



Dyer Double Dips at the Grand-Am CTSCC Series Finale at Mid-Ohio

Competes in two different cars in the same race

September 18, 2011 (Lexington, OH) - The final race in the 2011 Grand-Am Continental Tire Sports Car Challenge (CTSCC) series took place this past weekend at the famed Mid-Ohio Sports Car Course with Tom Dyer doing double duty driving the #01 CKS Camaro and the #197 RSR Motorsports Mini. Rising up to the challenge of driving two distinctly different cars in the same race, Dyer pushed both to the front in the GS and ST class combined 71 car field. With the race being two and a half hours in length and requiring each car to have two drivers, it enabled Dyer to start in the Camaro, get out and hop into the Mini to finish the race.

Practice went well in both cars with one exception during the Friday morning session. Traveling down the back straightaway at over 145 mph Dyer experienced a total brake failure causing him to careen off course and into the tire barriers. Upon inspection it was revealed the brake master cylinder unit failed resulting in the brake pedal going to the floor resulting in no brakes. Fortunately, the tire barriers did their job limiting damage to the car and keeping it from being completely destroyed. The CKS team went to work repairing the car just in time before qualifying allowing Dyer to climb back aboard and qualify the #01 Camaro in 3rd place, the team's highest starting position of the year. In the ST class Dyer's teammate, Mark Congleton qualified the #197 Mini in 8th position.

"Friday was definitely one of those up and down days. Both cars were fast off the trailer and were good speed-wise. We played with the set-up's on both to refine and get them more comfortable for each driver. It was interesting transitioning from the bigger, heavier and more powerful rear wheel drive Camaro to the smaller, lighter, less powerful, but more nimble front wheel drive Mini. It took me a couple sessions to get totally synced up between the two when making the switch, but I got it down and was really enjoying it!"

"That was quite a wild ride at the end of the back straight when I lost the brakes in the Camaro. There was a ST car in front of me, which I avoided and then pitched the car sideways to scrub off speed before launching off the at least 10 foot drop off into and skipping across the gravel trap into the tires. It's definitely not the kind of roller-coaster ride I'd recommend! We were lucky the car wasn't that bad damage-wise. Full credit goes to the team as they did a great job putting it back together, assessing what failed and giving me the confidence to hop back in and stand on it in qualifying without worry or the benefit of testing it out before. That's the second master cylinder problem/failure we've had this year on that car, but this one failed at about the worst possible place on the track. It was also great to reward the team for their efforts repairing the car with the car's highest qualifying position of the year. To make qualifying better Mark in the Mini did an awesome job putting it 8th on the grid within a half second of the pole position lap time. We definitely ended the day on an up!"



The strategy going into the race was structured for Dyer to spend about 30 minutes behind the wheel of the #01 Camaro, pit and hand it over to teammate Tony Rivera, so he could get behind the wheel of the Mini as soon as possible to help aid the sister #198 Mini in its quest to win the ST championship. That strategy changed however, in the opening stages of the race as Congleton in the #197 Mini experienced a loose wheel during the opening lap forcing him to make a pit stop and going one lap down. The CKS Camaro crew decided to switch to a one stop strategy since they were forecasting a multitude of caution periods with the massive 71 car field. Meanwhile, on track Dyer maintained 3rd place at the start until the race went yellow for a incident on lap 3. The ensuing restart came on lap 7 and Dyer wasted little time moving to the front of field taking the lead on lap 9 and stretching it out from 2nd place until more cautions occurred. Unfazed by the consistent cautions Dyer restarted and re-establish his lead multiple times leading for a race high 30 laps. After the one hour mark and needing to pit for fuel the CKS team determined it was time to pit from the lead to do a driver change, fuel and tires. Dyer pitted from the lead hopped out and sprinted down to the RSR Mini pits waiting to climb aboard the #197.

A lap after Dyer pitted the Camaro, the Mini hit pit lane and Tom climbed in. Still one lap down and rejoining at the end of the field, Dyer's strategy was to pass as many cars as possible, while hoping for more cautions to close up on track position to the leaders. Dyer climbed through the ST field working his way up to the lead group of cars and finished the race dicing with the leaders when the checkered flag came out. Realizing the race's end was near and he wasn't going to gain from racing the leaders (being one lap down) he dropped back to be the tail of the lead group to let them sort it out amongst themselves. Showing what might have been had he and Congleton not been a lap down, Dyer turned his quickest race lap in the Mini on the last lap outpacing the leaders and race winner by a couple tenths of a second. Dyer and Congleton finished one lap down, 18th in the ST class and 42nd overall. Meanwhile, the #01 CKS Camaro ran into a couple snags during the second half of the race. Rivera was hit and spun out mid-way into his stint and then was involved in a three car incident two laps from the end resulting in a DNF (did not finish) and 25th place in the GS class and 43rd overall result.

"Well, it was another up and down day. The final results weren't what I wanted, but the performances in both cars were good and that's what I can control. It felt great to lead the race for 30 laps during my stint in the Camaro. I'm proud of what we as a team achieved this year with it being my first time in the series and the teams first year in the GS class and with the Camaro. It's definitely been a learning curve! I was able to put the #01 Camaro into the lead in three of the four races I ran and Tony and I achieved their best



starting and finishing positions this year. We should get some good TV time from this race, which is good for the team, their sponsors and the Chevrolet brand heading into the off-season. Tony and I worked great together and I couldn't of had a better teammate. He's awesome and I hope to be able to race more with him in the future."

"And what can I say about Randy Smalley's RSR Motorsports team. They are truly fantastic. It's not easy to run four cars each race and they do a phenomenal job doing it. They're a positive, smart and cohesive group and the Mini's are really cool to drive, very fast and it's been a great experience racing with them in the last two rounds this year. I think there's no question we had a shot at repeating our New Jersey performance of getting onto the podium and possibly taking the top spot. It wasn't meant to be however, as once you're a lap down in this type of racing it's almost impossible to get that lap back without some real breaks falling your way. I want to thank Randy for having me aboard and to my co-driver Mark for doing a great job of driving this weekend."

[The television broadcast of the CTSCC race from Mid-Ohio airs on the SPEED this Sunday September 25th at 10am PST / 1pm EST.](#)

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. The races are 2.5 hour contests featuring 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. Visit www.grand-am.com for more information about the series.

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