

I was stopped partway through, he apologized and said they'd transferred back upstairs.

After that, the top six pulled into the tech shed, we were weighed and had fuel samples taken. The first three underwent a much more rigorous inspection, while the next three had various measurements taken (wheel sizes, track and wheelbase, etc.) but were basically "on hold" in case a problem was found with any of the top three. Three hours after the race was over, we had all the cars on the transporter and all the gear in, and left for a well-deserved dinner.

I need to thank my wife Penny for being my biggest supporter, and allowing me to use a week of vacation on this crazy adventure, plus of course all of the weekends and trips and logistics and such that are involved in preparing for such an event. Greg Fordahl of Fordahl Motorsports did his usual great job in car preparation, setup and handling advice. Chris Brown did a great job as crew chief on the car all year. I certainly didn't envy him being under the car on

Tuesday trying to find the gearbox leak, when it was raining so hard that we made a dam with tires and air hoses to control the river of water flowing under the car. I also want to thank Chris' family, Mary Frances and Daniel and Adrian, for letting their husband and father go racing for a week, when I'm sure they'd much rather have had him at home.

Andrew Foley and Matt Crandall and the Pirate Racing crew and coaching team, Alex, Dominic, Leo, Scott and Tom, were great fun to be paddocked with, and were super helpful with tools and help and anything else we could have asked for. Thanks, Andrew, for suggesting this trip and for providing the logistics to make it happen. It was huge fun, I know you enjoyed your first trip, I hope it's the first of many more. And congratulations on the Hard Charger award for most positions gained on track. I know you had some nightmare logistic problems (starting with the wrong tires being delivered) but you did your best with what you had, and still had a great time and finished well.

Microsoft Advertising and Live Search provide the paycheck that lets me support this hobby, and their fabulous graphics design makes it the best looking car on the track. Brent Petterson from Fastsigns Kirkland again went above and beyond to get me the graphics I needed, and as always Solo GI makes fabulous sustained energy bars.

Last but of course not least, I need to thank all my friends and family and co-workers and other supporters who read this blog and my e-mails, for all the support and kind words, not only for this race but throughout my racing career. It's great to have you behind me, I know many of you were listening to the live audio broadcast, and I could hear you cheering all the way in Kansas!

Don't forget to set yourself a reminder to watch the Speed Channel GT2 broadcast on Dec. 10 at 9 a.m. PST. Or on the off chance you're not normally at home watching TV on a Wednesday morning, set your DVR. See www.speedtv.com/schedule/filter/program/821353 for the full Runoffs schedule.

Welcome back to the track!

Bradford Neff, driver

After 2½ years, Brad has returned from two tours of duty to places we can't discuss and has finally gotten his red Chevy Corvette back together after a mishap with the Turn 9 wall at Pacific Raceway in 2006. Brad is the commander of the USS Pennsylvania SSBN 735 Blue Crew.

Brad participated at the last Oregon Regional Race Oct. 18 and 19. The event for him was a "stretching of the legs" with plans to race next spring. He finished second in class (T1) in the sprint race and first in the main (second overall). Although practice on a wet track Saturday morning for wife Anita was very stressful, but things seemed to get better for him as the weekend progressed. It is nice to have Brad and his family back active in the region.

Cmdr. Neff has received many awards during his Navy career. He joined SCCA in 1999, transferring to NWR in May 2006.

David Joehnk, official

After spending 15 months in Iraq with



Sherri Masterson photo

Brad Neff gets a pep talk from his wife Anita.

the 62nd Medical Brigade from Fort Lewis, David has returned to the E-Crew and will once again take up the responsibilities as Course Marshall next year.

David has been a member of the E-Crew for about six years with time out

of country with two tours of duty in Iraq and one in Korea. David used his time in Iraq to plan how he was going to finish setting up his Chevy Silverado with his own water tank and permanent light bar.

Welcome back, David.