

T2 **PHOENIX**

KURT REZZETANO
Philadelphia Region
Phoenix Performance/Calvert
Dynamics Ford Mustang GT



RACE 20 | SUNDAY | Sept. 27, 2015 | 8:30 a.m.

TOURING 2

Kurt Rezzetano, starting from the Tire Rack pole in his No. 37 Phoenix Performance/Calvert Dynamics Ford Mustang GT, made it clear he was at the Runoffs to win as soon as the green flag dropped.

"I have to start off by saying this is the third attempt at this," Rezzetano said. "In 2013, we came with the Mustang and were a little outgunned at Road America. We were hoping it would be enough, but it just didn't have it then. We kept working on things, and the evolution of this car has been all about small changes. [And], after what happened at Mazda Raceway [in 2014], I thought we were cursed at the Runoffs."

"This year, everything just fell into place," he continued. "We had a great first qualifying session, on Monday, and the car

just felt awesome. We were down a little bit to the BMW on the banking, but the car was just so good that all I had to do was get a little separation early on."

A little separation, indeed, as by the end of the 14-lap race, Rezzetano had accrued some 21 seconds over second-place finisher Cooper MacNeil.

MacNeil's race started on the outside pole, but he immediately had his hands full with Preston Calvert in the No. 77 Calvert Dynamics/Phoenix Performance Ford Mustang GT. Tim Kezman made a push early on but, in the end, MacNeil's No. 46 WeatherTech BMW M3 and Calvert were able to pull away. The two then had a back and forth battle until midway through the race.

"Kurt [Rezzetano] set up a really great

start," Calvert said. "In the beginning, we spread things out enough to get through Turn 1 safely. Cooper [MacNeil] did a great job of tucking in behind Kurt. I knew that [MacNeil's] tires would take a little longer to come in, so I decided to try to make the pass into Turn 2. I made the pass, and it stuck." That pass did stick, but only for a while. "Once [MacNeil] got around me I was able to stick with him for a little bit," said Calvert, "but when he hit the sweet spot of his tires, he began to pull away. At that point, I just couldn't catch back up."

By the time the double checker waved, MacNeil had gapped Calvert by 7.3sec, with Kezman less than a second behind Calvert in fourth.

Sydney Davis Yagel



THIRD TIME'S THE CHARM

Following a scary Turn 2 incident at the 2014 Runoffs, Kurt Rezzetano (A/COVE and FAR LEFT) thought he might be cursed, but this year he proved that to be far from the truth when he took the T2 title by 20.972sec. (LEFT) Embroiled in their own battle were Cooper MacNeil (46) and Preston Calvert (77), with MacNeil finishing second and Calvert third.

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Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4;
1. Kurt Rezzetano/PHL (2012 Ford Mustang GT Coupe) **2.00.172** / 2:01.726 / No time / 2:01.095; 2. Cooper MacNeil/CO (2011 BMW E92 M3) **2:01.981** / 2:03.322 / 2:56.438 / No time; 3. Preston Calvert/WDC (2012 Ford Mustang GT Coupe) **2.02.987** / No time / No time / 2:03.226; 4. Bill Collins/LOL (2004 Chevrolet Corvette Z06) 2:05.400 / **2.03.276** / 2:35.698 / 2:04.894; 5. Tim Kezman/MLW (2008 Porsche 997) 2:03.963 / **2.03.414** / No time / 2:04.713; 6. Michael Lavigne/NER (2011 Ford Mustang Coupe) 2:05.300 / **2.03.624** / 3:00.316 / 2:05.147; 7. Albert Nocerine/NEP (2011 Ford Mustang GT) 2:05.494 / No time / No time / **2.04.540**; 8. Aaron Kaplan/CHI (2008 BMW E92 M3) **2.04.561** / 2:04.779 / 2:30.550 / 2:05.123; 9. Marty Grand/WDC (2006 Mitsubishi Lancer EVO) No time / **2.04.594** / 2:19.272 / 2:06.028; 10. Jim Leithausser/FOU (2011 BMW E92 M3) 2:05.998 / **2.05.558** / 2:52.077 / 2:06.419; 11. Oscar Hernandez/FLA (2000 Porsche 911/996) 2:08.325 / **2.05.885** / 2:56.553 / 2:08.077; 12. John Buttermore/BEI (2005 Chevrolet Corvette C6) No time / **2.05.960** / No time / No time; 13. Russell Peterson/DVM/SFR (2001 Chevrolet Corvette C5 Z06) **2.05.448** / 2:10.624 / 2:18.697 / 2:08.639; 14. William Moore/NEO (2014 Chevrolet Camaro SS 1LE) 2:07.900 / 2:07.789 / No time / **2.06.833**; 15. Christopher Qualls/CSCC (1999 Chevrolet Corvette) **2.07.119** / 2:07.861 / 2:36.257 / 2:07.389; 16. Natha Waldbaum/CHI (2002 Chevrolet Corvette Z06) 2:07.832 / 2:07.937 / No time / **2.07.201**; 17. James Rogerson/HOUS (2002 BMW M3 Coupe) **2.07.312** / No time / No time / No time; 18. John Shannon/CNY (2001 Chevrolet Corvette C5 Z06) 2:10.582 / 2:10.670 / No time / **2.08.760**; 19. Nicole Jacque/SFR (2011 Ford Mustang Coupe) **2:10.557** / No time / 2:29.183 / 2:11.001; 20. Carl Fung/CSCC (2004 Chevrolet Corvette Z06) **2:10.871** / 2:12.795 / No time / 2:11.121; Shannon - Loss of fastest qualifying 2 lap per Chief Steward - GCR 6.11.3
Shannon - Loss of qualifying 3 times per Chief Steward - GCR 9.1.9.2.D.5.a.1
Rogerson - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a.1
Calvert - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a.1
Buttermore - Loss of qualifying 1 times per Chief Steward - GCR 6.11.8

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14 laps, 50 Miles: Pos. Driver (Laps); 1. Kurt Rezzetano (14); 2. Cooper MacNeil (14); 3. Preston Calvert (14); 4. Tim Kezman (14); 5. Bill Collins (14); 6. Marty Grand (14); 7. John Buttermore (14); 8. Michael Lavigne (14); 9. Jim Leithausser (14); 10. Aaron Kaplan (14); 11. Natha Waldbaum (14); 12. John Shannon (14); 13. Carl Fung (13); 14. Christopher Qualls (14); 15. Oscar Hernandez (13); 16. Nicole Jacque (13); 17. Russell Peterson DVM (13); 18. William Moore (5); 19. Albert Nocerine (4); DNS: James Rogerson (1); Qualls - Loss of 3 positions in class per Chief Steward - Supp. 5.14
Overall Time of Race: 28:36.723; **Average Race Speed:** 104.515 mph; **Margin of Victory:** 20.972 seconds; **Fastest Race Lap:** Rezzetano 2:01.077 (105.850 mph); **Lap Leaders:** #37 laps 1-14; **Sunoco Hard Charger:** #88 Carl Fung