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NATIONAL AUTO SPORT ASSOCIATION

NASA Midwest Inc.
5250 Grand Avenue
Suite 14-387
Gurnee, IL 60031

Chicago, July 27, 2010, NASA Midwest, Inc.

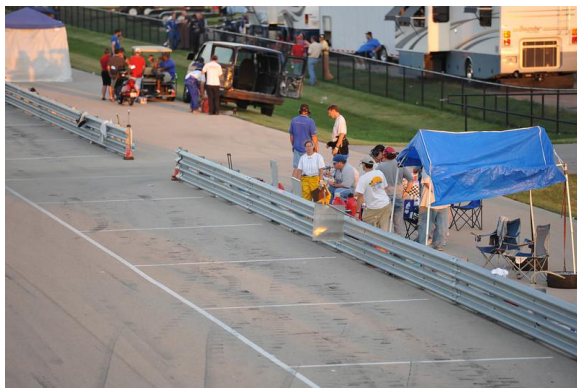
Riggen is Perfect as the Factory Five Racers Enjoy NASA Family Weekend in Joliet, IL

Friday July 16, 2010

A hot Friday afternoon greeted a few of the Factory Five racers as they arrived at Autobahn Country Club in Joliet, IL. Great Lakes racers Brian Sanders – 49 and Gregory Wellinghoff – 77, met up with Midwest racers, Lyle & Julie Riggen – 09 in the early afternoon. The 09 team also brought with it Lyle Riggen's mother, cousin and two dogs. Team Warbird motorsports consisting of Sanders & Wellinghoff in the 77, along with Riki Tiki Tavi Racing consisting of the Riggen husband & wife duo in the 09 were planning to run



the second race of the 2010 NASA Midwest Enduro challenge on Autobahn's full course on Friday. The teams prepped their cars and got them ready to go for the enduro, both teams agreeing to use one pit stall and a combined crew for their endure effort. Brian took the first stint in the 77, while Lyle Riggen took the first stint in the 09. Team Riki Tiki Tavi took the lead of the E1 class for the first couple of laps while Team Warbird Motorsports fell to back as Sanders took the first few laps to get used to a car he had never driven before. Team Riki Tiki Tavi gave up the E1 lead on lap 3 as they settled into their rhythm for the remainder of the Enduro. Team Warbird motorsports on the other hand found Sanders battling an ill handling car that made banging noises in the early going. Concern with regards to a sticking rear brake caliper brought Sanders in on Lap 8 for inspection. The team checked the rear caliper out and decided it might just be the new rear pads wearing in, then decided to make a driver change to allow Wellinghoff to evaluate the car further. Team Warbird returned to the track and determined the 77 was driveable, even with the few issues it was having. Wellinghoff decided to stay in the car as he would be able to best determine if the issues were bad enough to warrant retiring the car. Team Riki Tiki Tavi retook the E1 lead on lap 14 and moved into third place overall.



On lap 19 team Riki Tiki Tavi made their first pit stop and driver change with Julie Riggen taking over. She returned to the track in second place in E1 and 12th overall. Team Riki Tiki Tavi retook the E1 lead on lap 27, thus ensuring Lyle would have no bragging rights over Julie. Meanwhile, the 77 continued to turn laps moving up into fourth in E1 before pitting on lap 28 for fuel only. Unfortunately, for the penalty plagued 77, a crew member did not know the rule regarding removing the pin on the fire extinguishers during



fuel stops and Team Warbird had to return to the pits on lap 30 to serve a five minute penalty, effectively moving them into fifth place in E1 where they would finish the race after 49 laps in 15th overall. Team Riki Tiki Tavi performed their second pit stop and driver change on lap 37 with Lyle Riggen relieving Julie and falling to third in E1 as the laps wound down. Riki Tiki Tavi quickly moved back into second on lap 39 and back into the lead on lap 43, a lead they would not again give up as their team completed 53 laps and finished first in E1, eighth overall. The tired racers returned to their trailers and packed up for the evening, grateful that their cars had completed the long day. The racers hope that Julie's taste of Factory Five racing may lead her to becoming a regular competitor in the future.

Saturday July 17, 2010

The morning began early with the Factory Five teams checking their vehicles out and getting them ready for the day's sprint races on Autobahn's south course. Gregory Wellinghoff did a complete bolt check and inspection of the rear end of the 77, searching for the source of the mysterious banging heard during the previous day's enduro. He discovered a bolt on the driver's side rear caliper had worked its way out and was likely the reason for the sticking rear brake, unfortunately the pad was pretty worn down, but looked to have enough left to finish the weekend. In morning practice, Wellinghoff found the car to still have the banging around hard left hand corners, but was unable to come up with any other cause for it and judged that it did not seem to be impacting the car in any way that would jeopardize the car or fellow competitors. Brian found his car to be pushing in morning practice, which gave him some cause for concern, but otherwise no issues. Lyle ran smooth through practice with no issues.



Lyle Riggen was gracious enough to offer his car to his longtime friend and crew member Joe Gilmartin for the NASA HPDE program during the weekend. Gilmartin has been a longtime fan and honorary member of the series and NASA volunteer. The racers hope that sometime soon they will see him behind the wheel of his own challenge car as the series continues to grow.

The racers also met another Factory Five enthusiast on Saturday. John Tongish of California and his daughter Sabrina attended the NASA event at Autobahn. Tongish owns a Factory Five roadster and is spending his summer taking his car to various racetrack driving events throughout the country to enjoy driving the tracks. The racers were glad to meet them and enjoyed their company throughout the weekend.





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As the heat of mid-day approached, the racers returned to the track for qualifying. A relatively uneventful session found Riggen on the pole with a time of 1:40:702, followed by Sanders at 1:43:620 and Wellinghoff at 1:47:222. After qualifying Sanders and Wellinghoff made air pressure adjustments to their cars to hopefully improve their handling before the race.

The start of the race was somewhat uneventful, in fact it was uneventful for 3 pace laps as the NASA field seemed unable to properly form up before start-finish. When the race finally did begin, Lyle had a great start and quickly moved into the lead as Brian and Greg Wellinghoff found themselves mired in slower traffic. The traffic sorted itself out yet, the running order remained unchanged throughout the race with Riggen finishing first, followed by Sanders and Wellinghoff.

Sunday July 18, 2010

A more overcast morning greeted the racers and led to faster times in an uneventful morning practice. Lyle found himself down on power toward the end of the session and upon inspection of the car discovered a damaged plug wire that he quickly remedied. In addition, he found it prudent to change the brakes on his car given the number of miles that had been put on the 09 thus far during the weekend.

The cooler Sunday temperatures gave way to a faster qualifying session with Brian taking the pole with a time of 1:40:659, followed by Lyle at 1:41:058, and Gregory Wellinghoff at 1:43:636. Wellinghoff had some brake fade during the qualifying session and decided it best to change the front pads as they showed signs of significant wear.



Race time came around and the racers hoped they would see a smoother start on Sunday. Fortune smiled upon them as only one pace lap was required to get the field squared away. The start itself was somewhat more perplexing as the inside lane slowed significantly going into turn one while the outside lane took off. This benefited Riggen as he was able to shoot accelerate around Sanders into the lead. A lone SU Corvette that started behind the FFR racers decided to force his way into the FFR position

battle in the first couple of laps, thus hurting Wellinghoff and Sanders chances of catching up with Riggen. The race became quickly out of reach for Wellinghoff and after a quick off track excursion Sanders as well. Riggen swept the weekend with another first, followed by Sanders and Wellinghoff.



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The racers bid their farewells to each other and headed for home. Great Lakes region's next event is Mid-Ohio on July 23-25, while Midwest region enjoys a break before their next at Gingerman on August 21-22.

--Gregory Wellinghoff

Photos courtesy of Automated Photography www.automatedphotography.com

For complete results and a list of lap records, please see www.nasamidwest.com

NASA Contact:

Bryan Cohn

Director of Competition

NASA Midwest, Inc.

bcohn@nasamidwest.com