



NAC-SRCC Summer 2007 Newsletter

Greetings

Greetings from the North American Chapter of the SRCC Sports 2000 Racing Car Club!

This is our first effort at sending you a club newsletter by email. I am sure there will be some glitches...but we are very excited to improve and increase our club communications!

In addition to this email newsletter, most of this information will wind up on the SRCC North America club website: www.nac-srcc.com

Our goal is to get 3 newsletters out per year.

- One during mid-season...in July.
- One post season...in November.
- And one when we need it the most...in February.

In this newsletter you will find the following features:

- Club Updates and calendar
- A report on the 30th anniversary race held in May at Road America
- 10 questions for master engine builder and legendary racer Steve Knapp
- A report on the SVRA Mid-Ohio race held the last weekend in June.
- An in-depth profile on club member Mark Gompels
- An update on new sponsors

This is a lot of info to accumulate and get out. **Special thanks** to all contributors including, the SRCC board for their profiles, Scott Krueger for his Road America report, Jeff Johnson for the Sponsor update, Steve Knapp for answering our 10 questions, and Mark Gompels for sharing his enthusiasm for all things Sports 2000 with us.

If you have some ideas for content you would like to see...please don't hesitate to email or call.

A very special thanks to our Webmistress, and editor of everything I write...Julie Farni.

Go Sports 2!!!

Dave Arundel
SRCC Board Member and Editor

SRCC Update

SVRA WANTS ANOTHER MEGA-GATHERING OF SPORTS 2000 CARS

Carl Jensen and Jack Woehrle, top management of SVRA have announced their plan to gather as many Sports 2000 race cars for another S2 festival at the SVRA Mid-Ohio event to be held in June 2009. Mark your calendars. The SVRA was wildly impressed at the show S2 put on at the 30th anniversary event held recently at Road America. In particular Carl Jensen told the editor that the S2 group was the "best behaved and most competitive group of the weekend." The starts were smooth, the racing was tight...and it was a great show...that SVRA wants to repeat...soon...and often.

KIC TO ALLOW SPORTS 2000 CARS TO COMPETE

The **Kohler International Challenge** (formerly the Brian Redmond International Challenge and prior to that the Chicago Historics) has had a change of mind and is now not only allowing, but actively inviting all Sports 2000 cars to participate in the KIC.

Previously S2 cars were "not invited" according to track manager George Bruggentheis.

It is believed that the strong showing of over 80 S2 cars at the 30th anniversary event and the safe and competitive racing changed Road America's mind. In addition the Sports 2 cars put on a real show....not lost on the KIC organizers. To learn more about the KIC, dates, entries etc. please go to: www.roadamerica.com. The KIC is being held July 19-22. It is billed as America's largest vintage racing weekend. It is too late to get many S2's to this event this year but let's consider how to include this on the 2008 racing calendar.

SRCC BOARD MEMBER PROFILES

The SRCC Board of Directors is made up of 5 members, each elected for a 2-year term.

This is your current SRCC Board and their contact points.

Following that is a profile of each board member.

Please do not hesitate to contact any of us with questions, concerns or ideas!

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SCOTT KRUEGER PROFILE



Welcome! Scott Krueger here. I consider it a privilege to serve as Chairman for the SRCC for 2007. I have been a member of the SRCC since 2004.

My racing background goes back to my EARLY childhood, when I would go to Summit Point with my father, and later his friends. I got involved in the late 1980's, when I began auto-crossing in a Porsche 911. After that I began racing Enduro go-karts, including three trips to the world championships at Daytona (130 MPH at start/finish). In 1994, with the help of my father, I got involved in vintage racing in a Porsche 356. Through the next 10 years, I raced Various Vintage and PCA races. In 2004, I rented a ride in an S2 at the Jefferson 500. The rest is history.

On the personal side, I am married to my lovely and tolerant wife Ginger, and have three children, Ashley (with me for my very first race win and now deceased), Derek (many of you have met at the track), and Collin (chooses guitars over cars). I work as the Operations Manager for O'Sullivan Films, a plastics manufacturer supplying the automotive and other industries with materials that make everything from dashboards for cars, to swimming pool liners, and blood bags. I have been employed there for over 20 years.

My philosophy for the club is very simple. I feel like we should be the leading body promoting the continuation of S2 racing in North America. As this class becomes less and less important in the SCCA world, SRCC exists to fill the void. SRCC must to create the relationships with the race organizers and sanctioning bodies that allows and creates a safe and friendly place to bring these wonderful cars. I want members to feel as though the club exists for them. It doesn't matter if you run at the front of the pack or the last car all weekend. You must feel like the SRCC is important to you. You must feel like you are important, and that your opinion means something.

Again, welcome to the club. If you have questions or suggestions, bring them to the attention of the board. Let your opinions be heard. This is a service club. We exist to serve the population of car owners of these really cool cars. Thank you, and enjoy a wonderful and safe season of racing.

JEFF JOHNSON PROFILE



Tiga SC84

I went to the Skip Barber school with my #1 son, Ryan in 2000. I then raced a March FF for 3 years and now a Tiga S2 for 3 years.

I am the National Sales Manager for Akerstroms, a Swedish manufacturer of rugged wireless computers used in distribution and manufacturing.

I have been married 29 years to my wife Claudia and have 2 sons Ryan (24) and Andrew (21). My sons look to make a jump into racing with Dad once they finish college. Ryan is finishing a Masters in Philosophy at Kent State University and looking to continue towards a PhD. Andrew will graduate in 2008 with a degree in Corporate Communications and International Studies from Elon University in N.C.

Other hobbies include participating in college soccer as an NCAA Referee, golfing, and biking.

CAP CHENOWETH PROFILE



Cap Chenoweth, Stowe Vt

Family: Wife Ginny, Daughter Kelsey 12 years old.

Active Interests: Bicycle Racing, Alpine and Nordic Skiing and Racing, Speed Skating and, of course restoring and racing vintage sports cars.

Racing History: Started with VSCCA 1984 have done over 150 race weekends w/ VSCCA, SVRA, VARAC, VRG, VDCA...Many times winner--many times loser--loads of trophies--loads of broken parts.

CARS: I have raced and restored (my work) the following:

Elva Mk4
Lola Mk1 (racing)
Ginetta G4
Brabham BT 15 F3
Merlyn Mk 11A (3)
Merlyn Mk 20A
Brabham BT 16
Alfa Veloce Spider
Lotus 7 Climax Series 1
Royale RP-4 Porsche
Tiga SC82 (racing)
Lola T 598 (under restoration)

SRCC: When I first sat in an S2, it was one of those deals-it just felt right. One thing led to another and I found a Tiga to restore and race w/ SRCC. It reminds me of the early days when we started Vintage FF; lots of people getting into it, working on there own cars, helping each other, good laughs (watching Barnes back over 55 gal drums w/ his trailer). The racing is intense but relaxed. In short it's a great car to race and a great group of people to race with.

DAVE ARUNDEL PROFILE



My racing career started in the early 80's when I lived in California. I raced an Enduro Kart with Southern California Karters. Lots of bang for the buck. Then in the early 90's I bought my first "real" race car, a SCCA runoffs Porsche 914. I raced with the Porsche Club in their club racing program, and followed up the 914 with a 911SC Euro. I decided I wanted to try an even more "real" race car...so I bought a Lotus 23B in 2000. I raced it twice and was shocked at how "light" it was built. I sold it and bought a Chevron 2 liter sports racer.

At the time I had 2 kids in college...and the Chevron had to go...but a racing buddy told me to check out Sports 2000 cars. I flew down to Raleigh to visit Peter Krause's shop and went home the owner of a 1985 Swift DB2.

Sports 2000 is without a doubt the absolute most bang for the buck in vintage racing today! The cars are remarkably capable, fun and relatively inexpensive to buy and maintain.

After 2 years of S2 racing I was asked to come on the board and I am in my first year.

The cars are great...but the people in S2 are even better. The camaraderie on and off the track is unparalleled.

Some goals I have for our club:

- Improve the communications.
- Try to develop 3 to 4 BIG events a year that attract at least 30 cars.
- Develop a mentoring program for men and women who want to buy S2 cars and join the fun
- Figure out a way to merge the newer S2 cars into our vintage SRCC club as those cars get a few years older.
- Have the SRCC become a highly sought after group by the vintage racing sanctioning bodies
- Create memorable experiences and hospitality at every SRCC race weekend.

I have been married for 34 years to the most understanding wife in the world, Shari. I have 3 kids, Noah, Ladd and Jamie. Noah is my ace mechanic and Enduro driving partner...and about 5 seconds a lap faster than me.

I own a small sales and marketing company that sells primarily consumer electronics to Target, Best Buy and a few other retailers.

On a side note...after college I went to seminary and was an outreach youth minister for many years! We are still involved in inner city ministries in Minneapolis.

RICHARD "DICK" BARNES PROFILE



I was very lucky that my wife, Tingle – to whom I have been married for 39 years – didn't throw me out of the house when I purchased a 1968 Merlyn Mk11A Formula Ford in the fall of 1996 after our son, Crossan, graduated from college. Our daughter, Langley, had already graduated. She was reasonably understanding, especially when I told her that it would not impact any of our future vacation plans. However she already knew of my particular interests in motorsports.

My racing interest goes back to 1961 when my brother and I went to Europe and went to the 1961 German GP at the Nurburgring later followed by a weekend at Goodwood for the Tourist Trophy races. I went to several GP races at Watkins Glen in the years following and, in 1964 converted my MGA 1600 MK II from a street car

to a race car. I raced with SCCA from 1964 through 1969 in the MGA, followed by a Lotus Super 7 and lastly a Lotus 22. I retired when we bought our first house. I came back to the races in a small way in 1983 when I started volunteering at the Pittsburgh Vintage Grand Prix. However, I never could afford any of the old sports racers or Lotus 18s that competed there. In 1996, a friend got me to crew for him at the Mid-Ohio SVRA races, which opened up a whole new world.

I purchased the Merlyn in 1996 and, in 1998, purchased a 1965 Bobsy to restore. Over the next seven years, this project proved to be a huge learning experience both in terms of time and money. During this time though, I raced the Merlyn about 5-6 times/ year with the normal amount of personal successes and failures.

In 2005, after watching several friends purchase and race S2s and seeing the growing interest in the cars, I joined SRCC and purchased Scott Kruger's 1987 Swift DB2. I can safely say that this was the best racing car decision I have made since the Merlyn purchase. The SRCC community is enthusiastic, friendly and caring – people who will give a fellow competitor anything they have to keep the other person racing with them and make his/her weekend a fun and successful experience.

My goals for the S2 community are to help create an organization, SRCC, that best meets the needs of its members whether it be fellowship, good friends at or away from the track, a place to share information or technical help about the cars or the sport and a voice/link between the members and the organizers of the races we all attend. To what extent the needs of the vintage and the SCCA S2 racers can be mutually accommodated, the SRCC and its officers and members need to put our heads together to find that common ground and promote it with the sanctioning organizations. I will do whatever I can to help the S2 community grow because that will give all of us more good places to meet and compete with our cars. I am the current Treasurer of SRCC. I also am a member of VRG, SCCA, SVRA, VSCDA and VARAC. In addition to vintage racing, I am a Grid Marshall and Corner worker for SCCA events.

I am retired now after having spent 40 years in finance and commercial banking. Tingle owns and shows her horse and we are traveling as much as we can while we can.

Road America Race Report

30th Anniversary of Sports 2000 Spectacular at Road America

By Scott Krueger

What an event! If you missed it, I can only say make your plans for Mid-Ohio, the site of the next S2 Extravaganza. Peter Krause, and Paul Tavilla, two pillars of the SRCC movement, organized a tremendous gathering of S2 machinery. SRCC got onboard with sponsorship assistance that allowed for things like event shirts and posters for all in attendance.

The guests and special people were many. Four drivers that participated in the original Road America Cup, in 1983, attended and drove. John Stagl, Scott Livingston, Don Braaten, and John Boldt all celebrated the 30th anniversary on a

personal level. Past and current SCCA National Champions, Mark Mercer (current), Mark Walker and Steve Knapp (1986 S2 Pro series champion and Indy 500 rookie of the year in 1998) all participated. Reynold Watt brought a contingent from the Pacific Northwest, and Colin Feyerabend and three of his compatriots flew over from the UK. It should be noted that without Collin none of this would likely to have occurred. Collin carries the S2 banner every day in the UK, and provided the guidance to the infamous Vaughn Rockney to get the SRCC off the ground states side.

The festivities began on Thursday afternoon with special practice sessions for S2 cars. Twelve manufacturers, represented by early 80 cars, including the very first Tiga imported to the US, began the weekend. Next was the all important Social hour(s) at the famous Siebkens Bar. Drivers, family, friends and crew enjoyed a wonderful evening. "Someone had a party and a race happened" was the phrase used by host Bart Wolf to describe the wonderful social evening organized by him and Peter.

On Friday there was a total of 4 practice/qualifying sessions. With the number of cars starting the weekend the racers were divided into two groups. Two sessions for each race group. The racing groups were split based on outboard and inboard suspension, engine type and some exceptions made for experience. There were a handful of cars with either the Olds Quad 4 engine, or Cosworth YAC. All variants of North American S2 history seemed well represented. At the conclusion of racing on Friday the SRCC held a casual happy hour at the Arundel, Barnes, Crumay and Rossi compound. Again the beer and bull were flowing freely.

Saturday dawned to more track time. The schedule called for another practice/qualifying session for each group, followed by a qualifying race for each group and was to conclude with the feature race for late model cars.. As the day came to a close and the Carl Hass race was ready to begin, rain set in for the evening. Thanks to the wonderful hosts, SVRA, schedules were modified and the race moved to Sunday morning. Now it was on to another party, hosted by SVRA, held at the Osthoff Resort.

The feature race for the later cars, The Carl Hass Cup was held on Sunday morning under overcast (but dry) skies about thirty degrees cooler than it had been all weekend.

Tom Kreger used the ACRL-spec Cosworth YAC twin-cam to good effect finishing 1st, the others were never far back and it was an exciting race to watch. After an extraordinary thrash yesterday, Bart Wolf repaid his crew's efforts with a fine drive and a great race with Richard Leslie in Jim Ballard's Carbir. In the "older car" class, primarily for DB-2 Swifts, David Clubine, Paul Tavilla and Noah Arundel led the way. Many a battles took place throughout the pack.

The Road America Cup Feature race at 1 PM was for the early cars. The order at the top was Malcolm Mangum in his Royale RP42, Dean Tank in his Lola T-86/90 and Steve Steeb rounding out the podium in his T-596/Lincspeed Lola. Peter Krause was fortunate to be the first historic class car home in fifth overall, Vince Lamanna was coming on fast. Brendan Pfeiffer brought home his very pretty T-492 home third in the historic class.

In the "all comers" race, the David Bruns Cup held at 3 PM under sunny skies and cool temperatures, Steve Knapp took over the wheelman duties for Bart Wolf. We

were honored to have the 1986 Pro Series champ and 1998 Indianapolis 500 Rookie of the Year present and boy, did he put on a driving clinic! Knapp finished second overall and secured fast lap over the overall winner (in his YAC powered ACRL Lola) Tom Kreger.

Richard Leslie, Jr. did a superb job in Jim Ballard's Carbir to finish third overall, second in the single-stick class. Fourth overall after a fine drive was David Ferguson in his Van Diemen and fifth was former Formula Atlantic National Champion Steve Forrer.

In the end, the weekend could not have been a bigger success. A huge turn out of GREAT CARS, GREAT PEOPLE and GREAT FELLOWSHIP. Truly what Collin and Vaughn had in mind. The tireless efforts of Peter and Paul were rewarded with a tremendously successful event. It was a pleasure for SRCC to sponsor and support their efforts.

If you are interested in complete race results you can see them by visiting the following link:

www.svra.com/SVRA/SVRAHome.nsf/weblinks/EJEN-6VFOX9?OpenDocument

Some Photos of the Event:



Peter Krause exercising his work in progress...his beloved Tiga



Max Rubin leading the charge into Turn One.



30 years of S2 machines!!!

10 QUESTIONS FOR STEVE KNAPP



Steve Knapp is the founder and owner of Elite Engines, based in West Bend Wisconsin. Steve was also one of the pioneers in Sports 2000 racing in the United States. He was the SCCA Pro Sports 2000 National Champion in 1986 and 1987.

Steve has run and won championships in US FF2000, Toyota Atlantic and he ran Indy Cars in the IRL. In an amazing Indy Car debut at the 1998 Indianapolis 500, Steve finished 3rd overall, earning a whopping \$338,750 for his team! Steve would have won the race except for an unscheduled pit stop to batten down a loose shock tower cover...more about that in his profile.

1. Steve, tell us about your experience with Sports 2000. What cars did you drive, when, and what success did you have?

In 1984 Wendell Miller let me drive his Lola 596 at Hallet on a test day and I knew I wanted to race them some day. In 1986 my cousin Tom and Bertil Sollenskog set me up with Carl Haas and I was lucky enough to run a Lola 86/90 in the Pro S2000 series and the SCCA runoffs. I won both. In 1987 again with Haas and this time Craig Richey of Richey Tec. I won the Pro S2000 championship again.

2. How did it feel to drive Bart Wolf's Carbir to the fastest lap in the "All Comers" Sports 2000 race at the recent Road America 30th anniversary of Sports 2000?

That was a lot of fun. I watched the morning race and since I live in Elkhart Lake, I went home to watch Indy qualifying on TV. Then Andy Voruz, Wolf's crew chief, called me and asked if I wanted to drive it in the afternoon race. I had driven Sleaths S2 Carbir in the Enduro and I thought I was done for the day. It was fun racing again. I went back out to the track and had a great time especially the start. Racing with Leslie and chasing the YAC car was fun. I have to thank Wolf Motorsports and Sleath's for letting me feel the adrenalin again!

3. How did you get started in racing...what did you drive before Sports 2000?

My father Jerry Knapp raced FV and Super Vee when I was a kid, so I grew up around it. I started in Vee in 1983 racing from paycheck to paycheck as I worked for Curtis Farley Engines. Curtis had a lot to do with helping me get started and I will forever be grateful to him. Some of my most fun years of racing were traveling with Curtis and racing my Vee with Curtis in his Formula Ford.

4. You finished 3rd in the 1998 Indy 500, and were named Rookie of the Year. You were quoted in on CNN/Sports Illustrated after the race as follows:

"It's hard for me to keep from crying, but it's been a long road to get here," said Knapp, who began driving sports cars in 1985, but had never before driven in an Indy-car race. "I just got really lucky with a really good team. They had a solid car under me the whole week. This has been a lifelong dream."

Tell us what happened in that race, and how you actually should have WON the race!

Should of, could have, would have. Everybody has one of these stories. Long story short... at about the 200 mile mark I had a cam lock that holds the front shock cover on the car came undone. This is only inches forward of the cockpit opening. I saw it happen and I grabbed it and held it as I pitted for them to fix it. We put it back on and I went back out and it came up again. One more stop and they taped it down. Thinking that was the end of that as I was running the wind force would roll the tape back off the cam lock so I would drive with one hand on

the wheel and with the other I could just barely reach the cam lock and I would work the tape back down, and put both hands on the wheel and go through the corners at one end of the track, then I would put the tape back down and so on. 300 miles of this, it became second nature as I ran. Unfortunately, this cost me two extra pit stops to Cheever's, one extra stop to Lazier. In the end, Cheever beat me to the finish line by 100 yards, Lazier by 50.

5. How did Elite Engines get started?

I started Elite Engines in 1992, hoping that I would somehow figure out a way through the business to get my driving career going again. I called about 20 people to discuss the possibility of being their engine builder. By the end of the day I had 18 new customers, I went to the bank and got a loan and started making it happen.

6. You have a legendary reputation for building championship caliber 2 liter Ford motors for our Sports 2000 cars but it seems you have been adding other motors to your build list...what else are you working on now?

We have been doing some vintage engines, Hart 420 R all aluminum 4-cylinder 300 HP 10,000 RPM. Cosworth 4-cylinder engines, Zetec F2000 engines. The latest addition is the Toyota Atlantic engines which we won the June Sprints this year in our first year of building them.

7. How do you feel about the possibility of allowing aluminum heads in Sports 2000?

I was against it at first because I truly believe that we have the best 2.0 cylinder head in the business, so the idea of a CNC head took the black science out of engine building. However the castings are getting harder to find so in the end I think it is a positive move. I just wish SCCA would have made it like FF where the engine builders port their own head. Because it went the CNC route I supplied master ports because I did not want my customers to have to buy something someday that was not as good as what was on their car already.

8. In your opinion what are the 3 most important things to do in setting up a championship Sports 2000 race car?

Shocks, springs and corner weights.

9. Besides racing and building race motors....what else do you enjoy participating in?

I love spending time in Elkhart Lake with my family.

10. What other words do you have for the Sports 2000 racing community?

If anyone has any questions they can contact me via email at Stevecknapp@charterinternet.com.

MID-OHIO VINTAGE GRAND PRIX

June 29, 30 and July 1, 2007
Mid-Ohio Sports Car Course
Lexington, Ohio

Submitted by: Dave Arundel

It was a glorious 3 days of racing at the incomparable Mid Ohio Sports Car Course. It can be "Hell's Kitchen" at Mid-Ohio...it can really heat up, but we had partly cloudy skies and mid 70's temperatures for our race dates. Perfect racing conditions.

Mid Ohio has undergone complete repaving and is smooth as a billiard table. Gone are the cement patches that allowed you to basically "connect the dots" to find the line around the circuit...now you were on your own. We ran what is called "the club course" which has a "bus stop" or chicane on the way up to the keyhole turn. I personally prefer the pro course which goes straight from turn one to the keyhole...but the chicane does make it interesting.

We had 12 S2 cars take the flag for the start of the sprint race...Here are the cars, drivers, finishing order and a thought on each entry:

1. **Jim Kelley** in his 85 Tiga SC85. Jim's nickname is "Fast"...and for good reason. How fast? Jim ran a 1:31.6 which was only ½ second slower than Dave Handy in a McLaren M6B Can Am car. And Dave Handy is FAST! Folks...Jim Kelley can just plain drive. In addition Jim was working on about ½ of the S2 cars at the event...way to go Jim. You are all of our heroes.
2. **Shelby Mershon** in a Lola 86/90. Shelby sort of backed into this ride as his faster mount(s) were having mechanical issues. Shelby is also competing in the IMSA series and this boy can go. Go Shelby Go!!
3. **Jack Velden** in an 87 Swift DB2. Jack is smooth and has a beautifully prepared car. He ran a 1:33.6, about 2 seconds of Kelley's pace. Way to go Jack!
4. **Kevin Whittman** in a 86 Swift DB2. Kevin drove well and looked like he just came from a GQ photo shoot around the paddock. He is debonair on and off the track. Also in the 1:33's. Way to go Kevin.
5. **Jeff Johnson** in an 84 Tiga SC84. This guy is amazing. This car had not been run since last year. It started the weekend with no starter, leaking oil, disintegrating foam from the fuel cell clogging the fuel pump and on and on and on. It looked like Jeff would never get a full session in...and after an impressive start in the Enduro, an ignition problem forced Jeff out...Jeff was our gracious host at an Italian feast on Friday night. Then on Sunday, he put it all together and blasted to 5th place in the sprint race. No one goes faster on less seat time than Jeff. Our incomparable race chair and host...way to go Jeff!
6. **Richard Barnes**. Here's the deal...I think Dick Barnes is racing every weekend from April to October. Some weekends in his Swift DB2, Some in his Formula Ford. I think he is also doing Craftsman Trucks, Pro Rally, and he is throwing in a few motorcross events to keep in shape. Dick is like a locomotive out there. Fast

and steady. This weekend his is driving something in the Pittsburgh Vintage Grand Prix! Way to go Dick!

7. **RJ Duffey**...the "new guy" from Brookfield Wisconsin in the ex-SpeedLab, ex-Paul Tavilla 85 Swift DB2. Must have had a spin because he had better lap times than Barnes and Johnson! Welcome to the club RJ! The car has been meticulously restored by Yard racing of Milwaukee. Glad to have you aboard.
8. **Dave Arundel**, 85 Swift DB2. Noah and I finished 3rd overall in the Fast Car Enduro on Saturday. About 50 laps! We were beat only by an IMSA Spice/Ferrari and a Corvette Trans Am Car. We beat ALL the Porsches and a bunch of other big stuff. I hope more of you will run these endures...they are a ball. Our cars really shine. You really find your groove as the laps progress. We did okay in the Sprint race...still looking for 3 more seconds out there...where??? Noah knows where it is...
9. **Gary Portscher** in a 81 Tiga SC81. Gary kept lowering his lap times...I think he dropped 5-7 seconds over the weekend! Gary was always dicing with Bill Magness...with neither man giving much quarter. Way to go Gary.
10. **Mark Gompels**. This was a bit deceiving. Mark had lap times better than the Arundel car....but an off course excursion pushed him back a few places. His Royale RP38 is beautifully turned out and fast...and Mark is probably one of the club's most improved driver's in the last 12 months.
11. **Bill Magness** in a 82 Royale S20000M. Bill and Gary Portscher were nose to tail much of the weekend. Bill is another newcomer to Sports 2000, working on getting his car and himself up to speed. Glad to have you out Bill.
12. **Jack Donnellan** in an 85 Lola T598/SR71. Jack was a DNF...and I don't have much to add to that result.

So...all-in-all a great weekend for Sports 2000 and the SRCC at Mid Ohio. The big buzz is that SVRA wants to hold another S2000 reunion in 2009 at the Mid Ohio event. Start making plans...this track was designed for our cars.

Some Photos of the Event:



Jim Kelley/ 47 and Shelby Mershon/40 nose-to-tail. Kelley wins by a nose!



Bill Magness/91 leads a car hiding behind him and Noah Arundel/210...but not for long.

SPOTLIGHT: Member Profile – Mark Gompels

In every newsletter we will profile one or more club members. This newsletter's profile is Mark Gompels.

SRCC CLUB MEMBER PROFILE MARK GOMPELS

#38

Royale RP38



Mark lives in Savannah, Georgia and is the Vice President of Operations for the Carson Company, a construction services company owned by another SRCC member, the esteemed Walter Carson.

1. Relate how you got involved with racing and/or vintage racing.

My father was an avid production car and rally racer in South Africa. As a child, I would watch him change the head, headers and tires on my mom's car on Friday

night and we would go to the track and watch him run on the weekend. The aroma of burnt race fuel is has been embedded in my senses for a long time. We left South Africa and racing, but working on cars was a ritual for my Dad. Having Roebing nearby and the occasional chance to run one of Walter's (Carson) cars on a DE day was intriguing, however, I thought there had to be a better and safer way to enjoy this opportunity. In anticipation of my 50th birthday, my family wanted to know what I wanted and I shared my interest to take a professional driving course. My lovely wife took it upon herself to organize without my knowledge, the three day Panoz course with an extra lapping day. She anticipated this curing the itch and I would be happy with the occasional DE day at Roebing. Not!

2. What attracted you to Sports 2000 cars and racing?

My Dad did a lot of work with Andy Greene restoring his show stopping, prize winning 1954 1900 Alfa Superleggera. Having completed the Panoz course and now nowhere to go Andy explained the vintage experience, his arrive and drive program. All I needed was a car. I really wanted a 74 GTV Alfa, however Andy was reluctant to support a production car and encouraged me to consider a purpose built race car. I did not want to go open wheel at 50 and S2 was the logical choice. Having the benefit my research, Walter promptly bought a ready to go Swift with every bell and whistle know to man, while I endured the painstaking, never ending process of restoring a Royale RP38 Andy found me. In hindsight, maybe not the best idea in the world. What did I know then?

3. What race cars or vintage race cars have you owned?

The Royale is my first race car. I have owned an Alfa ever since I could drive. My dad and I restored a 1959 2 liter Alfa roadster, the precursor to the Spyder and I kept that car through college. After college I had Spyderys, GTV's and GTV6 all with various enhancements that caused many speeding tickets.

4. What is your current mount in Sports 2000. Any stories there?

My Royale RP38, as I mentioned above, may not have been the smartest decision for an S2, however, she is mine and have a unique attraction to her. Apparently, very little history as she was wrecked early and never repaired. I wanted a Royale as Andy Greene was the Royleae rep and here in Savannah, it seemed logical then. Currently, she is the only RP38 running that I am aware of.

5. Is racing something of a "family affair " with you? Can you tell us a little about your family?

As I mentioned above, my wife thought she would satisfy my curiosity, not open the barn door. We each run our own business, so our days and weekends are full of time constraints and commitments fitting in work and play. Our boys, William⁹ and Matthew⁷, love going to Roebing and have been to Road Atlanta also. My Dad is reliving his past a bit, "concentrate on doing each corner better every time". They have met other S2 drivers and are interested in how everyone they know does. David Sugg with the Darth Vader patch on his car is impressive to boys, especially how well he does. They think Darth Vader is a significant force that contributes to his success. Walter Carson and Max Rubin are favorites, as we have been at a similar pace starting S2 together.

6. Are you a "hands on "mechanic as well as driver?

Not as much as I want to be. This is my second year so the learning curve is distinctly up. I am fortunate to have had the benefit of Andy Greene in the

neighborhood and now Krause and England. K&E crew is very impressive and I am learning a lot.

7. Do you have a racing hero? If you could drive one historic race car...what would it be?

Sterling Moss Alfa Tipo33.

8. What has been the highlight of your vintage racing efforts, goals for yourself that you have set/met?

Each event is a highlight as all the tracks are new to me. I am keenly aware that the car has more ability than I can direct and my driving companions far more experienced. Being able to make improvements in each session is very rewarding, culminating in hopefully my best laps being in the last session of the weekend.

9. What do you like best about Vintage racing and/or SRCC?

The people.

10. What do you want from SRCC and what would you like SRCC to achieve in the future?

A track orientation program or mentoring program. In many regards, the club does this already as we are a very social and interactive group.

11. What are your other interests?

One design and handicap sail racing, fishing and boating because my boys do not believe one should stop until the water runs out.

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SRCC SPONSOR UPDATE

The SRCC has many great sponsors. Please visit the SRCC website to view our sponsors and links to their websites.



The SRCC Proudly announces **Appearance Plus** as our new Car Care Sponsor.

Mike Patrick, President of Appearance Plus in Melbourne, Florida states: "What a great opportunity to partner with the SRCC and all of those fabulous cars. I have to get one myself!"

When asked how Mike sees **Appearance Plus** products used in Vintage Car Racing he responded by saying: "Our One Step Cleaner/Polish is perfect for cleaning and detailing the car at the track and keeping it up to the standards the Vintage Racing Community has come to expect. The cars are the Stars!!!"

What other applications does the **Appearance Plus** product line offer to dedicated racers? The Swirl Remover and Paint Sealant were designed for ease of use plus long lasting protection, something all race or street cars can benefit from. With an on-staff chemist formulating the products, they ask us to try Appearance Plus and think we'll find easier application, deeper shine, and lasting protection...better than what we use today.

At the Mid Ohio races we were all treated to sample size versions of many of the products. To learn more about **Appearance Plus** products please visit their website at: www.appearance-plus.com

Thanks to our sponsor coordinator, Jeff Johnson.

Upcoming Events

There are 3 events left on the 8-round SRCC Points Championship.

Round 6

September 14-16. Road America. Sanctioned by VSCDA. Two points paying races.

Round 7

September 27-29. Virginia International Raceway. Sanctioned by SVRA. One point paying race.

Round 8

October 19-20. Watkins Glen. Sanctioned by VRG. Two points paying races.

SEE YOU AT THE TRACK!!!