



1990 Roush Racing Mustang

Chassis #20

History

Roush Racing Chassis

Roush Racing, under contract to Ford, built thirty-two chassis for road racing. These were "silhouette" cars. That is, the cars had tube frames. Bodies were made of fiberglass or carbon fiber. Bodies from a variety of Ford cars could be hung on the frames. Roush raced these chassis with Mustang, Capri, Thunderbird, Cougar, and Merkur bodies. The most commonly used body was the Mustang.

Over the course of about fourteen years, Roush used three styles of Mustang bodies.

Years	Mustang Body Style #
1984 - 1987	1
1987 - 1993	2
1994 - 1997	3

Under the guidance of Rich Reichenbach, Manager of Fabrication and Design at Roush Racing, the suspensions also evolved. From 1984 through early 1990, the suspension updates were minor. In mid-1990, the suspension, particularly the front suspension, was upgraded. The new suspension is referred to as Phase II suspension. Some early Roush cars were sent back to Livonia, Michigan for suspension

upgrades. A final suspension improvement was made to the last two chassis. These were called, of course, Phase III suspensions. Those that have driven cars with the Phase III suspension claim the difference is palpable.

Some of the chassis started as "factory" cars. Others were immediately sold to "privateers". The factory cars were sponsored by Ford, and advertised a Ford division or a Ford product. These Ford sponsors included: Ford, Mustang, Motorcraft, and Ford Electronics. The factory cars achieved success that was nothing short of dominant. The Roush cars won Trans Am championships, IMSA championships, and endurance races such as Daytona and Sebring. In the 1980's and 1990's the Roush road racing cars were remarkable.

Roush Racing Road Racing Championships 1984-1997

IMSA Drivers Championship	6 times
IMSA Manufacturers Championship	5 times
Trans Am Drivers Championship	6 times
Trans Am Manufacturers Championship	7 times

For a bio on Jack Roush click here:

http://www.roushracing.com/jack_roush/default.asp?page=/jack_roush/jackbio.htm

For a list of Roush Racing race victories click here:

<http://www.roush-mustang.com/roush-racing.php>

Equally remarkable, all of these Roush road race chassis still exist. In recent years, the Roush IMSA/TA cars have become popular among vintage racers and collectors. In fact, several collectors have more than one Roush chassis.

1990 Race Season

For the 1990 season, Roush Racing built Chassis # 20 as the factory team car. Ford sponsored the car. Specifically, the body was painted Ford blue, and carried the logo and icon of the Ford Mustang. As the factory sponsored car, Roush was committed to race the car at every SCCA Trans Am event in 1990. With that in mind, a significant investment had to be made in spare parts. The logistics of the 1990 Trans Am season, with fifteen races, were particularly vexing. There

were several cases in which Chassis # 20 could not return to Livonia, Michigan for servicing between races. So, everything needed to repair and service the car had to be carried in the race trailer.

The store of spare parts for chassis #20 benefits the car to this day. When Roush sold the car, the spares were sold with it. Those spares remain with the car.

Based on a "gong show" tryout, Jack Roush hired Max Jones to drive chassis #20 in 1990 Trans Am Series. Max Jones had previously won two IMSA championships. In addition, Jones, a native of Kansas, won the inaugural Trans Am race at Heartland Park, Kansas.

Next, Roush hired Royce McGee to work on Chassis #20. In 1989, McGee had worked on Greg Sacks' Winston Cup car. With a car, a driver, and a mechanic, the team was ready to go racing.

The season started well. At the Streets of Phoenix, Max Jones finished third. A Roush teammate won. So, Roush Racing drivers occupied two of the three podium positions. At the next T/A race, at Sears Point, Max Jones finished a disappointing 19th. The third T/A event of 1990 was held at Fair Park in Dallas, TX. Max Jones did well again-with a fourth place finish. After three T/A races, Max Jones had a third and fourth place finish. The factory car was still in the hunt for the T/A Championship.



Max Jones driving Roush Chassis #20 at The Raceway at Belle Isle (street course). Motor City 100 Trans Am, Detroit Michigan, 1990.

Max had a string of bad luck lasting five races. At The Raceway on Belle Isle, in Detroit, Michigan, the factory team finished 26th. Successive finishes of 11th, 10th, 30th, and 24th left the team playing

catch up in the point standings. During this five-race stint, the other Roush drivers on the Trans Am circuit were getting good results, but were not winning races. For example, Ron Fellows and Robert Lappalainen were consistently finishing in the top ten in the Trans Am races. This disappointing sequence was almost certainly just bad racing luck. However, it may have been that even Roush Racing was straining. Roush Racing was focusing on winning the IMSA GTS championship. Roush's two best road racers, Dorsey Schroeder and Robby Gordon, were competing in IMSA series. So, some of the resources of Roush Racing were diverted away from Trans Am to IMSA.



Max Jones in Chassis #20. Photo from Olivetti Trans Am Festival program. Round 8 of the 1990 Trans Am series. Road Atlanta. July 29, 1990.

The team turned their fortunes around at Watkins Glen, NY. Round 9 of the 1990 Trans Am series was won by a Chevrolet, but the Roush cars of Fellows, Max Jones, and Lappalainen finished 3rd, 6th, and 11th, respectively.

Likewise, at the subsequent Trans Am event, at Le Circuit Trois Rivières, the Roush cars did well, but not well enough to win. Once again a Chevrolet won. However, Fellows, Jones, and Lappalainen were 3rd, 4th, and 8th, respectively.

The 11th round of the 1990 Trans Am series was the Denver Grand Prix. Like Round 1 in Phoenix, the race was held on city streets. And also like Phoenix, Jones matched his best finish with a 3rd.

The series returned to Canada for Round 12 at Mosport, Ontario. Mosport is Ron Fellows home track. Fellows led the way for the Roush drivers- qualifying 4th and finishing 3rd. Lappalainen and Jones followed in 4th and 14th.

The next event was The Red Roof Inns Trans Am race at Mid-Ohio Sports Car Course, in Lexington, OH. Max finished 4th- the best of the Roush cars.



Photo from the Red Roof Inns Trans Am at Mid-Ohio, September 16, 1990.

The penultimate race of the 1990 T/A series was contested at Road America, in Elkhart Lake, WI. The Mustangs continued to finish well, but not win. At the end, it was Fellows, Jones, and Lappalainen in 5th, 8th, and 14th, respectively.



Max Jones driving Roush Chassis #20. Road America Trans Am race, 1990.

The fifteenth, and final, race of the 1990 Trans Am series headed south to Florida. This Trans Am race was run on streets of the city of St. Petersburg. Max continued his strong performances at street races. Jones finished fifth, and was the best finisher among the Roush cars.

For Max Jones, the 1990 Trans Am season started with a promising string of race results. Then, bad luck cost the team points. However, the team rallied in the second half of the season. Max had strong finishes in the last seven races, and rallied to finish seventh in points. Throughout the year, Max had shown particular skill in navigating the street circuits.

1990 Season Highlights

Ford factory sponsorship

Nine top ten finishes

Seventh in the Trans Am Championship points

1991 Race Season

At the end of the 1990 season, Ford announced that it was going to focus its road racing efforts in IMSA. As a result, Ford discontinued support for the Trans Am program at Roush Racing. This had several profound effects at Roush Racing.

- 1) The most successful T/A driver at Roush, Ron Fellows, left Roush for Tom Gloy Racing. At Gloy, Fellows continued his success in racing Riley and Scott Mustangs in Trans Am.
- 2) The Ford factory sponsored Mustang, Chassis #20, lost its primary sponsor for Trans Am racing.
- 3) Max Jones did not race in the Trans Am series in 1991. Instead, Jones raced IMSA events in 1991.

The 1991 racing season started early at Daytona International Speedway. Roush Racing entered two Ford Mustangs in the 24 Hours of Daytona. Max Jones and Dorsey Schroeder co-drove one of the Mustangs. Robby Gordon and Mark Martin co-drove the other. The Mustangs qualified 21st and 22nd, respectively. Jones and Schroeder finished 2nd in class and a remarkable 6th overall. Gordon and Martin won the class and finished, an even more remarkable, fourth overall.

After finishing one-two, in class, at the 24 Hours of Daytona, Roush entered the two cars for the 12 Hours of Sebring. Sebring International Raceway is set on an airstrip that was used by the Army Air Force. As such, the surface is mainly concrete and rough. To make Sebring even more of a challenge the track surface is bumpy-severely so in some spots! The track is a test of vehicle endurance, although some think not a fair one.

The driver line up changed slightly. Max Jones was paired with Robby Gordon. Dorsey Schroeder, who was paired with Jones at Daytona, co-drove with John Fergus at Sebring. Jones and Gordon qualified their Mustang in 26th. Schroeder and Fergus qualified 1.3 seconds faster in 22nd.

In endurance racing, qualifying position is not as important as in sprint races. Reliability is the critical factor in endurance races, and the Roush Mustangs were reliable. Max Jones and Robby Gordon raced from 26th to 8th overall. Schroeder and Fergus claimed 13th overall. Max Jones and Robby Gordon won the GTO class. Schroeder and Fergus co-drove to fourth in class.

1991 Season Highlights

24 Hours of Daytona 2nd
12 Hours of Sebring 1st

1992 Race Season

In 1992, the routine at the 24 Hours of Daytona continued. Roush entered two Mustangs. The Mustangs were sponsored by Ford and Whistler. Max Jones was entered to drive both cars.

One of the Mustangs qualified 19th and finished 9th overall, but 1st in class. The other Mustang qualified 21st and finished 14th overall and 3rd in class.

Max Jones, at the age of 38, retired from driving race cars. However, Jones continued his racing career at Roush Racing in management.

After Max Jones retired as a race driver, Chassis #20 needed a new driver and a sponsor. Mike Dingman was an IMSA/TA race driver, as well as a member of the Board of Directors of Ford Motor Company. Dingman and Jones were friends. Another IMSA driver, Jonathan "Jon" Gooding, was a mutual friend of Dingman and Jones. Both Dingman and Jones agreed that Gooding would be a good choice to race Chassis #20 in the upcoming 1993 Trans Am season. However, Roush/Ford had been out of the Trans Am series for two years. Restarting the Trans Am road racing program would not be easy.

23 PEPSI GTO



JON GOODING



Jon Gooding's Pepsi sponsored Olds Cutlass racing in an IMSA event. Photo: Ken Poe.

Jon Gooding was the owner of Gooding's Supermarkets in Florida, Gooding's Supermarkets sold Pepsi products. So, Jon Gooding had a relationship with PepsiCo. Jon appealed to Dave Burwick, then a brand manager at Pepsi, for sponsorship. Jon's relationship with Pepsi, together with the track record of Roush Racing, made sponsoring the Mustang appealing to Pepsi. The team went to PepsiCo headquarters in Purchase, New York and made their pitch for Pepsi sponsorship. The pitch was successful and Pepsi signed on to sponsor Gooding in chassis #20.



Prior to joining Roush Racing, Gooding drove an Oldsmobile Cutlass (23) for Kreider Racing. Gooding brought Pepsi sponsorship to Roush Racing. IMSA GTS race at Mid-Ohio, May 30, 1992. Photo: Mark Windecker.

The threesome of Mike Dingman (Ford executive), Max Jones (Roush manager), and Jon Gooding (Pepsi sponsored driver) also pitched Ford to return to the Trans Am series in 1993. Gooding is quick to point out that while the link to Pepsi sponsorship stemmed from his relationship with PepsiCo:

"The effort to get Ford sponsorship for the 1993 Trans Am season was spearheaded, successfully, by Mike Dingman."

Their efforts contributed to Ford's return to the Trans Am series, and specifically resulted in Ford sponsoring Chassis #20 again. The sponsorship deal with Ford required the Mustang to carry Ford Electronics and Mustang Cobra decals.

In 1992, Dan Binks joined the Roush Racing team as crew chief. So the stage was set for 1993. The team had Roush Racing Chassis #20, Max Jones as manager, Dan Binks as crew chief, Jon Gooding as driver, and Ford and Pepsi as sponsors.

In 1992, Pepsi did a market test for a new product. That new product is difficult to describe because it is colorless, free of caffeine, and in one offering, free of calories. Nevertheless, the test marketing for this product showed promise for mass marketing. Pepsi planned to release this new product, Crystal Pepsi, in 1993. A nationwide marketing campaign was planned which included motorsports advertising. Dave Burwick, brand manager at Pepsi, chose Crystal Pepsi as the product to be promoted on Chassis #20.



A six-pack of Crystal Pepsi.

1992 Season Highlights

Max Jones retires as a driver, but remains with Roush Racing as the manager of road racing. Dan Binks joins the team as crew chief.

Mike Dingman, Max Jones, and Jon Gooding are successful in getting sponsorship for Chassis 20 from Ford and Pepsi.

1993 Race Season

Before starting the Trans Am season, Gooding tested Chassis #20 at Roebling Road Raceway in Bloomingdale (near Savannah), Georgia. Rules limited testing at the tracks at which the T/A events would be held. Gooding got comfortable in the car and developed a chassis set up that he liked.

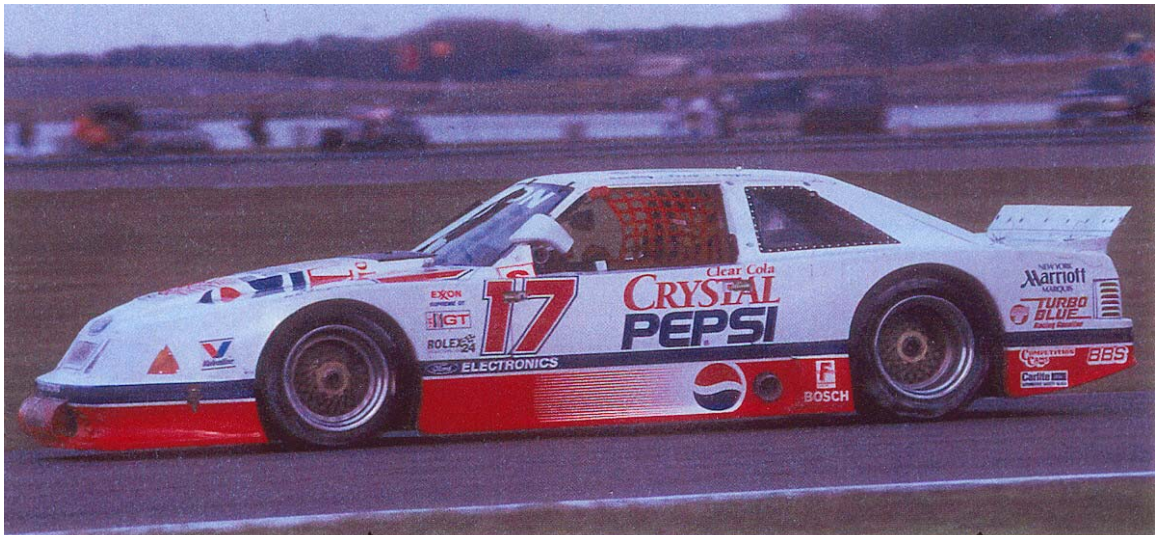
Gooding's first race of 1993 was the 24 Hours of Daytona. Gooding noted that:

"For the 24 Hours of Daytona, Chassis 20 carried the number 17. For Trans Am racing, we changed the Mustang to number 16".

Gooding was paired with Joe Pezza, of Locust Valley, NY, and with Bill Cooper. The trio ran strongly, took care of the equipment, and finished the race. They were rewarded with 8th overall and 4th in the GTS class. The three cars ahead of them in GTS were a Roush Mustang with Tommy Kendall and Robby Gordon driving, another Roush Mustang with Mark Martin and John Fergus driving, and a Nissan 300ZX with Steve McMillen, Johnny O'Connell, and John Morton driving. Against such competition, 4th in class looks good.



Jon Gooding on the banking of Daytona International Speedway.
January 31, 1993.



Jon Gooding
USA

Jon Gooding on the infield of Daytona International Speedway. Note: the body is a second generation version; however, the slope of the nose and splitter have increased from where they were in 1990. By 1993, the second generation nose had evolved to a shape that is close to how the third generation nose would look when introduced in 1994.

January 31, 1993.



Pepsi described Crystal Pepsi as the "Clear Cola". See the door panel in the photo from Daytona.



Roush Mustang Chassis #20 in the garage at Daytona International Speedway. Note that headlights have been installed for the 24 hour race. January 31, 1993.

In 1993, Roush Racing did not participate in the 12 Hours of Sebring. Gooding was committed to running all thirteen races of the 1993 Trans Am series. So, the next event for Gooding was Trans Am Round 1 in Long Beach. Gooding finished 12th, but was two laps down. This was typical of Gooding's results early in 1993. Later in the year, as Gooding got used to the Mustang, his results improved. In rounds 10 and 11, Gooding earned his first top ten finishes. At round 12 at the

Mid-Ohio Sports Car Course, Gooding finished on the lead lap of a 45 lap event.



Jon Gooding in Roush Mustang Chassis #20.
Red Roof Inns Trans Am race, Mid-Ohio, September 12, 1993.

Gooding finished his rookie Trans Am season 11th in points. But, his results at the end of 1993 indicated that 1994 would be a better.

1994 Race Season

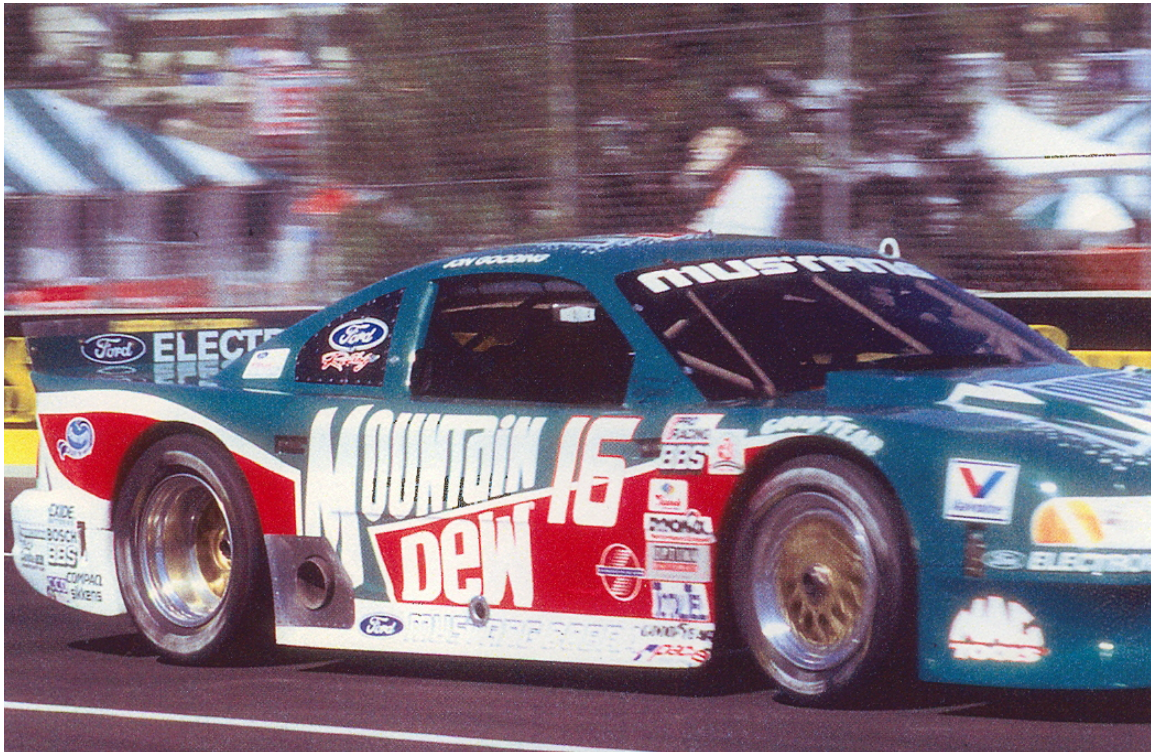
Despite the terrific advertising provided by the Roush Racing Crystal Pepsi Mustang, Crystal Pepsi flopped. At the end of 1993, Crystal Pepsi was withdrawn from the market. However, Pepsi continued the sponsorship of Jon Gooding and the Roush Racing Mustang. For 1994, Pepsi chose to use the Mustang to advertise Mountain Dew.



Pepsi's logo for Mountain Dew.

In 1994, Roush Racing began using the third Mustang body style. Roush Racing cut the 1990 Mustang roof from the roll cage tubing of Chassis #20. The newer Mustang body panels were fitted to the car.

Roush Racing had been working on upgrading its road racing chassis. Roush had developed an improved cage design and better front suspension geometry. During the 1994 season, Roush Racing provided Jon Gooding with one of the upgraded chassis. Gooding received Roush chassis 28, and chassis 20 was put in storage in Livonia, Michigan.



Jon Gooding in Roush Chassis 28 sporting Mountain Dew livery.

In 1994, Jon Gooding competed in the SCCA Trans Am series. As expected, his sophomore year was a big improvement over his rookie year. Gooding became a consistent top ten finisher.

1995 Race Season

In 1995, Roush Racing transferred Chassis #20 to Mel Ervin Ford of Chesaning, Michigan. Mel Ervin Ford became the primary sponsor. Ford continued to sponsor the Mustang through the Mustang Cobra brand. Even though the Mustang had been transferred to Ervin Ford, Roush Racing still supported the Mustang. Mel Ervin Ford is

approximately 90 miles west of Roush Racing, so cooperation between the two shops was easy.

Jeff Ervin, one of Mel's sons, recalls the chassis selection process at Roush Racing. Jeff inspected Chassis #20 and #21 at the Roush Livonia facility. He preferred Chassis #21. However, before the transfer could take place, Roush used Chassis #21 for some testing. At the track, Chassis #21 was badly damaged. Jeff received a call from Roush Racing informing him of the wreck and that he would be receiving Chassis #20 instead.

In 1995, Jeff Ervin raced the Mustang in SCCA GT-1. Ervin competed in seven events throughout the Midwest in the Central Division. Ervin finished the year third in national points in the Central Division. Based on his performance, he was invited to the SCCA Run-Offs at Mid-Ohio. On October 8, 1995, Jeff Ervin competed in the SCCA Run-Offs in the GT-1 class.

1996 Race Season

In 1996, Jeff continued to compete in SCCA events in the Midwest. Ervin recorded a second and a third in three races.

1997 Race Season

In 1997, Jeff Ervin competed in five SCCA events. Ervin finished third in SCCA Central Division points, and earned a second invitation to the SCCA Run-Offs. Ervin qualified fourth for the finale on October 12, 1997. However, Ervin DNF'd on lap 10.

1998 Race Season

In 1998, the Ervin Ford race program was fully sorted out. Jeff Ervin competed in six SCCA events, and won four times. Ervin was victorious at Blackhawk, Mid-Ohio, Indianapolis, and Grattan.

Jeff Ervin and the Roush Mustang won the 1998 GT-1 Championship in the SCCA Central Division.

Ervin earned a third invitation to the SCCA Run-Offs. Ervin improved his qualifying position to second for the finale on October 11, 1998. However, the result was the same as in 1997. Ervin DNF'd on lap 6.

1999 Race Season

In 1999, Jeff Ervin competed in six SCCA events with two wins. Ervin was victorious at Indianapolis and Grattan. Ervin finish the 1999 season second in Central Division points, and earned a fourth invitation to the SCCA Run-Offs. Ervin qualified on the pole for the finale on October 10, 1999. Would this be the year he would finish the race at the Run-Offs? Yes!

Ervin battled Juan Laroux for the lead. On lap 4, of 19, Ervin took the lead.

"Ervin held on for three laps until Laroux looked for an inside opportunity in the Carousel. 'I gave him the line when I saw him coming', said Chesaning, Michigan resident Ervin, ..."

Jane Anderson, *Sports Car*, December 1999.

In a two-car breakaway, Laroux and Irvin fought for the lead. Ervin attempted to retake the lead.

"Traffic, however, worked to give Laroux the breathing room he needed over Ervin."

Jane Anderson, *Sports Car*, December 1999.

So, Ervin finished second at the Run-Offs, at Mid-Ohio, in 1999.

2000 Race Season

In 2000, an engine change transformed Chassis #20 from one of the best GT-1 cars to a dominant performer. Jeff saw an advertisement for some used Roush Racing 310 cubic inch engine parts from a private party. Jeff went to see the parts, which included an engine block, pistons, and other short block parts. Jeff acquired the parts and took them to Roush Racing. Roush had previously labeled the back of the block with "The Duke". One of the engine builders at Roush inspected the block and said that:

"This block is one of Roush's secret racing blocks, and it is not supposed to leave the facility. If one of these blocks is damage, then we destroy the entire block so that it will not be seen by our competitors."

One of the unique features of the block is oversized lifter bores. The oversized bores accommodate some very expensive custom made roller lifters.

Jeff had the bottom end of a special engine, but lacked the top end. So, Roush provided Jeff with the heads and intake manifold from Tommy Kendall's engine. Inspecting Kendall's intake manifold, Jeff noted a substantial amount of welding on the manifold. Curious, Jeff inquired about the welding to one of the engine builders at Roush. The engine builder responded by saying:

"Yes, we cut the manifold in half to make the machine work, inside the manifold, easier. When the machine work is done, we weld the two pieces back together."

The combination of the special race block, the lifters, the customized intake manifold, and Kendall's used heads contributed to a strong engine. On the Roush engine dyno, this 310 c.i.d. engine produced 635 horsepower. More importantly, the engine has a broad, flat torque curve.

The first time on the track with the new engine, after a few laps, Jeff told his crew chief, over the radio:

"The car needed to be re-geared. The car is so much faster than it was before, the engine is hitting the redline before the end of the main straight."

In 2000, with the new engine installed, Jeff Ervin competed in six SCCA events. Ervin won an astounding four of the six. His other two finishes were second and fourth.

With this dominating performance, Ervin and the Roush Mustang earned their second GT-1 Championship in the SCCA Central Division.

Ervin also earned a fifth invitation to the SCCA Run-Offs at Mid-Ohio.

At the 2000 SCCA Run-Offs, Ervin qualified second in GT-1. Tim Cohen, a local racer from Ohio, qualified on the pole. Cohen led for the first fifteen, of twenty, laps. Cowen got loose in turn 8. Ervin took advantage of the opportunity and passed Cohen. Ervin held the lead for the last five laps.

In 2000, in his fifth trip to the Run-Offs, Jeff Ervin won the SCCA Championship.



Jeff Ervin wins the SCCA National Championship in Chassis #20.
SCCA Run-Offs, Mid-Ohio, October 8, 2000.
Sports Car, December 2000. Photo: J.C. Meitzler

2000 VALVOLINE RUNOFFS



F500 AARON ELLIS



FP BILL NIEMEYER JR.



FV ROGER SIEBENALER



GP JOHN BAUCOM



GT-1 JEFF ERVIN



HP RON BARTELL



S2000 JEFF CLINTON



SRF WARREN STILWELL



SSC PAUL BONACCORSI



T2 THOMAS OATES



EP JOHN BAUCOM

Saluting the 2000 SCCA National Champions Who Won with **VALVOLINE**

Even with all the motor oils to choose from, more racers at the SCCA Valvoline Runoffs® used Valvoline than all other motor oil brands combined. Valvoline is the number one choice of top mechanics for use in their own cars and trucks. At the Valvoline Runoffs, at racing events all over the world—and wherever you travel, you can always tell the guys who use Valvoline.

You can always
tell the guys
who use
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2001 Race Season

In 2001, Jeff Ervin competed in five SCCA events and earned four wins. Ervin had victories at Gingerman, Indianapolis, Grattan, and Mid-Ohio. Ervin finished the season second in points in the Central Division, and earned a sixth invitation to the SCCA Run-Offs at Mid-Ohio.

At the 2001 SCCA Run-Offs, Ervin qualified first in GT-1. This was Ervin's second start from the pole at the Run-Offs. He earned his first pole position in 1999. However, in the National Championship race, on September 23, 2001, he did not hold that position for long. Ervin went off on the first lap.

"Pole sitter Ervin went off course at the drop of the green and then had to work his way back to the front."

Dee Duncan, *Sports Car*, December 2001

Ervin did catch up, and eventually passed Tim Cohen for the lead. **Ervin held the lead through the checkered flag for his second consecutive SCCA National Championship.**

In a post race interview, Ervin said:

"If it hadn't been for a late-race yellow, I never would have been able to catch Tim."

Dee Duncan, *Sports Car*, December 2001

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HOOSIER TIRES
VALVOLINE OIL COMPANY
FRAM FILTERS
ROUSH RACING
&
OUR CREW CHIEF
KENT KUKULIS
FOR HELPING US WIN
BACK-TO-BACK GT-1
NATIONAL CHAMPIONSHIPS
2000-2001



JEFF ERVIN
&
MEL ERVIN FORD RACING

After winning a second consecutive SCCA National Championship, Ervin Ford placed this ad. *Sports Car*, December 2001.

2002 Race Season

In 2002, Jeff Ervin competed in five SCCA events and had three wins. Ervin had race wins at Gingerman, Grattan, and Indianapolis. Ervin finished 2002 third in points, and earned a seventh invitation to the SCCA Run-Offs at Mid-Ohio.



Roush Chassis #20 driven by Jeff Ervin. Gingerman Raceway. April 27, 2002.

At the 2002 SCCA Run-Offs, Jeff Ervin qualified third. Ahead of Jeff were the usual suspects: Cliff Ebben and Tim Cowen, who had finished second to Jeff in 2000 and 2001. In the championship race, on September 16, 2002, Ebben, Cowen, Ervin, as well as Phillip Simms, put on a battle for the lead. At the finish line it was Cowen in the lead. Ervin finished fourth.

This would be the last trip to the SCCA Run-Offs for Chassis #20. The Mustang and Jeff Ervin always ran well at the SCCA Championships at

Mid-Ohio. Jeff's average qualifying position was 2.5. His last four finishes were: 2nd, 1st, 1st, and 4th.

At the end of the 2002 racing season, Ervin Ford retired Roush Racing Chassis #20.

SCCA GT-1 Highlights

SCCA National Champion 2000

SCCA National Champion 2001

Pole position SCCA Run-Offs 1999

Pole position SCCA Run-Offs 2001

SCCA Central Division Champion 1998

SCCA Central Division Champion 2000

2003 Race Season

In May 2003, Skip Cummins took an interest in the Mustang. Jeff Ervin provided Skip with a list of his recent race results.

On June 15, 2003, Mel Ervin Ford sold Roush Chassis #20 to Skip Cummins, owner of Cyberspeed Racing.

Skip commissioned Dimand Racing Enterprises to provide a comprehensive history, including the early years in Trans Am, of Chassis #20. On July 7, 2003, Dimand completed a report that included race results and photographs.

With a clear picture of the history of the Chassis #20, Skip decided to restore the car. Roush Racing had always supported the Mustang, so mechanically the car was sound. Only a cosmetic restoration was needed. Skip selected the 1994 Trans Am season as the point-in-time for the cosmetic restoration. Skip chose Trans Am expert, Dave Wheeler, at Advanced Autosports, to perform the work.



Chassis #20 in 2003, after restoration to the Mountain Dew livery of 1994.

In the summer of 2003, Skip entered two vintage events at Road America, in Elkhart Lake, WI. Later in the year, Skip participated in an SVRA event at VIR.