



## **BACK TO BACK VICTORIES FOR DARREN KERSEY**



**The starting grid at Silverstone**

*Thursday July 8<sup>th</sup>, 2010 – Story by Ed Sutcliff & Les Turner*

The world famous Silverstone Grand Prix Circuit is also the home of the Formula One British Grand Prix. It was also the site of the very first World Championship Formula One race. This Thursday night, the 3.2 mile circuit hosted the Red Sox Racing League's "Tea and Crumpets Grand Prix". Twenty-one league drivers showed up to test their skills on the track's seventeen flat and fast corners.

Championship point leader Les Turner served notice that he was the car to beat early by laying down the fastest lap in practice, and then earning the pole position with the only sub-145 lap posted (1:44.774). Turner led the first eight laps of the race building up a comfortable lead before being forced to pit due to an electrical issue. "We were extremely disappointed with having to pit out of the lead on lap 9, but the car just quit in the final section, so I coasted it back to the garage and parked it for the evening."

Darren Kersey came into the race fresh off an impressive win at Road America. Using the momentum gained from that race, Kersey backed up his reputation as a top notch road course driver by dominating the rest of the field en route to his second victory in a row. Darren started on the outside of the front row with a qualifying time of 1:45.084 but suddenly found himself in the lead on lap nine and never looked back. His complete mastery of the track gave Kersey a 33 second lead over the 2nd place finisher Jeff Thomas.

Starting in rows two through five were; Jeff Thomas (1:45.873), Wilbur Gildersleeve Jr. (1:46.402), Scott Husted (1:46.413), Bill Hadden (1:46.451), Jim Albertson (1:46.488), Ed Sutcliff (1:46.532), Michael Baley (1:46.594), and Kevin Kyle (1:46.614). Barry Blocker, David Holzwarth, Jeff Sharp, William Kabel, Andrew Feldman, Robert Latuga, Bill Pawluckie, Eric Porter, J. Paul Jones, Chad Tracy, and Dennis Heaney completed the starting grid.

Turner managed to keep his lead in the overall point race despite being forced out of the event early. "I'm not sure what to make of this problem, said Turner after the race. "Something odd was going on last week too. From what I hear, league officials still haven't determined who was behind the jamming device found at Road America. Teamdraft officials issued a statement that the empty can of Tuna found at Road America was obviously a "plant" and vowed to get to the bottom of it.

Kersey was oblivious to the drama surrounding his competitor's electrical problems. "I tend to ignore everything past my front bumper" said Kersey as he kissed and showered the "Tea & Crumpets" victory lane girls with champagne after his win. "I never look at my rear view mirrors either, so pressure isn't something I feel. Remaining calm is the key to victory at any road course track. This one isn't any different. Hat's off to Jeff for his 2nd place finish." Kersey's win moved him up five positions in the overall point standings.



**The battle for position into Turn One**

Thomas was one of the most consistent drivers of the race. "Great win by Darren tonight. The pressure was on me the last 3 laps as I tried to protect my 2nd position. I got hung up behind a lapped car and lost my rhythm for a bit. The loss of momentum allowed Barry Blocker to close the gap. He was all over me in those final laps. Luckily my teammate Les Turner, who had been knocked out of event earlier, jumped into the spotter's chair and helped me for the final two laps. Thanks to Les, I was able to calm down, get my rhythm back, and finish in 2nd place."

Blocker's 3rd place result was his highest finish since joining the RSR league. "Well, that was a crazy race. The Chrome Horn Mazda was well prepared, but the driver wasn't. My flight in got delayed and I couldn't sleep the last 2 nights, so I think I had a case of Jet Lag. I had a terrible qualifying session when my steering wheel went dead. It took the crew 17 minutes to get it straightened out and I was on the track with only enough time to get 3 laps in. My second lap was disallowed and I think it would have gotten me a top 5 on the grid.

Blocker continued, "I started 11<sup>th</sup> and took my time going through Copse. At Maggots/Becketts, I soon found out that I brake deeper than most. I locked up 6 times during the race and when I ran off the road through Abbey, I fell all the way back to 13<sup>th</sup> place. I decided to drive in "Tire Conservation Mode" and attempted something new: to drive the car smooth. That was tough, but it sure paid off. I would've made Justin Wilson proud. I passed a couple of cars and got into 11<sup>th</sup>. I managed to keep it on the road and suddenly I was up to 8<sup>th</sup> place, and then 4<sup>th</sup>. I must have missed all of the chaos that was happening in front of me. At lap 13, I passed Jim Albertson for 3<sup>rd</sup> and stayed there for the rest of the race. Nice and easy, taking care of the tires.

Jeff Thomas got loose at Becketts in front of me and even though I caught up to him, I just couldn't find a way past. Jeff was faster in some sections and I just could not get a run on him anywhere. Jim Albertson was on my tail for 20+ laps as well. It was a pleasure to race with those two guys. I had a blast and finally caught some GOOD luck this week. I'll take it!"

4th place finisher Jim "Gentleman" Albertson drove a terrific race despite some underlying problems with his pit crew. After qualifying in the top 10, the old man of the group thought he was ready to mix it up with the young guns at Silverstone. Getting a clean start was his primary goal. Once the field got sorted out, Albertson thought the car was feeling pretty good until his crew chief radioed that there was a slight problem. Someone had forgotten to top up the tank after qualifying. Jim had to go into conservation mode to save fuel for the rest of the race, but was still able to bring the car home in 4th. Jim had nothing but praise for the crew chief on the Pink Potty Mouth Redhead Racing Team.

"We tried a new tactic at Silverstone and it helped the fuel economy a lot. We ran much lower down force than most others, and I think that is what enabled us to slow down for fuel economy yet still be semi competitive. There were several drivers we had to let by during the race, but The Redhead Racing Team owner's good luck held strong as we were able to re-pass all of them plus others as they eventually had misfortune on the track."

"It was a great race and that is because the RSR league has some of the most courteous drivers on any track anywhere. Congratulations for the win to one of the nicest guys in the league. Darren has done a great job the last two races." Albertson's interview ended abruptly as he reminded the broadcast crew why the RSR races are generally only one hour in length, "Sorry, but I need to find a port-a-potty right away, being old is fun, but it does have a few drawbacks!"

Sutcliff won the "Yo-Yo" award by falling back to last place in turn two of the first lap after starting 8th. By lap 13, Sutcliff had clawed his way to the 6<sup>th</sup> spot. Unfortunately, the Georgia boy tried an ill-timed pass with only eight laps remaining. His unsuccessful attempt resulted in a spin which cost him three positions. Sutcliff somehow regrouped and fought his way back into 5th place.

"I had a great time tonight. We got to the track late and didn't qualify well, so I was happy with a top-10 starting position. Unfortunately I forgot about the extra weight when my crew fueled the car for race distance. I drove a little wide to give room entering turns two-three, but underestimated the momentum of my car and ended up sliding off the left edge of the pavement. I had to stop in the grass while the entire field passed me. I went from 21st to 16th before I got back to the start line, and then spent the next 12 laps working my way to 6th place. The battle between the front runners was super intense all night.



### **Kersey Taking the Checkered Flag**

Everyone in that group drove their tires off while trying to fend each other off, but I overdid it while trying to hound Husted into making a mistake. I spun out in Brooklands and watched helplessly as Bill, David, and Jeff avoided my car as they passed. My crew chief got me calmed down fast when he reminded me we haven't finished outside of the top-5 this season. I wasn't sure my effort would be enough as I worked my way back into 6th place because Scott was laying down some of his fastest laps of the race when I got back to him. I had almost given up when I saw him getting loose between turns 2-3. That bobble was the only thing that allowed me to pass him. All in all, this top-5 finish feels like a win. Congrats to Darren on his awesome back to back wins."

6th place went to Hadden, who was followed closely by the 7th place car of Husted, and the 8th place car of Holzwarth. All three drivers declined to be interviewed after the race, but Husted was overheard screaming at his pit crew about the amount of front brake bias used in his setup. 9th place went to Jeff Sharp. Kevin Kyle finished in 10th place, followed by Andy Feldman, who was the last car still on the lead lap at the end.

Pawluckie led a group of three cars finishing one lap down as he drove to a 12th place finish. Kabela finished in 13th place. Tracy finished in 14th. Latuga was by himself two laps down when he crossed the line in 15th place. Jones (16th) and Heaney (17th) both finished three laps behind the leaders. Heaney's troublesome night was cemented by a flat left front tire on lap 14. "It took me two minutes to get a tow back to the pits so Paul was able to pass me with three laps to go."

Porterfield (18th) retired early to finish 16 laps down, while Turner (19th) eventually returned to the track (after being tossed from the beer tent for acting in a disorderly fashion and using foul language), to help spot for his teammate in the final laps. Gildersleeve (20th) also retired early. Last place went to Baley who was forced to retire with damage after posting his fastest lap of the race on lap seven.

RSR drivers return to the States for next week's "*Damn it's even Hotter in Alabama Grand Prix*" at Barber Motorsports Park in Birmingham, Alabama.

## Driver Standings after Race 6 – Silverstone

Pts Pos	Chg	31 Drivers	Starts	Prov	Races Counted	Wins	T-5	T-10	Tot Pts	Bns Pts	Pen Pts	Laps	Incs	Beh Lead	Beh Next
1	-	Les Turner	6	0	6	4	5	5	587	23	1	245	1	-	-
2	-	Ed Sutcliff	5	0	5	0	5	5	478	2	19	223	19	-109	-109
3	-	Jeff Thomas	6	0	6	0	3	4	458	4	16	226	16	-129	-20
4	+1	David Holzwarth	5	0	5	0	1	5	411	6	10	222	10	-176	-47
5	-1	Chad Tracy	6	0	6	0	1	4	381	2	31	265	31	-206	-30
6	-	Andrew Feldman	5	0	5	0	1	4	354	2	18	236	18	-233	-27
7	-	Jeff Sharp	5	0	5	0	1	4	328	2	24	184	24	-259	-26
8	-	William Kabela	6	0	6	0	0	1	311	8	2	260	2	-276	-17
9	-	Scott Husted	5	0	5	0	2	4	309	0	41	150	41	-278	-2
10	+1	Jim Albertson	5	0	5	0	1	2	293	2	29	234	29	-294	-16
11	+5	Darren Kersey	5	0	5	2	2	2	281	11	20	128	20	-306	-12
12	+3	Barry Blocker	4	0	4	0	1	3	273	3	15	169	15	-314	-8
13	-	Bill Hadden	5	0	5	0	0	3	269	3	29	208	29	-318	-4
14	-2	Bill Pawluckie	5	0	5	0	0	1	245	0	30	227	30	-342	-24
15	-5	Divina Galica	5	0	5	0	0	2	227	0	38	167	38	-360	-18
16	+3	Kevin Kyle	6	0	6	0	1	2	209	0	36	101	36	-378	-18
17	-3	Wilbur Gildersleeve Jr	3	0	3	0	1	2	195	4	4	142	4	-392	-14
18	+2	Robert Latuga	5	0	5	0	0	0	182	0	38	183	38	-405	-13
19	-3	Michael Baley	4	0	4	0	2	2	172	0	28	95	28	-415	-10
20	-2	Terry Mccuin	3	0	3	0	1	1	171	4	3	138	3	-416	-1
21	-1	Jim Kepford	2	0	2	0	0	2	160	2	2	58	2	-427	-11
22	-	Tony Cook	2	0	2	0	0	0	135	2	2	129	2	-452	-25
23	-	Robinson Shields	2	0	2	0	1	1	112	0	8	54	8	-475	-23
24	-	Eric Porterfield	4	0	4	0	0	0	104	0	36	159	36	-483	-8
25	-	Kermit Gentry	3	0	3	0	0	0	91	0	14	43	14	-496	-13
26	-	Robert Magee	2	0	2	0	1	1	86	0	9	45	9	-501	-5
27	-	David Pyner	4	0	4	0	0	0	64	0	41	79	41	-523	-22
28	-	Dennis Heaney	5	0	5	0	0	0	63	0	57	155	57	-524	-1
29	-	J. Paul Jones	4	0	4	0	0	0	48	0	42	48	42	-539	-15
30	-	Chris Templin	1	0	1	0	0	0	46	0	9	33	9	-541	-2
31	-	Mike Montesi	1	0	1	0	0	0	7	0	3	1	3	-580	-39