



CMC Mid-Atlantic Race Report **Virginia International Raceway - March 28th -30th**



The second **Camaro-Mustang Challenge** event of the 2008 season was everything the race fans expected and much more. The clan of Mid-Atlantic CMC racers assembled at the picturesque, Virginia International Raceway. Even prior to the event the stage had already been set for many storylines that carried over from the first event of the season, which was also held at VIR. Even on Friday as the teams unloaded their gear, race fans permeated the CMC paddock asking their favorite CMC drivers for their autographs and asking questions about the upcoming event. From what the CMC pool reporter on the scene described, there was no shortage of controversial questions from the immense CMC fan base. Would this be the weekend that the #53 and #77 cars would return to the days of glory, but with new drivers behind the wheel?



Would this be the weekend that Dr. Joyce Brothers Sr. steps out from his younger brother's shadow and gets his first race win? Would the wily veterans, Bennett & Krein take the driver restrictor off and blow away the field like they're capable of doing? Would Jevens and London be able to race clean enough to earn some respect from fellow drivers and maybe even a race win? Would Cates run out of excuses this weekend for his recent embarrassing finishes?



Would rookie phenom in the Purple Barney car hold it together and earn his first race win? Can Morris and DeJarnette continue to dominate their respective classes and notch 4 race wins in a row? Can Lydic bounce back from an embarrassing performance at the last event in 2007 and make a run for another Championship? These questions and more were answered during another fun-filled CMC Mid-Atlantic weekend.



Friday

On Friday, the driver's awoke to a sunny day with a warm temperature of 80 degrees. Even though the coffee from the new CMC 55-cup coffee maker tasted like crap, it didn't stop any in the assembled motley crew from downing a few cups each. It was later learned that the crap coffee from Friday was actually a blessing, as Cates brought coffee for Saturday that tasted even worse than crap.



The drivers used the Friday practice sessions to hook with other CMC cars for mock races. The surprise of the day was the solid performances of London, Krein, and Pastorius. All 3 drivers took turns taking Lydic to school at various parts of the track. In the case of London & Pastorius, they clearly demonstrated that they had the car control that's necessary to run at the front of the pack. Although Krein hasn't seen much action in the past couple of years, he picked up right where he left off and managed to easily stay in front, as Lydic pressed for a pass in many areas. The #38 CMC-2 car, sporting a brand new motor, wasn't having the best of luck. While revved out on the long back stretch, the #38 car of Dr. Joyce Brothers Sr., suffered a major meltdown to the right side spark plugs and pistons, as an O2 sensor mysteriously fell out of the exhaust at high RPMs. It was later learned that when the O2 sensor fell out, the right side of the engine went instantly lean and proceeded to melt two pistons, 3 plugs, and blow the head gasket.

Also having a frustrating start to the weekend was the team of Loughrie/Weaver, who also dropped in a new engine just before the event. Unfortunately, due to a lack of time, they ended up showing up to a gun fight with only a knife, as their new engine was way under the legal limit for HP & TQ. Not to be discouraged, the team soldiered on, and used the event to continue learning the intricacies of their new car, knowing that they could easily correct the power issue before the next event.

All in all, it wasn't a bad practice day for most drivers. Friday night the remainder of the group rolled in and the group of CMC brothers partied until the wee hours of the morning.

Saturday

After a long night, the drivers awoke Saturday morning to more crap coffee, gray skies, cool temps, and periodic rain showers. The hope was that the rain would hold off so great lap times could be achieved. To make matters worse, Cates made a mistake and brought Dunkin Donuts French Vanilla coffee instead of the regular flavor. After the group profusely hazed him for it, it was decided that flavored coffee would not be the coffee de jour at any more events in 2008. After the mandatory all hands meeting, the drivers took to the track for the first practice session of the day. The session didn't last long, as an American Iron Firebird hit the pit-in wall and flipped on its side, blocking the track and causing the session to be red flagged. Next up was qualifying. As is typical, qualifying was highly contested, especially since the ***Camaro-Mustang Challenge*** was given the distinction of having their own race start later in the day with just class cars. As the cars lined up to qualify, the fans lined the course 12 deep, some standing on tip-toes, hoping to get a passing glimpse of their



favorite CMC driver. They were not disappointed! The CMC cars came out and put on a show in qualifying with many drivers running near, or below the track record. The veteran hot shoe, Morris, took home the pole and the new track record for CMC, followed closely by Lydic, London, and the up-and-coming rookie superstar, Pastorius, who drives the Purple Barney car. Over on the CMC-2 side, former American Iron driver, Purdy, brushed everyone off, and proceeded to take the pole for CMC-2 while driving last years CMC-2 Championship winning #53 car. The second position, while only in his second CMC-2 start, was another hot rookie that goes by the nickname Stern-O because he is on fire.



Stern-O missed the pole by a 10th of a second while driving a beautiful 4th Gen Camaro. The big surprise of CMC-2 qualifying was the dismal performance of both DJB Sr., and reigning CMC-2 point's leader DeJarnette. In the case of DJB Sr., you can chalk up his lackluster effort to the fact that he was nursing an engine with many issues. The same can't be said for the veteran, DeJarnette. He just choked under the first tee kind of pressure of

having everyone in the stands watching and screaming his name. Bennett didn't have a good showing in qualifying either. It is quite possible that he was distracted by the thousands of flags that were emblazed with his #117 in the middle of a Chevy bowtie. Back over in CMC, Krein had a respectable first session back, while the veterans Jevens & Cates completely fell apart and mopped up the back of the pack with the low HP Team of L&W.

The race on Saturday was everything the fans expected and more. Leading his way to the green on the right side of the track was Morris, with Lydic to his left. London & Pastorius were the second row. As they awaited the green flag, the huge pack of CMC cars shook the ground down the front stretch two-by-two as far as the naked eye could see. The sound emanating from the pack of V-8s was later described as thunderous. At the drop of the green flag Morris quickly dispensed of Lydic and took the lead well before turn one. Lydic, under immense pressure from both Pastorius & London, uncharacteristically attempted to squeeze his 16 foot car into the 15.5 foot opening between Morris and London. Lydic, always being bad at geometry, found that the fit wasn't quite perfect. London did an exceptional job of not punting Lydic into the wall, and as a result Lydic was able to hold the inside of turn one behind Morris. London got the short end of the stick again on the deal because Pastorius was also able to clear him before turn one. Pastorius, meanwhile, set his sights on 2nd place and displayed veteran experience trying to take the position from Lydic in turns 2 & 4.

Unfortunately for Pastorius, he got a good feel for Lydic's Ginsu Knife, cut & chop move, as Lydic cut in front of him coming out of turn two and then chopped him going into turn 4, both moves preventing Pastorius from getting a nose under his prey. The CMC-2 cars had a major battle of their own in turn one with DJB Sr. making an inside move in turn one on Purdy who already had his mirrors full of DeJarnette's car. DJB Sr. ended up with the top spot coming out of one while Purdy continued to battle DeJarnette. Purdy did his best to fend off DeJarnette, but coming into turn 2 he tried to protect the inside line and lost the handle on the car for a brief second and DeJarnette squeezed by. Stern-O was right behind the leaders, but he had a minor miscalculation when attempting to pass Krein, and got sucked into the grass as he entered the uphill esses. Stern-O gallantly drove off the left side of the track to check out what the new condo's going up along south bend were going for before reentering the track. Unfortunately for Stern-O, by the time he got back on track the race leaders were well ahead of him. The CMC-2 race was a highly contested battle between DJB Sr. & DeJarnette all the way to the end with DJB Sr. earning his first race win ever.

After a disappointing qualifying session, DeJarnette proved he was still the man to beat by finishing second. Bennett, after being totally embarrassed in qualifying, also battled back the entire race and earned a 3rd place finish right on the heels of DeJarnette. After the race, the pool of reporters tried to catch up with the two CMC-2 drivers that were on the front row and finished so poorly, but both Purdy and Stern-O were too disappointed to comment on camera.

Over in the CMC class, Morris led every lap and took the race win with Lydic and Pastorius right on his bumper. During the course of the race, Morris blew away the old track record by almost 1.5 seconds. Further back in the field, Jevens also overcame an abysmal qualifying position and earned a respectable 4th place. Although some people in the liberal media might rake London over the coals, and say that he completely choked in this race, it is completely unwarranted because he really only finished 3 places down from where he qualified. The same liberal media sources that will make a public mockery of London for wasting a perfectly good starting position will be the same ones that say it's time for Krein to sell the car and hang it up after finishing 6th, while almost posting a track record during the race. It is unfortunate that they choose to prey on the elderly CMC drivers, but you get what you vote for.



Sunday

Most drivers awoke Sunday morning hoping to achieve different results during the coming race later in the day. DJB Sr. was one of the exceptions. It proved very difficult to wake up DJB Sr. because he still was dreaming of the kiss he received from the trophy girl at Saturday night's award celebration where he also received the 1st place trophy. In fact, word on the street says he was so excited in his sleeping bag later that evening that he lost many down feathers from his comforter as his cot gently rocked back and forth as he went for another world record.

On Sunday the racers were greeted with rain each and every time they took to the track. Staying with tradition, the CMC group was the dominant group in practice, as drivers from most of the other groups were too afraid to take on the rain. As always, the CMC contingent were watched closely by a loyal group of fellow racers that call themselves....."the more brains than balls group". This group rarely ventures out on the track when it's wet, and it's never more apparent who they are until they're seen on top of a tire wall and off the track during a rain race.

The practice in the rain was very much needed, as the track was unusually slicker than normal for wet conditions. True to form, the CMC group dominated in the rain and 8 cars posted times in the top 14, with Lydic and Jevens taking the fastest and 2nd fastest lap times of the session. The rain also turned out to be a godsend for Cates because it nullified his power disadvantage, as he has always been one of top rain drivers in the Mid-Atlantic region. The rain, however, was not kind to the #53 & #54 cars. It was not a "Purdy" sight for the other drivers as they came upon a front bumper cover in the middle of the track after the lower esses with the words, Rent-A-Racer inscribed on it. In fact, since the bumper cover was upside down, most passing drivers got a chuckle as they envisioned the words being changed to Rent-A-Wreck later in the day. The #54 car of DeJarnette fared slightly better when it hit the wall, as only 3



corners of the car had sheet metal damage. After the session, the CMC pool reporter caught up with the two drivers that suffered the total mental meltdowns. Unfortunately, for different reasons, both drivers were unavailable for comment. One driver was in deep discussion with the car owner and the group of corporate sponsors trying to rationalize the great exposure they received by having the bumper in middle of the track for the entire session. The other driver, with fans gathered around, was in the middle of performing a heavy metal concert by hitting his car at various places with an assortment of sledgehammers. So as not to disappoint their fan base, the crews of both drivers worked feverously to fix the cars and both were back on track for the qualifying session. With rain forecasted the remainder of the day, many of the back-markers from Saturday had a good chance of turning it around and posting a better finish on the slick track on Sunday.

Qualifying.....another mess!!! After such a strong practice session in the rain, many CMC drivers started the qualifying session a little too cock-sure of themselves and bent race cars were the result. When the drivers took to the track for qualifying, they were greeted with a dry line and wet line. Unfortunately for Krein, he didn't realize that the dark area meant it was wet and the light area meant it was dry, and as a result, his session was cut short on the pace lap as he crested the hill and shot off the track and hit a tire wall on his way to accept the green flag. Meanwhile, the veteran London, took a step back, and made a rookie mistake and tried to pass 3 wide, on damp track, at the kink on the front stretch. With Lydic watching from behind, London tried to thread the needle between two FFR Cobras. The 3 cars entered the kink together, but all 3 did not turn right in at the same time, and as a consequence London and the FFR Cobra of Elam connected. Elam proceeded to hit the right hand wall, head-on, at full speed, and then came back across the track right in front of Lydic. In order to avoid t-boning Elam at full speed, Lydic drove off track left into the grass and went for a wild ride all the way down to turn one completely sideways.

Although Elam took one of the hardest hits possible at VIR, someone upstairs was looking out for him, as he escaped without injury. The front of his car was a different story, as it was demolished. After review it was determined that London made an error in judgment and was found guilty of punting Elam. As a consequence, London was stripped of his



qualifying time and would start from the back of the pack for the race. The reporter on scene caught up to the contrite London later in the day. During the interview, London expressed his deep regret and remorse for causing the incident, and vowed in the future use more patience before pulling the trigger on an attempt at a low percentage move.

Before qualifying, there was a big behind-the-scenes-story among the drivers. The question in everyone's mind concerned the current CMC-2 point's leader DeJarnette. After being complacent in qualifying on Saturday, and then handing Saturday's race win to his chief nemesis, DJB Sr., and then wrecking the car in practice on Sunday, would DeJarnette be a pushover in qualifying, or would he be thinking to himself.....*I have a wrecked racecar, with nothing to lose, so you better get out of my F'ng way.* Of course, no racer in their right mind would ever utter such a thing publicly, but everyone wondered if he was thinking it. Race fans may never know for sure, but what they do know is that DeJarnette didn't lie down like a dog in qualifying. In fact he did an "in your face" comeback and posted a time that was 7 seconds better than the possible "one hit wonder" DJB Sr. who had the second fastest CMC-2 lap time.

Over in CMC, the top spot went to Lydic even though he only had one timed lap in qualifying. The second position went to Jevens, followed by Morris, London, & Pastorius.

Cates although he qualified 6th in CMC, also had a strong showing and out qualified all but one CMC-2 car.

Looking ahead to the race in the rain, it was shaping up to be an exciting end to the weekend. Based on qualifying, the starting grid had the perpetual front runners, Lydic & Morris teamed on the preferred track right position with Pastorius in tow. Following Pastorius on the right side was DJB Sr., Bennett, Team L&W, and Krein. Starting on the difficult outside pole position was Jevens, followed by DeJarnette, Cates, Stern-O, Purdy, & London.

As the CMC cars waited on grid to race, a steady rain started to fall. Although they had helmets on, you could clearly see that the top rain drivers Lydic, Cates, & Jevens had smiles on their face as the rain continued to pour down from the skies.

Soon thereafter, the huge pack of CMC cars were escorted onto the track for their parade lap in front all the fans that stayed to watch the CMC spectacle. As the pace car pulled off the track and the CMC group made its way down to the green, the crowd got to their feet so quickly that it almost appeared they were doing a wave. Lydic very slowly brought the pack down for the green flag and away they went. The pack entered turn one two-by-two in qualifying order with Jevens being hung out to dry on the outside. Unfortunately, Pastorius never made it past the apex of turn one, as he went for a wild spin in front of all remaining CMC



cars. As the CMC pack came out of turn one with Jevens next to Morris, a blue M-3 from the previous race group was trying to enter back onto the track from the left side. This forced Jevens to lift and bequeath the second position to Morris without a fight. As expected, Cates had a great rain start and found himself quickly behind Jevens for the 4th spot. As the first lap moved over to the long backstretch, the drivers were presented with a waving yellow flag in the turn 14 flag station because a FFR cobra was trying to get back on the track over the blind hill in turn 15. As Lydic crested the hill, he easily negotiated past the FFR car. Morris and Jevens were not so lucky. As Morris came into the braking zone with the waving yellow, he slowed down to a more reasonable pace, not knowing what was on the other side of the blind hill. Jevens, however, not known yet for his patience, was in full-out-hot-pursuit-mode of Morris, and as a consequence, didn't realize that Morris had slowed down for the waving yellow. Jevens proceeded to try and pass Morris track right, which at that point completely blocked his view of the waving yellow. The pass attempt on the inside of 14, known as a low percentage move even in the dry, is even worse to try and attempt in the rain. Regardless, as the two drivers rounded the corner at the top of the blind hill, now side-by-side, the FFR car was still attempting to get back on the track from the left side. Morris, not able to move any more left because of the FFR car, was forced to try and hold track center. Unfortunately, since Jevens totally blew the yellow flag, he wasn't aware of the possible track blockage and proceeded to hit and spin Morris right in front of the FFR car. At that point Jevens grabbed the 2nd position away from Morris and held it for the duration of the race. Due to the fact that Morris forgot that the situation happened under a yellow flag, and since Jevens didn't even know there was a yellow flag, Jevens will retain the 2nd place finish. This past week one of the CMC pool reporters caught up to Jevens to ask him about the situation. Jevens commented that he deeply regrets missing the yellow flag and causing the incident. In addition, Jevens made it clear that it is his intention to concentrate more on his surroundings, and is determined to use more patience before attempting a low percentage pass move.

After the incident, the race continued with Lydic in front, where he stayed for the remainder of the race. Morris wasn't so lucky. In the process of trying to catch back up, Morris spun on his own in turn one, losing another position to the hard-charging Cates who used his skill in the rain to secure the 3rd spot over Morris. Just like Saturday, the big battle on track was between Krein and London. The two drivers raced nose-to-tail the entire race, with Krein holding onto the position over London by less than a second. Fan favorite, Pastorius, finished next followed by the new L&W team. It's worth noting that the press caught up to Pastorius after the race as he



was getting ready to get out of the car. The reporter poked his head through the window net and observed an individual that looked as if he were going to blow a major blood vessel at any moment. Not to be dissuaded in the least bit, the reporter pushed harder and asked Pastorius what happened to cause him to spin in turn one. The reply was short and to the point "Someone hit and spun me." Upon hearing the reply, the reporter immediately took the camera to Pastorius' rear bumper to inspect the damage. Low and behold.....there wasn't even a mark. After reviewing many in-car cameras, it was conclusively determined that Pastorius was hit by the mysterious and legendary invisible CMC car. Some drivers believe it's just plain old stupid driving that causes the spins, but the veterans know

differently, as this invisible CMC car has been found guilty of spinning many CMC competitors through the years.

Over in CMC-2, DeJarnette had a great start and easily embarrassed the CMC-2 field by holding a comfortable lead until the checkered flag was displayed. The big surprise in CMC-2 was the solid performance of Stern-O, who finished in 3rd place and less than a second behind



DJB Sr., who had a totally uninspiring and undistinguished race when compared to that of Saturday. Bennett also dropped a finishing position on Sunday and finished 4th, just in front of Purdy.

Next up for the CMC group is Carolina Motorsports Park, where many of our missing CMC compadres will be joining us to be part of the largest CMC-MA field ever assembled.



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