

RETRO East™

The “Fall Brawl”

Matt Bruce Declared First Heavyweight Champion

November 12-14, 2010

By Joe “Noose” Neumeister



Speed Zone in Mount Holly, NJ was host to the first “Fall Brawl” Retro Nationals as part of the Retro East™ Winter Series races.

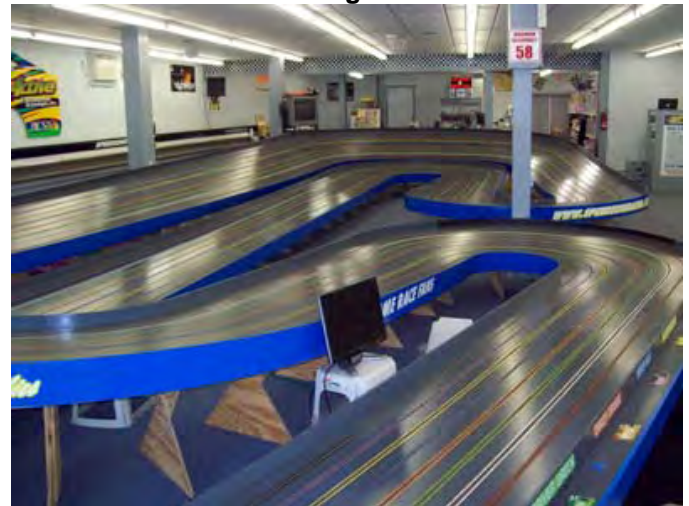


The event was held for 3 days on 2 tracks at this great raceway. Hosts Mike Iles and Jay Kising had both tracks ready to go for some fantastic racing. Six “rounds” of racing would determine who the “Heavyweight Champion” and it was a slugfest! There was only a 5 point spread in the “judges voting” going into the final round. The “gloves would come off” and the leaders would go at it. But..more on that later.

The “Jersey Devil” Flat Track



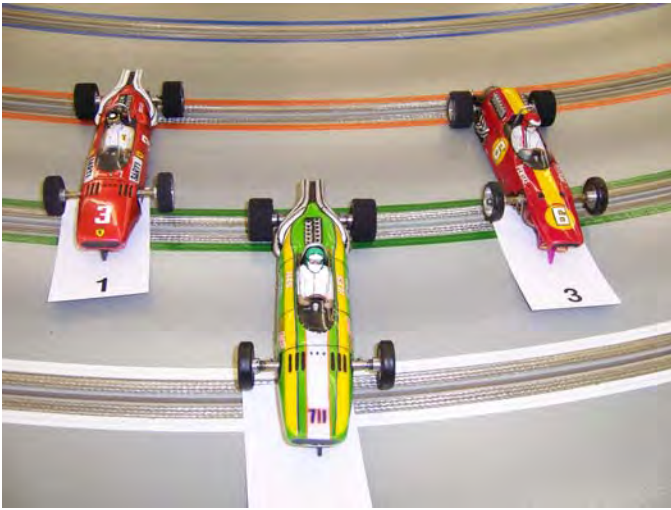
The Engleman



Jail Door Grand Prix Event

The first round would be for the Jail Door Grand Prix cars using the R&C Rules. The Jail Door classes are a growing class and are just usually run for kicks out here in Retro East™ land. These are some pretty cars and hands down the toughest ones to drive in retro for sure. The slightest change in track condition makes all the difference in the world to these Monsters of Brass. Now add to that the Jersey Devil Track. Oh my. Only the strong would survive.

Concours was won by Mike Iles with his Noose painted Ferrari 312M. Noose’s car (left) was 2nd and Roger Ruggieri’s Noose painted car (right) was 3rd.



Qualifying got underway and we could see that the conditions were different from the morning for sure. The track was a lot more stuck which makes driving these beasts even that much harder.

And now what do you know. Mike Iles proved that a good looking car can be fast too as he earned the TQ spot!

Qualifying Results:

- 1. **Mike Iles – 7.049 – New Record**
- 2. Matt Bruce – 7.241
- 3. Howie Ursaner – 7.300
- 4. Dave DeMott – 7.378
- 5. Jay Kisling – 7.508
- 6. Mark Craven – 7.717
- 7. Roger Ruggieri – 7.758
- 8. John Streisguth – 7.867
- 9. Noose – 8.014
- 10. Billy Walker 9.385

Talk about frustration! Both Howie and Mike drove my car in the morning. It was sooooooo good. Heck, it sent Mike Iles back to work for over 4 hours on his! By the time the race came it was just too stuck and my lack of time on this Devil made it even worse. Oh well!

The race was held in a Round Robin format. Flat track experience really showed in the results. Also, if the finish was a vision of what was to come for the rest of the weekend then boy were we in for a treat.

The Starting Grid



When the might roar of the engines came to halt, it was Jay Kisling taking the win by 18 inches over Howie Ursaner! Matt Bruce would take 3rd.

The Finish!



JD GP Results

- 1. **Jay Kisling – 187 Laps – BT 7.140 – New Lap Record**
- 2. Howie Ursaner – 187 – **7.077 – New FT Record**
- 3. Matt Bruce – 185 – 7.249
- 4. Dave DeMott – 182 – 7.468
- 5. Roger Ruggieri – 175 – 7.577
- 6. Mark Craven – 174 – 7.742
- 7. Mike Iles – 171- 7.140
- 8. John Streisguth – 159 – 7.631
- 9. Noose – 16 – 7.804
- 10. Bill Walker – 139 – 8.890

Howie 2nd, Jay 1st, Matt 3rd.



Matt's Car: Steube Chassis, Bruce – Dilworth Eagle, 105 Grams, Thunder Rears, Bruce Fronts, Red Fox Guide, F2, 7/28, 3rd Eye Controller



Jay's Car: Tony P Chassis, Noose - Dilworth Ferrari 312 M, 109.2 Grams, Thunder Rears, Pro Track Fronts, Parma Guide, F2, 8/30, Difalco Controller



Jail Door Sports Car Event

On to the Engleman for the "big block" Jail Doors. Sports Cars were next up and we had 10 entrants for this one too so it was going to be another round robin.

Concours was won by Noose with his TST Lotus 40. 2nd was a tie. From left to right, Matt's Boogie O/S Lola T-70, Jay's Noose TSR Lola T-70, and Dave DeMott's TSR Noose Lotus 40.



Howie's Car: Warmack Chassis, Warmack - Anderson BRM M, 103.3Grams, Pro Track Fronts and Rears, JK Guide, F2, 8/28, 3rd Eye Controller



Qualifying got underway and how close could the top 2 qualifiers be? Take a look:

Qualifying Results:

1. Jay Kisling 6.5582 – New Record
2. Mike Iles – 6.5584
3. Howie Ursaner – 6.570
4. Roger Ruggieri – 6.7511
5. Matt Bruce – 7.5554
6. Mark Craven – 6.8131
7. Noose 6.8800
8. Dave DeMott – 7.0577
9. Billy Walker – 7.276
10. John Streisguth – 7.2900

Jay Kisling jumped right into the lead and held for awhile until Howie made his move. That ol Falcon 2 kicked in and it looked like his Can-Am at the Sano the way he was motoring down that straightaway. Mark Craven using one of Howie's loaners battled it out for the 3rd spot with Mike Iles. A few chuckles took place during the race because of John Streisguth's car. John had a very pretty Ford GT Roadster that got dubbed the "Barbiemobile" so you can imagine the comments. LOL

So when the roar of the engines finally stopped, it was Howie with the win followed by Matt Bruce and Mark Craven.

JD SC Results

1. Howie Ursaner – 209 Laps – BT 6.585 – New Records
2. Matt Bruce – 205 – 6.749
3. Mark Craven – 203 – 6.804
4. Mike Iles – 203 – 6.702
5. Jay Kisling - 200 – 6.702
6. Noose – 196 – 6.968
7. Roger Ruggieri – 193 – 7.023
8. Dave DeMott – 188 – 6.968
9. John Streisguth – 175 – 7.468
10. Billy Walker – 174 – 7.304

Matt 2nd, Howie 1st, Mark 3rd



Howie's Car: Warmack Chassis, TSR Lotus 40, 115.3Grams, Pro Track Fronts and Rears, Red Fox Guide, F2, 8/28, 3rd Eye Controller



Matt's Car: Steube Chassis, Boogie OS Lola T-70, 1159 Grams, Thunder Rears, Bruce Fronts, Red Fox Guide, F2, 8/27, 3rd Eye Controller



Mark's Car: Warmack Chassis, TSR Lotus 40, 115.3Grams, Pro Track Fronts and Rears, Jet Guide, F2, 8/28, Difalco Controller



Stockcar Event

It was time now to move onto the IRRA™ classes. First up was the Stockcar class. These cars worked very, very well on the Engleman and it looked like it was going to be another close one. We had 17 entrants for this one.

Concours was won by Max Iles with his O/S Noose Charger, Bruce Baughman (left) and John Streisguth (right) were a tie for 2nd place.



Well, it was time to rub some paint and the time trials began. Getting these babies to stick without tipping is the key of course and Mike Iles got it right setting a very quick TQ time.

1. Mike Iles – 6.163 – New Record

2. Roger Ruggieri – 6.241
3. Max Iles – 6.285
4. Matt Bruce – 6.317
5. Mikey Iles – 6.367
6. Randy Kohr – 6.426
7. Howie Ursaner – 6.428
8. Noose – 6.437
9. Mac McPherson – 6.455
10. John Streisguth – 6.477
11. Doug Murphey – 6.543
12. Wes P – 6.590
13. Bill Gerhart – 6.642
14. Dave DeMott – 6.645
15. Jersey John Molnar – 7.000
16. Billy Walker – 7.003
17. Bruce Baughman – No Time

The C Main would be up first. Bill Gerhart won and Dave DeMott was 2nd capturing the 2 move-ups with Billy Walker taking the podium in 3rd.

Dave, Bill, Billy



C Main Results

1. Bill Gerhart – 206 Laps – BT 6.586
2. Dave DeMott – 204 – 6.523
3. Billy Walker – 183 – 7.031
4. Bruce Baughman – 173 – 7.077
5. Jersey John Molnar – 166 – 7.140

The B Main was up next. Howie and Mac McPherson got the job done running together almost the whole race. John Streisguth captured the podium spot with a good 3rd place finish.

Mac, Howie and John



B Main Results

1. Howie Ursaner - 215Laps – BT 6.479
2. Mac McPherson – 213 – 6.419
3. John Streisguth – 210 – 6.479
4. Wes P – 208 – 6.539
5. Noose – 207 – 6.419
6. Dave DeMott – 204 – 6.530
7. Bill Gerhart – 193 – 6.589
8. Doug Murphey – 186 – 6.529

Time for the main event. Oh boy this looked like it was going to be a good one and it sure was. Roger Ruggieri joined the Noose School for Loaning Disorders in this one. He loaned Howie his back-up car. Oh well.

It was tight the whole race and when the last heat started Mike Iles had a slim lead on Randy Kohr. Randy would finish on the very fast orange lane and Mike was on yellow. Mike held him off to take the win by a whisper.

A Main Results

1. Mike Iles – 219 Laps – BT 6.2596 – New Lap Record
2. Randy Kohr – 219 – 6.419
3. Howie Ursaner – 214 – 6.419
4. Mac McPherson – 212 - 6.419
5. Roger Ruggieri – 209 - 6.369
6. Mikey Iles – 205 - 6.259 – New Record
7. Max Iles – 197 – 6.369
8. Matt Bruce – 104 – 6.479

Randy, Mike and Howie



Mike's Car: Iles Chassis, O/S Charger, 133.8 Grams, JK Fronts and Rears, JK Guide, F7, 8/27 – Ruddock Controller



So after a few hours, well maybe a couple, hours of sleep, we returned on Saturday morning to face the Jersey Devil with GT Coupes and then Formula 1's on the Engleman.

GT Coupes Event

Ay laddie, this Devil has it in for many for sure. You just need hours on it to get it smooth. So who this day would be really smooth? 17 would give it a try. Normally this class has a lot more entrants and me thinks the Devil scared a few off. Totally understandable! Today we also had Falcon 7 handout motors.



Randy's Car: Skunkworks Chassis, O/S Charger, 133.8 Grams, JK Wonder Rears, JK Fronts, Red Fox Guide, TSR, 9/28, 3rd Eye Controller

Concours was an overwhelming win for Jay Kisling's Jersey Devil OS Noose Chevron. Jay almost didn't run this and needed my help mounting it. He Devil was making him shale too much cutting it. LOL Noose's O/S Chevron left took 2nd place and Steve Levitsky's O/S Noose painted Chevron took 3rd place.



Howie's Car: Ruggieri Chassis, O/S Charger, 143.1 Grams, Alpha Medium Wonder Rears, JK Fronts, JK Guide, TSR, 8/28, 3rd Eye Controller





It didn't take long to figure out that some of the local guys were going to be fast and the qualifying results sure proved that point. Wes Pikunis took the top spot.

You might notice where Jay Kising, the King of Koupes, qualified. Hmm..might he have "choked" under the pressure? Did the handout motor blow? Ahhh..nope. He kinda did get choked up though. Seems the choke was on when he went to qualify and he didn't realize it until almost the very end of qualifying with only 5 seconds to go. It looked a whole different car then and all was well for Jay after that. As for me, heck I was thrilled to break the 6 second mark! Of course Jay turned easy 5.6s with my car in practice so I knew it was good and the finger driving wasn't.

Qualifying Results:

1. Wes P 5.527– New Record
2. Mike Iles – 5.537
3. Matt Bruce – 5.554
4. Chris Radisich – 5.637
5. Howie Ursaner – 5.683
6. Randy Kohr – 5.825
7. Bill Gerhart – 5.827
8. Rapid Rick Raducha – 5.906
9. Steve Levitsky – 5.917
10. Jay Kising – 5.958
11. Noose – 5.977
12. Roger Ruggieri – 5.989
13. Doug Murphey – 5.989
14. Bruce Baughman – 6.302
15. Black Bob Tucker – 6.657
16. Frank Giordano – 6.820
17. Emil Fichman – 7.043

Wes P the "TQ" Man



The C Main got going and Doug Murphey took a commanding lead from the start. Bruce Baughman did great and held off Bob Tucker for 2nd place and the move-up with Bob taking 3rd and the podium spot.

Bruce, Doug, and Bob



C Main Results

1. Doug Murphey – 210 Laps BT – 5.988
2. Bruce Baughman – 192 – 6.480
3. Bob Tucker – 188 – 6.261
4. Frank Giordano – 185 – 6.261
5. Emil Fichman – 179 – 6.371

It was clear that there was nothing wrong with Jay's car at all in the B Main. He took the win holding off Bill Gerhart and Rapid Rick. This is very noteworthy and extremely impressive. Rick never drove the track before and has a very limited view of it from he has to be positioned during a race. Half the time he couldn't see some parts of the track so to finish as well as he did deserves a tremendous applause!

Rapid Rick, Jay and Bill



B Main Results

1. Jay Kising – 229 Laps
2. Bill Gerhart – 227
3. Rapid Rick – 222
4. Doug Murphey - 216
5. Roger Ruggieri - 215
6. Noose – 205
7. Steve Levitsky – 204
8. Bruce Baughman - 198

Time for the A Main. Everyone was ready to watch these great flat track racers give it a go. Another close one for sure. Here's how it went for the lead. It was Wes then Matt then Wes then Mike then Mike the Chris then Matt then Mike. You get the point. In then end, it was Mike Iles 1st with Matt Bruce 2nd and Chris Radisich taking the 3rd podium spot.

Matt, Mike and Chris



A Main Results

1. Mike Iles – 240 Laps – BT 5.600 – Both new Records
2. Matt Bruce – 239 – 5.648
3. Chris Radisich – 238 – 5.659
4. Jay Kisling – 237 – 5.648
5. Wes P – 232 - 5.659
6. Bill Gerhart – 230 – 5.761
7. Howie Ursaner – 228 – 5.816
8. Randy Kohr – 224 – 5.871

Mike's Car: Samson Chassis, O/S Chevron, 116.2 Grams, JK Fronts and Untreated Rears, Parma Guide, F7, 7/28, Difalco Controller



Matt's Car: Bruce / Pirro Chassis, O/S Chevron, 115.9 Grams, Bruce Fronts and Rears, Red Fox Guide, F7, 7/27, 3rd Eye Controller



Chris' Car: R-Geo Chassis, O/S Chevron, 115.8 Grams, R-Geo Fronts and Alpha Rears, Parma Guide, F7, 7/28 – Ruddock Controller



Formula 1 Event

My favorite class hands down. Love these open wheeled cars. They run fantastic too on the Engleman and since all other records were broken I expected the same for this race.

Concours was a win for Noose with his TSR Ferrari. Tied for 2nd were Max Iles Noose Lotus 43 and John Gorski with his Red Fox Ferrari.



As noted above, it was expected that the qualifying times were going to be fast for sure. Seeing guys run in practice and the times they were posting with cars on the track just made you say wow! It didn't take long before John Gorski blistered the qualifying record. His 5.276 beat his previous record of 5.369.

Qualifying Results

1. **John Gorski – 5.276 – New Record**
2. Jay Kisling – 5.405
3. Howie Ursaner – 5.406
4. Wes P – 5.413
5. Mikey Iles – 5.461
6. Bill Gerhart – 5.470
7. Randy Kohr – 5.514
8. Roger Ruggieri – 5.517
9. Matt Bruce – 5.534
10. Max Iles – 5.554
11. Ray Carlisi – 5.557
12. Doug Mathews – 5.568
13. Steve Levitsky – 5.568
14. Noose – 5.585
15. Chris Radisich – 5.638
16. Mac McPherson – 5.704
17. Mike Iles – 5.705
18. Jersey John Molnar – 5.936
19. Bob Tucker – 5.990
20. Bruce Baughman – 6.046

Just an interesting note about these cars. Of the 20 entrants, there were 11 Samson Classis Chassis being used. Hmm..guess that tells you something ey?

C Main Results

Mike Iles was on a mission and it started here. He was going to try and do the enduro thing and see if he could make all the way to the A Main. It was between him, Noose and Chris Radisich all the way. Mike had a great race and took the win with Chris taking the 2nd move up spot and Noose taking the podium with 3rd.

Chris, Mike and Noose



1. Mike Iles – 241 Laps – BT 5.546
2. Chris Radisich – 239 – 5.711
3. Noose – 235 – 5.656

4. Steve Levitsky – 230 – 5.710
5. Mac McPherson – 219 – 5.706
6. Bruce Baughman – 205 – 6.101
7. Jersey John Molnar – 201 - 6.085
8. Bob Tucker – 170 – 5.976

B Main Results

Mike Iles continued his quest. He held off Chris Radisich to take the 2nd move-up spot to Matt Bruce's win in this one.

Mike, Matt and Chris



1. Matt Bruce – 252 Laps – BT 5.429
2. Mike Iles – 250 – 5.484
3. Chris Radisich – 247 – 5.538
4. Randy Kohr – 245 – 5.593
5. Ray Carlisi – 237 – 5.655
6. Max Iles – 5.656
7. Doug Murphey – 193 – 5.492
8. Roger Ruggieri – 75 – 5.773

On to the A Main. So how would this fast and furious crew do with the open wheelers? Pretty darn good! Jay Kisling continued his hot F1 performance streak and diced it with Matt Bruce, Mike Iles and John Gorski from the start. Then Gorski had one of those scenes from Grand Prix and did the Sarti thing over the wall going onto the lead on. One more tap in the turn into the sweeper for the lead on caused some gear and wheel issues and he was done for the day. Wes also some issues along the way and dropped back after a good showing at the start. As we got to the last heat it was all Jay's to lose. Matt and Mike were locked in a battle for second and Matt won out on this one. Jay set new records for total laps and fast race time too!

Mike, Jay and Matt



Mike's Car: Samson Chassis, O/S Chevron, 110.4 Grams, JK Fronts and Treated Rears, Parma Guide, Pro Slot, 8/30, Difalco Controller



1. Jay Kisling – 256 Laps – BT 5.374 – Both New Records.

- 2. Matt Bruce – 254 – 5.429
- 3. Mike Iles – 254 – 5.436
- 4. Bill Gerhart – 5.554
- 5. Howie Ursaner – 245 – 5.484
- 6. Mikey Iles – 243 – 5.539
- 7. Wes P – 225 – 5.601
- 8. John Gorski – 74 – 5.546

So here we were at the end of day 2 and 5 rounds of the Brawl. While the points for the overall championship were being tabulated so we would know where things stood for the last "round", it was time for some R&R. Now of course what would a party be without Blue Moon....

Jay's Car: Samson Chassis, O/S Cooper, 107.9 Grams, JK Fronts and Treated Rears, Parma Guide, Pro Slot, 7/28, Difalco Controller



... and the HowieWood show! It's a given at any big retro even these days. He sang and told stories of old. No dancing though.

Matt's Car: Samson Chassis, O/S Chevron, 115.9 Grams, JK Fronts and Treated Rears, JK Guide, Fast Ones Pro Slot, 8/29, 3rd Eye Controller



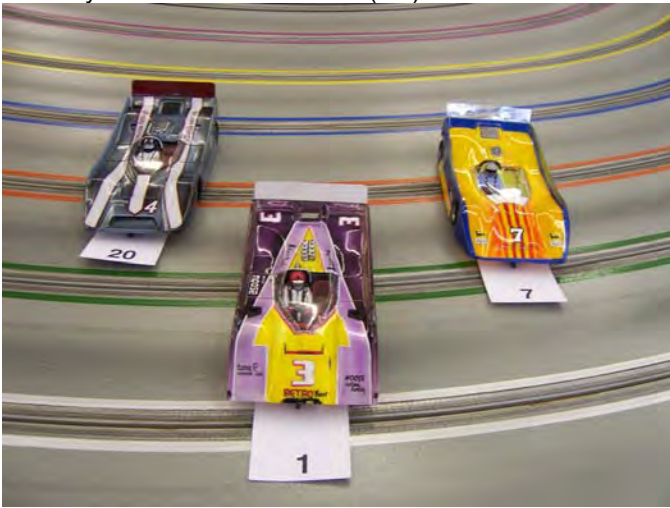
Can-Am Event

Everyone got a pretty good night of sleep so here we were for the final round on Sunday. Can-Am time! We figured it would be a good field and it sure was. There were 35 entrants, the largest Retro East™ field for any class ever!

Tech got going at 11 and by 11:30 we were all done and the qualifying grid was set.

Hmm..Would Mike Iles continue his amazing weekend run? What would Matt do? Would Howie show the dominance again that he did at Sano 4? All questions to be answered.

Concours was won by Noose, his 3rd of the weekend. Tied for 2nd were Larry Cyr's TI22 (right) and Steve Levitsky's Noose Painted TI22 (left).



Everyone figured that since all of the times set for the weekend were record breakers, we probably would see the same thing here. We sure did and we saw the TQ spot change hands multiple times. Ray Duran had a super fast time of 5.198, then Dale Granger broke the record with a 5.119, then Wes P got a fast 5.194 until Mr., TQ got up.

Yup. Gorski set the new record for the track as well as Retro East™ with a 5.113! To quote Matt Bruce "damn..turn in the 5.2s and you are in the B Main!" According to John, this was his 40th TQ since retro started back in 2007.

Qualifying Results

1. John Gorski – 5.113 – New Record

2. Dale Granger – 5.119
3. Wes P – 5.194
4. Ray Duran – 5.198
5. Randy Kohr – 5.238
6. Howie Ursaner – 5.253
7. Matt Bruce – 5.256
8. Roger Ruggieri – 5.263
9. Bill Gerhart – 5.288
10. Jay Kisling – 5.304
11. Mike Iles – 5.314

12. Mike Katz – 5.339
13. Dave DeMott – 5.341
14. Doug Murphey – 5.385
15. Max Iles – 5.390
16. Mac McPherson – 5.411
17. Steve Levitsky – 5.415
18. Noose – 5.422
19. Brandon Millinghausen – 5.465
20. Ryan Bruce – 5.478
21. Ray Carlisi – 5.517
22. Mike Spisak Jr. – 5.531
23. Mike Mankin – 5.582
24. Mikey Iles – 5.594
25. Tony Lang – 5.620
26. Bill Sutton – 5.636
27. Vinny Spina – 5.748
28. Larry Cyr – 5.783
29. Jersey John Molnar – 5.881
30. Rapid Rick Raducha – 5.907
31. Frank Giordano – 5.957
32. Don Perry – 5.972
33. Steve Vogt – 5.973 (withdrew – family emergency)
34. Bruce Baughman – 6.019
35. Mike "Duffy" Heinrich – 6.851

John Gorski TQ for Can-Am



E Main Results

The E- Main would be a 10 man round robin. Tony Lang would dominate in this one while Bill Sutton and Larry Cyr battled it out for the 2nd move-up spot. In the end, it was Bill with Larry getting the podium 3rd spot.

1. Tony Lang – 236 Laps – BT 5.648
2. Bill Sutton – 231 – 5.762
3. Larry Cyr – 228 – 5.871
4. Don Perry – 226 – 5.820
5. Rapid Rick Raducha – 226 – 5.707
6. Vinny Spina – 220 – 5.659
7. Bruce Baughman – 206 – 6.039
8. Frank Giordano – 199 – 5.929
9. Mike "Duffy" Heinrich – 173 – 6.758
10. Jersey John Molnar – 50 – 6.089

Bill, Tony and Larry



Dave, Steve, and Noose



D Main Results

Young Brandon Millinghausen showed those old guys how it's done. He drove a spectacular race to take the win with Tony Lang taking the 2nd move-up as he worked on his own enduro of move-ups. Newcomer Mike Mankin captured the 3rd podium spot even after his car got a bit bent.

1. Brandon Millinghausen – 241 Laps – BT 5.550
2. Tony Lang – 236 – 5.707
3. Mike Mankin – 234 – 5.602
4. Mike Spisak Jr. – 233 – 5.539
5. Ray Carlisi – 231 – 5.770
6. Mikey Iles – 227 – 5.711
7. Ryan Bruce – 206 – 5.597
8. Bill Sutton – 83 – 5.820

C Main Results

A battle to the end and then...oh well. This was a very clean race and the first one where there were actually a few heats without a track call. Imagine that! I had the lead most of the race. In the last heat I was just ahead of Dave DeMott who was just ahead of Steve Levitsky. With one minute to go I got the proverbial missile broadside in the 180 and just put me too far behind to catch back up with so little time left. Dave DeMott then had the lead until he got it in the sweeper and it was Steve Levitsky who took the win with Dave taking the 2nd move-up spot. Yes, I was not happy and I guess my picture shows it.

It is what it is I know. Has happened before and will more than likely happen again. Unfortunately, someone made the mistake of making a statement that it was done on purpose as part of a group retaliation effort. Let me put it kindly to whomever thinks this sort of action will be tolerated. It won't and if it happens again those involved will be banned from all Retro East™ events. Period. End of subject so now let's move on.

1. Steve Levitsky – 245 Laps - BT 5.488
2. Dave DeMott – 244 – 5.550
3. Noose – 243 – 5.550
4. Tony Lang – 240 – 5.649
5. Doug Murphey – 5.597
6. Max Iles – 226 - 5.487
7. Brandon Millinghausen – 137 – 5.597
8. Mac McPherson – 76 – 5.547

B Main Results

Now on any Sunday or Saturday for that matter, this group would like the A Main line-up here. Just shows you how good this field was. This one was a Matt Bruce show from start to finish. Hmm..a sign perhaps of things to come?

So while Matt was out there cruising for his win, Bill Gerhart, Mike Katz and Mike Iles were giving all they had for that last move-up spot. Bill would take it with some great driving while Mr., 3rd Mike Katz took the podium.

Bill, Matt, and Mike



A Main Results

The Main Event. Ladies and gentleman your attention please. Let's get ready to rumble! The last round of the

Fall Brawl. The Heavyweight Crown is up for grabs. Who will take it?

A bit of chaos reigned as Howie had some gear and wheel issues during the warm-up. While could fix the gear, in doing so a wheel stripped and by the rules he could not fix it until the green flag fell so the race was started. Howie got back in fast and only lost 2 laps. That is tough to make up sometimes but you never know.

It was Matt and Jay in the lead and Wes P and Gorski right there with them. Ray Duran was in hot pursuit. Matt just stayed smooth and it paid off. He rarely came off even though he started on the black lane and he built a lead as the race went on. Once guys of this caliber have a lead they rarely relinquish it unless disaster happens. There to be none of that this day.

As Matt built his lead up, it became a dice between John Gorski and Wes P. John came from behind and took the lead to hold it for 2nd place giving Wes a very well deserved 3rd place on the podium. John blistered the race lap record doing too.

John Gorski, a very happy Matt Bruce an Wes P



1. Matt Bruce – **257 Laps** – **New Record** – BT 5.378
2. John Gorski – 254 – **5.269** – **New Record**
3. Wes P – 252 – 5.429
4. Ray Duran – 251 – 5.379
5. Bill Gerhart – 250 – 5.429
6. Dale Granger – 250 – 5.378
7. Howie Ursaner – 247 – 5.429
8. Randy Kohr – 247 5.500

Matt's Car: Tony P X Factor Chassis, O/S TI22, 106.2 Grams, JK Fronts and Treated Rears, JK Guide, Fast Ones Pro Slot, 8/29, 3rd Eye Controller



John's Car: Gorski Dream 3 Chassis, JK TI22, 113.6 Grams, JK Fronts and Alpha Medium Wonder Rears, Red Fox Guide, Fast Ones Pro Slot, 8/30, 3rd Eye Controller



Wes' Car: Gorski SK Chassis, JK TI22, 105.9 Grams, JK Fronts and Alpha Medium Wonder Rears, Red Fox Guide, Fast Ones Pro Slot, 9/30, Difalco Controller

Time now to declare the champs.

The overall Concours Champ
Noose



And the new Fall Brawl Heavyweight Champion...
Matt Bruce!



3rd Place in the overall Driving Championship.
Howie Ursaner!



The Final Podium of Champions
Mike Iles, Matt Bruce, and Howie Ursaner



In 2nd place, Mike Iles!



The balance of the Top Ten:

Jay Kisling

Wes P

Tie – Bill Gerhart and Randy Kohr

Roger Ruggieri

John Gorski

Noose

Mikey Iles

Well that's it folks. Heck of weekend. Thanks to Speed Zone for such a great time. This is an event to stay on the Retro East™ calendar so mark yours for 2011 (11/11 to 13). Now if we can just get off that flat track. LOL

Next up for the Retro East™ Winter Series is Slots-A-Lot on December 4th. It will be Formula1 and GTC on the King and Jail Door GP on the Kingleman.

CYA!

NOOSE