

## SCMC At The 411!

Man oh man.... What would life be like if you missed the first SCMC 411 autocross? Most likely you'd be missing out on some high-speed fun! Your speeds can easily reach the legal speed limit but then who has time to look at the speedometer when you have a sharp turn and a cone up ahead? ☺

This time it was going to be different, this time I was going to place in the top ten and live to tell a few jokes about it and rib a few of the others about how they were just rookies and wannabes trying to get in the top third of the class. I left home around 3:45 p.m. and reached Knoxville right at 7:45 p.m. The four-hour ride was nothing compared to the test of skill that lay ahead for me and many of the others. I thought I'd get to the track early enough to get in a few practice laps but after trying to take a short cut, I ended getting there right at dark. I met Rick McNutt at the track and gave him the keys to the Mystichrome to see if he might want to drive it around the track a couple of times?



*(Rick McNutt taking "Mr Crome" for a ride in the dark.)*

I didn't have to twist his arm to get him to jump in and get out on the oval. He drove it for three straight reps and just got out of the Snake with a big smile on his face. Then, it was my turn. Rick got in the car with me and gave me a few pointers and where to hit the cones and I really wanted to learn from him because I knew he was as smooth as

they come when it came to the 411 speedway. Why not learn from some of the best?

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### **I didn't have to twist his arm to get him to jump in and get out on the oval.**

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It was time to go hit the sack and get ready for an early start. 5:00 a.m. comes early when it is 11:00 p.m. The morning started out cool but soon warmed up as the heat helped the track to let the Hoosiers go to work. I brought a set of track tires in my car, bundled them up in plastic bags, and strategically placed them in the car for minimal damage to the interior. (By doing it this way, nothing was hurt.) Slowly but slowly all of the participants dribbled in and by start up time, there was only one person missing. He later got in on the "group three" session and did not lose any track time.

We decided to do three groups with four runs per group and that worked out perfect. The timing equipment was spot on and everyone was anticipating who would be the best one out on the track today. We knew Tony Bolton was the man to beat at this track.



*(Tony Bolton with his 2002 GT was the man to beat at the 411 Speedway.)*

During the course of the day, everyone was just glad to be back on track. Meeting up

again is always a fun thing to do especially on a picture perfect day like today.

I was in "group one", everyone was doing great on the first run and my 70-second pass was about mediocre for me. I was giving myself the reason for a poor pass to a cold track and a little inexperience with the Hoosiers on the autocross. As we hit the second pass I dipped down into the high 60's thinking to myself "Okay, that's more like it"; hitting the top ten was my goal for the weekend. As Brett Marshall and I competed with one another, I managed to eek first place for the session running hard against Jason Ireland in his 2003 Ragtop Corvette. That record would only hold for that session because Jason promptly took his place at the top of the chart by the end of the second session.

Okay, so our run was over, I'm in first and I'm thinking to myself "man I have to hit top ten, after all I'm first right now". Then came a few of the big guns in the second run group. Two taxis, a Corvette, a Subaru, and a Mitsubishi EVO with a turbo charger were not playing games and if I'm going anywhere, I better learn to be a little more aggressive and a little smoother, while I am doing it.

Group three comes out hard charging and I thought group two was the one to beat? Man was I wrong, group three had the big guns with Tony Bolton, Shawn Willocks, Jayne McNutt, Rick McNutt, John Nam, and Stuart Gibson in there. Brett and I knew we were sunk unless we had lady luck on our side. These guys and gals were for real and they were not taking any prisoners. You had better be real good at this track if you plan to beat Tony! The only person that came close was Shawn Willocks with his Black 500 hp plus Cobra. Shawn's ride not only sounded wicked on the track as it echoed off the walls, it literally did full smoky burnouts at a rolling 45 mph. Everyone was amazed as this madman's showmanship.

The fun never ended till all of the groups were through for the day. Before you get the results, a few "Thanks" are in order. Thanks to Rick McNutt for doing the logistics for the event. He not only set up the event but he ran back and forth picking up the equipment. A special thanks to Shawn Willocks for letting me borrow his jack and his truck! To all of those people who yelled at me when I left my helmet off during one run session, thanks for caring! Thanks to Jeff Miller for politely telling me I had my tires on backwards...long story, don't ask. A special thanks to Bob Fandetti who brought his laptop so we could give you the race results more efficiently! Finally, to Brett Marshall for not beating me at the cross so I could at least redeem myself with the 13<sup>th</sup> spot! Thanks Brett.... I owe you big time. ☺



*(We are all madmen and women but we love the 411!)*



*(We're proud of the top ten winners; they deserve their places as they ran hard all day!)*

Rick McNutt presented the awards to the following winners!



*(Terry Kehne with his 1996 Chevy Impala. He ran a 67.440 lap and ran in 10<sup>th</sup> place)*



*(Jason Ireland with his 2003 Corvette. He ran a 67.188 lap time and ran in 9<sup>th</sup> place)*



*(Stuart Gibson with his 2000 VW Golf. He ran a 67.013 lap time and ran in 8<sup>th</sup> place)*



*(Jayne McNutt ran in 7<sup>th</sup> with her 2004 Corvette and ran a 66.912 lap time.)*



*(Sixth place belonged to Mark Sulimirski with his 1994 Chevy Impala who ran a 66.540)*



*(John Nam took 5<sup>th</sup> place with his 2002 BMW M3. He ran a 65.842 lap time.)*



*(Ed Oblow took 4<sup>th</sup> place with his 2005 Turbocharged Mitsubishi EVO. Ed's lap time was 65.335.)*

Finally! Tony Bolton, who gets to hold onto that title for a few more months.



*(Tony ran a 62.366 lap time in his 2002 Mustang GT)*



*(Peter Claussen took third place with his 2001 Corvette. He ran a 64.693 lap time.)*

**See "Official Race Results" on the next two pages.**



*(SVT Madman, Shawn Willocks ran in second place with his 2003 supercharged SVT Cobra! Shawn ran a 63.977 lap time.)*

<i>Name</i>	<i>Model</i>	<i>Car#</i>	<i>Run 1</i>	<i>Run 2</i>	<i>Run 3</i>	<i>Run 4</i>	<i>Run 5</i>	<i>Run 6</i>	<i>Run 7</i>	<i>Run 8</i>	<i>Best Time</i>	<i>Place</i>
<i>Bolton</i>	<i>GT</i>	<i>69</i>	<i>68.557</i>	<i>64.910</i>	<i>62.366</i>	<i>64.338</i>					<i>62.366</i>	<i>1</i>
<i>Willocks</i>	<i>Cobra</i>	<i>13</i>	<i>DNF</i>	<i>64.530</i>	<i>63.977</i>	<i>64.590</i>	<i>DNF</i>	<i>DNF</i>	<i>65.381</i>	<i>65.92</i>	<i>63.977</i>	<i>2</i>
<i>Clawson</i>	<i>Vette</i>	<i>10</i>	<i>66.98</i>	<i>69.70</i>	<i>64.693</i>	<i>73.14</i>	<i>66.644</i>	<i>66.150</i>	<i>65.915</i>	<i>65.841</i>	<i>64.693</i>	<i>3</i>
<i>Oblow</i>	<i>EVO</i>	<i>347</i>	<i>66.99</i>	<i>65.76</i>	<i>82.59</i>	<i>71.878</i>	<i>68.073</i>	<i>66.605</i>	<i>65.335</i>	<i>68.818</i>	<i>65.335</i>	<i>4</i>
<i>Nam</i>	<i>BMW</i>	<i>212</i>	<i>DNF</i>	<i>DNF</i>	<i>73.850</i>	<i>69.887</i>	<i>67.891</i>	<i>66.581</i>	<i>67.082</i>	<i>65.842</i>	<i>65.842</i>	<i>5</i>
<i>Sulimurski</i>	<i>Taxi</i>	<i>383</i>	<i>68.09</i>	<i>67.21</i>	<i>70.12</i>	<i>66.54</i>	<i>84.41</i>	<i>68.715</i>	<i>66.570</i>	<i>69.524</i>	<i>66.540</i>	<i>6</i>
<i>J McNutt</i>	<i>Vette</i>	<i>35</i>	<i>72.814</i>	<i>DNF</i>	<i>68.321</i>	<i>69.053</i>	<i>69.89</i>	<i>67.922</i>	<i>66.912</i>	<i>68.134</i>	<i>66.912</i>	<i>7</i>
<i>Gibson</i>	<i>VW</i>	<i>61</i>	<i>75.117</i>	<i>75.357</i>	<i>70.165</i>	<i>67.013</i>	<i>72.298</i>	<i>78.165</i>	<i>67.345</i>	<i>73.375</i>	<i>67.013</i>	<i>8</i>
<i>Ireland</i>	<i>Vette</i>	<i>8</i>	<i>70.315</i>	<i>69.928</i>	<i>68.495</i>	<i>DNF</i>	<i>70.562</i>	<i>67.889</i>	<i>67.760</i>	<i>67.188</i>	<i>67.188</i>	<i>9</i>
<i>Kehne</i>	<i>Taxi</i>	<i>196</i>	<i>77.122</i>	<i>67.44</i>	<i>68.05</i>	<i>76.67</i>	<i>73.99</i>	<i>71.814</i>	<i>68.314</i>	<i>69.492</i>	<i>67.440</i>	<i>10</i>
<i>R McNutt</i>	<i>Cobra</i>	<i>14</i>	<i>70.937</i>	<i>67.539</i>	<i>73.462</i>	<i>70.405</i>	<i>72.58</i>	<i>70.165</i>	<i>67.518</i>	<i>68.829</i>	<i>67.518</i>	<i>11</i>
<i>Tomlinson</i>	<i>Subaru</i>	<i>55</i>	<i>74.337</i>	<i>82.40</i>	<i>68.13</i>	<i>71.07</i>	<i>71.814</i>	<i>68.378</i>	<i>DNF</i>	<i>70.224</i>	<i>68.130</i>	<i>12</i>
<i>Sorrentino</i>	<i>Cobra</i>	<i>99</i>	<i>71.394</i>	<i>69.230</i>	<i>68.152</i>	<i>74.208</i>	<i>70.842</i>	<i>70.425</i>	<i>68.742</i>	<i>69.085</i>	<i>68.152</i>	<i>13</i>
<i>Marshall</i>	<i>Cobra</i>	<i>129</i>	<i>72.49</i>	<i>71.398</i>	<i>70.082</i>	<i>69.331</i>	<i>68.723</i>	<i>69.346</i>	<i>72.517</i>	<i>68.647</i>	<i>68.647</i>	<i>14</i>
<i>Drake</i>	<i>Taxi</i>	<i>95</i>	<i>71.35</i>	<i>71.35</i>	<i>69.22</i>	<i>68.941</i>	<i>69.888</i>	<i>81.953</i>	<i>70.506</i>	<i>76.875</i>	<i>68.941</i>	<i>15</i>
<i>Fandetti</i>	<i>Taxi</i>	<i>242</i>	<i>DNF</i>	<i>DNF</i>	<i>75.144</i>	<i>DNF</i>	<i>70.861</i>	<i>71.712</i>	<i>69.291</i>	<i>69.698</i>	<i>69.291</i>	<i>16</i>
<i>Huff</i>	<i>Miata</i>	<i>9</i>	<i>72.265</i>	<i>72.891</i>	<i>70.706</i>	<i>71.092</i>	<i>70.609</i>	<i>69.841</i>	<i>69.775</i>	<i>69.531</i>	<i>69.531</i>	<i>17</i>
<i>Smith</i>	<i>BMW</i>	<i>6</i>	<i>78.576</i>	<i>75.917</i>	<i>72.881</i>	<i>71.827</i>	<i>70.609</i>	<i>69.841</i>	<i>69.775</i>	<i>69.531</i>	<i>69.841</i>	<i>18</i>
<i>Mirse</i>	<i>Taxi</i>	<i>96</i>	<i>73.473</i>	<i>72.047</i>	<i>76.568</i>	<i>77.051</i>	<i>74.671</i>	<i>71.808</i>	<i>70.558</i>	<i>74.707</i>	<i>70.558</i>	<i>19</i>
<i>Bryant</i>	<i>Lightning</i>	<i>98</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>DNF</i>	<i>78.714</i>	<i>73.026</i>	<i>70.743</i>	<i>70.743</i>	<i>20</i>
<i>Muncey</i>	<i>Taxi</i>	<i>32</i>	<i>71.229</i>	<i>87.73</i>	<i>72.92</i>	<i>75.88</i>	<i>73.455</i>	<i>71.984</i>	<i>74.482</i>	<i>71.127</i>	<i>71.127</i>	<i>21</i>
<i>Orkney</i>	<i>Vette</i>	<i>12</i>	<i>89.74</i>	<i>79.94</i>	<i>75.50</i>	<i>71.41</i>	<i>DNF</i>	<i>72.554</i>	<i>72.597</i>	<i>72.255</i>	<i>71.410</i>	<i>22</i>
<i>Whelahan</i>	<i>Taxi</i>	<i>2</i>	<i>93.615</i>	<i>73.213</i>	<i>74.130</i>	<i>71.505</i>	<i>72.353</i>	<i>71.893</i>	<i>72.114</i>	<i>72.812</i>	<i>71.505</i>	<i>23</i>
<i>Fersner</i>	<i>Cobra</i>	<i>3</i>	<i>DNF</i>	<i>82.73</i>	<i>DNF</i>	<i>73.04</i>	<i>79.456</i>	<i>74.550</i>	<i>73.167</i>	<i>DNF</i>	<i>73.040</i>	<i>24</i>
<i>Stout</i>	<i>Cobra</i>	<i>36</i>	<i>DNF</i>	<i>DNF</i>	<i>79.649</i>	<i>75.862</i>	<i>DNF</i>	<i>74.809</i>	<i>74.026</i>	<i>75.943</i>	<i>74.026</i>	<i>25</i>
<i>Brooksbank</i>	<i>Porsche</i>	<i>1</i>	<i>DNF</i>	<i>76.246</i>	<i>75.065</i>	<i>74.091</i>	<i>78.209</i>	<i>74.842</i>	<i>75.255</i>	<i>76.698</i>	<i>74.091</i>	<i>26</i>
<i>Monjot</i>	<i>Cobra</i>	<i>7</i>	<i>170.764</i>	<i>80.002</i>	<i>76.518</i>	<i>77.461</i>	<i>75.558</i>	<i>75.419</i>	<i>76.352</i>	<i>78.268</i>	<i>75.419</i>	<i>27</i>
<i>Minter</i>	<i>Cobra</i>	<i>4</i>	<i>88.172</i>	<i>80.189</i>	<i>76.673</i>	<i>76.251</i>					<i>76.251</i>	<i>28</i>
<i>Manners</i>	<i>Vette</i>	<i>11</i>	<i>DNF</i>	<i>DNF</i>	<i>83.392</i>	<i>80.833</i>	<i>78.616</i>	<i>78.370</i>	<i>76.850</i>	<i>76.538</i>	<i>76.538</i>	<i>29</i>

<i>Name</i>	<i>Model</i>	<i>Car#</i>	<i>Run 1</i>	<i>Run 2</i>	<i>Run 3</i>	<i>Run 4</i>	<i>Run 5</i>	<i>Run 6</i>	<i>Run 7</i>	<i>Run 8</i>	<i>Best Time</i>
<b>Group 1</b>											
<i>Ireland</i>	<i>Vette</i>	<i>8</i>	<i>70.315</i>	<i>69.928</i>	<i>68.495</i>	<i>DNF</i>	<i>70.562</i>	<i>67.889</i>	<i>67.760</i>	<i>67.188</i>	<i>67.188</i>
<i>Sorrentino</i>	<i>Cobra</i>	<i>99</i>	<i>71.394</i>	<i>69.230</i>	<i>68.152</i>	<i>74.208</i>	<i>70.842</i>	<i>70.425</i>	<i>68.742</i>	<i>69.085</i>	<i>68.152</i>
<i>Marshall</i>	<i>Cobra</i>	<i>129</i>	<i>72.49</i>	<i>71.398</i>	<i>70.082</i>	<i>69.331</i>	<i>68.723</i>	<i>69.346</i>	<i>72.517</i>	<i>68.647</i>	<i>68.647</i>
<i>Fandetti</i>	<i>Taxi</i>	<i>242</i>	<i>DNF</i>	<i>DNF</i>	<i>75.144</i>	<i>DNF</i>	<i>70.861</i>	<i>71.712</i>	<i>69.291</i>	<i>69.698</i>	<i>69.291</i>
<i>Smith</i>	<i>BMW</i>	<i>6</i>	<i>78.576</i>	<i>75.917</i>	<i>72.881</i>	<i>71.827</i>	<i>70.609</i>	<i>69.841</i>	<i>69.775</i>	<i>69.531</i>	<i>69.841</i>
<i>Mirse</i>	<i>Taxi</i>	<i>96</i>	<i>73.473</i>	<i>72.047</i>	<i>76.568</i>	<i>77.051</i>	<i>74.671</i>	<i>71.808</i>	<i>70.558</i>	<i>74.707</i>	<i>70.558</i>
<i>Bryant</i>	<i>Lightning</i>	<i>98</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>DNF</i>	<i>78.714</i>	<i>73.026</i>	<i>70.743</i>	<i>70.743</i>
<i>Brooksbank</i>	<i>Porsche</i>	<i>1</i>	<i>DNF</i>	<i>76.246</i>	<i>75.065</i>	<i>74.091</i>	<i>78.209</i>	<i>74.842</i>	<i>75.255</i>	<i>76.698</i>	<i>74.091</i>
<i>Monjot</i>	<i>Cobra</i>	<i>7</i>	<i>170.764</i>	<i>80.002</i>	<i>76.518</i>	<i>77.461</i>	<i>75.558</i>	<i>75.419</i>	<i>76.352</i>	<i>78.268</i>	<i>75.419</i>
<i>Manners</i>	<i>Vette</i>	<i>11</i>	<i>DNF</i>	<i>DNF</i>	<i>83.392</i>	<i>80.833</i>	<i>78.616</i>	<i>78.370</i>	<i>76.850</i>	<i>76.538</i>	<i>76.538</i>
<b>Group 2</b>											
<i>Clawson</i>	<i>Vette</i>	<i>10</i>	<i>66.98</i>	<i>69.70</i>	<i>64.693</i>	<i>73.14</i>	<i>66.644</i>	<i>66.150</i>	<i>65.915</i>	<i>65.841</i>	<i>64.693</i>
<i>Oblow</i>	<i>EVO</i>	<i>347</i>	<i>66.99</i>	<i>65.76</i>	<i>82.59</i>	<i>71.878</i>	<i>68.073</i>	<i>66.605</i>	<i>65.335</i>	<i>68.818</i>	<i>65.335</i>
<i>Sulimurski</i>	<i>Taxi</i>	<i>383</i>	<i>68.09</i>	<i>67.21</i>	<i>70.12</i>	<i>66.54</i>	<i>84.41</i>	<i>68.715</i>	<i>66.570</i>	<i>69.524</i>	<i>66.540</i>
<i>Kehne</i>	<i>Taxi</i>	<i>196</i>	<i>77.122</i>	<i>67.44</i>	<i>68.05</i>	<i>76.67</i>	<i>73.99</i>	<i>71.814</i>	<i>68.314</i>	<i>69.492</i>	<i>67.440</i>
<i>Tomlinson</i>	<i>Subaru</i>	<i>55</i>	<i>74.337</i>	<i>82.40</i>	<i>68.13</i>	<i>71.07</i>	<i>71.814</i>	<i>68.378</i>	<i>DNF</i>	<i>70.224</i>	<i>68.130</i>
<i>Drake</i>	<i>Taxi</i>	<i>95</i>	<i>71.35</i>	<i>71.35</i>	<i>69.22</i>	<i>68.941</i>	<i>69.888</i>	<i>81.953</i>	<i>70.506</i>	<i>76.875</i>	<i>68.941</i>
<i>Muncey</i>	<i>Taxi</i>	<i>32</i>	<i>71.229</i>	<i>87.73</i>	<i>72.92</i>	<i>75.88</i>	<i>73.455</i>	<i>71.984</i>	<i>74.482</i>	<i>71.127</i>	<i>71.127</i>
<i>Orkney</i>	<i>Vette</i>	<i>12</i>	<i>89.74</i>	<i>79.94</i>	<i>75.50</i>	<i>71.41</i>	<i>DNF</i>	<i>72.554</i>	<i>72.597</i>	<i>72.255</i>	<i>71.410</i>
<i>Fersner</i>	<i>Cobra</i>	<i>3</i>	<i>DNF</i>	<i>82.73</i>	<i>DNF</i>	<i>73.04</i>	<i>79.456</i>	<i>74.550</i>	<i>73.167</i>	<i>DNF</i>	<i>73.040</i>
<b>Group 3</b>											
<i>Bolton</i>	<i>GT</i>	<i>69</i>	<i>68.557</i>	<i>64.910</i>	<i>62.366</i>	<i>64.338</i>					<i>62.366</i>
<i>Willocks</i>	<i>Cobra</i>	<i>13</i>	<i>DNF</i>	<i>64.530</i>	<i>63.977</i>	<i>64.590</i>	<i>DNF</i>	<i>DNF</i>	<i>65.381</i>	<i>65.92</i>	<i>63.977</i>
<i>Nam</i>	<i>BMW</i>	<i>212</i>	<i>DNF</i>	<i>DNF</i>	<i>73.850</i>	<i>69.887</i>	<i>67.891</i>	<i>66.581</i>	<i>67.082</i>	<i>65.842</i>	<i>65.842</i>
<i>J McNutt</i>	<i>Vette</i>	<i>35</i>	<i>72.814</i>	<i>DNF</i>	<i>68.321</i>	<i>69.053</i>	<i>69.89</i>	<i>67.922</i>	<i>66.912</i>	<i>68.134</i>	<i>66.912</i>
<i>Gibson</i>	<i>VW</i>	<i>61</i>	<i>75.117</i>	<i>75.357</i>	<i>70.165</i>	<i>67.013</i>	<i>72.298</i>	<i>78.165</i>	<i>67.345</i>	<i>73.375</i>	<i>67.013</i>
<i>R McNutt</i>	<i>Cobra</i>	<i>14</i>	<i>70.937</i>	<i>67.539</i>	<i>73.462</i>	<i>70.405</i>	<i>72.58</i>	<i>70.165</i>	<i>67.518</i>	<i>68.829</i>	<i>67.518</i>
<i>Huff</i>	<i>Miata</i>	<i>9</i>	<i>72.265</i>	<i>72.891</i>	<i>70.706</i>	<i>71.092</i>	<i>70.609</i>	<i>69.841</i>	<i>69.775</i>	<i>69.531</i>	<i>69.531</i>
<i>Whelahan</i>	<i>Taxi</i>	<i>2</i>	<i>93.615</i>	<i>73.213</i>	<i>74.130</i>	<i>71.505</i>	<i>72.353</i>	<i>71.893</i>	<i>72.114</i>	<i>72.812</i>	<i>71.505</i>
<i>Stout</i>	<i>Cobra</i>	<i>36</i>	<i>DNF</i>	<i>DNF</i>	<i>79.649</i>	<i>75.862</i>	<i>DNF</i>	<i>74.809</i>	<i>74.026</i>	<i>75.943</i>	<i>74.026</i>
<i>Minter</i>	<i>Cobra</i>	<i>4</i>	<i>88.172</i>	<i>80.189</i>	<i>76.673</i>	<i>76.251</i>					<i>76.251</i>