

Harding, Brown win at PittRace

The Allegheny Chapter hosted a three-day, four-race Tire Rack BMW CCA Club Racing weekend in July. Held in conjunction with the Pittsburgh Vintage Grand Prix at the PittRace Complex in Wampum, Pennsylvania, the charity event raised \$20,060 for the Autism Society of Pittsburgh. Recently installed Allegheny Chapter president Maxine Weir welcomed the 29 racers at the drivers' meeting and thanked them for their donations. The Allegheny Chapter also provided lunch for the racers and a special Bavarian-beer award for the feature-race winners.

Mixed weather conditions on Friday and Saturday wreaked havoc on tire strategy for qualifying and the races. The qualifying session on Friday was a gamble on tire strategy: The session started out dry or damp, but the deluge soon began. Choosing wets—that is, tires designed for racing in the rain—Charles Harding earned the top pole position in his C-Modified E46 M3 for the Saturday-morning race with a qualifying time of 1:58.874. Todd Brown (C-M E46 M3), who is usually seen at the front of the grid, chose a dry setup: mistake. He pitted for wet tires, and ultimately qualified sixteenth on the grid for the first race. Other top qualifiers were Ryan White (H-Prepared E46 M3) at 2:02.685 and Brandt Stover (C-M E46 M3) at 2:03.072. The father-and-son team of Bob Perritt (I-Prepared E36 M3) and Jeff Perritt (I-Sport E36 M3) rounded out the top five during qualification.

Since uncertain weather conditions greeted the racers Saturday morning, the choice between dry and wet tires was deferred until moments before gridding. The Sri Racing team hedged their bets for



Race winners Charles Harding and Todd Brown pose with their cars at PittRace.

their stable of seven vehicles by mounting dry tires on the right and wets on the left; it turned out that dry tires were the right choice, confirmed as the sun started to create shadows under the gridded race cars moments before race start.

Charles Harding started from the pole, and for eleven laps he didn't look back, taking first overall and first in C-M. Todd Brown, with the help of a 1:48.538 fast lap, regained nineteen positions to obtain the fastest lap, a hard-charger designation, and a second-place award. Finishing in third place was Brandt Stover in his well-prepared C-M E46 M3, while fourth overall and first in H-P was Ryan White. Winners in other contested classes included I-Prepared stalwart Chad Waddell (E36 M3), SpecE46 racer Jeff Bennett (330i), B-Modified racer Cory Deeds in an M2 CS, Jeff Perritt in I-Sport in an E36 M3, and Craig Camp in H-Sport in an

E46 M3. The E-Modified class was contested by 2002s, with Roy Hopkins taking first place, followed by John Barhydt and Adrienne Hughes.

The Saturday-afternoon race was run under very wet conditions. With Harding leading the pack, competitors cautiously negotiated the twists and turns, with racers reporting zero visibility at times. Brown was significantly set back on the third lap when his left rear rain tire completely disintegrated. As evidence of the deteriorated conditions, the average speed was thirteen mph slower than in the morning race, 77 versus 90. Harding finished first overall and first in C-M, Richard Fults placed second overall and first in GTS3 in a factory-built 315-horsepower VW GTI, and Jeffery Mitchell, second in C-M, rounded out the podium in his C-M E36 M3 Lightweight. Waddell was next to cross the line, winning again



Jeff Mitchell runs in close quarters at PittRace.

in I-P. It was Club Racing rookie Warren Wulf's turn to win B-Mod in an E92 M3, and Dave Garraux's turn at first in H-Sport in an E46 M3. Bennett was a repeat winner in Spec E46, and Hughes won the all-2002 E-Mod class.

The sun was shining for Sunday's feature race. Harding again started on the pole, but by the third lap he was overtaken by Brown. At the end, the top three were all C-Mod racers, with Brown first—turning the fastest lap of the weekend, a 1:46.139—Harding second, and Mitchell, holding on to his P3 qualifying position throughout the race, finishing third. Waddell was fourth overall and once again first in I-P, and Bennett won again in Spec E46. White won H-P, Wulf repeated in B-M, Perritt won I-S, Camp won again in H-S, and Hughes won again in E-M.

The final race of the weekend was converted from a fun race to a 100-point, 55-minute enduro. The field of racers was culled from 29 to 21 by the start of the race on Sunday afternoon. Perennial front-runner Harding started from the pole position and did not surrender it; Rich Schickler finished second in a C-Mod E36 M3, and White won H-P with a third-place overall finish. In B-Mod, Brown shared a seat with Cory Deeds in Deeds' beautifully prepared B-Mod M2 Racing; the Brown/Deeds team won the class, achieved the hard-charger award, and ran the fastest lap at 1:51.765. Mark Lightfoot (E36 M3) won I-P, Bennett completed his sweep

with a win in Spec E46, Perritt won in I-Sport, and Camp won in H-Sport.

Solo class-winners over the course of the weekend included Fults in GTS 3, Loren Van Riper in a Porsche Cayman S in GTB 1, Wade Wilson in a D-Modified 2002, Scott Ontjes in ITR in an E36 325, and Emre Kayaalp in GTS 1 in a Mercedes 190E. Paula Hawthorne, an SCCA grid official and long-time friend of BMW CCA Club Racing, was awarded the Spirit of Club Racing flag.

Meredith Croucher served as the competition steward, and Clement Schmitt assisted as the technical steward. Special thanks go to Jeff Taylor and Spenser Troetschel, the Allegheny Chapter race committee, and to Jeff Caldwell and Lisa Mellott, BMW CCA Racing co-chairs. On behalf of all the racers, we thank the Allegheny Chapter volunteers, fans, and crew who contributed to the success of this historical race weekend.—Shaun McKenzie

TIRE RACK BMW CCA CLUB RACE AT PITTSBURGH INTERNATIONAL RACEWAY

July 18, 2021 Allegheny Chapter
Featured Sprint Top Winners 13 laps

Position	Driver	Model	Best Time
1	Todd Brown	E46 M3	01:46.1
2	Charles Harding	E46 M3	01:47.5
3	Jeffrey Mitchell	E36 M3 LTW	01:52.7

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RACING BRIEFS

Wittmann wins DTM race in Belgium

Marco Wittmann drove the #11 Walkenhorst Motorsport BMW M6 GT3 to win the Sunday race when the new all-GT3-class DTM series ran its third event of the season on the Zolder circuit in Belgium in August. It was the first DTM win for Wittmann since 2019, and the first DTM win for Walkenhorst. Wittmann was the best BMW finisher on Saturday, too, coming in fifth in a race won by Audi's Kelvin van der Linde.

Two additional M6 GT3s, entered by Rowe Racing and driven by Sheldon van der Linde and Timo Glock, ran at Zolder. On Saturday, Glock finished eleventh and van der Linde was sixteenth, and on Sunday van der Linde was seventh and Glock was seventeenth. Two weeks earlier, when the series ran on the Lausitzring, Wittmann, in seventh, was the best BMW finisher in Race One and van der Linde (fifth) was the best BMW finisher in Race Two. Philip Ellis in a Mercedes-AMG GT3 won the first race, and Maximilian Götz in another Mercedes-AMG GT3 won Race Two.

BMW leads British Touring Car points after Oulton Park race

Despite scoring no wins in the weekend's three races, BMW emerged as the manufacturers' points leader after the August British Touring Car event at Oulton Park. Adam Morgan, driving the #33 Cicely Motorsport BMW 330i M Sport, finished third in races One and Two, and fifth in Race Three, while Stephen Jelley (#12 BMW 330i M Sport) was the best finisher of the three Team BMW/West Surrey Racing drivers on hand, finishing fifth in Race One, seventh in Race Two, and third in Race Three. His teammate, Colin Turkington—the defending champion—finished eighteenth in Race One after being set back by a collision that was not his fault. He finished twelfth in Race Two and eighth in Race Three.

Tom Oliphant, in the third Team BMW car, was taken out of the first race when he was hit by another car. The team was unable to repair the car in time for Race Two, but was able to get it back on track for Race Three; Oliphant finished fourteenth. The series was to run events later in August at Knockhill and Thruxton, and in September at Croft and Silverstone.



Roy Hopkins won E-Mod in the first sprint at PittRace in his 2002.