



Another Strong Outing For Tom Dyer in the Continental Tire Series at Laguna Seca

Driving duo of Tom Dyer and Tony Rivera finish 8th in the #01 CKS Camaro GS.R

July 11, 2011 (Monterey, CA) - Tom Dyer helped to cap off another competitive showing in the Grand-Am Continental Tire Sports Car Challenge (CTSCC) series for the CKS Autosport team and the #01 Chevy Camaro GS.R at Mazda Raceway Laguna Seca on Saturday July 9. It was his third career start in the series racing earlier this year at Lime Rock Park and Watkins Glen International raceway.

Entering round eight of the ten race schedule Dyer and Rivera kept the #01 Camaro in the top five on the time sheets throughout practice and had good reason to be optimistic heading into qualifying. Tom would qualify the car, but the pre-qualifying optimism was dashed as after two laps Dyer pulled into pit lane radioing his crew that the brakes were going out and something was wrong with the handling of the car signaling the end of Dyer's qualifying run. The crew found the front sway-bar had broken and the brake master cylinder to be failing. Even with the issues in qualifying he still was able to qualify the car in 11th position overall in the 53 car field with his first timed lap.

"We were all looking forward to a good qualifying session based on our practice runs and it just wasn't meant to be as the car had a couple issues that popped up out of nowhere. That happens sometimes in this sport and we weren't too concerned because they are easy fixes and we still had a good starting spot just outside the top ten. It's better that stuff happened then rather than in the race. I thought the rear differential was broken because I was spinning and smoking the inside rear tire wheel everywhere along with the poor handling, but a broken front sway-bar will have that effect on the handling and traction out of the corners."

As the green flag flew for Saturday's race the field was remarkably well behaved going into and through the treacherous (on starts) turn 2 Andretti hairpin corner and Dyer was able to gain a couple positions during lap one. After a quick full course caution Dyer moved up a couple more spots on the ensuing restart and began reeling in the top five in front of him. After a another caution period and restart he made his way up into the top 3 and began pressuring the race leader. After moving into 2nd place Dyer and the leader ran fast and clean swapping the lead and laying down some of the fastest laps of the race. After clearing the one hour point of the race it was time for Dyer to pit for fuel, tires and a driver change. While under a full course caution period the pit lane opened for the GS cars to pit, but Dyer had already passed the pit lane entry and had to pit a lap later from the lead. The pit stop was completed without any problems and Rivera took over the driving duties. The Grand-Am officials notified the team however the #01 would receive a stop 'n go penalty for pitting under the yellow out



of sequence. The series has specific rules about when pit stops can occur between the two divisions (GS and ST) so that the pit stops occur in a staggered format (GS first then ST) so that all 53 cars don't hit the pit lane simultaneously. Because Dyer was unable to make it onto pit lane when the series announced pit lane was open for GS cars forcing him to come in a lap later during the ST allocated pit window therefore incurring the penalty. Fortunately, the penalty was served during a caution so the impact was lessened but, Rivera still had to slot in at the tail end of the field. From that point on Tony drove terrifically carving his way forward and bringing the car home in 8th place at the checkered flag.

"It was great to be back behind the wheel of the #01 Camaro at Laguna Seca. I had a great time racing there and I really enjoyed myself. It was cool to be battling up front and being able to stay out for as long as I did before we finally had to pit for fuel. It's too bad we got dinged for the stop 'n go penalty, but I was already passed the pit lane entrance by the time the series radioed the pits were open to GS cars and the team was able to relay it to me. If there's a similar situation next time we'll handle it differently so we don't get caught out by that again. My teammate as usual was awesome all weekend and it's been such a good experience driving with him. The same can be said for the CKS Autosport team as they are all awesome to work with on and off the race track. I couldn't ask for a better group of people or team to race with. And finally I have to thank Dave for again letting me fill in for him when he was unable to make it. I'd really like to continue racing in this series so I'm hopeful more opportunities come my way."

[The television broadcast of the CTSCC race from Laguna Seca airs on the SPEED network Sunday July 17th at 10am PST and re-airs July 22nd at 9am PST](#)

Series Overview:

The Continental Tire Sports Car Challenge (CTSCC) is a sports car racing series where many different makes and models compete against each other in production based street cars that are modified according to what's allowed by the rules. There are two separate classes racing simultaneously with the Grand Sport (GS) and Street Tuner (ST) divisions. The GS is comprised of muscle cars and imports like Camaro's, Mustang's, BMW's, Porsche's and Nissan's. The ST class is populated by cars with smaller engine displacement like VW's, Honda's, Mazda's and Mini Coopers. All the cars compete on Continental Tire racing slicks designed and engineered specifically for the series.

For more updates and info on Tom go to www.tomdyer.com or follow him at: www.twitter.com/TomDyer

