification, it also attracts those people that are casual drivers, giving a wide range of preparation level to review. Although one cannot use these results as a statistical bottom-line for automobile classification, they are a very good indicator of the relative potential of the car/driver combinations that do choose to attend.

Look the ITS results. The top of the finishing order is covered by "The Winners". There is very little parity outside the Datsun/Nissan Z-cars, the Mazda RX-7, and the BMW 325i/is. It's obvious that these three makes dominate ITS to the exclusion of all others. The first car to finish the race outside of these three is the Toyota MR-2 of Bradley Longberry in 22nd place, with a best lap time over 7-1/2 seconds slower than the winning car. In fact, he was lapped by the leaders during the 20-lap event.

Sure, results sheets don't tell the whole story. One can argue that if more and better-prepared cars had showed up then there may have been more parity. Although hard to argue such a point, it's very easy to counter that if the other cars had been competitive, they would have shown up.

Now, take a look at the ITA results. There are 5 different manufacturers over 7 different models *just in the top ten!* It was obviously a fast and competitive field. Further note that if you were to compare Mr. Longberry's ITS best lap to the ITA field, you'd see that he would fit nicely in the ITA field, a possible top-10 finisher, not dominating the event.

What About Outclassing Existing Cars?

There is an unfounded fear that if some of these cars were moved from ITS to ITA (or, ITA to ITB, or ITB to ITC) that it would "shake the trees" too much and destabilize the current IT structure. The fear implies that a car currently in ITS would completely dominate ITA just as 3 marques currently dominate ITS.

This, of course, is nonsense. Despite that the Competition Board would likely never approve a change so drastic that it would completely overshadow a current car's competitive potential, should this be a driving concern of the Competition Board as they review automobile classifications?

Just as new classifications are not guaranteed to be competitive, current competitive cars are not guaranteed to endlessly retain that competitiveness. The classification of new cars will, by design, outclass older cars. If the Comp Board uses this "status quo" as a factor when considering automobiles classifications, then SCCA's Improved Touring classes run the risk of becoming stale and stagnant. This dilemma will only become more prevalent as newer cars expend their usefulness in other classes and start to join the IT ranks.

Unless the Comp Board is willing to create new classifications above ITS as newer-technology cars are introduced, it must be willing to reclassify existing cars downwards to "make room at the top." There must be a "domino effect" as these cars move downwards, in some if not all cases relegating some of today's competitive cars to mid-pack (and may well explain the rise, in some Regions, of the ITD category).

To not do so would result in one large dominant class of new cars with three other "legacy" classes of older machinery. While SCCA Club Racing has never purported to be a high-tech, modern class, to ignore automotive technological progress would undoubtedly result in dwindling participation within the Improved Touring ranks as the older dominant cars become more unavailable.

Fortunately, SCCA and other sanctioning bodies has addressed members' concerns about outdated of machinery with the rise of the "spec" class of cars, such as those for the Miata, RX-7, and VW GTi.

Summary

Because of all the reasons stated herein, I respectfully request that the Nissan NX2000 and the Nissan Sentra SE-R be reclassified to Improved Touring S. This classification will not result in a major shakeup of ITA, and could very well result in increased participation of Nissan automobiles within the Improved Touring ranks.

In addition, I also request that other 4-cylinder cars currently in ITS be reviewed for reclassification as well.

Finally, I also respectfully request that the SCCA Competition Board review the entire IT classification structure for revamp, and that the Comp Board publish its criteria for classification of automobiles in Improved Touring.

Appendix A - 2001 ARRC Results

Enclosed are the results from the 2001 ARRC Runoffs held November 9-11, 2001 at Road Atlanta. These results are attached for your convenience; you can verify these results at <http://www.rrc-online.com>

A

PROVISIONAL RACE RESULTS
2001 ARRC

ATLANTA REGION, SPORTS CAR CLUB OF AMERICA

DATE: 11-10-2001

SANCTION NUMBER:

COURSE: Road Atlanta

COURSE LENGTH: 2.52 MILES

RACE NO. 5 GROUP 5 CLASSES: ITS,IYO

RACE LENGTH: 20 LAPS

DISTANCE: 50 MILES

NUMBER OF STARTERS: 35

ELAPSED TIME: 37:08.582

AVG SPEED: 81.415 MPH

MARGIN OF VICTORY: 0:00.112

FASTEST LAP OF RACE: CAR # 11 TIME: 1:41.046 SPEED: 89.781 MPH

POS	CAR	CLASS	POS	DRIVER(S)	REGION(S)	LICENSE(S)	MAKE OF CAR	LAPS	BEST TIME
1	11	1 - ITS		CHET WITTEL	003	192758	Datsun 240Z	20	1:41.046
2	48	2 - ITS		SYLVAIN TREMBLAY	011	198816	MAZDA RX-7	20	1:41.535
3	53	3 - ITS		DAVID HASKELL	011	216452	MAZDA RX-7	20	1:41.671
4	01	4 - ITS		MIKE VAN STEENBURG	083	77250	MAZDA RX7	20	1:41.636
5	2	5 - ITS		JOHN WILLIAMS	003	105526	Datsun 240Z	20	1:41.716
6	27	6 - ITS		DOUG STEWART	040	238387	DATSUN 240Z	20	1:41.499
7	10	7 - ITS		GRAYSON UPCHURCH	003	149859	NISSAN 300ZX	20	1:42.385
8	46	8 - ITS		JEFF HILL	003	231076	Mazda RX7	20	1:43.193
9	00	9 - ITS		KIP VAN STEENBURG	083	276307	BMW 325i	20	1:42.011
10	02	10 - ITS		GIL SYSWERDA	083	279368	Mazda RX7	20	1:43.296
11	81	11 - ITS		JIM WALDMAN	007	253848	BMW 325 is	20	1:43.379
12	62	12 - ITS		BILL STURGEON	061	70183	BMW 325is	20	1:43.464
13	40	13 - ITS		SAED MAHMOODI	003	234294	BMW 325I	20	1:44.227
14	86	14 - ITS		KENT THOMPSON	061	239376	MAZDA RX7	20	1:43.882
15	93	15 - ITS		PATRICK DUNBAR	007	266741	BMW 325i	20	1:44.036
16	77	16 - ITS		MARK UNDERWOOD	055	182752	MAZDA RX7	20	1:44.985
17	17	17 - ITS		LARRY COOPER	033	168135	Nissan 240-Z	20	1:44.951
18	76	18 - ITS		SAMUEL HAYS	003	224437	BMW 325i	20	1:44.458
19	4	19 - ITS		JEFF GIORDANO	066	215203	Mazda RX7	20	1:46.282
20	14	20 - ITS		ANTHONY ROGERS	003	242881	Datsun 240Z	20	1:45.463
21	97	21 - ITS		ERIC CINTRON	003	256559	Mazda RX-7	20	1:47.091
22	25	22 - ITS		BRADLEY LONGBERRY	028	262392	toyota mr2	19	1:48.778
23	31	23 - ITS		MICHAEL MACKAMAN	061	109892	Datsun 260Z	19	1:49.057
24	7	24 - ITS		CHARLES DENTON	066	130586	Mazda RX-7	19	1:47.777
25	1	25 - ITS		MICHAEL CARTWRIGHT	094	284363	BMW 325is	19	1:49.867
26	60	26 - ITS		JOEL SCHWEERS	032	22598	Datsun 240Z	19	1:49.481
27	54	27 - ITS		DUNCAN MACLEAN	062	175506	ALFA MILANO	19	1:52.731
28	47	28 - ITS		R PAUL EVANS	032	286256	DATSUN 260Z	19	1:53.457
29	87	29 - ITS		WILLIAM DANIELL	003	278688	Datsun Datsun	18	1:56.575
30	79	30 - ITS		TAYLOR ROBERTSON	003	179012	BMW 325i	16	1:42.442
31	61	31 - ITS		RICH WALKER	007	124163	Mazda RX-7	15	1:47.269
32	39	32 - ITS		PATRICK EVANS	003	230857	Mercedes 190E	14	1:46.024
33	65	33 - ITS		MICHAEL COTTRELL	003	146846	Honda Delsol	14	1:49.784
34	50	DNF- ITS		THOMAS FOWLER	003	89571	Olds Acheiva	7	1:45.258
35	28	DNF- ITS		JAMES CLAY	055	275537	BMW 325is	2	1:51.100
--	3	DNS- ITS		CHRIS HALL	003	0	DATSUN 240Z	0	----
--	38	DNS- ITS		SCOTT SECK	083	215682	Acura Int GSR	0	----
--	55	DNS- ITS		LARRY STEPP	003	234508	Datsun 240Z	0	----
--	66	DNS- ITS		DAVID HASKELL	011	216452	Mazda rx-7	0	----
--	90	DNS- ITS		TOM LAPHAM	042	268132	MAZDA RX7	0	----

Results by AMB i.t. & EDGE T&S Software
Licenced to Atlanta Region, SCCA

TIME: 17:14:53

CHIEF OF TIMING & SCORING
ATLANTA REGION

QUALIFYING RESULTS FOR SESSIONS 5, 12
 2001 ARRC
 (Grid Order)
 ATLANTA REGION, SPORTS CAR CLUB OF AMERICA

DATE: 11-09-2001 GROUP 5 CLASSES: ITS,IYO

POS	CAR #	DRIVER(S)	CLASS	TIME	MILES/HR	LAPS
1	48	SYLVAIN TREMBLAY	ITS	1:40.372	90.384	4
2	2	JOHN WILLIAMS	ITS	1:40.593	90.185	13
3	11	CHET WITTEL	ITS	1:41.207	89.638	14
4	00	KIP VAN STEENBURG	ITS	1:41.338	89.522	8
5	53	DAVID HASKELL	ITS	1:41.560	89.327	10
6	27	DOUG STEWART	ITS	1:41.828	89.091	12
7	01	MIKE VAN STEENBURG	ITS	1:42.018	88.925	13
8	28	JAMES CLAY	ITS	1:42.061	88.888	18
9	79	TAYLOR ROBERTSON	ITS	1:42.359	88.629	12
10	55	LARRY STEPP	ITS	1:42.570	88.447	7
11	45	JEFF HILL	ITS	1:42.645	88.382	6
12	50	THOMAS FOWLER	ITS	1:42.993	88.084	8
13	65	MICHAEL COTTRELL	ITS	1:43.001	88.077	11
14	93	PATRICK DUNBAR	ITS	1:43.146	87.953	14
15	10	GRAYSON UPCHURCH	ITS	1:43.249	87.865	15
16	17	LARRY COOPER	ITS	1:43.725	87.462	17
17	86	KENT THOMPSON	ITS	1:43.808	87.392	7
18	81	JIM WALDMAN	ITS	1:43.992	87.237	18
19	76	SAMUEL HAYS	ITS	1:43.994	87.236	15
20	14	ANTHONY ROGERS	ITS	1:44.191	87.071	13
21	77	MARK UNDERWOOD	ITS	1:44.254	87.018	18
22	02	GIL SYSWERDA	ITS	1:44.524	86.793	17
23	40	SAED MAHMOODI	ITS	1:44.681	86.663	10
24	97	ERIC CINTRON	ITS	1:45.361	86.104	10
25	39	PATRICK EVANS	ITS	1:45.473	86.013	14
26	4	JEFF GIORDANO	ITS	1:45.878	85.684	18
27	7	CHARLES DENTON	ITS	1:47.324	84.529	12
28	61	RICH WALKE	ITS	1:47.769	84.180	18
29	25	BRADLEY LONGBERRY	ITS	1:48.010	83.992	17
30	31	MICHAEL MACKAMAN	ITS	1:48.118	83.908	16
31	60	JOEL SCHWEERS	ITS	1:48.159	83.877	17
32	1	MICHAEL CARTWRIGHT	ITS	1:51.347	81.475	17
33	47	R PAUL EVANS	ITS	1:53.620	79.845	15
34	54	DUNCAN MACLEAN	ITS	1:53.904	79.646	16
35	87	WILLIAM DANIELL	ITS	1:57.886	76.956	9
--	3	CHRIS HALL	ITS	NO TIME	---	0
--	38	SCOTT SECK	ITS	NO TIME	---	0
--	62	BILL STURGEON	ITS	NO TIME	---	0
--	66	DAVID HASKELL	ITS	NO TIME	---	0
--	90	TOM LAPHAM	ITS	NO TIME	---	0

TIME: 15:49:59

 CHIEF OF TIMING & SCORING
 ATLANTA REGION

A

OFFICIAL RACE RESULTS
2001 ARRC

ATLANTA REGION, SPORTS CAR CLUB OF AMERICA

DATE: 11-10-2001

SANCTION NUMBER:

COURSE: Road Atlanta

COURSE LENGTH: 2.52 MILES

RACE NO. 4 GROUP 4 CLASSES: ITA,IT7

RACE LENGTH: 20 LAPS

DISTANCE: 50 MILES

NUMBER OF STARTERS: 31

ELAPSED TIME: 01:21:54.707 AVG SPEED: 36.918 MPH MARGIN OF VICTORY: 0:21.239

FASTEST LAP OF RACE: CAR # 1 TIME: 1:44.431 SPEED: 86.871 MPH

POS	CAR	CLASS	POS	DRIVER(S)	HOME TOWN(S)	MAKE OF CAR	LAPS	BEST TIME
1	60	1 - ITA		THOMAS FOWLER	003	89573	20	1:45.439
2	12	2 - ITA		LOUIS BOUSTANI	003	272714	20	1:45.942
3	82	3 - ITA		JOHN WILDING	083	256005	20	1:46.001
4	34	4 - ITA		JAMES WALKER	010	225395	20	1:46.250
5	88	5 - ITA		MICHAEL JON	003	221711	20	1:47.160
6	51	6 - ITA		TIM MEEK	003	151259	20	1:48.813
7	10	7 - ITA		TJ HANIFAN	065	261308	20	1:49.548
8	09	8 - ITA		ROGER FUGETT	003	268715	20	1:49.261
9	3	1 - IT7		JOHN HENDERSON	061	40782	19	1:48.447
10	72	9 - ITA		JOHN KAMLER	021	271183	19	1:49.591
11	39	2 - IT7		ATTILA LUKACS	003	267866	19	1:48.768
12	81	10 - ITA		DONALD ATWELL	003	55793	19	1:50.718
13	91	11 - ITA		ERIC ESCH	003	138242	19	1:49.415
14	67	3 - IT7		FRANK BALL	003	281976	19	1:49.737
15	23	4 - IT7		DANNY BENZER	098	134689	19	1:49.703
16	78	12 - ITA		ALLAN PIERCE	103	64958	19	1:51.022
--	33	DSQ - ITA		PAUL BROWN	016	247060	--	-:--:--
18	07	5 - IT7		JASON SNYDER	003	284150	19	1:52.629
19	7	14 - ITA		CHARLES TAYLOR	061	238891	19	1:53.336
20	1	15 - ITA		ROBERT STRETCH	058	229543	18	1:44.431
21	21	16 - ITA		SHANE FERGUSON	003	200879	18	1:48.938
22	8	17 - ITA		EDWARD FORREST	003	5350	18	1:59.364
23	96	18 - ITA		SCOTT JASMUND	010	258404	17	1:47.309
24	26	19 - ITA		THOMAS BLANEY	026	292861	17	1:46.868
25	02	6 - IT7		JOHN TAYLOR	003	218980	17	1:58.021
26	27	20 - ITA		GUY WATNEY	016	232601	16	2:00.931
27	04	21 - ITA		KEN MERSEREAU	003	124424	13	1:46.802
28	08	DNF- IT7		CHARLES HADDEN	001	221576	5	1:51.221
29	87	DNF- IT7		DON VICINI	055	236181	3	2:13.478
30	9	DNF- ITA		COLIN BOTHA	010	255423	1	49:18.027
31	93	DNF- IT7		SAM COLLIER	001	260986	0	--:--:--
--	36	DNS- ITA		JOSEPH MOSER	010	274665	0	----
--	63	DNS- ITA		ROBERT MOSER	010	258566	0	----
--	01	DNS- IT7		KIP VANSTEENBURG	083	279307	0	----
--	64	DNS- IT7		NED FREESTON	003	211276	0	----
--	42	DNS- IT7		JIM JANDRISEVITS	003	95180	0	----

** Car 33 DSQ by Chief Steward, all others move up.

Results by AMB i.t. & EDGE T&S Software
Licenced to Atlanta Region, SCCA

CHIEF OF TIMING & SCORING
ATLANTA REGION

QUALIFYING RESULTS FOR SESSIONS 4, 11
 2001 ARRC
 (Grid Order)
 ATLANTA REGION, SPORTS CAR CLUB OF AMERICA

DATE: 11-09-2001 GROUP 4 CLASSES: ITA,IT7

POS	CAR #	DRIVER(S)	CLASS	TIME	MILES/HR	LAPS
1	1	ROBERT STRETCH	ITA	1:43.852	87.355	6
2	60	THOMAS FOWLER	ITA	1:44.730	86.623	14
3	12	LOUIS BOUSTANI	ITA	1:45.650	85.868	16
4	9	COLIN BOTHA	ITA	1:45.956	85.620	14
5	34	JAMES WALKER	ITA	1:46.077	85.523	18
6	82	JOHN WILDING	ITA	1:46.194	85.429	17
7	26	THOMAS BLANEY	ITA	1:46.241	85.391	18
8	04	KEN MERSEREAU	ITA	1:46.427	85.242	8
9	88	MICHAEL JON	ITA	1:46.665	85.051	14
10	3	JOHN HENDERSON	IT7	1:47.769	84.180	18
11	96	SCOTT JASMUND	ITA	1:47.948	84.040	18
12	87	DON VICINI	IT7	1:47.995	84.004	12
13	01	KIP VANSTEENBURG	IT7	1:48.765	83.409	12
14	93	SAM COLLIER	IT7	1:49.114	83.142	13
15	51	TIM MEEK	ITA	1:49.522	82.833	16
16	67	FRANK BALL	IT7	1:49.813	82.613	9
17	08	CHARLES HADDEN	IT7	1:49.866	82.573	16
18	23	DANNY BENZER	IT7	1:50.603	82.023	16
19	91	ERIC ESCH	ITA	1:50.682	81.965	13
20	21	SHANE FERGUSON	ITA	1:50.729	81.930	13
21	09	ROGER FUGETT	ITA	1:50.845	81.844	16
22	81	DONALD ATWELL	ITA	1:50.992	81.736	16
23	10	TJ HANIFAN	ITA	1:51.009	81.723	15
24	72	JOHN KAMLER	ITA	1:51.314	81.499	16
25	39	ATTILA LUKACS	IT7	1:51.636	81.264	16
26	78	ALLAN PIERCE	ITA	1:51.723	81.201	16
27	33	PAUL BROWN	ITA	1:52.086	80.938	16
28	07	JASON SNYDER	IT7	1:52.199	80.856	11
29	02	JOHN TAYLOR	IT7	1:53.715	79.778	15
30	7	CHARLES TAYLOR	ITA	1:54.691	79.099	16
31	27	GUY WATNEY	ITA	2:00.863	75.060	16
32	8	EDWARD FORREST	ITA	2:02.612	73.989	14
--	36	JOSEPH MOSER	ITA	NO TIME	---	0
--	63	ROBERT MOSER	ITA	NO TIME	---	0
--	64	NED FREESTON	IT7	NO TIME	---	0
--	42	JIM JANDRISEVITS	IT7	NO TIME	---	0

TIME: 15:49:51

 CHIEF OF TIMING & SCORING
 ATLANTA REGION