



PROSOLO FINALE
THE BATTLE FOR
THE OVERALL TITLE



SUPER TOUR
RACING AT
BLACKHAWK

NOV 12 \$4.99

VOLUME 70 NUMBER 11

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America



**2012 TIRE RACK
SOLO NATIONAL
CHAMPIONSHIPS**



FAST FUN & 40

RUNOFFS NEWS
WHO WON AT
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RRB CHAIR

TIRES

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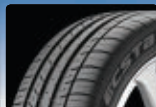
BFGoodrich



g-Force R1-S Competition

P 205/50 ZR-15	\$194
P 225/50 ZR-15	205
P 225/50 ZR-16	199
P 245/45 ZR-16	206
P 225/45 ZR-17	157
P 235/40 ZR-17	248
P 235/40 ZR-17	245
P 245/40 ZR-17	269
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KUMHO TIRES



Ecsta LE Sport

205/55 R-16	\$86
205/45 R-17	92
215/40 R-17	101
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275/35 R-19	195
285/35 R-19	195
295/30 R-19	222
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275/35 R-20	197

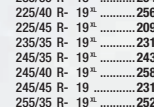
BRIDGESTONE



Potenza S-04 Pole Position

205/55 R-16	\$146
205/45 R-17	149
205/50 R-17	159
215/45 R-17	148
225/45 R-17	157
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245/40 R-17	190
245/45 R-17	179
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225/50 R-18	154
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245/45 R-18	212
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255/40 R-18	232
255/45 R-18	228
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265/40 R-18	243
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285/35 R-18	296
225/40 R-19	256
225/45 R-19	209
235/35 R-19	231
245/35 R-19	243
245/40 R-19	258
245/45 R-19	231
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255/40 R-19	295
265/35 R-19	271
275/35 R-19	289
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285/30 R-19	295
285/35 R-19	289
295/30 R-19	309
305/30 R-19	327
245/40 R-20	299
255/35 R-20	288
275/35 R-20	310
285/30 R-20	315

Continental



ExtremeContact DWS

195/50 ZR-16	\$107
205/45 ZR-16	120
205/50 ZR-16	114
215/55 ZR-16	111
215/55 ZR-16	113
225/50 ZR-16	115
225/55 ZR-16	118
205/45 ZR-17	125
205/50 ZR-17	143
215/45 ZR-17	119
215/50 ZR-17	137
215/55 ZR-17	150
225/45 ZR-17	138
225/50 ZR-17	149
235/40 ZR-17	142
235/45 ZR-17	146
235/50 ZR-17	169
235/55 ZR-17	162
245/45 ZR-17	154
245/45 ZR-17	150
245/50 ZR-17	169
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255/45 ZR-17	175
275/40 ZR-17	165
215/35 ZR-18	141
215/40 ZR-18	152
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225/50 ZR-18	155
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225/60 ZR-18	176
235/40 ZR-18	178
235/45 ZR-18	201
235/50 ZR-18	185
235/55 ZR-18	195
245/40 ZR-18	186
245/45 ZR-18	204
255/35 ZR-18	245
255/40 ZR-18	224
255/45 ZR-18	208
255/55 ZR-18	212
265/35 ZR-18	245
265/40 ZR-18	239
275/35 ZR-18	251
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295/35 ZR-18	238
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225/40 ZR-19	194
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245/40 ZR-19	238
245/45 ZR-19	216
255/35 ZR-19	248
255/50 ZR-19	234
265/30 ZR-19	232
275/30 ZR-19	253
275/35 ZR-19	257
275/40 ZR-19	256
275/45 ZR-19	269
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285/35 ZR-19	278
295/30 ZR-19	260
235/35 ZR-20	165
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245/35 ZR-20	199
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245/45 ZR-20	264
255/35 ZR-20	194
255/45 ZR-20	236
265/35 ZR-20	250
275/30 ZR-20	253
275/35 ZR-20	270
275/40 ZR-20	271
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285/30 ZR-20	269
285/35 ZR-20	263
315/35 ZR-20	273
245/30 ZR-22	255
265/30 ZR-22	280
285/30 ZR-22	198
295/25 ZR-22	315

Blizzak LM-60

Winter

215/45 R-17	\$170
225/45 R-17	175
235/45 R-17	189
255/30 R-17	197
235/55 R-17	185
245/40 R-17	199
215/45 R-18	208
225/40 R-18	202
225/45 R-18	216
225/50 R-18	219
225/60 R-18	214
235/45 R-18	225
235/50 R-18	236
245/40 R-18	238
245/45 R-18	235
255/40 R-18	244
255/45 R-18	266
275/35 R-18	275
225/40 R-19	253
225/45 R-19	239
245/40 R-19	275
245/45 R-19	262
255/35 R-19	311
255/40 R-19	296
255/50 R-19	269
265/35 R-19	313
275/35 R-19	325
275/45 R-19	299
285/40 R-20	299
245/45 R-20	305
245/50 R-20	269
255/35 R-20	347
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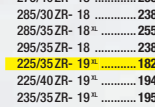
GOOD YEAR



Eagle F1 Asymmetric All-Season

205/55 ZR-16	\$114
205/45 ZR-17	140
205/50 ZR-17	143
215/45 ZR-17	124
225/45 ZR-17	135
225/50 ZR-17	156
225/55 ZR-17	149
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235/55 ZR-17	170
245/40 ZR-17	159
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225/45 ZR-18	169
235/40 ZR-18	181
235/50 ZR-18	193
245/40 ZR-18	185
245/45 ZR-18	198
255/35 ZR-18	241
255/40 ZR-18	219
255/45 ZR-18	208
265/35 ZR-18	237
275/35 ZR-18	242
275/40 ZR-18	251
235/35 ZR-19	196
245/40 ZR-19	250
255/35 ZR-19	256
255/40 ZR-19	248
255/50 ZR-19	250
275/35 ZR-19	267
275/40 ZR-19	268
285/30 ZR-19	294
285/35 ZR-19	292
275/35 ZR-20	291

DUNLOP



Direzza Sport Z1 Star Spec

185/60 R-14	\$126
195/60 R-14	126
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195/55 R-15	116
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205/55 R-16	139
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225/45 ZR-17	149
225/45 ZR-17	179
235/40 ZR-17	192
235/45 ZR-17	167
245/40 ZR-17	185
245/45 ZR-17	186
255/40 ZR-17	192
265/40 ZR-17	196
225/40 ZR-18	215
225/45 ZR-18	199
235/40 ZR-18	252
245/40 ZR-18	263
245/45 ZR-18	241
255/35 ZR-18	292
265/35 ZR-18	313
275/35 ZR-18	310

MICHELIN



Pilot Super Sport

205/45 ZR-17	\$209
215/45 ZR-17	171
225/45 ZR-17	181
245/40 ZR-17	234
245/40 ZR-17	216
205/40 ZR-18	177
215/40 ZR-18	283
225/45 ZR-18	210
225/50 ZR-18	224
235/40 ZR-18	236
235/50 ZR-18	234
245/35 ZR-18	265
245/40 ZR-18	247
245/45 ZR-18	270
255/35 ZR-18	267
255/40 ZR-18	260
265/35 ZR-18	275
265/40 ZR-18	286
275/35 ZR-18	287
285/35 ZR-18	337
225/35 ZR-19	249
225/40 ZR-19	274
225/45 ZR-19	247
235/30 ZR-19	258
235/35 ZR-19	252
235/40 ZR-19	322
245/35 ZR-19	286
245/40 ZR-19	288
255/30 ZR-19	315
255/35 ZR-19	290
255/40 ZR-19	336
255/45 ZR-19	343
265/30 ZR-19	340
265/35 ZR-19	320
265/40 ZR-19	344
265/45 ZR-19	352
275/30 ZR-19	330
275/35 ZR-19	345
275/40 ZR-19	353
285/40 ZR-19	438
295/30 ZR-19	416
295/35 ZR-19	451
305/30 ZR-19	441
325/30 ZR-19	510
345/30 ZR-19	484
235/35 ZR-20	447
245/30 ZR-20	405
245/35 ZR-20	275
245/40 ZR-20	290
245/45 ZR-20	420
255/35 ZR-20	311
255/40 ZR-20	409
255/45 ZR-20	449
255/50 ZR-20	458
265/30 ZR-20	394
265/35 ZR-20	459
275/30 ZR-20	315
275/35 ZR-20	360
285/25 ZR-20	345
285/30 ZR-20	365
285/35 ZR-20	380
285/40 ZR-20	412
295/25 ZR-20	363
295/30 ZR-20	367
295/35 ZR-20	376
295/40 ZR-20	425
295/45 ZR-20	463
315/35 ZR-20	492
325/25 ZR-20	475
335/30 ZR-20	545
345/30 ZR-20	519
245/30 ZR-21	412
255/30 ZR-21	373
265/30 ZR-21	332
295/25 ZR-21	403
295/30 ZR-21	463
305/25 ZR-21	469
335/30 ZR-22	384
265/30 ZR-22	417

HANKOOK



Ventus V12 evo K110

205/55 ZR-16	\$88
225/50 ZR-16	92
205/45 ZR-17	93
205/45 R-17	99
205/50 ZR-17	94
215/45 ZR-17	102
215/50 ZR-17	99
225/45 ZR-17	107
225/50 ZR-17	113
235/45 ZR-17	111
245/40 ZR-17	115
245/45 ZR-17	115
255/40 ZR-17	1



LIGHTWEIGHT WHEELS

ENKEI RACING SERIES



PF01 bright silver

Black available for some applications.
Visit www.tirerack.com for sizes, pricing
and availability.

Size	Starting at	Weight (lbs.)
15x7.....	\$169.....	11.8-12.2
15x8.....	225.....	12.8
16x7.....	234.....	14.0
17x7.....	243.....	15.6-15.8
17x7.5.....	252.....	16.6-17.0
17x8.....	257.....	17.0-18.2
17x8.5.....	261.....	18.0-18.2
17x9.....	275.....	17.2-18.6
18x7.5.....	293.....	17.4-17.8
18x8.....	306.....	18.2-19.2
18x8.5.....	320.....	18.0-19.2
18x9.....	342.....	19.4
18x9.5.....	356.....	20.4-20.8
18x10.5.....	365.....	21.8-22.8

RC-G4 gold

Size	Starting at	Weight (lbs.)
15x6.5.....	\$256.....	16.9
15x7.....	261.....	17.3



RPF1 bright silver

Black and gold available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
14x7.....	\$185.....	8.4
15x7.....	203.....	9.5
16x7.....	221.....	13.2-14.0
16x8.....	230.....	14.5
17x7.....	230.....	14.5-15.0
17x7.5.....	239.....	15.0
17x8.....	243.....	14.5-16.0
17x8.5.....	248.....	16.0-16.5
17x9.....	257.....	15.0-15.9
17x9.5.....	266.....	16.5
17x10.....	275.....	17.0
18x7.5.....	279.....	17.0
18x8.....	293.....	18.0
18x8.5.....	306.....	19.0
18x9.....	333.....	19.3
18x9.5.....	342.....	18.6
18x10.....	351.....	18.6
18x10.5.....	365.....	19.0

sparco®



Aspetto Gara black/bronze

Bright silver, matte graphite silver, white, red,
orange, green, blue and gold available for
some applications. Visit www.tirerack.com for
sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x6.5.....	\$99.....	13.8-14.6
16x7.....	99.....	16.3-17.2
17x7.....	109.....	17.5-18.3
17x7.5.....	99.....	18.3-19.3
18x7.5.....	109.....	19.2-19.9
18x8.....	109.....	20.3-20.5

TR Motorsports



C1 light grey

Bright silver and black available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
15x7.....	\$94.....	12.8-13.0
15x7.5.....	104.....	13.2
15x8.....	69.....	13.0-14.6
16x6.5.....	118.....	14.4
16x7.....	123.....	15.2

C2 light grey

Bright silver and black available for some
applications. Visit www.tirerack.com for sizes,
pricing and availability.

Size	Starting at	Weight (lbs.)
17x8.5.....	\$144.....	19.0
18x8.....	164.....	19.2-20.0
18x8.5.....	167.....	20.8-21.2

C3 light grey

Also available in black and bright silver.

Size	Starting at	Weight (lbs.)
17x9.....	\$139.....	19.2-20.6

C3M light grey (Miata only)

Also available in black and bright silver.

Size	Starting at	Weight (lbs.)
15x9.....	\$104.....	15.6

MT1 matte grey flowformed

Size	Starting at	Weight (lbs.)
17x8.....	\$199.....	16.5-18.0
18x8.....	289.....	18.5-19.0
18x8.5.....	299.....	18.5-19.5
18x9.5.....	319.....	19.0
18x10.....	329.....	20.0

MT1-R matte grey (BMW only)

Size	Starting at	Weight (lbs.)
17x9.....	\$239.....	16.3

OZ Italian company



Ultraleggera/Ultaleggera HLT bright silver

Matte graphite, gold, matte silver, white, red
and black available for some applications
(some special order). Visit www.tirerack.com
for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7.....	\$205.....	12.0-12.4
16x7.....	232.....	14.5-15.0
17x7.....	280.....	15.5-16.2
17x8.....	285.....	16.7-18.0
18x7.....	355.....	16.5-17.5
18x8.....	357.....	18.4-18.8
18x9.....	372.....	19.4-20.8
19x8.....	359.....	20.0-20.6
19x8.5.....	379.....	21.6-23.0
19x9.....	460.....	23.0-23.4
19x10.....	475.....	23.2-23.6
19x11.....	505.....	24.0-24.8
19x12.....	535.....	25.0-26.0
20x8.5.....	565.....	23.0-25.0
20x10.....	585.....	24.5-25.5
20x11.....	599.....	27.0
20x12.....	615.....	28.6



Challenge black

Bright silver available for some applications.
Visit www.tirerack.com for sizes, pricing
and availability.

Size	Starting at	Weight (lbs.)
18x8.5.....	\$489.....	21.3
18x9.....	419.....	21.8-22.7
18x10.....	439.....	24.3
18x11.....	529.....	23.0-25.8
18x12.....	569.....	26.5-27.2
18x13.....	579.....	24.4



Superforgiata light grey/black

Size	Starting at	Weight (lbs.)
19x8.5.....	\$1,099.....	16.5-17.5
19x9.....	1,109.....	18.3-18.4
19x10.....	1,119.....	17.7-19.9
19x11.....	1,139.....	19.0-21.0
19x12.....	1,179.....	20.0-20.7
20x8.5.....	1,349.....	TBD
20x11.....	1,399.....	TBD



Alleggerita HLT anthracite

Also available in blue, gold, red, black, white,
matte graphite silver, and orange (some
special order). Visit www.tirerack.com for
sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
16x7.....	\$259.....	13.6
17x7.....	319.....	14.2-14.9
17x7.5.....	324.....	15.0-15.1
17x8.....	329.....	15.4-16.7
17x8.5.....	334.....	15.7-17.1
18x7.....	395.....	16.5-16.6
18x7.5.....	398.....	16.8
18x8.....	401.....	17.2-18.4
18x8.5.....	405.....	17.4-19.1
18x9.....	410.....	19.4
18x9.5.....	419.....	19.6
18x10.....	429.....	19.0-20.2
18x11.....	439.....	20.4
18x12.....	454.....	22.4-23.4

Kaiser



K4R light grey

Size	Starting at	Weight (lbs.)
15x7.....	\$144.....	10.7-11.5
15x8.....	149.....	12.1-13.1
16x6.5.....	159.....	12.4-12.8
16x7.5.....	159.....	16.7
17x7.....	199.....	14.0-14.1
17x8.....	199.....	14.8-15.8



K1-TS silver/light grey

Size	Starting at	Weight (lbs.)
14x6.....	\$119.....	9.3
15x7.....	134.....	12.6
17x7.....	196.....	13.7-15.0
17x8.....	269.....	15.4-15.5
17x9.....	239.....	16.0

K-1 silver

Size	Starting at	Weight (lbs.)
15x7.....	\$115.....	13.5
15x8.....	99.....	14.5
16x7.....	139.....	15.0
17x8.5.....	175.....	16.8



SUSPENSION



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ultimate
championship
Solo event

30





ON THE COVER:

Jason Uyeda makes this month's cover of *SportsCar* with his sweet looking, BSP National Championship winning Honda S2000. Rupert Berrington gets photo credit. Berrington also snapped the ProSolo photo. Super Tour image by Dennis Wood.

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RACER Media & Marketing Inc
16942 Von Karman Ave., Suite 125
Irvine, CA 92606
(949) 417-8700

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POSTMASTER

Send address changes to:
SportsCar P.O. Box 19400
Topeka, KS 66619-0400
Periodical postage paid at
Topeka, KS 66675-9651 and
additional entry offices.
Subscription is part of SCCA
Regular, Associate and
Corporate membership fee.

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(ISSN 0300-6387-USPS #540410)

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The October issue of *Fastrack news* is now available for download from SCCA.com/fastrack. It is also available by mail via special subscription.



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ROADRALLY • Board minutes
RALLYCROSS • Board minutes

COLOR SEPS: QuadGraphics, Irvine, Calif.
ELECTRONIC PRE-PRESS: QuadGraphics, Irvine, Calif.
PRINTING: R.R. Donnelley, Pontiac, Ill.



TOP GEAR
If it's made of carbon fiber, it must be good

20

Comment

Contact
Patch

Philip Royle
Editor
SportsCar Magazine

The Unfamiliar

IF YOU'RE ANYTHING LIKE the majority of SCCA members, you're not going to read each of the 47 pages of Tire Rack Solo National Championships coverage in this issue. I can't blame you – it's a lot to read. Instead, you'll flip through a handful of pages covering the specific classes that interest you. But if you have a spare minute, flip to a page with coverage of a class you're unfamiliar with and start reading. You'll quickly discover that the competition you love so much in your classes of choice actually exists everywhere at the Solo Nationals.

Take, for example, Formula SAE. That's a class the majority of Club members have never, and will never, compete in. Yet this year the 19-car class was won by a tight margin of 0.254sec. Arguably, Kart Modified trumped the FSAE battle with the 0.020sec margin of victory Paul Russell claimed over Jeremiah McClintock and the other 25 competitors – this is yet another class you might not be intimately familiar with.

Like many in the SCCA, I've competed in a number of Solo categories, from Stock to Street Prepared and Modified, and even several region-specific classes and, along the way, I've developed a soft spot for one or two classes. However, being the editor, I read the coverage of every single class at the Solo Nationals. And you know, they're all really, really exciting – and by the time I finish reading, I usually want to jump behind the wheel of a car in that class. This year, C Mod really caught my attention.

A series every Solo enthusiast has undoubtedly heard of is the Tire Rack ProSolo National Series. Starting on pg. 84 we cover the competition in that series, recounting the blow-by-blow battles at the ProSolo Finale, held just prior to the Solo Nationals in early September. If ProSolo is only something you've heard of but not competed in, perusing this coverage will leave you awaiting the release of the 2013 ProSolo season calendar to find out when the series will be coming to a city near you.

Also in this issue is the final round of the BFGoodrich Tires Super Tour at Blackhawk Farms Raceway (starting on pg. 90). That coverage leads nicely into what's to come in the December issue of *SportsCar*: Extensive coverage of the National Championship Runoffs, which took place in late September at Road America. In the *Late Breaking* section of this issue you'll find out who won which class, but next month we reveal how those results came to be.

My statement of reading about a Solo class that might not be of primary interest to you also holds true with our coverage of the Solo Nationals, Runoffs, and the RallyCross National Championship (which will appear in the December issue) and the USRRC (slated to print in the January issue). If you're a Club racer, RallyCROSSer, or RoadRalliest, read through some of the Solo coverage in this issue. Likewise, Solo folks should page through Runoffs and RallyCross coverage in the next issue. But be warned, when I joined the SCCA I was an avid autocrosser. Now I've competed in Solo, Club Racing, RallyCross, and RoadRally – and it all started with reading a story.

**THE OFFICIAL PUBLICATION OF THE
SPORTS CAR CLUB OF AMERICA**
PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

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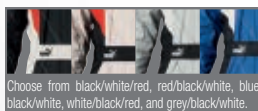
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Comment



Vantage
Point

Jeff Dahnert
President and CEO
SCCA Inc.

No time to waste...

OUR NATIONAL CHAMPIONSHIP EVENTS are some of the highlights of the year here at the SCCA National Office. A lot of time and effort – more than most will ever know – go into the planning, execution, and follow up of these events. Our members deserve championship events that are well run and fair and we take that responsibility very seriously. We've been so successful at putting on our National Championships that the expectations and requirements for them seem to grow every year. Next year will be the 50th running of the SCCA Runoffs, and that will mean even more time and attention will be needed to give that event the stature it deserves. So having just come off of our very busy championship season (including hosting the 40th running of the Tire Rack Solo National Championships, coverage of which is in this issue), it would be nice to take a little time and reflect on a job well done.

OK, reflection time is over.

Every year I tell myself, "When we get past 'X' we'll have a little break." Yet every year there seems to be a nonstop parade of things that need to be done. Here is what we have facing us in the last few months of this year.

We have two more Board of Directors meetings, one in October and one in December. While the Directors are the ones taking the votes and making the decisions on many issues, the SCCA staff spends a great deal of time gathering information and providing input that will be considered by the Board. In addition to the full Board meetings, there are many Board subcommittees that need information pulled together for them. All of these take a great deal of time and preparation so that the Board can make informed decisions.

This time of year is also the start of the divisional mini-convention season. Some divisions have very large mini-conventions and some are very small. The National Office strives to have a presence at each of these so that information can be shared with those people in the regions who are on the front lines of our Club. It is understood that not everyone can take the time to make it to the SCCA National Convention, but getting to your local divisional convention is very important. The SCCA staff attending from the National Office comes armed with information and insights a particular division needs. We plan for and send the appropriate personnel based on input from the area directors. So give your area directors your comments and take the time to attend the meetings. In addition to the business meetings, make sure to attend the banquet and awards presentations.

We are also entering the trade show busy season. SEMA, PRI, and IMIS are all coming up and we strive to have a presence at all of them. It is at these shows that we not only see what is new in the automotive and racing industries, but we also have a chance to meet with many current and potential sponsors. It is an opportunity to sit down, face to face, with the many companies we deal with by phone and e-mail all year long. This year we will be holding the December BoD meeting in conjunction with the PRI show in Orlando. If you will be attending that show, keep your eyes open for an opportunity to talk to your director.

In addition to all of these things, we are also busy with many of the administrative activities that every business deals with. For example, we are currently in the process of developing the budget for next year. The budget is a very detailed and time consuming process, but a very necessary one so that we have a roadmap to guide our business in the coming year. This year we are also continuing to work on the Majors program and the branding initiative that was announced at the convention last spring.

So, no time for shrimp cocktails, we've got work to do!

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From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

Challenging, Demanding, and Fun

LET ME POSE A QUESTION to you: Why would more than 1,000 people converge on a huge airport runway in 95+ degree temperatures? The simple answer is that they didn't want to miss the 2012 Tire Rack Solo National Championships in Lincoln, Neb.!

In September, I, along with several members of the SCCA Board of Directors, attended this fantastic event that boasted nearly 1,200 entries. I was very pleased to see the number of competitors and crews from both coasts and all points in between competing on nearly one million square feet of the flattest and smoothest concrete I've ever seen. The competition was challenging and definitely demanding on the participants, but that didn't suppress the enjoyment, camaraderie, and sportsmanship of the event's competitors. Despite the less than friendly hot weather, drivers and crews seemed to enjoy the fast runs as much as I and the BoD members did. Many drivers had family members to cheer them on and, in some cases, all members of a family were involved in the competition. Since the SCCA is like one big family, it's heartwarming to see great racing traditions being passed on to the next generation.

The schedule of this championship event is unique when compared to other National Championship events the SCCA hosts. Certain classes are scheduled to compete for the first half of the almost weeklong event, followed by the remaining classes finishing off the last few days of the event. At the end of the first round of competition, an awards banquet is held for the top finishers, and another such banquet takes place at the end of the second half of the event. It was my honor as Chairman of the Board and Area 2 Director to take part in the awards banquets and present championship trophies to the top finishers. Joining me were some of my fellow Board members, Lisa Noble (Area 6 Director), Brian McCarthy (Area 9 Director), and John Walsh (Area 10 Director). We all agreed that that particular job was one of the most enjoyable duties we perform in our capacities as Directors.

Records were matched and, in some cases, broken in this unbelievable competition. But, more than that, the real prizes of the Solo National Championships were found in the thrill of the drives and the pride of the competition.

And finally, big congratulations to the volunteers and SCCA staff for a superbly organized event. Their efforts are greatly appreciated and certainly had a huge contribution in making the 40th running of the Solo National Championships a massive success. If you haven't already, I suggest you put next year's event on your calendar – you won't be disappointed.



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Rants & Revs

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Write to *SportsCar* Magazine: 16842 Von Karman Ave., Ste. 125, Irvine, CA 92606 or e-mail sportscar@racer.com

IN THE SPIRIT OF THE SPORT

Thank you for the recognition in *SportsCar* and the pin for my 40 years with the SCCA. I have been able to do many things in that time. When I worked Flagging and Communications and Emergency Services, I gave to the sport. When I raced, I took from the sport. As I got older, I'm now working tech. This has been a wonderful tradeoff over the years. I've been lucky to gain friends from all over the country and all over the world as a result. It's been a great ride. As an old friend once said, "In the spirit of the sport." Thanks to all.

Jay Puskenalis

KNOWING IS HALF THE BATTLE

I'm glad it was just Randy Pobst's feelings that got hurt when his car went up in flames on Mosport's straightaway (*Pobst Position*, September 2012). It was also the perfect instructional video for how to deal with car fires without really freaking out. It was very enlightening – no pun intended – to see how well drivers are actually protected from fire, and for how long under those circumstances. Safety equipment really takes care of you, and confidence in knowing really helps.

Stacy Scharch

REMEMBERING HNATIW

I was sad to read in the October issue of *SportsCar* the passing of Tom Hnatiw – and at such a young age, too. His excitement and enthusiasm about the motorsports he reported on was obvious in his every word. The fans will surely miss what he brought to the sport. And on top of that, he was a great man, too. Tom, you will be missed.

Terry Gilliam



PERRY BENNETT

Solo's C Modified class has seen an influx in participation, possibly thanks to older Club Racing Formula F cars proving to be competitive.

SECOND LIFE

I am a lifelong fan of open wheel cars, and it's awesome that the C Modified Solo class recently had a growth spurt, with more than 20 drivers showing up to run at the Tire Rack Solo National Championships. I have heard one of the reasons for this newfound interest is that the newer, and supposedly better, chassis are starting to trickle down from road racing at a decent price. Keeping that in mind, how awesome is it that a vintage car won the CM National Championship this year? It is also cool to see the new Honda-powered cars being competitive in both Solo and Club Racing, giving these racecars and this class a lifeline for years to come.

Fred Hund

TOO SERIOUS?

As a casual autocrosser who has never owned a set of dedicated race tires, I am torn when I see results from the latest Tire Rack Solo National Championships. Part of me is happy to know that

I could take my daily driver, cruise out to Lincoln, Neb., and compete at the big show in a class with likeminded individuals without taking a thrashing from the Stock class cars. However, I am also fearful that including a street tire based Stock category at Nationals could start to detract from the casual nature the category currently has. Please guys, lets keep this simple and fun – don't let the Road Tire category evolve into something as serious as the Stock classes have become.

Joe Robinson

WHICH TO BUY

I am very excited to see that the Solo Events Board finally classed the new Subaru BRZ and Scion FR-S into Street Touring Xtreme. These cars are the first thing to come along in that price range in recent years that have both consumers and the aftermarket industry buzzing. I understand a few even showed up at the Tire Rack Solo National Championships in Stock trim,

and a number of people have already starting modifying them for STX, which is very encouraging. Now the big question is, which one do I order?

David Stanley

GIVE IT TIME

In response to Mr. Gary Murph's letter in the October issue regarding racecar graphics, I have to respectfully disagree. Yes, the livery on some modern racecars is questionable, but those ugly designs are, by far, the exception. Today's graphics and vehicle wrapping technology has brought forth some of the most amazing designs I've seen in my 40 years of racing. I, too, was around when many of the classic racecars were competing, and at the time not all of them were considered pretty. Time tends to alter opinion, but it's my *current* opinion that some of the graphic schemes people now consider gaudy will be viewed as great in the decades to come.

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2012 Runoffs Champions Crowned

The 49th running of the National Championship Runoffs at Road America kicked off on Tuesday, Sept. 18, and ran through Sunday, Sept. 23, crowning 28 National Champions along the way. Some 500 competitors flocked to the pinnacle Club Racing event in Elkhart Lake, Wis., to compete alongside the best Club racers in the nation – but this year, that wasn't the entire story.

Based on a competitor survey following the 2011 Runoffs, the traditional Runoffs schedule underwent a dramatic alteration. In the past, qualifying sessions kicked off on the Monday, with all classes finishing their qualifying sessions by Thursday. This year, qualifying and racing overlapped, with qualifying sessions starting on Tuesday and running through Saturday. Racing, on the other hand, began on Thursday and

wrapped up on Sunday. This new schedule shortened the amount of time competitors needed to be at the track.

As it was, some classes that had qualifying session on Tuesday might have been done racing by Thursday. Likewise, competitors who raced on Sunday might not have had their first qualifying session until Friday.

To accommodate the shortened schedule, there were three qualifying sessions per class, almost all classes had mixed qualifying groups, and many classes also saw two qualifying sessions on the same day. On the days where there was both qualifying and racing scheduled, the day would begin with qualifying sessions, then a couple of classes would race before lunch. Races would resume after lunch, with qualifying sessions

wrapping up in the evening.

Regardless of the schedule, the racing was exactly as it has been for nearly five decades: spectacular. American Sedan saw drama from the drop of the green flag, with the order of the podium being decided within yards of the checkered flag. In GT-Lite, the margin of victory was so close it had to be calculated based on video, not transponders – transponder placement actually showed second

place taking the win. The two-minute lap barrier was also broken handily this year by a sports racer few saw coming. And all of that was in addition to impressive battles in classes like Spec Miata, Spec Racer Ford, Formula Vee, Formula 500, and more.

Complete coverage of the 2012 Runoffs will appear in the next issue of *SportsCar*, but to tide you over, here's a list of all 28 National Champions.

2012 NATIONAL CHAMPIONS

GT-1: Michael Lewis
GT-2: Tom Wickersham
GT-3: John Black
GT-L: Kent Prather
AS: Edward Hosni
EP: Jon Brakke
FP: Steve Sargis
HP: Mike Moser
STO: Scott Tucker
STU: Rob Huffmaster

T1: John Buttermore
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FV: Michael Varacins
F500: Michael Mueller

BARBARA PHOTOS

Pirelli World Challenge Championships Clinched at Sonoma

The Pirelli World Challenge Championships crowned its Champions on Sunday, Aug. 26, in Sonoma, Calif. In GT, Johnny O'Connell took home his first World Challenge title, Peter Cunningham made it title number seven with his win in GTS, and Michael Cooper and Jonathan Start claimed the championships in their rookie seasons in Touring Car and Touring Car B-Spec, respectively.

O'Connell closed out his 2012 Pirelli World Challenge GT championship-winning season with a fourth-place finish aboard the No. 3 Cadillac Racing CTS-V. It was the first World Challenge title for the decorated sports car racer.

"It was a strong year for us," O'Connell said following the race. "Over the winter, our engineers improved the car, so I entered the season with a lot of confidence that, provided I did some pretty simple things, I'd be in a position to win a championship."



Johnny O'Connell helped return Cadillac to the top of the podium in World Challenge GT.

O'Connell's Cadillac Racing squad also won the GT Class title and manufacturer titles.

In GTS, Cunningham made it a record seventh World Challenge title, also scoring the team title and Manufacturer's Championship for Acura in the No. 42 Acura/HPD/RealTime Racing Acura TSX.

"This championship sweep is a tribute to the RealTime Acura group," Cunningham said. "I just do the easy part. The level of preparation, the handling, the reliability and the power are always constant throughout the year. We may not have won the most races, but it's consistency that wins championships."

Cooper claimed the Touring Car Championship in his rookie season

with a dominating win at Sonoma in the No. 03 Mazdaspeed Motorsports Mazdaspeed3.

"What an amazing year 2012 has been in the Mazdaspeed3, I couldn't have done this without everyone at Mazda and Atlanta Motorsports Group," Cooper said, noting the team title Atlantic Motorsports Group took home. "The incredible passion for what they do ensures success for all of their drivers."

The Touring Car Manufacturer's Championship went to Honda, as did the Touring Car B-Spec Manufacturer's title.

In Touring Car B-Spec, Start took home top honors in the class in the No. 00 Kowartha Chrysler/Fiat/SpeedlogiX Fiat 500.



U.S. Majors Tour Kicks off in 2013

SCCA has announced the formation of the U.S. Majors Tour, a series of premium national events for top-tier amateur drivers. The Majors, which was piloted in 2012, will launch nationally in January 2013 and offer 24 race weekends across the country. The tour will offer an enhanced race experience for drivers and fans, covering everything from pre race to what happens after the checkered flag.

"We are tapping into drivers' extraordinary sense of competition," Jeff Dahnert, SCCA President and CEO, says. "Top-tier amateur racing in America has become diluted over the past decade, with too many events and too many organizations competing for the same pool of drivers. The very best want to race against large fields of similarly talented drivers – in a structured and safe environment – and the Majors offers just that."

Drivers will be divided into four conferences, each competing for a Conference Championship. The season culminates with the 50th running of the SCCA National Championship Runoffs at Road America in September 2013, where the best from the Majors race with SCCA's other nationally qualified drivers to crown National Champions.

"The nation's best amateur racers have always driven in SCCA," Dahnert says. "With the Majors, we continue to offer the events and the experiences these drivers demand."

For more information about the U.S. Majors Tour, visit www.sccamajors.com.

Workers of the Year Honored at Runoffs

The 2012 BFGoodrich Tires SCCA Club Racing Worker of the Year awards were handed out at Road America on Sept. 19 as part of the SCCA National Championship Runoffs. One BFGoodrich Tires Worker of the Year Award was given to a member in each of the nine SCCA divisions, regardless of specialty. Each of those nine divisional winners will receive a set of BFGoodrich Tires and a patch, plaque, and jacket to commemorate the achievement.

To award a grand prize winner, the nine finalist's names were put into a hat. Joi Robinson, a Grid and Pit worker from Cal Club Region, was selected for the top bill. The grand prize, a trip to the Mobil 1 Twelve Hours of Sebring at Sebring Int'l Raceway, will include airfare, lodging, tickets, track hospitality, golf cart for use during the weekend, and pit and paddock tours, all courtesy of BFGoodrich Tires.



Joi Robinson will attend the Mobil 1 Twelve Hours of Sebring thanks to BFGoodrich Tires.

BFGOODRICH TIRES WORKER OF THE YEAR WINNERS

Central Division: Dennis Troemel, Scrutineer, Milwaukee Region

Great Lakes Division: Wayne Briggs, Sound, Cincinnati Region

Midwest Division: Monica Shaw, Race Administration, Des Moines Valley Region

Northeast Division: Kyle Colbey, Timing and Scoring, Glen Region

Northern Pacific Division: Sherri Masterson, Registration, Northwest Region

Rocky Mountain Division: Ed Shuler, Flagging and Communication, Colorado Region

Southeast Division: Paul Gauzens, Steward, Atlanta Region

Southern Pacific Division: Joi Robinson, Grid and Pit, Cal Club Region

Southwest Division: Richard Kantrud, Steward, Texas Region

PHILIP ROVLE

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55-YEAR MEMBERS

Ivan R Roland | 10/1/1957 | Central Carolinas

50-YEAR MEMBERS

Tex Arnold | 10/1/1962 | Colorado

Tex Arnold | 10/1/1962 | Nebraska

Gerry Sutterfield | 10/1/1962 | Ohio Valley

45-YEAR MEMBERS

Wayne O Briggs | 10/1/1967 | Cincinnati

Nicholas W Crow | 10/1/1967 | Guam

Fred Steinhoff | 10/1/1967 | Indianapolis

Bernie Sunier | 10/1/1967 | St Louis

Boris J Tirpack | 10/1/1967 | Western Ohio

40-YEAR MEMBERS

Robert J Doran | 10/1/1972 | St Louis

Larry J Stephens | 10/1/1972 | Cal Club

Sanford C Thalheimer | 10/1/1972 | Florida

35-YEAR MEMBERS

Mark Edwards | 10/1/1977 | Cal Club

Jack B Madison | 10/1/1977 | Mahoning Valley

Elaine S Rodman | 10/1/1977 | Steel Cities

Harold J Snyder | 10/1/1977 | Washington DC

30-YEAR MEMBERS

Steve Barber | 10/26/1982 | San Francisco

S S Carlstrom | 10/28/1982 | Land O'Lakes

Christopher Chilton | 10/28/1982 | Texas

Gilbert Colon | 10/28/1982 | San Francisco

Charlie Cook | 10/28/1982 | Finger Lakes

Iler Ganz | 10/28/1982 | Cal Club

Bill Gilcrease | 10/6/1982 | Cal Club

Jeffrey H Hackman | 10/6/1982 | Gulf Coast

Peter J Hughes | 10/6/1982 | San Diego

Jay Jessup | 10/28/1982 | Washington DC

Barbara Lissow | 10/26/1982 | Finger Lakes

Daniel Mrzlak | 10/6/1982 | Chicago

Tracy H Sandberg | 10/1/1982 | Des Moines Villy

Toni S Shepherd | 10/28/1982 | Detroit

Marge Steffen | 10/6/1982 | Land O'Lakes

Cal Steffen | 10/6/1982 | Land O'Lakes

Bob Williamson | 10/26/1982 | Reno

25-YEAR MEMBERS

Joseph S Baehr | 10/30/1987 | Wash DC

James L Barnes | 10/8/1987 | San Francisco

Roger G Bedell | 10/21/1987 | Texas

Joseph B Binns | 10/7/1987 | Washington DC

Stephen Callahan | 10/14/1987 | Pan American

Stanley R Conston | 10/14/1987 | San Francisco

Gary D'Abate | 10/29/1987 | Atlanta

Allen V Edmonds | 10/16/1987 | Central Florida

Sandra L Englund | 10/12/1987 | San Francisco

John W Goddard | 10/12/1987 | San Francisco

Carl R Goodwin | 10/12/1987 | Neohio

Donald E Harrington | 10/28/1987 | Neohio

Wayne Henry | 10/28/1987 | E Tennessee

Darla S Hexom | 10/16/1987 | Oregon

Frederick L Hill | 10/29/1987 | Houston

Eric V Hiltner | 10/9/1987 | Neohio

Mark J Hirt | 10/28/1987 | Chicago

Thomas M Johnson | 10/5/1987 | Cent Florida

Victor Kicera | 10/9/1987 | Susquehanna

Judy Z Kishner | 10/12/1987 | NE Oklahoma

Thomas A Kishner | 10/12/1987 | NE Oklahoma

J G Lecuyer | 10/6/1987 | Blackhawk Valley

Wayne Mather | 10/7/1987 | Land O'Lakes

Frances Cline Maxwell | 10/29/1987 | Texas

Joe B Payne III | 10/22/1987 | Cent Carolinas

Six Claim Season's Super Tour Titles

With points tallied from all nine BFGoodrich Tires SCCA Super Tour races in 2012, six drivers clinched top category honors, including cash and product awards. National class racers were divided into six categories, with the top two point scorers earning \$500 and the third-ranked driver earning \$200. Points for the BFGoodrich Tires Super Tour were calculated based on the SCCA SaferRacer National Series Point Structure, including bonus points. Each of the six drivers receives a set of BFGoodrich Tires that can be used on either the street or the racetrack.

SCCA Club Racing National classes were divided into six categories: Small Formula classes (Formula Enterprises, Formula F, Formula Mazda, Formula 500, and Formula Vee); Small Bore (E, F, and H Production, GT-Lite, Super Touring Under, and Super Touring Lite); Big Bore (GT-1, GT-2, GT3, American Sedan, and Super Touring Over); Spec (Spec Racer Ford, Spec Miata), Touring/Showroom Stock (Touring 1, 2, 3, and Showroom Stock B and C), and Big Formula and Sports Racing (Formula Atlantic, Formula 1000, Formula Continental, C and D Sports Racing, and Sports 2000).

The top three point scorers in each category are:

Small Formula: 1. C.J. McAbee (F5), 2. Charles Hearn (FV), 3. Stuart Rettie (FM)

Small Bore: 1. Jesse Prather (EP), 2.

Jeff Payton | 10/5/1987 | Houston
Joan Payton | 10/5/1987 | Houston
Mick Peirson | 10/22/1987 | Arizona
David J Pesec | 10/16/1987 | Ohio Valley
Greg Plehl | 10/9/1987 | Central Florida
Bill Pratt | 10/16/1987 | Cal Club
Greg Pressley | 10/28/1987 | Central Carolinas
Jack B Refenning | 10/12/1987 | Florida
Luis Rivera | 10/29/1987 | Houston
John Rossland | 10/29/1987 | New York
James J Shoemaker | 10/8/1987 | Neohio
Ray E. G. Stephenson | 10/26/1987 | Florida
Sharon A Stephenson | 10/26/1987 | Florida
Mary Ann Twomey | 10/8/1987 | Oregon
Patrick Twomey | 10/8/1987 | Oregon
Jim Wood | 10/14/1987 | New England
Scott C Woodruff | 10/5/1987 | Atlanta
William A Young | 10/23/1987 | New England

JEFF LOEWE



David Pintaric will be sporting a custom painted helmet courtesy of BFGoodrich Tires.

John De Barros (STU), 3. Jim Drago (STL)

Big Bore: 1. David Pintaric (STO), 2. Robert Herman (GT3), 3. Michael Lavigne (AS)

Spec: 1. Denny Stripling (SRF), 2. Craig Berry (SM), 3. Christopher Haldeman (SM)

Touring/Showroom Stock: 1. James Place (SSC), 2. Toby Grahovec (SSB), 3. Steve Jenkins (T2)

Big Formula/Sports Racing: 1. Jean-Luc Liverato (CSR), 2. Jacek Mucha (CSR), 3. Chuck Moran (FC)

BFGoodrich Tires placed the six category top point earners into a

drawing for a helmet custom painted by Indocil Art. The custom design will be a joint collaboration between the winning driver and Indocil Art, who does helmets for Denny Hamlin, Joey Logano, Kyle Busch, Michael McDowell, and Austin Dillon, among many others. Pintaric's name was drawn and will receive the grand prize.

More information on BFGoodrich Tires, the official street tire of SCCA, is available at www.bfgoodrichtires.com. Bell Helmets (www.bellracing.com) and Indocil Art (www.indocilart.com) can be found at their respective homes on the Web.



IRINA BOUZENKOVA

2012 June Sprints Update

In the September issue coverage of the Chicago Region June Sprints, we reported that Cooper MacNeil won Touring 2 after the disqualification of Martin Musial in a post-race inspection. Since our event coverage, Musial appealed the decision and the Court of Appeals ultimately overturned the disqualification, reinstating Musial's finishing position and T2 win.



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The number and variety of special offers available under the SCCA Member Benefits program continues to grow. These partners continue to offer advantages to members under the program:

Alamo Members can receive up to 10 percent off Alamo's already great rental rates.

NISSAN SCCA members receive a 15-percent discount on Nissan Motorsports Parts from Nissan North America

S&W RACE CARS S&W Race Cars offering a one-time use 10 percent discount on any S&W Race Cars & Components order.

simraceway performance driving center SCCA members receive a 10-percent discount on all Simraceway Performance Driving Center courses.

SPS Solo Performance Specialties (SPS) offers a 10-percent discount all online purchases of graphics items.

SPORTS CAR SCAN Making historical archives new for the digital world

Members receive a \$50 discount on digitally archived SportsCar magazines from Sports Car Scan.

For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Discounts" area at ams.scca.com.



Get rewarded for your "HERO Moment."

GoPro Named Official Camera of SCCA

GoPro, the world's most versatile camera, and SCCA have announced a multi-year partnership that names GoPro the official camera of SCCA through 2014. The partnership provides two very distinct paths for SCCA members to get their hands on a GoPro camera: during on-track competition and through social media.

"GoPro has a long motorsports tradition that starts with our CEO, Nick Woodman, learning to race at Sonoma Raceway, while many of our employees, including Nick, are SCCA members," said Rod Rojas, Sports Marketing Manager of Four Wheel Motorsports for GoPro. "We are proud to join the SCCA as a sponsor, and are looking forward to showing the motorsports world how they can fuel their passion and capture amazing on-track and in-car footage."

As part of GoPro's partnership, in each of the 24 National Championship Runoffs race groups, one driver was selected by a panel of judges as having the "HERO Moment" for outstanding effort or performance. The "HERO Moment" at the Tire Rack Solo National Championship went to the driver who makes up the most positions from day one to day two in each of the six categories. All eight of the RallyCross National Champions will receive a GoPro camera, as will the class winners of this year's Majors Championship classes in Club Racing.

GoPro and SCCA are also partnering to give away two GoPro cameras per month

through various contests run on the SCCA's official Facebook page and Twitter channel.

Also announced is the new GoPro Video of the Month on www.scca.com. Members are invited to tag videos of their SCCA activities on YouTube for consideration as the GoPro Video of the Month. Finalists will be selected by judges, with each monthly winner selected by a vote at www.facebook.com/sccaofficial. Each monthly winner will have their video shown on the front page of SCCA.com and will be awarded a GoPro camera of their own.

MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our Regions are currently experiencing solid growth! Congrats to the leaders and keep up the momentum! For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

Referral Leaders for August 2012

NAME	REGION	RFRLLS
Warren Leach	San Diego	48
Brian Ghidinelli	San Francisco	41
Norma Williams	Kansas City	22
Julia Aebersold	Kentucky	22
Gayle Jardine	Cal Club	16
Don Johnson	Buccaneer	14
Allan Coy	Cal Club	15
John Zuccarelli	Florida	15
Mike Adams	Tennessee	14
Karen McCoy	Oregon	14
Shannon Shellen	Blackhawk Valley	13

There are 1,899 additional members with at least one referral.

Region Leaders

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
Jumbo Regions (800+):		
Detroit	7.1%	85%
Oregon	1.9%	79%
Washington DC	1.6%	84%
Large Regions (401-799):		
Central Carolinas	12.0%	84%
St. Louis	10.5%	84%
Buccaneer	6.4%	78%
Medium Regions (200-400):		
Northwestern Ohio	13.2%	84%
Kansas	11.1%	90%
Reno	5.9%	76%
Small Regions (<200):		
Southern Illinois	40.5%	86%
West Texas	38.9%	97%
Mississippi	35.4%	76%

Blytheville Solo National Tour Sees Unique Format

For four years, competitors in the Tire Rack Solo National Tour program have used the Tri-State Challenge National Tour to experience a unique format and try something new at the Blytheville, Ark., event, which is typically held following the crowning of National Champions. This year's event, which will be held Oct. 27-28 at the Arkansas Aeroplex, will add additional runs and the Evolution Super Shootout.

This year's event combines the existing Tour format with the Evolution Super Shootout format popular on the East Coast to create one event winner at the end of the weekend. Competitors receive four runs on the course during Saturday's class competition – one more than a traditional Tire Rack SCCA Solo Tour event – with Sunday utilizing the shootout format.

As in Tire Rack ProSolo competition, the initial shootout bracket of 32 is set using the class competition runs. A PAX based index results will be used to set the bracket and equalize the times across the classes. The top 32 overall qualifiers will then be locked into their positions following Saturday's runs, with an additional 16 drivers filled through two Last Chance Qualifier runs on Sunday morning, and four places will be taken by the top Ladies class finishers who did not qualify in the top 32. Those who don't make the 48 still aren't eliminated – an additional 12 spots will be filled through a random drawing, bringing the field to 64.

The field will then run on the PAX system in head-to-head fashion, with the winner advancing to the next round.

More information on the 2012 Tire Rack Tri-State Challenge National Tour, and the entire Solo National Tour, is available at www.scca.com.

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**SW777RFX™
Wireless Scale System**

Part # 170127-WPC

\$1,999



**SW500™
Cabled Scale System**

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TOYO PROXES RR

Toyo introduces its latest entry into the DOT competition tire market with the Proxes RR. This race-ready tire features a symmetrical design, with two circumferential grooves and is molded to a tread depth of 4/32 of an inch. The Proxes RR is currently available in 15- and 18-inch diameters. toyotires.com

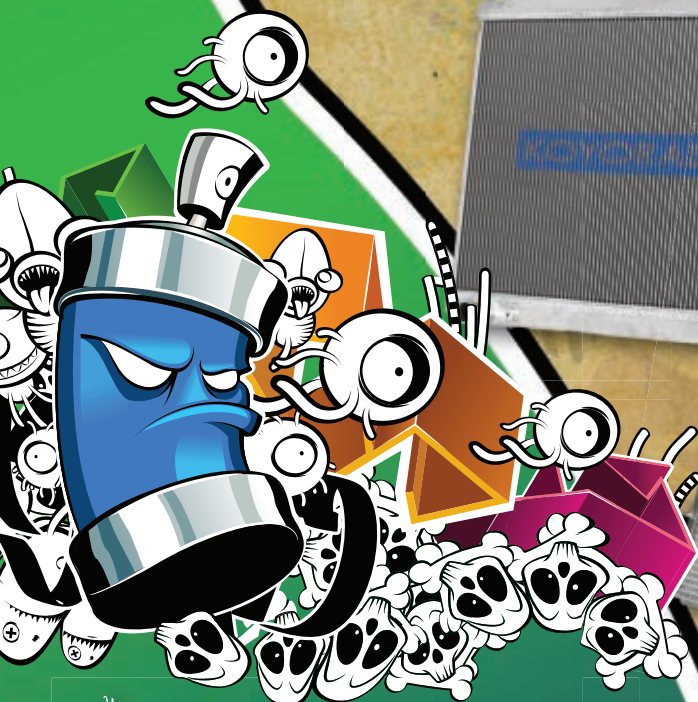


HOTCHKIS FR-S/BRZ SPORT SPRINGS

Hotchkis Sport Suspension introduces its new Sport Springs for the Scion FR-S and Subaru BRZ. These Sport Springs lower the car's ride height by an inch while increasing spring rates 45 percent in the front and 25 percent in the rear for better balance and control. hotchkis.net



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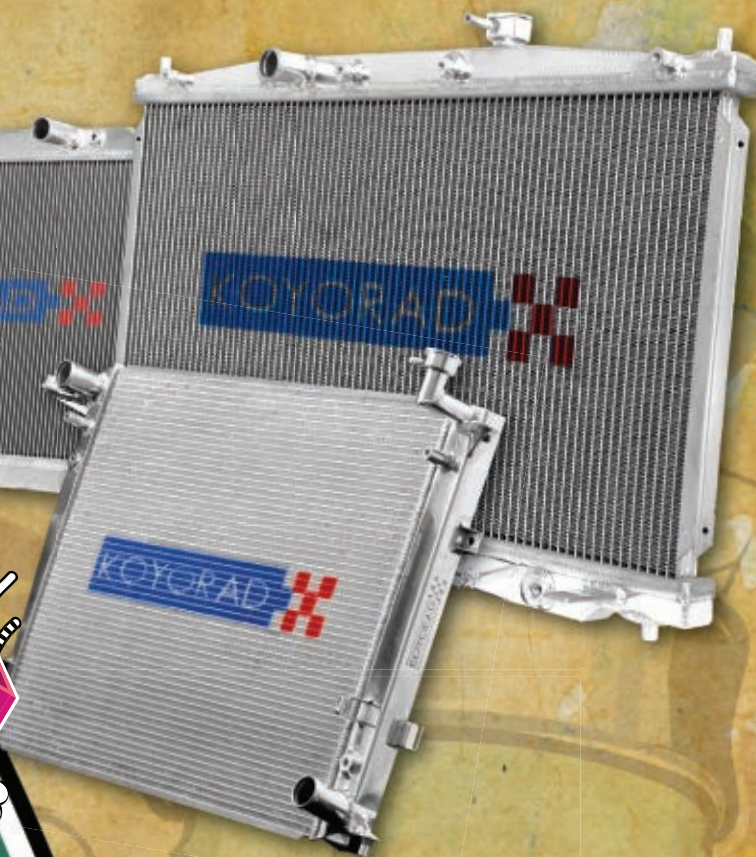
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Shiftin' Gears

Raleigh Boreen
SCCA Foundation Board

Where Has the Year Gone?

Where has the year gone? As we look back at 2012 with SCCA, we have had some great competition throughout. The RallyCross program continues to grow stronger, and the Tire Rack Solo National Championships celebrated its 40th running. In addition, two of the major programs that the SCCA Foundation supports have had a very good year. We had two events that were part of the International FSAE competition, one in Michigan and one in Nebraska. Oregon State, the Global Formula Racing Team, won in Michigan for the second year in a row, and the University of Kansas won the competition in Nebraska. SCCA was very involved with both of these FSAE events. And then there's the Tire Rack Street Survival program, which is wrapping up a banner year by setting records for the most events ever for both SCCA and the BMW Club.

Now is the time for all of us to start planning for 2013. How can I make the competition car a little bit better? How can I help the national and local Clubs have a more successful year in 2013? For the SCCA Foundation, there are a number of questions for the coming year. Much like any company or organization, we are setting budgets; we are also looking to fill a seat on the Foundation Board to be our chairperson. On top of that, we're looking for plans beyond 2013.

The budgeting is very doable, and we hope our crystal ball for the future is beaming brightly so we can head the SCCA Foundation in the right direction. I would like to share with you some of the ideas that are potentially going to happen in 2013 for the SCCA Foundation.

The Formula SAE program is one of SCCA Foundation's priorities. The program allows college students to study racecar engineering through actual competition. At this year's FSAE contest in Lincoln, Neb., Jayhawks Motorsports from the University of Kansas left victorious.

● **FSAE – Michigan and Lincoln.** Once again, SCCA and the Foundation will be actively involved with FSAE at both locations. Detroit Region and Nebraska Region will be leading the way on both of these events. We can always use volunteers, and it is a great experience being around the enthusiasm of the college teams. It will be an event you won't forget.

● **Tire Rack Street Survival.** We had a very successful program in 2012. The first Summit on the Sunday following the SCCA National Convention had over 100 people attend. We improved the communication with regions this year with the new Street Survival Coordinator, Linda Duncan. We had a Tire Rack Street Survival Advisory Board help give the program more direction. We had more students attend the 2012 events than ever before. For 2013, we have come up with an easy to use system for parents, grandparents, and friends to purchase a gift certificate for a student to attend

a Street Survival school. To purchase a gift certificate, e-mail Duncan at trss@scca.com and she'll mail one to you. With Christmas approaching, this is a great gift for any teenager.

● **The Archives and SCCA History.** For the last 16 years, Pete Hylton has been the archivist for the SCCA, but he has decided it is time for a change – it's amazing how many requests for information Hylton gets on a weekly bases. We are one of the only racing organizations that has been able to keep a good percentage of our history and our old records, and we are now trying to develop a plan for the future with our archives and our history.

This has been a good year for the SCCA and its programs, but we need to make sure our efforts continue to help grow and perpetuate the Club. As I have said, this is the planning season, so your SCCA Foundation Board is trying to make sure 2013 is even better and more productive than 2012. ●

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Climbing the Hill

Let me tell you about what I did in August: The Pikes Peak Int'l Hillclimb. As the saying goes, “Bullfighting, mountain climbing, and auto racing are the only true sports. The rest are merely games.” Pikes Peak needs to be added to this list. Pikes Peak is an old school anomaly – and while not an SCCA event, many SCCA members flock to the hill and represent our Club as they propel themselves up the hill and into the clouds.

Pikes Peak is a leftover from a time when drivers and spectators were far less insulated. It starts at 9,000 feet, and the winding, minimal guardrail mountain trail ends high above the tree line at the 14,000-foot summit. First trees, then 1,000-foot drop-offs line the course the whole way, along with beer drinking fans in lawn chairs. Any Solo Safety Steward worth his salt would fall over in a dead faint with just the slightest glance at the crowd gathered, rally style, along the roadside, watching the ground shaking hillclimb beasts roaring by, mere inches away in many cases. By the grace of the racing gods, none were killed this year, though a few were injured. From what I've seen on TV and the Internet, this is just how the rally world does it, right?

The road is all paved now, after almost 100 years of dirt. Pikes Peak is, in fact, the second longest continuously running auto race in the country (after Indy). My 034 Motorsport Audi A4 lost its engine on the last run of practice, and heroic resuscitation efforts were finally called off at 1 a.m. the night before the race. Blew the cam belt crank pulley, of all things – one result of getting more than 500hp from a street-based 2.0-liter engine.

Nearby Denver-based K-PAX had been seriously considering a trip up the hill, but other Volvo commitments had derailed that possibility. Maybe next year. But I love the event, and I will be there again in one of these cars, mark my words.

I did the hill once before, in 1995,

when it surprisingly showed up on the Bridgestone Supercar Championship schedule. Perusing the list of events the first time that winter, I saw Mid-Ohio, Sears Point, Pikes Peak – *whaaaaaaf?* An all-dirt, full-on mountain climb rally special stage for a bunch of road racers? That's nuts! But, my heart began to race with excitement. “Yeah, I'll be good at this, bring it on,” said the closet rally driver inside me.

I had a really cool T.C. Kline/Ed Arnold BMW M5 Touring Car on steroids. Best thing I ever did in a car. Ran terribly, however. The across-the-pond engine tuners missed the altitude calibration by light years. Plugs were black and wet. Still got a fourth.

The pavement has really changed the Pikes Peak event (it's a Time Trials-style timed event). Corner speeds are way, way up, which means crashing speeds are also way, way, up. Hill climbs and performance rallies once were a normal part of SCCA competition, but I have not been to many, so this less-restrained racing is still new to me.

In spite of spectator concerns, I remain fascinated with open-road racing. Attacking a road with no speed limit, and little practice. Going by feel, by pace, by reading the road, the tree line, and the sky. Here, the challenge is you, the car, and the road. You leave the line at three-minute intervals. No other cars to worry about, no others to punt you off, nor to gauge your performance against. It's much more raw than a racetrack, which seems so sanitized in comparison. I got sideways and dropped my rears into a real, live ditch. SCCA autocrosser Jeremy Foley misread a blue sky corner, up shifting to fourth where he should have been downshifting to second, and ended up on ESPN and *Good Morning America* when video of his spectacular, flying, tumbling, yard sale crash went viral.

I darn near went off in the same place, though I blame the small stone cairn someone built for a turn-in earlier in the week that had fallen over since my first run. I saw a couple of rocks lying there and thought, “Was that my marker?” Then, “Yikes-yikes-yikes-brake-brake-brake!” Slid to the white line, downshifting, then floored it. Jeremy: there, but for the grace of God, go I, and I cannot wait to go back. 🚗

While the Pikes Peak Int'l Hillclimb isn't an SCCA event, many competitors are SCCA members – including our very own Randy Pobst.



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BY ROB KRIDER PHOTOS ALISON PADRON - NISSAN

SCCA Solo Champ Bryan Heitkotter's Path to Pro Racing Involved a Lot of Games

Bryan Heitkotter had a job as a parts delivery driver in Fresno, Calif. When he had the money for race tires he ran some Solo events with the SCCA. When he didn't have the money for race tires he spent time playing racing videogames. Like a lot of SCCA members, Heitkotter had big dreams of becoming a professional racecar driver. Little did he know, however, it was the time he spent on the videogames that would eventually be his ticket to professional competition.

If you're a fan of SPEED channel and you caught the 2011 season of the reality TV show *GT Academy*, you might recognize Heitkotter. He used his videogame skills while sitting on his living room floor playing *Gran Turismo 5* on a Sony Playstation 3 to get a shot to race head to head on a real racetrack. Heitkotter did very well on the *GT Academy* show – so well, in fact, that he won the first season where gamers were ranked from the United States (previously the show was only for European contestants). His success landed him a seat racing in the 24 Hours of Dubai in a race-prepped Nissan 370Z.

The real conundrum about Heitkotter is the age-old question of which came first, the chicken or the egg? Heitkotter is obviously a great videogame player – he qualified and won the *GT Academy*, but before his professional racing adventure began he was already a three-time Solo National Champion. Heitkotter won E Stock in 2006 driving a Toyota MR2, B Stock in 2009 driving a Mazda RX-8, and C Stock in 2010 driving a Mazda MX-5 MSR. Three National Championships in three separate classes in three different cars is quite an accomplishment. But the reality TV show wanted to showcase “whether or not gamers could translate their skills to actually drive real racecars?” In Heitkotter's case, he was already an accomplished race driver who could drive a racing simulator.

Heitkotter had his driving sim platform sitting in between his couch and his television. He always enjoyed playing *Gran Turismo*, and when the newest version, *GT5*, came out and Sony and Nissan announced there would be an online competition, he got to work. For the competition, the United States was divided into four segments. After about 10 hours of racing, Heitkotter had qualified within the top 512 of the western region. Then the cut went down to the top 128, then to the top eight – and Heitkotter was still in the hunt. The top eight of each region were invited to Orlando, Fla., where 32 gamers faced off head to head in a *Gran Turismo 5* battle, with the top 16 going to England for the filming of the *GT Academy*.

“That was a tough event because before I was alone racing in my living room,” says Heitkotter. “In Florida, I was sitting right next to a guy racing head to head.”

Heitkotter won the event overall, immediately put in his paperwork to secure a passport and packed his bags for merry old England.

The *GT Academy* was filmed at Silverstone. The 16 competitors were housed in a dorm setting inside a building at the track. For one week the competitors were put through numerous rounds of different types of competition with TV cameras filming their every move. They had physical competitions including a run-bike-drive triathlon, some karting, rally racing, open-wheel racing, and, ultimately, a head-to-head road course competition in race-prepped Nissan 370Zs.

“It was the hardest week of my life,” says Heitkotter. At every turn, competitors were being eliminated from the show, but Heitkotter, with solid skill from his experience driving in Solo, managed to stay ahead of the competition. During the weeklong filming, the *GT Academy* contestants were being evaluated by professional racecar drivers Danny Sullivan,

Fast Facts

BRYAN HEITKOTTER

SCCA REGION: San Francisco Region

MEMBER SINCE: 2000

LAST BOOK READ: *The Art of Racing in the Rain*

FAVORITE ENTERTAINER: Dream Theater

FAVORITE MOVIE: *Gran Torino*

FAVORITE TV SHOW: Anything with racing

FAVORITE FOOD: Mexican

FAVORITE NON-SCCA ACTIVITY:

Playing *Gran Turismo 5* on PlayStation 3

FIRST CAR OWNED: 1987 Toyota MR2

FAVORITE CAR OWNED: 1993 Toyota MR2

CURRENT DAILY DRIVER: 1993 Toyota MR2

FAVORITE RACE DRIVER:

Tie between Jenson Button and Robert Ubica

MOST INFLUENTIAL PERSON IN MY LIFE:

Mom and Dad, Sally and Barney Heitkotter



COURTESY BRYAN HEITKOTTER



“IN FLORIDA I WAS SITTING RIGHT NEXT TO A GUY RACING HEAD TO HEAD” Bryan Heitkotter

Bryan Heitkotter got his start competing in Solo events (BOTTOM LEFT). In his spare time, he would play *Gran Turismo* on the Sony PlayStation. That hobby saw him winning a gaming competition, training as a racecar driver in England, and eventually competing in professional races around the world. One of his more recent races was at Sonoma Raceway in a Pirelli World Challenge GTS Nissan 370Z (ABOVE). In September, Heitkotter returned to his Solo roots, claiming his fourth Solo National Championship.

Tommy Kendall, and Liz Halliday.

The show finale resulted in a winner-take-all road race around Silverstone in Nissan 370Zs, which Heitkotter won handily (however, editing of the footage made the race appear much more dramatic). From there, Heitkotter's professional road racing life began.

Nissan paid for Heitkotter to live in England for six months, just blocks from Silverstone where he spent his time learning the art of race craft. He drove in numerous sprint and endurance races to try to earn his FIA competition license. Traveling all over England and Wales, racing Nissan 370Zs for RJN Motorsports, Heitkotter won a few events and, within eight weeks, he earned his FIA International License. The license was the final item needed to compete at the 24 Hours of Dubai with a car filled with *GT Academy* winners from previous years in Europe and Heitkotter as the first United States winner. While sleeping

between driving stints on a cot in the shipping container the Nissan 370Z arrived in Dubai in, the team managed to finish on the podium in the SP2 class and 20th overall.

Heitkotter headed back to the United States where he was given a seat to drive a 370Z in the Continental Tire series in the GS class for Doran Racing. At Mid-Ohio, Heitkotter earned the pole position in GS, proving that his skills as a driver were legitimate. He didn't just win a driving competition against other gamers, he qualified ahead of some of the top professional road course racers in the country on a track he had never set foot on.

This was the first year the Continental Tire series, or any sports car series, competed at the Indianapolis Motor Speedway during the weekend of NASCAR's Brickyard 400. The GS class qualified early in the day, and Heitkotter set the pole, making him the first

pole sitter in a sports car at the Indianapolis Motor Speedway.

Heitkotter also competed in SCCA Pro Racing's World Challenge series, running another Nissan 370Z at Sonoma Raceway earlier this year. Between races, Heitkotter is sent different places by Nissan to do public relations events and was also a part of the filming for the second season of the U.S. *GT Academy*. Heitkotter even found a weekend without an international professional race where he could come home and compete with his old Solo peers at the 2012 tire Rack Solo National Championships. There, he picked up his fourth National Championship title, this time driving a BMW in STX.

Heitkotter has come a long way from playing video games on his living room floor in Fresno. From his TV screen to Florida, to Silverstone, to Dubai, to Indy, Heitkotter has shown he has the skills (simulated or real) to win. 🎯

Andrew Robertson keeps busy both on and off the track

It seems the quaint but potent Caterham 7 and its legendary predecessor, the Lotus 7, are most often driven by veteran SCCA old shoes, not youthful hot shoes. But the man who won the E Production championship and Rookie of the Year Award in Houston Region last year was 18-year-old Andrew Robertson, with eight wins for eight starts in this, his rookie season. That's about as hot as it gets.

Going unbeaten is hard to do in racing, but this was no fluke. Switching to a National program as of August, Andrew has been on the podium in seven of his eight starts in Majors and BFGoodrich Tires Super Tour events.

This Caterham is familiar with winning, taking the EP gold at the National Championship Runoffs in 2005 with Kim Knapp driving (an old shoe in his ninth appearance at the Runoffs). At the time Andrew first drove it, the car was owned by Larry Svaton, who then sold it to Andrew in 2011 when he switched from karts to begin his SCCA career. With 16 appearances at the Runoffs since 1978, Larry Svaton knows talent.

"When I first saw [Andrew] at a track day at MSR Houston driving his father's Caterham, I went to them and told them he needed to race SCCA," Svaton says. "He went to Drivers School in my EP Caterham and his raw talent came out from the first turn and has not stopped."

Racing is part of the family fabric. "At five, my father took me to my first pro race, the Petit Le Mans at Road Atlanta," says Andrew. "By age 10, I was riding with my father in autocross in his Caterham Super 7. In fact, my father, mother, and I built the Caterham ourselves from a kit."

James Rogerson, the RE of Houston Region, has known Andrew's dad for several years through mutual friends. "When Andrew turned 16," he says, "his dad asked me about entering him in the MSR Houston competition Drivers School. I told Jim that we'd take him in, but I always interview the young students away from their parents. I was



“WET RACING IS A TRUE TEST OF ONE'S DRIVING SKILLS” Andrew Robertson

Andrew Robertson got off to a good start in Club Racing, logging eight starts and eight wins – and he now has his sights set on National racing and the National Championship Runoffs. For being this month's First Gear Member of the Month, Robertson will receive a \$200 gift certificate to SafeRacer.

immediately impressed with Andrew's maturity and composure."

"Andrew came to the class with considerable karting experience," continues Rogerson, "but he was quick to understand that cars have greater mass and require softer hands and feet if you wish to be consistently fast. Andrew is able to take criticism in a constructive way and adjust both his driving and his demeanor to minimize on-track mistakes. He learns fast and seldom makes the same mistake twice. Focus, realistic goal setting, and execution of the plan describe his approach to racing. His future is very bright."

Andrew is very much in love with his sport. "Every time I arrive at the track on a race weekend and hear a group of cars out lapping, the hair on my arms never fails to stand up," says Andrew. "Don't get me started on the thrill of wheel-to-wheel racing. But where there is fun, there are also very important lessons learned which I apply to basic driving. Being able to find the limits of a car on a closed track is very important, because you can easily apply the skills from the track to the street and, in turn, this makes me a much safer driver."

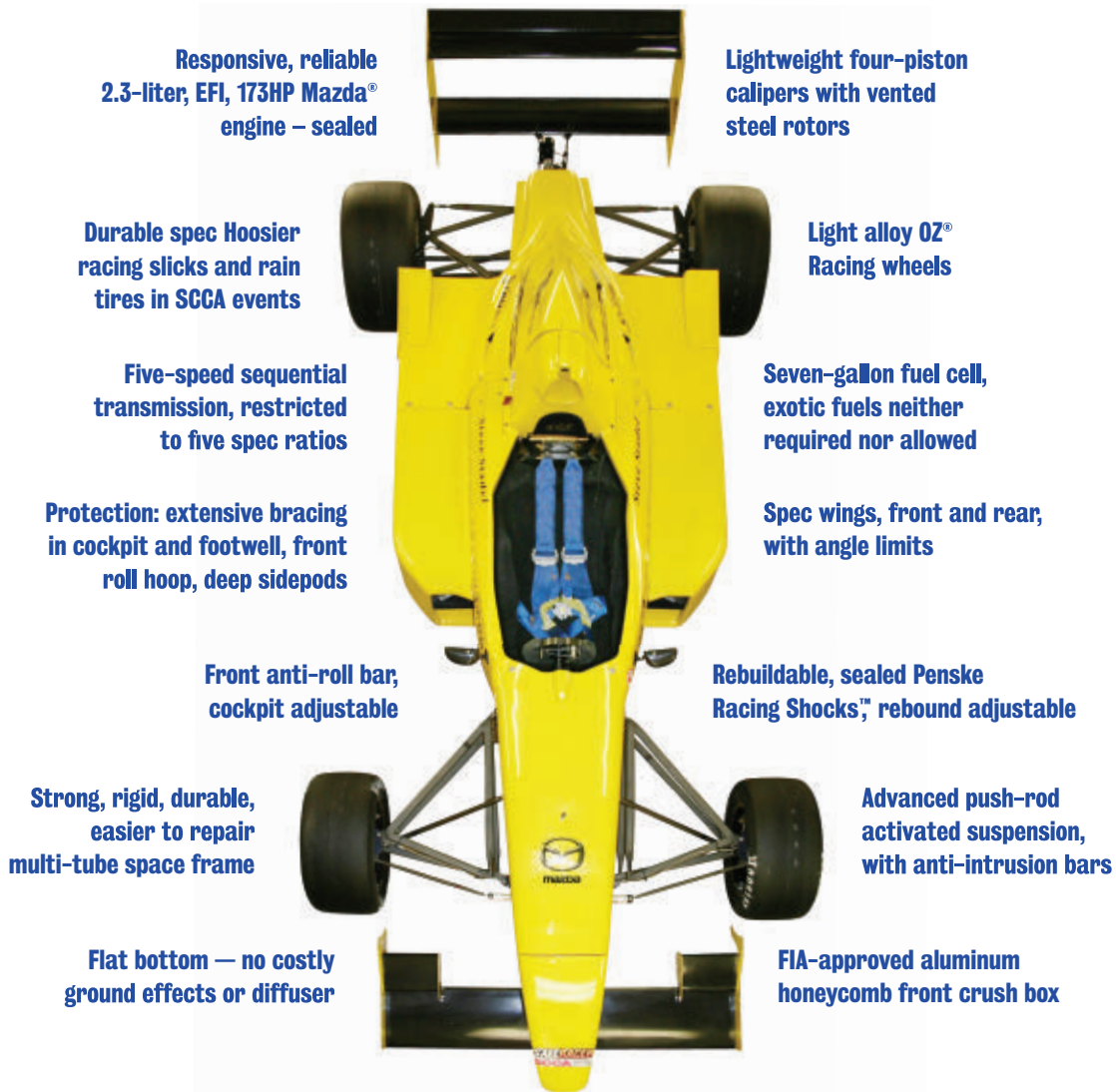
"One of the other aspects of racing I thoroughly enjoy is racing in the rain," he adds. "Not many drivers I know like to race in the rain and I find that a shame because wet racing is a true test of one's driving skills and how long one can hold their vehicle at the very fine limit."

There's much more to Andrew than racing: coaching and playing varsity tennis; competitive swimming; team captain in both sports; and an obsession with music. "I play five different instruments, but I am best at the drums."

This fall Andrew will begin studying engineering at Trinity University in San Antonio, Texas. "First and foremost, I want to get a proper college education while balancing my racing career," he says. "Get an engineering degree with a business minor and apply those degrees to a career in motorsports. I would love to participate in a pro series like [SCCA Pro Racing Pirelli] World Challenge or Grand-Am sometime in the future."

There's no doubt we'll be hearing more from Andrew Robertson and his Caterham 7. He may be a hot shoe, but he's carrying an old shoe head on his shoulders. 🏁

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September 14-15 Virginia International Raceway

HEADLINER

**American Le Mans Series
IZOD IndyCar Series
IZOD IndyCar Series and ALMS
American Le Mans Series
IZOD IndyCar Series and ALMS
American Le Mans Series**



FOUR-OH — JUST PERFECT

The 40th SCCA Tire Rack Solo National Championships
Lincoln, Neb. Sept. 4-7, 2012

BY DAVID AVARD, PAUL BROWN, ANGELA CARLASCIO, JEFF CASHMORE, CHARLIE DAVIS, PAUL DORNBURG, ANDREW HAHN, CHRIS HARP, JOHN HERRMAN, JOHN HUNTER, JON KROLEWICZ, JOHN LIEBERMAN, MATT MURRAY, JAKE NAMER, JAMES NEWMAN, TOM REYNOLDS, HOWARD SHARE, JAY STORM, CHRIS TEAGUE, KEITH VAIL, DAVID WEBB, CHARLES WILSON, CAROL WONG, AND ALEXANDRA ZUST
EDITED BY ROCKY ENTRIKEN PHOTOS BY RUPERT BERRINGTON

Four-oh. It's a Navy term meaning perfect. It means the same thing in college grading, and often in high school too. But can a Tire Rack Solo National Championships be perfect? Probably not, considering the sheer size of the event – almost 6,800 timed runs were pushed through the two courses at the 2012 Solo Nationals. Just count the pylons as each one means a departure from perfect for that driver. And that number includes reruns when something goes awry and an innocent driver must be given another shot. And, of course, sometimes a car will break down.

But overall, the event sailed merrily along with no major breakdowns and no catastrophic issues – or at least none visible to the casual observer (often a mark

of a well-executed event where even if problems occur contingencies are already in place to resolve them). Most would give the event a Four-oh.

If you'll excuse the very minor little pea-size hail shower that briefly visited Tuesday afternoon's competitors – a measured 0.01 of an inch of precipitation barely got the pavement wet – the weather was, if not perfect, at least decent. The wetness cooled a day that had been forecast in the upper 90s, but pushed the mercury to 102 degrees, a record for a Sept. 4 in Lincoln, Neb. Wednesday and Thursday retreated to the lower 90s, then the cold front came through (but with no rain), and Friday was the day people broke out the jackets for a cool morning and a nice autumnal high of 75.

If there was any wistful disappointment it was that this was the first milestone Solo Nationals since 1977 not to set a new entry record. Not that 1,128 cars on course is anything but a solid number, but with the car count on MotorsportReg.com hovering in the 1,160s in August, more was anticipated. Every five-year anniversary since 1982 has set a record – 577 that year in Chicago, 628 in 1987 and 733 in 1992 both in Salina, 920 in 1997 and 1,105 in 2002 at Topeka's Forbes Field, then 1,157 at Heartland Park Topeka in 2007, which remains the record today.

Nonetheless other records stood to be broken. A record number of 86 classes were offered, but only 78 winners and champions would be crowned. The new Rule 11.B defining a

champion as the winner of at least a three-car class sent several distaff drivers in search of more competition, ultimately leaving eight classes empty.

Among the more remarkable records was young Julian Garfield extending his undefeated streak to five events driving in the Junior B (two wins) and Junior A (three wins) classes. He thus stands tied with E. Paul Dickinson for the second longest unbeaten string, just one win shy of the mark owned by Gene Hanchett – both Solo gods of the 1970s. All this before he is old enough to get his driver's license.

And just to put a double stamp on the youth movement, the second longest current undefeated streak at the moment is held by the other junior champ, Junior B



winner Tom Regganie, who won his third in as many tries. None of the “big boys” (or girls) have even a two-win undefeated streak going.

While four drivers put their names into the top 10 lists for the widest margins of victory – something that gets harder to do as the history of the Solo Nationals accumulates – possibly the most remarkable was the CP win of Michael Maier by 2.717sec over a field of 39 competitors, making it the widest margin of victory in a class of 31-40 cars. It tops the previous mark of 2.642sec set 24 years ago by Russell Wiles in a G Stock BMW. And Maier’s feat was not in the iconic Shelby GT350 he shares with Frank Stagnaro, but a “backup” Mustang they brought when the Shelby could not be made ready.

Stagnaro and Bill Goodale

pushed their jointly held trophy win record to 31 with award placings in CP and AM, with AS driver Paul Kozlak right behind with his 30th trophy. Patty Tunnell extended her women’s record to 24 with a trophy in EML, while CSPL winner Jodi Fordahl joined the second-place crowd (Karen Babb, Lynne Rothney-Kozlak) with her 21st trophy. Northeast Division topped all divisions in trophy count this year taking 60 of them home and matching its own top mark from 2006 for “all other divisions.” Only NorPac (twice) and CenDiv (before it split) have ever snagged more in one year.

This was a year when event organizers took a hard look at the worker plan and made a number of revisions to ensure the courses were adequately staffed. In line

with that, for the first time in memory, Solo Rule 6.1 was enforced – the part that says, “Failure to work will result in disqualification from the event.” It happened to two drivers.

And those were the event’s only major penalties. The unofficial barometer of satisfaction, protest filings, hit a high mark with just one quibble about an SSM car’s front splitter being a tad too long. The car’s drivers were given a one-second penalty and told to file it down for the second day.

Among the most welcomed innovations was new paddock chief Randall Prince’s online paddock reservation process. Still a work in progress, it had its teething problems in the first attempt, but with one event behind it, Prince’s system

promises to streamline the paddock process and make it even more user friendly. Quite handy was his laptop left in the registration tent where people could go find a friend.

With four visits to the Lincoln Airpark, the vast and well-maintained expanse was declared at the Wednesday banquet to be “everybody’s favorite autocross site.” On this occasion of the perfect Four-oh, competitors were reminded that SCCA had signed an agreement last January extending the lease for another five years with an additional five-year option.

In all likelihood, the SCCA Solo National Championships will still be in Lincoln to celebrate the event’s golden anniversary. Perfect!

Rocky Entriiken



Super Stock

As the sun peeked into view on day three of the Solo Nationals competition, daybreak was greeted by the V8 symphony of Corvettes pulling to grid. The combustion wake of LS6 and 7s, with grace notes from four- (Lotus Elise), six- (Porsche GT3), and 10- (Dodge Viper) cylinder motors, announced it was time for the big show, Super Stock. But as with recent years, it would not be a domestic product that captured the title when the final timesheet was printed.

The opening salvo of runs quickly separated the “would bes” from the “have nots.” The second set featured G.J. Dixon unleashing a weapon of mass destruction on the course, His GT3 leaving a time of 56.888 on the clock and a mushroom cloud of silence amongst the grid. When Thursday’s runs were in the books, Dixon was alone in the 56s, with 2011 Champ Matthew Braun’s Corvette 0.7 sec back.

“I knew when I came across the finish line that the run was awesome,” chuckled Dixon, who at that time was 1.2sec ahead of the pack. “It was one of the most perfect autocross runs I’ve ever done.

“I’m a reactive driver, where I’m just reacting to where I’m looking and what I’m seeing and what the car is doing and making all of my changes on the fly.”

That toolset was definitely useful for Dixon the next day on what could loosely be described as a “busy” East Course. “It was a lot of stop and go, and pinching sections that were hard to drive through and visibly difficult,” he said, one compounded by Dixon having to take his first run with the seat slider stuck on the full back position.

Dixon once again sealed fast time on his second run, posting a 66.556,

SUPER STOCK

1. G.J. Dixon	NY	Porsche GT3	123.444
2. Matthew Braun	Det	Corvette Z06	124.376
3. Sam Strano	WDC	Corvette Z06	124.530
4. Jason Burns	Susq	Corvette GS	124.685
5. Gary Thomason	SanD	Dodge Viper	124.872
6. Mark Wortham	Tex	Corvette Z06	124.886
7. Grant Reeve	NEng	Corvette Z06	125.184
8. Steve Telehowski	Det	Corvette Z06	125.662
9. Jason Rhoades	SanD	Dodge Viper	125.864
10. Brian Connors	Phil	Lotus Elise	126.180
11. Christopher Shay	Milw	Corvette Z06	126.410
12. Matt Lucas/Tex	(Corvette Z06)		
13. Bryan Schafer/Cinc	(Corvette Z06)		
14. Jason Munchhof/SanD	(Corvette Z06)		
15. Frank Wiethorn/Kan	(Corvette Z06)		
16. Randy Pearson/ StCt	(Corvette Z06)		
17. Gregory Lloyd/Cinc	(Corvette Z06)		
18. Steve Waters/Atl	(Corvette Z06)		
19. Brian Regganle/Chi	(Corvette Z06)		
20. Randolph Petschauer/NY	(Porsche GT3)		
21. David Green/Wich	(Corvette Z06)		
22. Eric Peterson/NCar	(Lotus Elise)		
23. Danny Kao/WDC	(Corvette Z06)		
24. Scott McHugh/ CSCC	(Corvette Z06)		
25. Kent Weaver/Cinc	(Corvette Z06)		
26. Tommy Pulliam/Atl	(Corvette Z06)		
27. Kenton Cabiness/Chi	(Corvette Z06)		
28. Dan Ireland/StCt	(Corvette GS)		
29. Joe Montuoro/StCt	(Corvette GS)		
30. Jim Harrison/Wich	(Corvette Z06)		
31. Ian Berwick/NEng	(Corvette Z06)		
32. Blair Reid/SnRv	(Tesla Roadster)		
33. John Crouse/Cinc	(Corvette Z06)		
34. Manuel Ruiz/SanF	(Corvette)		
35. Ken Mollenauer/SanF	(Corvette Z06)		
36. Cory Robb/StCt	(Corvette Z06)		
37. Chris Carreras/Colo	(Corvette Z06)		
38. Heather Burns/Susq	(Corvette GS)		
39. Tom McDaniel/CSCC	(Corvette Z06)		
40. Brian Huber/StCt	(Corvette Z06)		
41. Val Korry/ Nwst	(Porsche 996)		

SUPER STOCK LADIES

1. Shelly Monfort	SanF	Corvette Z06	128.079
2. Holly Schwedler	WDC	Corvette Z06	130.568
3. Stephanie Zadrozny	NEng	Corvette Z06	131.329
4. Bea Regganle/Chi	(Corvette Z06)		
5. Chrissy Weaver/Cinc	(Corvette Z06)		
6. Jennifer Bedell/NCar	(Lotus Elise)		
7. Donna Marx/ODom	(Corvette Z06)		
8. Chris Peterson/NCar	(Lotus Elise)		
9. Carla Russo/StL	(Corvette Z06)		



SUPER STOCK

G.J. Dixon

New York Region

Grand Prix New York/
Monticello Motor Club

Porsche GT3



leaving Sam Strano in second for the day with a 66.6. With a total time of 123.444sec, a margin of 0.932sec separated Dixon from Braun in the overall results, with Strano third.

“I’ve finally won Super Stock after several times of being in the class,” said Dixon, who previously won DS in 2005. “Do I go back with them or do I try to go for a title in another class now?”

Super Stock Ladies

Look in the back of the rulebook and search for the name Shelly Monfort under the past champion listings and it becomes apparent that “pretty fast” is an understatement. She’s in there five times. Add in additional tutelage from the 2012 Driver of Eminence Sam Strano and there’s the recipe for total class domination and a fourth straight Super Stock Ladies title – this time in Strano’s Z06 after three times with a Lotus Elise.

The entire day would pass before



SUPER STOCK LADIES

Shelly Monfort

San Francisco Region

StranoParts.com/
Shameless Iced Tea

Chevrolet
Corvette Z06

the SS cars returned to the grid in the ladies’ hands for the fifth heat.

“That is unusual for my first run to be my fastest scratch time,” said Monfort, who clipped the starting cone on run one, giving the lead instead to Holly Schwedler with a 59.355 when Thursday’s runs were in the books. With only one clean run, Monfort was 0.2sec back.

She had a track record this season of demonstrating unparalleled speed on her second day of runs, and at Nationals it was no different. Needing to chase Schwedler, and having her first run on Friday interrupted by a conflagrant SMF car, none of that bothered the defending champ. The

other eight competitors in SSL were about to learn the meaning behind the phrase, “Always bet on Monfort.”

“I got through the initial slalom and into that tricky turnaround, when I did that right and got a good shot into the group of offsets, my thought was kind of like ‘I got this,’” recalled Monfort, who improved on each of her Friday runs, putting an insurmountable 2.489sec margin on the rest of the class with a 68.540. A total time of 128.079 assured that for a sixth time she will be nice and warm through the winter in a championship jacket.

James Newman

A Stock

Warm, sunny weather greeted the drivers of A Stock Tuesday morning, the first cars out on the West Course for the 2012 Solo Nationals. By the time they finished a first pass to blow the dust off the course, Paul Brown was atop the timesheet with a 61 flat.

Through the second runs, it wasn’t until the second drivers went out that Brown’s time would fall. Brown, with no co-driver, had knocked off a couple of tenths. Then Tony Savini, who’d coned an earlier 60.5, dropped in with a clean 60.0. Savini’s time didn’t stand long as Lane Borg dropped the hammer and crossed the line with a 59.982, becoming the only driver below the 60sec barrier. No one else was able to touch Borg’s time. On final runs, Savini ran slower and Borg coned out while Brown found a few more tenths to get a 60.5 and solidify his third place position.

Wednesday greeted the competitors with far cooler temperatures than Tuesday, but still there was the ever-important dry weather. The far

“IT WAS ONE OF THE MOST PERFECT AUTOCROSS RUNS I’VE EVER DONE” G.J. Dixon

A STOCK

1. Lane Borg	WTex	Corvette	128.724
2. Tony Savini	Phil	Corvette	128.819
3. Paul Brown	RioG	Corvette	130.151
4. Paul Kozlak	NEng	Corvette C5 FRC	131.572
5. Steve Lau	SanF	Porsche Cayman S	131.582
6. Matt Murray/NEng (BMW 1M Coupe); 7. Lynne Rothney-Kozlak/NEng (Corvette C5 FRC); 8. Jeff Jacobs/Phil (Corvette); 9. Monty Pack/SanF (Porsche Cayman S); 10. Scott Hurley/SCar (Corvette); 11. Han Henze/Tenn (Porsche Cayman S); 12. Jim Bennett/Tenn (Porsche Cayman S); 13. David Finchum/Chi (Corvette FRC); 14. Christine Newcomer/CSOC (Porsche Cayman S); 15. Kerry Emmert/Ark (BMW 1M); 16. Alan Au/Chi (Corvette FRC).			

A STOCK LADIES

1. Meredith Brown	RioG	Corvette	131.911
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A STOCK

Lane Borg
West Texas Region
Goodyear Eagle RS
Chevrolet Corvette



more technical East Course did not disappoint as the battle intensified. Borg and Savini topped the charts again, joined by Paul Kozlak, on first runs as Brown scattered four cones. On second runs Kozlak and Savini both ran times to topple Borg but their runs also were marred with cones while Borg put up a clean 68.9.

Savini, with one last chance to take down Borg, did not disappoint. He dropped in with a 68.8, leading for the moment by 0.1sec. Then Borg took to the course (dare we say resistance is futile?) knowing the time he needed to run. After a lurid slide right in front of the crowd, most thought the run would not be quick enough, but Borg kept his foot in it and continued to push to the limit. As he crossed the lights, a time of 68.742 was displayed, giving Borg the 2012 championship by 0.095sec over Savini. Brown, clean only on his final run, was able to bring home the last podium position.

His Corvette was not handling to



A STOCK LADIES

Meredith Brown
Rio Grande Region
Plastic PP Racing/
MidAtlantic Motorsport/
Maurer Collision
Chevrolet Corvette

his liking during the ProSolo, Borg explained afterward, so after consulting former co-driver Dave Ogburn and car tuner Sam Strano, he went with what he described as a “looser” sway bar setup. This, he said, allowed him to drive the car with the throttle the way he liked.

A Stock Ladies

The lone competitor in A Stock Ladies this year was Meredith Brown driving the family Corvette. Brown stayed very consistent on the West Course Tuesday during third heat competition, peaking with a time of 61.786 on her second run. The East Course was not as kind to Brown as

she carried a cone on each of her first two runs. On the third run as she put down a clean 70.125 giving Brown a combined time of 131.911 that would have outrun all but the trophy winners in the Open class. Although with the new rule this victory is not defined as a championship, it is still her fourth victory at Nationals.

Keith Vail

B Stock Ladies

For a while, it looked like Roberta Wetzell was going to run away with the all-S2000 seven car B Stock Ladies class. She turned in the fastest times on all three of her West Course runs Thursday with her second, a 61.334, quickest of all. At the end of the day, Emily Bashford and Dina O'Donnell were a tenth behind while 2011 Champion Jocelin Huang was another 0.2sec back.

It was Bashford who fired back with a vengeance Friday morning, besting Wetzell on all three of her East Course runs. Her third, a 71.496, was the fastest. Barely enough, it gave Bashford the win with a combined time of 132.934 – just 0.031sec ahead of Wetzell. O'Donnell had cone issues and a DNF, so Huang moved up a notch to take the final trophy.

Bashford said she especially enjoyed the East Course. “With all the slaloms and technical sections, it was much more like what I’m used to back home [in Winnipeg, Manitoba]” she said, “but the West Course was a lot of fun, too, with all the sweepers.”

B Stock

“B Stock drivers are absolutely the best drivers,” said defending Champion Jadrice Toussaint after

“THE WEST COURSE WAS A LOT OF FUN, TOO, WITH ALL THE SWEEPERS” Emily Bashford

B STOCK

1. Jadrice Toussaint	SCar	Honda S2000 CR	126.462
2. Nick Barbato	NEng	Honda S2000 CR	126.691
3. Ricky Crow	Almo	Honda S2000 CR	126.772
4. Jeff Janzen	Badl	Honda S2000 CR	126.891
5. James Yom	CSCC	Honda S2000 CR	128.318
6. Reijo Silvennoinen	CSCC	Honda S2000	128.937
7. Chris Travis	NY	Honda S2000 ACR	129.033
8. Gehren Rall/Milw	(Honda S2000 CR);	9. Vivek Goel/LnSt (Acura NSX);	10. Bob Klingler/ConD (Honda S2000);
11. Clay Turner/ConD (Honda S2000);	12. Tim Kong/NEng (Honda S2000 CR);	13. Justin Lau/NEng (Honda S2000 CR);	14. Jason Kupka/LnSt (Honda S2000 CR);
15. Charles Kim/Milw (Honda S2000);	16. Kenny Sorensen/WDC (Porsche Boxster);	17. Michael Lodsin/NEng (Honda S2000 CR);	18. Jeff Wetzell/GuCo (Honda S2000);
19. Ambrose Fung/Nwst (Honda S2000 CR);	20. Todd Cochran/LOL (Honda S2000);	21. Alan Pozner/Susq (Porsche Boxster);	22. George Chong/Nwst (Honda S2000 CR);
23. Jim French/Wich (Corvette);	24. Gene Johnson/Nwst (Honda S2000).		

B STOCK LADIES

1. Emily Bashford	Badl	Honda S2000 CR	132.934
2. Roberta Wetzell	GuCo	Honda S2000	132.965
3. Jocelin Huang	Milw	Honda S2000	133.474
4. Donna Littlejohn/SCar (Honda S2000);	5. Dina O'Donnell/Nwst (Honda S2000);	6. Vanessa Crow/Almo (Honda S2000 CR);	7. Connie Hudson/LnSt (Honda S2000 CR).



B STOCK

Jadrice Toussaint

South Carolina Region
Crown Honda Charlotte/
Team CMM
Honda S2000 CR



winning his second consecutive jacket. “Those guys make me shake every time I go against them. It’s phenomenal to run against them.”

Toussaint had to work a bit on Friday to clinch that second title. The 24-driver class was not quite all Honda, but only S2000s reached the trophy table. Jeff Janzen laid down the fastest Thursday run on the West Course with his very first attempt. His untouchable 58.268 was good enough to lead over four other drivers also in the 58s.

When Friday morning dawned cold and windy in sharp contrast to the previous three days, it was a different story. Nick Barbato went out and laid down a 68.4 on his first East Course run but Toussaint quickly answered with a 67.8 on his second pass.

Barbato came back with the fastest day two time of 67.723 on his third run, but it wasn’t quite enough.

Despite “winning” neither course, Toussaint finished first with a total time of 126.462 – 0.229sec ahead of

Barbato. Exactly 0.2sec covered second through fourth, Ricky Crow slipping into third ahead of Janzen.
John Lieberman

C Stock Ladies

C Stock Ladies started the week off Tuesday in the first heat. The three drivers attacked the Karen Babb West Course with Learic Cramer striking first with a fast 63.1 in her Nissan 370Z, but a late cone call allowed 2011 Champ Lynn Collins to hold the early lead. Collins was the second driver out in the only two-driver car, a Pontiac Solstice.

On second runs, Cramer threw down a stunning 62.424, then watched



B STOCK LADIES

Emily Bashford

Badlands Region
Styckyd.com/The
Marketplace For
Gearheads
Honda S2000 CR



as Collins chased it. The Solstice driver found 0.9sec to drop to 62.6, then found a few hundredths more as Cramer DNF'd her final try.

With a slim overnight lead, the fast technical East Course saw Cramer charge hard from the first run while the day blew up for Collins. Eyes focused firmly on task, Cramer ripped off three quick runs. Collins and co-driver Joyce Ruth were pushing hard, perhaps too hard, leaving multiple toppled cones behind.

Cramer's last run was a flyer. Taking no chances she posted a 72.499 and waited with a total of 134.923. Collins left the line needing a clean, fast run but coned a 74.2 to seal the deal for Cramer. That slim lead had ballooned to a 3.988sec victory margin.

C Stock

A long day Tuesday finally brought C Stock to the line on the West Course under a blazing sun (102 degrees F) for the final heat of day one. 2011 CS runner-up Chris Fenter was the fastest of the first drivers with a 60.0, but a late cone call left him back in eighth after his first run. Aaron Williams led briefly with a 60.6 in his RX-8 as others struggled with setup and cones.

On the next runs, five other drivers joined Williams in the 60s, four of them quicker, led by the MX-5 of Kevin Schultz with a 60.0. The Solstice of Bud Collins would have been next at 60.1 but for a pylon. Collins rectified that on his final try as grip levels went up, setting the day's best at 59.451. Fenter and Schultz stayed close, the only other drivers to break a minute.

Day two again met drivers with weather conditions in the upper 90s as they tackled the fast, technical Roger

“HIGH DRAMA ENSUED ON SECOND RUNS AS COLLINS CONTINUED TO STRUGGLE”

C STOCK

1. Chris Fenter	Milw	Mazda MX-5	128.905
2. Bud Collins	NEng	Pontiac Solstice ZOK	129.185
3. Daniel McCelvey	Hous	Nissan 370Z	129.240
4. Kevin Schultz	Utah	Mazda MX-5	130.170
5. Kenneth Baker	Tex	Mazda MX-5 MS-R	130.178
6. Bradley Lamont	Chi	Pontiac Solstice	131.276
7. Chris Gregor/Chi (Mazda RX-8); 8. Rodney Giebel/ KC (Mazda MX-5 MS-R); 9. Erik Vandermeij/Chi (Mazda MX-5 MS-R); 10. Aaron Williams/Chi (Mazda RX-8); 11. Tom Deady/Atl (Mazda RX-8); 12. Eric Jones/LnSt (Scion FRS); 13. Steven D. Roberts/KC (Mazda MX-5); 14. Juliann Pokorny/Tex (Mazda MX-5); 15. Richard Baker/StL (Mazda RX-8); 16. Sherman Chang/LnSt (Scion FRS); 17. Pat McCelvey/Hous (Nissan 370Z); 18. David Moellenbeck/StL (Pontiac Solstice); 19. Joseph Kohls/Cinc (BMW M3).			

C STOCK LADIES

1. Learic Cramer	WDC	Nissan 370Z	134.923
2. Lynn Collins/NEng (Pontiac Solstice); 3. Joyce Ruth/Chi (Pontiac Solstice).			



C STOCK
Chris Fenter
Milwaukee Region
Mazda MX-5



C STOCK LADIES
Learic Cramer
Washington DC Region
Nissan 370Z

Johnson course. Daniel McCelvey, co-driving the lone 370Z and carrying a 60.2 from Tuesday, put the big power and the big tires of the Nissan to good use on the much larger course with a fast 69.5. Only Fenter was able to come close, some 0.4sec back.

High drama ensued on second runs as Collins continued to struggle and McCelvey coned. Now it was Fenter narrowing the day's gap to McCelvey to just a tenth with a 69.6 and stretching his overall lead to half a second.

Fenter, unlike his two pursuers, had no co-driver, but driving with passion he crippled the class on his last pass, finding nearly half a second to run his aggregate time to 128.905. Now it was up to Collins and McCelvey, both going out with the second-driver group.

First day leader Collins desperately needed a clean run – and he got it, laying down a respectable 69.7 – but it left him 0.280sec short. McCelvey, not to be outdone, scorched a 68.970 for FTD but it wasn't quite enough. He ended up

half a tenth behind Collins in third. Fenter, never the quickest but always close, had his second championship.

Andrew Hahn

D Stock Ladies

Mindi Cross returned to defend her 2011 championship but found Roger Johnson's East Course a tough nut to crack. Competing in the second heat, her quickest run was marred by a cone, leaving her to stand on her second run in fourth position instead of second.

It was Connie Smith, a veteran driver in her seventh visit to Nationals, and the SML champ two years ago, who'd set the benchmark on her first run. Her 74.426 proved uncatchable. Ann

LaRandeau and Pam Eames fought to turn in quick times. LaRandeau was closest with a 74.9, just 0.535sec back, while Eames posted a 75.0. Audi TTs occupied the three trophy positions, leaving Cross's Mini fourth at 75.4.

Cross opened up on the West Course with a quick time of 64.1, but two more 64s could not match it. Eames solidly broke into the 63sec range on her second and third runs, turning in a best of the day at 63.695

But again it was Smith's day. She also found the quick way through the course to lay down a 63.8 to take the win with a combined time of 138.236. "I liked both courses, but the East Course was more fun!" she said.

LaRandeau was stuck at 66sec until finally finding a high 64 on her last turn, not enough as she slipped to fourth behind Eames and Cross, who broke up the Audi sweep.

D Stock

D stock was highly diverse class – Mini, Hyundai, Subaru, Acura, and even Ford and Chevy – but once again the marque at the top was the no-longer-surprising Audi TT.

By the end of Tuesday's fourth heat runs on the East Course, five different car makes held the top five spots. After two runs, Heyward Wagner had piloted Ed Rynnion's Hyundai Genesis coupe to a 71.2 while Craig Wilcox sat on a 71.0 in his Mini Cooper S. Defending Champion Mark Smith was already 0.3sec quicker from his second run but stretched the first day lead to 0.497sec with a best time of 70.576 in his Audi TT.

Not only were the top five cars of different makes – Todd Kean's Subaru at 71.7 and Alex Muresan's Acura at 71.8 also in the mix – the top three

FRIDAY AFTERNOON WAS AT LEAST 20 DEGREES COOLER

D STOCK

1. Mark Smith	RioG	Audi TT	131.274
2. Craig Wilcox	KC	Mini Cooper S	131.706
3. Heyward Wagner	Atl	Hyundai Genesis	132.414
4. Wayne Onyschuk	Chi	Subaru Impreza WRX	133.865
5. Alex Muresan	SanF	Acura Integra Type R	134.169
6. Todd Kean	NEng	Subaru WRX	134.613
7. Andy Neilson	Hous	Subaru Impreza WRX	134.830
8. Michael Moran	Susq	Subaru Impreza WRX	134.890
9. Takao Inoue	LnSt	Subaru Impreza WRX	134.955
10. Joe Silva/Sal (Mini Cooper S); 11. Jim Zeisler/OhV (Ford Mustang); 12. Nate Green/KC (Mini Cooper JCW); 13. Don Gutierrez/Hous (Subaru Impreza WRX); 14. Jack Burns/NwOh (Ford Mustang); 15. John LaRandeau/Neb (Audi TT Quattro); 16. Curtis Eames/SnRv (Audi TT Quattro); 17. Larry Olsen/WDC (Mini Cooper S); 18. Paul Przyborski/WDC (Subaru WRX); 19. Charles Wilson/KC (Chevrolet Cobalt); 20. Chris Alvarado/KC (Mini Cooper JCW); 21. Matthew Grainger/StL (Acura Integra); 22. Ralph Elder/SanF (Acura Integra Type R); 23. Terry Baker/WDC (Ford Mustang); 24. Ed Rynnion/SanF (Hyundai Genesis); 25. Jeff Robinson/OhV (Acura Integra Type R); 26. Wiley Cox/NEng (Subaru WRX); 27. Dan Deener/Wich (Mini Cooper S); 28. T.B. Muresan/Atl (Acura Integra Type R); 29. Curtis Staples/ODom (Ford Mustang); 30. Steve Mitchell/WDC (Mini Cooper S); 31. Bryan Nemy/SanF (Volkswagen R32).			

D STOCK LADIES

1. Connie Smith	RioG	Audi TT	138.236
2. Pam Eames	SnRv	Audi TT Quattro	138.760
3. Mindi Cross	ArzB	Mini Cooper S	139.574
4. Ann LaRandeau/Neb (Audi TT Quattro); 5. Jenna Corrales/NEng (Subaru WRX); 6. Kate Mewhiney/WDC (Subaru WRX); 7. Debbie Zeisler/OhV (Ford Mustang).			

positions were made up of different drivetrain layouts. All-wheel drive led over front-wheel drive, while a rear-wheel-drive coupe was ready to change that top three order at any time.

But ultimately, it did not change. Wednesday brought the class to the shorter West Course and continued the pattern, yet it was no foregone conclusion. Wilcox fired the first shot with a 60.9 on his opening run, taking the lead in the process. Smith took it back on his second run with a 60.698, but with Wilcox being in the second-driver group driver, Smith would have to wait and see if the time (and lead) would stand or fall. Wilcox didn't get it done this time but there was still one more chance at the casino course to "place their bets" and go "all in."

Smith, whose mother Connie already had claimed a championship two heats earlier, had shown his hand since he turned over a slower 60.7 and had to wait for the second drivers to see if anyone could take the repeat



D STOCK

Mark Smith

Rio Grande Region
3Zero3 Motorsports/
Ska Brewing/KW/
Bildon/Spec-ed
Audi TT



D STOCK LADIES

Connie Smith

Rio Grande Region
3Zero3/Spec-ed/
Customcraft/KW/Ska
Audi TT

win away. Wilcox had the announcers trilling on the possibilities and turned in the fastest time for the class on his last run. The clocks read 60.633 but it was 0.432sec shy of catching Smith's 131.274 when combining both days. Smith's repeat championship also achieved a rare outcome: It is believed the first earned by mother and son in the same year, same car, and same class (Open and Ladies). In that regard, it was extra special for them.

Jay Storm

E Stock

With no E Stock Ladies, which had been scheduled for the first heat – the sole entrant defecting to F

Modified Ladies – E Stock cars did not make an appearance until the fourth heat Thursday. And “heat” was the operative word. The brutal temperatures would not only stress the 18 competitors, but exacerbate the well documented OPR (other peoples’ rubber) issues to which drivers have become accustomed on the Lincoln Airpark surface. On the West Course, 17 drivers in Miatas faced off against a single MR2, but that car’s drivers acquitted themselves competitively.

Robert Horvath set the early pace with a 59.7, though he clipped three cones to do it. Bartek Borowski managed a clean 59.8 a few cars later, but Eric Chiang as the last of the two-digit car numbers immediately eclipsed it with a 59.163 that would prove to be the fast time for the day. Surprisingly, none of the second drivers were able to get below the 60sec range. Nor was anybody on the second runs except Chiang, who was marginally slower, and two who coned away good times.

On his third attempt, Borowski got close with a 59.2. Chiang was just 0.002sec slower than his first run, completing an impressive string of three runs within 0.027 of each other, all of which were faster than anyone else in the class could manage.

Friday afternoon was at least 20 degrees cooler, dramatically reducing the OPR buildup. Chris Bailey, owner of the lone MR2, showed that he liked the East Course, clocking a clean 71.1 to jump up into the early class lead. Bartek Borowski reminded us of why he has dominated the class for the past few years, taking over the lead for good with a blistering 69.8. Chiang came in with a surprisingly slow 80sec run that also suffered from three cones. He had



Being an active airfield, participants at the Solo National Championships get to watch all kinds of machinery while working course at the Lincoln Airpark.

E STOCK

1. Bartek Borowski	Chi	Mazda Miata	128.538
2. Eric Chiang	NEng	Mazda Miata	129.186
3. Hubert Borowski	Chi	Mazda Miata	130.784
4. Brian Priebe	ChiV	Mazda Miata	130.855
5. Greg Janulis	Chi	Mazda Miata	131.198
6. Chris Bailey	Milw	Toyota MR2	131.863
7. Grant Winston/NNJ (Mazda Miata R); 8. Scott Thursby/NEng (Mazda Miata); 9. Joseph Barbato/NEng (Mazda Miata); 10. Stephen Uszak/Milw (Toyota MR2); 11. Robert Horvath/NNJ (Mazda Miata R); 12. Jeff Smucker/Chi (Mazda Miata); 13. Oliver Taylor/SanF (Mazda Miata R); 14. George Schmitt/SBnd (Mazda Miata); 15. Stephen Ducharme/Neb (Mazda Miata); 16. Jeff Janulis/Chi (Mazda Miata); 17. Paul Krysiak/NEng (Mazda Miata); 18. Jenna Tronti (Mazda Miata R).			

E STOCK LADIES

No entries

stopped for what he thought was a cone out of its box, but he was mistaken.

On second runs, Hubert Borowski hopped into second place with a 70.2. His brother increased his lead with a 69.4, but Chiang could only manage a 71.0, just good enough for third place.

Third runs saw yet another scrambling of the standings, except for the leader. Three drivers in a row were Bailey clocking a nice 70.6 to move into the trophies, Bartek Borowski improving by yet another tenth to the day’s best of 69.306 and a total of 128.538, then Chiang’s 70.0 to split the brothers, 0.648sec behind and pushing Hubert Borowski to third.

Bartek Borowski voiced his appreciation to the Milwaukee and Chicago crew for all their help in taking his third ES National Championship in a row, fifth overall, saying it would have been impossible to do it without them. In the heat on the first day, he couldn’t even get to his car to work on it with all the support people around it cooling and cleaning tires.

Paul Brown

E Stock

They called it “Ford Stock.” Not a single Chevy bowtie to be seen, never mind any hint of Firebird, Chrysler, or any listed German or Japanese marques. Sixteen Mustangs and Shelys, one 2006 model, the rest all 2007s or 2012s.

Thursday put them on the East Course, running in the first heat they missed the worst of the day’s hot



E STOCK

Bartek Borowski
Chicago Region
Mazda Miata

temperatures, but traction seemed a hit or miss proposition. Half of the drivers clouted cones on their first runs, including Brian Peters, who ruined what would have been the day's FTD.

Mark Daddio, the 2011 champion, was quickest with a clean 70.3. It would be his only clean run of the day, yet good enough to be Thursday's second best. Also in the 70s was Don Slevin, and Kevin Youngers ran one on his second effort. Peters returned to slam down a 69.7 on his second try and an even quicker 69.652 on his third over a layout that for these pony cars was very much a toss and turn course.

Friday was a much cooler day as the 'Stangs moved to the love-it-or-hate-it West Course. Peters, who said his 2007 model Mustang was down 50hp compared to the others – 2012s would end up second, third and fourth – liked the transitions of the West Course just fine. First run he brings home a 60.149 that nobody can beat.

Game over. His 129.801 was the winning time. Of course, with two runs left, nobody conceded that.

Daddio, frustrated with his car, scattered five cones on his first two runs. Meanwhile, Youngers reeled off a nice string of 60s and moved past Slevin's set of low 61s. On his last run, Daddio corralled a 60, just 0.011sec quicker than the time Youngers had put down. Still, it was 1.132sec behind an emotional Peters who has now won three times, in each of the past even numbered years.

F Stock Ladies

Just two entrants in Ford Stock Ladies – there would be no champion, just a “national winner” –

“NONE OF THE OTHERS
COULD GET CLOSE
ON FIRST RUNS, OR EVEN
THE SECOND”

F STOCK

1. Brian Peters	Ariz	Mustang	129.801
2. Mark Daddio	NEng	Mustang GT	130.933
3. Kevin Youngers	Colo	Mustang GT	131.526
4. Don Slevin	NNJ	Mustang GT	131.666
5. Robert Gosda	Chi	Mustang GT	133.167
6. Ron Bistrails/Phil (Ford Shelby GT); 7. Casey Weiss/Tex (Mustang Shelby); 8. Jim Garton/RioG (Mustang SGT); 9. Donald Knop/Neb (Mustang GT); 10. Jennifer Merideth/Det (Mustang Shelby); 11. Jerry Lamb/Nwst (Mustang SGT); 12. Mark Gadway/RioG (Mustang SGT); 13. Marcus Merideth/Det (Mustang Shelby); 14. Ancel Henry/StL (Ford Shelby GT); 15. Anthony Espinosa/Hous (Shelby Mustang); 16. Michael Martens/Nwst (Mustang).			

F STOCK LADIES

1. Mary Lou Holmes	RioG	Mustang SGT	138.608
2. Dawn Ammirata/NNJ (Mustang).			



F STOCK

Brian Peters

Arizona Region

Goodyear/ProParts

USA/Evolution

Ford Mustang



but any time two cars are running close it's a good race. And these two left it all out on the pavement.

“Just happy to be at the Nationals,” said Mary Lou Holmes in a 2007 Shelby, who ran a leading 75.339 on her second run, her only clean shot at the East Course. Dawn Ammirata's 2012, likewise, had only one clean run, her first, and it was just 0.2sec behind.

Friday was a seesaw battle. Ammirata was quicker the first two runs, but on the second the two were separated by only 0.074sec, close enough that Holmes reclaimed the lead. The lead change wasn't really apparent as Ammirata went out for one more and coned away a 63.3 that would have reclaimed first place.

Holmes, leaving the start about the time Ammirata was in Double Down, had no clue. She just knew she'd have it if she kept the run clean. Almost a full second improvement, a 63.269, would score her at 138.608 and spread



F STOCK LADIES

Mary Lou Holmes

Rio Grande Region

Thanks Jim!!

Ford Mustang

the victory margin to 1.083sec.

John Herman

G Stock Ladies

G Stock Ladies was among the seven classes baptizing the West Course Tuesday morning – four women driving three different car models in a nonstop battle for the win.

Julie Heaton's Mazdaspeed Protege fired the opening shot of the battle with a time of 64.9. None of the others could get close on first runs, or even the second. On the third runs it was Wendi Allen's Civic Si taking control as she dropped nearly a second to a time of 64.525. It would be a two car contest heading into the East Course on Wednesday.

Wednesday morning's cool temperatures made for a tricky first run, as tires were cold. This time it was Allen who took control, posting a 76.3. On second runs, she improved by half a second to a 75.8. Right behind her on the course, Heaton dropped the hammer with a smoking 74.9 but all that hard work was undone with two cone penalties radioed in. Allen remained in the lead.

Final runs were far from business as usual. Allen dropped into the 74s but clobbered four cones on her way. It was Heaton's run that got the crowd watching as she wheeled her Mazda to a time of 73.786. And then the heartbreak. A cone entering the final sweeper gave the lead back, even as with the penalty it was the fastest run of the day!

"The battle was intense," said Heaton. Allen's 140.413 took the class championship by just 0.299sec., her eighth victory. The two agreed that the courses drove better than they walked.

G Stock

The duel at the front in G Stock was mostly a Toyota affair as the Celica proved to be the most effective weapon in 2012. Only one 2005 Dodge SRT-4, actually the newest car among the six trophy winners, interrupted the Celica parade during the midday third heat.

Nationals rookie Stephen Haupt in his Celica was the star of the day, posting 61sec runs on his first two tries, fastest in raw time but coning each one. That left Jonathan Rogers at the head of the class in his SRT-4 with a clean 63.1. As Haupt once again blitzed a 61 with a cone on his second run, Mark Allen, Jeff Pilson and

“I WAS VERY NERVOUS AND ALSO VERY LUCKY AS THINGS ALMOST WENT VERY WRONG” William Loring

G STOCK

1. William Loring	SBnd	Toyota Celica GT	135.516
2. Jonathan Rogers	Det	Dodge SRT4 ACR	135.847
3. Andy Thomas	WDC	Toyota Celica	136.099
4. Jeffrey Mark Pilson	ETnn	Toyota Celica	136.193
5. John Azevedo	Chi	Toyota Celica GT	136.850
6. Stephen Haupt	Chat	Toyota Celica ST	137.530
7. Mark Allen/Bucc (Honda Civic SI); 8. Todd Swain/NeOk (Honda Civic SI); 9. James Feinberg/ NCar (Fiat Abarth); 10. Mike Wilson/NNJ (Honda Civic SI); 11. T.J. Pierson/NNJ (Honda Civic SI); 12. James Rose/InNw (Dodge SRT4); 13. Ross Hennings/CCar (Volkswagen GTI); 14. Greg Cheney/KC (Volkswagen GTI); 15. Tim Heaton/Neb (Mazdaspeed Protege); 16. David Spratte/NCar (Fiat Abarth); 17. Andrew Peppler/FtWn (Toyota Celica GT); 18. Chris Schmid/Atl (Dodge SRT4); 19. Mark Valera/Phil (Chevrolet Cobalt SS/SC); 20. Lisa Valera/Phil (Chevrolet Cobalt SS/SC); 21. Walter Day/Wich (Volkswagen GTI).			

G STOCK LADIES

1. Wendi Allen	Bucc	Honda Civic Si	140.413
2. Julie Heaton	Neb	Mazdaspeed Protege	140.712
3. Lesli Schmid/Atl (Dodge SRT4); 4. Leslie Swain/NeOk (Honda Civic SI).			



G STOCK

William Loring
South Bend Region
Hoosier Tire/Tire Rack
Toyota Celica GT



G STOCK LADIES

Wendi Allen
Buccaneer Region
First Coast Powersports
Honda Civic Si

William Loring all dropping in 62.8s, Loring leading the charge.

Despite several timer delays caused by increasing wind carrying corn husks – this is Lincoln, Neb., after all; the local university's teams are the Cornhuskers – Haupt went out on his final run and his patience paid off. He slowed down but cleaned up and landed back atop the heap with a 62.094, leaving him more than 0.7sec ahead of Loring. Nobody else was able to crack a 62 on the final runs.

In gentler weather on Wednesday, the GS troupe moved to an East Course. Of the six trophy-winning drivers, four had at least one run with multiple penalties. Haupt resumed his cone-happy ways, ultimately running a time that would have been FTD and a class winner but for multiple pylons. With penalties on every run, he still snagged a trophy finish.

It was Rogers who took control of the class with a 72.7 on his second run. His closest challengers all brought home 73s

on their best runs, but Rogers still left an opening with a four-cone pass on his final try. He watched with anxious anticipation as Loring rocketed out onto course, clearing element after element with surgical precision. The Celica crossed the line with a clean run and the display showed a time of 72.701 giving him the fastest run of day two, a total of 135.516, and his second consecutive G Stock national championship by 0.331sec.

"I was very nervous and also very lucky as things almost went very wrong, but I was able to put down one good run when it was required," Loring said.

Keith Vail

H Stock

In H Stock, the 2011 runner-up, Greg Reno, drove his Mini Cooper to the win over the Mini of Tim Carritte and Ford Focus SVT of Bill Zerr. In fact, the class was all Mini facing off against the lone Focus. The tight battle for top honors meant that having to get out of the throttle would result in the driver not collecting a trophy.

The cone-intensive East Course was up first for the second heat bunch, and a warm Thursday greeted the class, forcing them to break out tire sprayers and worry about the dreaded rubber buildup. Yet somehow the top drivers didn't struggle with East Course cones as much as some other classes. Reno's opening run 71.847 held up all morning as FTD and only Zerr among the prime contenders tagged a cone, that one on his first run. At the end of the day, just half a second separated Reno from Carritte with Zerr close in third.

Friday was a stark weather contrast to day one. Tire blankets replaced water sprayers as drivers tried to keep heat in their tires on the cool surface during a nerve wracking light sprinkle which set in after second runs.

For these momentum cars there was no real braking on the West Course with drivers saying only a brush of the brakes was needed. Zerr hoped that the speeds would help his Focus slip ahead, but it wasn't to be.

"I did have a power advantage, but it's debatable which takes sweepers better," he said after finishing third.

Reno got off to a rough start by knocking down four cones on run one. Brushing it off as "just sloppy," he didn't let it worry him. "I didn't make a conscious decision to go easy after that," he said, turning 62.4 on his best run.

“FRIDAY WAS A STARK WEATHER CONTRAST TO DAY ONE. TIRE BLANKETS REPLACED WATER SPRAYERS”

H STOCK

1. Greg Reno	Kan	Mini Cooper	134.255
2. Tim Carritte	NwOh	Mini Cooper	134.417
3. Bill Zerr	Nwst	Ford Focus SVT	135.411
4. Ryan Leach	Phil	Mini Cooper	136.109
5. David Santel/Cinc (Mini Cooper); 6. Barbara LeRoy-Boehme/SanD (Mini Cooper); 7. Christopher Grayson/WOh (Mini Cooper); 8. Nick Babin/Fing (Mini Cooper); 9. Ron Chapman/SanD (Mini Cooper); 10. Joseph Austin/Dix (Mini Cooper); 11. Bruce Bellom/NNJ (Mini Cooper); 12. Malcolm Lawson/CFla (Mini Cooper).			

H STOCK LADIES

1. Gwen Baake	NCar	Mini Cooper	139.536
2. Linda Duncan	Kan	Mini Cooper	140.345
3. Jojo Corrales/NEng (Mini Cooper); 4. Jacqueline Lawson/CFla (Mini Cooper); 5. Deena Rowland/Kan (Mini Cooper).			



H STOCK

Greg Reno

Kansas Region

Mini USA/Baron Mini/
BMW/Hoosier
Mini Cooper



Carritte went faster each of his second day runs and closed the gap with a final 62.016, but couldn't quite catch Reno's 134.255, ending up just 0.162sec behind.

"[Tim] had me nervous," said Reno, quick to push off any suggestion that he had it easy.

H Stock Ladies

Day one on the East Course was a story of a strong performance by Gwen Baake and cone-happy runs by Linda Duncan. Baake came off the fourth heat grid swinging and gained just over a half second through three runs, closing with a 74.852. Duncan, meanwhile, was trying to figure out how to keep the orange streaks off her own car. After six cones on her first two runs, ultimately she had to take a safe 76.8 to trail Baake nearly two seconds.

Friday was Duncan's turn to come out hitting hard with three clean runs. She was quick with a 64.6 on her first run as just enough raindrops fell on the windows to make the drivers nervous,



H STOCK LADIES

Gwen Baake

North Carolina Region

Mini Cooper

even if the surface was staying dry. On the next run, Duncan lopped another second off, running a 63.531 – 1.4sec faster than Baake. It wasn't enough to take the lead, but with that kind of speed Baake couldn't relax either. Baake came back with a 64.6 final run enough to win by 0.809sec at 139.536.

"You made me work so hard," Baake said as Duncan came to give her a congratulatory hug.

"I don't think I am that good of a driver, but I do have great coaching," Baake said, giving praise to her frequent co-drivers James Feinberg and David Spratte. "I guess I am a good student."

Jon Krolewicz

THE COURSES: FAMILIAR DESIGNERS, DIFFERENT LOOKS

TWO OF THE MOST respected course designers in Nationals history stepped up once again to draw the challenges for the 40th Solo National Championships. But this time, while Karen Babb's West Course displayed a pattern that made it easy to follow (not the same thing as easy to drive well!), Roger Johnson's East Course had people talking and announcers proclaiming all week about its deceptive design.

The only things similar in the two courses was that each began with a left turn before the lights, then a right-hand sweeper, and then.... That, and later in the run each had this curvy fencerow slalom, two curves but really four turns.

Johnson said he stole the idea from Babb. The East Course generally ran in the 70 second range for many classes, about 10 seconds longer than the West.

Comparing results against those of a year ago, a strange

phenomenon appeared. While not specifically true for all classes, in general the street tire classes were posting times 8-10 seconds quicker on these courses than on those offered in 2011, while the slick-tire cars were only 3-5 seconds quicker. Something about these designs seemed to make them more grip-friendly to the DOT tires.

EAST COURSE: AMUSEMENT PARK FANDANGO

On Johnson's course with the fun park theme, each "ride" seemed utterly unrelated to what went before – kind of like getting off the merry-go-round to get on the roller coaster. The opening sequence, titled "Freak Out" and "Shoot-The Chutes," went to a simple five cone slalom named "Scrambler," except it was really a six cone with the first being a gate so the pointer cone lay beside the second. A 180-degree

counterclockwise "Tilt-A-Whirl" led to "Fast Eddie's Fun Center."

This was another 180, clockwise but with a Roger Johnson trick – the inside was marked with two apex cones, but the first was pulled back and inside from where the true turn apex was. Clip it and you get to the second cone pointed northeast when you really need to be pointed southeast. While nobody really did it that badly, many drivers still found themselves apexing that key second cone too early, which messed up the launch into the "Crazy Wave," Johnson's version of the curvy wallums. An angled wall led to the two curves, then another angle, but they were driven as four curves.

"Kamikaze" was a giant sweep – how much do you dare flirt on the edge of traction? "Water Slide" was a simple in-and-out, and then came "Cliffhanger," thought by some to be the most important turn on the

course. Shut down! Hook it hard and tight to the right but not too fast, get that lefthander and then, ha-ha-ha-ha-ha, "Wipeout." That one just another three cone dipsy doodle, but it went to the final element, the "Ring of Fire," a steady or slightly increasing 230-degree circle with an evil single outside cone halfway around and a car-eating wall just at the exit before the finish.

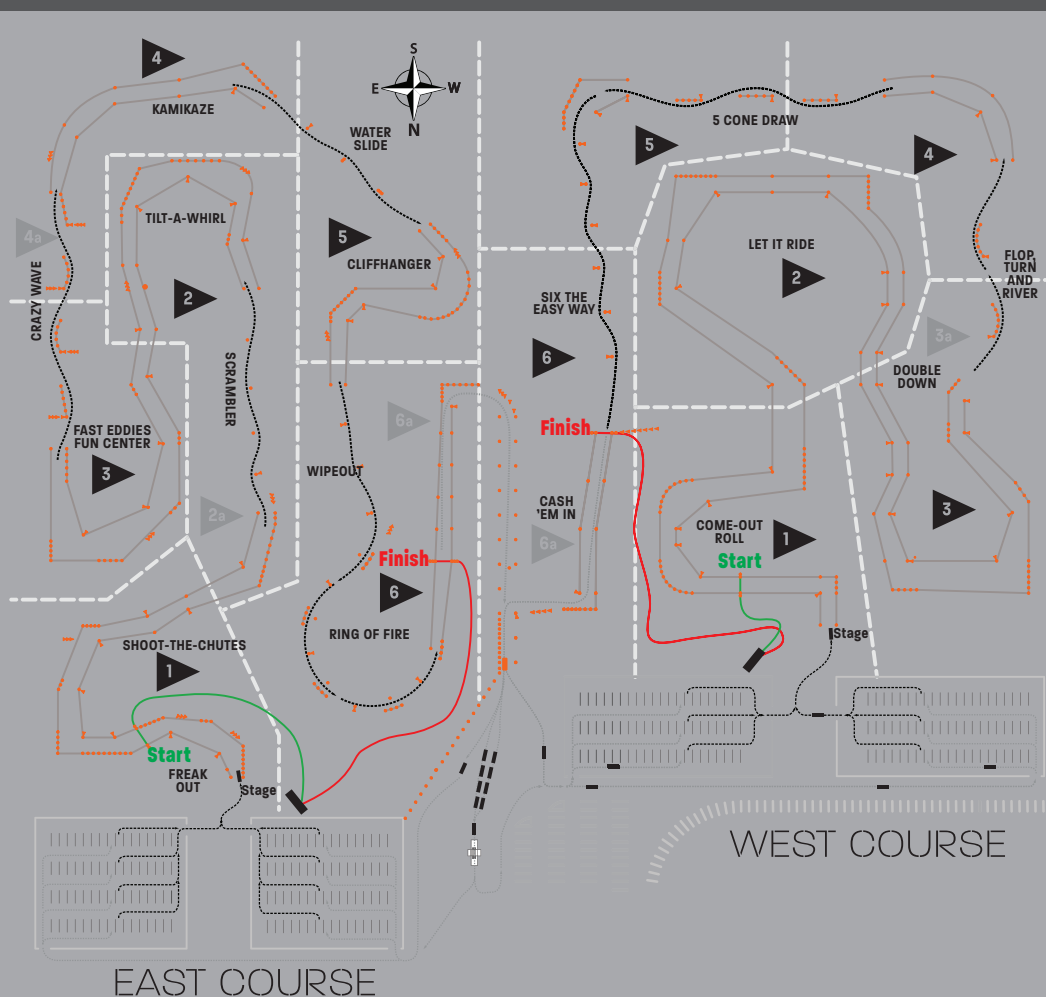
WEST COURSE: PLACE YOUR BETS

Babb's casino themed design was basically a very rhythmic pattern of back-and-forth that got progressively narrower with each sequence. The opening "Come-Out Roll" was a big sweeping right hander and an equally sweeping left, diagonally to another sweeping right, the last part titled "Let It Ride."

After turning back north, what came next was a series of three double gates flowing right and left making essentially a four-turn gated slalom, titled "Double Down." A showcase turn 180 right in front of the spectator section went to Babb's curvy slalom, "Flop, Turn and River," and like Johnson's the real first curve was two simple apex cones before the two wallums – right, left, right, then left once more to head into the "5 Cone Draw" across the north border of the course area.

The Draw was three five-cone straight-line fencerows, each slightly offset from the one before. The key cones were spaced 100 feet apart so it was a fast one but the walls required precise car placement through diagonal holes one tried to make as narrow as possible. A sweeping lefthander, a little more than a 90, led to the final slalom, "Six the easy way," half a dozen cones in a straight line. Don't hit one now because right off the end of it was the finish, and time to "Cash 'em In."

Rocky Enriken



Street Touring Compact Ladies

The class formerly named just Street Touring, now split between the newly named STC ("C" for Compact) and STF ("F" for front-wheel drive), left 2009-'10 ST Ladies Champion Leslie Cohen and defending Champ Nicole Nagler as the favorites.

Nagler's opening 71.4 would have been enough to win the day on Tuesday, as the class opened in the second heat, but she took off another 0.3sec on run number two to top out at 71.177 over Shauna Rios, Cohen, and Tara Buck for the four trophy positions after two runs. Kathy Grunenwald passed Buck on run three, and there the finishing order was established.

Nagler didn't let any grass grow under her feet on day two on the West Course, and once again used the second run to post her fastest time, a 60.332. This time Cohen was quicker than Rios, both in the low 61s, but not quick enough to pass Rios for second place. Nagler won with an overall of 131.509, a 2.120sec margin, then went to be fitted for a second consecutive jacket.

Street Touring Compact

Many of ST's top guns have gone to other classes, but some familiar names remained in the new STC, including two former champions from ST categories and a multitude of trophy winners. They gridded for the last heat of the day Thursday on the East Course.

Two-time Champion Jeff Wong charged out of the starting gate with the only 70sec opening run to lead. When Wong failed to improve on

STREET TOURING COMPACT

1. Jeff Wong	CSCC	Honda Civic Si	130.467
2. Jason Frank	Milw	Honda Civic	130.563
3. Brian Stone	Milw	Honda Civic	131.870
4. Will Kalman	SanD	Honda Civic	131.932
5. Kinch Reindl	Colo	Honda Civic Si	131.961
6. Patrick Washburn	Milw	Honda Civic Si	132.435
7. Jeff Mabrey	NwOh	Honda Civic Si	132.657
8. Adam Koback	NePa	Honda Civic Si	132.681
9. Marc Osgood	Atl	Honda Civic	132.731
10. Jim Harnish	Ariz	Honda Civic Si	132.870
11. Michael Waich/Milw (Honda Civic Si); 12. Sebastian Rios/CSCC (Honda Civic Si); 13. Wayne Atkins/Tex (Honda Civic Si); 14. Stephen Yeoh/CSCC (Honda Civic); 15. Chris Cargill/Hous (Honda Civic Si); 16. Mike Kazmierczak/CSCC (Honda Civic Si); 17. Andrew Bower/NePa (Honda Civic Si); 18. Kevin Miller/Indy (Honda Civic Si); 19. Matthew Waich/LOL (Honda Civic Si); 20. Will Lahee/Indy (Honda Civic Si); 21. David Avard/Kan (Honda Civic Si); 22. Chris Haydu/NePa (Honda Civic Si); 23. David O'Maley/Atl (Honda Civic Si); 24. Steve Ekstrand/CSCC (Honda Civic Si); 25. Rob Paszkiewicz/CCar (Honda Civic Si); 26. Tim Stake/Nwst (Honda Civic Si); 27. Ryan Unks/LnSt (Honda Civic Si); 28. Jeremy Serejka/NHePa (Honda Civic Si); 29. Richard Grunenwald/OhV (Honda Civic Si); 30. Barry Saney/Atl (Honda Civic Si); 31. Stefanie Mabrey/NwOh (Honda Civic Si); 32. Jay Yost/Colo (Honda Civic Si); 33. John Kanalas/Almo (Honda Civic Si); 34. Tobias Hunt/Atl (Honda Civic Si); 35. Victor Livengood/Nwst (Honda Civic Si); 36. Chris Magne/LOL (Plymouth Neon ACR); 37. Eric Bertrand/Milw (Honda Civic).			

STREET TOURING COMPACT LADIES

1. Nicole Nagler	CSCC	Honda Civic Si	131.509
2. Shauna Rios	CSCC	Honda Civic Si	133.629
3. Leslie Cohen	SanD	Honda Civic Si	134.052
4. Kathy Grunenwald	OhV	Honda Civic Si	145.074
5. Tara Buck/Blrg (Honda Civic Si); 6. Hilary Anderson/NwOh (Honda Civic Si); 7. Stacey Miller/CSCC (Honda Civic Si); 8. Deana Kraft/Ariz (Honda Civic Si); 9. Alicia Feder/ConD (Honda Civic Si); 10. Michelle Knoll/WDC (Honda Civic).			

number two, 2007 STS Champ Jason Frank wheeled his Civic to a 70.0 to lead Wong by 0.2sec. Adam Koback served notice with a 70.9. On his last chance Wong failed to improve again while Frank clocked a 69.708 to lead by a half second. Frank's co-driver Brian Stone joined the 70 club to move into fourth.

With the West Course running some 10sec quicker for the STC cars, Wong coned a 60-flat on his first run giving Kinch Reindl the initial lead at 60.8. Reindl would never improve, but the time was enough to lock him into fifth place.

For the moment, Frank's 61.3 kept him in the lead but not for long. On second runs a 60.3 for Wong and a 60.9 for Frank put Wong back in the lead by 0.066sec. Wong, with an early number and no co-driver, was the fourth car out and once again took off more time on run three, running 60.208 to increase his lead. All eyes were on Frank, running with the



STREET TOURING COMPACT

Jeff Wong

Cal Club Region

Toyo Tires/ProParts USA
Honda Civic Si



STREET TOURING COMPACT LADIES

Nicole Nagler

Cal Club Region

Toyo Tires/ProParts USA
Honda Civic Si

second driver group. His co-driver Stone already had a 60.8, which would be good for third place ahead of Will Kalman, who also finished with a 60.8.

Apparently, 60.8 was it for the Team Undercoat Honda as Frank virtually matched Stone's run, leaving Wong all smiles, 0.096sec ahead with a 130.467. It's a third consecutive championship under three different class names after winning ST in 2010 and STX in 2011. Noteworthy was Mark Osgood's 60.7 final run, second-quick on day two and good for a ninth trophy position after being several places out on day one.

Charlie Davis



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EVENT REPORT

Street Touring FWD

Thursday there were very warm temps even for an early second heat on the West Course for STF. The top act of this field all year has been Andy Hollis, winning every event he's entered in the class and usually by large margins.

Unlike STC, the other half of the two classes created from what formerly was named simply Street Touring, this class was diversified both in car types and levels of preparation. The Hollis Mazda 2 was up to the level of prep one would have come to expect from a multi-time National Champion. At the other end of the spectrum was Alan Cesar's stock Ford Fiesta with a roll cage, co-driven by Howard Duncan. Other cars included Minis, a Corolla, and a Yaris in this small but diverse field.

First runs put Hollis in the early lead by 1.5sec over his wife, Ann, with Dan Marx more than another second back. Hollis would keep clicking off times in the middle 62s, finishing at 62.583. Ann Hollis would hang onto the runner up spot over Todd Freeman and Marx. Brian Harmer in the Corolla was another second back, and Kia Gharib would have been right with Harmer but for a cone on all three runs.

Friday on the East Course provided much cooler temperatures in the 60s, giving STF competitors the challenge of keeping tires warm compared to Thursday when they were cooling tires for their second and third runs.

Marx on his first run charged into second place with a 75.1, barely good enough to hold off Ann Hollis who DNF'd her second effort and closed at 75.8. Ann's



Over the years, course setup has been streamlined to facilitate quick course setup, which includes well marked and numbered boxes.

STREET TOURING FWD

1. Andy Hollis	LnSt	Mazda 2	135.224
2. Dan Marx	ClH	Mini Cooper	139.742
3. Ann Hollis	LnSt	Mazda 2	139.805
4. Todd Freeman	LOL	Mini Cooper	140.633
5. Brian Harmer/Kan (Toyota Corolla S); 6. Kia Gharib/StL (Mini Cooper); 7. Bobby Beyer/CSCC (Toyota Yaris); 8. Howard Duncan/Kan (Ford Fiesta); 9. Robert Miller/Indy (Toyota Corolla); 10. Alan Cesar/CFla (Ford Fiesta).			

STREET TOURING FWD LADIES

1. Jan Rowe	Hous	Mini Cooper	147.253
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STREET TOURING FWD

Andy Hollis

Lone Star Region

GRM/AST/PowerCurve

Dyno/FTW/JCAutoSpec

Mazda 2



third-place trophy is her first in open class competition after five Ladies class championships. Freeman would take the fourth and final trophy from Harmer. Gharib, third-quick with his own 75.8, would pull up to sixth.

But the day belonged to Andy Hollis, who started with an unbeatable 74.5 then knocked it down to an invincible 72.641. His 135.224 won the class by 4.518sec for a fourth championship, his third in a row.

Street Touring FWD Ladies

STFL had but one entry, Jan Rowe. This was her second trip to Nationals and she was in great spirits despite missing out on other competition. The Mini's prep level was modest, consisting of H stock mods paired with a proper set of wheels and tires for the class.

Running in the fifth heat, Rowe pushed hard her first two runs on day one on the West Course coming up



STREET TOURING FWD LADIES

Jan Rowe

Houston Region

Apex Vinyl

Mini Cooper

with cones on both attempts. On her third try she was able to do a clean 64.452, which would have been good enough for third-quick in the open class.

The East Course proved much more challenging. The aggressive Rowe coned every run, her second a DNF, and her best a 77.801 that had two pylons added for a total time of 147.253.

Tom Reynolds

Street Touring Roadster Ladies

Back in the year 2000, a young girl from Texas named Kyung An showed up to run B Stock Ladies in

Michael Wootton's Miata. She won. And won again. And again, the car now in CSL, by which time she had married the guy. And three more times. The streak ended when they tried a Mazdaspeed Miata in BSP and Kyung tried the Open class.

Enough of that. Last year the Woottons took their Miata to Street Touring Roadster and Kyung has resumed her winning ways against one of the most populous of the Ladies classes. And still, she makes it look easy.

The class ran Tuesday and Wednesday, starting on the East Course in the third heat. Everything else is S2000s or third-gen MX-5s, but Wootton is in that old faithful 1999 Miata. While other contenders are whittling down 74s, Wootton opens with a 73.2, then goes quicker, then quicker yet at 72.270.

Taking to the west side where everything is 10sec shorter, she rolls out a 62.7 and follows with a 62.268. Terri Mayo and Victoria Benya in S2000s both deal low 63s, at the end separated by only 0.039sec, but the quicker Mayo is still 3.031sec behind Wootton's 134.538 for championship number eight.

Street Touring Roadster

Try this: At 51 drivers, STR was the largest class of the 40th Solo National Championships, and its fastest two drivers couldn't even get on the podium!

On a fry-an-egg-on-the-pavement day, 69 was a hard number to find, or maintain. Marc Pfannenschmidt was looking good from the get go with 69.9 on his first run, but he never saw another. Jonathan Lugod

STREET TOURING ROADSTER

1. Jonathan Lugod	SanD	Honda S2000	130.349
2. Marc Pfannenschmidt	CKy	Honda S2000 CR	130.687
3. Max Hayter	CSCC	Mazda MX-5	130.996
4. Jason Collett	Tenn	Honda S2000	131.166
5. Nick Bjoin	CSCC	Mazda MX-5	131.200
6. Ryan Otis	Ore	Mazda MX-5	131.318
7. Colin Fiedler	Milw	Honda S2000	131.384
8. Ken Motonishi	CSCC	Mazda MX-5	131.391
9. Robert Thorne	Colo	Honda S2000 CR	131.903
10. Bob Endicott	CSCC	Honda S2000	131.909
11. Michael Heinitz	SanD	Mazda Miata	132.040
12. David Rock	ArzB	Toyota MR2 Spyder	132.109
13. Michael Wootton	LnSt	Mazda Miata	132.228
14. Jacob Dawson	RioG	Honda S2000 CR	132.298
15. Robert Rockefeller/ArzB (Honda S2000); 16. Mike McShane/Tex (Mazda MX-5); 17. Geoff Walker/Tenn (Honda S2000 CR); 18. Jeremy Foley/Tex (Mazda MX-5); 19. Jason Minehart/Tex (Mazda MX-5); 20. Kevin Dietz/Nwst (Honda S2000); 21. Jeff Schaadt/RdRv (Mazda MX-5); 22. Nelson Ireson/Ark (Mazda MX-5); 23. Mark Melchior/Colo (Honda S2000); 24. Matthew Leach/LnSt (Mazda MX-5); 25. Aaron Goldsmith/CSCC (Mazda MX-5); 26. Bill Fisher/ArzB (Honda S2000); 27. Morris Green/Ore (Mazda MX-5); 28. Steve Seguis (Honda S2000); 29. Roger H. Johnson/Hous (Honda S2000 CR); 30. Chris Leclair/Almo (Honda S2000); 31. David Nolan/Chi (Honda S2000); 32. Johnny Rose/NwOh (Honda S2000); 33. Tim Dorman/RdRv (Mazda S2000 CR); 34. Dave Roberts/CKy (Honda S2000); 35. Mark Baruth/CKy (Honda S2000 CR); 36. Carl Huffman/Chi (Honda S2000); 37. Berry Langley/Chat (Honda S2000); 38. Kip Mitchell/FWn (Mazda Miata); 39. Anton Vagner/Milw (Mazda MX-5); 40. Joe Calder/Milw (Mazda MX-5); 41. Guy Ankeng/CSCC (Honda S2000); 42. Ruben Manrique/Milw (Mazda MX5); 43. Clark Walker/ Chi (BMW Z3); 44. Eric Davis/Ark (Mazda MX-6); 45. Robert Horton/Hous (Honda S2000 CR); 46. Jeremy Briggs/NwOh (Honda S2000); 47. Dan Hawryliw/Ariz (Mazda MX-5); 48. Bradley Elliott/NwOh (Honda S2000); 49. Larry Burrow/Ariz (Mazda MX-5); 50. Jon Caserta/Phil (Honda S2000); 51. Todd Linn/Milw (Mazda MX-5).			

STREET TOURING ROADSTER LADIES

1. Kyung Wootton	LnSt	Mazda Miata	134.538
2. Terri Mayo	SanD	Honda S2000	137.569
3. Victoria Benya	Phil	Honda S2000	137.608
4. Sierra Pedroza/LnSt (Mazda MX5); 5. Lacey Otis/Ore (Mazda MX5); 6. Jean Schaadt/RdRv (Mazda MX-5); 7. Mandy Owen/ArzB (Mazda MX5); 8. Amanda Hahn/Colo (Honda S2000); 9. Mitzi Burrow/Ariz (Mazda MX-5).			



STREET TOURING ROADSTER

Jonathan Lugod
San Diego Region
A.R.E./The Racers Store/
More Greeks
Honda S2000



STREET TOURING ROADSTER LADIES

Kyung Wootton
Lone Star Region
Mazda Miata

put 69 on the clock three times, but two were dirty and he had to settle for a second run 69.7. Finally it was Nick Bjoin who clicked off the day's best at 69.742.

Only those three broke 70. Thirteen more drivers had to settle for 70sec runs including Ryan Otis in 15th, and 2011 Champion Robert Thorne was 17th with a 71.0.

The only consistency to the second day seemed to be Lugod, who coned a 60.9, put a conservative 61.8 on the board, then pounded down a 60.5. Once again he was second quickest of the group. With the chaotic shuffling of positions behind him, that was plenty good enough as he racked up a total of 130.349 for a championship.

Remember Otis? Not even in a trophy position on Tuesday, he whistled a set of three 60s, including the day's best of 60.415 on his second run and a cone-marred 60.2 on his third. Remember Bjoin? Tuesday's

fastest driver was among 15 who could run no better than a 61-something and he ended up 14th quickest on the day. Their quick times were sufficient to win trophies, fifth for Bjoin, sixth for Otis.

Pfannenschmidt, third on the East Course, fifth on the West, finished second overall, 0.338sec behind Lugod. Max Hayter used a sixth and a third to round out the podium. Jason Collett was fourth on Tuesday, and despite being 10th on Wednesday still held onto the fourth place.

Perhaps like in no other class, STR is where the casino games of the West Course really became a crapshoot.

Rocky Entriken

Street Touring Sport Ladies

She didn't appear rattled, but things were definitely not going to plan for the defending STSL Champion Kim Whitener. Running in the first heat and going into Tuesday's final runs on the technical East Course, Whitener was sitting in third place. Cone issues and a spin had left the door open for Sharon Eberlein and Mikaela Walker to battle for the lead in those first two rounds, with Walker 0.025sec ahead of Eberlein at the end of two runs.

On their third runs, both Eberlein's Miata and Walker's CRX ran even quicker times but both had a cone. Whitener, making the final run of day one, finally put it all together. She tripped the lights with an incredibly quick 73.515 for a stout 2.5sec lead.

With that cushion, Whitener went on the attack on day two. Never relenting, she would continue to pull away from the rest of the field. Her goal, part of what drove her this year, was to run times competitive with the Open class, she said later, and it showed. Her second run of 61.431 would be the best on the West Course, and gave her a total of 134.946 and a second championship.

Eberlein and Walker dueled for the remaining trophy, the Miata clicking off three clean runs to place 4.429sec behind Whitener while pylons doomed Walker's best efforts.

Street Touring Sport

It was the usual Miata vs. CRX battle in STS for the third heat Tuesday. The Miatas, with returning three time champion Andrew Canak, looked to defend the crown, while the CRX

STREET TOURING SPORT

1. David Whitener	Tex	Honda CRX	131.780
2. Andrew Hahn	Tex	Honda CRX	131.952
3. Tom O'Gorman	Cinc	Honda CRX Si	131.981
4. Andrew Canak	Milw	Mazda Miata	132.216
5. Ben Wagstaff	NEng	Mazda Miata	132.219
6. Kraig Klippel	SanF	Mazda Miata	132.254
7. Glen Hernandez	Nwst	Mazda Miata	132.764
8. Ian Baker	WDC	Honda CRX Si	132.937
9. Dave Montgomery	Cinc	Honda CRX Si	133.326
10. John Brown	ETnn	Mazda Miata	133.351
11. Kerry Coughlin	ClA	Honda CRX Si	133.359
12. Eric Gebhardt/ClA (Mazda Miata); 13. Eric Stoltz/SnRv (Mazda Miata); 14. Darrin DiSimo/Fla (Mazda Miata); 15. Andrew Blasiman/NwOh (Mazda Miata); 16. Mike Snyder/WDC (Honda CRX Si); 17. Steve Eberlein/Tex (Mazda Miata); 18. John Mensch/Milw (Honda CRX Si); 19. Mark McKnight/Milw (Honda CRX); 20. Bob Neff/Tex (Mazda Miata); 21. John Yeung/Nwst (Mazda Miata); 22. Andrew Clark/Atl (Honda CRX Si); 23. Jay McKoskey/LOL (Mazda Miata); 24. Andrew Pfotenhauer/NwOh (Mazda Miata); 25. Neal Bellamy/Tex (Mazda Miata); 26. Mike Holzinger/Iowa (Mazda Miata); 27. Aaron Carroll/ETnn (Honda CRX Si); 28. Darren Madaffari/ClA (Honda CRX); 29. Joe Premecz/Badl (Mazda Miata); 30. Larry Bereuter/Milw (Honda CRX Si); 31. Stephen Rife/ETnn (Honda CRX); 32. Kevin Schmitz/Milw (Mazda MX5); 33. Alan Claffie/WDC (Mazda Miata); 34. George Hammond/LnSt (Honda CRX Si); 35. Darrell McVey/SnRv (Mazda Miata); 36. Maciek Samsel/NNJ (Mazda Miata); 37. Jared Evans/Neb (Honda CRX Si); 38. Corky Newcombe/ConD (Mazda Miata); 39. Kate Claffie (Mazda Miata).			

STREET TOURING SPORT LADIES

1. Kim Whitener	Tex	Honda CRX	134.946
2. Sharon Eberlein	Tex	Mazda Miata	139.375
3. Mikaela Walker/Neb (Honda CRX); 4. Lin Raby/ETnn (Mazda Miata); 5. April Brausen/Milw (Mazda Miata); 6. Carolyn Green/NEng (Mazda Miata).			



STREET TOURING SPORT

David Whitener

Texas Region

Texas Track Works/
Motion Control
Suspension
Honda CRX



contingent geared up to knock the Mazda off its pedestal.

At the outset, Tom O'Gorman grabbed the lead for the CRX camp on his first tour of the East Course, and refused to relinquish it the rest of the day. Improving his time on each run, he ended the day on a 70.944 but with a quartet of Miatas nipping at his heels. Darren DiSimo also had a 70.9, both Ben Wagstaff and Glen "Hurricane" Hernandez ran 71.1s and Canak had a 71.3. David Whitener and Andrew Hahn sharing a CRX were both at 71.4. In all, 10 drivers were covered by one second.

Cones and some quick driving by Hahn and Whitener shook things up on day two. O'Gorman set the bar with a 60.7, but was dirty. Hahn jumped to the lead when he matched that pace cleanly, while the top four from day one all hit cones as well. First place switched multiple times on run two, as drivers posted clean runs. Wagstaff was the first to cure his cone troubles,



STREET TOURING SPORT LADIES

Kim Whitener

Texas Region

Texas Track Works/
Motion Control
Suspension
Honda CRX

and came through with a 60.8. O'Gorman took the lead back with a 61.1, only to have Hahn claim it with his 60.4. Whitener, the second driver of the CRX, joined the fray with a 60.5 to move into third.

O'Gorman found another tenth on his last run, but not enough to reclaim first. As the third runs continued to unfold, it became clear the only driver who had a shot at Hahn was his co-driver. Whitener was the last car in STS. "If anyone is going to beat me, I would want it to be David," Hahn said.

As the number 199 car came across the finish, Hahn leaped into the air pumping his fist with excitement.

Whitener had just run a 60.315, joining his wife as a National Champion with a total time of 131.780. Hahn was 0.172sec behind, with O'Gorman another 0.029sec back, then Canak, Wagstaff, Kraig Klippel, and Hernandez all covered by less than one second from first place. DiSimo, bedeviled by pylons on each run, tumbled out of the trophies.

As Whitener pulled back into his grid spot, Hahn led what seemed to be the entire STS field in a standing ovation, congratulating the Texas driver on his last run heroics. "I didn't know how I was going to find the time," Whitener said. "I just went out and tried to cut as much distance as I could. There are a lot of great drivers in this class, and I knew it was going to take a little luck as well."

John Hunter

Street Touring Xtreme

STX underwent some classing changes over the winter, guaranteeing a new winner in a different car for 2012. The lightweight Civics that took the top four positions in 2011 are now only allowed in STC. However, Jeff Stuart, last year's fifth place trophy winner, was returning in the same BMW 325i. With 50 entrants, STX was the second largest class this year.

Stuart is competing in this year's *Nissan GT Academy* in Silverstone, England. He flew back to the U.S. with last year's *GT Academy* winner Brian Heitkotter. While Heitkotter's professional road racing career is off to a successful start, he didn't want to miss the Solo Nationals, hoping to add a fourth championship jacket driving the BMW 325is of Charlie Davis.

STREET TOURING XTREME

1. Bryan Heitkotter	SanF	BMW 325is	130.784
2. Jeff Stuart	CSCC	BMW 325i	131.908
3. Clint Child	ArzB	Acura Integra Type R	132.693
4. Neal Tovsen	Milw	BMW 325is	132.965
5. Steve O'Blenes	CSCC	Mazda RX-8	133.143
6. Jeff Hurst	NY	Mazda RX-8	133.390
7. David Marcus	Fla	Mazda RX-8	133.421
8. Bryce Merideth	CFla	BMW 328is	133.674
9. Eric Simmons	Phil	Mazda RX-8	133.783
10. Dennis Sparks	TnnV	Mazda RX-8	133.950
11. Justin Tsang	SanF	BMW 325i	134.014
12. Jason Ruggles	Fla	Mazda RX-8	134.136
13. Michael Wood	SanF	Mazda RX-8	134.370
14. Michael Kuhn	CCar	Mazda RX-8	134.626
15. Michael Carpenter/Utah	(Subaru WRX);	16. Jim Fossum/Atl (Mazda RX8);	17. Rodd Roberts/LnSt (Mazdaspeed 3);
18. Derek Punch/SanD (BMW 328);	19. Chris Conant/KC (BMW M3);	20. Jason Morrow/Nwst (Subaru WRX);	21. Mark DeShon/CSCC (BMW 325i);
22. Gary Merideth/CFa (BMW 328is);	23. Matt Murphy/LOL (BMW 330i ZHP);	24. Eric Shin/Det (Subaru WRX);	25. Randall Prince/Atl (BMW 328is);
26. David Curtis/Utah (BMW 325is);	27. George Curtis/Utah (BMW 325is);	28. Charlie Davis/SanF (BMW 325is);	29. Jason Hobbs/LOL (BMW 330i);
30. Eric Malone/Det (Mazda RX8);	31. Mack Tsang/SanF (BMW 325i);	32. Brian DePietro/StCt (Mazda RX8);	33. Douglas Hitchcock/KC (BMW M3);
34. Allen Chen/Det (Subaru WRX);	35. Chris Dvorak/Chi (Mazda RX-8);	36. Christopher Ledbetter/Tex (BMW 328is);	37. Sean O'Gorman/Ohv (Mazda RX-8);
38. Kenneth Tsang/Det (Mazda RX8);	39. Bryce Klewer/Colo (BMW 330i);	40. Larry Sanders/Milw (BMW 325i);	41. Steve Garjost/Milw (Subaru WRX);
42. Shane Donahue/Milw (Subaru Impreza WRX);	43. Tim Reinhardt/DMV (Mazdaspeed 3);	44. Stuart Taylor/Nwst (Mazda RX8);	45. Steve Vyn/StCt (BMW 330i);
46. Niles Patel/NwOh (BMW 330i);	47. Brian Cembor/Atl (BMW 328is);	48. Wayne Dyck/Nwst (Subaru WRX);	49. Michael Figliola/StCt (Volkswagen GTI);
50. Mark Sipe/Tex (Mazda RX-8).			

STREET TOURING XTREME LADIES

1. Debbie Kerswill	Reno	Mazda RX-8	137.210
2. Taylor Jordan Towns	Ala	Mazda RX-8	137.919
3. Laura Campbell	TnnV	Mazda RX-8	138.806
4. Danielle Dvorak	Chi	Mazda RX-8	138.871
5. Teddie Alexandrova/Dix (Mazda RX-8);	6. Katie Lacey/Milw (BMW 325is);	7. Megan Biddle/StCt (Mazda RX-8);	8. Kim Klewer/Colo (BMW 330i);
9. Ann Conant/KC (BMW M3);	10. Sonja Hitchcock/KC (BMW M3).		



STREET TOURING XTREME

Bryan Heitkotter
San Francisco Region
BMW 325is



STREET TOURING XTREME LADIES

Debbie Kerswill
Reno Region
Cobb Tuning/
Truechoice/Koni/
RacingBrake
Mazda RX-8

Starting out on the East Course, first heat Tuesday, it was clear Heitkotter was going to be tough to beat. Leading from the first runs he eventually would be the only one below the 70sec mark, finishing with a 69.466. Stuart was almost a second back followed by Steve O'Blenes in the top Mazda RX-8, Neal Tovsen in another BMW, and Clint Child in an Acura Type R.

While penalty cones didn't play into the first day's results, things were different on Wednesday on the West Course. Heitkotter had the speed but his first two runs were dirty, as were those of O'Blenes and Tovsen. Stuart, with clean 61s, was now on top. However, all four came through with clean runs when they needed them. Heitkotter's 61.318 was a couple of tenths faster than Stuart's best and his 130.784 total gave him a 1.124sec win. Child moved up to third followed by Tovsen and O'Blenes.

"Charlie and I have been working on

the car's setup most of the summer," Heitkotter said. "We were able to get some concrete practice in at the San Diego Tour and El Toro ProSolo. When we got to Lincoln, though, the car was pretty loose on the practice course. We tried a new setup on Tuesday but it was still tail happy.

"I liked both courses but the East was my favorite," he continued. "It was really challenging but fun to drive, too. With the exception of some of the weather, Lincoln is the greatest place to host the Solo Nationals."

While the BMW is rear-wheel drive, Heitkotter also won the Gumout Use Your Motorhead All-Star Shootout in a front-wheel drive

Volkswagen Golf for entrants running on Tuesday/Wednesday.

Street Touring Xtreme Ladies

On the Ladies side, the fourth heat competition was even closer. Taylor Jordan-Towns only had one clean run with a 73.863, but that had her in the Tuesday lead followed closely by Teddie Alexandrova, Laura Campbell, Katie Lacey, Debbie Kerswill, Danielle Dvorak, and Megan Biddle. Seven of the 10 competitors were covered by less than a second, but only four would get trophies.

Kerswill came out fast and clean on the West Course. Reeling off three 63.6s, she was almost two seconds clear of the field. Her second run of 62.636 gave her a 137.210 total, which was 0.709sec clear of Jordan-Towns. Campbell held on to third while Dvorak moved up to fourth.

"I have to thank Mark Sipe, the car owner, for his support and setup skills," Kerswill said. "He said the car was a little loose in the morning so we added some toe-in to the rear for my runs. After yesterday I thought first place was out of reach. I'm shocked that I was able to get my second championship today."

Jeff Cashmore

Street Touring Ultra

"I knew I'd win a trophy," said 20-year-old Solo Nationals rookie Tristan Littlehale. Most would not have given his 1997 BMW M3 much of a chance in this rally car class, but Littlehale didn't know that – or care. Although he may not have expected his trophy to say "Champion."

On the West Course in the second

"I THOUGHT FIRST PLACE WAS OUT OF REACH" Debbie Kerswill

STREET TOURING ULTRA

1. Tristan Littlehale	SanF	BMW M3	130.901
2. Joshua Salvage	SanF	Mitsubishi Evo IX	131.464
3. Shane Chinonn-Rhoden	WDC	Subaru WRX STI	131.886
4. Wolfgang Hoeck	CSCC	Mitsubishi Lancer Evo	132.115
5. Sean O'Boyle	SanF	Mitsubishi Evo	132.129
6. Jon Pomrenke	LnSt	Subaru STI	132.464
7. Josh Luster	WDC	Subaru STI	132.992
8. Sean Grubb	NeOk	Mitsubishi Evo VII	133.054
9. Jake Diehl/KC (Mitsubishi Evo); 10. Mark Hill/Kan (Mitsubishi Evo IX); 11. John Powell/STL (Subaru STI); 12. John Laughlin/NwOh (Mitsubishi Evo); 13. John Willemink/WDC (Mitsubishi Lancer); 14. Tom Sotiropoulos/STL (Subaru STI); 15. Ryan Schossow/Colo (Mitsubishi Evo); 16. Robert Irish/LnSt (Subaru STI); 17. Kevin Murphy/NeOk (Mitsubishi Evo VIII); 18. Luke Oxner/Ark (Mitsubishi Evo IX); 19. Christopher Miller/Nwst (Mitsubishi Evo IX MR); 20. Keath Marx/ODom (Subaru STI); 21. Dan Vehe/Chi (Subaru 4x4); 22. Ronald Bastian Jr./NePa (Subaru Impreza STI); 23. David Walter/NePa (Subaru Impreza STI); 24. Allen Richardson/NeOk (Subaru STI); 25. David Cosseboom/NeOk (Subaru STI); 26. William Nealis/Chi (Subaru WRX STI); 27. Mike Kenney/STL (BMW M3); 28. Kevin Klippel/SanF (BMW M3).			

STREET TOURING ULTRA LADIES

1. Michelle Miller	Nwst	Mitsubishi Evo IX MR	137.259
2. Christy Vehe	Chi	Subaru 4x4	139.115
3. Paula Diehl/KC (Mitsubishi Evo IX MR); 4. Meghan Connolly/Chi (Subaru WRX STI).			



STREET TOURING ULTRA

Tristan Littlehale
San Francisco Region
BimmerWorld
BMW M3



heat on Tuesday, Littlehale took his daily driver, trailered to Lincoln, to the top of the list on his first run with a 60.428 and stayed there. Joshua Salvage in his Mitsubishi Evo got within 0.4sec on his last run as the all-wheel-drive cars chased the fleet M3. The only other cars within shouting distance were the Evo of Sean O'Boyle and the Subarus of Shane Chinonn-Rhoden and Robert Irish.

Day two on the East Course was no different. Littlehale put down his fastest time on his first run, clocking a 70.4, and then he waited for others to beat him. None did. Others did go quicker – Josh Luster in a Subie was FTD at 70.287 and Wolfgang Hoeck's Lancer ran 70.3 – but they were too far behind to catch up. Salvage and Chinonn-Rhoden both turned 70.6s to claim the other two podium positions.

Littlehale became the first 2012 rookie driver to become a National Champion with a total time of 130.901 and a margin of victory at 0.563sec.



STREET TOURING ULTRA LADIES

Michelle Miller
Northwest Region
TC Motorsports/
English Racing
Mitsubishi Evo IX MR

Street Touring Ultra Ladies

Michelle Miller was competing in her third Solo National Championships, her second in STUL. Tuesday she turned the quickest three runs of the class, her final 63.460 in a Mitsubishi Evo IX giving her almost a 0.9sec lead over Christy Vehe's Subaru.

Miller then doubled her lead to 1.856sec by the last run on Wednesday. Vehe actually was quicker on her first East Course run, but Miller put her trust in the car and quickly reclaimed her dominance, turning 73.799 on her last pass to total out at 137.259 and the win.

Paul Dornburg

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David Walter
SCCA Champion Driver
C6 Z06 Owner/Club Member

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Super Street Prepared

After the big class juggle of 2012, the newly created SSP has become the battlefield for the Street Prepared versions of the Corvettes and Lotuses to continue their Super Stock rivalry. Fresh off his ProSolo Finale class championship and Gumout Super Challenge win, Joe Tharpe continued on a tear in his Corvette Z06 starting his third heat Thursday runs on the West Course with an impossibly fast 55.940.

"On my first run I drive what I visualize from the course walk," said Tharpe. "Then for my second and third runs I push harder and a lot of times I end up sliding more." True to his word, his first run benchmark proved impossible to match even for Tharpe himself, never mind anybody else.

Ryan Buetzer, co-driving with Mike "Junior" Johnson in a Z06, narrowed Tharpe's lead to 0.8sec with a stellar third run of 56.7. "I'm used to momentum cars that require speed maintenance through corners," said Buetzer. "The Corvette requires patience. I make sure not to overdrive the corners. Slow down and get the car pointed before getting on the power."

Tharpe comes from a similar background, running Miatas and S2000s before transitioning to his Street Prepared C5, his weapon of choice on his past three trips to Nationals. "It's been a steep learning curve moving from momentum cars to the Corvette," Tharpe observed.

Katy Nicholls and Sean Goodbody ran into fuel system issues, which left their Lotus Elise limping through its first runs. Nicholls then spun on a rerun, but made good on her third pass with a 57.0 to catapult to the third spot. Car owner Goodbody stood on his second run of



Shagging cones requires being quick on your feet. At Solo Nationals this year it also required being prepared for temperature swings.

SUPER STREET PREPARED

1. Joe Tharpe	DMV	Corvette	121.297
2. Ryan Buetzer	CSCC	Corvette Z06	122.615
3. Michael Johnson	BLRg	Corvette Z06	123.474
4. Andy Hohl	STL	Corvette	123.707
5. Alek Tziortzis/Chi (Corvette Z06); 6. Sean Goodbody/SanD (Lotus Elise); 7. Ryan Johnson/Utah (Lotus Elise); 8. Katy Nicholls/SanD (Lotus Elise); 9. Ted Lewis/Ariz (Lotus Elan); 10. Dennis Healy/Ore (Lotus Elise); 11. Chris Gladu/Colo (Lotus Exige S220); 12. David Gladu/Colo (Lotus Exige S220).			

SUPER STREET PREPARED LADIES

No entries.

57.1 to position himself in fourth, the final trophy spot, going into day two.

With no entries in SSP Ladies, this dazzling dozen was next seen at midday of a much cooler Friday on the East Course. Tharpe again was fast out of the gate but had to stop for a worker in his path during his first run.

"I spotted the worker and I was coming up fast, so I slowed down right away. It was a bit disappointing because I had a fast run up to that point."

Tharpe was rewarded for his heads-up driving with some extra heat in the tires, and his rerun of 65.357 was the day's fast time in class. A faster second run 64.7 was spoiled with a pylon, but it didn't matter as his 121.297 would take the win.

Buetzer held onto the runner up position finishing with a final run 65.8, half a second behind for the day and 1.318 back overall. Tharpe's co-driver Andy Hohl also had a strong run to pull himself within a second of Tharpe with a 66.3 and bumping the Lotuses out of the trophies.

But the biggest second day comeback belonged to Johnson. After struggling on day one and ending up seventh, several places out of the trophies, Johnson fought back to third place with a 66.0 on his second East Course run.

"We just couldn't put the power down on the West Course," Johnson said. "We've had some struggles this year with car setup. Joe's been on fire



SUPER STREET PREPARED

Joe Tharpe

Des Moines
Valley Region
R and S Racing/Locitite
Corvette

all year. I've driven his C5 and it is very well set up. I've got a lot of setup changes planned for the car. I'll be back next year to take back my jacket."

The surges of Johnson and Hohl on the faster East Course left the results page showing utter Corvette dominance, the five bowtie entries in the top places followed by all seven Lotus drivers.

Carol Wong

A Street Prepared

Hot temps one day, cool with mixed sprinkles the next. Reruns, even while those sprinkles threatened to get serious. ASP had plenty of drama, and it wasn't just Thursday and Friday.

Driving the West Course on Thursday, nearly half the class ended up in the 57sec range, though only a few were at the low end of that. Martin Kriz set the early pace with a 57.7 in his Subaru that he could never improve. Of the leaders, only Aaron Miller in his dad's Evo could improve on his last run, but it was fast time in class for the day at 57.057 and giving him a good 0.3sec lead. Next up at 57.3 were Marshall Grice in the Berry family Evo and the Solstice piloted by Alex Jones. Tom Berry matched Kriz at 57.7. Timothy Moyer had a 57.9. Those six would vie for the five trophies Friday.

The next day saw temps down in the 60s, a respite of a good 30 degrees from the day before and a big help to the crews trying to deal with OPR buildup. Miller was the rerun kid, stopping for a downed cone on his first run, and getting three tries at his third run when he found more displaced pylons. Yet his second pass, just the one attempt, was his best at 65.5. It was enough. He stood at 122.640.

Berry was feeling a whole lot racier

"IT'S BEEN A STEEP LEARNING CURVE MOVING FROM MOMENTUM CARS TO THE CORVETTE"

Joe Tharpe

A STREET PREPARED

1. Aaron Miller	Det	Mitsubishi Evo VIII RS	122.640
2. Marshall Grice	CSCC	Mitsubishi Evo IX RS	122.688
3. Tom Berry	CSCC	Mitsubishi Evo IX RS	122.978
4. Alex Jones	NwOh	Pontiac Solstice GXP	124.480
5. Timothy Moyer	Det	Pontiac Solstice GXP	124.654
6. Martin Kriz/BLRg (Subaru WRX STI); 7. Stan Whitney/Tex (Porsche Cayman S); 8. David Wampler/BLRg (Subaru STI); 9. Rich Hammond/SBnd (Pontiac Solstice GXP); 10. Steven Ruschak/InNw (Pontiac Solstice GXP); 11. Bob Buxbaum/KC (Saturn Sky Redline); 12. Su Brude/Tex (Porsche Cayman S); 13. Tyler Pedersen/FtWn (Subaru Impreza WRX); 14. Leeds Gulick/Nwst (Porsche Cayman R); 15. Martin Henry/Ark (Nissan 370Z Nismo); 16. Francis Miller/Det (Mitsubishi Evo VIII RS); 17. Bud Bohrer/Nwst (Porsche Cayman R).			

A STREET PREPARED LADIES

1. Christine Grice	CSCC	Mitsubishi Evo IX RS	126.888
2. Lisa Berry/CSCC (Mitsubishi Evo IX RS); 3. Lorien Feighner/SagV (Pontiac Solstice GXP).			



A STREET PREPARED

Aaron Miller
Detroit Region
Mitsubishi Evo VIII RS



on the East Course. He also got a rerun on his third lap, caused when it looked like he would catch up to Miller because of one of his stops. Third runs saw a bit of rain, though the worst of it never really saturated the concrete. Despite the precipitation, four of the top five all set their quickest times on their final runs including Berry on his rerun – by then the sprinkles had stopped – clocking 65.186, but it wasn't enough to make a difference to the standings.

Grice took over second spot with a nice 65.3 in the conditions that had to have been at least a tenth of a second's worth of wet. He ended up 0.048sec behind Miller, who'd hit a cone.

What makes Miller's win all the more impressive is that the Evo broke its transfer case at the ProSolo just a few days earlier. Grice and Berry had the parts to fix it on hand. Grice and assistant Ted Lewis spent part of their Monday getting the car repaired. Without that extraordinary effort this would have been a story about the Berry



A STREET PREPARED LADIES

Christine Grice
Cal Club Region
Berry Family Racing/
Hoosier/ChaseCam
Mitsubishi Evo IX RS

family adding yet another member to its already long list of champions.

A Street Prepared Ladies

ASP had only three entries, but any of the three had a shot at the win on the last run on Friday.

Newlywed Christine Grice (nee Berry) in the Berry family Evo set a quick pace as the first car on course in Thursday's fourth heat with a 59.2 plus a cone, a raw time neither of her competitors would match. She improved that to a 58.9 on her second attempt, then another tenth quicker on her third to hold the day one lead at 58.805. Lorien Feighner was a second behind in her Solstice. After a first run spin that

collected five cones, Grice's little sister Lisa Berry posted a couple of 60.1s to stay within reach of Feighner.

Day two was a whole new story, not only much cooler, but with a whole new order of finish. Berry leaped into second place with a 67.657 that cut her sister's lead in half, then woke everyone up with a 66.4 that would have given her the class lead if not for the single pylon penalty. Third runs didn't change anything important. Grice improved a bit to a 68.0 while Feighner was stuck at 69.

It all came down to Berry's third run. She clearly had the speed, but could she do it clean? As it turned out, no. The clocks showed a 68.0, she remained 0.876sec behind her sister who'd claimed her fifth championship.

Paul Brown

B Street Prepared

The addition of SSP has completely changed the landscape of Street Prepared's upper classes – especially BSP. The Corvettes and Lotuses that dominated ASP last year are now the overlords of SSP and the rally cars that owned BSP are now kings of ASP. And in BSP, the sporty models from Honda, BMW, and Nissan, which were totally absent a year ago in any SP class, are claiming the trophies.

Only three of last year's 28 BSP drivers returned to the class this year, one switching to a Honda S2000, the other two bringing back older Corvettes and finding themselves somewhat more competitive. Drivers took to the West Course on Thursday when temperatures were still mild during the second heat.

After first runs, Jason Uyeda driving a Honda S2000, jumped into the lead with



The competition kicked off with the national anthem.

B STREET PREPARED

1. Jason Uyeda	CSCC	Honda S2000	125.352
2. Mark Baer	Colo	BMW M3	125.533
3. Lee Piccione	WDC	BMW M3	127.328
4. Hank Wallace	NEng	BMW M3	127.381
5. Mike Lane	WDC	Nissan 350Z	127.583
6. Greg Hahn	CFla	Honda S2000	128.114
7. Chris Edens/Ark (Mazdaspeed Miata); 8. Marshall Moore/Milw (Corvette); 9. Frank Likert/Ark (Mazdaspeed Miata); 10. Allen Vitkus/OhV (BMW M3); 11. Jim Kritzer/Hous (Corvette); 12. Kevin Kent/Indy (BMW Z4); 13. Mark Duerst/SanD (Honda S2000); 14. Jason Proksch/Indy (BMW M3); 15. Alan Bartling/Hous (Corvette); 16. Sascha Tauber/CFla (Honda S2000); 17. Leonard Baptiste/CSCC (Nissan 350Z); 18. Eric Burns/Indy (BMW M3).			

B STREET PREPARED LADIES

No entries

a 58.3. He would improve to 58.0 on his second run, remaining in the lead, but there was no comfort for Uyeda, as several drivers were nipping at his heels.

Most notable were Frank Likert and Chris Edens sharing a Mazdaspeed Miata. However, this was not the Miata they had planned on driving in competition. Their BSP car had engine trouble just two days prior. Instead of packing up and heading home, they swapped as many parts as possible from the prepped Miata to Likert's street car. Their superb driving would keep them within striking distance with middle 58s by the end of the second runs. Slotted in between them was Mark Baer's BMW M3.

Going into the day's final runs, Uyeda was in the lead by a little less than half a second until Baer uncorked a 57.955 on his third run, a scant 0.068sec quicker than Uyeda. Lee Piccione's M3 and Greg Hahn's S2000 also moved into the upper 58s.

BSPL was supposed to run in the fifth heat, but Lana Tsurikova found herself the only entrant, so she took her M3 to Street Modified to squeak out a win in the Ladies class. Ironically, it meant she drove in the same heat with the men of BSP, effectively becoming tire warmer with Hank Wallace.

Friday morning's conditions were much different. The skies were threatening rain and the temperatures were cool. Without a co-driver, Baer



B STREET PREPARED

Jason Uyeda
Cal Club Region
A.R.E./ProParts
Honda S2000

would have to work hard to keep his tires warm enough to be effective.

Both Uyeda and Baer turned very quick first runs, but Uyeda clipped a cone. By second runs, some small amounts of sporadic rain had begun to fall. There was immense pressure to get a quick and clean second run. Both drivers were fast and neither coned, but after second runs Uyeda was marginally quicker, 67.8 to Baer's 68.0. It would come down to third runs.

Wallace was the first to make a statement, being car No. 27 he was out early on third runs and brought home a 67.7 to join the top driver conversation. Right behind him on the course, car No. 28, was Baer. His detailed study of the challenging East Course paid off with a 67.5

Uyeda could only watch as weather conditions seemed to worsen. He would be one of the last cars out, running with the second drivers. By the time Uyeda pulled to the line for his final run, the rain had picked up. It was the kind of rain that drivers hate – not enough really to soak the tarmac, but definitely enough to affect you mentally.

"I didn't know how much grip there would be, so I tried to focus on being as smooth as possible," Uyeda said. Grip was sufficient, smooth paid off. He crossed the finish with a 67.329, best of the day, for a combined time of 125.352, defeating Baer by the slight margin of 0.181sec.

Chris Harp

C Street Prepared Ladies

First day competition in the second heat Thursday on the transitional West Course did not really presage the dominating victory that would develop on the second day.

“I DIDN'T KNOW HOW MUCH GRIP THERE WOULD BE” Jason Uyeda

C STREET PREPARED

1. Scott Fraser	SanF	Mazda Miata	120.870
2. Tim Aro	WDC	Mazda Miata	122.078
3. Matt McCabe	Neb	Mazda Miata	122.169
4. John Hunter	Neb	Mazda Miata	122.595
6. Billy Davis	NEng	Mazda Miata	122.722
6. Bill Schenker	CSCC	Mazda Miata	123.350
7. Tom Kubo	SanF	Mazda Miata	123.754
8. Charles Koulik/NePa (Mazda Miata); 9. Joe Brennan/NePa (Mazda Miata); 10. Bryan Hertweck/BLRG (Mazda Miata); 11. Aaron Buckley/NCar (Mazda Miata); 12. Bob Davis/NEng (Mazda Miata); 13. Chris Robbins/Tex (Mazda MX-5); 14. Harry Aro/Milw (Mazda Miata); 15. Steve Meschke/LOL (Mazda Miata); 16. Cory Tomoyasu/Hall (Mazda Miata); 17. Raleigh Boreen/Indy (Mazda Miata); 18. Justin Tilus/LOL (Mazda Miata); 19. Phil Osborne/Tex (Mazda MX-5); 20. Joseph Blaha/NeOh (Mazda Miata); 21. Grady Wood Jr./Ark (Mazda Miata); 22. Aaron Dewey (Mazda RX-7).			

C STREET PREPARED LADIES

1. Jodi Fordahl	Nwst	Mazda Miata	125.726
2. Sue Eckles/Neb (Mazda Miata); 3. Velma Boreen/Indy (Mazda Miata).			



C STREET PREPARED

Scott Fraser
San Francisco Region
949 Racing/Ankeny
Racing Ent.
Mazda Miata



C STREET PREPARED LADIES

Jodi Fordahl
Northwest Region
Mazda Miata

Defending champion Sue Eckles led all three runs on the West side, eventually closing at 58.234 while challenger Jodi Fordahl worked down to a 58.5.

Aside from the threatening rain drama on Friday, the contestants tried to keep their cars and tires warm during the cooler weather. Fordahl had her Miata surrounded with a wind barrier, which she felt was very effective, while the other contestants used tire covers. Fordahl's car also had minor fixes done to it overnight. Apparently its front alignment had slipped during the Thursday morning runs. She said she also was still learning Tom Kubo's car.

On the East Course Friday she showed her dominance. The other two drivers never got within a second of Fordahl's worst raw time while the veteran driver just kept going faster, eventually knocking down a 67.177 for a 3.265sec victory at 125.726. As she said, she's very good on a technical course.

This was her 12th National Championship win putting her in a tie for fifth among women, and her 21st trophy finish tying her for second on the women's list. She also moves up in the record book for the 23 years since her first championship, sixth on the first-to-last page.

C Street Prepared

Two years ago, Scott Fraser won this class. Last year, Tim Aro came in and beat him by a full second. Now there they were again, CSP, this year an all-Miata class. This time, Fraser said, he was helped by lots of advice from friends who ran in other classes earlier in the week, not to mention Jodi Fordahl



sharing Kubo's car two heats earlier. Fraser said he did little to the car during the competition except to manage tire heat, while others were switching tires and even putting on new ones.

West Course competition ended with Fraser at a 55.803. Only three others even made it to 56sec – closest was Matt McCabe's 56.1, John Hunter was at 56.6, Aro clocked in at 56.7.

Everyone was worried on Friday with the cooler temperatures and threatening rain, but in the end weather was not a major factor. Fraser did discover that the car's alignment went off during Thursday's morning runs, so that was adjusted before Friday.

This time he went out and clicked off three runs in the 65sec range, working down to 65.067 for a final time of 120.870. It took Aro all three runs to find the range clean, ending up at 65.3, 1.208sec behind. Still, that last run boosted him ahead of both McCabe and Hunter, who both had 65.9s.

Chuck Wilson

D Street Prepared Ladies

The DSPL drivers took on the carnival thrill rides of the East Course in the first heat Thursday. Olga Bogdanova, last year's winner, said she was "very determined to do very, very well today and tomorrow." After her second run 72.071 she was trying to figure out a couple of places where she could pick up more time because Melanie Pora was not far behind. She crossed her fingers on both of her hands and said, "I want to stay focused. I hope to do everything I have planned for it and then it will work out fine." Unfortunately, a pesky cone stepped out of its box ruining a nice 71.2.

Pora got down to 72.2 on her final

"I HEARD THE MUFFLER SCRATCHING THE GROUND THROUGH A COUPLE OF MY RUNS"

Olga Bogdanova

D STREET PREPARED

1. Alex Shchipkov	MoHu	BMW 330Ci	124.221
2. Eric Campbell	OhV	BMW 330Ci	124.551
3. Nathan Whipple	NEng	BMW 325is	124.878
4. Doug Rowse	Ariz	BMW 330	125.163
5. John Vitamvas	WDC	BMW 330Ci	125.847
6. Thomas Bleh	ODom	BMW 325is	126.034
7. Greg Olsen/WDC (BMW 330Ci); 8. Kevin Henry/WDC (BMW 325is); 9. David Jobusch/Colo (BMW 325is); 10. Darryl Wrolson/LOL (BMW 325is); 11. Chris Dressler/NePa (BMW 325is); 12. Stephen Jones/LOL (BMW 325is); 13. Doug Keller/WDC (BMW 323i); 14. Tom Pora/Colo (BMW 325is); 15. Jon Krolewicz/SCar (Subaru Impreza 2.5 RS); 16. Andrew Buck/CKy (Nissan 200SX SE-R); 17. Lee Michael/Colo (BMW 325is); 18. Patrick Lipsinic/NeOk (Subaru Impreza 2.5 RS); 19. Peter Florance/ODom (BMW 323i); 20. George Schweikle/CKy (Alfa Romeo Spider); 21. John Herman/KC (Mini Cooper JCW).			

D STREET PREPARED LADIES

1. Olga Bogdanova	MoHu	BMW 330Ci	134.587
2. Melanie Pora	Colo	BMW 325is	134.998
3. Cindy Duncan/CKy (Nissan 200SX); 4. Dee Schweikle/CKy (Alfa Romeo Spider).			



D STREET PREPARED

Alex Shchipkov

Mohawk-Hudson
Region

SoloRacer.com/
MonoBalls.com
BMW 330Ci

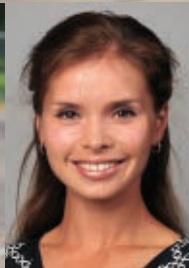


run. "It was really good. I did do better and I'm 0.2sec out for tomorrow, so I'm still in the game."

Day two on the Vegas-themed West Course saw Bogdanova drop out of the lead with a two cone opening run. Then the sound warning came in. Her car had tripped the sound meter. Her crew worked frantically to get the car to meet sound limits, taking a 10 minute mechanical delay to do so, while Bogdanova did her best to stay focused on her upcoming runs.

"My goal for the second run was to clean it up," she said. "I heard the muffler scratching the ground through a couple of my runs so that wasn't very much fun, but I focused on going cleaner and [then] I lost the muffler [piece] somewhere along the way. Then we find out that the sound meter was too close to the course, so I forgot all about that and I went for my third run so I was really cautious because I wanted that run to be clean."

A 62.7 on her second run returned



D STREET PREPARED LADIES

Olga Bogdanova

Mohawk-Hudson
Region

SoloRacer.com/
MonoBalls.com
BMW 330Ci

her to the lead, and a 62.516 third run locked it in at 134.587. She needed that to happen as Pora was continuing to find more time on each of her runs, "I was really chasing her all day because I was down by 0.185sec, or something close to that," Pora said. "I needed to catch up by 0.2sec. I wasn't able to do it but I did take time off all three runs [finishing 0.411sec behind]. So I feel pretty...happy to go home with a trophy at all this year."

D Street Prepared

If anyone has ever wondered what it would be like to attend the Solo National Championships, let us share this story from driver George

Schweikle who was competing in his 40th Nationals – one of just seven competitors who have driven them all.

“After I came in my hands were shaking, and a guy said, ‘If you can still do that after 40 years, you still got some life in ya,’” Schweikle said.

Those shaking hands were a result of Karen Babb’s casino-themed West Course. But that was day two.

With the breakdowns in the XP class that ran in the same fourth heat just ahead of DSP Thursday, there were some who got another ticket to take on the carnival rides of the East Course with a rerun. BMWs ruled the day, filling the top 14 of 21 places. Nathan Whipple took the lead at 66.863 after coming in with two dirty runs.

“I knew I had to put it down or go safe. I decided to put it down and...I got lucky,” Whipple said. Doug Rowse was a tenth behind. Five drivers chased them in the 67s.

The West Course really was a gamble and Lady Luck had a plan to change up the top spots of the DSP class. It was Alex Schchipkov who led the way, fastest of all the first runs at 57.3, and his co-driver Eric Campbell was right behind him by his second run at 57.5. Whipple was at 58.0 and Rowse was struggling with pylons.

Schipkov, Campbell, and Bogdanova used beach towels soaked in water to cool the car’s tires. “It’s the closest we get to the beach during race season,” Bogdanova quipped. Schchipkov, first out of the pair, brought home a final 57.010 to total 124.221 – a champion at last after five runner-up finishes in the past 10 years. Campbell double coned a potentially winning 57.0, but his earlier time held up for second place, 0.330sec behind.

“BMW’S RULED THE DAY. FILLING THE TOP 14 OF 21 PLACES”

E STREET PREPARED

1. Mark Madarash	Tex	Pontiac Trans-Am	126.800
2. Britt Dollmeyer	Ariz	Mustang GT	127.823
3. Dave Ogburn	WTex	Camaro Z28	128.000
4. Terry Fair	Tex	Mustang GT	128.462
5. David Feighner	SagV	Mustang	129.065
6. Jonathan Newcombe	Colo	Camaro	129.120
7. Dave Heinrich	WMch	Mustang Boss	129.125
8. Bob Anderson	Chi	Camaro SS	129.427
9. Brad Owen	ArzB	Subaru WRX	129.787
10. James Darden/ConD	Camaro		
11. Tim Bergstrom/Ariz	Mustang		
12. Mark Foley/OzMt	Firebird		
13. Samuel Krauss/CKy	Eagle Talon TSi		
14. Mark Walker/Neb	Camaro Z28		
15. Eric Thompson/Chi	Camaro		
16. Kit Gauthier/Nwst	Mustang Boss		
17. Dave Fink/Neb	Camaro Z28		
18. Opie Viets/OzMt	Camaro Z28		
19. Adam George/WDC	Mustang GT		
20. Drew Little/Colo	Subaru WRX		
21. Jimmie Perrin/WNY	Subaru Impreza WRX		
22. Karen Kraus/BLrg	Subaru WRX		
23. Ivan Rouzanov/Nwst	Mustang Boss 302		
24. Justin Eckles/Neb	Mustang Cobra		
25. Matt Rosazza/Colo	Subaru WRX		
26. Christian Nissen/Colo	Subaru WRX		
27. Charles Moss/Neng	Eagle Talon TSi		
28. David Ogburn/WDC	Camaro Z28		
29. David Gushwa/SBnd	Mustang Boss 302		
30. Michael Nienhuis/Det	Mustang		
31. Tye Jackson/LnSt	Camaro Z28		
32. Kevin Thompson/WMch	Mustang		
33. Ken Stroh/RloG	Camaro Z28		

E STREET PREPARED LADIES

1. Amy Fair	Tex	Mustang GT	131.051
2. Jessica Gauthier/Nwst	Mustang		



E STREET PREPARED

Mark Madarash
Texas Region
Pontiac Trans-Am



E STREET PREPARED LADIES

Amy Fair
Texas Region
Vorshlag Motorsports
Mustang GT

Whipple and Rowse slipped to third and fourth, respectively.

Angela Carlascio

E Street Prepared

One can apply the “if it ain’t broke, don’t fix it” axiom to E Street Prepared. While all comers like Britt Dollmeyer and Dave Ogburn tried to catch Mark Madarash, it was to no avail, as Madarash in his tried and true Pontiac Trans-Am clocked in at 126.800 and garnered his eighth ESP championship. That ranks ninth on the men’s win list. His last six in a row ties the third longest winning streak.

After running day two on the East Course, Madarash clearly enjoyed the win and knowing how well his car is dialed in and how well he knows every nuance of the car. He’d run three Tuesday runs in the 58s, his quickest was 58.691, when no one else could break 59sec on the West Course. Now on the East Course only four drivers were in the 68s, but none within a half second of his 68.109.

Running midday in Tuesday’s third heat – pun intended in record-setting temperatures reaching 102 degrees – found most competitors going slower as the heat progressed. Both courses were afflicted with false finishes, which some suspected might have been generated by the Air National Guard AWAC plane doing touch-n-goes. Dollmeyer, Ogburn, Terry Fair, and David Feighner all ran their 59s on their first runs, only Fair able to gain a tenth on his second.

On day two, Madarash walked away with a big margin for a 33-car class of 1.023sec and a big grin afterwards. The four behind him remained in the same finishing positions.

E Street Prepared Ladies

Though it was one of the smaller classes, ESPL showcased two beautiful representations of the current generation Ford Mustangs. Amy Fair and Jessica Gauthier ran the last heat of Tuesday on the West Course. Fair put down three quick 60sec runs, all within four tenths of each other, her best a 60.044. The next day on the East Course she ran a best of 71.007, totaling 131.051.

This time Gauthier was able to get closer but not enough to threaten Fair's finishing, 6.323sec ahead. Fair, said a lot of work had gone into the Vorshlag Mustang over the past 18 months getting the car dialed in. That work rewarded her with her third Nationals victory.

Matt Murray

E Street Prepared

FSP ran in hot and dry conditions in the second heat Tuesday on the West Course. Kevin Wenzel, the defending champ in his 44-year-old BMW 2002, had FTD for day one with a 59.559, just 0.014sec ahead of the somewhat newer 1993 Honda Civic of Ron Williams. This is the same order in which the two had finished a year ago, but on that occasion Williams had co-driven Wenzel's car.

They were little more than a second ahead of a group of drivers in positions three through nine, who had only a spread of 0.26sec among them led by Jesse Caudill and Justin Barbry. Asked how it felt to be in the lead after day one, Wenzel replied, tongue firmly in cheek, that he "was glad to have such a big lead."

Day two was run in equally hot and dry conditions, requiring good tire

"I TRIED TO BE MORE AGGRESSIVE, BUT FELT A LITTLE SAFE, AND HOPED THE TIME WOULD STAND UP" Ron Williams

F STREET PREPARED

1. Ron Williams	Kan	Honda Civic	128.285
2. Kevin Wenzel	Colo	BMW 2002	128.589
3. Justin Barbry	NCar	Mazda Protege	130.644
4. Jesse Caudill	ConD	Honda Civic	131.069
5. Van Townsend	Colo	BMW 2002	131.199
6. Sean Grogan/Det (Dodge Neon ACR); 7. Justin Mitchell/NCar (Mazda Protege); 8. Jamie Leben/Colo (Volkswagen Scirocco); 9. Brian Anthony/Det (Dodge Neon ACR); 10. Greg Anthony/Det (Dodge Neon ACR); 11. Bradley Yonkers/WMch (Dodge Neon ACR); 12. Greg Cullen/NEng (Saturn SC2); 13. Ed Cushing/Colo (Toyota Celica); 14. Josh Kolbach/Milw (Dodge Neon R/T); 15. Randy Hickman/Colo (Volkswagen Scirocco); 16. Hank Derr/Colo (Honda Civic).			

F STREET PREPARED LADIES

1. Nikki Edwards	NCar	Mazda Protege	134.707
2. Jamie Yost/Colo (BMW 2002); 3. Tina Edgington/Colo (BMW 2002).			



F STREET PREPARED

Ron Williams
Kansas Region
Honda/Hoosier
Honda Civic



management. After first runs on the West Course on Wednesday, Wenzel remained in the lead, however a blistering second run 68.9 by Williams forced a position change, the Honda now ahead by 0.024sec. Williams then laid down the second day FTD of 68.712 to total 128.285.

"I tried to be more aggressive, but felt a little safe, and hoped the time would stand up," Williams said about his approach to the second day.

Wenzel pushed the limits on his last run but caught cones and finished second by 0.304sec. More than two seconds further behind were Barbry, Caudill, and Van Townsend, covered by half of a second.

E Street Prepared Ladies

The ladies of FSP ran in the fourth heat. With only three drivers it was really a winner-take-all contest.

Jamie Yost in Wenzel's BMW opened up with a strong 62.3, but Nikki Edwards responded



F STREET PREPARED LADIES

Nikki Edwards
North Carolina Region
Mazda Protege

with a 62.285 on her second run in a Mazda Protege. Separated by a mere 0.063sec, they moved to the East Course.

First runs of the second day saw Yost retake the lead by almost four seconds. A second-run DNF by Edwards put the pressure on for the third run. The Protege went out to regain all those four seconds and more, coming in at 72.422, totaling 134.707. With the crowd screaming, Yost knocked off another four tenths to 72.5, but had to settle for a second consecutive runner up finish as Edwards maintained a scant 0.207sec lead.

Howard Sharf

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Super Street Modified

A healthy 27 cars lined up for SSM in Thursday's first heat, what would be the largest of the three classes of the Street Mod category, also the largest SSM in the 11 years of its existence.

Last year Carter Thompson picked up the nickname "Second Day Carter" after being quickest on the second day of competition. The first day he'd been 13th. Despite the day two FTD, he just missed the trophies.

Not this time.

Only one other driver could get near one second of Thompson's first run 64.7. His next was a small improvement to 64.619, but it held off everyone else. Not that it was a comfortable margin. By the time SSM was done with the East Course, seven other drivers were in the 65s, led by David de Regt at 65.0, the 65.2 of Brian Johns, the 65.3 put down by Erik Strelnieks, and Jake Namer's 65.4. All drove RX-7s except for de Regt's Miata.

On the West Course Friday, Thompson, Strelnieks, and Namer all started off with 56s, and all three coned the run. But that run established the order of the day. The closest scratch time otherwise was Randall Wilcox's Miata going 57.9 clean, for the moment the day's leader.

Several of the SSMs were notified of noise violations, with competitors quickly making down pipes or even stuffing steel wool into the exhaust to get under the 100dB limit. Although the warning policy stated in the supplementary regulations was quite liberal with regard to potential penalties, no driver endured any official sanction such as having a time disqualified.

All of the top three, as well as Wilcox, ran clean through

“ONLY ONE DRIVER
COULD GET NEAR ONE
SECOND OF THOMPSON'S
FIRST RUN”

SUPER STREET MODIFIED

1. Carter Thompson	Tenn	Mazda RX-7	120.164
2. Erik Strelnieks	LnSt	Mazda RX-7 R1 20BT	122.131
3. Jake Namer	NY	Mazda RX-7	122.155
4. Randall Wilcox	Tenn	Mazda Miata	122.679
5. Brian Johns	Tenn	Mazda RX-7 13BTT	122.754
6. Steve Hoelscher	TnnV	Toyota MR2 Turbo	123.041
7. Ryan Clark	Nwst	Corvette	124.096
8. Troy Acosta	LnSt	Mazda RX-7 R1 20BT	124.433
9. Martin Valent/SwVa (Toyota MR2 Turbo);			
10. Duke Langley/Ore (Corvette);			
11. Michael Feldpusch/Colo (Corvette);			
12. David de Regt/Nwst (Mazda Miata);			
13. David Corsaro/NUJ (Mazda RX-7);			
14. Eric Anderson/Tenn (Mazda Miata);			
15. Jay Zelazo/NEng (Corvette);			
16. Paul Dornburg/Sind (Porsche 911T);			
17. Chuck Pyanowski/SCar (Nissan 300ZX);			
18. Paul Kreutzweiser/Fing (Mazda Miata);			
19. Les Schober/NeOh (Corvette);			
20. Dan Chadwick/Tenn (Mazda RX-7);			
21. Jim Thompson/Tenn (Mazda RX-7);			
22. Mark de Regt/Nwst (Mazda Miata);			
23. Mark J. Mauro/Colo (Corvette);			
24. Robert Burkholder/Cill (Honda S2000);			
25. Fred Langley/Tex (Corvette);			
26. O.D. Terry Davis/Sind (Porsche 911T);			
27. G. Walter Hahn/CFla (Honda S2000).			

SUPER STREET MODIFIED LADIES

1. Tara Johns	Tenn	Mazda RX-7 13BTT	125.691
2. Kandy Johnson	Blrg	Corvette Z06	129.825
3. Tonya Langley	Ore	Corvette	130.914
4. Orieta Zelazo/Nwst (Corvette);			
5. Tara Valent/SwVa (Toyota MR2 Turbo);			
6. Jessica Feldpusch/Colo (Corvette);			
7. Cathleen Burkholder/Cill (Honda S2000).			



SUPER STREET MODIFIED

Carter Thompson
Tennessee Region
High Pressure
Performance/
Ludwig Tune
Mazda RX-7



the rest of the cool morning, although Strelnieks scored a DNF on his third run. However, first day runner up de Regt coned all three runs. His disastrous day dropped him 12 places.

Thompson brought his time down to a 55.545, locking in a 120.164sec aggregate time. Almost speechless after his triumph, he was nonetheless thankful for advice he'd received from others during the year. It was a popular victory.

Strelnieks, despite the DNF, held on to second place 1.967sec behind. It was rumored he provided the zebra-stripe cowboy hats worn by all eight trophy winners at Friday evening's trophy ceremony. Namer, a tick quicker on the Friday course but not enough to catch Strelnieks, completed the RX-7 podium.

Super Street Modified Ladies

In keeping with the pattern established in the morning, the fifth heat brought the largest SSML class ever assembled to the grid, its seven cars comprising



SUPER STREET MODIFIED LADIES

Tara Johns
Tennessee Region
Run Cool/ABC Plumbing/
Prudential
Mazda RX-7 13BTT

the second largest Ladies class to compete in the Street Mod category since it was formed in 2000.

Yet the outcome was again one of dominance by one RX-7, despite a much stronger presence from the Corvette faithful, which took the next three places.

For Tara Johns, this was her year. The former two-time ESL champ, now in a Mazda RX-7 with 13B twin turbo power, was unstoppable. Pounding out three clean runs, the quickest a 66.964, she came off the East Course shaking so badly she needed help putting on ChapStick.

Almost two seconds back was Kandy Johnson at 68.8, then Tonya

Langley at 70.0, both of whom had only that one clean run. Was there hope for Friday? Not much.

Johns fussed that the West Course would not let the high powered cars stretch their legs, but still she ran off three more surgically precise runs to close at 58.727. Both Johnson and Langley came in with high 60s, Langley quicker by a tenth but not enough to change the first day standings. For Johns, a 125.691 earned her a third jacket by 4.134sec over Johnson. Langley, in third, saw the end of her winning streak.

John Herman

Street Modified Ladies

This class had no competitors in 2011, but five came this year ready to do battle in the second heat Thursday. A friendly and relaxed group prior to the competition, most of whom knew each other from the Northern Pacific area, they fell right into the competitive spirit once the action started. However, it was the rookie from the other side of the country who would prove fastest, winning both days but only by hairbreadth margins.

It was a tight contest between Lana Tsurikova from New England Region in a BMW M3 and Laurie Hyman from Northwest Region in her Nissan GT-R. Tsurikova set the FTD pace her first run around the West Course, putting a 59.911 on the board. Hyman responded with her own 59.9 on her second run, only 0.028sec slower.

On Friday's East Course it was a similar outcome, but this time Hyman attacked first with a 69.6. Tsurikova answered with a 69.520 on her second run, this time 0.091sec

“ALTHOUGH STREET MOD SEEMED LIKE A VERY LAID BACK CROWD, COMPETITION WAS KEEN”

STREET MODIFIED

1. Mike Simanyi	CSCC	BMW M3	123.128
2. David White	NEng	Nissan 240SX	123.537
3. Michael Fineberg	Phil	Mitsubishi Evo MR	124.396
4. Eric Hyman	Nwst	Nissan GT-R	124.912
5. PJ Corrales	NEng	Nissan 240SX	124.921
6. Aaron Shoe	Phil	Mitsubishi Evo MR	125.734
7. Chris Teague/CSCC (BMW M3); 8. Ben Martinez/SanF (Merkur XR4T); 9. Michael Vesecky/BgSk (Nissan 240SX); 10. Christopher Mayfield/Colo (Mitsubishi Evo IX SE); 11. Troy Dudley/Tex (Nissan GT-R); 12. George Bonafede/CFla (Nissan GT-R); 13. Carl Wener/NEng (Mitsubishi Evo X); 14. Mike Leuty/Nwst (Nissan 240SX); 15. David Webb/ArzB (Mitsubishi Lancer Evo RS); 16. Bruno Lajoie/NEng (Mitsubishi Evo X); 17. Hsun Chen/Colo (Mitsubishi Evo IX SE); 18. Joe Stoddard/CFla (Nissan GT-R).			

STREET MODIFIED LADIES

1. Lana Tsurikova	NEng	BMW M3	129.431
5. Laurie Hyman	Nwst	Nissan GT-R	129.550
3. Mitzi Vesecky/BgSk (Nissan 240SX); 4. Alison Deibel/Nwst (Nissan GT-R); 5. Carol Leuty/Nwst (Nissan 240SX).			



STREET MODIFIED

Mike Simanyi
Cal Club Region
OS Giken/ABL
Original Parts
BMW M3



STREET MODIFIED LADIES

Lana Tsurikova
New England Region
LangMotorsport/Ace
Performance
BMW M3

quicker. Over the two days, Tsurikova finished with a total time of 129.431, leaving Hyman only 0.119sec out of the top spot.

Tsurikova, despite 10 years in the sport, had never come to Nationals before because, she said, she didn't feel she had a competitive car. This year she found a co-drive and fell in love with the Lincoln Airpark courses.

Street Modified

Although Street Mod seemed like a very laid back crowd, competition was keen in the heat four contest, especially among the top four finishers on Thursday, all of whom were in the 57s. Mike Simanyi's FTD 57.380 on Thursday portended his eventual victory on Friday, but he had to hold off defending Champ David White and Michael Fineberg, both at 57.6, and PJ Corrales with a 57.7.

Simanyi said his BMW M3 worked great during the competition after undergoing several repairs earlier in

the week to the differential and alignment. He claimed there was nothing special about what he did to win, just a certain amount of luck.

Luck was with him Friday on the East Course. As the next to last car out, when first run 67s went up on the board he ran a 66.7. When quicker 66s appeared on the second runs, Simanyi posted a 66.2. And when White racked up a stout 65.8 on his final pass, Simanyi answered with a 65.748. The winning margin was only 0.409sec.

White and Simanyi had finished first and second in 2011. With a total of 123.128 for Simanyi, this year they traded places.

Chuck Wilson

X Prepared

There is something about the Prepared classes. These classes bring excitement, drama, surprises, and delays from breakdowns on and off course – and this year was no different in X Prepared. In fact, this year brought us only an X Prepared class in heat four without a matching Ladies class scheduled for heat one. That made the top four finishes one heck of a story.

On Thursday, the field of 24 drivers took on the carnival rides of the East Course. The toll from two breakdowns (and one cleanup) were the Miata of home-region Nebraska drivers Mike and Kent Hoyt and the Impreza of Sean Ford and Brian Slack, down from Minnesota, neither returning for the second day.

But for a certain Mazda RX-7 and Lotus Elise, both driven by husband and wife teams, the carnival was just getting in gear.

Andrew McKee's mantra after his first run was, "Clean run in. Fix a few mistakes. See if I can find more time." It was not to happen. His opening 62.770 held up all day.

Fred Zust, sitting on a streak of four consecutive XP championships, was deep in concentration with his co-driver and wife Alexandra and their crew around him planning out his next runs, would find a 63.1 on his second try. At the end of the day the results came in as a family 1-2-4-5. Teresa Neidel-McKee (64.2) and Alexandra Zust (65.5) both posted best times on their third runs, but so had Mark Mauro Jr., whose 64.1 broke up the family feud.

Zust said his Elise had a transmission transplant with road

DEFINING A CHAMPION

Solo Rule 11.B: At The Solo Nationals, a National Championship award will be given when a competitor competes in a National Championship eligible class which has three (3) or more participants.

THIS NEW RULE affected 10 championship-eligible classes which had two or fewer entrants, not including the three classes (SSPL, XPL, AML) which had none. (Also not including the empty supplemental classes FSAEL and RTAL, or the two-car RTRL.) What happened is that in more than half of those classes, the ladies reacted.

In three (CSL, EPL, and FPL) a third entrant was invited to make the class a championship contest. In another three (ESL, BSPL, and BML) the ladies abandoned the class to seek more competition. Some won, some didn't, but in all cases but one it can be argued the moves made by the distaff drivers resulted in increased competition, which of course was a force behind the new rule.

In CSL, Joyce Ruth stepped out of her family CP Mustang to share the Solstice of Lynn Collins. In EPL, Carmen Rowlands parked her STS Miata to co-drive Charina Hansen's Civic. Both finished third, next behind their co-drivers.

Only in FPL did the shift fail. 2011 STUL Champ Christy Carlson abandoned her own Impreza to drive the Storm/Higginbotham Impreza, and won the class over Hawaiian Jennifer Parker, herself also a former champion. Unfortunately, the third entrant was a DNS.

The greatest shift was in B Modified, where Tommy Saunders and Brianne Corn were entered in Saunders'

Dragon. But now his daughter Rachel wanted to move from BML to BM, along with Mary Bahr who would co-drive with her husband Dale. That move forced Saunders to shift to AM to open the seat for Rachel, who finished one place out of the trophies. And are you ready for this? Just a year away from driving junior karts, 16-year-old Rachel beat dad by nearly three seconds. (Okay, so dad had two second day DNFs and a cone on his only scored run; that's racin').

Alison Hill, alone in E Stock, made perhaps the most dramatic shift, leaving a Toyota MR2 to jump into Pat McCartin's Formula 500 Daredevil in F Modified.

But the best success story probably belongs to Nationals rookie Laura Tsurikova. She took her BMW M3, the only entrant in BSPL, to make Street Mod Ladies a five-car class and squeaked out a 10th of a second championship victory.

The final tally: A pair of two-car classes became championship classes, only half as many classes ended up with one or two entrants of which only two were single car winners. Fully six classes were left empty.

Rocky Entriens

X PREPARED

1. Andrew McKee	SanF	Mazda RX-7	118.220
2. Fred Zust	Ariz	Lotus Elise	118.761
3. Teresa Neidel-McKee	SanF	Mazda RX-7	120.345
4. Alexandra Zust	Ariz	Lotus Elise	120.739
5. Mark A. Mauro	Colo	Mazda RX-7	121.347
6. Tom Ellam	SanF	Mazda RX-3	122.045
7. Dan Pedroza	LnSt	Mazda MX-5	122.756
8. Rich Windberg/LnSt (Mazda Miata); 9. Matt Ellam/SanF (Mazda RX-3); 10. Chris Raglin/NwOh (Honda Civic); 11. Vitek Boruvka/LnSt (Mazda MX5); 12. Darren Kidd/Colo (Mazda RX-7); 13. Nick Gruendler/LnSt (Mazda Miata); 14. Brian Coulson/Eida (Mazda RX7); 15. Corey Pettett/Ark (Datsun 280Z); 16. Joshua Morgan/Chat (Mazda Miata); 17. Thomas Thompson/Hous (Mazda RX-7); 18. Richard Holden/MidS (Datsun 280Z); 19. Cal Craner/Eida (Mazda RX-7); 20. Vernon Jolley/Utah (Factory Five Cobra); 21. Brian Slack/LOL (Subaru Impreza); 22. Sean Ford/LOL (Subaru Impreza); 23. Mike Hoyt/Neb (Mazda Miata); 24. Kent Hoyt/Neb (Mazda Miata).			

X PREPARED LADIES

No entries

race gearing making the car a bit of an animal to handle with the differential. "What I am looking to do tomorrow is drive better," he said. "We've got our hands full with McKee but I fully expected it after the [original] transmission blew up, but we'll try to see what we can do to fix that for tomorrow."

The West Course provided no less drama for the XP class. With the gambler's luck not being on their side Neidel-McKee had the oil line fitting to the turbo blow after her second run causing a lot of smoke but no permanent damage, and it was still her best run at 56.0. The car, however, was down for the remaining runs. Her husband was sitting on a first run 55.4.

"Fortunately, the camaraderie out here is really amazing," she said. "We had people willing to let us jump in their car." That donor would be the RX-7 Carter Thompson took to the win in Super Street Modified. Thompson rushed to the paddock to put his wing back on the car while the McKees stripped their car of tires to get them on Thompson's for their remaining runs, all within a 10 minute mechanical time claim.

In the end, McKee's first run held up and he had a total of 118.220. Fred Zust logged a DNF on his last run to



X PREPARED

Andrew McKee
San Francisco Region
Mazda RX-7

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camp on his 55.6, 0.541sec behind.

McKee's quick time did not hold up for FTD. After cones on her first two runs. Alexandra Zust "Let It Ride" for FTD on her third try coming in at 55.229. Now the his-and-hers finish was 1-2-3-4, McKee taking his seventh championship, dethroning Zust – the wives following in the same order. Mauro slipped to fifth.

"We could never get the car quite right," Zust said. "[McKee is] deserving, and if you're going to be beat by somebody, you better be beat by a great guy like that."

Angela Carlascio

C Prepared

Thirteen C Prepared National Championships were represented on the East Course grid, in the names of Mike Maier and Frank Stagnaro with four each, Darrel Padberg with three, and Kurt Janish and Todd Farris with one each. This statistic did not dismay the other 34 drivers. At 39 cars, CP was the largest of the Prepared classes, not in their accustomed fifth heat, but the second.

Maier and Stagnaro, however, were not in the iconic cream colored Shelby GT350 with the wide blue stripes. No, this was "just" a Mustang, a yellow one. The Shelby had issues back home in California that could not be repaired in time for the trip to Nebraska, so a backup was pressed into service.

Didn't matter much.

Maier set sail on the class with 66.0 and then 65.4 with only Hobaugh's Camaro in the same tenth of a second scratch time, but dirty. Hobaugh finally eased up to a clean 66.2, but Maier, running just two cars later, didn't know that. With the bit in his

C PREPARED

1. Michael Maier	SanF	Ford Mustang	121.187
2. Brian Hobaugh	SanF	Chevrolet Camaro	123.904
3. Todd Farris	Hous	Chevrolet Camaro	123.988
4. Jeff Stroh	Hous	Chevrolet Camaro	124.392
5. Frank Stagnaro	SanF	Ford Mustang	125.629
6. Kurt Janish	Tex	Pontiac Trans-Am	125.970
7. Robert Lewis	Dix	Ford Mustang	126.132
8. Darrell Padberg	BhV	Ford Mustang	126.842
9. Scott Lewis	FtWn	Chevrolet Camaro	127.105
10. Tom Shuman	Atl	Ford Mustang	127.798
11. Chris Miller	DMV	Ford Mustang	128.048
12. Ethan Bradbury/NwOh	(Ford Thunderbird); 13. Ken Lang/BhV	(Ford Mustang); 14. Rick Ruth/Chi	(Ford Mustang); 15. Stephen Hobaugh/Sand
16. Mike Bronson/DMV	(Ford Mustang); 17. John Bradbury/NwOh	(Ford Thunderbird); 18. Bob Ely/ConD	(Ford Mustang); 19. Mike Ucker/OhV
20. Mike Fellmer/WmCh	(Chevrolet Camaro); 21. Rick Walford/ConD	(Chevrolet Camaro); 22. Christopher Collucci/NNJ	(Pontiac Firebird); 23. Brian Hoover/OhV
24. Albert Hermans/KC	(Ford Mustang); 25. Dave Hardy/Atl	(Chevrolet Trans-Am); 32. Arnold Beebe/MoHu	(Ford Mustang); 33. Travis Durant/Neb
34. Randy Pajer/Atl	(Camaro); 35. Dick Berger/KC	(Chevrolet Corvair); 36. Tracy Sandberg/DMV	(Pontiac Trans-Am); 37. Casey Aldridge/Ariz
38. Amo Carrasco/Wich	(Pontiac Trans-Am); 39. Ron Ittner/Atl	(Ford Mustang);	

C PREPARED LADIES

1. Donna Bartling	Hous	Chevrolet Camaro	128.988
2. Brienne Maier	SanF	Ford Mustang	130.892
3. Desiree Padberg	BhV	Ford Mustang	132.847
4. Tracy Lewis/Dix	(Ford Mustang); 5. Kathy Lang/BhV	(Mustang); 6. Brenda Ucker/OhV	(Ford Mustang); 7. Barbara Garrett/KC
8. Valerie Pichette/Ariz	(Pontiac GTA);		



C PREPARED

Michael Maier
San Francisco Region
Maier Racing
Ford Mustang



teeth, he knocked a full second off on his third run to post 64.473. Farris, also in a Camaro, followed with his own 66.2, passing Hobaugh but leaving Maier in the lead by 1.7sec. Jeff Stroh, Robert Lewis, Padberg, and Stagnaro followed, the four covered by 0.6sec but a full second behind Hobaugh and Farris. For a few hours, Stagnaro would hold the record for most trophy finishes at 31, alone until A Modified ran in the fifth heat.

Maier added another second to his lead on the West Course with a 56.714, making it look easy at 121.187 – his victory margin of 2.717sec over Hobaugh is the widest ever for a class of 31-40 cars. It's Maier's CP championship number five, tying him with Buddy Jasman. Only Gene Hanchett's seven, the last won in 1982, stands higher.

Friday evening at the trophy presentation, the somewhat dubious Spirit of CP Award was conferred on "trash-talkin' Turbo Toddie Farris" –



C PREPARED LADIES

Donna Bartling
Houston Region
Farris Competition/
AST Suspension
Chevrolet Camaro

this time a large pair of lips superimposed on a trashcan held up by four camshafts.

C Prepared Ladies

C Prepared Ladies also brought their share of championships to the fore, the last six represented by Donna Bartling, Desiree Padberg, and Brienne Maier with two each.

Bartling had switched to the Farris/Stroh Camaro while Padberg and Maier were in their Mustangs. Maier was able to keep her scratch times close to Bartling's 69.446, but had to settle for a slower 70.6 clean third run, allowing Bartling a nearly 1.2sec first day lead. Padberg held onto a 71.9.

Bartling added to her lead on day two, running 59.542 for a composite of 128.988, with Maier in second by 1.904sec and Padberg in third. Noteworthy is that there were no catastrophic mechanical failures in either the Open or Ladies class this year, despite Thursday's extreme heat.

Charlie Davis

D Prepared Ladies

The first run group of the day usually means dealing with the weather. Oftentimes, it's leftover rain. For Thursday morning's start of D Prepared Ladies, it meant dealing with cold. After the previous five days of heat, the 50-degree temps were a relief, except for those trying to decide what tires to use. Each of the three different cars made different tire choices for the East Course runs.

Tami Daniels was the only singleton driver in the class, but the lack of warm Avons didn't seem to affect her. Even with a cone on her first run 68, she still held the lead by more than a second in her classic Mazda Miata. Her second run of 66.626 would be the fastest for the day, and increased her lead to more than three seconds over defending Champion Anne Robinson in a Toyota MR2 on Hoosier slicks. Third run saw Daniels slightly slower, but Vickie Livengood, running Goodyears in the Bauer Mazda MX-5, jumped over Robinson with a 68.7sec time that still left her two seconds behind Daniels.

Friday morning was warmer but a stiff wind made it feel colder, and getting heat in the tires proved even more elusive on the West Course. Daniels led off with a strong 59.6 that was quicker by another two seconds

“GETTING HEAT IN THE TIRES PROVED EVEN MORE ELUSIVE ON THE WEST COURSE”

D PREPARED

1. Drew VanderPloeg	LnSt	Mazda Miata	121.768
2. Ron Bauer	Nwst	Mazda MX-5	122.380
3. Jim Daniels	Ore	Mazda Miata	122.698
4. Karl Coleman	Nwst	Mazda MX-5	123.067
5. Aaron Kelly/Hous (Toyota MR2); 6. Sam Henry/OzMt (Mazda Miata); 7. Greg Meier/Chi (Toyota 2000 MR-S); 8. Zack Barnes/LnSt (Toyota MR2); 9. Randy Eickhoff/KC (Toyota 2000 MR-S); 10. Steve Hudson/LnSt (Mazda Miata); 11. Paula Baker/Utah (Mazda Miata); 12. Lester Henry/OzMt (Mazda Miata); 13. Katie Kelly/SanF (Mazda Miata).			

D PREPARED LADIES

1. Tami Daniels	Ore	Mazda Miata	124.249
2. Vickie Livengood	Nwst	Mazda MX-5	127.430
3. Anne Robinson/Chi (Toyota MR2 Spyder); 4. Alyson Bauer/Nwst (Mazda MX-5); 5. Karen Eickhoff/KC (Toyota MR2 Spyder).			

over Livengood. Second runs saw Daniels improve slightly to 59.0, with Livengood knocking off more than two seconds, but still 2.5sec behind. For her third run, Daniels logged a 57.623, which was the fastest of the day, and sealed her championship with a 124.249sec total time, at a 3.181sec margin of victory over Livengood, who'd closed up to a 58.6.

D Prepared

By the time the Open class arrived at the East Course for Thursday's third heat, the temperature had risen to more than 80 degrees. But as with the Ladies class, there was no clear choice for the best car or the best tire.

The contest turned out to be Jim Daniels and defending Champion Drew VanderPloeg in a pair of first generation Miatas vs. Ron Bauer and Karl Coleman sharing a year old MX-5.

Daniels opened with a dirty 65.9 that showed his speed, but Ron Bauer's 66.5 led the class by more



D PREPARED

Drew VanderPloeg

Lone Star Region
JC Automotive
Specialist/FTW Racing!
Mazda Miata



D PREPARED LADIES

Tami Daniels

Oregon Region
Mazda Miata

than a second. With second runs, Daniels posted a clean 66.2, but that was only good for third quick as VanderPloeg answered with a 66.0. In the MX-5, Coleman also had gone 66.2 and then Bauer brought home top time of the class at 65.703. Of the top quartet, third runs saw only Daniels improve, gaining another tenth but not enough to move past VanderPloeg.

Where Thursday had been warmer for the Open class, Friday never seemed to warm up. The cold north wind made tire management a challenge for all. Opening runs saw 57s go up on the board for all four contenders, but VanderPloeg's included a cone. His raw time was a

huge 55.6. Second runs saw all four do 56s, but now Bauer and Daniels had cones. Coleman took advantage of a rerun to post a 56.8 that would end up his best.

For the third run, Daniels improved to 56.5. Coleman couldn't take advantage of another rerun, but did raise the question in grid of whether the extra tire heat would help Bauer catch VanderPloeg. VanderPloeg, perhaps fearing what Bauer could do, just went out on his third run and set fast time of the heat with a clean 55.678 that nearly matched his first run. Bauer was the last car in the heat. He came across the line with a 56.6 that jumped him back ahead of Daniels for second, but left him 0.612sec short of VanderPloeg's 121.768.

VanderPloeg, dissecting his runs, said he had turned in too hard on the entry to the final slalom on his first run, and then got too cautious on his second. He knew couldn't play it safe on his last run, and attacked the course for his second straight national championship in the car he shared with Solo Events Board Chair Steve Hudson.

David Avar

E Prepared Ladies

Three EPL competitors, all driving Honda Civics, started in the first heat Tuesday on the West Course. Amy Smith immediately took command.

Smith started with a 62.7, went 61.0 on her second run and 60.862 on her third. Meanwhile Charina Hansen and Carmen Rowlands, sharing the other car, worked down to upper 62s by their last runs.

On the faster East Course, Smith took

“THE PRIMARY HOPE DORSEY GAVE HIS CHALLENGERS WAS FROM SMACKING PYLONS ON HIS FIRST TWO RUNS”

E PREPARED

1. Christopher Dorsey	Colo	Toyota Corolla GTS	121.805
2. Tim Smith	Atl	Honda Civic	122.838
3. Bill Bounds	Atl	Honda Civic	124.532
4. Bryan Batchelor	Dix	Honda CRX	127.341
5. Dean Rindler	WOH	Honda Civic Si	128.203
6. Daryl Beck/NEng (Volkswagen Jetta); 7. Robert Christmas/NwOh (Honda Civic); 8. Marko Horn/Dix (Honda CRX); 9. Darrin Linders/Nwst (Honda Civic); 10. Bryan Rawlins/NwOh (Honda CRX); 11. Kevin Shepline/NwOh (Honda Civic SI); 12. Jason Fair/NEng (Volkswagen Jetta); 13. Brian Salisbury (Honda Civic); 14. Paul Neal (Datsun 510); 15. Chett Wohlgamuth/NwOh (Honda Civic SI).			

E PREPARED LADIES

1. Amy Smith	Atl	Honda Civic	130.778
2. Charina Hansen/NwOh (Honda Civic SI); 3. Carmen Rowlands/NwOh (Honda Civic SI).			

advantage of the speed possibilities to widen the gap, clicking off runs of 71.2, then 70.4, finally a 69.916 for a combined total of 130.778. She would end up 4.144sec clear of Hansen. The East Course, she said, “felt like a local course” from back home in Atlanta as she kept an eye on the key cones to set fast time on both days.

E Prepared

P was mostly Honda Civics and CRXs from the 1980s come to challenge 2011 Champion Chris Dorsey's Toyota Corolla from the same era in the fourth heat. There also was a VW Jetta diesel of similar vintage (yes, the one with the black smoke), an even more ancient Datsun 510, and only one car – another Civic – actually manufactured in this millennium.

The primary hope Dorsey gave his challengers was from smacking pylons on his first two runs around the West Course on Tuesday. At that, only Tim Smith's 57.1 and the 57.7 put down by



E PREPARED

Christopher Dorsey

Colorado Region

034 EFI/3Rauto.com/
Cobalt Friction/Apikol/
TRD/Roger Kraus Racing
Toyota Corolla GTS



E PREPARED LADIES

Amy Smith

Atlanta Region

Honda Civic

Bill Bounds, both in the same car, were quicker on corrected times after two runs. Either of Dorsey's first two runs, had they been clean, would have stood for FTD.

On the third runs – and this guy had no tire warmer – Dorsey knew he needed to keep it clean, so he turned in his slowest run of the day. The pedestrian 56.786 was still top time for the class. Bounds managed to find another tenth and Smith coned out.

On the East Course, Dorsey wanted a solid and clean first run. A puff of blue smoke could be seen from the front tires locking up going into the Tilt-A-Whirl section, but he brought home a pylon-free 65.9. Was there a

chance? Smith was just a bit faster with a 65.8 followed by co-driver Bounds with a 67.0.

Now that Dorsey had his clean run under his belt, on the second he drifted the Corolla smoothly through the Ring of Fire to drop down to a 65.5. Smith kept himself in the hunt with a 65.6, but Dorsey had a little over a half second lead going into the final runs and was watering down his tires between every run.

That last run was a statement. Dorsey dropped down to the EP FTD of 65.019 for a combined total of 121.805sec. Dorsey said Smith had been pushing him hard both days and he liked having the competition, but Smith pushed a bit too hard on the last run and ended up slower, leaving Dorsey with a 1.033sec winning margin for his third championship. Bounds, a somewhat distant third, was nonetheless almost three seconds ahead of the next two cars.

Chris Teague

F Prepared

Andrew Pallotta came out with guns blazing for the third heat Thursday in his Mitsubishi Evo IX. Pallotta ran the East Course in an opening time of 66.475, which went unmatched the rest of the day. But most competitors agreed, the two courses presented very different challenges. The next day Pallotta tumbled to fourth, frustrated by the Evo's pushy behavior on the sweeper-heavy layout. He'll be the first to admit the car "doesn't do the steady-state stuff very well."

Pallotta traded places with Henry Bjoin, whose Avon-shod BMW 328is was half a second behind in fourth place after Thursday's runs. Bjoin had



Workers hustled all week long, keeping the cars flowing through the courses with minimal delays.

F PREPARED

1. Henry Bjoin	CSCC	BMW 328is	123.632
2. Tom Holt	LnSt	Datsun 280Z	124.286
3. Rick Martinez	LnSt	Datsun Z	124.445
4. Andrew Pallotta	NeOh	Mitsubishi Evo IX	124.796
5. Beth McClure-Strelneiks	LnSt	Porsche Boxster	125.128
6. Jerry Centanni	LnSt	Porsche Boxster	125.563
7. Bryan Hayes/SCar (Honda S2000); 8. Garrett Molzer/SCar (Honda S2000); 9. Mike Brausen/Milw (Mitsubishi Evo IX); 10. Jonathan Jackson (Porsche 914-6); 11. Michael Tews/Milw (Datsun 240Z); 12. Mark Berry/Tex (Mitsubishi Evo); 13. Lance Coley/Miss (Porsche 914-6); 14. Jay Storm/NwOh (Subaru Impreza); 15. Joel Higginbotham/NwOh (Subaru Impreza); 16. Michael Parker/Hail (Datsun 280Z); 17. Charlie Clark/KC (Datsun 280Z); 18. Tony Giordano/KC (Datsun 280Z).			

F PREPARED LADIES

1. Christy Carlson	Neb	Subaru Impreza	127.802
2. Jennifer Parker/Hail (Datsun 280Z).			



F PREPARED

Henry Bjoin
Cal Fict Region
OS Giken/
bjoinfilms.com/A.R.E.
BMW 328is



F PREPARED LADIES

Christy Carlson
Nebraska Region
ChristyCarlson
Racing.com
Subaru Impreza

purchased the car from last year's champion, Toby Larsson, wasting no time making it even more potent, and Friday he wheeled it to victory. He was equally *en fuego* on the West Course with a blazing first run of 56.636 that, again, nobody could match. "The Avons were an advantage today in the cold," Bjoin said. His 123.632 was a winner by 0.654sec.

Outside of Bjoin and Pallotta, Tom Holt and Rick Martinez, in a pair of 1970s Datsun Z cars, scrapped over podium places. Holt was within a couple of hundredths of Pallotta Thursday but more than a second behind Bjoin on Friday. Martinez had the edge through two runs Friday, but Holt ultimately landed back in second place on his last run with a 57.7.

Toby Larsson wasn't the only previous top-finishing FP driver missing in action this year. The absence of 17-time winner John Thomas left most of the field grateful for the opportunity to swoop up a championship.

F Prepared Ladies

Christy Carlson loved her borrowed ride, which she defined as the "Subaru version of a go-kart." The stripped down Impreza coupe from Jay Storm was shoehorned with a 2.5-liter motor, providing plenty of power for the light and nimble Impreza. The most interesting thing about these two was not the car, but rather "the bet." The slowest between the two – Storm or Carlson – would have to wear a skirt to the next autocross. Storm planned a Scottish kilt, for Carlson it would be a mini skirt.

Adaptation would prove the trait to win this matchup of two former National Champions. Neither Carlson

nor Jennifer Parker had driven their respective cars before arriving Lincoln – Carlson close enough to commute home to Papillion, Neb., Parker flying in from Hawaii.

Parker struggled with Tom Holt's 1974 Datsun 280Z and wasn't able to get a clean run on Thursday. The car "beat me up," said Parker, who felt the longer East Course taxed her stamina more than courses back home. Carlson, whose regular autocross car is also an Impreza in which she won STUL last year, adapted quickly, laying down the fast time on Thursday with a 68.631 on her second run.

On Friday, Parker showed improvement, but too little too late. While she dropped steadily to a 60.5, Carlson was able to lay down a scorching 59.171 on her first run. Her 127.802 was a winner by more than 5.346sec.

Jake Namer

G Prepared

G Prepared was traditionally the domain of small and economical European roadsters from a bygone era, but recently has seen the addition of limited prep models, primarily Hondas. Alan Kugler in the CRX he calls "Fester" led wire to wire after turning the first day FTD of 57.912 on his opening West Course run in the second heat.

The hot Tuesday conditions put tire management at a premium and made it impossible for defending Champ Fred Robertson, his co-driver Mike Feher, or Kugler's co-driver Anthony DeFiore, to better that opening time. Feher was close at 58.0 with Robertson at 58.5. Only Bo Rader's

“IN THESE HOT CONDITIONS, I HOPED THAT THE FIRST RUN WOULD BE HARD TO MATCH”

Allen Kugler

G PREPARED

- | | | | |
|--|------|---------------|---------|
| 1. Allen Kugler | Susq | Honda CRX | 125.222 |
| 2. Mike Feher | OhV | Honda Civic S | 126.961 |
| 3. Fred Robertson | OhV | Honda Civic S | 127.013 |
| 4. Anthony DeFiore | Phil | Honda CRX | 127.835 |
| 5. Bo Rader/Kan (Sprite); 6. Steve Bollinger/SBnd (Sprite); 7. Bill Cutrer/Kan (Fiat X1/9); 8. John Edwards/CSOC (Fiat 850 Spider); 9. Luis Moreno/PnAm (Honda Civic Si); 10. Kevin Hill/PnAm (Honda Civic Si); 11. John Lieberman/RdRv (Austin Mini); 12. Richard Miller/ETnn (Sprite). | | | |

G PREPARED LADIES

- | | | | |
|--|------|-----------|---------|
| 1. Denise Kugler | Susq | Honda CRX | 132.077 |
| 2. Kim Bollinger/SBnd (Sprite); 3. Chris Cutrer/Kan (Fiat X1/9). | | | |



G PREPARED

Allen Kugler
Susquehanna Region
Karcepts/InMotion/
EvansTuning
Honda CRX



G PREPARED LADIES

Denise Kugler
Susquehanna Region
Karcepts/InMotion/
EvansTuning
Honda CRX

Sprite, next up with a 59.4, could break up the Honda horde.

The second day was a replay of the first with Kugler again laying down FTD for the day on his first run around the East Course, a scalding 67.310 that was almost a second better than anybody else could do and led to a final margin of 1.739sec. Feher and Robertson improved with each run but remained second and third. DeFiore was second quickest for the day at 68.2, but it was only enough to bump Rader out of the last trophy spot.

"In these hot conditions, I hoped that the first run would be hard to match," Kugler said, taking his fourth championship and reclaiming a title he'd last won in 2010. The two Hondas accounted for all the trophy spots.

G Prepared Ladies

G PL's three drivers were all past champions, 21 titles between them, but Denise Kugler

and the CRX named "Fester" made it seem elementary as the trio rolled to the West Course for the fourth heat Tuesday.

Her initial 62.0sec run became a 61.1, then another at 61.100, meanwhile Kim Bollinger's Sprite and Chris Cutrer in a Fiat X1/9 were both running 63s. Wednesday's East Course, Kugler said, "was right in my wheelhouse," as she banged out a 70.977 on her first run, opening what would be an eventual 5.571sec victory margin. Her 132.077 brought her an impressive eighth championship, sixth in a row and fourth straight in this class.

Howard Sharf



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A Modified

A Mod was on a mission this year to take back the overall fast time honors after being edged out by Formula SAE in 2011. And if there was ever an ideal stage to do it, it would be the West Course, with its sweeping turns and fast paced slaloms and offset gates. Temperatures in the 90s helped the field of mostly single-driver cars – only one had a co-driver – keep heat in their tires, but the windy weather with 30mph gusts was a wild card factor for a class that relies so heavily on downforce.

Throughout both days of competition, Dan Wasdahl outpaced the field in his BBR/Phantom DVS-1. His opening run of 48.5 was enough for a commanding four-second lead over Bill Goodale's Dragon F1 at 52.3. Wasdahl turned a 47.659 on his second run and now it was Tommy Saunders closest at 51.7 in his BM-legal LeGrand Dragon. That would be it as Wasdahl pushed off line through the "Double Down" offsets and coned during his third. Now it was K.J. Christopher in the BBR/Phantom Menace, ostensibly the oldest car on the grid, dating to 1993, taking the second spot at 50.6.

Yet Wasdahl, although pleased with grip he found on the West Course, complained of fuel starvation, which left his car down on power. "So I concentrated on being precise," he said. "It didn't really even feel like me out there. I wasn't overdriving like I normally do."

Friday, the temperature dipped into the mid 70s and a few raindrops fell as drivers waited for the fifth heat to begin. Once again, A Mod Ladies had no takers, so it was the last heat of the event before the winged wonders returned to the grid.

"IT DIDN'T REALLY EVEN FEEL LIKE ME OUT THERE. I WASN'T OVERDRIVING" Dan Wasdahl

A MODIFIED

1. Dan Wasdahl	NeOh	BBR/Phantom DVS-1	105.823
2. K.J. Christopher	CSCC	BBR Phantom Menace	111.033
3. William Goodale	NEng	Dragon F1	114.575
4. Bill Gendron/NEng (CK Dragon); 5. Tommy Saunders/Tex (LeGrand Mk. 25 Dragon); 6. Robert Barone/NEng (CK Dragon); 7. Peter Smith/OhV (Proto); 8. Phil Alspach/OhV (Lola T204).			

A MODIFIED LADIES

No entries

B MODIFIED

1. Clemens Burger	Indy	LeGrand Mk. 18	110.309
2. Daniel Stone	Indy	LeGrand Mk. 18	111.666
3. Will Schambach	MoHu	Omni Fab Cheetah	112.974
4. Brianne Corn	Tex	LeGrand Mk. 25 Dragon	113.174
5. Jim Garry	MoHu	Omni Fab Cheetah	114.290
6. Rachel Saunders/Tex (LeGrand Mk. 25 Dragon); 7. Dale Bahr/Milw (LeGrand Mk. 18); 8. Howard Sharf/CFla (LeGrand Mk. 25); 9. Per Schroeder/CFla (LeGrand Mk. 18); 10. Aditya Madhavan/Atl (LeGrand Mk. 25); 11. Mary Bahr/Milw (LeGrand Mk. 18); 12. Greg Schamberg/DMV (Swift DB4); 13. Peter Schroeder/CFla (LeGrand Mk. 18); 14. Michael Moulckers/Hous (LeGrand Mk. 18).			

B MODIFIED LADIES

No entries



A MODIFIED

Dan Wasdahl
Neohio Region
Wing Shop/Hooper
BBR/Phantom DVS-1



The cold, gusty winds, slow corners, and busy visuals made the East Course much more challenging. Christopher entertained course workers with several smoky spins, but managed a clean second run of 60.3 to hold onto the runner up position. Saunders was unable to put in a clean run, leaving the door open for Goodale to take final podium spot on the strength of his third run 62.6, tying CP's Frank Stagnaro for a record setting 31st Nationals trophy.

Wasdahl struggled with some understeer on his first run as he pushed noticeably wide on the first right-hander and then took out the final cone wall in the "Ring of Fire." But he came back with a second run 58.7, then backed it up with a final run 58.164.

"The tires weren't gripping as well they were yesterday. This is the coldest temperature in which I've driven the Goodyears. Going into the wind the car felt okay, but driving away I was a bit tentative," Wasdahl said.



B MODIFIED

Clemens Burger
Indy Region
LeGrand Mk. 18

Wasdahl's total time of 105.823 won him a fourth jacket, clinched the Small Fortune Racing FTD trophy for the fastest overall time at Nationals, and won the class championship by 5.210sec – not just one of the largest margins of victory in A Mod history, but the fifth largest ever in a class of five to 10 cars.

Carol Wong

B Modified

This was an exciting year for B Mod, as defending Champion Brianne Corn was in the Tommy Saunders LeGrand Dragon again trying to make it two in a row – something no female competitor has ever done in Open class

competition. Saunders, meanwhile, had moved to AM to open the seat for his 16-year-old daughter Rachel to be Corn's co-driver as Rachel (along with Mary Bahr) decided to abandon BML.

Driving in the last heat, the B Mods attacked the West Course Tuesday under dry and hot conditions. It wasn't long before Will Schambach, who'd moved from CSP, led first runs with solid 52.2. Clemens Burger and Daniel Stone, sharing a LeGrand Mk. 18, both had fast runs but were plus one. Second round they reversed the pattern, Burger at 51.3 and Stone at 52.3, while Schambach ran dirty and young Miss Saunders moved into fourth at 52.6

Things got very racy on run three as Stone went out and matched Burger's 51.3. Not to be outdone, Corn got herself together to run 51.4. All eyes were on Burger as he set out on his final run of day one. He didn't disappoint, flying though the West course to a 51.103 and FTD.

Wednesday found B Mod facing the much larger, faster Roger Johnson course that would test these winged wonders and their drivers to the max. Much like day one, it was Schambach showing the way early with a clean fast 60.7, nearly 0.6sec faster than Burger on his first run, but again Schambach would never go faster.

Burger came out flying on run two flying, finding nearly 1.3sec to move into the lead ahead of Schambach, Stone, and Corn. Last runs were nail bitters, as several drivers found time including Schambach, who would have had the fastest run of the day at 58.8, but for a devastating cone keeping him in third.

After that it was all Stone and Burger. Saving his best for last, Burger ripped off a 59.206 to take his third



By the time the Solo National Championships has wrapped, most competitors have logged several miles walking the courses.

C MODIFIED

1. Brandon Lavender	Indy	Dulon MP15	116.059
2. David Fauth	Colo	Van Diemen RF95	116.419
3. Barry Ott	ConD	Van Diemen RF95	116.543
4. Joey Schilling	CSCC	Van Diemen RF84	117.015
5. Nick Myers	Indy	Van Diemen RF85	117.734
6. Mark Lamm	Indy	Van Diemen RF85	117.788
7. Donald Elzinga/Det (Reynard FF); 8. Joshua Parker/Neng (Reynard FF); 9. Peter Calhoun/Chi (Swift DBI); 10. Richard Arienza/Nwst (Swift DBI); 11. Brent Cary/Indy (Reynard FF); 12. George Schilling/CSCC (Van Diemen RF84); 13. Chris Pruett/SagV (Swift DBI); 14. Ken Hurd/MoHu (Reynard FF); 15. Michael Marich/Nwst (Swift DBI); 16. Ray Thomas/Cinc (Reynard FF); 17. Craig Carr/OHV (Van Diemen RF84); 18. Andrew Howe/Ore (Crossl6 50F); 19. Stephen Geiger/Indy (Reynard FF); 20. PerOla Orvendal/Nwst (Crossl6 50F); 21. Dick Rasmussen/NCar (Van Diemen RF85).			

C MODIFIED LADIES

1. Avril Morrison	Nwst	Swift DBI	123.269
2. Carol Wong/Nwst (Swift DBI); 3. Marie Orvendal/Nwst (Crossl6 50F).			



C MODIFIED
Brandon Lavender
Indy Region
Dulon MP15



championship at 110.309, or 1.357sec over Stone, Schambach, and Corn. Schambach's co-driver, Jim Garry, outran Saunders by a second to push the teenager out of the last trophy position.

Andrew Hahn

C Modified

C Modified took to the East Course for the second heat Tuesday morning in already hot conditions on a day that would see temperatures reach triple digits. C Mod remains primarily the Formula F class using the traditional Ford Kent engine, but also now the recently approved Honda Fit engine. Barry Ott and David Fauth in Ott's Van Diemen were the only converts to the new Honda power while the other 19 competitors stuck with the venerable Ford.

Brandon Lavender declared the East Course, "The most difficult I've ever driven." Lavender's performance at the Spring Nationals on the Lincoln Airpark tarmac last May was experience he put



C MODIFIED LADIES
Avril Morrison
Northwest Region
Petrel Data Systems/
VCMC/Team
Conemaster
Swift DBI

to good use gaining setup knowledge for his 40-year-old Dulon MP15. His 63.3 was quickest of the first runs and his second run 62.542 was best of the day. Ott and Fauth were both within range with high 62s but Joey Schilling could never improve his opening 63.5.

Ott and Fauth expressed optimism for day two. Having run their car in just three previous events, they felt the experience Tuesday left them better armed for an all out assault on Wednesday.

Schilling made a strong charge, managing the fastest Wednesday run at 53.495, yet it was not enough to change the standings. Lavender and Fauth were too close behind him and Ott still had almost half a second in hand.



Fauth had done a 53.5 on his second run to pass Ott and challenge Lavender. Lavender responded with a third run exactly 0.01sec quicker to seal the victory with a winning total time of 116.059, ahead of Fauth by 0.360sec.

Lavender exceeded his own expectations. "I have never been in that position [leading] after day one," he said. "There was no pressure today because I already had a good week going into Wednesday."

C Modified Ladies

This one looked like a regular Northwest Region weekend event. Three drivers, two Canadians from Vancouver, B.C. – Avril Morrison and Carol Wong – sharing the same Swift DB1 and each of them "winning" a course, and a gal from Washington state, Marie Orvrendal, whose Crossle 50F unfortunately had mechanical problems on Tuesday that kept her from posting a competitive time.

The triple digit temperatures had arrived by the time heat five began, including the CML class. Tuesday's results left Morrison in the lead with a 66.149 and Wong trailing by a full second. Morrison was, she said, "throwing caution to wind; I left nothing at the line."

Wednesday, Wong managed to outpace her co-driver on every run and zipped to a 56.164 time. "I was more crazy and kept it mashed to the floor," Wong said. This time she was the one quicker by almost a second, but came up a scant 0.149sec short on overall time.

Morrison earned her first championship with a winning time of 123.269sec, celebrating her first championship with a direct hit of ice

"SIX TIMES TUMBLLED AMONG THE TOP TALENT ON THEIR THIRD TRIES"

D MODIFIED

1. Jeff Cashmore	Milw	Sprinto YC-3	114.664
2. Peter Raymond	ConD	Lotus Super 7	115.521
3. Mark Huffman	Ariz	Lotus Elan	116.533
4. Steve Eymann	Ariz	Lotus Elan	118.139
5. Brian Garfield	WDC	Caterham Seven	118.905
6. Steven Goldine	SanF	Caterham SuperLight-RV	120.263
7. Bryan Packingham	Iowa	Sprinto GC1	121.247
8. Denise Cashmore/Milw (Sprinto YC-3); 9. Jeremy Ellerby/Iowa (Westfield RC 1.4T); 10. David Hedderick/Hous (Birkin CS3); 11. Jeff Ellerby/Iowa (Westfield RC 1.4T); 12. Alan Rae/Nwst (Caterham Super 7); 13. Lee Mabey/Neb (Caterham Super 7); 14. Frank Wiechold/WDC (Caterham Seven); 15. Karen Babb/Nwst (Lotus Elan); 16. Ron Babb/Nwst (Lotus Elan); 17. Stephen Brinkerhoff/Indy (Ultralite XR7); 18. Chuck Meyers/NCar (Caterham Seven); 19. Craig Straub/Sill (Lotus Super 7); 20. Gary Abrahamzon/Hous (Birkin CS3); 21. Charles Spera (Ultralite XR7); 22. Dave Henry/SanF (Caterham SuperLight-RV); 23. Rob Burnett/Wire (Lotus 7).			

D MODIFIED LADIES

1. Ericka Pieracci	SanF	Caterham SuperLight-RV	125.043
2. Lisa Garfield/WDC (Caterham SuperLight-RV); 3. Susan Anderson/Sill (Lotus Super 7).			

water from a cooler dumped over her head by teammates. Soaked but elated, Morrison attributed much of her success to the hard work of these pranksters.

David Webb

D Modified

D Modified was an all Lotus class (sort of) with every driver either in an Elan, a Seven, or one of several Seven replicas. Action started on the East Course in Tuesday morning's second heat with Steve Eymann taking an early lead in Mark Huffman's Elan. It wouldn't last long as class veterans Jeff Cashmore and Peter Raymond got clean 62s on their second runs that vaulted Cashmore into the lead. Eymann and Huffman settled into third and fourth place with 63s. Nobody else was closer than a high 64.

Times tumbled among the top talent on their third tries. Cashmore closed out at 61.488 after Raymond had run a 61.9. Huffman was another full second back at 62.9, blaming his own driving for the



D MODIFIED

Jeff Cashmore
Milwaukee Region
King Motorsports/
Goodyear
Sprinto YC-3



D MODIFIED LADIES

Ericka Pieracci
San Francisco Region
Dave Henry
Caterham
SuperLight-RV

deficit and vowing to improve the following day on the West Course. Only Eymann failed to go quicker, standing on his 63.1. Only Brian Garfield was able to join him in that bracket at 63.8.

Raymond described his Super 7 as "having worked good and able to accept lots of gas through corners." He also managed to keep his tires cool with temperatures in the 90s. Cashmore couldn't attribute any single reason for his strong first day finish, commenting on his car preparation efforts with the Sprinto YC-3, experience with the Lincoln Airpark surface, and fondness for the challenging East Course.

Wednesday, the West Course intensified the competition at the top,

but when the day ended the order remained unchanged. Cashmore pulled off the fastest Wednesday time on his third run, a 53.176, to lead Raymond's 53.6 by half a second on the day and 0.857sec overall. Cashmore's winning time of 114.664sec earned him an eighth National Championship and fourth in D Mod.

Huffman made good on his promise to improve, going 0.008sec quicker than Raymond. He vowed to return next year with a new specification Goodyear tire in his quest to reclaim the D Mod title. Raymond was philosophical about the courses and described his runs on the East Course as "finding the fast line, but the West Course was about finding the fastest line."

Cashmore made a quick swaybar adjustment during Wednesday's runs to tame a loose setup, but otherwise was happy with the car's performance. He'd driven the Sprinto for several years when it was owned by Delmar Long before he purchased it. "I'm still concentrating on working on the car now that I own it," Cashmore said. "What helped this week was worrying about the driver too and remember to concentrate on driving."

E Modified Ladies

ricka Pieracci shared a Caterham Superlight with Lisa Garfield, but the fifth heat competition was just no contest as the rookie from California looked like one of the Air National Guard jet fighters taking off beside some Piper Cub.

Pieracci jumped to the lead on her first run and never looked back leading every run on both days with bests of 67.331 on the East Course, 57.712 on the West. "Remembering to



Dark patches tell the tale of runs gone awry and championships that could have been.

E MODIFIED

1. Jeff Kiesel	SanD	KFR Turbo Sprite	114.866
2. Mark Kiesel	SanD	KFR Turbo Sprite	120.305
3. Steve Brueck	Atl	Jeep YC-J	121.132
4. Robert Tunnell	Colo	BME M3	121.897
5. Jeff Christianson	Iowa	Westfield SE	121.953
6. Ron Ver Mulm/DMV (Camaro); 7. James Mallrich/STL (Mustang Cobra); 8. Eric Prill/Kan (BMW M3); 9. Mark Sawatsky/Badl (MGB GT); 10. Jim Murphy/Atl (Jeep YC-J); 11. Eric Cirks/DMV (Camaro); 12. Dave Whitworth/STL (Mustang Cobra); 13. Delmar Long/Iowa (Westfield RC 1.4T); 14. Chuck Sieber/WDC (Sprite); 15. Ed George/NwOh (Subaru Impreza).			

E MODIFIED LADIES

1. Shawn Kiesel	SanD	KFR Turbo Sprite	119.842
2. Patty Tunnell	Colo	BMW M3	124.933
3. Briget Sawatsky/Badl (MGB GT); 4. Elizabeth Whitworth/STL (Mustang Cobra).			



E MODIFIED

Jeff Kiesel

San Diego Region
Goodyear Tire/
Racing Beat
KFR Turbo Sprite



keep it fun and staying relaxed" was the key, she said. The winning time of 125.043 put her up by 9.350sec on her co-driver, the widest margin of victory of the entire event. With three drivers in the class it meant the First Gear youngster was a National Champion.

David Webb

E Modified Ladies

Shawn Kiesel exited the KFR Turbo Sprite with a grimace. "It's hard on me," she said as she stood rubbing her arms. It might have been tough on her arms but she was tough on her competition running times that would have netted her second place in the Open class.

Heat two, West Course on Tuesday she ran a 55.840 to claim a 1.9sec lead over a 13 time champion, Patty Tunnell. Wednesday, Kiesel laid down a 64.002 to increase her winning margin to 5.091sec and claim a fifth national title, her third in a row. Tunnell with her 24th trophy finish, extended her all time record in the women's category.



E MODIFIED LADIES

Shawn Kiesel

San Diego Region
Goodyear Tire/
Racing Beat
KFR Turbo Sprite

E Modified

It was the last heat on the West Course Tuesday – and heat was the operative word. It was hot under a blazing 102 degree sun, but the green KFR (Kiesel Family Racing) Sprite was even hotter.

Jeff Kiesel was on a quest for a sixth consecutive E Modified National Championship title. No one else was close, not even his father, Mark, in the same car – and Mark finished second! Jeff's 53.617 was 2.5sec ahead of his dad.

Wednesday was much of the same, but Jeff's last run was not without a bit of drama. "That third run would have showed them what this car can do, I wanted a 60.8," he lamented. But a course worker made Jeff stop and

about what he thought was his best run of the day.

"Everything was too hot after that and my chance was gone," Kiesel said. His rerun was still the day's best, a 61.268 to increase his lead to 5.419sec. Kiesel's seventh consecutive championship (his first was in B Prepared) is now the second longest men's winning streak ever.

Mark Kiesel may have had the greater challenge, holding off Steve Brueck in the curious Jeep YC-J, which copies the wartime workhorse's 1946 lines, and Bob Tunnell's BMW M3, which barely held off Jeff Christianson's Westfield.

As he was a year ago, Ron Ver Mulm was one place out of the trophies in his big orange Camaro, and as happened a year ago he was presented the E-for-Extra-Large Mod award at the evening banquet.

Oh, one more thing, Jeff Kiesel's schedule both days included supporting his two kids in karts in the first heat, his wife in EML in the second heat, doing his worker shift in the third heat, and then getting the green Sprite ready for himself and his dad to drive in the fifth heat.

Paul Dornburg

F Modified Ladies

Running in the third heat, Michelle Quinn ran up a convincing 2.3sec lead Tuesday on the West Course, then extended it on the East Course to take the FML National Championship in Jeff Blumenthal's KBS MK7. A 120.137 gave her a third consecutive title in the class.

While many take a more gradual path toward Mod classes, Quinn, who had the West Course best at 54.458, jumped in with both feet. "I started autocrossing six years ago in an

"THERE'S NO ONE ELSE
OUT HERE GOING
FASTER FOR CHEAPER"

Jeff Colegrove

F MODIFIED

1. Jeff Colegrove	Fing	Not A Red Devil	113.709
2. Stefan Colegrove	Fing	Not A Red Devil	114.637
3. Mark Yakich	LOL	Demon	115.676
4. Scott Nardin	SBnd	KBS Mk. 7	115.720
5. Glen Barnhouse	BgSk	Lucifer	116.951
6. Keith Beumer	LOL	Demon	117.347
7. Chris Mosley	LOL	Beelzebub	117.698
8. Jonathan Updegrove	Phil	Raptor	117.876
9. Gary Kramar/Tex (Zink F500); 10. Greg Piper/Tex (KBS Mk. 4); 11. Steven Rosenberg/Phil (Raptor); 12. Bruce Schlaebitz/BgSk (Red Devil); 13. Jeff Blumenthal/NeOh (KBS Mk. 7); 14. Bill Crawford/Chil (KBS Mk. 7); 15. Steven Mosley/LOL (Red Devil); 16. Paul Shaver/Fing (KBS Mk. 7); 17. Ron Fish/Fing (KBS Mk. 7); 18. Craig Hudson/Indy (Invader); 19. Phillip Penner/Tex (Zink F500); 20. Bob Qualkinbush/KC (Adams Aero); 21. Vernon Maxey/KC (Lynx B); 22. Paul Kurtz/Tex (Red Devil); 23. Tom Buckman/SagV (Invader); 24. Jerry Gallegos/RioG (Maverick); 25. Arnie Coleman/Cond (Maverick); 26. Pat McCartin/Atl (DareDevil); 27. Lynn Wilson/STL (Solo Vee).			

F MODIFIED LADIES

1. Michelle Quinn	WNY	KBS Mk. 7	120.137
2. Katelyn Johnson	Tex	KBS Mk. 4	122.917
3. Julie Shaver/Fing (KBS Mk. 7); 4. Angela Previte/BgSk (Lucifer); 5. Alison Hill/Atl (DareDevil).			



F MODIFIED

Jeff Colegrove
Finger Lakes Region
Mitchell Racing
Services/Berg Racing
Not A Red Devil



F MODIFIED LADIES

Michelle Quinn
Western New
York Region
Thanks Jeff!
KBS Mk. 7

automatic Beetle. I had a friend running in F Mod at the time and he needed a tire warmer." Her favorite thing about FM? "It's fast!"

Runner up Katelyn Johnson, 2.780sec behind, could not agree more. With only two practice events in Greg Piper's KBS MK4, she picked up her first trophy in Modified, edging out veteran Julie Shaver by 0.06sec even though Shaver ran quick time of 65.519 on the East Course.

F Modified

In F Mod, Jeff and Stefan Colgrove were back to repeat their 1-2 finish from last year in what they insist is Not a Red Devil, model CM-01. After resolving a clutch problem that caused first driver Stefan to miss his opening run on the West Course, Jeff ran a scratch time of 53.4 plus a cone. This left the door open for Mark Yakich to take an early lead in his Demon F500 with a 53.9. Yakich remained in the lead with a 53.3 through second runs

as Stefan coned a blistering 52.8.

The order for day one was not decided until third runs when both Colgroves – Jeff with a 53.218 and Stefan with a 53.300 – were able to leapfrog Yakich into the top two positions.

Both brothers had a hand in fully redesigning the onetime Red Devil F500 chassis from the ground up. "The aerodynamics package is more commonly seen in road racing," Jeff said. "We designed and fabricated the aero parts ourselves with a bit of help."

They chose FM, Jeff said, because, "There's no one else out here going faster for cheaper. Plus we're racing with a great group of people. Everyone helps each other out."

By the final heat of the day, Yakich noted, “The driving line is rubbered in. Once you push out a bit you’re done. Pretty sure there’s a 52 out there. I power-slid the entire showcase [turn] on my third run.” Yakich said of owner Keith Beumer’s car, “It’s great at everything. The setup is so driveable. It can be fast on any course. It’s just a matter of the driver doing the right thing at the right time.”

With only a 0.7sec spread among the top six drivers going into the second day – Scott Nardin, Beumer, and Glen Barnhouse also under that blanket – the Colgroves had but one strategy: “Drive the wheels off and put a gap between us and third.”

They did just that when Jeff and Stefan put down a 61.4 and 61.6 respectively on their first runs – the only drivers to break into the 61sec range. Then Jeff, on a rerun after stopping for a displaced cone, pulled away from the field, dropped another full second to clock a 60.491. His total time of 113.709 earned him a second straight National Championship. He ended up 0.928sec faster than Stefan, who left Yakich another full second behind.

Carol Wong

Kart Modified Ladies

Suzanne Segal, eight times a winner, and Stephanie Walsh, a first time competitor, were the main combatants in KML. Tuesday was Segal’s day on the West Course, taking her Tony Kart through in 54.519sec on her second run. Walsh and Neva Hoover were in the 57s, Hoover quicker by half a second. Hoover’s AMV did not have anyone running it in the KM Open class, and she does her own setup work.

On the East Course, the KML

“THEY MAY HAVE CHANGED THE NAME, BUT THEY DIDN’T CHANGE THE FINISHING ORDER”

KART MODIFIED

1. Paul Russell	SanD	Tony Kart	110.494
2. Jeremiah McClintock	Det	Renspeed	110.514
3. Larry MacLeod	Det	Birel 125	110.744
4. Jared Langenfeld	KC	Mike Wilson	111.722
5. Marc Segal	LasV	Zanardi KZ1	112.116
6. Shawn Hill	KC	Mike Wilson	112.407
7. Ryan Lower	CPa	CRG Kalifornia	112.438
8. Eric Nelson	CSCC	Tony Kart	112.738
9. Alan Sheidler/NwOh (Renspeed); 10. Keith Vail/NCar (Intrepid Explorer); 11. Mike Kline/WDC (CRG Road Rebel); 12. Jon Clements/CSCC (CRG Road Rebel); 13. Ryan Miles/Kan (Tony Kart); 14. Anthony Montelo/Chi (Birel); 15. Eric Clements/CSCC (CRG Road Rebel); 16. Jordan Hill/KC (Mike Wilson); 17. Paul Durrr/LasV (CRG Heron); 18. Mike McClintock/Det (Tony Kart); 19. James Newman/WDC (CRG Road Rebel); 20. Gregory Vincent/StCt (MBA); 21. Jason Vehige/SWVa (Vanspeed Sirio); 22. Michael Cohn/Chi (SKM); 23. Henry Phillips/InNw (Birel); 24. J. Brett Howell/Atl (Vanspeed Sirio); 25. Steve Lower/CPa (CRG Kalifornia); 26. William Schmidt/KC (Trackmagic Kawi); 27. Timothy Walsh/NCar (Intrepid Explorer).			

KART MODIFIED LADIES

1. Suzanne Segal	LasV	Tony Kart EVR	125.120
2. Stephanie Walsh	NCar	Intrepid Explorer	126.287
3. Neva Hoover/OHV (AMV); 4. Janet Schmidt/KC (Trackmagic Kawi).			

competitors noted it was difficult to see the line while in a kart at speed.

Hoover and Walsh started out with DNFs while Segal coned a quick 68.6. That became worrisome when her next two runs were DNFs. She was in tears after her third run sitting by herself in the kart’s bucket seat. Her husband was out working the course and she had no other crew. With all four women on course simultaneously, she had no idea what Hoover just ahead of her had done, nor Walsh right behind her. She only knew her 125.120 time from the first run timesheets.

Walsh, in fact, had come in with the day’s best, 68.648, but it still left her 1.167sec behind Segal, who hardly believed it when told she’d taken a ninth championship. Hoover, also running her best time, was at 70.6.

Kart Modified

The SEB changed the name to Kart Modified, making it clear this class was part of the Modified pantheon, but



KART MODIFIED

Paul Russell
San Diego Region
Seventh-Gear.com
Tony Kart



KART MODIFIED LADIES

Suzanne Segal
Las Vegas Region
Seventh-Gear.com
Tony Kart EVR

it’s still what had become familiar in Solo as Formula 125. They may have changed the name, but they didn’t change the finishing order as the podium in 2012’s KM was exactly the same as the podium in 2011’s F125.

A grid of 27 drivers assembled for the fourth heat, making this the largest of the Modified classes. Paul Russell, eschewing the conventional wisdom of choosing a high number to go out as close to last as possible, chose a “1” plate for his Tony Kart and challenged everyone else to beat what he put up. Someone did, eventually, but not by enough.

Buzzing around the West Course, Russell ran a 51.4 no one could beat



until it came to Russell's turn again for second runs, and he clocked a 50.7. When the second drivers went out, his co-driver Eric Nelson was having trouble getting the Tony Kart to run smoothly. After Nelson came in, he and Russell began working on the engine to find the problem.

Still, no one could beat Russell's time. Jeremiah "JT" McClintock had a nice tight line around the first turn and came in with a 51.1. Jared Langenfeld, Larry MacLeod, and Alan Sheidler all also brought in 51s.

Nelson managed to pick up to a high 51 on his last run, but with the door left open, it was MacLeod's Birel charging through with a very fast 50.494. Russell and Nelson would be up to 10:30 p.m. replacing the entire ignition system with parts loaned from Paul Durr.

On the East Course, Russell went out for the first run with the engine looking like it was running strong, but he spun and hit a cone. Needing a solid second run, Russell put himself into the 59s. He said he just had to "go for it" on his last run, going a bit faster with a 59.7, for a 110.494sec total, but the whole rest of the class was yet to run.

McClintock pushed hard his last run, visibly sliding the kart through several of the turns. The clocks read 59.408, good enough for FTD but still 0.020sec shy for the combined total – the narrowest margin of victory of the 40th Solo National Championships. MacLeod was the last kart to run, and he came with a 59.6, which would have been enough on raw time to take the win but he'd tagged a cone in the first slalom, so that put him in third. The final order of the KM championship was Russell, McClintock, MacLeod – same as last year.

Chris Teague



A cone call can dash championship dreams, as one can often spell disaster for what might otherwise be a championship-worthy run.

FORMULA SAE

1. Nick Roberts	KC	Jayhawk Motorsports JMS12c	110.542
2. Christopher Moulckers	Hous	UTA F07	110.796
3. Trent Strunk	Kan	Jayhawk Motorsports JMS11	113.192
4. Andrew Dierdorf	Tex	UTA F12	113.904
5. Kyle Walther	Okla	Oklahoma 6010	114.103
6. Tyler Neff	Colo	Colorado State RR11	114.218
7. Ryan Neff/Colo (Colorado State RR11); 8. Jeff Dickinson/Kan (Jayhawk Motorsports JMS12c); 9. Nicholas Deneault/Wich (Wichita State SR-12); 10. Bob Woods/Tex (UTA F07); 11. Tyler Faucett/Colo (Colorado State RR-HB); 12. Kash Budd-Felix/Kan (Wichita State SR-12); 13. Eric Cunningham/Sal (Powercat Panther); 14. Sebastian Peters/Tex (UTA F12); 15. Richard Turner/Okla (Oklahoma 6010); 16. Joe Losito/Sal (Powercat Panther); 17. James Merkel/Tex (UTA F10); 18. Kevin Aiken/Colo (Colorado State RR-HB); 19. Michael Hibbard/Tex (UTA F10).			

FORMULA SAE LADIES

No entries

SUPPLEMENTAL CLASSES

Formula SAE

Heartbreak is being on the wrong side of the closest finish in Solo Nationals history, as in when Nick Roberts lost to Erick Kohler by 0.001sec in 2009 (a record duplicated in CSL in 2010). Roberts was back, in the Jayhawk Motorsports JMS12 out of the University of Kansas, and this year he would not be denied.

Students from six universities, along with the inestimable Dr. Bob Woods, battled for the Open class 2012 FSAE championship in the third heat. No coeds or other ladies contested FSAEL. Last year's dominating team from the University of Maryland was absent, but cars were on the grid for 19 drivers from the always strong University of Texas at Arlington, plus Oklahoma, Colorado State, Wichita State, and Kansas State.

Christopher Moulckers, sharing UTA's 2007 car with Woods, the team's mentor, set the early mark with a 50.9 on his first Thursday run on the West Course. Roberts came back on his second run to take the lead with a 50.7. The Neff twins from CSU were right with him, Tyler running 50.8 while Ryan's 50.9 was only 0.001sec behind Moulckers (Tyler is 11 minutes older than Ryan).

Third runs saw Roberts turn the day's only sub-50 with a 49.957. Moulckers reclaimed second place with a 50.5. Barely noted were the 51.0 put down by Kyle Walthers in the Sooner wagon, Andrew Dierdorf's 51.8 in the 2012 UTA entry, or Trent Strunk's 52.0 in the Jayhawks JMS11 – the only car with just a single driver. They would be noticed on Friday.

Friday, cool and windy, sent the collegians to the East Course. Roberts popped a cone, giving Moulckers the fastest first run with a 61.2. The Jayhawk came back on his second run for his fastest second day time at 60.5. It was enough. His two day total was 110.542.

"We definitely noticed the wind today. We were worried about getting enough speed uphill," Roberts said, meaning into the wind, as the site really doesn't have hills. But the wind didn't really seem to be that much of a factor. Roberts claimed the cooler Friday temperatures really didn't play into it, either. As he put it, "We had tire blankets so, of all the drivers here, we were probably the least worst off as far as tires go."

The victory also earned Roberts the



FORMULA SAE

Nick Roberts
Kansas City Region
Costal Enterprises/
Cytec/Airtech
Jayhawk Motorsports
JMS12c



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The Neffs were having fits with the less rhythmic East Course. So close on Tuesday, the Ram Racing car was three seconds out on Wednesday. Into the gap flew Moulckers, whose final run 60.206 was the quickest of the day, leaving him 0.254sec behind. Strunk in the second Jayhawk car shrugged off a pylon penalty and a DNF to flash through the lights at 61.1, flying up from a no-trophy seventh to take the last podium spot. Dierdorf for the Mavericks, Walther for the Sooners, and Tyler Neff for the Rams claimed the remaining trophies, with Ryan Neff just missing.

John Lieberman

Road Tire RWD

RTR's inaugural appearance as a supplemental class was met with strong participation numbers.

Thirty-six drivers competed in cars of varying power (thumping V8s to meek little four bangers), base classes (Super Stock to G Stock) and tire types (seven different brands), using Rick Ruth's PAX index for the first official time at the Solo National Championships.

Dunlops and Toyos were the top tire choices, but ultimately it was Lance Keeley driving his G Stock Hyundai Genesis turbo coupe on Bridgestones who took the class win making RTR the only class won on the Japanese rubber. With the softest PAX index of the field, Keeley was able to clinch the victory over Adam Anson's C Stock 1999 Miata by 0.125sec on the index, although Anson had been more than three seconds quicker on the pavement.

Keeley had taken an early lead Thursday during the third heat on the

ROAD TIRE RWD

1. Lance Keeley	Milw	GS Hyundai Genesis	(138.981) 113.131
2. Adam Anson	DMV	CS Mazda Miata	(135.962) 113.256
3. Jed Peterson	Tenn	ES Mazda Miata	(137.281) 113.669
4. Stephen Hui	Nwst	BS Honda S2000 CR	(134.941) 113.755
5. Trevor Jones	Milw	CS Subaru BRZ	(136.884) 114.024
6. Jeff Slater	Milw	CS Mazda Miata MS-R	(137.796) 114.784
7. Des Toups	Nwst	CS Scion FR-S	(138.555) 115.416
8. Mark Hirt	Chi	CS Mazda Miata MS-R	(139.090) 115.862
9. Marco Diniz de Oliveira	Det	DS Chrysler Crossfire	(141.514) 116.183
10. Carl Kirkegaard	Iowa	DS BMW 330i	(141.842) 116.452
11. Tad Kaminski/Colo	(CS Nissan 370Z);	12. John D. Ryan/AlHi	(CS Subaru BRZ);
13. Jason Kuks/Milw	(BS Honda S2000);	14. Omar Akbar Khan/Milw	(DS BMW 330i);
15. Salil Shukla/Colo	(CS Nissan 370Z);	16. Mark Andy/StCt	(CS Mazda RX8);
17. Wes Jenrich/Chi	(CS Scion FR-S);	18. Jeremy Boysen/DMV	(CS Scion FR-S);
19. Mark Strong/TnnV	(CS Mazda RX8);	20. George Modlin/Fing	(CS Pontiac Solstice);
21. Steven Nackers/Milw	(DS BMW 325i);	22. Rygh Galloway/KC	(AS Porsche Cayman S);
23. Joel Ferguson/Nwst	(BS Honda S2000 CR);	24. Chris Bienert/DMV	(CS Mazda Miata);
25. John Jacobs/DMV	(CS Scion FR-S);	26. Greg Maloy/StCt	(CS Mazda RX8);
27. Jeremy Anderson/LOL	(SS Corvette Z06);	28. Don Muehlbauer/Milw	(DS BMW 325i);
29. Ryan Johnson/Milw	(BS Honda S2000);	30. Jared Ressler/NwOh	(BS Honda S2000);
31. Andy Seipos/Chi	(SS Corvette GS);	32. Eric Doucet/NwOh	(BS Honda S2000);
33. David Steger/Atl	(ES Mazda Miata);	34. Tashko Sarakinov/Fing	(GS BMW 318ti);
35. Mike Wolf/Guam	(GS BMW 318ti);	36. Rocky Entriiken/Sal	(CS Mazda Miata).

ROAD TIRE RWD LADIES

1. Brooke Bierman	DMV	CS Scion FR-S	(147.313) 122.712
2. Kathryn George/Chi	(ES BMW Z3).		



ROAD TIRE RWD

Lance Keeley
Milwaukee Region
Hyundai Genesis



East Course but gave it up and fell to second behind Stephen Hui's BS Honda S2000, which had the FTDs of 72.474 in raw time and 61.053 on index.

Friday on the West Course, Keeley jumped back to the top of the standings on his second run, a 63.9, which indexed to 52.0. Keeley's move to first dropped jaws of his competitors, many of whom swore earlier, "There is no way RTR is going to be won on Bridgestones." But it was, with a true 138.981 and an indexed 113.131.

Anson would settle for second place, despite having the top RTR times on Friday with a 62.389 raw and 51.970 on index. Jed Peterson snatched up the last trophy spot in the class driving an E Stock 1996 Miata. Anson and Peterson both snuck in behind Keeley on their last runs edging out Hui's S2000 and Trevor Jones in his illustrious 2013 Subaru BRZ.

RTR proved to be the preferred playground for the new BRZ and Scion FR-S, with no fewer than six drivers



ROAD TIRE RWD LADIES

Brooke Bierman
Des Moines
Valley Region
FT-86 SpeedFactory/
JB Autosports
Scion FR-S

choosing the new sports coupes as their weapon of choice. Also among the seven cars claiming the 10 trophies were Chrysler's Crossfire and BMW's 330i. Nissan's 370Z just missed. The multifaceted class also had a Mazda RX-8, a Pontiac Solstice, a Porsche Cayman, and a Chevrolet Corvette on its grid.

Road Tire RWD Ladies

Next year's Scion and a BMW from 15 years ago made up the supplemental RTRL class in the fifth heat. Brooke Bierman gave Scion its first National victory over circuit racer Kathryn George. Bierman wheeled the showroom-fresh FR-S, a C Stock car, to

the top at her first National level event. Emotions and anxiety were high as she lined up for her run.

“I didn’t know if I would cry or throw up,” she admitted. Instead, she just closed her eyes to focus. With that out of the way, it was back to business.

Thursday, she posted a best of 78.993sec (65.801 on index), and Friday turned a 68.320 (56.910). The two-day total of 147.313 indexed at 122.712.

George’s appearance at Nationals trails in the wake of a “heartbreaking” road racing accident in her BMW E36 M3. George, a diehard BMW fan with six BMW cars and three BMW motorcycles, was sporting a 1997 BMW Z3 convertible from E Stock. George admits only occasionally autocrossing as a tool for honing skills as she prepares to return to the track. On Friday her first two runs resulted in epic spins, but on the last one she found the groove dropping 14 seconds. “One more run!” George pled, but the dust had settled and she had taken the contest to a 2.602sec indexed margin.

Jake Namer

Road Tire FWD

Road Tire FWD was a class as diverse as any in the Solo Nationals lineup. Minis, Mazda 3s, Neons, Cobalts, Corollas, a Civic, and even a Volvo competed from the DS, GS, and HS ranks. Thursday on the East Course, the weather cool and slightly overcast, rookie Adam Barber’s ES Neon charged out on its first run to take a commanding raw time lead at 74.3. Five drivers battled each other in the 76s. Through second runs and into the third, the battle intensified as each continued to whittle down Barber’s lead to be in striking distance for their day two assaults.

“I DIDN’T KNOW WHAT TO EXPECT FROM SUCH A WIDE OPEN CLASS” Mark C. Allen

ROAD TIRE FWD

1. Mark C. Allen	SanF	HS Mini Cooper	(140.499) 112.259
2. Bart Hockerman	Milw	HS Mazda 3	(141.634) 113.166
3. Adam Barber	Chi	GS Dodge Neon	(139.205) 113.313
4. Morgan Trotter	CSCC	GS Dodge SRT4 ACR	(140.092) 114.035
5. Michael Hill	KC	HS Mini Cooper	(142.753) 114.060
6. John Souder	NwOh	HS Mazda 3	(142.807) 114.103
7. Adam Deffenbaugh	Cill	HS Mazda 3	(143.414) 114.588
8. Jeremy Salenius/KC	(DS Mini Cooper S);	9. Sam Karp/Milw	(HS Mazda 3);
10. Kurt Rahn/CSCC	(DS Mini Cooper S);	11. Sean Tate/SagV	(GS Chevrolet Cobalt);
12. Nicholas Bedell/LOL	(HS Mazda 3);	13. Keith Koegler/NwOh	(HS Mazda 3);
14. Mile Leeder/Milw	(DS Chevrolet Cobalt);	15. Kevin Yap/NeOk	(HS Toyota Corolla);
16. Daniel Berger/LOL	(HS Mazda 3);	17. Ben Castillo/Tex	(GS Volvo C30T5);
18. Jimmie Stewart/Tex	(GS Honda Civic Si);	19. Jeremy Utterback/Susq	(HS Toyota Corolla SR5);
20. Charles B. Tate/SagV	(GS Chevrolet Cobalt);	21. Ray Cheslock/Tex	(HS Mini Cooper);
22. Brad Foreman/OhV	(DS Mazdaspeed 3);	23. James Thornton/Tex	(DS Mini Cooper JCW).

ROAD TIRE FWD LADIES

1. Liz Foreman	OhV	DS Mazdaspeed 3	(149.857) 123.033
2. Jody Bedell/LOL	(HS Mazda 3);	3. Linda Ruschak/InNw	(DS Mini Cooper S).



ROAD TIRE FWD

Mark C. Allen

San Francisco Region

DPI Products

Mini Cooper



Third runs kicked off with Mark Allen – no, not that one – going out in his JCW-upgraded Mini against an HS index to take the top trophy spot away from Barber. Allen’s 75.2 indexed at 60.162 although Barber followed two cars later and shaved 0.004sec off of his first run with the day’s best raw time, 74.313, and an index of 60.4. Bart Hockerman’s HS Mazda 3 followed closely in third. Next up were John Souder, Adam Deffenbaugh, Morgan Trotter, and Michael Hill.

Friday, much more overcast and cooler, Barber again went straight out the West Course starting chute and put down a fast 64.9 for everyone else to chase. Curiously, just ahead, Allen was 1.2sec slower through the lights but they had indexed exactly the same 52.883 PAX time so they were still running first and second.

Second runs led to more class shuffling as Hockerman came back with a clean fast time to take second place in the class, bumping Barber to third.

It also was Hockerman’s first trip to Nationals (friends insisted that he come), and he was driving a borrowed a car he had only competed in twice before.

The top four would post their best times on their second run. Trotter, in fourth, had the best raw time at 64.623, but the best index belonged to Allen at 52.097. With best index both days the California Mark Allen (not the one from Florida), in only his second Nationals, totaled a raw 140.499 and an indexed 112.259 to take the big trophy. He was followed by Hockerman, then Barber with the best raw total of 139.205.

Allen attributed some of his second day success to tire pressure tweaks he



ROAD TIRE FWD LADIES

Liz Foreman

Ohio Valley Region

Life

Mazdaspeed 3



made to adjust for the course. "I didn't know what to expect from such a wide open class," he said. His second year at Nationals, he hasn't hit a Nationals cone yet, which may be due to his past experience working at the Bondurant school. Or perhaps it's because of self-taught skills honed on mountainside power line roads as a teen dreaming of a rally car career.

Road Tire FWD Ladies

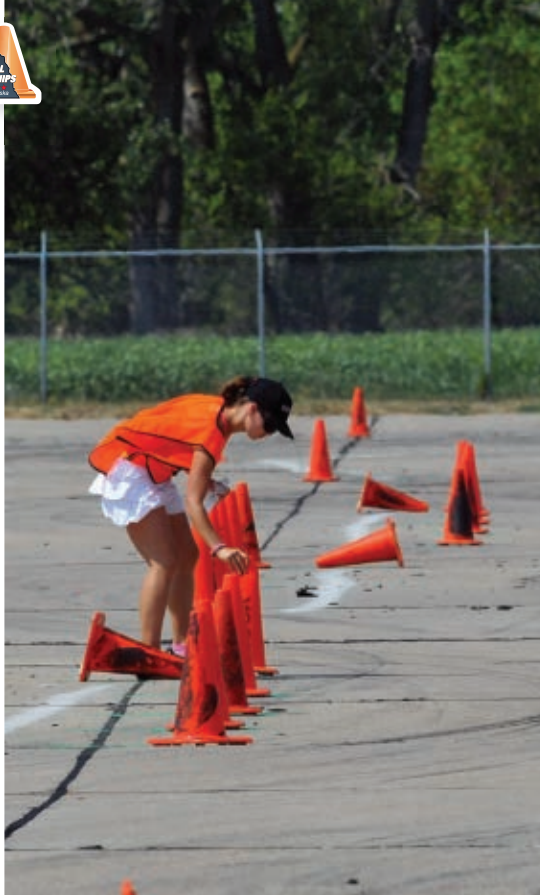
Under a now blazing hot sky, the RTF Ladies class arrived in the fourth heat. Linda Ruschak grabbed a solid two-second lead after Jody Bedell and Liz Foreman coned their first runs. Bedell claimed top spot on second runs with a better index in her HS Mazda 3 than her two DS opponents. Foreman finally cleaned things up on her last run of the day and matched the heat of the afternoon with a smoking hot run of her own, 80.557 raw, 66.137 PAX, stealing the lead by nearly a full second in a DS Mazdaspeed 3.

That lead would prove very important on Friday as all of three women became quite serious about turning in fast times and clean runs. Foreman and Ruschak both had 69s on their second runs, Foreman quicker at 69.300. Bedell waited for her third, clocked a 70.5, and scored best PAX at 56.341. So close. On the index scoring she was just 0.402sec behind Foreman, who had gone for the final superhero style run, but scored a DNF instead of nailing it like she had the previous day.

Alexandra Zust

Road Tire AWD

RTA was a new class this year and was almost entirely dominated by D Stock Scoobie Doos (read that: Subaru WRX and its variants) with



The curvey wallums proved problematic for some competitors, with a number of cones paying the price.

ROAD TIRE AWD

1. Andy Smedegard Milw DS Subaru WRX (136.351) 111.944
2. Andrew Barrette NEng DS Subaru WRX (136.672) 112.208
3. Eric Koehler Milw DS Subaru WRX (137.388) 112.796
4. Tom Reynolds RioG DS Subaru WRX (137.998) 113.296
5. Chris Harp/ETnn (DS Subaru Impreza WRX); 6. Paul Dodd/RioG (DS Subaru WRX); 7. Curt Boegemann/ETnn (DS Subaru WRX); 8. Emanuel Martin/Cill (DS Subaru WRX); 9. Kenneth Johnson/NEng (DS Subaru WRX); 10. Ira Cruz/CSCC (BS Mitsubishi Evo); 11. Gary Patrick/Cill (DS Subaru WRX); 12. Marco Cruz/CSCC (BS Mitsubishi Evo); DQ. Preston Jordan/LOL (DS Subaru WRX).

ROAD TIRE AWD LADIES

No entries



ROAD TIRE AWD
Andy Smedegard
Milwaukee Region
365Racing.net
Subaru WRX

one B Stock Mitsubishi Evo tossed in for good measure, so although the class was indexed the PAX hardly mattered. In the end, Subarus took all four trophy positions with tire choices evenly split between Hankook and Dunlop. Andy Smedegard went home with the top trophy.

Thursday morning's first heat started out warm and windy on the West Course with Tom Reynolds taking the early lead, followed by Andrew Barrette and Preston Jordan, all in the 63s. A 63.003 moved Barrette into the lead on his second run, Smedegard shook off two coned runs to claim second place with a shade slower 63.0, while Reynolds' original 63.3 held on for third.

No RTA Ladies entered, so the all-wheel-drive cars were not seen again until Friday morning on the East Course. Things were about to change. Temperatures had dropped and winds had picked up. Barrette went out to lay down a 73.6 on his first pass and Koehler followed with a quicker 73.6 on his second. Then came Smedegard, running the last car number, and put down a 73.296 on his second run. That turned out to be the fastest Friday run time and enough to total 136.351 and propel him to the victory by 0.321sec over Barrette.

Oh, wait, this is an index class. For the record, on PAX, Barrette's Thursday FTD was 51.725, Smedegard's on Friday was 60.176, his total time was 111.944 and his margin of victory was 0.264sec.

In his first year at Nationals, Smedegard said, "[Friday] was definitely cold and very windy. Having a co-driver definitely helped. The West Course was a little more difficult and somewhat frustrating but the East Course flowed nicely and was much more enjoyable."

John Lieberman

Street Modified FWD Ladies

The women of SMFL ran early in the day during the second heat, beginning Thursday with the West Course. Four Honda drivers and a lone Mini Cooper S made up the field. Morning conditions on day one were pleasant.

Ginette Jordan has been doing this a while and knows her Civic very well, having driven it for years in FSP. She came off the first run with the lead and never relinquished it, setting the bar very high on day one with a fast

time of 59.713 from her second pass, a lead of nearly three seconds.

"We're not going to change anything on the car for the East Course," she said. "I'm just going to walk the course a lot. The car will do well there."

On the second day, when early heats were battling cold and windy conditions interspersed with small patches of rain, fuel line issues with her Mini forced Rebecca Zacharda to find another vehicle. She was in second position and hoped to be able to hold on to the trophy spot. Bryan Mancuso and Don Kuehl stepped up to offer her a drive in their extremely quick Honda CRX to complete her runs.

Zacharda took to the CRX well enough to stay in second position, but the skill and experience of Jordan could not be overcome. Jordan set the fast time on the East Course at 71.116. Combined with her Thursday time, this gave her a total time of 130.829, taking the win in SMFL by 5.716sec. It is Jordan's 11th championship, won 27 years since her first one – among women the third longest spread from a first to last championship.

Street Modified FWD

Street Modified FWD ran during the fifth heat each day. Just like the Ladies class, the field was comprised of Hondas except for a lone Mini.

Thursday saw two vehicles rise to the top: The 1993 Civic of Jinx Jordan and Fred White and the 1991 CRX of Don Kuehl and Bryan Mancuso. These four drivers owned the class. Unfortunately, trophies went only three deep.

Jordan came out of the gate flying, but was dirty on run one, and had a huge spin on run two in the "Double Down" section of the West Course. This

"I HAD NOTHING BUT CONCERN ABOUT THIS EVENT" Bryan Mancuso

STREET MODIFIED FWD

- | | | | |
|---|------|-------------|---------|
| 1. Bryan Mancuso | NEng | Honda CRX | 126.508 |
| 2. Jinx Jordan | Atl | Honda Civic | 126.734 |
| 3. Don Kuehl | NEng | Honda CRX | 129.226 |
| 4. Fred White/NEng (Honda Civic); 5. Mike Forsythe/Colo (Honda Civic); 6. Tom Kotzian/Ore (Honda Civic); 7. Shawn Larson/Colo (Honda Civic SI); 8. Allan Zacharda/Ore (Honda Civic); 9. Kurt Thomsen/Neb (Honda Civic). | | | |

STREET MODIFIED FWD LADIES

- | | | | |
|---|-----|-------------|---------|
| 1. Ginette Jordan | Atl | Honda Civic | 130.829 |
| 2. Rebecca Zacharda | Ore | Honda Civic | 136.545 |
| 3. Kathleen Barnes/NEng (Honda Civic); 4. Jocelyn Locascio/SCar (Honda Civic); 5. Angela Carlasccio/CFla (Honda Civic). | | | |



STREET MODIFIED FWD

Bryan Mancuso
New England Region
Big Budget Racing
Honda CRX



STREET MODIFIED FWD LADIES

Ginette Jordan
Atlanta Region
Hoosier/KARCEPTS/
Hasport/OS Giken
Honda Civic

left the door wide open for Nationals rookie Mancuso, who put down a solid 58.4 on run two. Jordan would answer on his third run, however, driving harder and cleaner, setting the fastest class time for the day at 57.866.

On Friday, by the time the fifth heat rolled around, weather conditions had stabilized and the skies of Lincoln were sunny and warm. The Mini, driven by Allan Zacharda and Tom Kotzian, suffered from fuel line issues and had to be abandoned after first runs for an underprepared Civic on street tires.

Jordan was once again battling cones on his first two runs. Mancuso again seized the opportunity, running a 68.026 on his second run, putting him safely in the lead. Jordan would need a clean 68.6 on his final run to catch the rookie. Clean it was, and fast, but it came up short by a little more than 0.2sec.

There was much celebrating, and Mancuso was grinning ear to ear after being doused with water in celebration.

In his first trip to Nationals, in a newly developed car, he had defeated a Nationals veteran. He would finish with a total time of 126.508 – Jordan just 0.226sec behind. In the co-driver duel for the last trophy, Kuehl edged White by half a second.

"I had nothing but concerns about this event," Mancuso said. "We have put in so much work over the last three months, and it paid off."

Chris Harp

Formula Junior A

"How many is that?" That was the announcer's questions asked during Wednesday night's awards presentation. Julian Garfield, still

awaiting his cue to climb the dais to accept his trophy, hesitantly raised his hand with all five fingers extended, a shy smile on his face. "Five," the announcer barked.

As an undefeated winning streak goes, this hadn't been done by a male competitor since the 1970s, not since the first years of the Solo Nationals. He matches up with E. Paul Dickinson, whose five win string in AS and AP ended in 1980, and is one shy of Gene Hanchett, who won six in CP ending in 1979.

A nearly cloudless sky greeted the Juniors, who would be the first to test the West Course on Tuesday. Kate Regganie was the surprise of the first runs at 57.8, which held up against Garfield's 57.9 and was eventually topped only by Kevin Teague's 57.2. And so the stars of the show were established.

It wasn't long before Regganie was at the line again to chase down Teague – and that is exactly what she did, clearing the course with a 56.7. Garfield dropped the proverbial hammer and blitzed to a 55.383. Regganie clawed back almost a full second on her final run, finishing with a 55.9 to Teague's 56.4.

Wednesday morning, the East Course started out much cooler than the previous day, cold tires inducing more than a few spins. The leaders were not exempt. Regganie looped her BRM kart heading into the very tricky "cliffhanger" element on her first run while Garfield and Teague posted identical 67.894s. On second runs, Garfield went into the "Tilt-A-Whirl" too fast and lost the back of his kart to a spin. Teague pushed to a 66.9. Garfield still held the overall lead but the margin was now cut to less than a tenth.

“THE TWO PUSHED EACH OTHER SO HARD THEY OPENED UP A GAP OF MORE THAN 13 SECONDS TO THE FINAL PODIUM SPOT”

FORMULA JUNIOR A

1. Julian Garfield	WDC	Arrow AX-9 4S	120.958
2. Kevin Teague	CSCC	Renspeed	123.349
3. Kate Regganie	Chi	BRM	123.717
4. Carson Garfield	WDC	Kosmic T11	124.722
5. Zach Moore/Milw (Haase Blizzard) 6. Kevin Jung/CSCC (CRG); 7. Neelu Yeoh/CSCC (CRG); 8. Kencey Christopher/CSCC (Renspeed); 9. Dana Gill/MidS (Haase Blitz); 10. Jackson Bartling/Hous (Indy Kart); 11. Mikaela Rader/Kan (Haase Blitz); 12. Willy Taylor/Colo (Maranello RS).			

FORMULA JUNIOR B

1. Tom Regganie	Chi	Margay	127.464
2. Zak Kiesel	SanD	Nelson Special	127.939
3. Riley Heaton	Neb	Margay	141.088
4. Kaila Kiesel/SanD (Nelson Special); 5. Jensen Peppler/FTWn (Energy Hero); 6. Johan Yost/Colo (Nelson CRG); 7. Robert Ekstrand/CSCC (Tony Kart Rocky); 8. Jake Richardson/NeOk (Birel C28).			

After Regganie ran 67.7 to hold onto a podium spot, Garfield came up to see if he could tame the tricky East Course. He wrestled it into submission with a time of 65.575 – more than a full second clear of any other competitor and totaling 120.958. Teague could not touch Garfield's third run flyer and finished 2.391sec back.

Formula Junior B

JB ran alongside JA on Tuesday morning. Tom Regganie was fast right out of the gate, throwing down a time of 59.1. Zach Kiesel, running with his sister Kaila and the only second driver in the JB field, had the second fastest first run of 60.5. On second runs Regganie got down to 58.9 while Kiesel knocked down a 59.7. The real show started on third runs when Regganie ripped off a 58.630. Kiesel calmly climbed into the Nelson Special, kept his foot planted on the throttle, and crossed the line with a time of 58.7. Now only 0.16sec separated the two.



FORMULA JUNIOR A

Julian Garfield
Washington DC Region
Elgin Racing/York
Automotive/OG Racing
Arrow AX-9 4S



FORMULA JUNIOR B

Tom Regganie
Chicago Region
Margay

Wednesday brought them to the technical East Course, and the battle heated up. Regganie clipped a pylon allowing Kiesel to take the lead. On second runs both youngsters ran low 70s, but both had a lot more left.

On his third run, Regganie tuned his tour of the course to come home at 68.834. Knowing his target, Kiesel also tried to eliminate any time wasters – the result this time being a not quite fast enough 69.1. Tom Regganie's 127.474 is his third consecutive win at the Solo Nationals by a margin of 0.475sec. The two pushed each other so hard they opened a gap of more than 13 seconds to the final podium spot.

Keith Vail

SOLO AWARDS

THE MOST IMPORTANT awards in Solo now highlight the evening banquets of the Tire Rack Solo National Championships, before an audience of those appreciative of the occasion. The most prestigious of these were presented at Wednesday's gathering.

THE SOLO CUP is the highest award in the Solo pantheon, given for service to the program. This year it went to Marcus Meredith (right), Detroit Region, who served on the Solo Events Board for six years, 2002-'07, and as its chair his last three years. Meredith would go on to be elected to SCCA's Board of Directors, representing Area 4 (Great Lakes Division) from 2009-'11. Meredith was driving in his 20th consecutive Nationals this year.

THE DRIVER OF EMINENCE AWARD, representing driving excellence and sportsmanship, went to Sam Strano, Washington DC Region, a seven time Solo National Champion who this year collected his 16th consecutive Solo



(BELOW) Howard Duncan presents the Driver of Eminence Award to Sam Strano (right). (BELOW, RIGHT) Spirit of the Sport award went to Danny Kao (center).

attired in some costume of the previous recipients' devising. Heyward Wagner, representing the Atlanta Brotherhood (which won in 2011), said from the dais that the sheep "spent most of his time in Atlanta, but does not remember much of it." Kao on the other hand, at least according to Wagner, "hasn't had a beer

since 1985," was once attacked by a monster goose, has an affinity for farm animals, and aspires to be champion of the SSL class. "If you're not having fun when he shows up, you start having fun," Wagner said. He also added an anecdote of an occasion when Kao bought a junior karter a new helmet after the youngster's was damaged.

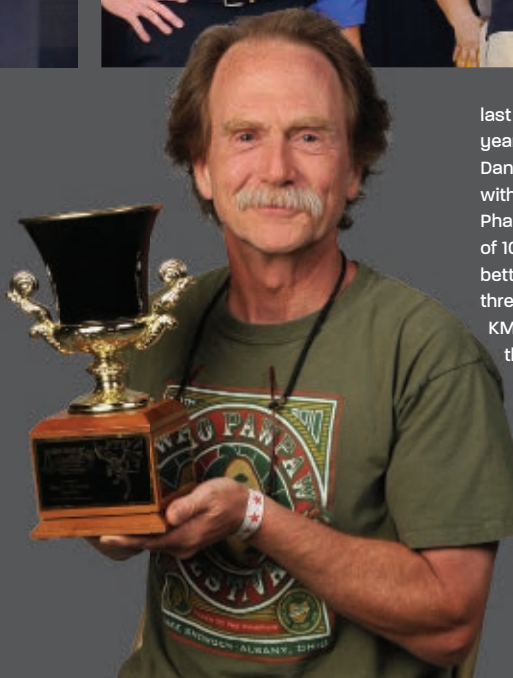
BFGoodrich Tires presented a **CLOSEST TO A TROPHY AWARD** both Wednesday and Friday evenings. Wednesday's was unusual in that James Darden, Continental Divide Region, 10th in ESP, was first out of the trophies with the exact same time as the final trophy winner. The tie was broken by second-best times with Darden on the wrong end by 0.370sec. On Friday, the prize – a set of BFGoodrich tires – went to Bea Regganie, Chicago Region, fourth in SSL by 0.032 sec.

The **SMALL FORTUNE RACING FTD AWARD** also was presented on Friday, at



Nationals trophy. Strano also owns multiple Tire Rack ProSolo National Series trophies. Presenter Michael Johnson noted with some satisfaction (since, he added, Strano has beaten him on a number of occasions), that Strano's first Nationals in 1995 was a 51st place finish in C Stock. Since then, always in big bore FS, ESP, or SS cars, he has never failed to score a trophy finish.

The Roger Johnson **SPRIT OF THE SPORT AWARD** is at the same time a coveted honor and an occasion to trash the recipient – this year it was Danny Kao, Washington DC Region, who received the bashing. The award is a stuffed sheep mounted on a trophy base, and always



last returned to A Modified after two years of other classes stealing the honor. Dan Wasdahl (left), Neohio Region, won it with his fourth championship in his BBR/ Phantom DVS-1, an out-of-this-world time of 105.8sec. Nobody else all week could better a 110, posted by the winners of all three of the other prime contenders, BM, KM, and FSAE. Wasdahl is the only three-time winner of the award.

Although not an award specifically, it was also announced Friday that entry fees to run on the practice course operated at the north end of the paddock by Nebraska Region had generated a \$7,000 donation to the SCCA Foundation.



THE GUMOUT ALL-STAR SHOOTOUT

After being introduced to the Solo community at the 2011 Tire Rack Solo National Championships, the Gumout Use Your Motorhead All-Star Shootout returned for the 2012 running. This special event takes top competitors from each heat, based on indexed PAX scores, and puts them head to head in the Gumout/Black Magic/BFGoodrich Tires Volkswagen Golf to find the best of the best. At the inaugural event, Bartek Borowski bested all of the Tuesday/Wednesday qualifiers to take home \$500 first place prize, while James Fineberg

did the same feat in the Thursday/Friday bracket.

For the 2012 event the Volkswagen Golf received a few performance tweaks, with the primary change being a switch from street tires to the competition specific BFGoodrich Tires g-Force R1-S. Combined with the previous modifications, the Golf now represents what you might find a Street Prepared VW driver piloting around a Solo course almost anywhere in the country.

Taking the first crack at the revised VW were the Tuesday/Wednesday Solo Nationals

competitors. No stranger to first place, Bryan Heitkotter – fresh off of his Street Touring Xtreme class win – took the top prize of \$500. After making quick work of the D Modified, class Jeff Cashmore jumped into the Gumout Golf and was quick enough to claim second place, and \$250 for his efforts. Third place, and \$125, went to D Stock Champ Mark Smith.

The Thursday/Friday groupings saw drivers typically found in high-powered rear-wheel-drive cars sweeping the competition. G.J. Dixon seemed to have no trouble adapting

from the Porsche GT3 that netted him the Super Stock win to the VW, and he claimed the Friday win and the \$500 prize. After winning the D Street Prepared title, Alex Shchipkov still had enough speed to claim second in the shootout and the \$250 prize that goes with it. The final step on Friday's podium went to Michael Maier, who stepped out of his tire-shredding C Prepared Mustang and adapted as quickly as he could to the comparatively low powered front-wheel-drive VW and was rewarded with \$125.

Jason Isley



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COMPLEX BEAST

The 2012 Tire Rack ProSolo Finale and National Series Championship

BY PAUL BROWN
PHOTOS RUPERT BERRINGTON

The 2012 Tire Rack ProSolo National Series came to an end on a hot and steamy weekend in September in Lincoln, Neb. A very successful year ended with two somewhat controversial courses and the largest entry levels ever for a ProSolo Finale. After the 250-car entry limit was reached, SCCA decided the event could handle another 20 entries – adding roughly one additional hour to the run time of the event. The only issue ended up being that since

every competitor had run at least two other events during the season, so there was no indexed “one eventer” class, and therefore no handy pool from which to draw Challenge workers. As such, a pay-for-work scheme (not much pay for quite a lot of work) was hatched to fill those critical positions. Needless to say, the ProSolo Finale was a fairly complex beast.

Class competition at the event not only decides who wins at the event, but also who becomes the Tire Rack ProSolo National Series Championship in those classes. Since the event scored double the points compared to

a regular season event, and there are additional bonus points given for leading each of the three heats of competition, the Finale by itself is worth more than half of the season's points. Maximum points coming in to the Finale is 45 – two regular season wins plus a five-point bonus for a Zone championship. A class win at the Finale is worth 40 points, and five bonus points per round brings the available points up to 55. This, however, is a very difficult thing to do, as evidenced by only nine competitors managed the task. More common were the 96-point (coming in with a Zone



championship earned with a first and a second place) and 95-point (two wins, but led two of the three heats at the Finale) variety.

Class competition is also Challenge qualifying. Yes, it is critical to ProSolo success to do well in class, especially at this Finale event. David White was the last qualifier for the Gumout Super Challenge, and he was second in Street Mod, just 0.340sec behind the class winner. Challenge points, however, do not parallel class points. There's no way to award bonus points for heats as there's just one heat, but a Challenge win during the season is worth 45 points while a win at the Finale is worth 56. Qualifying bonuses don't change at all, ranging from a dozen points for the top qualifier down to a single point for 11th and 12th. Despite this, it seems that doing very well at the Finale is the best path to the JCJ Cup.

Quite a number of classes were either tied or nearly so after the regular 2012 season ended. In most cases, there were three different Zone champions, and in almost all of those, the Zone champion had either two wins or a win combined with a second place finish. That four-point margin is

dwarfed by the eight-point margin between the top two positions at the Finale, and the available 15 bonus points means that a four-point difference is, for all practical purposes, a tie. Quite a few classes sported three different Zone champions, despite the various events that counted for two different Zones, and the Spring Nationals counting for all three. Exactly one competitor managed to win all three Zones in his class (and we'll talk about him a bit later on). In any case, most classes were wide open, with nearly all attendees having a mathematical chance at winning their class for the yearend accolades.

TAKING THE CLASS

Super Stock was particularly tough. Matthew Braun, Sam Strano, and Jason Burns each earned a pair of wins and the resulting Zone championship during the season. Braun led the first heat, Brian Connors joined the party to led after Saturday afternoon, but fell all the way to fifth place on Sunday morning (a huge scrambling of the results even for ProSolo) when Braun returned to the top to take season honors.

“DOING VERY WELL AT THE FINALE IS THE BEST PATH TO THE JCJ CUP”

(ABOVE) The Gumout Super Challenge at the Tire Rack ProSolo Finale saw the KM of Paul Russell (1) face off against Joe Tharpe's SSP Corvette (189). Tharpe won the final pairing and celebrated his Finale Challenge victory in the paddock (RIGHT).



The nine perfect points performances (100 for the season) were Kenneth Baker in CS, Craig Wilcox in DS, Mark Daddio from FS, Greg Reno in HS, Jason Uyeda in BSP, Paul Russell in KM, Leeric Cramer in L2, Julian Garfield in FJA, and Zak Kiesel in FJB. Braun from SS was joined by Tony Savini from AS, James Yom from BS, Bartek Borowski from ES, Samuel Krauss in ESP, Andy Hollis in STF, Erik Strelnieks in SSM, and Andrew Barrette in RT as drivers who came in with perfect points, then led for two of the three heats at the Finale, dropping just five points from a perfect season. The other nearly-perfect champs – those who came in with a first and a second place, then led all three heats – were Mark Valera in GS, Tom Berry in ASP, and Scott Fraser in CSP.

Of the rest of the class championships, quite a few were won with some combination of bonus points and a class win at the Finale. Jason Frank in STC, Tom O’Gorman in STS, Jeff Hurst in STX, Robert Irish in STU, Marc Pfannenschmidt in STR, and Leslie Cohen in L3 all took that route. Others took a more devious approach. Dough Rowse in DSP, Mike Forsyth in SMF, Jeff Kiesel in R1, and Beth McClure-Strelnieks in L1 all managed to overcome losses at the Finale to hold on to season championships. Not surprisingly, every one of them came in with perfect points and led at least one heat to grab bonus points. Also not surprisingly, these were the closest points races of the year, including two single point decisions, including Rowse over event winner Eric Campbell, and an even more amazing



“THE
OUTCOME
WAS PROBABLY
DECIDED IN THE
FIRST ROUND”

(BELOW) Tom Berry won ASP at the Finale and clinched the ASP overall title. (BOTTOM) in L2, Leeric Cramer also won the Finale and overall title.



top three in L1 with McClure-Strelnieks over event winner Katy Nicholls and second place finisher Rachel Saunders, who ended up tied for second place, meaning that the top three places were separated by just a single point. Just as we see at any ProSolo during the season, nothing is decided until Sunday morning.

THE CHALLENGES

The Challenge grids were set once qualifying was complete. Thirty-two drivers were set to compete in the Gumout Super Challenge, and, due to the large number of entries, 16 were in the Ladies Challenge. Surprisingly, in both cases the points leader coming in did not qualify to compete in his or her respective Challenge, which shows how close the competition is at this event.

Due to some confusion on qualifying positions and how those positions are determined, the Gumout Challenge was run before the Ladies Challenge. There, the ultimate outcome was probably decided in the first round when Tony Savini and Andy Hollis faced off, as they were the top two points leaders coming in – the winner of that single pairing had a pretty good shot of taking the overall win, and that is just what happened when Hollis took the round by 0.086sec. Hollis made it through another round, but was taken out by Jeff Kiesel for the spot in the final four. That left Paul Russell and Kiesel to see who would advance to the top eliminator round, and both were still in a position to take the JCJ Cup, but only with a win at this event.



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“THE REMAINING CONTENDERS WERE ALL IN VULNERABLE POSITIONS”

On the other side of the bracket were Joe Tharpe and Doug Rowse, neither of whom could even crack the podium for the year. Russell topped Kiesel in their pairing while Tharpe easily handled Rowse. In the final, Russell cut better lights on both sides, but Tharpe was quicker on course, ending up with a win of just 0.15sec, but that loss was a big one for Russell, as it kept him four points behind Hollis for the JCJ Cup. With the win, Hollis joins John Ames as a three time JCJ Cup recipient.

When qualifying positions were decided, Leslie Cohen was the top qualifier over Learic Cramer and Nicholls. Oddly enough, none of the three were in the running to win the soon-to-be-named Fletcher Cup, but this did make that part of the

competition more interesting as the remaining contenders were all in vulnerable positions given that they had not shown they were capable of running the class dial in – Saunders was just a few thousandths off hers in L1, but Cohen had left both Kim Whitener and Nicole Nagler behind by over a second. Despite that, all three made it past the first round, which tightened up the competition.

In the second round, Nagler gave up her round to Nicholls by just under a second. Kim Whitener used excellent reaction times to reverse that when she ran against L2 winner Cramer to move on to the final four. Saunders had a rematch with L1 competitor Denise Kugler, who had been just a few hundredths behind her in class competition. This one was close, too,

with Kugler coming out on top by just 0.099sec, and that round ended up keeping Saunders from winning the Fletcher Cup in just her first year after graduating from the FJ program.

Nicholls and Whitener faced off in the final four. Whitener ignored her supposed qualifying disadvantage to take a lead on the first side, then Nicholls red lit to give Whitener the pass to the final round – Cohen took her pairing against Kugler when Kugler coned.

Cohen handily took the final round, taking over a two tenth advantage on the first side and holding on to that for the win – but that just moved Cohen up to the podium for the year. Whitener didn't need to win the round to take the Fletcher Cup as she was already ahead of Saunders. 🟡

(ABOVE) R1 at the Finale was a battle between Jeff Cashmore (9) and Jeff Kiesel (143), with Cashmore finishing on top. In overall points, however, Kiesel finished ahead. (RIGHT, TOP TO BOTTOM) Marc Pfannenschmidt took the STR win. Andy Hollis was eliminated from the Super Challenge early on at the Finale, but had enough points to win overall. Greg Reno claimed HS at the Finale and overall.



PROSOLO FINALE

LINCOLN, NEB. / SEPT. 1-2, 2012

SS: 1. Matthew Braun (Chevrolet) 91.389; 2. Sam Strano (Chevrolet); 3. Matt Lucas (Chevrolet);
AS: (Tony Savini (Chevrolet) 94.26; 2. Lane Borg (Chevrolet); 3. Paul Kozlak (Chevrolet); **BS:** 1. James Yom (Honda) 92.345; 2. Ricky Crow (Honda); 3. Vivek Goel (Acura); **ES:** 1. Bartek Borowski (Mazda) 94.687; 2. Eric Chiang (Mazda); 3. Chris Bailey (Toyota); **HS:** 1. Greg Reno (Mini) 99.45; 2. James Feinberg (Mini); 3. Barbara LeRoy-Boehme;

STC: 1. Jason Frank (Honda) 96.547; 2. Jeff Wong (Honda); 3. Kinch (Honda); **STS:** 1. Tom O'Gorman (Honda) 96.139; 2. Ian Baker (Honda); 3. Andrew Hahn (Honda); **STX:** 1. Jeff Hurst (Mazda) 98.012; 2. David Marcus (Mazda); 3. Kenneth Tsang (Mazda); **STU:** 1. Robert Irish (Subaru) 95.876; 2. Josh Luster (Subaru); 3. Jon Pomrenke (Subaru); **STR:** 1. Marc Pfannenschmidt (Honda) 96.447;

2. Robert Thorne (Honda); 3. Ken Motonishi (Mazda); **SSP:** 1. Joe Tharpe (Chevrolet) 90.820; 2. Ryan Johnson (Lotus); 3. Andy Hohl (Chevrolet); **ASP:** 1. Tom Berry (Mitsubishi) 90.29; 2. Marshall Grice (Mitsubishi); 3. Aaron Miller (Mitsubishi); **CSP:** 1. Scott Fraser (Mazda) 90.682; 2. Tom Kubo (Mazda); 3. Bryan Hertweck (Mazda); **DSP:** 1. Eric Campbell (BMW) 92.167; 2. Doug Rowse (BMW); 3. Alex Shchupkov (BMW); **ESP:** 1. Samuel Krauss (Eagle) 92.120; 2. Jonathan Newcombe (Chevrolet); 3. Mark Madarash (Pontiac);

SM: 1. Eric Hyman (Nissan) 90.694; 2. David White (Nissan); 3. Aaron Shoe (Mitsubishi); **SSM:** 1. Erik Strelnieks (Mazda) 88.925; 2. Carter Thompson (Mazda); 3. Jake Namer (Mazda); **KM:** 1. Paul Russell (Tony Kart Honda) 80.916; 2. Mike Kline (CRG Honda); 3. Shawn Hill (Mike Wilson Honda);

Ladies Class 1: 1. Katy Nicholls (Lotus) 79.782; 2. Rachel Saunders (LeGrand); 3. Denise Kugler (Honda); **Ladies Class 2:** 1. Learic Cramer (Nissan) 81.193; 2. Tara Johns (Mazda); 3. Holly Schwedler (Chevrolet); **Ladies Class 3:** 1. Leslie Cohen (Honda) 80.39; 2. Kim Whitener (Honda); 3. Nicole Nagler (Honda);

Race Tire Index: 1. Jeff Kashmore (Sprinto) 77.163; 2. Jeff Kiesel (KFR Turbo Sprite); 3. Glen Barnhouse (Lucifer); **Race Tire Index 2:** 1. Christopher Dorsey (Toyota) 78.503; 2. Andy McKee (Mazda); 3. Allen Kugler (Honda);

FIA: 1. Julian Garfield (Arrow) 92.364; 2. Kevin Teague (Renspeed); 3. Kencey Christopher (Renspeed); **FJB:** 1. Zak Kiesel (Nelson Special) 95.555; 2. Trey White (Invader); 3. Robert Ekstrand (Tony);

Bump Class 1: 1. Jason Uyeda (Honda) 78.903;

2. Kevin Wenzel (BMW); 3. Lee Piccione (BMW);

Bump Class 2: 1. Andy Hollis (Mazda) 78.970;

2. Mark Daddio (Ford); 3. Brian Peters (Ford);

Road Tire Index: 1. Andrew Barrette (Subaru) 81.624;

2. Paul Dodd (Subaru); 3. James Wilson (Subaru);

Gumout Super Challenge: 1. Joe Tharpe; 2. Paul Russell; 3. Jeff Kiesel; **Ladies Challenge:** 1. Leslie Cohen; 2. Kim Whitener; 3. Katy Nicholls.

PROSOLO CHAMPIONSHIP STANDINGS

SS: 1. Matthew Braun 95; 2. Sam Strano 77; 3. Jason Burns 67; **AS:** 1. Anthony Savini 95; 2. Lane Borg 78; 3. Paul Brown 63; **BS:** 1. James Yom 95; 2. Ricky Crow 61; 3. Vivek Goel 48; **CS:** 1. Kenneth Baker 100; 2. Kevin Schultz 73; 3. Ryan Johnson 36; **DS:** 1. Craig Wilcox 100; 2. Todd Kean 66; 3. Mark Smith 52; **ES:** 1. Bartek Borowski 95; 2. Eric Chiang 73; 3. Chris Bailey 50; **FS:** 1. Mark Daddio 95; 2. Brian Peters 77; 3. Kevin Youngers 71; **GS:** 1. Mark Valera 96; 2. Dean Sapp 20; 3. Jonathan Rogers 20; **HS:** 1. Greg Reno 100; 2. James Feinberg 68; 3. Barbara LeRoy-Boehme 62;

SSP: 1. Joe Tharpe 82; 2. Mike Johnson 67; 3. Andy Hohl 64; **ASP:** 1. Tom Berry 96; 2. Aaron Miller 71; 3. Marshall Grice 68; **BSP:** 1. Jason Uyeda 100; 2. Lee Piccione 77; 3. Mark Duerst 55; **CSP:** 1. Scott Fraser 96; 2. Aaron Buckley 59; 3. Tom Kubo 57; **DSP:** 1. Doug Rowse 82; 2. Eric Campbell 81; 3. Alex Shchupkov 76; **ESP:** 1. Samuel Krauss 95; 2. Mark Madarash 71; 3. Jonathan Newcombe 70; **FSP:** 1. Kevin Wenzel 75; 2. Jamie Yost 45; 3. Lorin Mueller 45;

STF: 1. Andy Hollis 95; 2. Ann Hollis 66; 3. Todd Freeman 51; **STC:** 1. Jason Frank 88; 2. Jeff Wong 73; 3. Kinch Reindl 67; **STS:** 1. Tom O'Gorman 81; 2. Andrew Hahn 71; 3. Ian Baker 69; **STX:** 1. Jeff Hurst 84; 2. Kenneth Tsang 57; 3. Dennis Sparks 55; **STU:** 1. Robert Irish 81; 2. Josh Luster 77; 3. Jon Pomrenke 62; **STR:** 1. Marc Pfannenschmidt 81; 2. Jason Collett 68; 3. Robert Thorne 64;

SM: 1. Eric Hyman 90; 2. David White 69; 3. Mike Simangy 67; **SSM:** 1. Erik Strelnieks 95; 2. Jake Namer 76; 3. Carter Thompson 68; **SMF:** 1. Mike Forsythe 76; 2. Bryan Mancuso 70; 3. Don Kuehl 56;

KM: 1. Paul Russell 100; 2. Mike Kline 68; 3. Jeremiah McClintock 67;

RI: 1. Jeff Kiesel 87; 2. Jeff Cashmore 77; 3. Glen Barnhouse 44; **R2:** 1. Christopher Dorsey 96; 2. Andy McKee 77; 3. Allen Kugler 71;

RT: 1. Andrew Barrette 95; 2. James Wilson 67; 3. Stephen Hui 59;

LI: 1. Beth McClure-Strelnieks 73; 2. Katy Nicholls 72; 3. Rachel Saunders 72; **L2:** 1. Learic Cramer 100; 2. Tara Johns 68; 3. Meredith Brown 59; **L3:** 1. Leslie Cohen 84; 2. Kim Whitener 77; 3. Nicole Nagler 71; **L4:** 1. Linda Duncan 20; 2. Christine Healy 20;

FIA: 1. Julian Garfield 100; 2. Kevin Teague 77; 3. Kencey Christopher 59; **FJB:** 1. Zak Kiesel 100; 2. Trey White 77; 3. Johna Yost 58;

Gumout Super Challenge: 1. Andy Hollis 91; 2. Paul Russell 87; 3. Anthony Savini 81;

Ladies Challenge: 1. Kim Whitener 138; 2. Rachel Saunders 134; 3. Meredith Brown 114.

(LEFT) Chris Dorsey claimed the R2 win at the ProSolo Finale, cementing the R2 title.

BY REECE WHITE PHOTOS DENNIS WOOD

A chamber of commerce weather day greeted competitors for the ninth and final round of the 2012 BFGoodrich Tires SCCA Super Tour on Sunday at Blackhawk Farms Raceway, capping the season with a Central Division tune-up prior to September's National Championship Runoffs.

Saturday's thunderstorms gave way to sunshine and a slight breeze, ensuring that the weather would not be a factor in the 24-lap races for eight different run groups.

The day started with a bang, almost literally. Denny Marklein's No. 22 Marklein Auto Body/DJMSP Formula Enterprises machine took an early lead in the class over polesitter Dean Oppermann's No. 27 International Maxxforce Diesel Formula Enterprises car. Oppermann led the opening lap, but allowed Marklein to scoot through for the lead on lap two. The pair ran nose to tail for 19 laps until, with five

laps to go, Oppermann used traffic to move around Marklein and temporarily into the lead.

It was short lived, however, as Oppermann slid wide in the corner and his rear wheel made contact with Marklein's front. Oppermann's FE popped into the air, sending him off track. Now uncontested, Marklein cruised to the win.

Michael Mueller was the lone driver

CENTRAL DIVISION SUPER TOUR



Blackhawk Farms Raceway
South Beloit, IL Aug. 4-5, 2012



(BELOW) Steve Jenkins (2) led John Kachadurian (80) to the checker in T2. (RIGHT) A six car FE field battled for the win, with Denny Marklein taking the top spot. (RIGHT, MIDDLE) In AS, Matt Long drove to victory. (RIGHT, BOTTOM) Jim Marinangel bested 10 other SRF competitors for the Super Tour win.



“OPPERMANN SLID WIDE IN THE CORNER AND HIS REAR WHEEL MADE CONTACT WITH MARKLEIN'S FRONT”



to break a Blackhawk Farms track record during Sunday's Super Tour races. Mueller, the polesitter in the Formula 500 class, drove his No. 24 MJ Manufacturing/Fibeco Red Devil around the seven-turn, 1.95-mile circuit in 1:12.018, and raced home to a 24.630sec victory over Super Tour class points winner C.J. McAbee's No. 15 Hoosier/AJ's Imports AJ's 2012. McAbee ran off track on the opening lap, and then worked back through the field for the silver medal.

While Jim Marinangel was driving his No. 5 McHenry Savings Bank Spec Racer Ford to the class win, the battle for second in his mirrors was the one to watch. Blackhawk Farms is notoriously tough on brakes, and Jim Gray had his eyes on a runner-up finish in his No. 17 SRF machine until his started to fade. With Jeff Beck – who started at the rear of the field after he failed to post a qualifying time before Saturday's thunderstorms shortened the session – charging hard, Gray had no choice but to try to hold him off until the checker.

The fading brakes finally proved to be too much, and Gray gave way to the inevitable. Beck drove his No. 31 Lindell/Ryan SRF to second, with Gray finishing third.

The fifth group race got a special start when retiring Club racer and longtime Spec Miata driver Harry Manning waved the green flag. Manning, who has attended virtually all of the SCCA Club Races at



Blackhawk Farms over his long career, gave his elbow a workout while his contemporaries started underneath him on the front straight.

In the group, Steve Jenkins shook loose of John Kachadurian's No. 80 Grey Fox Racing BMW M3, driving his No. 2 Trim-Tek/BRM/HRE Wheels Porsche 996 to a 12.331sec win in a Touring 2 class dominated by a host of Fall-Line prepared race machines.

Voytek Burdzy drove the No. 41 Advanced Autosports Mazda Miata to the Spec Miata victory

Cliff Ebben made his return to racing just weeks before this race with an eye on qualifying for the National Championship Runoffs after being sidelined for most of the season with a broken elbow suffered in the SCCA Pro Racing Trans-Am Series opener. The freshly healed Ebben drove his No. 36 McMahon Group/Stumpf Ford Mustang out to a huge lead in the GT-1 race, and the gap was still growing when he suddenly felt his engine failing on lap 18. Playing it safe, Ebben pulled off the course at the signs of engine trouble, though it later turned out to be just a spark plug wire that had worked its way loose. The good news was that Ebben reported no pain in the elbow, and needed just one more race to become Runoffs eligible.

Ebben's difficulties opened the door for Phillip Daus to inherit the lead in his No. 09 PDQ Chevrolet Camaro after working his way around Denny Lamers. Lamers, in his No. 66 McMahon Group/Stump Ford Mustang, finished second, with Blackhawk Farms Raceway track owner Paul Musschoot finishing third in the No. 18 C&P Racing/Blackhawk Farms Raceway Chevrolet Corvette.

Two drivers lapped their entire fields during their races. Jean-Luc Liverato, driving the No. 1 K-Hill Motorsports Hoosier Tire Swift JMS 014 in C Sports Racing, did it in the morning Group 2 race. Jeff Kowalik's No. 77 Northcentral Mazda/Hoosier Swift 016a Mazda did the same during the afternoon Group 6 race, though his was a much more difficult road.

Kowalik spent the early part of the race with Fabio Castellani's No. 97 Swift 014 Toyota on his gearbox as the two weaved through traffic. On lap 14, however, Castellani's car slowed with a transmission issue, and Kowalik finished the job to take the checkered flag.

The day ended with a drive from




“THE DAY ENDED WITH A DRIVE FROM THE REAR OF THE FIELD TO THE FRONT”

(ABOVE) DSR competitor Jim Vogel (54) and Sports 2000 driver Charles Duncan (89) both took victory laps after successful races.

the rear of the field to the front from Joel Weinberger. Weinberger didn't post a time during Saturday's wet qualifying session, but the defending STU National Champion marched through the field of EP, FP, HP, and STL cars to take the overall win in the No. 1 Continental Audi/Castrol/BFGoodrich Tires Audi A4.

This race weekend concluded the 2012 Super Tour season, with the

winners joining the victors of the other eight Super Tours as meeting the first leg of the SCCA Super Sweep. To win the Super Sweep, a competitor must finish first in his or her division's point standings, win one of nine key races (which this year were Super Tour events), and also claim a National Championship title at the Runoffs, all in the same class in the same year. Not a small feat. 

GENDIV NATIONAL BLACKHAWK VALLEY AND MILWAUKEE REGIONS BLACKHAWK FARMS RACEWAY / AUG. 4-5, 2012



GT1: (7 starters) 1. Phillip Daus (Chevrolet) 1:08.882; 2. Denny Lamers (Ford); 3. Paul Musschoot (Chevrolet); **GT2:** (1 starter) 1. Tim Gray (Porsche) 1:16.595; **GT3:** (2 starters) 1. Robert Herman (Mazda); 1:24.546; 2. David Dobry (Dodge);

AS: (2 starters) 1. Matt Long (Ford) 1:20.321; 2. Scott Senda (Cadillac); **EP:** (9 starters) 1. Mark Brakke (Mazda) 1:18.353; 2. Michael Sturm (Honda); 3. Steve Smyczek (Mazda); **FP:** (6 starters) 1. John Walker (Lotus) 1:19.063; 2. Bill Wessel (Nissan); 3. Roy E. Carrera (Honda); **HP:** (3 starters) 1. Greg Gauper (Honda) 1:25.229; 2. Tom Hannagan (Datsun); 3. Wimmiam Trainer (Volkswagen);

STO: (1 starter) 1. Mark Pauly (BMW) 1:15.897;

STU: (2 starters) 1. Joel Weinberger (Audi) 1:17.416; 2. Ron Pawley (Lexus); **STL:** (2 starters) 1. Rich Walke (Mazda) 1:22.467; 2. Mike Smith (Honda); **TI:** (2 starters) 1. Michael Waszak (Chevrolet) 1:18.866; 2. Natha Waldbaum (Chevrolet); **T2:** (9 starters)

1. Steve Jenkins (Porsche) 1:16.945; 2. John Kachadurian (BMW); 3. Alan Kossor (BMW); **T3:** (1 starter) 1. Cheyne Daggett (Ford Mustang) 1:23.450; **SSB:** (1 starter) 1. Luke Wilwert (Honda) 1:23.687; **SSC:** (4 starters) 1. Jim Ebben (Ford) 1:27.247; 2. Tom Daly (Volkswagen); 3. Steve Hendricks (Volkswagen); **SM:** (10 starters) 1. Voytek Burdzy 1:23.038; 2. Tom Brown; 3. Bruce Anderson;

CSR: (2 starters) 1. Jean-Luc Liverato (Swift) 1:04.770; 2. Doug Schumacher (Star Mazda); **DSR:** (3 starters) 1. Jim Vogel (Stohr) 1:09.051; 2. Richard Colburn (Nostendo); 3. Gary Peck (Stohr); **S2000:** (1 starter) 1. Charles Duncan (Lola) 1:18.684; **SRF:** (11 starters) 1. Jim Marinangel 1:20.530; 2. Jeff Beck; 3. Jim Gray;

FA: (4 starters) 1. Jeff Kowalik (Swift) 1:05.278; 2. Kevin Hartwig (Swift); 3. Fabio Castellani (Swift); **FC:** (2 starters) 1. Peter Lesueur (Van Diemen) 1:09.625; 2. Jim Victor (Firman); **FM:** (1 starter) 1. Jason Vinkemulder 1:09.189; **FE:** (6 starters) 1. Denny Marklein 1:09.083; 2. Keith Carter; 3. Matthew Cutter; **FB:** (1 starter) 1. Juan R. Marchand (NovaDiemen) 1:12.136; **FF:** (5 starters) 1. Scott Rubenzer (Citation) 1:12.792; 2. Reid Hazelton (Van Diemen); 3. Jeff Bartz (Van Diemen); **FV:** (4 starters) 1. Michael Varacins (Speed Sport) 1:19.214; 2. Ron Whitson (Protoform); 3. Jim Dziewior (Citation); **F500:** (7 starters) 1. Michael Mueller (Red Devil) 1:12.018; 2. Charles McAbee Jr. (AJ's); 3. Aaron Ellis (Ellis).



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Series Reports

SPORTS CAR CLUB OF AMERICA NOVEMBER 2012
REPORTS FROM SCCA'S
NATIONAL COMPETITION SERIES

RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

CHANGES

If you're a National Club racer, you're probably aware that following Board of Directors Planning Committee meetings over the last couple of years, the BoD instructed the Club Racing Board to work on consolidating some of SCCA's National Club Racing classes. There was no set number of National classes as an end goal. The 2.5-rule from the GCR was suspended and the various Advisory Committees began work on how to accomplish the consolidation. A few months ago, the details of the consolidations were released and the racers affected starting to see what this meant for their classes.

Touring and Showroom Stock will be first to see any changes. Of the five classes, only T2 could be viewed as a healthy class. T1 has a strong presence in two regions, but not in all. As of this writing, the average entry count on a National level for T1 is 1.9 cars per event. This low participation number is a multi-year trend. SSB, SSC, and T3 have participation number roughly the same as T1, or sometimes worse.

Under the original rules in the GCR, these classes would eventually become Regional only, essentially removing the Corvette and the Viper from the National racing program. This certainly shouldn't happen, so the CRB asked the Advisory Committees to explore a plan that would turn the tables on T1's entry shortage.

It's important to note that over the last several seasons,

the CRB has received member input that T1 has become too fast for the safety of the drivers. Requests were granted to address those concerns, approving dry sumps, better brakes, bigger wheels and tires, headers, and more. All of this ultimately led to the increase in speeds and the lowering of lap times. Case in point, a T1 lap at Mid-Ohio Sports Car Course is now three seconds faster than the lap record from only a few years ago. These changes have also made T1 cars much closer to being STO cars than to the original Touring philosophy.

Consequently, for 2013, T1 will be reined in so that additional cars will have a chance to be competitive, increasing participation numbers for the class. Some of the faster T2 cars will move to T1, with cars from SSB, SSC, and the current T3 (including SSC cars built to B-Spec rules) spreading through T3 and T4.

The Touring Advisory Committee has put together an extensive data package that will give a baseline for weights and restrictors in all of the newly reorganized Touring classes, and many of these numbers have been published in recent *Fastracks*. Some of

the cars will add or lose weight, and some will breathe through a restrictor. In addition, the CRB will have the backing of the BoD when immediate changes are needed to address on-track performance. The CRB will be able to make changes quickly, should some of these numbers not work in the real world. While the goal is to slow many of the cars down a bit, the cars should also be more durable and less expensive to race.

The Super Touring Committee is also looking at ways to make STO a destination for current T1 competitors who don't want to run with restrictors or added weight. Those cars will be able to drop more weight, lose the restrictors, add headers, and race in STO. More information on that will appear later.


THE RUNOFFS

Compared to National Championship Runoffs held over the last few years, the 2012 Runoffs will utilize a modified schedule. This year, most racers will only need three days to run all qualifying sessions and their race (admittedly, some classes require four days). This format was a direct result

**“THOSE CARS
WILL BE ABLE
TO DROP MORE
WEIGHT”**

of member input from a driver survey. Until the season has wrapped, no one will really know the success of the new schedule or whether this schedule will endure into future Runoffs.

That said, it's not too early to make plans to qualify for and be a part of the 50th Runoffs, which takes place in 2013 at Road America. Although the schedule and format of the Runoffs in 2013 and beyond is still being developed, we do know that nothing has been taken off of the table. The business model that has determined the racetrack and length of stay at that track may even change beyond 2013.

The Runoffs really is one of the greatest race weekends in the world, and if I am able, I will compete at the Runoffs no matter where or when it is, and no matter what the format. I hope to see you there. 

What will the 50th National Championship Runoffs at Road America bring? Many options are being considered, making the sky the limit.

JOHN W. WILMOTH



LEAVING THE LINE

NATIONAL SOLO BY PAUL BROWN

EVALUATING PROSOLO

Ironically, something of concern for ProSolo organizers has been what to do if the popularity of the sport skyrockets. The truth is, the current format can only handle so many entries over the course of a weekend, and it's the format that's drawing the entries, so it might actually be counterproductive to change the format.

This year, the Tire Rack ProSolo National Series had a number of events that ended up with waiting lists. The organizers ultimately chose to bump up the entry cap at a couple of events (including the Tire Rack ProSolo Finale), but the demand at the Toledo round was so overwhelming that letting everyone in was not possible without several major revisions to the schedule. Moving the first run heat to Friday afternoon generated some vocal criticism, though in reality it made little difference to the schedule of most competitors, and resulted in very few canceled entries. It was certainly not an ideal solution, but it did avoid the issues of turning away competitors who really wanted to participate.

At any given ProSolo, 270 cars is about the most that can be cycled through the mirror image ProSolo courses with each competitor receiving 12 runs, while still having time for the three Challenge competitions on Sunday. Event operations have steadily

gotten more efficient over the years as rules, such as the shot clock and fixed grids, have increased the number of cars that can cycle through a course in a given time, but it appears that we may be running out of "easy" ways to improve ProSolo. Sure, Saturday's start time could be moved up an hour, and lunch breaks could be shortened, but that still probably doesn't allow a 300-car entry level.

The shot clock will hopefully be upgraded to have a programmable time period, which on some courses could save a few seconds per car – and seconds add up quickly. Back in the day, courses in the low to mid 20-second range were the norm – now, anything under 30 is considered short, and some sites allow courses over 40 seconds. Longer courses and large sites can cause delays; a red flag might cause not one but two reruns, and it takes a long time to drag a broken car from the far end of a course, not to mention the extra time it takes to clean up oil from a long course versus a short one. With little wiggle room on time, delays can become a major headache.

One idea that has come up is to hold multiple events at the really popular ProSolo sites. While that idea is a good one, it might amplify the problem of lesser subscribed to ProSolos struggling for entries – if there are people who know they won't be able to run the two events needed to compete for a season championship against those who are fortunate enough to live near the location of multiple ProSolos,

The Tire Rack ProSolo National Series can be tweaked to improve the event for specific sites. Among the possibilities is altering the default time of the shot clock.

they might not bother running the ProSolo that's local to them. In addition, second events at locations like DC and El Toro could reduce the entries at some of the outlying sites, such as Packwood and Blytheville.

To increase the ProSolo entry capacity much over 270 is going to require change. The Finale, however, is probably the easiest event to increase capacity. Nobody is trying to get an early start for home, but things do need to finish up in time for the awards banquet. For several years, the ProSolo Finale was held on Friday and Saturday, so it wouldn't be a big stretch to expand the event to three days. Thinking out of the box, it might be possible to move the ProSolo Finale to the north end of the Lincoln Airpark site and keep running through Monday morning. That would not conflict with the Tire Rack Solo National Championships course setup, and wouldn't add a day of vacation for competitors. It would definitely be an issue for annual traditions, like the Chiefs Meeting, and would reduce the available options for new things like this year's Women in Solo luncheon, but those are things that could no doubt be flexed if needed.

If you have ideas for improving the ProSolo program, don't keep them to yourself. E-mail them to **Howard Duncan**, SCCA's Vice President of Rally, Solo, and Special Programs at hduncan@scca.com.

CONTACT PAUL BROWN
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ONWARD AND UPWARD

At the August RoadRally Board (RRB) meeting, **Steve Harris**, SCCA Board of Directors liaison, reported that the Board of Directors had approved **Rich Bireta** as the RRB Chairman “to lead us ‘onward and upward.’” Bireta takes over for **Jim Wakeman Jr.**, who, at the July meeting, resigned as chairman due to time constraints.

Bireta started rallying in the Detroit area in 1969 at a Mini’s Unite club gimmick rally. “The first instruction was ‘Turn Left at the ringing,’ meaning left on Bell Road. We were car number one, turned right out of the parking lot and never saw another competitor the rest of the night.”

He stuck with it, though, attending events, investing in a Heuer watch and a Curta calculator, and eventually becoming competitive.

That deliberate, incremental approach should serve him well as RRB Chairman. After even a short time in that position, Bireta provided a thoughtful assessment of the RRB’s status and future.

“The current RRB has pretty good geographic diversity,” he says. The RRB is represented by Bireta (Kansas), **Clarence Westberg** (Wisconsin), **Sasha Lanz** (Texas), **Chuck Hanson** (Indianapolis), **Jim Wakeman Jr.** (New Jersey), and **Jeanne English** and **Eva Ames** (California).

“There is also diversity in the types of rally events we’re interested in: Tour, Course, and GTA. We need to maintain this diversity in order to ensure that interests of the entire RoadRally community are represented on the RRB.”

This year the board made promising progress by completing a participation study that quantified events and attendance in 2010 and 2011, identified regions where events dropped off and found out why. It also identified regions where there is a strong RoadRally program as well as regions that had an event in 2011, but not 2010, and vice versa.

They collected the various ideas that had been floating around into one document called *RoadRally Regional Program Growth*, organized into four categories: Make it Easy, Make it Fun, Make it Visible, and Make it Happen.

“This unfiltered list of ideas will serve as the roadmap for growing the RoadRally program. We won’t implement all of these suggestions, but if we can implement most of them, the sport has a good chance of growing.”

Both the study and the collected summary are posted on the official SCCA forum.

A passion of Bireta’s is the new breed of smart phone apps built for rallying – Bireta even designed and wrote the Richta Rally Calculator. The Board is encouraging Regions to experiment this year with how to classify these devices. “Land O’ Lakes is running newbies with these apps in Stock. South Jersey has a Tech class. My personal opinion is that there is not enough participation to warrant a new National class, but the RRB will address this in early 2013.”

Bireta anticipates only one rule change for 2013. Currently, only lifetime points earned on SCCA National events are used to determine a contestant’s experience class. The thought is that this needs to include other factors to let entrants appropriately move up the experience ladder without earning lifetime points. The Board posted an “Experience Categories Proposal” to the SCCA online forums in February and received good feedback.

Bireta also offered his opinion, not necessarily the official Board position, on what he thought was the biggest challenge facing RoadRally: how to grow the RoadRally program.

“We have a long legacy within the SCCA with a mature set of rules that work to ensure a consistent set of high-quality events at the highest level of the sport. Over time, however, we as a community have not been successful growing the base of the sport. We need to attract new competitors, younger competitors, repeat competitors, and refocus events around having fun.

“I think that rallying started with these thoughts: We have cars that are fun to drive – let’s find some roads that are cool to drive down. While we’re at it, let’s make a competition out of it and, at the end, let’s share a meal and a cold drink or two.

“Growing the Regional rally program by lowering the barriers for regions to establish RoadRally programs and showing them the steps to starting down that path needs to be the main focus of the RRB.”

Experience, enthusiasm, support and, of course, the numbers are four

things that make Bireta optimistic about the future of RoadRally, starting with his experience in Kansas City Region.

“There was no rally program here in 2005. We started with a simple event for that region that has grown to a Kansas Rally Weekend each November where our biggest problem this year will be that we will have to limit the number of entries at 30 cars. We draw SCCA road racers and autocrossers and members of local marque clubs. We need to expand the program with additional events and organizers, but the first step has been taken.”

Bireta knows the RoadRally community has a number of very enthusiastic participants. People care about the sport.

“[RoadRally has] the support of the SCCA Board of Directors, who want to make SCCA the premier club for RoadRallies in North America,” Bireta says.

“According to the participation study, we had over 100 events in 2011 with more than 1,200 entries,” he explains. “Ten percent of SCCA regions have strong RoadRally programs. Twenty-nine percent of SCCA regions had at least one RoadRally event in 2010 or 2011. Seven regions had a RoadRally event in 2011 but none in 2010. I recognize that the numbers aren’t as large as they once were and the trend is down, but RoadRally is far from dead. Collectively, we as the broader RoadRally community need to focus on growing the sport from the base that we have.”

CONTACT RICK BEATTIE
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Rich Bireta (right), seen here with Derrick Carpenter at the Oktoberfest Rally, is the new RoadRally Board Chairman. Bireta notes that while RoadRally might be facing certain issues, a lack of enthusiasm among competitors is not one of them.



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TRANS-AM TACKLES ROAD AMERICA AND BRAINERD

Tony Ave finally got it right at the Aug. 17-19 round of Trans-Am at Road America. After a lengthy absence from the podium due to an unprecedented spree of mechanical issues, the two-time defending champion retired his prior car and marched into the Trans-Am field with a brand-new No. 4 Lamers/PME Engines/RPX Chevrolet Corvette. The new car gave the resident speed demon the reliability he needed, allowing him to propel into an early lead after starting fourth.

After Ave took the lead, it quickly became apparent that barring catastrophe he was not going to relinquish it. The real action took place in battles for second and third.

Simon Gregg started on pole but was unable to fend off furious charges from **Doug Peterson**, Ave, and **Amy Ruman**. However, Gregg has been the image of reliability this year – he has finished on the podium every race and was not about to disappoint. Gregg and his No. 59 Gregg Motorsports Chevrolet Corvette ended up in third.

The first real battle of the race was between Gregg, Peterson, and Ruman. When Gregg and Peterson's No. 87 3Dimensional.com Chevrolet Corvette came into contact on the fifth lap, Peterson spun out and Ruman's No. 23 McNichols Goodyear Chevrolet Corvette was left with nowhere to go. The collision sent Ruman to the pits and knocked her out of the podium race.

The race was a special one for Lamers Racing, as it marked the return of **Cliff Ebben** to Trans-Am. After a disastrous incident at the season opener at Mosport, a fully healed Ebben made his comeback in the No. 36 McMahon Group Stumpf Ford Mustang and ended up on the podium. He started in 10th position, but through a constant effort and consistent lap times made his way up to second, a position he held for the race.

Bob Stretch had a return to glory of his own in Trans-Am 2 in the No. 06 Fix Rim Mobile Wheel Repair Chevrolet Camaro. Despite being the points leader for the duration of the year, he had been plagued by issues over the previous two races. The 2011 TA2 champion started in the lead for

TA2 and held that position for the duration of the race, fending off the likes of **Pete Halsmer**,

Cameron Lawrence, and **Kurt Roehrig**. **Chris Liesfeld** came in third in TA2 in his No. 96 Hobart Service Hertz Chevrolet Camaro. It was his first podium placement of the year.

Chuck Cassaro, in his No. 76 Cassaro Enterprises Midwest Council Panoz GTS claimed, victory in the GGT class.

ROUNDS 7-8

The series headed north to Brainerd, Minn., on Sept. 1-2 for a doubleheader at Brainerd Int'l Raceway. The "survivor's track" put teams and drivers to the test, as the abrasive surface caused tire wear issues for most of the field.

At the end of the weekend, Ave and Ruman split the glory, each claiming a victory. Ave took the first race on Saturday, while Ruman ended up atop the podium after Sunday's race.

When the Trans-Am field took the course for Saturday's race, Ave took off and never looked back. The veteran fended off challenges from both Ruman and Gregg throughout the race, but was able to slowly aggregate a large lead lap by lap as he put in consistent times on what he considers his home track.

Ruman's pursuit of Ave ended after accumulating a large amount of tire wear, and the two-time defending champion cruised to his fourth consecutive win at Brainerd. Peterson

took second after a late rally that saw him pass Gregg during the last few laps. Gregg finished third.

Halsmer, who had followed Stretch for 40 minutes of the hour-long race, claimed the top spot on the TA2 podium. Halsmer eventually made his move on the defending champ, passing him for the lead and never looking back, eventually landing the No. 12 Ctek Battery Chargers/Allstar/Motorstate Chevrolet Camaro on the top spot of the podium.

The race was not over for Stretch though – Lawrence came back from being almost 18 seconds down to eventually pass Stretch on the 38th lap of the race, and held him off for the remainder of the event. Stretch held on for a third-place finish.

Sunday's race was determined by the finishing position of Saturday's race and, after a brief practice, the drivers took to the course once again with Ave and Halsmer on their respective poles.

Ruman was the victor of Sunday's race, but she had to withstand a rigorous duel with Ave during the first half of the race and a furious challenge from Gregg over the final two laps. Gregg would end up settling for second and Peterson claimed his second podium of the weekend with a third-place finish.

In TA2, Stretch was quick to overtake both Halsmer and Lawrence, passing the Miller racing duo during the first

Tony Ave (4) claimed the win at the Road America round of the Trans Am Series, and backed that up with winning the first race at Brainerd two weekends later. The second race at Brainerd was won by Amy Ruman (23)





lap. Stretch fended off multiple pushes from Halsmer and Lawrence throughout the race. Lawrence would eventually fall back with an electrical issue, leaving Halsmer to challenge Stretch.

Despite his victory on Saturday, Halsmer was unable to replicate the prior race and was forced to settle for second as the defending TA2 Champion Stretch claimed the top spot on the podium and retained his points lead. **Michael Wilson**, in his No. 00 Wilson's Carpet Pontiac Grand Prix, came in third.

In GGT, **Tim Gray** and his No. 60 Ryan Companies US Inc. Porsche GT-3 won both races this weekend, beating out Cassaro. 📍

In Trans Am 2, Bob Stretch (06) won at Road America and again at the Round 8 race at Brainerd. Round 7 saw Stretch finish third, with Pete Halsmer (12) taking the win.

TRANS-AM SERIES / ROUND 6 ROAD AMERICA / AUG. 17-19, 2012

TRANS-AM: 1. Tony Ave (Chevrolet) 2:05.993; 2. Cliff Ebben (Ford); 3. Simon Gregg (Chevrolet); 4. Blaise Csida (Chevrolet); 5. Denny Lamers (Ford); 6. David Jans (Ford); 7. Ian Patterson (Chevrolet); 8. Rick Dittman (Chevrolet); 9. Amy Ruman (Chevrolet); 10. R.J. Lopez (Chevrolet); 11. Doug Peterson (Chevrolet).

TRANS-AM 2: 1. Bob Stretch (Chevrolet) 2:19.233; 2. Cameron Lawrence (Chevrolet); 3. Chris Liesfeld (Chevrolet); 4. Kurt Roehrig (Chevrolet); 5. Tom Sheehan (Chevrolet); 6. Britt Casey (Chevrolet); 7. Pete Halsmer (Chevrolet); 8. Bill Prielzel (Chevrolet); 9. Joe Sturm (Chevrolet); 10. Mel Shaw (Chevrolet); 11. Michael Wilson (Chevrolet); 12. A.J. Henriksen (Chevrolet).

GGT: 1. Chuck Cassaro (Panoz) 2:38.100; 2. Mickey Mills (BMW).

TRANS-AM SERIES / ROUND 7 BRainerd INT'L RACEWAY / SEP. 1-2, 2012

TRANS-AM: 1. Tony Ave (Chevrolet) 1:32.259; 2. Doug Peterson (Chevrolet); 3. Simon Gregg (Chevrolet); 4. Amy Ruman (Chevrolet); 5. Matt Crandall (Chevrolet).

TRANS-AM 2: Pete Halsmer (Chevrolet) 1:39.909; 2. Cameron Lawrence (Chevrolet); 3. Bob Stretch (Chevrolet); 4. Michael Wilson (Pontiac); 5. Chris Liesfeld (Chevrolet); 6. Tom Sheehan (Chevrolet); 7. Kurt Roehrig (Chevrolet); 8. Geoff Fane (Chevrolet); 9. Mel Shaw (Chevrolet); 10. John Cottrell (Chevrolet).

GGT: 1. Tim Gray (Porsche) 1:45.916; 2. Chuck Cassaro (Panoz).

TRANS-AM SERIES / ROUND 8 BRainerd INT'L RACEWAY / SEP. 1-2, 2012

TRANS-AM: 1. Amy Ruman (Chevrolet) 1:31.236; 2. Simon Gregg (Chevrolet); 3. Doug Peterson (Chevrolet); 4. Tony Ave (Chevrolet); 5. Matt Crandall (Ford).

TRANS-AM 2: 1. Bob Stretch (Chevrolet) 1:39.647; 2. Pete Halsmer (Chevrolet); 3. Michael Wilson (Pontiac); 4. Tom Sheehan (Chevrolet); 5. Chris Liesfeld (Chevrolet); 6. Geoff Fane (Chevrolet); 7. Cameron Lawrence (Chevrolet); 8. Kurt Roehrig (Chevrolet); 9. Mel Shaw (Chevrolet); 10. Mel Shaw (Chevrolet).

GGT: 1. Tim Gray (Porsche) 1:42.570; 2. Chuck Cassaro (Panoz).

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Divisional Reports

SPORTS CAR CLUB OF AMERICA NOVEMBER 2012
UPDATES, STORIES AND NEWS FROM
SCCA'S NINE COMPETITION DIVISIONS

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

IT'S NOT TOO LATE

A few last-minute dates to keep in mind: First and foremost, Nov. 9-11 is the NEDiv Roundtable, hosted and held by Glen Region in the Central New York Finger Lakes area (did I get *all* of the regions in there) at the palatial Ramada Inn of Ithaca, N.Y. By the time you read this, the Glen Region Website should be bubbling with all the information you need in order to attend (www.glen-scca.org). Remember, this is the fun end of the season roundtable (as opposed to the beginning of the year Mini Convention in March that is the serious meeting).

Under the rewind department, don't forget the JRB presents the Last Chance for Car Romance, Last Call for Ethanol Regional race on NJMP's Thunderbolt course Oct. 20-21. As the JRB is made up of a consortium of regions, you can find info on any number of websites, including the NNJR and SJR website.

And, of course, the big question of the month: To prix or not to prix, that is the question! The F1 circus will be in Austin, Texas, and if you were considering working or attending the event you should have all of your paraphernalia in order by now. What? You don't? You could try reaching out to Sydney Davis at davis.sydney@gmail.com. Davis writes the Southwest Division report for this magazine and will be informed on all matters grands prix because it's in their backyard.

HOT OFF THE PRESSES

NEDiv Solo competitors were outstanding at the Tire Rack Solo National Championships in Lincoln, Neb., in September! C Stock went to **Bud Collins** out of Berlin, Mass., and C Stock Ladies second place went to **Lynn Collins**. G Prepared was won by **Allen Kugler** of Springtown, Pa., and G Prepared Ladies was won by **Dennise Kugler**. Kart Modified was a tight battle with **Neva Hoover** claiming second in Ladies, out of Columbus, Ohio, and Street Touring S went to **Tom O'Gorman** (out of Manson, Ohio). And that's just a brief listing of the happenings from the Tuesday/Wednesday run groups. Check out full coverage elsewhere in this issue.

THANK YOU

Last month I gave out the preliminary class winning "Dubbies" and this month we award more "Worker Appreciation Awards for those who don't get medals at championships." In the category of "Yes, that is an innovative interpretation of the class rule," the 2012 Dubbie goes to those hard-working engineers and mathematicians of the tech and scrutineers specialty. Also, a special appreciation clothespin to the folks checking driver gear for annual inspections.

In the category of "We're not the parking enforcement bureau, we just play them on weekends," the 2012 Dubbie is awarded to the folks of pit and paddock, and a one-size-fits-all coupon for fluorescent orange gloves. In a similar but different category, a Dubbie is presented to the fine

folks at false grid who never hesitate to reach in and check the belts, your award is bundled with a whistle and a cooler of ice. Meanwhile, the "Church mouse" Dubbie goes to sound control.

There is a group that has learned how to carry a six, only to not have to carry a six because the clock does it now – and the 2012 Dubbie for the art of keeping track of time goes to Timing and Scoring. And, finally, a special 32-ounce pewter Dubbie is awarded to those who see to it that all the T's are crossed, the I's are dotted, the lunches are ordered, and the food is ready at the end of the day – the 2012 Dubbie goes to race chairpersons.

All kidding aside, a giant thank you goes to all for your volunteer services. Racing couldn't take place without you!

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

SHEA RACING WRAPS UP 2012

Central Florida Region's **Shea Holbrook** just wrapped up her first full season of SCCA Pro Racing World Challenge Tour Car competition – so how does she feel? "Humbled, excited, and emotional," exclaims Holbrook. "I can't believe I just finished my first year of professional racing, with a full season of fantastic racing, the best crew ever, a solid racecar, and a sponsor who made my dreams a reality."

Holbrook wrapped up her Pro season at Infineon Raceway where she finished fourth in the final race, clinching fourth overall in the Driver's Championship piloting the No. 67 TrueCar.com/Virgin Honda Civic Touring Car.

You can follow Shea on Facebook and Twitter. You'll find links to both at www.shearacing.com.

UNSUNG HEROES

Lori Merrill tells us an incredible story of quiet heroes: "Thank you Central Florida Region driver **Rick Hayes** for helping my neighbors after fire

destroyed their home. They lost everything and their pets, too. I asked Rick on the grid if [his company, Orangewood Builders Incorporated] could come prepare a list of what the family would need to rebuild. Well, Rick's crew came and built a new roof on their home! These men gave their time to a family in need, and we need more people like them in this world."

A POMBO UPDATE

Atlanta Region's **Mark Pombo** was involved in a horrible accident during a professional road race at Road America in June. Pombo impacted the wall at Canada Corner, breaking bones and suffering a brain injury. According to the Pombo Racing Facebook page, "He continued with daily physical therapy at Shepherd Pathway Clinic, and is doing very well in his own race to full recovery."

You can follow Pombo's progress on Facebook by searching for Pombo Racing, or at www.pomboracing.com.

THE ARRC NEARS

The American Road Race of Champions by *Grassroots Motorsports* is coming up, with racing taking place at Road Atlanta on Nov. 2-4, 2012.





RAMON LIMON

Salina Region's Solo season is heating up. Ithan Schneider's No. 68 Honda Civic and Ramon Limon's No. 108 Mazda 2, seen paddocked for Salina Region's spring event at Ft. Riley in Kansas, are both battling at the top of their respective classes. Both Ft. Riley soldiers, Schneider is currently leading region points in the SMF class while Limon stands second in STF.

(LEFT) Stewie the Sebring troll reminds you to register early for the Turkey Trot, which will be held Nov. 24-25.

Visit www.atlantascca.org for updates and to sign up. The schedule involves a test day on Thursday with Friday bringing qualifying sessions for the ARRC, qualifying for the SCCA Pro Racing Trans-Am series, and also a Pro-IT race on Friday. The ARRC races (which are also 2013 SARRC races) and a 30-lap Trans-Am race will be held on Saturday, with Sunday featuring Enduro qualifying, a B-Spec feature race, a PDX, then a 40-lap Trans-Am race and a three-hour ECR. Now *that's* a fun weekend.

A LOOK AHEAD

There are a number of events coming up to keep you busy. The Turkey Trot at Sebring will be Nov. 24-25. This is traditionally a large and very fun event, with workers and drivers coming from several states. Gobble 'til ya wobble! See the Central Florida Region Website at www.cfrscca.org for details.

The Performance Racing Industry (PRI) Show is in Orlando on Nov. 30-Dec. 1. It usually includes booths from several SEDiv companies such as Scorpion Racing Products, Crane Cams, SafeRacer, Cool Shirt, and more. See www.performanceracing.com/tradeshow for more info. SCCA will have a booth, too.

Jekyll will be on Jan. 19-20, 2013. Mark your calendars for some first-class networking and bench racing! Everybody from Solo to Rally to Time Trials to Club Racing should come to Jekyll. Head to www.sediv racing.org to sign up.

A note from Daytona: the Timing and Scoring building is gone! Timing and Scoring is now located up in the Club 500 building.

ERRATA

We'd like to clarify a previous column. In the Tom Nehl Checkered Flag, which appeared in the September issue of *Revvin's in SEDiv*, it should have been noted that Buccaneer Region purchased the Roebling track from Mr. Nehl.

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NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

NEW FUN

Cincinnati Region's **Jerry Cabe** reported that on Saturday, July 28, the region held the Great Lakes Division's first Club Trial. The Club Trial is the second level of the Time Trial program, and is the next step in the development of performance driving skills. While very similar in logistics and execution to a Performance Driving Experience (PDX), Club Trial adds timing to the mix. A transponder is added to the participant's vehicle in order to allow recording of individual lap times.

The Club Trial was held in conjunction with Cincy's IT/Spec*acular weekend with the Club Trial as Group 8 on the Saturday. Most of the 15 Club Trials participants had driven in the PDX on the previous day, so they were familiar with the course and the logistics the event would operate under. The Club Trial participants all received a 20-minute morning session to prepare themselves and their car in order to set their best lap time. These best times from earlier

in the day were used to set the grid for the afternoon session, and allowed the best opportunity for participants to have clean track time in order to concentrate on applying their driving skills. Both Club Trials sessions were run with only two minor spins on track.

For some of the participants, their morning lap times were better than their afternoon times. This is likely to have been a function of the increased heat of the day. Most, however, showed improvements between the two sessions. In the end, all of the participants for the inaugural Club Trial had big smiles on their faces.

Several other regions within Great Lakes Division have held PDX events for several years. The PDX (the first level of the four-tiered Time Trails program) provides individual instruction and track time to develop the skills and experience for performance driving. This is generally accomplished on a road course under strict safety rules. Individual timing of a PDX is prohibited in order to allow a safe environment for learning.

WHO'S THAT GUY?

There is a funny story to this event. Professional events can bring some great opportunities and SCCA member and Neohio racer **Rob Piekarczyk** shared some of his experiences with the Rolex Grand-Am race weekend at Mid-Ohio last June, where an SCCA Club race helped fill the weekend.

Volunteers get to know the racers by their cars, and in the rush to grid 66 cars for the Saturday afternoon qualifying race for the IT-Spec Miata Shoot-Out, an orange Miata came up that wasn't on the grid sheet. The driver said, "I wasn't here this morning so I know I go to the end of the line." The eyes looked familiar, as did the voice. But it wasn't until after a couple of moments of discussion on the best way to get to his grid spot among the racecar traffic that it clicked as to who he was. This wasn't the car Piekarczyk usually raced, and the grid workers didn't connect the dots until they saw the car drive off with his name on it.

Later that day, Piekarczyk stopped by the grid and everyone had a laugh about him racing incognito. "We had a blast with [it]...even though the 'three amigos' didn't know it was me in the orange car," he said.

"It was a great opportunity that the Ohio Valley Region has put together for local Club racers," Piekarczyk said. "Getting to be a part of a professional

weekend is not something most Club racers will get to experience. For the team my dad and I work with, specifically our crew made up of Ohio Technical College High Performance students, they get first-hand experience of a professional weekend and add the time to their resume. In fact, two of our team members got the call a few days before the weekend to work the rest of the season with Horton Motorsports Grand-Am Porsche!"

THE OFF SEASON

For the most part, racing is finishing for the season in our division. Racers and volunteers alike repair and replace the used gear and store the racecars and equipment until spring. But thanks to social media, newsletters, regional Websites, and award banquets, we can keep in touch and start the plans for new fun next year.

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GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

SOLO HEATS UP IN MIDIV

It's time to check in on the world of Solo throughout Midwest Division. The R&S Racing and Solo Performance MiDiv Solo Series has five points battles shaping up heading into the final round of its four-event schedule. At the time of writing, the closest battle is in C Street Prepared, where **John Hunter** and **Matt McCabe** (both Nebraska Region members) are tied at 27 points with Kansas Region's **Jason Vinsonhaler** two points back, all driving Mazda Miatas. Likewise, there is a tie at 27 points in Kart Modified between **Shawn Hill** and **Jared Langenfield**, with **William Schmidt** sitting in third just four points back (all are Kansas City Region members). Nebraska Region's **John LaRondeau** leads Kansas City Region's **Craig Wilcox** by a scant point in D Stock. Over in Road Tire FWD, **Michael Hill** leads his fellow Kansas City Region member **Charles Wilson** by three points. The Street Touring Ultra Class shows Kansas City Region's **Jake Diehl** with a six-point lead over Kansas Region's **Mark Hill**.

"Overall, participation is down just over 20 percent from last year through three events," says MiDiv's Solo Steward **Al Hermans**. "The Kansas City Region program is healthy and growing

with lots of new drivers coming out. Participation is up 14 percent through seven events, and [the region is] averaging 98 people per event."

Salina Region held its FSAE Challenge, an Evolution Performance Driving School, a round of the MiDiv Solo Series, its spring event at Ft. Riley, and will conclude the season with the 23rd annual Octoberfest.

So what is FSAE, you ask? Formula SAE is a student design competition organized by SAE International. According to Salina Region's **Rocky Entrikey**, "We remain very involved with collegiate FSAE teams in Kansas, with Kansas State and Wichita State frequent competitors and K-State using our remaining events as test sessions for their cars. We haven't seen the University of Kansas this year but are aware of their success in the FSAE International competition at Lincoln, Neb., where they were the overall winner against 80 collegiate teams from across the USA as well as entries from Canada, Mexico, Brazil, and Japan. KU also won the Endurance contest. Also competing among other colleges within MiDiv was the Missouri University of Science and Technology, which won both the Solo and skidpad, and also won a free registration to the 2013 event."

St. Louis Region has been working on and succeeding in giving its Solo contingent more seat time. The region has had as many as 161 competitors at

an event this season, hosted an Evo School, suffered through a record-breaking St. Louis heat wave (and the damage it caused at an event), and offered "adoptions" at a couple of events – Southern Illinois University at Edwardsville FSAE team members could be "adopted" for an event where they worked your shift on course for you for a minimum donation to support their FSAE team.

The final weekend in October, St. Louis Region will host two Solo series events at the Arkansas Aeroplex in Blytheville, Ark. This gives St. Louis Region competitors points in the St. Louis series (they'll be scored against fellow St. Louis Region drivers) and the opportunity to autocross with some of the nation's top drivers.

CHECKERED FLAG: LLOYD BORGSTEDE

St. Louis Region member **Lloyd Borgstede** passed away on Friday, Aug. 3. He held positions including assistant RE and race chairman for his region, and often worked pit and grid at Club Racing events. He held National licenses for scrutineering, race control, race administration, and pit and grid. You were always assured of having a lot of fun when you worked with Borgstede and knew that he treasured your friendship. He will be missed.

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Cincy Region is very thankful to all of its hard working volunteers and racers who help make every event a fun one.



NANCY SCHILLACE

2012 AMERICAN LE MANS SERIES SCHEDULE

1	2	3	4	5	6	7	8	9	10
MOBIL 1 TWELVE HOURS OF SEBRING	TEQUILA PATRÓN AMERICAN LE MANS AT LONG BEACH	AMERICAN LE MANS MONTEREY PRESENTED BY PATRÓN	AMERICAN LE MANS NORTHEAST GRAND PRIX	MOBIL 1 PRESENTS THE GRAND PRIX OF MOSPORT	MID-OHIO SPORTS CAR CHALLENGE	AMERICAN LE MANS SERIES ROAD AMERICA	GRAND PRIX OF BALTIMORE	AMERICAN LE MANS SERIES PRESENTED BY TEQUILA PATRÓN AT VIR	PETIT LE MANS POWERED BY MAZDA
MARCH 18 Sebring, FL	APRIL 14 Long Beach, CA	MAY 13 Monterey, CA	JULY 7 Lakeville, CT	JULY 22 Bowmanville, Ontario, Canada	AUGUST 4 Lexington, OH	AUGUST 19 Elkhart Lake, WI	SEPTEMBER 2 Baltimore, MD	SEPTEMBER 16 Danville, VA	OCTOBER 21 Braselton, GA
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SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

LABOR DAY THREE WAY WELCOMES PDX

Houston Region SCCA has been spearheading a change in the Southwest Division to include PDX and other Time Trials events in its Club Racing weekends. **Kent Carter**, the divisional Time Trials Administrator, and I (Race Chair) started the process shortly after the division's February Club race. Our goal was to include Time Trials events as a steppingstone for drivers interested in Club Racing with the SCCA.

Shortly after presenting ideas to the board, **Clint Williams** jumped on board to help. "Kent asked if I would be the Chief of Tech for the PDX event, and I said absolutely," Williams says. "Having been involved with the Houston Region Solo program at the committee level for going on 10 years, I was excited to hear and see PDX coming to our region. This gives our members another opportunity to experience spirited driving and is a steppingstone into the Club Racing program."

The event was named the Labor Day Three Way since it included a Double National, Double Regional, and a Double PDX. The initial marketing for the event was done through the Houston Region Solo Program – brochures were handed out at the August Solo, and representatives talked to participants about coming to the event. Many people were interested, but several were planning on leaving for the Tire Rack Solo National Championships the same weekend. Carter and Williams continued to market the track days throughout the rest of the month, as well as coordinate instructors and volunteers to help.

Once Labor Day weekend rolled around, Carter and Williams, as well as **Wes Cunningham** and **Amber Stephenson**, took over.

"The program was a great success," Carter says. "It was very exciting to see the students in the PDX becoming faster, smoother, and safer. The instructors, all racers who volunteered their time between qualifying and the races, had a great time as well and took pride in watching their students succeed."

"The event went just about as good as it could have," agrees Williams. "It was amazing to see the level of performance of the entrants [and]

SYDNEY DAVIS

Jeff Pollard took his brand-new Audi S4 to the 2.38-mile MSR Houston road course on Sept. 1-2 during the first PDX in Houston Region.

students increase from session to session. By the third and final session on Sunday, the ones who entered for Saturday and Sunday had really gotten a feel for MSR. It was great to see everyone with huge smiles each time they came in from a session and listen to them talk about driving their cars."

Saturday afternoon brought some rain showers, but the students took it in stride and used the rain as an opportunity to learn about navigating a road course in the wet.

After hearing the feedback from drivers and instructors alike, I would definitely say that just about everyone is looking forward to having another PDX at the next Club race in December.

"I wanted to thank you guys for your time and effort in putting on this Labor Day's PDX event," says PDX participant **Kelvin Diep**. "It was a very good experience for a total newbie and well worth the drive out there. I learned plenty from [PDX instructors] Bill and John – both great teachers and very patient. Thanks again, and [I'm] looking forward to future events."

With the positive feedback, it's obvious that this is just the beginning for PDX in the division, and it's only going to get better.

"PDX, and eventually Club Trials, will only serve to strength the Houston Region SCCA as a motorsports club," says Williams. "[It] will add additional value for those members who want something in addition to Solo but aren't willing to make the commitment necessary for Club Racing, and will provide an avenue for involvement for those members who were wondering how to get into Club Racing."



If you missed out on the Labor Day Three Way, don't fret, Texas Region will also be hosting a PDX at its Double Regional on Oct. 13-14 at Eagles Canyon, and you can join Houston Region at MSR Houston again on Dec. 8-9.

For more information on Time Trials, please contact **Kent Carter** at drkentcarter@earthlink.net.

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

ADAPTING TO CHANGES

Last month's *Pony Express* described the BFGoodrich Tires Super Tour event at High Plains Raceway, which was well attended with over 100 entries. The races that followed it on the schedule, however, were not so fortunate. Continental Divide Region (CDR) slated the "It's Miller Time" race at Pikes Peak Int'l Raceway (PPIR) three weeks after the High Plains Super Tour on July 21-22. This event has long been a tribute race to former CDR stalwart **Dave Miller**, who left us at far too young an age in 1992.

Approaching the event, it became apparent that entries were going to be tough to come by. CDR Board Member and Race Chair **Lindsey Wilson** used the Colorado Region discussion board to ask if racers would prefer to run the PPIR circuit in a clockwise direction in an effort to encourage more racers and workers to sign up for the event.

Unfortunately, the offer contributed

little to the entry count and Wilson posted the follow up announcement on July 12: "Due to low entry and worker counts, the Continental Divide Region Board of Directors, with the advice and consent of the Club Racing Committee, has reluctantly decided to cancel the Double National/Double Regional/PDX/Club Time Trials event scheduled for July 21-22 at Pikes Peak Int'l Raceway. It is with deep regret that the board makes this decision; however, facing a substantial loss for the event, the board acted to protect funds for future club races and other programs."

This was not a completely negative announcement, however, as Wilson also posted the region's immediate plans: "[Continental Divide Region is planning] to refocus its energy on a successful race Oct. 13-14 at Pueblo Motorsports Park." Wilson went on to say that the region is committed to SCCA Club Racing, and that those in the region are planning to "roll up our sleeves, examine our program with a critical eye and present a better, more attractive program to our members."

The next race on the RMDiv schedule was the Great Salt Race Double Rational at Miller Motorsports Park on Aug. 4-5. Utah Region sanctioned the seventh running of this annual event, with Race Chair **Dave Kizerian** at the helm.

Kizerian started promoting the event early in July and had a better entry count than the CDR race. Utah Region has tried to position the Great Salt Race on the SCCA schedule to attract entries from the West Coast, as well as from other parts of RMDiv and its own local racers.

With an entry of just over 50 cars, Utah Region was able to pull off the event and should be commended for hosting the event despite little to no return on the weekend.

Hyatt's Riot, a restricted Double Rational/PDX/Time Trial weekend was next up on the RMDiv schedule. With creative maneuvering welcomed by the SCCA National Office, Colorado Region arranged to allow certain classes (those not featured in the Showcase National held earlier in the season) to earn National points at the Aug 18-19 event. After witnessing the small entry lists that preceded it, Colorado Region hoped to attract more National entries to High Plains Raceway. Still, the entries were lacking – but rather than canceling, the region decided there were enough to make a go of it. The region also decided to take the opportunity to try some innovative ideas for a Rational.

Among those ideas was to split the small 40-car field into two race groups; one for primarily closed-roof production vehicles and the other for Formula/Sports Racers. Hyatt's Riot also used qualifying races to set the final grids, giving racers more seat time. Reports were that the weekend ran well using a shorter schedule, and generated additional interest with more cars dicing in each race. Both racers and officials even had time to enjoy a Sunday morning brunch before the start of the Sunday races.

With two more events to run this season at press time (the Last Chance Rationals at High Plains Raceway over Labor Day weekend and the Great Pumpkin Double Regional at

Pueblo Motorsports Park), there's little doubt that RMDiv racing – together with SCCA racing in general – is changing. Of greater concern is how the regions will adapt to it.

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BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

KEEPING BUSY

Time flies when schedules are busy, and this has been the year of busy! In July, The Ridge Motorsports Park held its first SCCA event – and it was busy, exhilarating, and successful. The Romp on the Ridge Double Regional, co-sanctioned by Northwest and Oregon Regions, was held July 28-29, 2012. Aside from the issue of a small paved paddock area and a lot of dirt, the event was fantastic.

This track keeps drivers busy, as there's always something to do. And, for the workers, the views from Turns 4 through 13 are amazing – you can see most of the stations as the course winds its way through the top portion before dropping down through the complex back to the straight. More than once drivers, workers, and spectators commented that this track is on its way to becoming "the Road America of the West Coast." If you haven't been to this track yet, put it on your must see list.

It is the time of year that we begin to look ahead to the 2013 schedule of events. For some, however, this process actually started as early as July or August. **Mike Smith**, RE of San Francisco Region, is hoping to build his region's Club Racing schedule around the Sonoma Sprints in July and the Laguna Spec Racer Ford Festival in June. Based on 2012 group and class participation, look for more two-day Double Regionals in San Francisco Region with some groups running every event and some groups alternating with other groups. Smith wishes there was a "formula" for how to make the schedule, but not knowing what the entry counts will be for a class and group a year ahead makes it difficult.

Oregon Region's RE **Andrew Foley** is looking at possibly a five-event season. Working with Northwest Region RE **Tom Masterson**, they would like to see events between the two regions about

The BFGoodrich Tires Super Tour at High Plains Raceway in June attracted many racers. The RMDiv races that followed, however, did not have it as easy.



RUPERT BERRINGTON

three weeks apart, with all events being part of the Pacific Northwest Challenge, which continues in 2013. Northwest Region will look at four events with events at both The Ridge Motorsports Park and Pacific Raceways.

And, while it's still 2012, changes for 2013 are quickly nearing. The first of these will be a new Executive Steward for NorPac. Northwest Region's **Ken Jones** will be formally installed at the December SCCA Board of Directors meeting and will take over the reins for Club Racing in January.

Jones first joined SCCA in 1963 as a driver, and raced up and down the West Coast at tracks like Westwood and Riverside. He also participated in early 1970s SCCA Pro Racing Trans-Am events. Having a job in law enforcement, his police career interrupted his SCCA activities starting in 1974. Rejoining in 1993 and working multiple specialties from Flagging and Communications to Timing and Scoring to Race Chair (which he still does today), Jones finally joined the Stewards program. Jones has worked all Steward positions, listening and learning along the way. When not at his Race Chair duties, you may find him at the lead of the pack in his Corvette pace car. Jones has been married to his wife Joyce for 41 years and has two grown children.

Jones will be very busy during the tail end of 2012, attending the National Championship Runoffs, the Divisional Conference, and working with **Gary Meeker** (our outgoing Executive Steward) to make for a smooth transition. Jones is expected to continue to follow the same format used by Meeker in NorPac over the years with delegation and working with the Deputy Executive Stewards in our Club Racing regions.

Please join me in thanking **Gary Meeker** for his many years of excellent service as Executive Steward. Job well done!

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SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

HURRY UP AND WAIT

This time of year brings so much joy to racers, with the Tire Rack Solo National Championships, the National Championship Runoffs and the RallyCross National Championship. But if you are not at those events, it is a



SHERRI MASTERSON

Jeff Niess (98), Todd Butler (73), Paul Goudy (27), and Todd Harris (02) duked it out at The Ridge Motorsports Park during the July 28-29 Northwest and Oregon Region Double Regional.

painful time as you sit and wait for results and tidbits of information to trickle on to your computer screen. It's funny how, when you are at the Solo Nationals, it seems like your run group went by in the blink of an eye, but somehow time creeps to a halt when watching the Solo live feed.

By the time you read this column, you will already know who won the Solo Nationals – as well as the Runoffs – and you can read the full Solo Nationals report in this issue. But the RallyCross National Championship is still ahead, which makes one ponder, what else do the next few months hold for us?

Cal Club Region has a fun annual event during the Thanksgiving holiday weekend. Friday is a practice day, with the Ladies Solo school on Saturday, and rounding out the weekend is a Solo event. Check www.solo2.com for more info on this alternative way to give thanks. There are still a number of First Friday Niter RoadRallies, as well as a number of Club races and Time Trials events. And Cal Club has its Club Racing awards banquet set to take place in November. More details can be found at www.calclub.com.

Hawaii Region is hosting an Evolution School in late January, sounds like a great opportunity for an educational vacation. Visit www.sccahawaii.org for the details.

Las Vegas Region has moved over to its winter location, the Las Vegas

Motor Speedway drag strip lot, which offers much more flexible course design options than the summer casino locations. The region will also venture out to St. George, Utah, for a special two-day event in November. Going to www.lvrscga.org will fill in the blanks for you.

Getting a jump-start on the 2013 calendar, Arizona Region has already penciled in a Double Rational at Inde Motorsports Ranch, reviving the traditional Snowbird Double with a three-day event in January. See www.azscca.com for a complete list of upcoming events.

Playing a game of one-upmanship, Arizona Boarder Region has a 2013 event locked into its schedule, with the Global Warming National Tour RoadRally taking place in March – you may want to write that one down, because no one makes plans that far in advance. But, well before the end of the year, the region has a Tire Rack Street Survival School, a RallyCross, and a number of Solo events. Look no further than www.azbrscca.org if you want to get a head start on next year's events.

Enough of worrying about what happens next week, next month, and next year – it's time to get back online and watch the results stream in.

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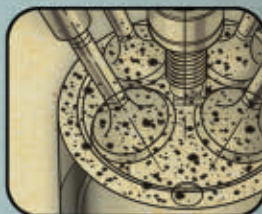
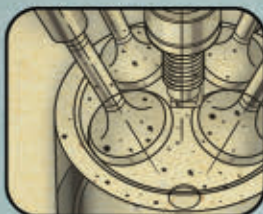


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CLEANING SINCE 1945

USE YOUR MOTORHEAD. DRIVE SMARTER.

Record Book

SPORTS CAR CLUB OF AMERICA **NOVEMBER 2012**
RESULTS FROM SCCA CLUB RACING,
RALLY AND SOLO EVENTS

NEDIV NATIONAL

STEEL CITIES REGION
PITTSBURG INT'L RACE COMPLEX / JULY 28-29, 2012

SATURDAY

GTL: (3 starters) 1. Warren Montague (Toyota) 1:10.071;
2. Kyle Disque (Toyota); 3. Brian Downey (Nissan);

EP: (6 starters) 1. Rick Kavitski (Mazda) 1:08.516;
2. Greg Kasprzyk (BMW); 3. William Smith (Mazda);

FP: (7 starters) 1. Charles Campbell (Mazda) 1:10.574;
2. David Strittmatter (Lancia); 3. Scott Lunder (Honda);

HP: (6 starters) 1. Ron Bartell (MG) 1:13.212; 2. Kevin
Brydebell (Nissan); 3. Matt Brannon (Fiat);

STU: (2 starters) 1. Mark Connolly (Mini) 1:07.585;
2. Greg Peluso (BMW);

STL: (3 starters) 1. Bob Beede
(Honda) 1:07.989; 2. Stephen Wheeler (Acura);

3. Christopher Childs (Mazda); **T2:** (6 starters) 1. Don
Knowles (Ford) 1:04.135; 2. William Moore (Pontiac);

3. Todd Napieralski (Chevrolet); **T3:** (1 starter) 1. Rob Hines
(Nissan) 1:06.329; **SSB:** (1 starter) 1. Keith Jones (Mazda)

1:15.772; **SSC:** (2 starters) 1. Michael Crawford (Acura)
1:11.937; 2. Joel Lipperini (Honda); **SM:** (8 starters) 1. Marc

Cefalo 1:09.636; 2. Charlie Campbell; 3. John Costello;

SUNDAY

GTI: (1 starter) 1. Jim McAleese (Chevrolet) 58.436; **GT2:** (2
starters) 1. Robert Lentz Sr. (Nissan) 1:00.749; 2. William

Pintaric (Nissan); **GT3:** (3 starters) 1. Mike Cyphert
(Toyota) 1:01.488; 2. Paul Young (Ford); 3. David Dobry

(Dodge); **GTL:** (4 starters) 1. Kyle Disque (Toyota) 1:05.291;
2. Warren Montague (Toyota); 3. Brian Downey (Nissan);

AS: (2 starters) 1. John Lancaster (Chevrolet)
1:07.087; 2. Joseph Balbi (Chevrolet); **EP:** (5 starters)

1. Rick Kavitski (Mazda) 1:04.694; 2. William Smith
(Mazda); 3. Greg Kasprzyk (Mazda); **FP:** (7 starters)

1. Charles Campbell (Mazda) 1:05.385; 2. David
Strittmatter (Lancia); 3. Scott Lunder (Honda); **HP:** (6

starters) 1. Ron Bartell (MG) 1:07.793; 3. Matt Brannon
(Fiat); 3. Johannes Krauss (Volkswagen);

STO: (1 starter) 1. David Pintaric (Dodge) 1:01.370;
STU: (3 starters) 1. Greg Peluso (BMW) 1:08.152;

2. Abdulrab Aziz (BMW); no other finisher; **STL:** (3
starters) 1. Bob Beede (Honda) 1:08.380; 2. Stephen

Wheeler (Acura); 3. Christopher Childs (Mazda); **TI:** (4
starters) 1. Tom Sloe (Chevrolet) 1:00.815; 2. Joe Aquilante

(Chevrolet); 3. David Sanders (Chevrolet); **T2:** (5
starters) 1. Don Knowles (Ford) 1:03.996; 2. Todd

Napieralski (Chevrolet); 3. Chip Williams (Nissan); **T3:** (1
starter) 1. Rob Hines (Nissan) 1:06.833; **SSB:** (1 starter)

1. Keith Jones (Mazda) 1:14.057; **SSC:** (2 starters)
1. Michael Crawford (Acura) 1:12.010; 2. Joel Lipperini

(Honda); **SM:** (6 starters) 1. Marc Cefalo 1:09.622;
2. Charlie Campbell; 3. John Costello;

DSR: (3 starters) 1. Sherman Chao (Stohr) 56.198;
2. David William O'Leary (West); 3. Robert Mazza (OMS);

S2: (1 starter) 1. Corey Fergus (Carbin) 58.660; **SRF:**
(6 starters) 1. Tom Riley 1:07.834; 2. Ray Senkevich;

3. Chris Current;

FC: (2 starters) 1. Kyle Mack (Van Diemen) 57.876;
2. Gary Machiko (Van Diemen); **FE:** (3 starters) 1. Jason

Wolfe 56.779; 2. Patrik Linn; 3. Keith McDonald; **FB:** (2
starters) 1. Jeremy Hill (Photon) 54.322; 2. Jaun R

Mamberger (Nova); **FF:** (2 starters) 1. Robert L Albert
(Chevron) 1:07.571; **FV:** (7 starters) 1. Guy Bellingham

(BDR) 1:08.963; 2. Curt Bennett (Protoform); 3. Mark
Farnham (Protoform).

SWDIV DOUBLE NAT'L

TEXAS REGION
EAGLES CANYON RACEWAY / JULY 28-29, 2012

SATURDAY

GTI: (3 starters) 1. David Fershtand (Oldsmobile) 1:51.380;
2. Tom Smith (Chevrolet); 3. John Gray (Pander); **GT2:** (2

starters) 1. Jeff Gainsborough (Porsche) 1:56.838;
2. Charles Barnes (Porsche); **GT3:** (1 starter) no finishers;

GTL: (2 starters) 1. Luis Rivera (Mazda) 2:06.478;
2. Octavio Calvillo (Nissan);

AS: (2 starters) 1. Dane Smith (Chevrolet) 2:05.892;
2. Eric Ritchie (Pontiac); **EP:** (3 starters) 1. Matt Reynolds

(Mazda) 1:59.216; 2. Andrew Robertson (Caterham)
2:01.764; no other finishers; **FP:** (1 starters) 1. Sam Henry

(Mazda) 2:02.411;

STO: (1 starter) 1. Steven Zink (Ford) 2:12.394; **STU:** (3
starters) 1. Joseph McClughan (Mazda) 2:06.000;

2. David Koller (Pontiac); 3. Roy Johnson (Mazda); **STL:** (4
starters) 1. Brian Laughlin (Mazda) 2:03.639; 2. Chris

Edens (Mazda); 3. Blake Clements (Mazda); **T2:** (1 starter)
1. Charles Vehle (Ford) 2:06.118; **T3:** (1 starter) 1. Richard

Kulach (Nissan) 2:08.821; **SSB:** (1 starter) 1. Steve Taake
(Ford) 2:12.308; **SSC:** (1 starter) 1. Charlie James (Hyundai)

2:16.102; **SM:** (22 starters) 1. Matt Reynolds 2:07.777;
2. Christopher Haldeman; 3. Brett Gabriel;

S2: (1 starter) 1. Ron Jessen (Swift) 2:07.203; **SRF:**
(13 starters) 1. Chris Funk 2:04.412; 2. Keith Verges;

3. Kelly Toombs;

FC: (1 starter) 1. Tim Walsh (Van Diemen) 1:55.026;
FM: (8 starters) 1. George Jackson 1:48.863; 2. Davis

Parr; 3. Scott Dollahite; **FF:** (1 starter) 1. Wesley
Cunningham (Swift) 2:04.708; **FV:** (4 starters) 1. Dwight

Calkins (Protoform) 2:09.025; 2. Michael Schirato
(Vortech); 3. Stephen Rainey (Protoform); **F5:** (4

starters) 1. Chris Hodde (KBS) 2:09.311; 2. Glen Smeal
(Red Devil); 3. Joseph R Palmer (Novokar).

SUNDAY

GTI: (2 starters) 1. Tom Smith (Chevrolet) 1:49.263;
2. David Fershtand (Oldsmobile); **GT2:** (2 starters) 1. Jeff

Gainsborough (Porsche) 1:55.436; 2. Charles Barnes
(Porsche); **GTL:** (2 starters) 1. Luis Rivera (Mazda)

2:05.316; 2. James Speight (Mazda);

STO: (1 starter) 1. Steve Zink (Ford) 2:11.920; **STU:** (2
starters) 1. Joseph McClughan (Mazda) 2:02.992;

2. Roy Johnson (Mazda); **STL:** (2 starters) 1. Brian
Laughlin (Mazda) 2:08.006; 2. James Speight (Mazda);

T2: (1 starter) 1. Charles Vehle (Ford) 2:07.708; **T3:** (1
starter) 1. Richard Kulach (Nissan) 2:08.904; **SSB:** (1

starter) 1. Steve Taake (Mazda) 2:09.594; **SSC:** (1 starter)
1. Charlie James (Hyundai) 2:13.921; **SM:** (21 starters)

1. Matt Reynolds 2:07.777; 2. Trevor McCallion; 3. Bill Agha;
CSR: (1 starter) 1. Jay Messenger (SCCA) 1:53.545;

S2: (1 starter) 1. Ron Jessen (Swift) 2:06.251; **SRF:** (12
starters) 1. Denny Stripling 2:04.428; 2. Keith Veges;

3. Chris Funk;

FC: (1 starter) 1. Tim Walsh (Van Diemen) 1:52.227;
FM: (7 starters) 1. George Jackson 1:48.199; 2. David

Zavelson; 3. Larry Mason; **FF:** (1 starter) 1. Wesley
Cunningham (Swift) 1:58.664; **FV:** (3 starters) 1. Stephen

Rainey (Protoform) 2:07.429; 2. Michael Schirato
(Vortech); 3. Mike Rogers (Protoform); **F5:** (1 starter)

1. Glen Smeal (Red Devil) 2:10.293.

RMDIV DOUBLE NAT'L

UTAH REGION
MILLER MOTORSPORTS PARK / AUG 4-5, 2012

SATURDAY

GT3: (1 starter) 1. James Hargrove (Honda) 1:45.413;
GTL: (1 starter) 1. James Hargrove (Honda) 1:49.229;

EP: (1 starter) 1. Guy Ruse (Mazda) 1:49.022; **FP:** (1
starter) 1. Paul Jensen (Mazda) 1:59.671; **HP:** (1 starter)

1. Richard Fischer (Fiat) 2:02.891;

STO: (1 starter) 1. JR Smith (Ford) 1:55.852; **STU:** (1
starter) 1. Jon Lee (Mazda) 1:52.714; **STL:** (5 starters)

1. Oscar Jackson Jr. (Mazda) 1:53.485; 2. David Mead
(Mazda); 3. Dale Shoemaker (Mazda); **T2:** (1 starter)

1. Pratt Cole (Ford) 1:49.364; **T3:** (1 starter) 1. Pratt Cole
(Ford) 1:50.757; **SSB:** (2 starters) 1. Lance Stewart

(Mazda) 1:53.426; 2. David Mead (Mazda); **SSC:** (1
starter) 1. Robert Schader (Mazda); **SM:** (9 starters)

1. Tyler Dahl 1:50.249; 2. Steven Powers; 3. Mark Franklin;

CLUB RACING

GTI-3 = GT-1, GT-2, GT-3
GTL = GT-Lite

AS = American Sedan
EP-HP = E-H Production
STO, STU, STL = Super Touring

Over, Under, Light
TI-T3 = Touring 1-3

SSB = Showroom Stock B
SSC = Showroom Stock C

SM = Spec Miata
CSR = C Sports Racing

DSR = D Sports Racing
S2 = Sports 2000

SRF = Spec Racer Ford
FA = Formula Atlantic

FC = Formula Continental
FM = Formula Mazda

FE = Formula Enterprises
FB = Formula 1000

FF = Formula Ford
FV = Formula Vee

F5 = Formula 500

SOLO (L=LADIES)
SS = Super Stock

AS-HS = A-H Stock
SSP = Super Street Prepared

ASP-FSP = A-F Street Prepared
XP = X Prepared

CP-GP = C-G Prepared
AM-FM = A-F Modified

STC, STR, STS, STX, STU =
Street Touring

SM = Street Modified
SSM = Super Street Modified

FM = Formula Junior A
FJB = Formula Junior B

RTA, RTR, RTF = Road Tire

RALLYCROSS
SA = Stock All-wheel drive

SF = Stock Front-wheel drive
SR = Stock Rear-wheel drive

PA = Prepared, All-wheel drive
PF = Prepared, Front-wheel drive

PR = Prepared, Rear-wheel drive
M2 = Modified, All-wheel drive

M2 = Modified, Two-wheel drive

ROADRALLY
S = Stock

L = Limited
E = Equipped



Tom Riley (11) was the first to
cross the stripe in SRF at the
NEDiv National.

BARBARA PROTONS



BARBARA PROTOS

David Sanders (73)
drove his Corvette to
a pair of T1 wins at
Pocono Raceway.

CSR: (2 starters) 1. Sam Souvall (Stohr) 1:27.443;
2. Gary Stevens (Speads); **DSR:** (2 starters) 1. Lee Alexander (Stohr) 1:25.396; 2. Chris Farrell (Stohr);
FA: (1 starter) 1. Steve Burns (Van Diemen) 1:38.635;
FE: (1 starter) 1. Tyler Hunter 1:34.429; **FB:** (8 starters)
1. Larry Vollum (Stohr) 1:28.087; 2. JR Osborne (Stohr);
3. Christopher Ash (Speads); **FF:** (3 starters) 1. Doug Stout
(Van Diemen) 1:39.873; 2. Stan Townes (Swift); no other
finishers; **FV:** (3 starters) 1. Tyler Hunter (Vortech) 1:48.036;
2. Mark Felsen (Vortech); 3. Matthew Guzowski (Caracal).

SUNDAY

GT3: (1 starter) 1. James Hargrove (Honda) 1:44.641;
GTL: (1 starter) 1. James Hargrove (Honda) 1:46.540;
EP: (1 starter) 1. Guy Ruse (Mazda) 1:50.066; **FP:** (1
starter) 1. Paul Jensen (Mazda) 1:55.534; **HP:** (1 starter)
1. Richard Fischer (Fiat) 2:03.825;
STO: (1 starter) 1. JR Smith (Ford) 1:55.442; **STU:** (1
starter) 1. Jon Lee (Mazda) 1:53.499; **STL:** (4 starters)
1. Oscar Jackson Jr. (Mazda) 1:53.478; 2. David Mead
(Mazda); 3. Dale Shoemaker (Mazda); **T2:** (1 starter) 1. Pratt
Cole (Ford) 1:51.521; **T3:** (1 starter) 1. Scott Cole (Ford)
1:50.609; **SSB:** (2 starters) 1. Lance Stewart (Mazda)
1:53.255; 2. David Mead (Mazda); **SSC:** (1 starter) 1. Robert
Schader (Mazda) 1:56.433; **SM:** (8 starters) 1. Tyler Dahl
1:50.803; 2. Steven Powers; 3. Bill Tolley;
CSR: (2 starters) 1. Gary Stevens (Speads) 1:29.825;
2. Sam Souvall (Stohr); **DSR:** (2 starters) 1. Lee Alexander
(Stohr) 1:24.647; 2. Chris Farrell (Stohr);
FA: (1 starter) 1. Steve Burns (Van Diemen) 1:38.391;
FE: (1 starter) 1. Tyler Hunter 1:34.422; **FB:** (8 starters)
1. JR Osborne (Stohr) 1:27.204; 2. Larry Vollum (Stohr);
3. Lucian Pancea (Stohr); **FF:** (2 starters) 1. Doug Stout
(Van Diemen) 1:37.786; 2. Stan Townes (Swift); **FV:** (3
starters) 1. Mark Felsen (Vortech) 1:47.826; 2. Tyler
Hunter (Vortech); 3. Matthew Guzowski (Caracal).

NEDIV NATIONAL

TRI-REGION RACE GROUP
POCONO RACEWAY / AUG 11-12, 2012

SATURDAY

GT1: (8 starters) 1. Jim McAleese (Chevrolet) 1:28.336;
2. Allan Wolfe (Chevrolet); 3. Scott Quaille (Chevrolet);
GT2: (5 starters) 1. Jim Goughary (Nissan) 1:35.752;
2. Jeff Dernehl (Mazda); 3. Tom Burdge (Porsche);
GT3: (2 starters) 1. Steven Lustig (Acura) 1:44.668; no
other finishers;
AS: (9 starters) 1. Joseph Trapani (Chevrolet) 1:42.127;
2. JW Brewer (Chevrolet); 3. Brian Licklider (Ford);
STO: (3 starters) 1. David Pintaric (Dodge) 1:35.482;
2. Tim Rubright (Ford); no other finishers; **T1:** (8 starters)
1. David Sanders (Chevrolet) 1:38.021; 2. Andrew
Aquilante (Ford); 3. Joseph Gaudette (Chevrolet); **T3:** (1
starter) 1. Rob Hines (Nissan) 1:49.164;
CSR: (2 starters) 1. Jacek Mucha (Swift) 1:31.151;
2. Alex Miller (March); **DSR:** (2 starters) 1. Sherman Chao
(Stohr) 1:34.366; 2. David William O'Leary (West);
FA: (3 starters) 1. Bruce Hamilton (Swift) 1:29.102;
2. Richard Zober (Elan); 3. William Moore (Renault);
FM: (2 starters) 1. Bruce Crockett 1:36.344; 2. Sam Ryan;

FE: (3 starters) 1. Jonathan Corsico 1:35.613; 2. Keith
McDonald; 3. Stephen Zamborsky.

SUNDAY

GT1: (7 starters) 1. Allan Wolfe (Chevrolet) 1:28.055; 2. Jim
McAleese (Chevrolet); 3. Scott Quaille (Chevrolet);
GT2: (3 starters) 1. Jim Goughary (Nissan) 1:35.316;
2. Tom Burdge (Porsche); 3. Bud Matakietis (Nissan);
GT3: (2 starters) 1. Steven Lustig (Acura) 1:42.892; 2. Bud
Matakietis (Nissan); **GTL:** (1 starter) 1. Christopher J
Kopley (Mini) 1:54.473;
AS: (7 starters) 1. Jerry Post (Chevrolet) 1:43.689;
2. Kelly Lubash (Chevrolet); 3. Matt Naegle (Chevrolet);
EP: (3 starters) 1. Greg Kasprzyk (BMW) 1:43.667;
2. William Smith (Mazda); 3. Donald Walsh (Mazda);
FP: (2 starters) 1. Walter Handly (Porsche) 1:52.518; no
other finishers; **HP:** (2 starters) 1. Johannes Krauss
(Volkswagen) 1:57.858; 2. Joe Camilleri (Volkswagen);
STO: (3 starters) 1. David Pintaric (Dodge) 1:33.229;
2. John Yarosz (Chevrolet); 3. Tim Rubright (Ford); **STU:** (1
starter) 1. Frank Capobianco (BMW) 1:45.409; **STL:** (4
starters) 1. Greg Amy (Acura) 1:48.887; 2. Richard
Afflerbach (Acura); 3. Hugh McHaffie (Mazda); **T1:** (6
starters) 1. David Sanders (Chevrolet) 1:40.569; 2. Joe
Aquilante (Chevrolet); 3. Andrew Aquilante (Ford); **T2:** (2
starters) 1. Albert Nocerine (Chevrolet) 1:45.226; 2. John
Yarosz (Ford); **T3:** (1 starter) 1. Rob Hines (Nissan)
1:47.536; **SSC:** (5 starters) 1. Michael Crawford (Acura)
1:55.881; 2. Joel Lipperini (Honda); 3. Brian Bogert
(Dodge); **SM:** (9 starters) 1. Craig McHaffie 1:54.627;
2. Marc Cefalo; 3. John Costello;
CSR: (1 starter) 1. Jacek Mucha (Swift) 1:30.633;
DSR: (2 starters) 1. Sherman Chao (Stohr) 1:34.776;
2. David William O'Leary (West); **SFR:** (13 starters)
1. Michael Hausknecht 1:49.676; 2. Lee McNeish;
3. Rob Stewart;
FA: (3 starters) 1. Richard Zober (Elan) 1:30.698;
2. William Moore (Renault); no other finishers; **FM:** (2
starters) 1. Bruce Crockett 1:35.837; 2. Sam Ryan; **FE:** (3
starters) 1. Jonathan Corsico 1:34.701; 2. Stephen
Zamborsky; 3. Keith McDonald; **FB:** (1 starter) 1. Alex Mayer
(Elan) 1:31.283; **FV:** (5 starters) 1. David Scaler (Vortech)
1:52.604; 2. Dean Curtis (Womer); 3. Hughie Maloney
(Womer); **F5:** (1 starter) 1. Michael Brent (Invader) 1:42.616.

GLDIV NATIONAL

WESTERN MICHIGAN REG
GRATTAN RACEWAY / AUG 12, 2012

GT1: (5 starters) 1. Cliff Ebben (Ford) 1:19.162; 2. Dick
Greer (Chevrolet); 3. Jim Bradley (Chevrolet); **GT3:** (3
starters) 1. Mike Cyphert (Toyota) 1:22.829; 2. Joe
Kristensen (Acura); 3. Ken Nelson (Nissan); **GTL:** (1
starter) 1. Bill Partridge (Nissan) 1:37.415;
AS: (3 starters) 1. Mark Muddiman (Ford) 1:30.771;
2. Thomas Toth (Chevrolet); no other finishers; **EP:** (5
starters) 1. Sam Halkias (Triumph) 1:28.156; 2. Gary Martz
(Mazda); 3. Rich Olsen (Mazda); **FP:** (3 starters) 1. John
Walker (Lotus) 1:27.470; 2. Kevin Ruck (Acura); 3. Robert
Keller (Volvo); **HP:** (3 starters) 1. Tom Hannangan
(Datsun) 1:33.806; 2. John Stanford (Triumph); 3. Dayle
Frame (Austin);
FF: (5 starters) 1. Bob Perona (Piper) 1:19.709;
2. Russell Ruedisueli (Van Diemen); 3. Mark Davison
(Swift); **FV:** (5 starters) 1. Charles McCormick
(Vortech) 1:26.860; 2. Jeff Loughhead (Vortech); 3.
Don Taylor (Speedsport).

MIDIV DOUBLE NAT'L

NEBRASKA REGION
M'SPORTS PARK HASTINGS / AUG 18-19, 2012

SATURDAY

GT2: (1 starter) 1. Tony Giordano (Nissan) 1:43.516; **GT3:** (1
starter) 1. Jeff McCormick (Datsun) 1:44.743; **GTL:** (2
starters) 1. Jonathan Goodale (Mazda) 1:39.862; 2. Roy
Lopshire (Toyota);
AS: (3 starters) 1. Jim Wheeler (Pontiac) 1:39.613;
2. Kim McDonald (Pontiac); 3. Dean Palmer (Ford); **EP:** (5
starters) 1. William Lamkin (Mazda) 1:35.625; 2. Bill Allman
(Mazda); 3. Brian Haupt (Mazda); **FP:** (6 starters) 1. Eric

Prill (Mazda) 1:36.669; 2. Chuck Mathis (Volkswagen);
3. Randy Wagner (Mazda); **HP:** (1 starter) 1. Chris
Albin (Volkswagen);

STO: (2 starters) 1. Jerry Onks (Chevrolet) 1:35.081;
2. Matthew Miller (Dodge); **T1:** (2 starters) 1. Natha
Waldbaum (Chevrolet) 1:35.936; 2. Matthew Miller
(Dodge); **SSC:** (2 starters) 1. Shawn Young (Mazda)
1:47.931; 2. James Wood (Honda);

S2: (1 starter) 1. Jack Donnellan (Lola) 1:38.826;
SFR: (7 starters) 1. Grayson Strathman 1:39.311; 2. John
Strickler; 3. Adam Gotlieb;
FA: (2 starters) 1. Jason Byers (Swift) 1:20.417;
2. Fabio Castellani (Swift); **FC:** (1 starter) 1. Gerald D
Szyulsk (Van Diemen) 1:24.992; **FM:** (1 starter) 1. Ken De
Nault 1:33.358; **FE:** (1 starter) 1. Denny Marklein 1:29.814;
FF: (1 starter) 1. Frank Chambers (Swift) 1:37.917.

SUNDAY

GT2: (1 starter) 1. Tony Giordano (Nissan) 1:44.019;
GT3: (2 starters) 1. Brian Haupt (Mazda) 1:40.620; 2. Jeff
McCormick (Datsun); **GTL:** (1 starter) 1. Jonathan Goodale
(Mazda) 1:41.154;
AS: (3 starters) 1. Dean Palmer (Ford) 1:40.657; 2. Kim
McDonald (Pontiac); 3. Jim Wheeler (Pontiac); **EP:**
(4 starters) 1. William Lamkin (Mazda) 1:34.997; 2. Bill
Allman (Mazda); 3. Charlie Clark (Mazda); **FP:** (6
starters) 1. Eric Prill (Mazda) 1:36.636; 2. Chuck Mathis
(Volkswagen); 3. Randy Wagner (Mazda); **HP:** (1 starter)
1. Chris Albin (Volkswagen);
STO: (3 starters) 1. Jerry Onks (Chevrolet) 1:33.768;
2. Matthew Miller (Dodge); 3. Jeff Demetri (Ford); **T1:** (2
starters) 1. Natha Waldbaum (Chevrolet) 1:35.474; 2. Mike
Waszak (Chevrolet); **SSC:** (1 starter) 1. Shawn Young
(Mazda) 1:47.803;
S2: (1 starter) 1. Jack Donnellan (Lola) 1:50.682;
SFR: (7 starters) 1. Grayson Strathman 1:38.586; 2. Adam
Gotlieb; 3. John Strickler;
FA: (2 starters) 1. Jason Byers (Swift) 1:17.566; 2. Fabio
Castellani (Swift); **FC:** (1 starter) 1. Gerald D Szyulski (Van
Diemen) 1:22.524; **FM:** (1 starter) 1. Ken De Nault 1:31.643;
FF: (1 starter) 1. Frank Chambers (Swift) 1:39.130.

SEDIV DOUBLE NAT'L

ATLANTA/ALABAMA REGS
BARBER M'SPORTS PARK / SEP 1-2, 2012

SATURDAY

GT1: (1 starter) 1. J. Richard Grant (Chevrolet) 1:36.427;
GT2: (2 starters) 1. Jeff Dernehl (Mazda) 1:37.666;
2. James Burke (Porsche); **GTL:** (1 starter) 1. Peter Zekert
(Nissan) 2:09.289;
EP: (1 starter) 1. Jud Scott (Porsche) 2:06.572; **FP:** (2
starters) 1. Kevin Ruck (Acura) 2:00.241; 2. Don Ahrens
(Mazda); **HP:** (2 starters) 1. Tim Pitts (Volkswagen)
2:04.070; 2. A.L. Drum (Austin);
STO: (1 starter) no finishers; **STU:** (4 starters) 1. Jim
Taggart (Lotus) 1:57.212; 2. David Brand (Lotus); 3. John
Pickle (Lotus); **STL:** (6 starters) 1. Danny Steyn (Mazda)
1:57.728; 2. Stephan Tisseront (Mazda); 3. Ted Thorp
(Acura); **T1:** (1 starter) 1. Andrew Aquilante (Ford) 1:38.313;
T3: (2 starters) 1. Rob Hines (Nissan) 2:16.015; 2. Gary
Wayne Presl (Lotus); **SM:** (8 starters) 1. Danny Steyn
1:48.454; 2. Cliff Brown; 3. Jonathan Czarny;
CSR: (1 starter) no finishers; **DSR:** (2 starters) 1. Craig
Farr (AMAC) 1:35.002; 2. Sherman Chao (Stohr); **S2:**
(1 starter) 1. Hawley Chester II (Royale) 2:21.550; **SFR:**
(5 starters) 1. Tray Ayres 1:47.061; 2. Cliff White; 3.
Dana Webster;
FA: (1 starter) 1. Keith Grant (Swift) 1:24.817; **FM:** (4
starters) 1. Beau Borders 1:51.196; 2. David Obenauer;
3. Sam Lockwood; **FE:** (3 starters) 1. Paul Schneider
1:30.388; 2. Andrew Cross Jr.; 3. Curt Harrelson; **FB:** (3
starters) 1. Brandon Dixon (Citation) 2:16.115; 2. Gleen
Cooper (RFR); 3. John Hudak (Phoenix); **FF:** (2 starters)
1. David H. Livingston (Swift) 1:53.596; 2. Donald Baggett
(Swift); **FV:** (3 starters) 1. Steven Davis (Racer's Wedge)
1:56.595; 2. Anthony Henderson (Caracal); 3. Charlie
Rogers (Protoform).

SUNDAY

GT1: (1 starter) 1. J. Richard Grant (Chevrolet) 1:36.834;
GT2: (2 starters) 1. Jeff Dernehl (Mazda) 1:38.137;

2012 CLUB RACING NAT'L MARQUE SCOREBOARD

This scoreboard is unofficial

GT1

CHEVROLET	29
FORD	10
OLDSMOBILE	5
SHELBY	4
JAGUAR	2
DODGE	1
PONTIAC	1
QVALE	1

GT2

PORSCHE	32
NISSAN	8
SUNBEAM	7
BMW	5
ROVER	3
MAZDA	2
TOYOTA	2

GT3

MAZDA	31
TOYOTA	10
NISSAN	5
ACURA	3
FORD	2
HONDA	2
DATSUN	1

GTL

NISSAN	12
MAZDA	10
HONDA	6
TOYOTA	5
TRIUMPH	5
MINI	2
RENAULT	1
VOLKSWAGEN	1

AS

FORD	26
CHEVROLET	15
PONTIAC	12

EP

MAZDA	36
BMW	10
DATSUN	5
HONDA	4
CATERHAM	3
PORSCHE	3
VOLVO	2
ELVA	1

FP

MAZDA	36
ACURA	5
MG	5
LOTUS	2
NISSAN	2
PORSCHE	2
DATSUN	1
HONDA	1
LANCIA	1
VOLKSWAGEN	1

HP

MG	13
HONDA	12
VOLKSWAGEN	9
AUSTIN HEALEY	6
TOYOTA	6
FIAT	5
DATSUN	3
TRIUMPH	3

STO

CHEVROLET	16
DODGE	16
FORD	7
BMW	3
ASTON MARTIN	2
HONDA	1
MASERATI	1
PORSCHE	1

STU

MAZDA	24
BMW	13
LOTUS	5
PONTIAC	5
VOLKSWAGEN	4
AUDI	2
HONDA	1
MINI	1

STL

MAZDA	48
HONDA	4
ACURA	1

T1

CHEVROLET	40
DODGE	1
FORD	1

T2

BMW	16
FORD	9
NISSAN	7
MITSUBISHI	6
HONDA	4
PONTIAC	3
PORSCHE	3
CHEVROLET	2

T3

NISSAN	10
FORD	7
HONDA	7
VOLKSWAGEN	4
BMW	2
LOTUS	2
MAZDA	1

SSB

FORD	11
MAZDA	11
BMW	10
HONDA	8
PONTIAC	5
CHEVROLET	1

SSC

ACURA	12
MAZDA	11
CHEVROLET	5
HONDA	5
TOYOTA	5
HYUNDAI	4
VOLKSWAGEN	4
DODGE	2

CSR

SWIFT	17
STOHR	13
VAN DIEMEN	6
RADICAL	2
RALT	2
SPEADS	2
WYNNFURST	2
BEASLEY	1
NORMA	1
VIKING	1

DSR

STOHR	34
WEST	6
SPEADS	5
CRITTER	2
AMAC	1

\$2000

LOLA	15
CARBIR	9
SWIFT	7
ROYALE	2
VAN DIEMEN	2
DORAN	1

FA

SWIFT	28
STAR-MAZDA	13
REYNARD	6
VAN DIEMEN	2

FC

VAN DIEMEN	41
REYNARD	2

FB

STOHR	10
RFR	6
CITATION	5
ELAN	4
SPEADS	4
PHOTON	3
VAN DIEMEN	2
PHOENIX	1

FF

SWIFT	32
VAN DIEMEN	18
PIPER	4
CHEVRON	2
SAUCE	2

FV

VORTECH	25
MYSTERIAN	9
PROTOFORM	5
RACER'S WEDGE	5
SPEED SPORT	3
BRD	2
GLAMDRING	2
AGITATOR	1
ANDURIL	1
CALDWELL	1
CARACAL	1
CRUSADER	1
JK TECHNOLOGIES	1

F500

SCORPION	10
KBS	6
AJ'S	5
INVADER	5
NOVAKAR	5
RED DEVIL	5
RAPTOR	2
TRI	2
ROCKETECH	1

2. James Burke (Porsche); **GTL:** (1 starter) 1. John P. Derickson (Renault) 1:59.239;

EP: (1 starter) 1. Jud Scott (Porsche) 1:58.231; **FP:** (2 starters) 1. Kevin Ruck (Acura) 1:43.741; 2. Don Ahrens (Mazda); **HP:** (2 starters) 1. Tim Pitts (Volkswagen) 1:49.135; 2. A.L. Drum (Austin);

STO: (1 starter) 1. Brad White (Chevrolet) 1:40.554; **STU:** (4 starters) 1. Jim Taggart (Lotus) 1:44.437; 2. Ronald Pawley (Lexus); 3. John Pickle (Lotus); **STL:** (5 starters) 1. Stephan Tisseront (Mazda) 1:49.725; 2. Willie Phee (Acura); Ted Thorp (Acura); **T3:** (1 starter) 1. Gary Wayne Presl (Lotus) 1:49.718; **SM:** (6 starters) 1. L. Patrick Sandlin 1:48.625; 2. Cliff Brown; 3. Jonathan Czarny;

CSR: (1 starter) 1. Jean-Luc Liverato (Swift) 1:36.331; **DSR:** (2 starters) 1. Sherman Chao (Stohr) 1:30.029;

2. Craig Farr (AMAC); **S2:** (1 starter) 1. Hawley Chester II (Royale) 1:48.985; **SRF:** (5 starters) 1. Tray Ayres 1:46.485; 2. Cliff White; 3. Fredrick Haas;

FA: (1 starter) 1. Keith Grant (Swift) 1:21.958; **FM:** (4 starters) 1. Beau Borders 1:33.892; 2. Sam Lockwood; 3. John Newcomb; **FE:** (4 starters) 1. Paul Schneider 1:30.892; 2. Andrew Cross Jr; 3. Tilden Kinlaw; **FB:** (3 starters) 1. Glenn Cooper (RFR) 1:28.130; 2. John Hudak (Phoenix); 3. Charles Dempsey (Stohr); **FF:** (2 starters) 1. David H. Livingston (Swift) 1:36.929; 2. Donald Baggett (Swift); **FV:** (3 starters) 1. Steven Davis (Racer's Wedge) 1:46.007; 2. Charlie Rogers (Protoform); 3. Anthony Henderson (Caracal).

RMDIV DOUBLE NAT'L

COLORADO REGION HIGH PLAINS RACEWAY / SEP 1-2, 2012

SATURDAY

GT2: (1 starter) 1. Jim Valdez (BMW) 1:32.370; **GT3:** (1 starter) 1. Jim Stinehelfer (Mazda) 1:38.889;

AS: (1 starter) 1. Boyd Lear (Chevrolet) 1:41.514; **EP:** (3 starters) 1. John Longwell (BMW) 1:37.131; 2. Dave Ruegsegger (Datsun); 3. Robert Coffey (Mazda); **FP:** (7 starters) 1. William Hingston (Mazda) 1:36.628; 2. Marcos DeLeon (BMW); 3. Neal Frank (Mazda); **HP:** (1 starter) 1. Robert Stream (MG) 1:50.281;

STO: (1 starter) no finishers; **STU:** (5 starters) 1. Michael Pettiford (Volkswagen) 1:36.547; 2. Anthony Simmers (Volkswagen); 3. Peter Schick (Pontiac); **STL:** (3 starters) 1. Kyle Watkins (Mazda) 1:41.010; 2. Robert Ames (Mazda); 3. Bill Seifert (Honda); **T1:** (1 starter) 1. Greg Vandersluis (Chevrolet) 1:31.383; **T2:** (1 starter) 1. Daniel Spirek (BMW) 1:38.592; **SM:** (7 starters) 1. Mark Franklin 1:40.454; 2. Matthew Wolfe; 3. Phil Cummings;

CSR: (4 starters) 1. Chris Funk (SCCA) 1:24.961; 2. Kelly Toombs (Mazda); 3. Jay Messenger (Mazda); **DSR:** (3 starters) 1. Kirk Kindsfater (Speads) 1:20.767;

2. Paul Leonard (Radical); no other finishers; **S2:** (7 starters) 1. Edward Guenther (Swift) 1:26.792; 2. Rob Sherwood (Carbir); 3. Joseph Moran (Carbir); **SRF:** (1 starter) 1. Michael Cameron 1:40.063;

FC: (1 starter) 1. Pete Ingwersen (Van Diemen) 1:28.682; **FE:** (1 starter) 1. Henry Donohoo 1:30.801; **FB:** (3 starters) 1. Christopher Ash (Speads) 1:22.522; 2. John LaBrie (Phoenix); 3. Robert Adams (Speads); **FF:** (2 starters) 1. David Loken (Swift) 1:28.844; 2. Dale Evans (Swift); **FV:** (3 starters) 1. Paul Eric Taylor (Mysterian) 1:41.299; 2. Katrina Holcomb (unknown); 3. Russell Dykstra (Citation); **F5:** (1 starter) 1. Herb Noble (Scorpion) 1:32.988.

SUNDAY

GT2: (1 starter) 1. Jim Valdez (BMW) 1:31.824; **GT3:** (1 starter) 1. Jim Stinehelfer (Mazda) 1:37.862;

AS: (1 starter) 1. Boyd Lear (Chevrolet) 1:39.513; **EP:** (3 starters) 1. John Longwell (BMW) 1:39.217; 2. Dave Ruegsegger (Datsun); 3. Robert Coffey (Mazda); **FP:** (5 starters) 1. William Hingston (Mazda) 1:35.882; 2. Neal Frank (Mazda); 3. Brent Louzon (BMW); **HP:** (1 starter) 1. Robert Stream (MG) 1:47.981;

STU: (4 starters) 1. Michael Pettiford (Volkswagen) 1:34.736; 2. Anthony Simmers (Volkswagen); 3. Peter Schink (Pontiac); **STL:** (3 starters) 1. Kyle Watkins (Mazda) 1:41.267; 2. Robert Ames (Mazda); 3. Bill Seifert (Honda); **T2:** (1 starter) 1. Daniel Spirek (BMW) 1:37.836; **T3:** (1 starter) 1. Pratt Cole (Mazda) 1:44.093; **SM:** (7 starters) 1. Bill Tolley 1:40.243; 2. Mark Franklin; 3. Phil Cummings;

CSR: (4 starters) 1. Chris Funk (SCCA) 1:25.995; 2. Kelly Toombs (Mazda); 3. Jay Messenger (Mazda); **DSR:** (2 starters) 1. Kirk Kindsfater (Speads) 1:19.233; no other finishers; **S2:** (5 starters) 1. Edward Guenther (Swift) 1:27.226; 2. Joseph Moran (Carbir); 3. Steve Meyer (Lola); **SRF:** (1 starter) 1. Michael Cameron 1:39.943;

FC: (1 starter) 1. Pete Ingwersen (Van Diemen) 1:28.701; **FE:** (1 starter) 1. Henry Donohoo (Van Diemen) 1:31.728; **FB:** (2 starters) 1. Christopher Ash (Speads) 1:22.063; 2. Robert Adams (Speads); **FF:** (2 starters) 1. David Loken (Swift) 1:29.385; 2. Dale Evans (Swift); **FV:** (3 starters) 1. Paul Eric Taylor (Mysterian) 1:41.675; 2. Russell Dykstra (Citation); 3. Katrina Holcomb (unknown); **F5:** (1 starter) 1. Herb Noble (Scopion) 1:33.423.

SPDIV DOUBLE NAT'L

CAL CLUB REGION BUTTERNWILLOW RACEWAY PARK / SEP 1-2, 2012

SATURDAY

GT3: (3 starters) 1. Scott Graham (Mazda) 2:04.375; 2. Brandon Droese (Mazda); 3. Richard Gray (Nissan);



Lee Niffenegger took a pair wins in his SSB Honda Civic at the Cal Club Region Double National.



JOHN W. WILMOTH

Mark Lamm bested 12 other drivers to take the CM win at the Peru Tire Rack Solo National Tour.

AS: (1 starter) 1. Christopher Qualls (Ford) 2:07.844; **EP:** (2 starters) 1. Wayne Graham (Mazda) 2:05.502; 2. Roger Karlson (Elva); **FP:** (1 starter) 1. Brian Linn (Mazda) 2:09.307; **HP:** (3 starters) 1. Craig Bryant (Austin) 2:21.105; 2. Mike Bachman (Sprite); no other finishers;

STO: (1 starter) 1. Michael Von Quilich (Dodge) 1:59.638; **STU:** (3 starters) 1. Philip Royle (Mazda) 2:09.225; 2. Toby Larsson (Toyota); 3. Colin Rosenberg (Mazda); **STL:** (5 starters) 1. Elliott Skeer (Mazda) 2:10.380; 2. Clement Lee (Mazda); 3. Ramon Niebla (Mazda); **TI:** (4 starters) 1. Chuck Matthews (Chevrolet) 1:59.488; 2. Jim Tway (Chevrolet); 3. Oli Thordason (Chevrolet); **SSB:** (2 starters) 1. Lee Niffenegger (Honda) 2:13.399; 3. Richard Crites (Honda); **SSC:** (2 starters) 1. Brian Hustling (Chevrolet) 2:15.257; 2. Sage Marie (Honda); **SM:** (7 starters) 1. Elliott Skeer 2:10.876; 2. Clement Lee; 3. John Stott;

CSR: (2 starters) 1. Rene Lohr (Radical) 2:01.941; 2. Joseph Schifini (Radica); **SFR:** (2 starters) 1. Mark Ballengee 2:07.606; 2. Paul Marino;

FA: (1 starter) 1. Chris Emanuel (Swift) 1:48.355; **FC:** (1 starter) no finishers; **FM:** (2 starters) 1. Steve Brown 1:52.394; 2. Larry Mason; **FF:** (3 starters) 1. Ed Erlandson (Swift) 1:58.035; 2. Bryce Bannatyne (Swift); 3. Jerry Andersen (Swift); **FV:** (3 starters) 1. Derek Harding (unknown) 2:11.650; 2. Mark Edwards (Glamdring); 3. Charlie Turner (Protoform).

SUNDAY

GTI: (1 starter) 1. Kyle Kelley (Chevrolet) 1:51.981; **GT3:** (3 starters) 1. Wayne Graham (Mazda) 2:08.578; 2. Brandon Droese (Mazda); 3. Scott Graham (Mazda);

AS: (1 starter) 1. Christopher Qualls (Ford) 2:08.474; **EP:** (1 starter) 1. Roger Karlson (Elva) 2:09.895; **HP:** (3 starters) 1. Jason Isley (Toyota) 2:17.924; 2. Craig Bryant (Austin); 3. Mike Bachman (Sprite);

STU: (2 starters) 1. Philip Royle (Mazda) 2:08.722; no other finishers; **STL:** (6 starters) 1. Stephen Ruiz (Mazda) 2:13.488; 2. Dale Shoemaker (Mazda); no other finishers; **TI:** (3 starters) 1. Jim Tway (Chevrolet) 2:00.459; 2. Chuck Matthews (Chevrolet); 3. Oli Thordason (Chevrolet); **SSB:** (2 starters) 1. Lee Niffenegger (Honda) 2:13.208; 2. Richard Crites (Honda); **SSC:** (1 starter) 1. Brian Hustling (Chevrolet) 2:16.805; **SM:** (9 starters) 1. Elliott Skeer 2:11.551; 2. Grant Westmoreland; 3. Clement Lee;

CSR: (2 starters) 1. Rene Lohr (Radical) 2:04.028; 2. Joseph Schifini (Radical); **SFR:** (2 starters) 1. Mark Ballengee 2:08.161; 2. Paul Marino;

FA: (1 starter) 1. Chris Emanuel (Swift) 1:49.913; **FC:** (1 starter) 1. Dion Johnston (Van Diemen) 1:53.979; **FM:** (2 starters) 1. Steve Brown 1:52.541; 2. Larry Mason; **FF:** (3 starters) 1. Ed Erlandson (Swift) 1:59.919; 2. Bryce Bannatyne (Swift); no other finishers; **FV:** (3 starters) 1. Mark Edwards (Glamdring) 2:12.001; 2. Derek Harding (unknown); 3. Charlie Turner (Protoform).

SOLO NAT'L TOUR

ROUND 9
PERU, IND / AUG 4-5, 2012

SS: 1. Matthew Braun (Chevrolet) 99.942; 2. Christopher Shay (Chevrolet); 3. Sam Strano (Chevrolet); **SSL:** 1. Shelly Monfort (Chevrolet) 103.270; 2. Holly Schwedler (Chevrolet); 3. Donna Marx (Chevrolet);

AS: 1. Paul Kozlak (Chevrolet) 104.776; 2. Lynne-Rothney-Kozlak (Chevrolet); 3. Han Henze (Porsche); **BS:** 1. Kenny Sorensen (Porsche) 107.060; 2. Alan Pozner (Porsche); 3. Bruce Faucett (Nissan); **CS:** 1. Jason Dally (Nissan) 107.987; 2. Raymond Wise (Nissan); 3. John A Turzewski (Pontiac); **DS:** 1. Wayne Onyschuk (Subaru) 109.034; 2. Jack Burns (Ford); 3. Jim Zeisler (Ford); **DSL:** 1. Jenna Gates (Mini) 117.936; 2. Debbie Zeisler (Ford);

ES: 1. Bartek Borowski (Mazda) 106.274; 2. Hubert Borowski (Mazda); 3. John W England (Mazda); **FS:** 1. Robert Gosda (Ford) 108.191; 2. Jennifer Merideth (Ford); 3. Marcus Merideth (Ford); **GS:** 1. William Loring (Toyota) 110.646; 2. Jonathan Rogers (Dodge); 3. Stephen Haupt (Toyota); **GSL:** 1. Callin Kennedy (Toyota) 120.912; HS: 1. James Feinberg (Mini) 111.689; 2. David Santel (Mini); 3. Adam Deffenbaugh (Mazda);

STF: 1. Allen Scott (Mini) 118.537; **STC:** 1. Jeff Mabrey (Honda) 108.182; 2. Will Lahee (Honda); 3. Kevin Miller (Honda); **STCL:** 1. Kathy Grunenwald (Honda) 111.568; **STS:** 1. Tom OGorman (Honda) 107.688; 2. John Brown (Mazda); 3. Dave Montgomery (Honda); **STSL:** 1. Lin Raby (Mazda) 116.818; 2. Carmen Rowlands (Mazda);

STX: 1. Dennis Sparks (Mazda) 107.975; 2. Kenneth Tsang (Mazda); 3. Michael Kuhn (Mazda); **STXL:** 1. Linda Ruschak (Mini) DNF; **STR:** 1. Jason Collett (Honda) 106.015; 2. Marc Pfannenschmidt (Honda); 3. Geoff Walker (Honda); **STU:** 1. Sean Grubb (Mitsubishi) 107.620; 2. John Powell (Subaru); 3. Austin Yazel (Subaru);

STUL: 1. Jo Dziengel (Subaru) 116.827; **SM:** 1. Carl Wener (Mitsubishi) 105.442; 2. Mike Aumick (Subaru); 3. Bruno Lajoie (Mitsubishi); **SFM:** 1. Jason Tipple (Honda) 104.525; 2. John Koster (Honda); 3. Nick Newcome (Honda); **SSM:** 1. Mike Johnson (Chevrolet) 98.732; 2. Brian Johns (Mazda); 3. Carter Thompson (Mazda); **SSML:** 1. Tara Johns (Mazda) 103.816; 2. Kandy Johnson (Chevrolet); 3. Tara Valent (Toyota);

SSP: 1. Les Schober (Chevrolet) 105.977; **ASP:** 1. Aaron Miller (Mitsubishi) 100.287; 2. Alex Jones (Pontiac); 3. Rich Hammond (Pontiac); **ASPL:** 1. Mindi Cross (Mitsubishi) 104.512; 2. Lorien Feighner (Pontiac); **BSP:** 1. Kevin Kent (BMW) 106.302; 2. Jason Proksch (BMW); 3. Jed Peterson (Mazda); **CSP:** 1. David Feighner (Mazda) 104.673; 2. Raleigh Boreen (Mazda); Ted Drummond (Toyota); **CSPL:** 1. Linda Duncan (Mazda) 109.187; 2. Velma Boreen (Mazda); 3. CJ Carter (Mazda); **DSP:** 1. Eric Campbell (BMW) 101.631; 2. John Heinrich (Chevrolet); 3. Travis Spencer (Dodge); **DSPL:** 1. Dee

Schweikle (Alfa Romeo) 118.754; **ESP:** 1. Mark Foley (Pontiac) 103.684; 2. Bob Anderson (Chevrolet); 3. Eric Thompson (Chevrolet); **ESPL:** 1. Cathleen Burkholder (Ford) 119.646; **FSP:** 1. Sean Grogan (Dodge) 107.077; 2. Greg Anthony (Dodge); 3. Jason West (Toyota);

CP: 1. Scott Lewis (Chevrolet) 103.078; 2. Brian Hoover (Ford); 3. Mike Fellmer (Chevrolet); **DP:** 1. Stan Jones (Mazda) 110.056; **DPL:** 1. Anne Robinson (Toyota) 107.042; 2. Karen Eickoff (Toyota); **EP:** 1. Chett Wohlgamuth (Honda) 105.537; 2. Robert Christmas (Honda); 3. Kevin Shepline (Honda); **FP:** 1. Joel Higginbotham (Subaru) 102.626; **GP:** 1. Scott Giles (Honda) 103.788; 2. Ross Bollinger (Austin Healey); 3. Steve Bollinger (Austin Healey); **GPL:** 1. Kim Bollinger (Austin Healey) 110.974;

AM: 1. Dan Wasdahl (BBR) 86.266; 2. S Peter Smith (Proto); **BM:** 1. Clemens Burger (LeGrand) 90.607; 2. Daniel Stone (LeGrand); **BML:** 1. Carol Rodriguez (LeGrand) 101.753; **CM:** 1. Mark Lamm (Van Diemen) 95.086; 2. Nick Myers (Van Diemen); 3. Brandon Lavender (Dulon); **DM:** 1. Jeremy Ellerby (Westfield) 98.518; 2. Jeff Ellerby (Westfield); 3. Charles Spera (Ultralite); **DML:** 1. Wanda Brinkerhoff (Ultralite) 123.813;

EM: 1. Jeff Christianson (Westfield) 103.577; 2. Dave Whitworth (Ford); 3. Andy Hohl (Ford); **EML:** 1. Elizabeth Whitworth (Ford) 104.678; **FM:** 1. Scott Nardin (Jepps) 97.003; 2. Jeff Blumenthal (KBS); 3. Craig Hudson (Red Devil); **FML:** 1. Michelle Quinn (KBS) 96.536; **KML:** 1. Neva Hoover (AMV) 100.473; **FJA:** 1. Kate Regganie (BRM) 105.296; 2. Brennan Ryan (First Kart); **FJB:** 1. Trey White (Invader) 108.769; 2. Tom Regganie (Margay); 3. Jensen Peppler (Energy);

RTF: 1. Sam Karp (Mazda) 94.236; 2. Brad Foreman (Mazda); **RTR:** 1. Andy Seipos (Chevrolet) 94.166; 2. John Tak (Porsche); 3. Mark Strong (Mazda); **RTA:** 1. Chris Harp (Subaru) 92.406; 2. Ethan Murnahan (Subaru); **Collegiate Shootout:** 1. Joh Peiffer (Volkswagen) 61.989; 2. Clancy Schmidt (Volkswagen).

ROADRALLY D'BLE NAT'L

ARIZONA BORDER REGION
TUCSON, AZ / JULY 28-29, 2012

SATURDAY TOUR

E: (3 starters) 1. Stu Helfer/Jack von Kaenel (Chevrolet) 56; 2. Chuck Larouere/Bob Morseburg (Chevrolet) 70; 3. Jeanne English/Dave Head (Subaru) 72; **L:** (1 starter) 1. Ron Ferris/R. Bruce Gezon (Honda) 65.

SUNDAY TOUR

E: (3 starters) 1. Stu Helfer/Jack von Kaenel (Chevrolet) 25; 2. Jeanne English/Dave Head (Subaru) 53; 3. Chuck Larouere/Bob Morseburg (Chevrolet) 54; **L:** (1 starter) 1. Ron Ferris/R. Bruce Gezon (Honda) 84.

ROADRALLY NAT'L

NEW ENGLAND REGION
SOUTHINGTON, CT / AUG 11, 2012

SATURDAY GTA

OA: (11 starters) 1. Stephanie Gosselin/Fred Mapplebeck (Volvo) 227.66; 2. Karen Bronson/Mike Bronson (BMW) 252.25; 3. Gregory Gibbs/Erin Korzec (Subaru) 255.05.

ROADRALLY NAT'L

STEEL CITIES REGION
PITTSBURGH, PA / AUG 25-26, 2012

SATURDAY/SUNDAY - TOUR

E: (10 starters) 1. Ron Johnstonbaugh/Jack von Kaenel (Subaru) 13; 2. John Emmons/Lois Van Vleet (Toyota) 19; 3. Clarence Westberg/Kate Westberg (MINI) 27; **L:** (1 starter) 1. Jeanne English/Bob Morseburg (Dodge) 82; **S:** (3 starters) 1. Dave Harkoom/Dan Harkoom (Saab) 144; 2. Dave Jameson/Karl Broberg (Nissan) 210; 3. John Provich/Linda Davis (MINI) 385.

SportsCar MARKET PLACE

NOVEMBER 2012

Deadlines for the January 2013 Issue: 10.24.12 for space; 10.31.12 for materials; and 11.16.12 issue mails.

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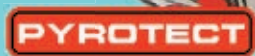
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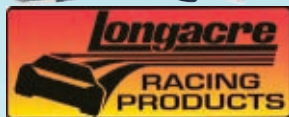
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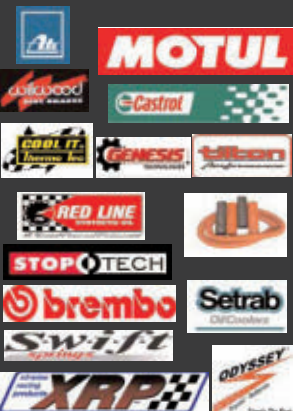


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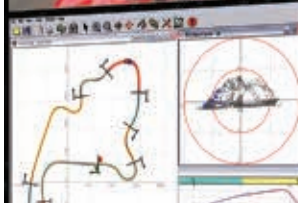
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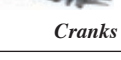
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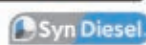
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Apr 13-15 Streets of Long Beach, Calif. (GT, GTS)

Andy Pilgrim (GT); Jack Baldwin (GTS)

Apr 27-29 Miller Motorsports Park, Utah

Patrick Long (GT); Andy Lee (GTS)

Todd Lamb (TC); Jonathan Start (TCB)

Michael Cooper (TC); Jonathan Start (TCB)

Tristan Herbert (TC); Sage Marie (TCB)

May 10-12 Mazda Raceway Laguna Seca, Calif.

Randy Pobst (GT); Peter Cunningham (GTS);

Todd Lamb (TC)

Jun 1-3 Detroit Belle Isle, Mich. (GT, GTS) (double)

Johnny O'Connell (GT); Andy Lee (GTS)

Johnny O'Connell (GT); Andy Lee (GTS)

Jun 22-24 CTMP (Mosport), Ontario, Canada

Mike Skeen (GT); Mike Skeen (GT)

Michael Galati (GTS); Mark Wilkins (GTS)

Jeff Altenburg (GT); Gary Kwok (TC); Michael

Cooper (TC)

Andre Rapone (TCB); Andre Rapone (TCB); Andre

Rapone (TCB)

Aug 3-5 Mid-Ohio Sports Car Course, Ohio (dbl)

Randy Pobst (GT); Peter Cunningham (GTS);

Michael Cooper (TC)

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Todd Lamb (TC)

Aug 24-26 Infineon Raceway, Calif.

Alex Figue (GT); Andy Lee (GTS)

Robert Thorne (TC); Conner Ford (TCB)

Todd Lamb (TC); Russell Smith (TCB)

Michael Cooper (TC); Jeff Lepper (TCB)

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Peter Cunningham (GTS); Michael Cooper (TC);

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Doug Peterson (TA); Peter Holsmer (TA2)

May 25-26 Lime Rock Park, Lakeville, Conn.

Simon Gregg (TA); Bob Stretch (TA2)

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

Simon Gregg (TA); Bob Stretch (TA2);

Jan Heylen (GGT)

Jun 29-Jul 1 New Jersey Motorsports Park, N.J.

Amy Ruman (TA); Pete Holsmer (TA2)

Jul 6-8 Watkins Glen Int'l, N.Y.

Jorge Diaz Jr. (TA); Pete Holsmer (TA2);

C David Seuss (GGT)

Aug 17-19 Road America, Wis.

Tony Ave (TA); Bob Stretch (TA2);

Chuck Cassaro (GGT)

Aug 31-Sep 2 Brainerd Int'l Raceway, Minn. (double)

Tony Ave (TA); Pete Holsmer (TA2); Tim Gray (GGT)

Amy Ruman (TA); Bob Stretch (TA2); Tim Gray (GGT)

Nov 2-4 Road Atlanta, Ga. (double)

PLAYBOY MAZDA MX-5 CUP

www.mx-5cup.com

Mar 14-16 Sebring Int'l Raceway, Fla. (double)

Stevan McAleer; John Dean II

May 10-12 Mazda Row Laguna Seca, Calif. (dbl)

Elliott Skeer; John Dean II

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

Stevan McAleer

Jun 20-22 Road America, Wis.

Ara Malkhassian

Jul 20-22 CTMP (Mosport), Ontario, Canada

John Dean II



Sep 14-15 VIRginia Int'l Raceway, Vir.

Christian Szymczak

Sep 21-23 Naval Air Base Coronado, Calif.

John Dean II

Oct 17-19 Road Atlanta, Ga.

ATLANTIC CHAMPIONSHIP



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David Grant; David Grant

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

David Grant; John Dole

Aug 24-26 Summit Point, W. Va. (double)

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Champion: *David Grant*

F2000 CHAMPIONSHIP



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Apr 12-15 VIRginia Int'l Raceway, Va. (double)

Robert LaRocca; Robert LaRocca

May 10-12 Road Atlanta, Ga. (double)

Robert LaRocca; Robert LaRocca

May 25-26 Lime Rock Park, Conn. (double)

Wyatt Gooden; Robert LaRocca

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

Robert LaRocca; Robert LaRocca

Jul 26-29 Mid Ohio Sports Car Course, Ohio (dbl)

Robert LaRocca; Wyatt Gooden

Aug 24-26 Summit Point, W. Va. (double)

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Matias Koykka; Brandon Newey

Jun 28-Jul 1 New Jersey Motorsports Park

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Shae Davies; Shae Davies

Jul 26-29 Mid-Ohio Sports Car Course, Ohio (dbl)

Colin Thompson; Shae Davies

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Sep 16-22 Road America, Elkhart Lake, Wis.

REGIONAL

NORTHEAST www.nediv.com

Oct 20-21 NJMP/JRB-N. New Jersey/South Jersey

South Jersey (609) 926-4842

SOUTHEAST www.sedivacing.org

Oct 20-21 Sebring-Short Course/Central Florida

Oct 20-21* VIR/North Carolina

Oct 26-27* VIR/North Carolina

Nov 2-4 Road Atlanta/Atlanta

Nov 4* Road Atlanta/Atlanta

Nov 10-11 Palm Beach Int'l Raceway/Florida

Nov 24-25 Sebring-Long Course/Central Florida

Atlanta/Alabama (770) 455-7222

Central Florida (863) 385-2855

Florida (561) 318-1383

North Carolina (800) 342-7390

GREAT LAKES www.greatlakes-scca.org

Oct 20-21* Nelson Ledges/Neohio

Oct 20-21* Nelson Ledges/Neohio

Neohio (440) 933-8420

SOUTHWEST www.sowdivscca.org

Dec 8-9* MSR Houston/Houston

SOUTHERN PACIFIC www.scca-sopac.org

Nov 17-18* Firebird Raceway/Arizona

Arizona (480) 832-1327

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 www.racenow.com

Bob Bondurant School

(800) 842-7223 www.bondurant.com

Bridgestone Racing Academy

(905) 983-1114 www.race2000.com

The Jim Russell Racing Schools

(707) 939-7600 www.jimrussellusa.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 www.go4itservices.com

Skip Barber Racing School

(860) 435-1300 www.skipbarber.com

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220 www.allenbergracingschools.com

MSR Houston

(281) 369-0677 www.msrhouston.com

Porsche Sport Driving School

(888) 204-7474 www.porschedriving.com

Spring Mountain Advanced Driving School

(888) VET-4FUN

www.springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School

(866) 511-7606 www.birperformance.com

FAASST Performance Driving School

EAST: (877) 266-4429, WEST: (719) 761-1372

www.faasst.com

Danny McKeever's Fast Lane Racing School

(888) 948-4888

www.raceschool.com

Pro Drive Racing School

(503) 285-4449 www.prodrive.net

ProFormance Racing School

(253) 630-5130

www.proformanceracingschool.com

**DON'T
SEE AN EVENT
NEAR YOU? GO TO
SCCA.COM/EVENTS
TO FIND MORE!**

All dates/events subject to change.

* = Double Event **CH** = Charity Rally

= Enduro **R** = Restricted

+ = Addition/Change **V** = Vintage

HC = Hill Climb **T** = Tentative

CT = Club Trial **TT** = Track Trial

PDX = Performance Driving Experience

RR = Regional Rally **D** = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class **NT** = National Tour

NC = National Course **RT** = Regional Tour

CR = Course Rally **SR** = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com.

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or RoadRally schedule, call (785) 232-7656. For changes to the Rally schedule, call (785) 357-7259.

Sports Car Driving Experience



Just because the year's coming to an end doesn't mean the racing season is over. MSR Houston will be waiving the green flag at a Houston Region Double Regional on Dec. 8-9.

SYDNEY DAVIS

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2013 Date to be Announced

Tire Rack SCCA Solo National Championships, Lincoln Airpark, Lincoln, Neb.

REGIONAL

Date Track/Region

Phone numbers are for Region registrars

NORTHEAST www.nediv.com

Oct 20 New Meadowlands Stadium/N. New Jersey

Oct 21 Bader Field/South Jersey

Oct 21 Moore Airfield/New England

Oct 27 New Meadowlands Stadium/N. New Jersey

Oct 27-28 Hershey Park/Susquehanna

Oct 28 Dover Int'l Speedway/Philadelphia

Nov 11 Bader Field/South Jersey

New England (203) 687-8589

Northern New Jersey www.scca-nnjr.org

Philadelphia (215) 450-1251

South Jersey (856) 534-5301

Susquehanna (717) 697-1610

SOUTHEAST www.sedivacing.org

Oct 27-28 Orange County Convntn Cntr/Cen. Florida

Nov 4 Music City Raceway/Tennessee

Nov 12 Eastgate Town Center/Chattanooga

Nov 14 Hutchinson Island/Buccaneer

Nov 18 Oak Mountain Amphitheater/Alabama

Dec 2 Eastgate Town Center/Chattanooga

Dec 9 Seminole State College/Central Florida

Buccaneer (912) 398-0147
Central Florida (407) 382-0770
Chattanooga (706) 506-5259
Tennessee (615) 355-6590

GREAT LAKES www.greatlakes-scca.org

Oct 21 UPS Grade Lane/Kentucky

Oct 21 Majestic Star Hotel & Casino/Indiana Northwest

Nov 4 Walesboro Airport/Columbus Club

Columbus Club (317) 796-0123

Indiana Northwest (219) 730-6418

South Bend (574) 277-6016

CENTRAL www.cendiv-scca.org

Oct 20-21 Route 66 Raceway/Chicago

Oct 28 Hawkeye Tech Transportation Center/Iowa
Chicago (630) 873-7381

Iowa www.iowaregionscca.org

MIDWEST www.midiv.org

Oct 20-21 Columbus Air Force Base/Mississippi

Oct 21 Yoder #2/Wichita

Oct 21 Metropolitan Comm College/Kansas City

Oct 21 Remington Park/Oklahoma

Oct 28 East Crawford Recreation Area/Salina

Nov 4 Yoder #2/Wichita

Kansas City (816) 668-2925

Mississippi (601) 906-9367

Oklahoma (405) 924-6501

Wichita (316) 733-2720

SOUTHWEST www.sowdivscca.org

Nov 3-4 NOLF Waldron Field/South Texas Border

Nov 4 600 Coleman Ave/Red River

Dec 1-2 NOLF Waldron Field/South Texas Border
Red River (318) 245-8007
South Texas Border (361) 980-8000

ROCKY MOUNTAIN www.coloradoscca.org

Oct 20-21 Miller Motorsports Park/Utah

Oct 21 Pikes Peak Int'l Raceway/Cont. Divide

Nov 4 Front Range Airport/Colorado

Nov 4 Cohen Stadium/Pan American

Nov 11 Cohen Stadium/Pan American

Nov 18 Cohen Stadium/Pan American

Continental Divide (719) 598-8261

Continental Divide Street Survival

(719) 598-4133

Pan American (915) 540-1723

Utah (801) 289-6434

NORTHERN PACIFIC www.norpacscca.org

Oct 20-21 Idaho Center/Snake River

Snake River (208) 869-2928

SOUTHERN PACIFIC www.scca-sopac.org

Oct 27-28 Marana Regional Airport/Arizona Border

Oct 28 Maui Raceway Park/Hawaii

Nov 18 Firebird Int'l Raceway/Arizona

Nov 18 Marana Regional Airport/Arizona Border

Dec 1-2 Firebird Int'l Raceway/Arizona

Dec 9 Marana Regional Airport/Arizona Border

Arizona kkempvet@aol.com

Arizona Border (520) 907-4797

Hawaii (808) 283-1705

Hawaii-Aloha (808) 349-8813

ROADRALLY

NATIONAL

Oct 19-21 USRR/Detroit

REGIONAL

NORTHEAST www.nediv.com

Nov 3 Covered Bridge Rally/New England

Covered Bridge (802) 263-5678

GREAT LAKES www.greatlakes-scca.org

Sep 7-8 Friday Press on Regardless/Detroit

Sep 7-9 Press on Regardless/Detroit

Sep 8-9 Saturday Press on Regardless/Detroit
Detroit (517) 886-1907

SOUTHWEST www.sowdivscca.org

Oct 27 Great Pumpkin Rally/Texas

Dec 1 Network Children's Book Run/Texas
Texas (972) 235-4305

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

2013 Date and Location to be Announced

REGIONAL

NORTHEAST www.nediv.com

Oct 21 Summit Point/Washington DC

Nov 4 Covered Bridge RX/New England

Nov 11 Summit Point/Washington DC

Nov 11 Autumn at the Farm/Central NY

Dec 1 Wolf Chase RX/New England

Central New York (315) 730-5103

Finger Lakes (585) 281-2510

New England (860) 859-2621

Washington DC (800) 879-4722

SOUTHEAST www.sedivacing.org

Oct 21 Huntsville Speedway/Tennessee Valley

Nov 17 160 Shag Bark Park Dr./Alabama

Dec 15 Huntsville Speedway/Tennessee Valley

Alabama www.alscca.net

Tennessee Valley llstosoldier@gmail.com

MIDWEST www.midiv.org

Nov 11 I-80 Speedway/Nebraska

Nebraska spducharme@me.com

SOUTHERN PACIFIC www.scca-sopac.org

Oct 20 Glen Helen RallyX practice/Cal Club

Oct 21 Glen Helen RallyX/Cal Club

Cal Club www.calclub.com

SPORTS CAR CLUB OF AMERICA

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President ERIK SKIRMANTS

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P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFORMATION HOURS

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NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055

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Pro Racing (785) 357-7223

Club Racing (785) 232-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or (785) 357-7222, x357

Club Racing Technical Assistance (785) 379-8324

SCCA Enterprises (303) 693-2111

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Pro Racing info and results: www.sccapro.com

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Roots

SPORTS CAR CLUB OF AMERICA NOVEMBER 2012
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO MARK WEBER



This year's Tire Rack Solo National Championships was the 40th running of the event, and it went like clockwork. But it hasn't always been that way. Coverage of the 10th Solo Nationals in the December 1982 issue of *SportsCar* tells a tale of timing and scoring failures that could have brought the event to its knees. Ultimately, Chicago Region worked hard to resolve the issues, and competitors like John Kelly (ABOVE) and the other 576 drivers managed to get all of their runs in and timed correctly.

10 years ago in *SportsCar*...



SCCA Enterprises announced its third foray into marketing spec designed racecars. Following the hugely popular Spec Racer (originally called Sports Renault and later Spec Racer Ford) which populates one of SCCA's largest classes, and also following the less than successful Shelby

Can-Am cars, came the announcement of a Van Diemen chassis capable of being raced as either a formula car or a full-bodied sports racer. Priced at \$26,000-\$30,000 depending on the version selected, the car was definitely aimed at a pricier market than the Spec Racer.

Ten years ago, the current SCCA headquarter's in Topeka, Kan., was under construction, with regular updates appearing in *SportsCar*. The November 2002 issue showed the building near completion.



25 years ago in *SportsCar*...



Jim Pettengill described the North American Jeep Cup Championship Rally, sanctioned by SCCA, the Canadian Automobile Sports Clubs, and the United Four Wheel Drive Association as "character building." This event, sponsored by AMC/Jeep, consisted of Regional qualifying

rallies and a championship event. TSD rallyists should try to picture a 35-minute-long rally leg with a CAST of 3mph in which you claw, bounce, bash, and scrape your way up and across a mountainous talus slope of jagged, watermelon-sized boulders. This was *not* your typical RoadRally. But it was fun!

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Defined by Performance



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Motorsports technology is the foundation of KW suspensions and has risen through the ranks to become a proven leader in suspension systems throughout international motorsports. KW's expanding damper technologies have offered winning solutions to hundreds of race teams. Developed for the race track as well as ordinary streets KW Suspensions coilovers are constructed of stainless steel technology* for long term durability and corrosion resistance.

KW Variant 3		KW Clubsport		KW Competition	
					
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*Variant 3 and Clubsport models only





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In only its first year, the Kia Optima Racing Team picked up 11 Top 5 finishes, 6 podium finishes and 2 wins. With this victorious season, America's fastest-growing car company* is gaining even more momentum.



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*Based on 5-year cumulative growth between 12-month retail sales for periods ending August 2007 and August 2012 of all U.S. automotive brands.