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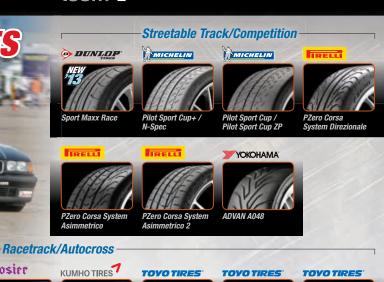




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The October issue of Fastrack news is now available for download from SCCA.com/fastrack. It is also available by mail via special subscription.

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ON THE COVER

This month's cover is a collage of photos from the 2013 Tire Rack Solo National Championships and ProSolo Finale in Lincoln, Neb. Images were captured by Rupert Berrington and Perry Bennett.









to true street tires in Solo





CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

Stealing Secrets

t boggles the mind. More than 1,000 competitors flooding an airstrip with the goal of making six of the most flat-out Solo runs they've made all year - maybe ever. The reason? The chance to win at the Tire Rack Solo National Championships. The reality? Less than eight percent of competitors will succeed.

I don't know the exact statistic (it probably doesn't exist), but it's safe to say that it takes the average autocrosser years to lay claim to any

The Solo Nationals also gives a rare opportunity: the chance to study top-tier autocrossers"

kind of hardware at the Solo Nationals the span of time is undoubtedly even longer for someone to earn a National Championship. That's not to say heading to the Solo Nationals is a fruitless endeavor. Hardly. While an elite few walk away with a trophy and even fewer earn a championship jacket, the majority leave with something else of incredible value: The knowledge earned at this single event will turn anyone into a better competitor for the rest of their lives. What every competitor takes home is firsthand knowledge of what it takes to win.

cool your tires with a spray bottle between runs? How do you get OPR (other people's rubber) from your tires effectively and with haste? When should you check tire pressures? The top drivers at Nationals know the answers to these questions, and will

give them away to anyone with a keen eye. Learning the tricks of the masters will make you faster, and that speed will probably translate to wins within your Region's events, and perhaps a better performance at next year's Solo Nationals.

The Solo Nationals also gives a rare opportunity: the chance to study top-tier autocrossers testing and tuning their machinery prior to competition. The Test N Tune course at Nationals is ripe with information - all you have to do is participate alongside them. An eager observer can't help but learn a secret or two about car setup.

I'm not advocating going to Nationals to steal everyone's tricks but to be honest, isn't that how we learned much of what we know about the sport? You go to an event and observe. "That C Stock driver is braking way later than I am, and we're basically in the same car." You give it a shot and experience a halfsecond drop in times. You've been there before - but this time the ones you're learning from are the best in the nation.

Want to know who to steal secrets from at next year's Solo Nationals (or, if you live in the same area, at your next Solo)? Flip to pg. 30 and start reading. We've dedicated nearly 50 pages to one of the largest motorsports events in the world: the Solo National Championships. Study those pages, and then plan your trip to Lincoln, Neb., in 2014 where you can compete alongside those who will undoubtedly become tomorrow's SCCA legends.



TOP TIPS

Want to know secrets, like how to quickly remove OPR between Solo runs? You'll see a variety of methods on display at the Solo Nationals.

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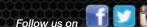
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VANTAGE POINT

JEFF **DAHNERT**

PRESIDENT AND CEO OF SCCA INC.

Momentum

W ho knows more about the importance of momentum than a competitive driver? The importance of momentum to a successful drive cannot be overstated. Talk to any driving coach and you'll be told the importance of being smooth, not jerky, and maintaining your speed through corners. Momentum is also important in a less literal sense. We've all heard about the impact of "momentum" on a sports team. A football team gets a number of first downs in a row and they get momentum on their side. The players of that team get more confident; their attitude becomes much more positive. The momentum is self-perpetuating and carries them on to success, very similar to the way a driver builds momentum as he drives which carries him or her on to victory.

Well, we here at SCCA also have momentum on our side right now. We started a number of new initiatives a couple of years ago. It was a bit jerky at first, no doubt. Actually, we faced a fair amount of doubt about the direction we were going. But, we have overcome that early doubt and "jerky" start and are seeing very positive movement.

The U.S. Majors Tour idea, which was hatched roughly two years ago, faced a lot of opposition at first. This wasn't really a surprise. It was change, and change is uncomfortable. But, National level racing in SCCA was not on a good trajectory and it needed changing. The results of 2013's Majors schedule are now in and the participation levels are up across the board. Even drivers who were very doubtful at first have commented on how much fun they are having at the Majors events. It has truly given the

program a shot in the arm, and 2014 should carry us even higher!

This momentum has carried into the National Championship Runoffs as well. As I write this month's column, the Tire Rack Solo National Championships has just wrapped and the Runoffs week is primed to begin. The Solo Nationals was a success with more than 1,000 competitors, and the Runoffs was well on its way to breaking a number of records! The 50th running of the Runoffs and the last year at Road America will make this a truly memorable and historic event - and that momentum will carry us forward as we move to Mazda Raceway Laguna Seca for the Runoffs in 2014.

We also have momentum in the area of membership. After many years of decline, our membership numbers have consistently climbed each month this year. There is an excitement and positive attitude that is spreading throughout the Club. We have our swagger back! Nothing impacts our ability to

recruit and retain new members more than happy and positive existing members!

So, how do we keep it going? If you haven't already heard, we have created a motorsports tradeshow just for you! MSX was formed specifically for the activities in which our members participate. The idea first came to us a couple of years ago when we considered partnering with an existing tradeshow. However, that didn't work out and we were back to square one. Then Mike Collins, one of our Club racers who has experience in tradeshows, got us in touch with National Trade Productions. NTP has been putting on industry tradeshows for many, many years, and has a great deal of experience. Working with NTP, we have created an event

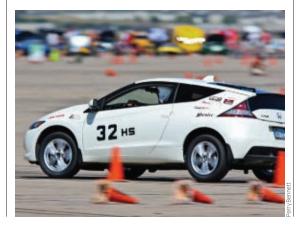
The momentum is selfperpetuating and carries them on to success, very similar to the way a driver builds momentum"

that will coincide with our annual convention - which moves to Charlotte, N.C., in 2014. Go to msxexpo.com for the latest information on events and seminars aimed at making you faster and more competitive. I hope to see each of you there in March of next year.

So, let's keep the momentum going and make 2014 an even better year than 2013! Our Club is only as strong as our members make it and, with your help, we will continue to show why SCCA is the best amateur motorsports organization in America!



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INSIDE THE BOARD

Lisa **Noble**

CHAIRMAN, SCCA BOARD OF DIRECTORS

Understanding

was lucky to be able to attend quite a few events this year that stretched my understanding of the SCCA. I expanded my appreciation for our workers, Regions, and the expertise both bring to make it all happen. We are such a well-oiled machine that it is easy to take for granted the professionalism and dedication that our members bring. We show up and viola, there is a race, a RallyCross, Solo, or RoadRally.

In no way is this better illustrated than at the Tire Rack Solo National Championships, where seemingly overnight a bare piece of concrete becomes a small city. Nearly 1,100 competitors share their expertise on the courses and in representing some of the very best talent in the country from stewards, timing, tech, safety, grid, course design, and more. Every competitor is required to work an assignment that is opposite of their on-course run group, if not as an official, then most likely as a course worker shagging cones and helping to score each other's runs. I cannot imagine a more reciprocally cooperative model in

There is so much for the rest of the Club to take away from our Solo family, and this event in particular"

a head-to-head competitive situation.
There is no advance infrastructure of towers, buildings for meetings, permanent scales, or paddock. There is – simply – a very big piece of empty concrete. With the assistance of a handful of SCCA Solo department staff, our members build a National Championship event, billed as the world's largest motorsports competition, literally from the ground up. It is a most extraordinary feat of dedication to the sport and to each other.

I love the atmosphere at the Solo Nationals. At the core, it offers measured competition. Course runs are scored immediately, giving a quick and exciting analysis of class standings. There is a philosophy of "find a problem - find the fix; that's how we do things around here." There is a culture of self-reliance and of cooperation for the greater good. The non-negotiable standards of treating each other with respect, taking ownership of the SCCA brand, being optimistic, smiling, being open to change, and providing the best experience possible to our fellow members and guests are all evident throughout the paddock. That is just cool!

This event is a *lot* of fun! Compounds of cars and trailers circle canopies and tents under which you will find the very serious business of cars and drivers getting ready for the next foray onto the courses. Look closer - an abundance of inviting sofas and chairs around iced-down beverage coolers all open in hospitality, some yard games, golf carts of "original" design, and the occasional stock tank full of water, available to cool down at the end of the day. Crazy hats, wild hair, original t-shirt designs, and obscure challenges - such as Panda

JUMP FOR JOY
Participants in the
Formula Junior
program at the Tire
Rack Solo National
Championships have
a lot to be happy for.



verses Godzilla (guess you had to be there) - are all over the paddock.

And the kids! If you ever wonder about the relevance or graying of SCCA, just watch the drivers in Formula Junior Karts. Fearless, talented, and full of fun, (as they should be) from the older 12- to 17-year-olds in FJA down to the 8-year-olds running FJB, they easily draw some of the largest crowds of the week. It's a blast and inspiring to watch these competitors - the future of motorsports.

There is so much for the rest of the Club to take away from our Solo family, and this event in particular. The spirit of cooperation is going to be vital as we work through the challenges of a rotation of Runoffs locations. We will be depending more and more on different volunteer bases than have been called on before. In 2014, we implement the first year of a solid plan for the U.S. Majors Tour and new Regional racing, the biggest change in Club racing in, well, maybe ever. It will be an incredible challenge for our drivers and Region administration to get used to.

We really can't continue to take the old established "show up and drive or work" as a given any more. The way we staff events, set our rules, and interact with each other as members are things that I'd like for us to re-examine to see how we can get closer to the standards set out above. All of us will need to have that stretch in understanding that the landscape is changing.

Let's take that "find a problem - find the fix; that's how we do things around here" philosophy with us as we work through the challenges ahead. Let's use that for better events, for the mutual benefit of each other as members of the Club, and to ensure that we continue to grow and thrive as the best.

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MSX SESSIONS REVEALED

More details about the March 2014 North American Motorsports

Expo, presented by SCCA, have been released. MSX sessions were recently added to the website www.msxexpo.com, listing a variety of topics to be covered, including those in the field of technology, data acquisition, driving, and business.



The 50th SCCA National Championship Runoffs at Road America was remarkable. With 701 drivers competing for one of 28 titles just shy of the 709 driver record - the event, which took place Sept. 16-22, 2013, saw packed fields deep with talent; and excitement could be found throughout each race.

In celebration of the 50th running, SCCA extended an invitation to past Runoffs champions to participate - a number of Club Racing legends, as well as racers who had moved on to the professional ranks, took the Club up on its offer. Perhaps most notable on the entry list was John Morton, two-time Runoffs winner, former IMSA champ, and 12 Hours of Sebring winner.

Morton marked his return to Club Racing with a top 10 finish in E Production, piloting a Datsun 240Z that was reminiscent of his time on the BRE Datsun team.

SCCA Pro Racing Pirelli World Challenge GT driver Randy Pobst also took the opportunity to return to his roots, piloting a Mazda Miata in the Super Touring Lite category.

After being crowned the first ever Spec Miata Runoffs champion in 2007, Andrew Caddell went on to collect the 2008 SCCA Pro Racing Playboy Mazda MX-5 Cup title, and more recently has tested his mettle in the TORC off-road series, where he earned the 2011 Pro Lite Championship. Caddell accepted the Runoffs

2013 NATIONAL CHAMPIONS

GT-1: Cliff Ebben

GT-2: Andrew Aquilante

GT-3: Rob Warkocki

GT-L: Chris Bovis

AS: John Heinricy

EP: Greg Ira

FP: Mark Carpenter

HP: Lawrence Loshak

STU: Elivan Goulart

STL: Rob Huffmaster

T1: Andrew Aquilante

T2: Andy Wolverton

T3: Chad Gilsinger

T4: Michael Scornavacci

SM: Jim Drago

BS: Charlie James

CSR: Lee Alexander

DSR: Chris Farrell

S2: Mark Mercer

SRF: Brian Schofield

FA: Sedat Yelkin

FB: Lawrence Loshak

FC: Peter Portante

FE: Scott Rettich

FF: Tim Kautz

FM: Darryl Wills

FV: Michael Varacins

F5: James Weida

DIXON, NOT DAVIS

In the October issue of SportsCar in the Who Will Win section, we accidentally picked Brandon Davis to win the Formula 1000 race at the National Championship Runoffs. We actually meant to write Brandon Dixon, rather than accidentally picking a World Challenge driver.

That said, we do welcome all SCCA Pro drivers to qualify for and compete at the Runoffs.





invitation and made himself at home in a Super Touring Under BMW, recording a sixth-place finish in the rain-soaked race.

Among other familiar names was Brad Stout. The past Formula Vee champ had not lost a step, jumping back into this highly competitive class and claiming the Bronze medal. Also notable was Jim Downing, who was the pole sitter in the inaugural 1964 Runoffs race, where he went on to finish 10th in Formula Vee. To this day, Downing is still an active racer, standing on the podium as recently as 2011; this year he competed in C Sports Racing.

We also saw fantastic drives from current and future SCCA heroes. John Heinricy added another gold medal to his collection, which now totals 12 - placing him third overall for championships won, and only one win behind Duane Davis. Andrew Aquilante claimed a pair of titles at the 50th, running his C6 Corvette in both GT-2 and Touring 1. With only minor adjustments being made between races, he pulled off a sound pair of wins.

Lawrence Loshak also pulled a double, winning in Formula B and H Production. Loshak was late to grid for his FB race, moving him to the back of

The weeklong event ended with a near photo finish and another record as Chris Bovis beat Bobby Lentz"

NUMBER ONE
By the time the
Runoffs wrapped,
28 very excited
racers had been
crowned National

Champions.

the pack in what would be a wet race, but good tire choice and quick laps found him at the front when the checkers waved. By comparison, his HP race was relatively uneventful, as Loshak started from the pole and won by a comfortable margin.

The weeklong event ended with a near photo finish and another record as Chris Bovis beat Bobby Lentz to the finish in GT-Lite by just 0.007sec, the closest finish in Runoffs history since the advent of transponder-based timing.

Compete coverage will appear in the next issue of *SportsCar*, while results can be found at

www.scca.com/runoffs, and ondemand video of the races can be seen at www.speedcasttv.com/scca.



2014 U.S. MAJORS TOUR UNVEILED

The 2014 SCCA U.S. Majors Tour schedule, along with a common format across each and every event, has been announced. The Mid-States, Northern, and Western Conferences will each host six events, with the Eastern Conference hosting seven race weekends.

Each race weekend will feature a common format. All will be double race weekends, with Saturday's race a 20-minute timed sprint race, and Sunday's race the traditional 45-mile format. Both races will count for full points and receive trophies and commemorative checkered flags, though the full podium ceremonies will only take place for Sunday's races.

Sunday will open with a warm-up and then the races will be gridded based on the best lap time from the weekend up to that point (qualifying and sprint race).

"A consistent message we receive is

that race groups need to have compatible classes to ensure a quality racing experience," says SCCA Vice President of Club Racing Terry Ozment. "In order to schedule enough run groups, there simply isn't time to run a pair of 45-mile races in a workable weekend timeframe."

Events that traditionally draw more than 150 cars will run a three-day schedule, with smaller attendance events having a two-day option.

"With a lot of feedback from members and competitors, we learned quite a bit during last year's U.S. Majors Tour," says SCCA President and CEO Jeff Dahnert. "From the season schedule to the weekend format, we've made improvements this season to a program that had already provided the Club Racing with a spark in 2013. The 2014 season will be even better."

PRELIMINARY 2014 U.S. MAJORS TOUR SCHEDULE

EASTERN CONFERENCE

Jan. 3-5: Sebring International Raceway
Jan. 10-12: Palm Beach Int'l Raceway

March 21-23: Road Atlanta

TBD April: VIRginia International Raceway

TBD May/June: New Jersey Motorsports Park

July 4-6: Watkins Glen International

Aug. 1-3: Summit Point Motorsports Park

MID-STATES CONFERENCE

TBD Feb./March: Circuit of the Americas April 5-6: Hallett Motor Racing Circuit May 24-25: Pueblo Motorsports Park

July 5-6: High Plains Raceway

Aug. 30-31: Heartland Park Topeka (Conference Finale)

* One additional event from Southwest Division will be added to the calendar.

NORTHERN CONFERENCE

May 2-4: Blackhawk Farms
TBD May/June: Mid-Ohio Sports Car
Course

TBD June: Road America, Chicago Region June Sprints

July 12-13: GingerMan Raceway July 26-27: Road America

Aug. 23-24: Grattan Raceway

WESTERN CONFERENCE

Jan. 17-19: Auto Club Speedway

TBD March: Inde Motorsports Ranch
April 25-27: Buttonwillow Raceway Park

April 23-27: ButtonWillow Raceway Park

May 24-25: Pacific Raceway

July 4-6: Portland International Raceway (Conference Finale)

* One additional event from San Francisco Region will be added to the calendar





WORLD CHALLENGE SPORTSMAN CUP

For 2014, Pirelli World Challenge will feature a new sportsman GT-A driver classification. GT-A will recognize gentlemen drivers competing in GT, all of whom will be vying for the GT-A Sportsman Cup presented by B.R.M Chronographes.

MEMBERSHIP DRIVE CONTEST

For complete details on the SCCA Membership Drive Contest, log in to ams.scca.com and look under "Forms."

REFERRAL LEADERS FOR AUGUST 2013

NAME	REFERRALS	REGION
Warren Leach	50	San Diego
Brian Ghidinelli	40	San Francisco
Gayle Jardine	20	Cal Club
Carol Deborde	18	Reno
Karen McCoy	17	Oregon
Jeremy McCauley	16	Allegheny Highlands
Robert Crawford	14	Washington DC
Brian Mason	13	Kentucky
Michael Adams	12	Tennessee
Richard Meyers	12	Detroit
Simi Ritch	12	Ohio Valley

There are 1.892 additional Members with at least one referral.

REGION LEADERS

Category based on 2012 year end membership.)

REGION	GROWTH	RETENTION
Jumbo Regions (800+): Houston Detroit Cal Club	11.3% 8.8% 8.2%	88% 86% 82%
Large Regions (401-799): San Diego Land O' Lakes New York	18.9% 15.7% 14.9%	80% 89% 88%
Medium Regions (200-400): Kansas Lone Star Reno	78.6% 26.9% 20.1%	89% 84% 83%
Small Regions (<200): Allegheny Highlands Montana Pan American	52.2% 48.5% 33.9%	78% 76% 73%

COMING SOON By this time next year, Mazda Raceway Laguna Seca will be filled with Club racers vying for a National Championship title.

DATES CONFIRMED FOR 2014 RUNOFFS

Dates of the 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca for its historic return to the West Coast have been confirmed: the event will take place Oct. 6-12, 2014.

Mazda Raceway Laguna Seca will become the seventh track to host the National Championship event in the 50-year history of the Runoffs, and this marks the return of the Runoffs to the west for the first time since the now-closed Riverside International Raceway in 1968.

"We are pleased to be able to host the SCCA Runoffs next year," says Mazda Raceway Laguna Seca CEO and General Manager Gill Campbell. "Sports car racing is the reason this facility was developed

way back in 1957. It is our passion. It is in our DNA."

The visit to Mazda Raceway Laguna Seca in 2014 is the first stop in a new era of Runoffs competition. The Runoffs will rotate each year beginning in 2014, moving to Daytona International Raceway in 2015 and Mid-Ohio Sports Car Course in 2016.

"When we announced the Runoffs would move to Mazda Raceway Laguna Seca in 2014, the next question we were asked was about the dates," says Jeff Dahnert, SCCA's President and CEO. "We've been working diligently to fit it into both schedules, and now we can begin to make plans for next year. We're looking forward to being in Monterey in early October for such a historic occasion."

■ MEMBER BENEFITS

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

Save 10 percent on **Avis** Super Value daily and weekly car rental rates in the U.S.

Cool Shirt is offering SCCA members a 10-percent

discount on retail pricing and a free 16oz bottle of maintenance additive with any purchase of \$50 or more.

Prize Possessions is offering members a free ф custom logo **Prize Possessions** setup and 10-percent off on the initial order.

Racer Parts Wholesale offers members a 10-percent discount on all G-Force Racing Gear,

RaceQuip racing equipment, Impact Racing **DALER PARTS** products, HOLESALE Aeroquip hose and fittings, and Mocal products.

U.S. Bank's SCCA Visa Signature Card offer of a \$100 statement credit with your first purchase.



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SCCA members receive special access to a worldwide inventory of hotels at exclusive discounted rates at

Worldwide Hotel & Car Rental Discounts.



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.







SEBRING WINNER

Gene Peterson, the 2013 BFGoodrich Tires Worker of the Year for the Southern Pacific Division for Scrutineering, won the Worker of the Year grand prize: an all-expense-paid trip to the Mobile 1 12 Hours of Sebring at Sebring International Raceway, courtesy BFGoodrich.

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

Stephen McClellan
50-YEAR MEMBERS Ronald W Hoff Ray Mummery
45-YEAR MEMBERS
45-YEAR MEMBERS Donald C Arns
Donald C Arns

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Alex K Miller Guy Revesz David T Shelton 40-YEAR MEMBERS

Patricia A Prill Gary E Schnitker Raymond Yergler 35-YEAR MEMBERS Mark Bilodeau

Frank N Honsowetz Ed Kemper Clyde L Kiser Timothy Scott Lee Terrence Lenhart Jav Messenger Gerson Rosenberg Frederick J Schnepp David A Taube Stephen F Wilkinson

30-YEAR MEMBERS

Andy Elo Jim Barks Carol J Belay James Michael Belay John Birk Jon Coffin Edward S DeCortin Maria Fredendall David M Jones Harvey J Kinnard Richard J Kulach Jean Kurkowski Larry H Kurkowski James E Lockery Raymund A Manning Donald Meluzio Richard J Spivey Allan Tolle

25-YEAR MEMBERS

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10/10/1958 North Carolina

10/1/1963 Northwest 10/1/1963 Central Florida, Florida

10/1/1968 New England, South Carolina Neohio 10/1/1968 10/1/1968 Philadelphia 10/1/1968 Colorado Blue Mountain, Washington DC 10/1/1968 10/1/1968 Chicago 10/25/1968 South Texas Border

10/19/1973 Neohio 10/1/1973 10/1/1973 Des Moines Vallev

10/1/1978 Oklahoma 10/1/1978 Cal Club 10/1/1978 Hawaii

10/1/1978 10/1/1978 North Carolina Florida 10/1/1978 Blackhawk Valley 10/1/1978 West Texas 10/1/1978 Susquehanna 10/1/1978 Misery Bay Northwestern Ohio 10/1/1978 10/1/1978 Glen

10/19/1983 Western New York 10/13/1983 Arizona 10/27/1983 Atlanta 10/27/1983 Atlanta 10/26/1983 Washington DC 10/21/1983 Central New York 10/27/1983 New England 10/17/1983 Cal Club Kansas, Ohio Valley 10/28/1983 10/26/1983 Kansas City 10/21/1983 Tennessee 10/17/1983 Central Florida 10/17/1983 Central Florida 10/19/1983 10/13/1983 10/17/1983 Central Carolinas Cal Club Susquehanna 10/27/1983 Central Carolinas

10/21/1983 Western Michigan 10/28/1988 New York 10/10/1988 Central Florida 10/31/1988 Washington DC 10/24/1988 New England 10/31/1988 Atlanta 10/4/1988 San Francisco 10/14/1988 Washington DC North Carolina 10/28/1988 10/24/1988 Washington DC 10/17/1988 Philadelphia

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10/31/1988

Ohio Valley San Francisco San Francisco South Jersey, Washington DC Atlanta

Texas Northern New Jersey Chicago Reno Reno Washington DC

Washington DC

Washington DC New England New York Steel Cities New England South Jersey Arizona Texas

10/17/1988 Houston San Francisco 10/24/1988 Blackhawk Valley



IT PAYS TO COMPETE

Between the contingency offerings at the 2013 Tire Rack Solo National Championships and 2013 National Championship Runoffs, hundreds of thousands of dollars were offered up to competitors. At the Solo Nationals, a plethora of tire manufacturers offered up cash and prizes at the two events, including BFGoodrich Tires, Hoosier Racing Tire, Kumho Tires, Hankook Tires, and Toyo Tires.

Mazda, Honda Performance Development, Mini, Subaru, Toyota, and Volkswagen offered prizes for front-running finishers. Mobil 1 also paid out with cash and prizes.

Race Technology USA, Enkei Wheels, Grassroots Motorsports Magazine, and GoPro also had contingency offerings.

The Runoffs saw similar contingency offerings. Mazda, Honda Performance Development, Mini, Fiat, Nissan, Toyota/TRD, Volkswagen of America, and Classic BMW in Texas put tens of thousands of dollars on the line for those who would end up on the podium.

BFGoodrich Tires, Goodyear, Hankook Tires, and Hoosier Racing Tires also offered prizes. Hawk and Carbotech Brakes both paid out for competitors utilizing their product.

Other contingency sponsors at the Runoffs included ProSpeed, Sunoco, Mobil 1 Red Line Synthetic Oil, Penske Shocks, HyperCo Suspension Coils, GoPro, AiM Sports, Race Technology USA, SafeRacer, Pegasus Auto Racing Supplies, Summit Racing Equipment, Taylor Racing Engineering, Grassroots Motorsports, ChassisTools.com, Holliday Canopy, and more, including incentives from SCCA Enterprises and Pirelli World Challenge handing out entries to the pro series for the top B-Spec competitors.

SCCA AND SPEEDCAST CONTINUE **RUNOFFS STREAMING DEAL**

SCCA and Speedcast Productions have announced an agreement that will broadcast the SCCA National Championship Runoffs through 2015. Expanding on a partnership that began in 2009, every Runoffs race will be streamed live through SpeedcastTV.com, with individual races hosted on demand in perpetuity.

"We were at a crossroads in 2009. with our broadcast television deal ending and not being in a position to fund a similar program," says SCCA Vice President of Marketing and Communications Eric Prill. "Speedcast offered a new alternative that proved to be the wave of the future. Now, professional racing series utilize Webcasts for live races across the world, and each Runoffs race has been accessible to the masses free of charge for the last four years."

The agreement carries the Runoffs through three separate venues, Road

America in 2013, Mazda Raceway Laguna Seca in 2014, and Daytona International Speedway in 2015.

The Webcasts are available in HD online and via mobile platforms. The on-air team that covers the Runoffs includes broadcast veterans Rick Benjamin, John Bisignano, Dorsey Schroeder, and Jim Tretow, as well as Pirelli World Challenge driver and former Runoffs Champion Randy Pobst, and World Challenge announcer Jeff Lepper.



2013 BFGOODRICH TIRES WORKER OF THE YEAR

At the 50th SCCA National Championship Runoffs, workers came together to recognize individuals who were named as the BFGoodrich Tires Workers of the Year: Mark Bingheim, Dr. Karen Crider (RIGHT), Steven Burkett, Jessica Honigs, Ali Montgomery, Christy Hopkins, Lori Vitagliano, Gene Petersen, and Brent McNaul. Each will be profiled in future issues of SportsCar.



HIGH HONORS PRESENTED AT SOLO NATIONALS

Three of SCCA Solo program's highest honors were given out during the 2013 running of the Tire Rack Solo National Championships in Lincoln, Neb.: the Solo Cup, Spirit of the Sport, and Driver of Eminence.

The Solo Driver of Eminence title was awarded to Mark Madarash. The award is given yearly to the Solo driver who not only displays a high degree of skill behind the wheel, but also promotes sportsmanship, dedication and unselfishness.

The Solo Cup was given to Doug Gill for his lifelong contributions to the Solo Events Program. Gill is a



long-time Soloist and known among the Solo community for his saxophone rendition of the National Anthem. He currently serves as the SCCA's Solo Technical Services Manager.

The Johnson Spirit of the Sport award was given to Charlie Davis for the fun-loving spirit he has displayed and promoted throughout his time in the sport.

During these announcements, Jack Burns won the drawing for a new GoPro camera presented by National Trade Productions, the organization that will assist with the North American Motorsports Expo, being held for the first time March 7-9, 2014, in conjunction with the SCCA National Convention in Charlotte, N.C. SCCA's Nebraska Region also gave a \$7,000 check to the SCCA Foundation, during the evening. The SCCA Foundation is the not-for-profit 501(c)(3) arm of the SCCA that supports select automotive educational and safety programs.



WORLD CHALLENGE UNVEILS 2014 SCHEDULE

The SCCA Pro Racing Pirelli World Challenge series has released a preliminary 2014 GT/GTS schedule. An announcement from WC Vision that will outline the full 2014 Pirelli World Challenge racing schedule, including the Touring Car and Touring Car B-Spec race schedules, will be made before the SEMA Show Nov. 5-8, 2013.

2014 GT/GTS SCHEDULE*

March 28-30 April 11-13 May (Date TBA) May 30-June 1

Honda Grand Prix of St. Petersburg, St. Petersburg, Fla. (dbl) Toyota Grand Prix of Long Beach, Long Beach, Calif. Circuit of the Americas, Austin, Texas (dbl) Chevrolet/Cadillac Grand Prix of Detroit, Detroit, Mich. (dbl)

June 19-21 July 18-20 Road America, Elkhart Lake, Wis. (dbl) Honda Indy Toronto, Toronto, Ontario, Canada (dbl) Aug 1-3

Honda Indy 200 at Mid-Ohio Sports Car Course, Lexington,

*Other dates to be announced: April/May; Aug (dbl); Sept/Oct

EIDSON AND BICKERS WIN TEAM USA SCHOLARSHIP

After a hard-fought shootout among six candidates, young Americans and SCCA members Joey Bickers and 2013 SCCA Pro Racing F1600 Formula F Champion Jake Eidson were selected to carry the red-white-and-blue colors of the Team USA Scholarship in two prestigious Formula Ford events in England.

The pair will follow in the footsteps of an illustrious group of former scholarship winners including Jimmy Vasser, who was the inaugural recipient in 1990, Bryan Herta, Buddy Rice, Andy Lally, Joey Hand, A.J. Allmendinger, Charlie Kimball, J.R. Hildebrand, Conor Daly, Josef Newgarden, Spencer Pigot, and Matthew Brabham.

Bickers, 21, from Moorpark, Calif., was a front-runner in this year's Pacific F1600 Series in his very first season of racing, while Eidson, 18, from Littleton, Colo., was recently crowned champion of the East Coast-based SCCA Pro Racing F1600 Championship Series.



Both will travel to England in October to begin preparations for the Formula Ford Festival at Brands Hatch on Oct. 26-27 and the following weekend's Walter Hayes Trophy at Silverstone on Nov. 2-3. The pair will drive racewinning Ray GR08 Formula Ford cars prepared by Cliff Dempsey Racing.

The Team USA Scholarship has been providing opportunities for talented young American racecar drivers since its formation in 1990. Candidates must be at least 16 years of age and have excelled both in and out of the racecar.



GOPRO HERO MOMENTS AT SOLO NATIONALS

Six competitors at the Tire Rack SCCA Solo National Championships walked away from the Sept. 3-6, 2013, event in Lincoln, Neb., with GoPro HERO3 cameras for improving the most positions from the first to second day in their competition category. This year, the categories were comprised of Stock, Street Touring, Street Prepared, Prepared, Street Modified, and Modified, with the Street Touring competitor (Jim Fossum) improved the most places overall.

WINNERS

Stock Street Touring Street Prepared Prepared Street Modified Modified

James Newman (SS), moved up 8 places Jim Fossum (STX), moved up 9 places Brian Levesque (DSP), moved up 5 places Kevin Lewis (XP), moved up 6 places Erik Strelnieks (SSM), moved up 5 places Michael Casino (KM), moved up 8 places





POBST POSITION

Randy Pobst

2003, 2007, 2008, AND 2010 PIRELLI WORLD CHALLENGE GT CHAMPION

tangled with one of my best old racing friends the other day, proving that even the best, most experienced guys can still bump into each other once in a while on track. It's risky. It was just a brush, but at a most delicate time, just after the weight was all transferred to the outside, and cresting a hill, so we were light. Hardly a

scratch, but we were backwards out of

There I was, That Guy anyway, with a windshield full of fright and danger, all of which I knew was coming"

the lead. I don't know about you, but I'm a little conservative in Turn 1. The tires aren't up to temperature or pressure yet, there's a full fuel load, could have been some chassis or track surface changes since last time we went out. You know, I don't want to be "That Guy."

Maybe my apex speed was a little slow, but I was leading. Was. Regardless, there I was, That Guy anyway, with a windshield full of fright and danger, all of which I knew was coming over that selfsame blind crest. Guess what? In our K-PAX Volvo AWD, there is no kicking the tail around; it would just shoot forward into disaster. And, combined with our 70-foot turning radius, I'm stuck going for reverse with that funny little lever next to the sequential shifter - and take it easy, K-PAX always warns me, that gear is the size of the one on your mountain bike; and wait, it's gotta be in neutral first, and the trans doesn't like shifting while standing still. Meanwhile the whole world is streaming by, and the seconds feel like hours.

I am proud to say, no, I did not ever kill it, having drilled, "If you spin, both feet in," into students and my subconscious in my Skip Barber instructor years. I did not fry the clutch in my haste to rejoin the fight after every car in the race went by, either.

Harmony on Track



SUNSET, SUNRISE

I love that feeling when the sun finally comes up at a 24-hour race, and when it goes low in the last run group - except l can't see. Put a strip of racer's tape across your face shield, just above your sightline, and then tilt your head to block the sun. Sunglasses won't work in the dark, but this trick is very effective. Do it all the time for reduced glare. Always wear the shield so you can close it in a fire.



Dig up one of my first and personal-favorite columns, *How to Be a Good Crasher* (see randypobst.com, click "Randy's Writings"). That's what I'm talking about. If something goes haywire, stay cool and don't make it worse. And it's easy to make it worse. I saw a couple more examples of that during the rest of that same first lap; spins and crashes and tire smoke and body parts. Don't miss the Pirelli World Challenge shows, folks, they are often dramatic, and you can live it out reality TV-wise without having to actually suffer the pain and expense.

I took my time surprising the GTS field, as they were not expecting a GT

to lap them just yet. I was feeling like a loser, waiting again and again, just hoping for a pace car period to bunch the field. Then, team chief Bob Raub radioed that the points leader was in the pits after a traffic mix-up. Yikes, that was a tough one for them.

This incident, my post-race discussions with officials, and a couple NASCAR road-racing truck-benders have motivated me to remind you of my hard-won understanding about entering corners with competitors: Don't hit what you can see; simple and true.

So, the next time you are entering a corner, and you can see the front

BEEN BETTER

Randy Pobst's Sonoma Raceway Pirelli World Challenge race could have gone better, but it could have gone worse, too. wheel or more of the car ahead of you, know that he can no longer see you without looking in the mirror, and successful drivers don't look in the mirror when they enter the corner, they look toward the apex. So also know this: That driver is going to turn for that apex, and you are going to quickly run out of room. Get out of the way and give the driver ahead the corner. He or she earned it by getting there ahead of you.

If the car or truck ahead has just turned the wheel and you then attempt to shoot straight down the inside, you are now officially making a "late move." High risk. If that driver is any good - and if he's ahead of you for position, he can't be that bad - he's no longer looking at you in the mirror, he's headed for the inside, and so are you, and tears, anger, wasted dollars, and maybe even an ambulance loom in your near future.

All of this, you will notice, takes place before the corner, not in it. It has to. Because what you can reasonably see changes dramatically once it's time to turn in. I believe our whole sport of road racing is deciding way too many passes after the turn-in, and we have the full course yellows to prove it.

One real complication is multipleclass racing, like nearly all of our SCCA Club races. When one car has far more power or cornering ability, this rule has to stretch. I'm afraid that slower class cars, who have every right to be there, must pay more attention to their mirrors, including around the time they enter corners, if a much faster car is bearing down on them. It is a fact of life, made more critical if cornering forces differ, such as with downforce, or slicks, or more allowances.

Always the best way to get the faster car by is to smoothly let off the gas and brake a little early, get them by you, and then follow them through on the normal line. Do not slam the door on the overall leader who is just about to pass you. Please.

I have been very pleased and impressed by the rapid progress in Pirelli World Challenge at running together. I caught someone in a Camaro in sweepy Turn 1, and to my great relief, it eased a little wide. I shot under, it slipped in behind, and we flowed through like water. Sweet, and a relief. I wish you all the same harmony on track, and patience when it does not flow as you'd like.





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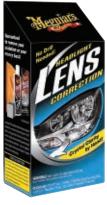
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7.2.13 T-SHIRT

On July 2, 2013, the historic Oak Tree at Virginia International Raceway fell. The 7.2.13 T-shirt pays tribute to its memory. The T-shirt wears the Oak Tree's iconic likeness on the front, with the 7.2.13 logo on the back. Made to order on top-quality American Apparel fashion fit T-shirts, the shirts are available in green, navy blue, and slate gray. \$18 www.empiregfx.com/products/7-2-13-tee

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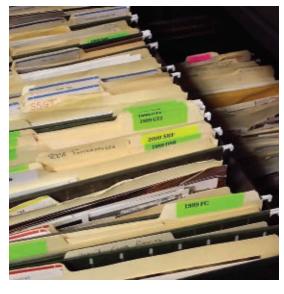
THE FOUNDATION LIKES AGE

For years, we have heard about the "graying of SCCA." I do not think this is a problem, because age allows all of us to do more things and enjoy the Club more than ever. We have our old friends and are constantly meeting new ones. We have some resources to do some of the extra things that are fun with the Club. We have stories and stuff to share with our friends within the Club. Velma and I have been very fortunate to have been involved in many things with the Club over the years; from working a race in our 20s, to having a beer with 1970s SCCA Pro

Every day we are creating the history of the SCCA. It isn't just what happened in 1944"

Racing Trans Am drivers, to enjoying an evening with great friends at a Solo. We have competed in more than 400 Solos so far. Having done many things, one of the most special events of the year for us – and SCCA – is the Hall of Fame celebration at the SCCA National Convention. To be able to hear the stories of the legendary people in our Club and then to have a chance to talk with them one on one is such a treat.

Every day we are creating the history of the SCCA. It isn't just what happened in 1944 or 1970; it is what is going on today. We have to find a way to preserve our history. For years, everyone had 16mm or 8mm projectors, so they shot film. Today, we use our phones to capture video. Things are evolving so fast, who knows what the next media will be. Today, your SCCA Foundation is working to digitize our history so that people can look at information from years ago. We are working on getting photos identified, old movies put on a format that people can share today. We are also working on getting old issues of SportsCar digitized so that they become a resource for all of us. We are currently working with a university to digitize our archives, but have several



MORE STUFF

The SCCA and its members have collected a lot of stuff. This stuff needs to be organized and archived, and the SCCA Foundation wants to head that up.

feelers out with outside organizations and museums on how we could preserve the history of the SCCA.

The archives that we have are housed in over 2,000 square feet of storage space, but it is incomplete in many areas of the Club. I want you to think about something for a minute: The SCCA National archives takes up 2.000 square feet now. Add in the archives with all 115 regions, and we have the potential for a lot of stuff. Now think about the 45,000 members of the SCCA and the things that they have, and we have an immense amount of stuff. Now, stuff is good, but we want to get our arms around what is out there and how it can be in a useful form for our members, both young and old. I believe there are some steps in this process, and here are my personal ideas:



- 1. The first thing we need to do is secure all historical files for our Club at the National level, and make sure they are taken care of and do not deteriorate.
- 2. The next thing we need to do is ask all Regions to get their arms around their local history to make sure they do not lose it or have it deteriorate. Once they know what they have, then let the Foundation know.
- Your SCCA Foundation needs to get its arms around how to get the current archives into a useful form and to make it accessible to our members.
- 4. I hate to say it, but we need more stuff. We need the 30-year collections of *SportsCar* or *Road & Track* to fill in the gaps in the Foundation's archives. We want and embrace getting those personal collections. As people move to warmer climates or down size, many times old *stuff* is lost. Why not give it to the SCCA archives?
- 5. Last but not least, maybe as people are downsizing or I hate to say it we have a member pass away, why not give some of their memorabilia to the SCCA Foundation?

 We are working very hard to find a place where an SCCA exhibit could be in one or more museums around the country.

These are some of my ideas – food for thought, as the saying goes. They are mine and are not necessarily the feeling of the entire Foundation board. The Foundation, however, has a question as it relates to the SCCA archives: Do we preserve the history of road racing in America, or do we just preserve the history of SCCA and all of its programs?

My contention is we cannot do either of the above if we do not get our arms around our own history at the National and Regional level. Help preserve the history of our Club; ask about your local archives and give the Foundation your opinion on what you would like to see done.





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PACESETTER

PETER ZEKERT KNOWS HOW TO BALANCE RISK AND REWARD

An SCCA Club racer turned high-threat driving instructor; certainly Peter Zekert must seek a life of speed, thrills, and danger? Not quite. As it turns out, a passion for teaching is where the reward comes in for the former statistics instructor.

Zekert's path to teaching defensive driving maneuvers to members of the U.S. military began with a risky move in itself: sneaking into an SCCA race.

"We went into the worker line because we saw people getting

earned him an audition for the high-threat school. He aced it.

"What they needed from me was high-speed experience sitting in the right seat with a student at the wheel," Zekert says. "If you were my student, I knew when you were going to make a mistake before you did. I knew whether it was going to be harmless or if we were going to spin and hit something hard, in which case I would intervene. The experience is what they needed, they taught me the tactical side of it."

HARD AT WORK

At any other job, this would be a bad day. For Peter Zekert. this is just another day at the office.



I show them things they can't do, they're all mine." Each high-threat driving class is

different; in curriculum, in students, and in vehicles. Many times, Zekert isn't entirely sure who he is teaching and is only supplied with first names.

it so much that he wanted to continue.

"I really enjoyed teaching college

difference with teaching the soldiers is

important, but in the first hour, they

have to decide if I'm the real deal or

not. But after that first half hour when

students," he says. "That was a blast.

I was showing them that they were

learning something useful. The

they know what I'm teaching is

"I've worked with U.S. State Department, the Navy Seals, Army Rangers, and some other Tier 1 special operation soldiers," he says. "Some of them are a mixture of the

I've worked with the U.S. State Department, the Navy Seals, Army Rangers...

PETER ZEKERT

different branches and they come to us in blue jeans and I don't know if they're Army, Navy, Air Force, Marines; I don't know what they are."

Other times he knows exactly whom he's working for, like when he had to go to Bagdad and work with the detail that guards the Iraqi Ministry of Tourism (yes, Iraq has a ministry of tourism). It was one of several trips

Zekert has made to the Middle East so far. In the wake of the U.S. Embassy

LITELIP Peter Zekert is not only a GT-Lite racer, but he's also actively involved with keeping the class healthy

passes," recalls Zekert. "The woman said, 'Are you Timing and Scoring?' So, my first weekend was with stopwatches and handwritten tape of the car numbers as they crossed the start/finish line."

Zekert was not destined for an SCCA career in Timing and Scoring, however, and he soon got behind the wheel instead, making his home in GT-Lite. His real volunteer calling, it turns out, was instructing at SCCA Drivers Schools. That got him connected with several groups who work for auto manufacturers, putting on clinics for dealership staff. It was at one of these seminars that a principal from a high-threat driving school noticed Zekert's ability to teach and explain things in a fun and engaging way. Praise from other instructors at the school who had worked with Zekert or heard of his race craft

Zekert was afraid, as a civilian with no military experience, he'd make a poor high-threat driving instructor. To the contrary, years of experience in SCCA schools, with Skip Barber, and his work with automotive manufacturers had made Zekert a natural teacher, which is exactly what they were looking for and exactly what

"If you can work with any kind of student and get them straight on the basics, anything else beyond that is going to be a reward," Zekert says.

His passion for teaching goes beyond the steering wheel. For 10 years he taught statistics at the University of Missouri Columbia, several colleges and universities in the St. Louis area and one in Omaha, Neb. Teaching was a requirement for his graduate degree at the University of Missouri, but Zekert found he enjoyed



WORDS Erin Cechal



bombing in Benghazi last year, he anticipates more travel and work in that region in the future.

As one can imagine, the vehicles in Zekert's classes are as varied as the students.

"Most of the time we try to start with retired police cars," he explains. "The reason is that making a mistake in one of those rear-wheel-drive cars, is not a big deal, and the students can make mistakes and learn from them. When we progress to higher center of gravity, armored vehicles, the risks are much higher. We don't start beginning students there, we let them progress to that."

That doesn't mean accidents don't happen. Zekert can recall an incident three years ago in one of those retired police vehicles, where a student panicked and wouldn't let go of the wheel. It took him a year after

FAST FACTS

- SCCA REGION: St. Louis (and many others over the years: Atlanta, Chicago, Chattanooga, Cal Club, San Francisco).
- MEMBER SINCE: 1982
- FAVORITE AUTHOR/WRITER: David Halberstam
- **LAST BOOK READ:** Go Like Hell, Ford, Ferrari and Their Battle of Speed and Glory at Le Mans, by A.J. Baime
- FAVORITE ENTERTAINER: John Stewart
- FAVORITE MOVIE: The Shawshank Redemption
- FAVORITETV SHOW: Big Bang Theory
- FAVORITE FOOD: Sushi
- FIRST CAR OWNED: 1971 Vega GT
- FAVORITE CAR OWNED: 1961 Morris Mini 850
- CURRENT DAILY DRIVER: VW Passat Wagon
- FAVORITE RACE DRIVER: (tie) Club racers Dan Carmichael; and Col. Joe Hauser.
- MOSTINFLUENTIAL PERSON IN MY LIFE: Bob Hubbard, F-Production racer of the 1970s-1990s. I followed Bob's career as a pit crew member. His goal to win the Runoffs was my inspiration. A very close second is Dan Layton. Dan taught me the organization, logic, and strategic skills needed to stay on top of the racing game. I could not have succeeded without either of these two geniuses.

the accident to regain full feeling in his left foot.

Zekert doesn't instruct in anything that runs on tracks (i.e. tanks), only wheeled machines, though some of them can weigh from four to 10 tons.

"Some of the military vehicles, I don't even know what they are. I'm familiar with the vehicle, but they have all these acronyms for what they call them. It's an alphabet soup!"

Club Racers can instantly recognize the benefits Zekert's day job might bring to the racetrack, but what about the rest of us, just hoping to make it to work and back safely? Zekert offers this simple advice: "Relax. Have your eyes farther up the road and have your hands and arms in a nice, relaxed position. That way, you're not using extra energy."

Zekert must heed his own advice he always has plenty of energy for his students. •



INSIDE TRACK

GEORGE HAUSNER, SCRUTINEER FOR PIRELLI WORLD CHALLENGE

George Hausner was only 10 years old when his dad and uncle took him to the 1973 U.S. Grand Prix at Watkins Glen. His next racing nexus occurred in college when a friend was building a Formula Vee. "I was in school to get an art degree but I loved being a machinist, a fabricator and a mechanic." In addition to helping to build a number of FVs, he prepped Formula Continentals.

We have a lot of fun and we watch each other's backs, especially in pit lane"

GEORGE HAUSNER

He says he's had 101 occupations, but he always comes back to building racecars. A move to Albuquerque resulted in him being recruited to act as Chief of Tech and Driving Instructor at Sandia Motor Speedway, now NAPA Speedway. At a media day event, he stepped into a Legends car as a substitute and won the event starting from the rear. Game on.

"I got an '85 MR2, installed a cage and went IT racing," he says. He obtained a Scrutineering license in 2001 and discovered that he had an affinity for the role. "I knew how to measure things. I didn't make it personal. I might pick on a car, but never on a driver."

In 2002, he volunteered to work tech for the SCCA Pro Racing Trans Am race in conjunction with the Denver GP. "That was a lot different. It was big boy rules with no whining or sniveling allowed." In 2003, he was





KEEN EYE

George Hausner has spent a lot of time within the Club, as both a driver and worker. Most recently, he has moved into the Pro Racing ranks and is currently the Technical Manager for Pirelli World Challenge Touring Car B-Spec.

Assistant Chief of Tech at the National Championship Runoffs working under his mentor, Bill Pichardo. Next, he became the Technical Manager for the Pro Spec Miata Series. "That was a big change in direction for me. I was still intimidated by pro racing."

One of his first acts was to create a device that checked cam timing. "I couldn't understand why some cars could pull others up the hill at Turn 1 at Road Atlanta. Once word got out at Lime Rock that we could check it, a lot of people swapped cams in the paddock. Creating the perception that scrutineers are on top of everything is half the battle."

A young family restricted his racing activities for a few years. But by 2008, he was back in the tech saddle working for SCCA Pro Racing in Pirelli World Challenge. "It was the opposite of a spec series. You had all different kinds of cars, and the series tried to equalize performance." He remembers being a relative newbie and taking part in a late night engine tear down of a Dodge Viper at Sebring. "I recall thinking that I could get used to this."

Hausner keeps taking on more responsibility in World Challenge. From becoming Chief of Tech in 2011, in 2012 he was asked to be Technical Manager of the Touring Car B-Spec series. In 2013, Touring Car was also added to his plate.

"We have a great small group of about 20 people who administer World Challenge. It is truly my second family. We all get along great, we have a lot of fun and we watch each other's backs, especially in pit lane. It is the coolest job I've ever had."

An exciting recent development is that Hausner has been accepted to work as a field staff scrutineer at the next F1 race in Austin. "I'll be going from a managerial position to that of an abject slave, but I want to hear the engines and be part of the spectacle. I've always looked toward this."

NEW MEANING TO THE PHRASE: THE LIGHTS ARE OFF ON THE PACE CAR

Among the tight knit Pirelli World Challenge field staff, everyone has multiple roles. Hausner gets to drive the pace car in addition to his other duties. The series operates under tight time constraints.

"We may be between IndyCar or ALMS events and we have to hit our marks. It is a point of pride." Exactly 45 seconds before the standing start at Mid-Ohio, Hausner heard the words he has been waiting for: "Pace car, take your lap and stage!"

He streaks around in the Honda S2000 pace car and enters the Keyhole at 96mph only to feel a resounding bump. The light bar across the top of the car had come off! The lights hung on for the length of the back straight before pulling off and tumbling into China Beach.

Hausner, now known to the team as "Light Bar," admits that sometimes it is hard to maintain a proper image. "When you are on TV and you screw up, a lot of people are going to see it," he laughs.



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FIRSTGEAR



DANE **SMITH** IS KEEPING UP THE SCCA TRADITION

It has been a pretty good year for Dane Smith. In his first full season of SCCA National Club Racing competition, beginning this past January, the 18-year-old was on the podium 10 straight times in his American Sedan, recording six wins, three runner-ups and one third place. Along the way he set the AS track records at Inde Motorsports Ranch in Arizona and lowa Speedway.

The streak finally ended in June at Road America, where he slid to eighth in his first trip to the formidable track. But he'll be back for the Runoffs, joined by his father, Tom, who will be running in GT-1.

If you are thinking "Like father, like

He is very helpful in sorting out problems with the car and the first one there to lend a...hand"

JIM HUNTER

son," you would be correct. Tom enrolled his son in the SCCA when Dane was barely a year old, and some of Dane's earliest memories are being at the track watching his father race. The AS car Dane now drives was originally acquired as a back-up chassis for Tom a dozen years ago.

"Dane is a young Tom Smith," laughs his mother, Kendra. "From the time Dane was old enough to play, cars were his favorite toys. He always had a Hot Wheels in each hand! Even now I think that cars are still his favorite toy. At a very young age, if you asked him what he wanted to be when he grew up, the answer was always a racecar driver. But no matter what Dane strives to become, I know he'll be a success."

Kendra's confidence in her son is not misplaced. Along with demonstrating his racing prowess, this year Dane graduated with honors from Fayetteville High School and, in the fall, enters the University of Arkansas. He also moved into his own apartment and acquired Simba, a Rhodesian Ridgeback puppy, encouraged by his girlfriend, who works at a boarding



kennel and will be looking after Simba during the day while Dane is attending classes. "India is a great person," says Dane emphatically, "and plays a big role in my life."

In addition to school and racing, Dane also works for his father and mother, a highly successful entrepreneurial pair, whose latest business venture is USA Metal Recycling in Lowell, Ark., where Dane has moved up from cleaning offices to operating the company's latest acquisition, a sophisticated \$750,000 Swedish-made machine that strips the insulation from copper wire (bought for \$1 a pound) and "granulates" the copper (now worth \$4 a pound) for use in making steel. A second unit will be online soon and plans are afoot that when Dane graduates, he may be overseeing the start up of a specialty steel mill. Smith & Family (which includes an older sister and a younger brother and sister) do not think small.

The family also enjoys vacationing at Keystone, Colo., near Aspen, where Dane has picked up a love for snowboarding. "I cannot get enough!" he says excitedly.

Such enthusiasm is very much a part of Dane's makeup. "If I had to describe Dane, in a word it would be 'driven," says his father. "He is self-motivated and, growing up, I never once had to ask or tell him to finish his

schoolwork. He is hard on himself, like when he thinks it takes too long to get his apex right, but his personality is caring and kind and humble. I am so very proud to be Dane's parent, friend, and race buddy."

Dane and Tom share the same crew chief, Jim Hunter, who has been with Tom since 1995 and first met Dane in 1999 when he was 5. "Dane is like his dad," says Hunter, "a hands-on type of guy. He likes working on the racecars as well as running them. He has been a very quick learner and takes direction well.

"I have schooled many other young men over the years, but none younger than Dane," says Hunter. "He is very helpful in sorting out problems with the car and the first one there to lend a helping hand. He has been blessed to have his dad and other racers to draw knowledge from; [he] takes their advice and tries to apply it on the track. That is one of the many traits I admire about him. As a racer, he is making us all proud to have raced with him."

As for his racing future, next year Dane will move to GT-1, and if he gets good results both on the track and at school, Tom has indicated a willingness to fund an SCCA Pro Racing Trans Am ride in 2015. A lot, of course, depends on the price of copper, but Smith & Family seem to have that under control.

SNAIL MAIL

Last April, Jim Wheeler, the veteran American Sedan stalwart and Club Racing Board Chairman, raced Dane Smith at Hallett during a Double Major weekend.

"Dane took the pole from me on Saturday, says Wheeler. "and we had a great race, despite his rear ending me in Turn 6. After the race, we talked about what had happened and he apologized about hitting me. I explained that when we both got in the marbles passing a backmarker, he should expect that at the next corner, braking and turning would be I could tell that he instantly understood and he thanked me for the advice.

"When I mentioned the weekend in my SportsCar column, Dane sent me a handwritten note of thanks. Not e-mail - an actual snail-mail note. Now that's class."



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"Why no, Mr. Bond, I expect you to ... drive!"

(Auric Goldfinger, with apologies)

one Royale, also known as the 41st SCCA Tire Rack Solo National Championships, didn't actually have a James Bond or any other Bonds among its competitors, or anyone in an Aston Martin, but it did have a Double-O agent of sorts, as well as attractive and daring men and women, and even a foreign element infiltrating the grounds in an effort to learn the carefully guarded secrets of Solo.

Well, maybe not so carefully guarded. We are, after all, an amateur sport in which we tend to blab all manner of tips and advice to those new to the game, including a former Formula 1 racer and his three young disciples who flew up from Chile to see how we do it north of the equator.

Event Chairs Brad and Jenna Maxcy devised the 007-theme for the event, manifested in ways familiar to a half-century of Ian Fleming fans, from the official event sticker depicting a pylon viewed through the rifling of a pistol barrel (opening scene for the titles of virtually all Bond films) to banquet emcee Raleigh Boreen nattily attired in black-tie tuxedo and seemingly ready to deal a hand of baccarat.

But ultimately, it's about pounding cars through cones on a hardpan of

We are, after all, an amateur sport in which we tend to blab all manner of ... advice"

concrete with a skill and panache reminiscent of a high-speed chase on narrow Alpine roads, and in the fourth return to the massive Lincoln Airpark this was an event that lived up to its billing.

The first cars off left the line at 9a.m. Tuesday, Sept. 3, and by the time the last pylon was flattened Sept. 6, a total of 1,052 competitors had tested the two courses under sun-drenched skies. Some may view that number with concern, as it was the "smallest" entry since the 9/11 terrorist attacks when 954 drivers broke the starting lights, but really - a thousand is still a lot of motor-heads in one place for the same purpose.

They still had 86 classes to choose from, but the "three to make a

champion" rule - new last year - had an even stronger effect this year. Fourteen of the 42 available Ladies classes stood empty rather than run with one or two drivers. Usually, the potential entrants chose to go to the Open class; sometimes they found a new home for their cars. Only two Ladies classes took non-championship status, DML when Susan Anderson broke her ankle and left her two competitors with no options, and GPL when Christine Cutrer was the lone entrant in a car that already had two drivers in the Open class.

It was not a year for much record setting. Jeff Kiesel, running in EM, extended his winning streak to eight events, closing in on the 11 wins owned by John Thomas. Bill Goodale in AM collected his record-setting 32nd trophy on Wednesday leaving Frank Stagnaro in CP struggling mightily, and successfully, on Friday to maintain the tie at the top. Double-O status was won by G Stock winner Michael Moran. Call him Agent 004, as that was his winning margin in thousandths of a second, the closest contest of the event and the fourth-narrowest Open class margin of victory in the history of the Solo Nationals.

The one record book entry that really stands out was a mark that now falls into the hands of one of the event's youngest competitors: 12-year-old Trey White, winner of Formula Junior B. He broke a mark that has stood for 38 years, the absolute Open class margin of victory. The old mark of 10.114sec (a class must have at least five entries to be considered) was made by one John T. MacDonald of New England Region, who won A Modified in a Brabham BT29 in 1975. Basically, his car was a Formula Atlantic and second place that year was a Solo Vee. White was in a restricted-engine class s theoretically are equally capable, and he "whomped" the class by 10.472sec.

Rocky Entriken

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Stock Classes

SUPER STOCK LADIES

Nearly half of the competitors in SSL have brought home at least one National Championship - five of the 11 drivers accounting for 16 titles. The largest Ladies class of these Cone Royale Nationals, they were given the unfavorable task of running first heat Tuesday on a very green East Course. Powerful cars, fast curves and no rubber down. A less than ideal situation the ladies handled with aplomb - no DNFs and only six pylon penalties from 33 runs, four of them from drivers in trophy contention trying to find that last tenth.

Stephanie Reeve in a C5 Z06 Corvette laid down the early gauntlet with a 77.6sec first run. Second runs saw the reigning champ Shelly Monfort go to the top of the leader board in a C6 Grand Sport Corvette with a 76.689 sec run, with Reeve right behind at 76.7. These would be

SUPER STOCK

1.	G.J. Dixon	NY	Porsche GT3	125.522
2.	Gary Thomason	SanD	Dodge Viper	125.540
3.	Sam Strano	WDC	Corvette GS	125.996
4.	Mark Daddio	NEng	Corvette GS	126.114
5.	Chris Fenter	Milw	Corvette Z06	126.779
6.	Mark Wortham	Tex	Corvette Z06	127.203
7.	Glen Hernandez	Nwst	Corvette Z06	127.306
8.	Jason Burns	Susq	Corvette GS	127.415
9.	Matt Lucas	Tex	Corvette Z06	127.482
10.	Matthew Braun	Det	Corvette Z06	127.784

11. Ryan Otis/Ore (Corvette ZO6); 12. Christopher Shay/Milw (Corvette ZO6); 13. Dan Ireland/StCt Corvette GS; 14. Brian Conners/Phil (Corvette ZO6); 15. Tom Kotzian/Ore (Porsche GT3); 16. David Green/Wich (Corvette ZO6); 17. Aaron Ritch/OhV (Porsche GT3); 18. Grant Reeve/NEng (Corvette Z06); 19. Scott McHugh/CSCC (Corvette ZO6); 20. James Newman/WDC (Corvette GS); 21. Kent Weaver/Cinc (Corvette Z06); 22. Michael Figliolia/StCt (Corvette GS); 23. Randy Pearson/StCt (Corvette ZO6); 24. Randy Petschauer/NY (Porsche GT3); 25. Bryan Schafer/Cinc (Corvette ZO6); 26. Frank Wietharn/Kan (Corvette Z06); 27. Adam Schoonmaker/Fing (Corvette); 28. Brian Regganie/Chi (Corvette Z06); 29. Val Korry/Nwst (Porsche 996); 30. Kenton Cabiness/Chi (Corvette ZO6); 31. Jim Harrison/Wich (Corvette); 32. Alan Schoonmaker/Fing (Corvette); 33. Jorge Vera/Intl (Corvette ZO6); 34. Jim French/Wich (Corvette ZO6); 35. Tom McDaniel/CSCC (Corvette); 36. John Fink/StCt (Corvette); 37. Scott Hurley/SCar (Corvette ZO6).

the paddock when talking about whatever class she happens to be running. In winning her seventh National Championship, her fifth SSL in a row, she showed why you should "Always bet on Monfort."

Only three other drivers, by their last runs, could even beat Monfort's first-run time, all of whom were digging out of deep day one holes. A steady and pylon-free Reeve claimed second place, 1.996sec. behind; followed by Crissy Weaver and Schwedler.

SUPER STOCK

The 37 Open class competitors included nine past Solo National Champions, totaling 43 National Championships across more than a dozen different classes. Super Stock Open, running fifth heat on a now well-traveled East Course, was dominated in numbers by Corvettes, with three Porsche GT3s for five drivers and a lone Dodge Viper.

It was the Viper, in the hands of nine-time winner Gary Thomason that owned the West Course. He jumped out early with a 73.0 first run followed up with a 72.291 second lap. Nipping at his heels was G.J. Dixon's Porsche GT3 with a second run of 72.3. Sam Strano and Mark Daddio, both in C6 Grand Sports 'Vettes, were in the 72.5sec range.

Thomason believed the West Course would favor the GT3 and he'd hoped to have a larger lead on Dixon going into it. On his first run, Dixon validated Thomason's concerns with a blistering, but dirty, 53.1sec run. Thomason's second run (actually his third because of a rerun) of 53.2 kept





SUPER STOCK
G.J. Dixon
Finger Lakes Region
Monticello Motor
Club/Grand
Prix New York
Porsche GT3

the only clean runs below 77 seconds, as Holly Schwedler on her second run coned away a 76 and Monfort spoiled a screaming 75.3. Monfort said that she may have made a mistake by running a Scion FR-S on street tires in the ProSolo Finale, as the difference in grip, most notably under braking, left her a little hesitant in the 'Vette on day one.

Day two on the West Course saw Monfort establish a comfortable cushion over the rest of the field, opening with a 56, following with a 55, and closing at 54.848 for a 131.537 total.

There's a saying that floats around







him in the lead ahead of Dixon's 53.3. After Thomason's third run left the door open with no improvement, all eyes were firmly fixed on Dixon, who calmed his nerves enough to pull out a 53.150sec run to bring his two-day total to 125.522, just 0.018sec ahead of Thomason, with Strano rounding out the podium.

Observers of the SS grid may have noticed Dixon and car owner Randy Petschauer swapping between two sets of tires after each run (one set for each driver). While there were numerous reasons for this, the primary reason was heat. According to Dixon, the Porsche builds significant rear tire temperature, and once they get too hot, they can't be cooled enough. The strategy proved effective, as it helped propel him to a third National Championship, and second consecutive in Super Stock.

Ryan Lower

SUPER STOCK LADIES

1.	Shelly Monfort	SanF	Corvette GS	131.537
2.	Stephanie Reeve	NEng	Corvette Z06	133.533
3.	Crissy Weaver	Cinc	Corvette Z06	134.201
4.	Holly Schwedler	NwOh	Corvette Z06	134.715

5. Chris Peterson/NCar (Lotus Elise); 6. Bea Regganie/Chi (Corvette ZO6); 7. Lacey Otis/Ore (Corvette ZO6); 8. Carla Russo/StL (Corvette ZO6); 9. Becky Zacharda/Ore (Corvette ZO6); 10. Jennifer Bedell/NCar (Lotus Elise); 11. Simi Ritch/OhV (Porsche GT3).

A STOCK

1.	Tony Savini	Phil	Corvette	129.820
2.	Lane Borg	WTex	Corvette	129.965
3.	Josh Puu	Tex	Corvette	130.065
4.	Brian Coulson	Elda	Corvette	130.507
5.	Paul Brown	RioG	Corvette	131.035
6.	Don Slevin/NNJ (Corve	ette); 7	Jerry Centanni/LnSt (C	Corvette);

Don Slevin/NNJ (Corvette); 7. Jerry Centanni/LnSt (Corvette);
 Matt Murray/NEng (BMW 1M Coupe);
 Jeff Jacobs/Phil (Corvette);
 10. Cal Craner/Elda (Corvette);
 11. Frank Gaus/StCt (Porsche Cayman S);
 12. Ken Mollenauer/SanF (Corvette);
 13. Christopher Collucci/NNJ (Corvette FRC);
 14. William Gravely/Bucc (Porsche 911);
 15. Mark Valera/Phil (Corvette FRC);
 16. Vivek Krishna/CFIa (Porsche 911).

A STOCK LADIES

1. Meredith Brown	RioG	Corvette	133.309
2. Rachel Baker	NEng	BMW 1M Coupe	133.762

3. Dawn Ammirata/NNJ (Corvette FRC); 4. Kristi Gaus/StCt (Porsche Cayman S); 5. Lisa Valera/Phil (Corvette FRC).

both were clean, but Brown's clock showed 76.955 and Baker found no improvement to give the Corvette driver more than a second lead heading to the West Course.

Opening runs Wednesday saw Brown with a tank slapper in the back corner, hitting two cones, while Baker had a DNF. Now, for a hopeful moment, Dawn Ammirata was leading with Kristi Gaus second and Brown three seconds behind.

But that was temporary. With clean second runs for everyone, Baker cut into Brown's lead 55.7 to 56.3. Brown was unhappy with how her car was handling all the transitions, but Baker was clearly enjoying herself.

Brown's third run, 56.3 again, was only a 0.02sec improvement. Would Baker be able to walk through that open door? Baker did improve, scoring the day's best at 55.614, but she was still 0.453 short of Brown's 133.309 winning time.

In 2012, Meredith Brown had been the only car in the class. For 2013, she had four other competitors, and her fifth victory, this one an official championship. She said she was just happy to have had so many competitors in the class and thought it was great that they were all there in Lincoln.

A STOCK

ost pundits picked the AS battle to be between 2012 winner Lane Borg, and perennial choice Tony Savini, the 1-2 finishers a year ago, with Paul Brown and Brian Coulson as other contenders. So it was quite a surprise when after the end of first runs on the East Course, it was Borg's co-driver, Josh Puu (pronounced





A STOCK
Tony Savini
Philadelphia Region
StranoParts.com/
Evo School
Chevrolet Corvette

A STOCK LADIES

ASL started in the first heat Tuesday on the East Course, and the five-driver grid had three different types of cars in it: two Corvettes, a Porsche Cayman, and a BMW 1M Coupe. It would be a "Game of Cones" (sorry, no James Bond reference here) as the queen would be she who avoided the orange dragons.

First runs showed Meredith Brown's Corvette as the one to beat, with a clean 78.7. Rachel Baker had clocked 79.3 in the BMW but with a penalty. On second runs, Brown clipped the cone on a 76.9 run while Baker's 78.1 moved her into first. On the final runs.









Poo-oo) who was leading the way. And, while Savini moved ahead on his second run, Puu took back the lead on his third run with a 75.197. The margins were small though, with less than 0.2 sec covering Puu, Borg, Savini and Coulson, with Jerry Centanni and Brown both at 75.8.

Puu's lead went flying with two cones on his first West Course run, never to return. Savini jumped into the lead with a 55.1, and improved to 54.503 on his second run, his total of 129.820 giving him nearly a 0.9sec lead over Borg, followed by Coulson and Puu.

On the third runs, everybody improved but Savini, who had barely enough in hand to hang on by 0.145sec over Borg, the two trading places from a year ago. Puu improved by nearly a second to move past Coulson, who only found three-tenths.

Savini was relieved to finally score a second championship (he won GS in 2009). "Last year, Lane and I fought back and forth and he wound up winning (by 0.095). This year, I came out on top. I knew I needed to run clean to win (having coned away the win the last two years), as he doesn't make many mistakes."

David Avard

B STOCK

James Yom didn't win anything until he ended up winning it all. B Stock was the first class to take on the long East Course Tuesday morning and had to clear the dust and debris off the big sweeping turns in addition to being the first drivers to test their mettle against Sam Strano's design.

An opening salvo was delivered by Ryan Clark with a 75.7, setting the mark for the course. Nick Barbato, generally considered the heir apparent to the B Stock crown after his ProSolo championship, was in fourth. On the second runs, Marc Pfannenshmidt jumped to the top with a 75.4 to lead at the end of day one. Clark only improved a tenth, then another tenth on his final run, good for second place. Yom and Barbato both had to take their first runs as fastest, hanging on to third and fourth places.

With nobody contesting BSL this year, the all-Honda S2000 class would not return until Wednesday morning for the Elliott Speidelldesigned West Course.

For day two, Barbato let everyone



B STOCK

1. James Yom	CSCC	Honda S2000 CR	129.937
2. Nick Barbato	NEng	Honda S2000 CR	130.072
3. Marc Pfannenschmidt	CKy	Honda S2000 CR	130.142
4. Ryan Clark	Nwst	Honda S2000 CR	130.884
5. Vivek Goel	LnSt	Honda S2000 CR	130.926

6. Ricky Crow/Almo (Honda S2000 CR); 7. Justin Lau/NEng (Honda S2000 CR); 8. Tim Kong/NEng (Honda S2000 CR); 9. Todd Cochran/LOL (Honda S2000); 10. Jason Kupka/LnSt (Honda S2000 CR); 11. Bryan Mancuso/NEng (Honda S2000 CR); 12. Rick Ruth/Chi (Honda S2000); 13. Terry Gordon/StL (Honda S2000); 14. Jeff Wetzel/GuCo (Honda S2000).

B STOCK LADIES

No entries.

know he wasn't giving up and that he could get his Honda up to par with a 54.5. Yom and Pfannenshmidt fell in behind at intervals of 0.2sec. On his second pass, Yom turned up the heat to deliver a 54.2 run and snag the lead. Barbato tried to catch him with another 54.2 but a pylon took that great effort away.

Third runs found Yom doing no better but Barbato giving it his all with the day's only sub-54 time, 53.737sec, but it was just not quite enough as it left him 0.135sec behind Yom in second place.

The well-fought battle left Yom third quick on Tuesday and second on



Wednesday - the overall winner at 129.937sec. The two were seen having a great time talking together afterward. Yom had never run his car before on Hoosiers and said he loved the way it drove, so he'd stay on the Hoosiers for 2014. He said he'd been following Barbato's accomplishments this year so the win meant that much more to him.

Matt Murray

C STOCK

N ineteen drivers entered C Stock this year, but the competition basically came down to the last two cars on the grid: Daniel McCelvey in the No. 198 Nissan 370Z and Ryan Buetzer in the No. 199 Pontiac Solstice.

In Buetzer, we had a six-time champion, his last four in CS, the last two in the Solstice. In McCelvey we had a never-won in just his fourth Nationals, but the previous three were all trophy finishes, last year on podium. On the first day, third heat on

C STOCK

1.	Daniel McCelvey	Hous	Nissan 370Z	130.271
2.	Ryan Buetzer	CSCC	Pontiac Solstice	130.393
3.	Bud Collins	NEng	Pontiac Solstice ZOK	131.282
4.	Eric Kriemelmeyer	WDC	Pontiac Solstice	132.389
5.	Joseph Barbato	NEng	Nissan 370Z	132.673
6.	Eric Prill	Kan	Pontiac Solstice	132.851

7. Kenneth Baker/Tex (Mazda MX5); 8. Chris Carmenini/NNJ (Mazda RX8); 9. Mark Labbancz/NNJ (Nissan 370Z); 10. Kevin Schultz/Utah (Mazda MX5); 11. Craig Marhefka/WDC (Nissan 370Z); 12. David Bianchi/Chi (Nissan 350Z); 13. Aaron Williams/Chi (Mazda RX8); 14. Rodney Giebel/KC (Mazda MX5 MS-R); 15. Chris Gregor/Chi (Mazda RX8); 16. Al Aberson/Atl (Nissan 370Z); 17. Steven Roberts/KC (Mazda MX5 MS-R); 18. Pat McCelvey/Hous (Nissan 370Z); 19. David Moellenbeck/StL (Pontiac Solstice).

C STOCK LADIES

1.	Learic Cramer	WDC	Nissan 370Z	135.293	
2.	Lynn Collins	NEng	Pontiac Solstice ZOK	138.182	
3.	3. Kati Kiley/Chi (Nissan 350Z); 4. Becca Nell/NEng (Nissan				

370Z).

54.376 to hang onto the lead with McCelvey now second. Kriemelmeyer found a quicker 54 but was still one sec. behind third-place Collins.

On the final runs, Kriemelmeyer slowed to a 55, Collins got down to 55.1 which was enough to keep his podium position, but both were in the first-driver batch, The second-drivers were yet to come. Those last two drivers were yet to come.

At last the co-drivers began their runs. No. 198 rolled to the line with No. 199 right behind. The Nissan found the improvement it needed, McCelvey scoring 55.0. He had the lead by 0.122sec, but was it enough?

It was. Buetzer got his third 54sec run, but a couple of tenths slower than his best. McCelvey's 130.271 would be the winning time.

C STOCK LADIES

Learic Cramer drove her bright yellow Nissan 370Z to her second straight CSL championship. On Thursday she turned a 77.894sec run time to take a 1.2sec lead over two-time Champ Lynn Collins' Solstice.

Cramer's Friday wasn't so easy. But then Collins had a rough day too through the dipsy-doodles of the West Course. Fortunately, they were both comfortably clear of the other two competitors in the class. Between the two of them, only Cramer's final run 57.399 was trouble-free. She'd DNF'd her first run and coned her second, while "pylonitis" afflicted all three of hers. That was the primary reason for a 2.889sec. deficit behind Cramer's final time of 135.293.

Rocky Entriken



CSTOCK

Daniel McCelvey
Houston Region
JFA Racing/
TrackTime
Performance
Nissan 370Z

Thursday, McCelvey shut down the class on his first run. With nobody else able to do better than a 76 - Buetzer had a 76.0 and 2012 runner-up Bud Collins had 76.1 on their last runs - McCelvey banged out a 75.227 first time around the big East Course. He got another 75 on his third run.

Friday would not be so foregone a conclusion. McCelvey clouted a cone on his first foray into the West Course, while Buetzer got a 54.5. The only other 54 was from Eric Kriemelmeyer, now up to third place meaning Solstices now held all three podium positions.

McCelvey got a clean 56.1 on his next try, but Buetzer followed him in at





D STOCK

The weather couldn't have been better as the second heat began on the East Course Thursday. The talk of the class was all about the Audi TT, and the drivers of those TTs lived up to the hype. Defending Champion Mark Smith was back in a TT, however not his winning ride from last year. It was a borrowed co-drive from Ann and John LaRandeau because Smith's Audi broke during the ProSolo Finale.

Craig Wilcox had jumped from his Mini Cooper S to a TT as well; while James Feinberg and David Spratte had come with the TT they had been campaigning all year. Only Todd Kean would be able to break up the Audi dominance with his John Cooper Works model Mini Cooper S. Grid chatter focused on whether the DSG gearbox of the Feinberg/Spratte car would be an advantage on the East Course in a couple of areas where drivers were talking about shifting to

DISTOCK

1.	Mark Smith	Colo	Audi TT Quattro	133.021
2.	James Feinberg	NCar	AudiTT	133.135
3.	Craig Wilcox	KC	Audi TT	135.065
4.	Todd Kean	NEng	Mini Cooper S JCW	135.332
5.	John LaRandeau	Neb	Audi TT Quattro	136.751

6. Karl Coleman/Nwst (Subaru WRX); 7. David Spratte/NCar (Audi TT); 8. Andy Hecox/Colo (BMW 330Ci); 9. Larry Olsen/WDC (Mini Cooper S); 10. Matthew Grainger/StL (Audi TT); 11. Ralph Elder/SanF (Acura Integra Type R); 12. Charly Spyksma/Nwst (Subaru WRX); 13. Jeff Robinson/OhV (Acura Integra Type R); 14. Steve Mitchell/WDC (Mini Cooper S); 15. Steve Swartz/Wich (Mini Cooper S).

D STOCK LADIES

1.	Gwen Baake	NCar	Audi TT	138.418
2.	Jocelin Huang	Milw	Audi TT	139.830

3. Amy Coleman/Nwst (Subaru WRX); 4. Connie Smith/RioG (Audi TT); 5. Jojo Corrales-Kean/NEng (Mini Cooper S); 6. Ann LaRandeau/Neb (Audi TT).

own so he didn't get a perfect run, but felt he comfortable in the car.

Friday brought the same bright weather for DS on the West Course.
Only Smith made a clean first run to put himself into a commanding lead.
Run two would be much of the same as Smith knocked off more time while Feinberg and Spratte again were dirty.
Wilcox cleaned up his cone and moved up to the third spot while Kean and LaRandeau claimed the remaining trophy places. As the first drivers came in from their final runs nobody could find time and Spratte was dirty again tumbling him out of trophy contention.

Feinberg would have a tenth of a second lead but for that cone, which meant that although Smith was 1.8sec ahead it was not a comfort. So, first in among the lead trio, he knocked off another 0.175sec, and needed every tick of it for his third consecutive DS championship. Feinberg got his clean run and put down the class FTD with a 56.349, but it left him 0.144 behind Smith's 133.021 total. Wilcox would drop a little time and leave himself a somewhat distant third, just 0.2sec ahead of Kean's Mini.

D STOCK LADIES

Gwen Baake, in the Feinberg/
Spratte machine with the DSG
gearbox, jumped out to the early lead
with a 79.553, putting her ahead by a
large chunk of time nobody could
catch all day. Huang, sharing Wilcox's
Audi with Ann LaRandeau, would give
Baake a scare on run three as she
knocked a little over one second off
her time and finished the day in second
place with a 79.8 and a 1.1sec cushion
to third.





D STOCK
Mark Smith
Colorado Region

Colorado Region BWPerformance.com/ Thanks Ann & John/ SPE-ED Audi TT

third. The DSG would shift to third automatically in comparison to the manual TTs of Smith and Wilcox. They believed it would be a slight benefit on the East Course, but maybe not so much on the West Course.

Thus it seemed to be as the outset. Spratte's 77.9 would be the fastest time of the first drivers, bettered by Feinberg's 76.7 when the co-drivers came out. But neither would improve. Meanwhile, Smith moved past Spratte on his early runs and took over the lead on his third at 76.582. After day one, Smith said the setup of the LaRandeau car was slightly different and a little more tail happy than his







Baake turned in another great drive on the West Course, able to find time on each of her runs and closing with a 58.865. Huang's best was a 60 with - wait for it, you James Bond fans - a 0.007 for the remaining fractions. It was only fourth best for the day, but that first-day cushion kept her in second overall. Baake had a combined time of 138.418, putting her 1.412sec ahead of Huang for her second championship after winning HSL last year.

Jeremy Salenius

ESTOCK

Chicago Region rules E stock. The Chicago area is a hotbed of NA Miatas - the chassis code for the first-gen version that accounted for 18 of the 20 entries. Five of the six trophy-winning cars came from the Windy City. Fifth-place Cam Withell from Alberta drove the lone Toyota MR2 along with his wife Jess, who finished farther down.

Bartek Borowski and his brother, Hubert, were again the class of the field. Bartek, taking home his sixth National Championship – four straight in ES – finished almost two seconds ahead of Hubert in the final scoring. Hubert was also more than a full second ahead of third-place Greg Janulis, who led the rest of the trophy hunt in the wild dogfight that is normal in this tough class. The spread over the last four trophies was just under one second.

ES was a Tuesday/Wednesday class running in the second heat (there were no entries for ESL in the fifth heat). Bartek set fast times each day, 77.458 on the East Course, 55.352 on the West, for a 132.810sec total. Hubert, in the same car, was 1.852sec behind.

He regularly drives more than 30 competitions every year, Bartek explained, and between his brother and crew, Greg Meyer, he always has a fast car ready to go. He also gave credit to the competition he faces every weekend from the rest of the Chicago-area drivers, including Jim Malone in fourth and Wes Jenrich in sixth.

Tom Sotiropoulos in seventh observed that as an Evolution School instructor some of his students apparently learn well insofar as they managed to edge by and move him out of trophy land. "I just need to do better what I teach," he said.

Buck Entriken

FSTOCK

Stock is the domain of American pony cars and, since 2007, increasingly the stronghold of Ford's newest Mustangs. This year a lone BMW M3 joined the battle as FS ran Tuesday's second heat on the West Course. The surface was warm but not hot and OPR (other people's rubber) was not yet a factor.

The target time was 57 seconds and five drivers hit it on their first runs, led by Robert Gosda's 57.3. Clocking 56 seconds would be even better but it would be done only twice, both on the second runs. Brian Burdette hit the mark, driving with his characteristic smooth aggression, bending the car through the fast wiggles of "Odd Job" and doing a clinic on how to drive "Die Another Day" to jump into the lead with a 56.421. Kevin Youngers, who'd coned a first-run 57, did 56.5, clean.

ESTOCK

1. Bartek Borowski	Chi	Mazda Miata	132.810
2. Hubert Borowski	Chi	Mazda Miata	134.662
3. Greg Janulis	Chi	Mazda Miata	135.883
4. Jim Malone	Chi	Mazda Miata	136.321
5. Cam Withell	Nwst	Toyota MR2	136.741
6. Wes Jenrich	Chi	Mazda Miata	136.806
and the second s			

7. Tom Sotiropoulos/StL (Mazda Miata); 8. Allen Richardson/ NeOk (Mazda Miata R); 9. Jason Baney/NeOk (Mazda Miata R); 10. Timothy Maxey/BIRg (Mazda Miata); 11. Curt Preissner/Chi (Mazda Miata); 12. Stephen Ducharme/Neb (Mazda Miata); 13. Dan Vehe/ Chi (Mazda Miata); 14. George Schmitt/SBnd (Mazda Miata); 15. John W. England/NEng (Mazda Miata); 16. Jeff Janulis/Chi (Mazda Miata); 17. John E. England/NEng (Mazda Miata); 18. Jess Withell/ Nwst (Toyota MR2); 19. James Malone/Chi (Mazda Miata); 20. Mike Kenney/StL (Mazda Miata R).

ESTOCK LADIES

No entries

Mark Snell couldn't manage a 56 but did improve to 57.3, moving the BMW up to third. A close battle was shaping up and this was an order we would see again later. Third runs saw Burdette and Youngers collecting cones while Dennis Healy grabbed third with a 57.0.

The second day took the class to the torque-hungry East Course. Youngers and Burdette both ran dirty first runs while Snell put in an impressive and clean 77.8 to take the lead in his M3 - the first time a German car has ever led F Stock at Nationals.

Snell, a two-time champion in Modified cars from 25 years ago who'd returned to Nationals in 2010, continued to threaten the Natural Order of Things. He nailed every apex to improve by 1.2sec and hold the class lead with a scorching 76.692 on his second run. Youngers cleaned up and went faster, grabbing second with a 77.5 while Healy, his co-driver, found 1.2sec to hang on to third.

Burdette stepped up on his last run, pushing hard enough to make small mistakes, but a clean 77.2 was precise enough to restore the F Stock universe with a combined 133.674.

"I was pushing hard and had some bobbles, getting the car a little loose," Burdette said of his last run. "I resisted the urge to make up for it and got back on line, got back on plan. I didn't give up on the run."

Snell got another 76, fractionally quicker, but a cone negated the effort. All eyes then turned to Youngers. He pushed hard, needing just over 0.4sec to take the championship. He looked





smooth and fast in every turn and was exceptional through the concluding "View to a Kill." A gasp went up through the assembled crowd as the timer read 77.2. He'd missed first by a scant 0.063sec but seized second place from the German machine.

F STOCK LADIES

By the fifth heat, the course was warm and beginning to rubber in. The BMW was back with two Snells to challenge three Ford drivers.

Kandy Johnson, borrowing Brian Burdette's Mustang, and Jill Snell in the M3 separated themselves from the pack with runs of 59sec. But Johnson had more to give and Snell could not match it. On her second run, Johnson turned up the speed and precision, breaking the lights with a blazing fast 57.999. Snell coned her last two runs.

By the last heat of day two, the East Course was littered with marbles

F STOCK

1. Brian Burdette	WDC	Mustang GT	133.674
2. Kevin Youngers	Colo	Mustang GT	133.737
3. Mark Snell	Nwst	BMW M3	133.992
4. Dennis Healy	Ore	Mustang GT	134.145
5. Michael Wood	SanF	Ford Shelby GT	135.187
6. Casey Weiss	Tex	Mustang GT	135.453

7. Robert Gosda/Chi (Mustang GT): 8. Terry Baker/WDC (Mustang): 9. Mark Cornelius/Utah (Mustang GT): 10. Jim Garton/RioG (Mustang GT): 11. Eric Yee/Almo (Mustang GT): 12. Brian Meyers/CFla (Mustang GT): 13. Donald Knop/Neb (Ford Shelby GT); 14. Curtis Staples/ODom (Mustang): 15. Dan Hawrylkiw/Ariz (Mustang GT): 16. Frederick Pascual/Nwst (BMW M3); 17. Brian Grable/CIII (Mustang GT).

F STOCK LADIES

- 1. Kandy JohnsonBIRgMustang GT136.3272. Jill SnellNwstBMW M3139.761
- 3. Mary Lou Holmes/RioG (Mustang GT): 4. Caitlin Snell/Nwst (BMW M3); 5. Kellie Knop/Neb (Ford Shelby GT).





FSTOCK
Brian Burdette
Washinton
DC Region
StranoParts.com
Ford Mustang GT

G STOCK

Day one proved to be the Day of the Celica with all four Toyota drivers in the six-car trophy territory. Andy Thomas led the class at 57.409 over his co-driver, Michael Moran, after Tuesday's heat one on the West Course.

"Andy and I have been co-driving the car all year, and every event Andy has been behind me," Moran said. "To have him finally beat me, on the first day of Nationals, was amazing. I could not have been happier."

Jonathan Rogers in a Dodge SRT-4 held third place while 0.3sec back the Celicas of Stephen Hui and defending Champ William Loring sandwiched Gordon Maciulewicz's Ford Focus. They'd done their best times, all 58s, on their second runs, but on the third Thomas and Moran cut the day's only 57s.

Only two ladies entered GSL for the third heat, so one bumped up to run in the Open class with her husband while the other defected to CSPL since the car already had two Open class drivers.

The East Course opened up the mix Wednesday, favoring the higher horsepower cars. Maciulewicz was laying down the only times in the 78s all day, starting at 78.8 and then a 78.5, just trying to make up ground from day one. Moran managed to post a fast second run, his 79.2 a half second quicker than his co-driver, who gave him the lead going into third runs.

With Thomas unable to improve on his first run, it came down to Maciulewicz utilizing the power of his Focus to see if he could edge into

defining a fairly tight line. Johnson showed she meant business, putting in a pair of 79sec runs, and then closing with an incredible 78.328 to total 136.327.

"The car has decent power and is fun to drive," she said. "On my last run, I focused on cleaning up mistakes I made on my first two runs."

Snell found herself battling the rest of the field in the 81sec range until she wheeled the snarling BMW to a final-run 79.8, clean and fast enough to maintain second place, now 3.434sec behind the winner but 1.6sec clear of third place.

Doug Wille



THE COURSES - SHAKEN AND STIRRED

James Bond's recipe for the Vesper Martini: "In a deep champagne goblet: three measures of Gordon's, one of vodka, half a measure of Kina Lillet. Shake it very well until it's ice-cold, then add a large slice of lemon peel." - From Casino Royale.

Of course, Double-Oh-Seven would save that libation for the evening because the day's activities would require his full and unimpeded attention, much like negotiating two of the more challenging courses presented for the Solo National Championships. In keeping with the James Bond theme, names of both courses' elements were based on the Ian Fleming stories, even to a bit of duplication of the names although not really of the elements. Both courses began with a 90 right, through the lights, and then into...

WEST COURSE: SHAKEN

For his first attempt at a Nationals course, STX driver Elliott Speidell laid down a design that featured a collection of three-cone slaloms (Chicago boxes without the surrounding box, if you will), seven to 10 of them depending on how you approached them. Right off the start came the first three-cone, "Golden Finger," allowing just enough speed to need a touch of brake. A sweeping left led to three more such devices in sequence and the competitor had to realize "Shaken and Stirred" was three separate elements, the middle cone a right turn each time. Many DNFs came from those who saw a nine-cone slalom that had them doing the second or third figure on the wrong side.

A sweeping 180 went into the only four-cone slalom on the course, "Disposable Love Interest," followed by "Odd Job." That one some saw as two more three-cone deals, others as simply an approach to a right-hand bend and a shot across the concrete that required only a minimal flick to the left before a right-hander into a narrow funnel that fed "Double-Entendre." Was that yet another triple or just a right-left? Depends on how you exited that funnel.

At the far end of the lot came "Lasers, Sharks, and Volcanoes."

While perhaps more of an Austin Powers reference than a true Bondism, this was this big left-hander with a dink to the right halfway around. Now headed home, two more of those Chicago box-style turns each with big walls on the right at the entry, but "Die Another Day" drove faster than it walked. The course averaged something around 55sec. for most cars.

EAST COURSE: STIRRED

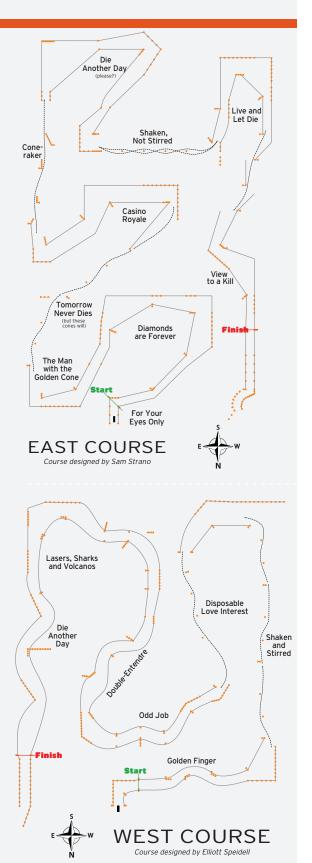
If you like big, fast sweeping turns, this 70-second course by Super Stock pilot Sam Strano had them aplenty. Someone said a GPS measurement logged it at just under a mile in length. It definitely drove faster than it walked.

After the opening right-hander, with the starting beams laid diagonally across the first turn apex, came nearly a 270-degree sweep, a massive turn that tightened in the middle then opened up again while forcing drivers to thread the eye of a needle – "Diamonds Are Forever." Next it was 180-right, "The Man With the Golden Cone," and into a gentle slalom sequence diagonally across the lot, "Tomorrow Never Dies." "But these cones will," Strano noted on his course map, although not that many suffered there.

On his map, the apex of "Casino Royale" seemed a very sharp left turn, but enough exit room was left to do a fast line and if you held the curve you were 180 around again, followed by another right-hander also not as sharp as it looked on the map. A strange slalom, "Coneraker," featured four fencerows of three, four, five, and six cones, but it drove like a simple and fast lane change between the second and third fences - and then try not to lift screaming into "Die Another Day (Please)" until the last possible moment.

Right turn, optional four-cone slalom ("Shaken, Not Stirred," start it on the left or you have an ugly exit), and then an early-apex 180 to the right labeled "Live and Let Die." Take another fast three-cone slalom, then shut down, turn left and up ahead is "View to a Kill," the last right-hander to the finish lights.

Rocky Entriken







the top spot. Laying down a smoking FTD time for the class at 78.513 he came up just 0.004sec short of taking the win in GS. Moran's "licence to kill" victory at 136.893sec would be the closest of the entire "Cone Rovale" Nationals and become the fourth-narrowest Open class victory in the 41-year history of the event.

"I had high hopes coming into Nationals, with several Pro and Tour wins this season," Moran said. "Looking at the East Course I was scared, being in a field of cars with much more power than we have, like Gordon."

Moran and Thomas capitalized on the momentum-ish West Course for the edge to finish out the podium. Rogers was plagued with cones on his first two runs and needed a clean final run to hang onto fourth. Christopher Grayson, co-driving the Focus, had the day's second fastest time to sneak up to

G STOCK

1. Michael Moran	WDC	Toyota Celica GT	136.893
2. Gordon Maciulewicz	Cinc	Ford Focus ST	136.897
3. Andy Thomas	WDC	Toyota Celica	137.239
4. Jonathan Rogers	Det	Dodge SRT4 ACR	138.155
5. Christopher Grayson	WOh	Ford Focus ST	138.184
6. Stephen Hui	Nwst	Toyota Celica GT-S	138.850

7. William Loring/SBnd (Toyota Celica GT); 8. Steve Wynne/Ore (Dodge SRT4 ACR); 9. Mike Wilson/CNY (Honda Civic Si); 10. Chett Wohlgamuth/NwOh (Honda Civic Si); 11. Joe Silva/Sal (Mazdaspeed Protege); 12. T.J. Pierson/NNJ (Honda Civic Si); 13. Tim Heaton/Neb (Mazdaspeed Protege); 14. Julie Heaton/Neb (Mazdaspeed Protege); 15. Kevin Sheipline/NwOh (Honda Civic Si); 16. Sam Creasey/NEng (Honda CRX Si); 17. David Fink/Neb (Mazdaspeed Protege); 18. Walter Day/Wich (Volkswagen GTI).

G STOCK LADIES

No entries.

H STOCK

1.	Greg Reno	Kan	Mini Cooper	138.276
2.	Tim Carritte	NwOh	Mini Cooper	139.312
3.	Nick Babin	Phil	Mini Cooper	140.139

4. Ryan Leach/Phil (Mini Cooper); 5. Charlie Thompson/NEng (Mini Cooper); 6. Joe Blaha/NeOh (Mini Cooper); 7. Jeff Chesnut/ Almo (Honda CR-Z); Emily Reno/Kan (Mini Cooper).

H STOCK LADIES

No entries.





G STOCK Michael Moran Washington DC Region Teamziptie.com Toyota Celica

entries, or this year more than 22 of the other 37 championship classes.

As it was a year ago, this would be Greg Reno vs. Tim Carritte in a class that was all Mini Coopers, except for a solitary Honda CR-Z driven by Jeff Chesnut, believed the first hybrid car to compete in the Solo Nationals (another CR-Z ran Thursday in STF).

"It has a 111hp engine with a 14hp electric that assists in heavy acceleration," Chesnut explained. "I can't really control if it is using the electric or not, but it is a pretty small hybrid system compared to the Insight or Prius. My horsepower is mostly from the engine, but I get 25 lb-ft of torque from the electric.

"On the 'Vette East Course I ran out of battery during runs," he added, "and that I do notice."

Reno, meanwhile, did a first-run beat down of the class on his first run Tuesday around the West Course. Nobody all day, Reno included, would touch his 57.773. Carritte came closest, needing all three runs to get down to 58.0, ending the day one of four cars in the 58s.

Friday the Minis and their hybrid friend rolled to the "'Vette course" where the story was much the same. This time it took Reno two runs to get down to 80.503. Nobody else beat 81, and again it was Carritte closest with a first-run 81.2. leaving him 1.036 behind Reno's 138.276 and duplicating the top-two result of a year ago.

Rocky Entriken

the fifth trophy position past Hui, denying 2012 champion Loring a 2013 trophy.

Michael Feldpusch

H STOCK

nly eight drivers in H Stock, and none in HSL. At the Solo Event Board's town hall Monday, it was announced the new Street category, debuting in 2014, would not have an H Street class. So where were they all? Well, there were a dozen H Stock cars running Road Tire FWD, and four more were in RTFL - all together that'd be two-dozen potential H Street





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Street Touring Classes

STREET TOURING COMPACT LADIES

A field of seven ladies filled STCL, with last year's inaugural champ Nicole Nagler trying to get a Street Touring hat-trick (she won STL in 2011).

"After the Pro, I was not feeling too confident," she said, adding that she "just wanted to drive."

And that did she. The class was in the first heat Tuesday morning on the West Course and Nagler laid down the STCL top time on her first run out of the box. That 57.800 solidified her lead for the rest of the event.

It wasn't a walk in the park on day two, with several drivers getting reruns. Kathy Grunenwald challenged Nagler with a quick 80.7 on her second run, but by then the leader had an 80.034 on the board, 137.834 for the event. Grunenwald wasn't able to capitalize on a

STREET TOURING COMPACT

 Jason Frank 	Milw	Honda Civic	133.575
2. Kinch Reindl	Colo	Honda Civic Si	134.630
3. Jeff Wong	CSCC	Honda Civic Si	135.161
4. Morgan Trotter	CSCC	Honda Civic Si	136.333
5. Chang Ho Kim	NEng	Honda Civic Si	136.796
6. Josh Kolbach	Milw	Honda Civic	137.078
7. Stephen Murphy	Colo	Honda Civic Si	137.148

8. Sean Grubb/NeOk (Honda Civic Si); 9. Stephen Yeoh/CSCC (Honda Civic); 10. Francisco Reynoso/LnSt (Honda Civic Si); 11. Richard Grunenwald/OhV (Honda Civic Si); 12. Will Kalman/SanD (Honda Civic); 13. Andrew Bower/NePa (Honda Civic Si); 14. Ryan Unks/LnSt (Honda Civic Si); 15. Matthew Waich/LoL (Honda Civic Si); 16. Will Lahee/Indy (Honda Civic Si); 17. Gabriel Davila-Ruiz/Colo (Honda Civic); 18. Ben Castillo/Tex (Honda Civic Si); 19. Michael Waich/Milw (Honda Civic Si); 20. Dale Kunze/WNY (Honda Civic Si); 21. Joshua Kikta/Indy (Honda Civic Si); 22. Todd Swain/NeOk (Honda Civic Si); 23. Phil Osborne/Tex (Honda Civic Si); 24. Will Hornseth/LoL (Honda Civic Si); 25. Steve Ekstrand/CSCC (Honda Civic Si).

STREET TOURING COMPACT LADIES

 Nicole Nagler 	CSCC	Honda Civic Si	137.834
2. Kathy Grunenwald	OhV	Honda Civic Si	139.143
3. Hilary Anderson	NwOh	Honda Civic Si	139,749

4. Stephanie Boehm/LnSt (Honda Civic Si); 5. Stacey Miller/CSCC (Honda Civic Si); 6. Leslie Swain/NeOk (Honda Civic Si); 7. Angela Carlascio/CFIa (Honda Civic).

co-driver experienced a breakdown on course, causing a scramble in grid. Other delays in the heat enabled Reindl's friends and fellow competitors to completely repair the car in time for his second run, but by then officials had already been notified it would not continue. The Solo Rules, section 4.5, state that once a car "develops mechanical problems resulting in its permanent withdrawal" (from that day's heat) it cannot participate in the same heat again. Thus Reindl was forced snag a ride in Richard Grunenwald's car, leaving him in the fifth spot at the end of the day. All this drama didn't affect James Frank, who managed to put a BIG margin on the rest of the class by a little over a second. Last's years champ, Jeff Wong, holding up the 2nd spot with Morgan Trotter32 Frank ran a 56.076 on his final run,

that) in his own car before his

Frank ran a 56.076 on his final run, giving him a full second over Wong and Morgan Trotter, virtually tied at 57.0. Even though Frank had a one second lead he "just wanted to be clean and fast" as he went out on the East Course Wednesday.

STC was indeed exciting to watch. Reindl had his own car back and turned FTD at 77.142, clawing his way back up to second place. Frank's final-run 77.4 was enough to win by 1.055sec at 133.575.

"After being in second so many times, it feels great to get a win," said Frank, who had been runner-up three times since that 2007 victory. Wong finished solidly in third place with Trotter in fourth.

Michael Feldpusch





Jason Frank
Milwaukee Region
ProParts USA/Team
Undercoat Racing

Honda Civic

third-run rerun, ending up in second place, 1.309sec behind.

STREET TOURING COMPACT

The "ST Civic" class lived up to its title: the only Solo class in Lincoln of 100-percent Honda Civic hatchbacks. Twenty-five drivers were in the mix including Jeff Wong, who'd won last year in the first year for STC, Jason Frank, a 2007 champion when Civics ran in STS, and 2013 ProSolo STC Champ Kinch Reindl.

There was nothing but car drama on the West Course Tuesday in the third heat. Reindl - the second car out - tallied only one run (dirty at



STREET TOURING FWD LADIES

STFL was off to a rocky start
Thursday on the East Course with
eventual class leader Katelyn Johnson
taking her Corolla off course for a DNF,
resulting in class competitors receiving
reruns. Sarah Tooth in a Mini also
DNF'd, while the other two drivers
collected multiple cones.

Once the early jitters had subsided, Johnson ripped right back into the course on an 83.665sec run which gapped the field by 2.7sec. For this group in the relative cool of the first heat, the big course rewarded patience more than bravado.

"I went slow in the turns to speed up and found myself surprised by how soon I hit the rev limiter on straights," Johnson said.

She continued to press on the West Course with a 61.377, her 145.042 taking the victory by 5.089sec over Tooth. For Johnson, still a college student but now

STREET TOURING EWD

1. Eric Sienkiewicz	CCar	Mazda 3 Sport	142.317
2. David Hedderick	Hous	Mini Cooper	142.817
3. Michael Lawson	CFla	Mazda 2	143.852
4. Joseph Austin	Dix	Mini Cooper	143.986
5. John Mensch	Milw	Mini Cooper	144.346
6. Chris Perry	Chi	Ford Focus	144.544
7. Matt Feeney	BIRg	Mini Cooper	145.093

8. Michael Feeney/NCar (Mini Cooper); 9. Brian Harmer/Kan (Toyota Corolla S); 10. Dan Marx/CIII (Mini Cooper); 11. Todd Freeman/LOL (Mini Cooper); 12. Bill Zerr/Nwst (Ford Focus SVT); 13. Robert Miller/Indy (Kia Forte SX); 14. Andres Rodriguez/Fla (Mazda 2); 15. Allan Scott/FtWn (Mini Cooper); 16. Kia Gharib/StL (Mini Cooper); 17. Bradley Elliott/NwOh (Honda CR-Z); 18. Tyler Pedersen/FtWn (Mini Cooper); 19. Jan Rowe/Hous (Mini Cooper); 20. William Knudsen/Atl (Toyota Corolla S); 21. Kevin Yap/NeOk (Toyota Corolla); 22. Matt Tagles/Nwst (Ford Focus SVT); 23. Fred Schaffert/Neb (Mazda 3); 24. Paul Kurtz/Tex (Dodge Neon SE); DQ. Andy Jenkins/Colo (Volkswagen GTI).

STREET TOURING FWD LADIES

Katelyn Johnson
 Tex
 Toyota Corolla S
 145.042
 Sarah Tooth
 Hous
 Mini Cooper
 150.131
 Mikaela Walker/Neb (Mini Cooper); 4. Melanie Dorsey/Colo

(Mazda 3).

but was closely pursued by Chris Perry in another surprise: a four-door non-SVT Ford Focus (sponsor: "Wrong Everything") who ran 83.0. Rounding out the top three was Michael Lawson in a Mazda 2 at 83.2, reaffirming that the subcompact 2 could run with the more powerful large cars. Sienkiewicz was as happy with his own driving performance as he was relieved that the Mazda 3 he was piloting on a newly installed and untested suspension setup had worked well.

On Friday, after missteps on his first run that resulted in four downed cones, Sienkiewicz continued where he'd left off and resumed the lead with a second-run 59.7. The West Course, however, could have been a contributing factor to the shake-up that occurred behind him. David Hedderick brought another cannon to the gunfight in the form of his Mini Cooper, a second-run 59.590 managing to pull him up from fourth into second place.

Other Minis, including those of Joseph Austin, John Mensch and Matt Feeney - who ran as high as third place at one point - were able to exploit an advantage on the Speidell-designed course pushing early hopeful Perry to sixth place. Ultimately, it was Sienkiewicz who prevailed with a margin of exactly half a second over Hedderick with Lawson maintaining his third place another 1.035sec back.

Sienkiewicz knew the key to wrapping up his victory was, in his words: "to not worry and chill out," which was enough to repel the second-day onslaught of charging Minis and secure the win.

David Webb





already a veteran of five National Championship events, this was her second win.

STREET TOURING FWD

This is still a new enough class that no dominant cars and only a small group of repeat subscribers have been established. Thursday's heat four runs on the East Course were an indication that the unexpected should be expected with Eric Sienkiewicz gaining the lead on his first run in a Mazda 3, a car many thought would be outclassed by lighter-weight competitors.

Sienkiewicz would not relinquish the lead on day one, closing at 82.596sec,





STREET TOURING ROADSTER LADIES

he extreme speed changes of the East Course's elements varied from 25-63mph for some vehicles, making gearing, rev limiters, and usable torque real considerations. STRL ran in the cooler heat two on Thursday under the threat of rain. Annie Gill came out strong with a class-leading 78.714 on her first run that would stand as fastest of the day. A quicker scratch time on her second run was dirty. Afterward, she said she'd made some setup changes from the ProSolo Finale that didn't work quite right on the East Course, so she planned to go back to what worked for day two.

Gill had three consistent 57sec runs on the East Course. Quickest was her dirty first, but the second run, 57.762, was good enough to stretch her winning margin to 2.473 over Tory Benya, the only driver to see a 58, and she did it but once.

their "dry run" strategy. The gray clouds and light misting never escalated, but drivers were thrown a little off balance from the threat of a "one run" Nationals.

With the low-speed digs into high-speed sweeps, there was rumbling that the East Course might favor cars with more cylinders. The class was largely populated by Honda S2000s of AP1, AP2 and AP2v2 variety, and MX-5 Mazdas, but a triple coned first run kept Brian Peters, in the lone Nissan 350Z, down in the standings until his second run. That tidy and "conservative" tour of 77.203sec ended up leading the class





STREET TOURING ROADSTER

1.	Brian Peters	Ariz	Nissan 350Z	133.576
2.	Colin Fiedler	Milw	Honda S2000	133.886
3.	Rob Rockefeller	ArzB	Honda S2000	134.671
4.	David Marcus	Fla	Honda S2000	134.790
5.	Adam Ruff	Ore	Mazda MX5	135.059
6.	David Rock	ArzB	Toyota MR2 Spyder	135.182
7.	Ken Motonishi	CSCC	Honda S2000	135.415
8.	Christopher Lin	WDC	Mazda MX5	135.477
9.	Justin Neal	WDC	Honda S2000	135.654
10.	Geoff Walker	Tenn	Honda S2000 CR	135.760
11.	Jonathan Lugod	SanD	Honda S2000	135.829
12.	Brian Clemons	Ore	Mazda MX5	135.971
13.	Jason Munchhof	SanD	Nissan 350Z	135.997
14.	John Ma	Milw	Mazda MX5	136.025

15. John Rogers/SBnd (Honda S2000); 16. Max Hayter/CSCC (Mazda MX5); 17. Mike Johnson/BIRg (Mazda MX5); 18. James Dunham/WDC (Mazda MX5); 19. Nick Bjoin/CSCC (Honda S2000); 20. Mike Leeder/Milw (Mazda MX5); 21. Bret Norgaard/SanD (Honda S2000); 22. Chris Harvey/SBnd (Honda S2000); 23. Kevin Dietz/Nwst (Honda S2000); 24. Bob Endicott/CSCC (Honda S2000): 25. Bill Fisher/ArzB (Honda S2000): 26. Jon Caserta/Phil (Honda \$2000): 27. Jason Minehart/Tex (Mazda MX5): 28 Matthew Leach/LnSt (Honda S2000 CR): 29. Noel Leslie/WDC (Honda S2000 CR): 30. Sebastian Rios/CSCC (Mazda MX5): 31. Michael Carpenter/Utah (Nissan 370Z): 32. Jeff Warden/Tex (Mazda MX5); 33. David Curtis/Utah (Mazda MX5); 34. Joe Calder/ Milw (Mazda MX5); 35. George Curtis/Utah (Mazda MX5); 36. Robert Horton/Hous (Honda S2000 CR); 37. Barry Greenaway/ WNY (Mazda Miata); 38. Nick Sullivan/Det (Mazda MX5); 39. Roger H. Johnson/Hous (Honda S2000); 40. Chris Leclair/Almo (Honda S2000); 41. Peter Calhoun/Chi (Mazda MX5); 42. Mike Wolf/Guam (Mazda Miata); 43. Rad Tatis/NNJ (Honda S2000); 44. Dean Rhodes/StL (Honda S2000); 45. Ryan Davies/Dix (Honda S2000); 46. Dhariel Tatis/NY (Honda S2000); 47. John Li/Det (Mazda MX5); 48. Tom DeYoung/StL (Honda S2000); 49. Frank Finks/KC (Mazda MX5): 50. Sebastian Vera/Intl (Honda S2000).

STREET TOURING ROADSTER LADIES

 1. Annie Gill
 Nwst
 Honda S2000 CR
 136.476

 2. Victoria Benya
 Phil
 Honda S2000
 138.949

 3. Shauna Rios/CSCC (Mazda MX5); 4. Mary Dunham/WDC

3. Shauna Rios/CSCC (Mazda MX5); 4. Mary Dunham/WDC (Mazda MX5); 5. Christina Lam/WDC (Mazda Miata); 6. Roberta Wetzel/GuCo (Honda S2000).

After taking the win and earning her fifth championship jacket, Gill (previously Bauer for her earlier wins) admitted she "put a little too much pressure on herself to put down a time the STR guys would struggle to beat." Still, she felt her strategy of not taking a co-driver, forcing her to "drive the car and translate that into car adjustment," was a good learning exercise and overall she was happy with her performance.

STREET TOURING ROADSTER

For the Open class in the fifth heat, the threat of rain returned, getting in the heads of drivers having to adjust





over the David Marcus S2000 by 0.2sec until Colin Fiedler and his AP2v2 S2000 ripped a 77.3 final run. Drivers would go into the challenging "speed maintenance" West Course with the top 10 positions separated by less than one second.

Day two was hotter and greasier on course. Many competitors were stumped and baffled by complex behavior of their cars that was a combination of heat, pressure, "OPR" on line and marbles off line during this last heat of the Nationals competition. "Oversteer" and "undriveable" were two adjectives some drivers used to describe their setups.

In the end, it was driver precision and setup that ruled the day. Trimming fat from the drive kept Peters on top with his 56.373 first run for a 133.576 total. Fiedler locked down the runner-up spot on his second run with a 56.5 to yield a 0.310sec gap from the win. Rob Rockefeller was the only other driver in the 56s, his 56.8 good

STREET TOURING SPORT

1. David Whitener	Tex	Honda CRX	133.704	
2. Eric Stoltz	SnRv	Mazda Miata	134.219	
3. lan Baker	WDC	Honda CRX Si	134.295	
4. Andrew Canak	Milw	Mazda Miata	134.329	
5. Kraig Klippel	NCar	Mazda Miata	134.431	
6. Dave Montgomery	134.615			
7. Gerry Terranova/Tex (Honda CRX Si); 8. Mark McKnight/Milw (Honda CRX); 9. Darrin DiSimo/Fla (Mazzla Miata); 10. Mike				

Snyder/WDC (Honda CRX Si); 11. Mike Holzinger/Iowa (Mazda Miata); 12. Jay McKoskey/LOL (Mazda Miata); 13. Steve Eberlein/ Tex (Mazda Miata); 14. Chris Bailey/Milw (Mazda Miata); 15. Andrew Clark/Atl (Honda CRX Si); 16. Bob Neff/Tex (Mazda Miata); 17. Alan Claffie/WDC (Mazda Miata); 18. Ronald Conrad/Colm (Mazda Miata); 19. Kate Claffie/WDC (Mazda Miata); 20. Andrew Peppler/FtWn (Mazda Miata).

STREET TOURING SPORT LADIES

1.	Kim Whitener	Tex	Honda CRX	135.439
2.	Sharon Eberlein	Tex	Mazda Miata	143.928

3. Mary Cutrer/LnSt (Honda CRX); 4. Ali Ogburn/WTex (Honda CRX); 5. Allie Cost/KC (Mazda Miata).





David Whitener

Texas Region Texas Track Works/ Motion Control

STREET TOURING SPORT LADIES

our competitors made the attempt to unseat two-time reigning champion Kim Whitener; a tall order given her propensity to run times that would be competitive in STS Open.

After a first-shot 78.958 on the East Course, Whitener maintained a 5sec lead over the second-place duel between Mary Cutrer's CRX and Sharon Eberlein's Miata, separated by barely 0.1sec.

"I am comparing my times to STX [in the same heat] and the guys [in STS] that will be running later," said Whitener who had pushed hard enough to spin the CRX on her third run.

A West Course run of 56.481 allowed her to stretch her lead even farther to a winning margin of 8.489sec, standing as the fifth largest margin of victory ever in a Ladies class (five cars minimum). Eberlein managed a 1.7sec improvement on her final run to drive around Cutrer for the final trophy position. Whitener's goal of running open class STX times was realized with a 135.439 that would have trophied sixth (out of 16) in that "faster" class.

STREET TOURING SPORT

o one would mistake a Honda CRX for Steve McQueen's "Le Mans" Porsche, but that didn't mean lan Baker's Gulf Oil blue and orange ride wouldn't live up to the heritage. Baker claimed the early lead after first runs on the East Course and locked it down with a 77.231 on his second run.

In pursuit, was defending champion David Whitener also in a CRX. Baker

enough to take third place from Marcus. Unlike his six-downshift East run. Rockefeller's West Course was all in second gear.

Peters was pleased that the car "worked well enough both days to just drive." Conversation in grid reflected the sheer number of variables that come into car setup for STR where competitors not only have to be an incredible driver, but also have a car that's impeccably set up for the course, temperature, weather and pavement conditions. It's a class for drivers and car setup gurus, needing both attributes to take home the jacket.

Charles Kim





managed to hold the first day lead with Whitener slotting into second and Kraig Klippel (Miata), Mark McKnight (CRX), and Eric Stoltz (Miata), taking the next three places, all of them in the 77s. Klippel had elected to abandon his Miata in favor of co-driving Stoltz's car after back-to-back testing on the practice course convinced him Stoltz had developed a quicker setup.

Whitener, only 0.4sec out of the lead, was prophetic after Thursday's runs, recounting that he had come from farther behind the previous year to take the championship, and it remained anybody's game. Baker, guardedly optimistic, commented that his approach the next day would be to stay penalty free.

But it was not to be. Baker coned his first West Course run with what would have been a winning 56.3.

Whitener struck with the fastest first run and was untouchable after a second-run 56.0. Stoltz ran 56.2 and climbed to second place and Baker,

STREET TOURING XTREME

S TX has seen a remarkable increase in participation this year, with over 60 participants in the Open and Ladies classes, due to the number of popular cars being competitive, as well as the new crop of tires. The forums and paddock palaver have been alive with debate over which tires are best, which cars are best, and which combination of the two would come out on top.

This year, the testing and tuning would come right down to the wire, with one competitor in particular, Jeff Hurst, utilizing the test and tune course at Nationals to make his





STREET TOURING XTREME

1.	Jeff Hurst	NY	Mazda RX8	134.620
2.	Andrew Pallotta	NeOh	Scion FR-S	134.846
3.	Clint Child	ArzB	Acura Integra Type R	135.130
4.	Lance Keeley	Milw	Scion FR-S	135.243
5.	Neal Tovsen	Milw	BMW 325is	135.340
6.	Jeff Stuart	CSCC	BMW 235i	135.553
7.	Bart Hockerman	Milw	Subaru BRZ	135.657
8.	Corey Ridgick	Phil	Subaru BRZ	136.028
9.	Preston Jordan	LOL	Subaru Impreza WRX	136.319
10.	Michael Kuhn	CCar	Mazda RX8	136.926
11.	Kale Bushmeyer	OhV	BMW 328is	136.973
12.	Richard Basford	Nwst	Subaru BRZ	137.477
13.	David Santel	Cinc	BMW 325is	137.507
14.	Eric Simmons	Phil	Subaru BRZ	137.639
15.	Mike Brausen	Milw	Scion FR-S	137.662
16.	Jim Fossum	Atl	Mazda RX8	137.689
17	Dennis Sparks/Tenn (Mazda P	YR) 18 Stave O'Rland	s/CSCC

7. Dennis Sparks/Tenn (Mazda RX8); 18. Steve O'Blenes/CSC (Mazda RX8); 19. Alex Muresan/SanF (Acura Integra Type R); 20. Danny Kao/WDC (BMW 325is); 21. Jason Ruggles/Fla (Mazda RX8); 22. Elliot Speidell/Ariz (Scion FR-S); 23. Jeff Anderson/NEng (Mazda RX8); 24. Mack Tsang/SanF (BMW 325i); 25. Jeremy Boysen/DMV (Scion FR-S); 26. Mark DeShon/CSCC (BMW 325i); 27. Ivan Austin/Milw (Mazda RX8); 28. Randall Prince/Atl (BMW 328is); 29. Jason Rhoades/SanD (Camaro Z28); 30. Ben Clement/ArzB (Scion FR-S); 31. Justin Tsang/SanF (BMW 325i); 32. George Hudetz/Ore (Mazda RX8); 33. Yo Keutla/DMV (Scion FR-S); 34. Nathan Young/Phil (Subaru BRZ); 35. David Thomas/ SanD (Mazda RX8); 36. Bryce Kliewer/Colo (BMW 330); 37. Todd Roberts/LnSt (Mazdaspeed 3); 38. Chris Cline/Atl (BMW 325is); 39. Kenneth Tsang/Det (Mazda RX8); 40. Brad Maxcy/Tex (BMW 328is): 41. Rvan McDoom/Guam (Mazda RX8): 42. Matt Murphy/ LOL (BMW 330i ZHP); 43. Charlie Davis/SanF (BMW 3254is); 44. Douglas Hitchcock/KC (BMW 328is); 45. Aaron Breitbach/Iowa (Mazda RX8); 46. Steve Garnjobst/Milw (Subaru Impreza WRX); 47. Eric Malone/Det (Mazda RX8); 48. Larry Sanders/Milw (BMW 325); 49. Alan Kraska/Det (Mazda RX8); 50. Michael Bombard/ Phil (Subaru BRZ); 51. Juan Lacassie/Intl (BMW 325is); 52. Stephen Rife/ETnn (BMW 325is); 53. Christopher Jepsen/Neb (Mustang GT); 54. William Cook/Milw (Subaru BRZ); 55. Tiberiu Muresan/Atl (Acura Integra Type R); 56. Charles Wilson/KC (Chevrolet Cobalt); 57. Brandon Boyd/Det (Mazda RX8); 58. Sonja Hitchcock/KC (BMW 328is); 59. Evan Slate/Tex (Mazdaspeed 3).

STREET TOURING XTREME LADIES

1.	Jordan Towns	Ala	Mazda RX8	140.188			
2.	Gretchen Austin	Milw	Mazda RX8	140.797			
3.	Katie Lacey	Milw	BMW 325is	141.925			
4.	Christy Carlson	NEng	Subaru BRZ	143.033			
5.	5. Patty Tunnell/Colo (Scion FR-S); 6. Jennifer Maxcy/Tex (BMW						

Patty Tunnell/Colo (Scion FR-S); 6. Jennifer Maxcy/ lex (BMW 328is); 7. Kim Kliewer/Colo (BMW 330); 8. Alison Hill/Atl (BMW 328is); 9. Brooke Bierman/DMV (Scion FR-S); 10. Christine Newcomer/CSCC (BMW 325i).

able to get two clean 57.0 runs, rounded out the top three. Fastest for the day was Andrew Canak in a Miata, 10th on Thursday, who fought past Klippel to fourth place with a 56.021.

"I didn't get everything out of the car today, over-pushing it through the sweepers," said Baker. Stoltz, pleased with his West Course performance, expressed regrets about the hole he'd dug the previous day being overly aggressive on the East Course's decreasing radius corners. Whitener, at 133.704, had a final margin of 0.515sec over Stoltz with Baker only another 0.076sec behind.

David Webb





decision. After he proved that his other tires were as not capable as Toyo R1Rs, Hurst had a fresh set of the Toyos sent overnight and mounted just before the first heat of Thursday competition. His gamble would leave him the only driver in the class running these tires, amidst a sea of BFGoodrichs, Dunlops, and Hankooks.

The Strano-designed East Course had quickly become known as the power course. Initially, it looked like Neal Tovsen's BMW 325 would be the one to catch, with a first lap of 78.2, the larger displacement six-cylinder engine appearing to help him dig out of the numerous pin turns. Still, Andrew Pallotta (Scion), Lance Keeley (Scion), and Hurst (RX8) would follow closely. Second runs saw the three chasers crowd in behind Tovsen in the same tenth of a second, as the leader coned his attempt at putting a gap on the field.

Hurst pulled out the class flyer on his third run, a 77.5, though negated by a cone. Pallotta answered this with a clean 77.890, which would make him the sole driver in the 77s, and earned him the lead by just over 0.3sec.

Sitting in P2, Hurst would comment that his chances were still good, as he felt his Toyos were the ones to have on the West Course.

Hurst set the pace on Speidell's West Course with a 56.6. Tovsen ran a promising 57.1, but fell back with each consecutive run. Pallotta fought Hurst's time with a 57.2, but tagged three cones in the process, and cleaning it up with a 56.9 on the subsequent run would still fall short of the lead.

Hurst dropped time on his next run with a 56.376 but double coned his last run, leaving him at 134.620. He was worriedly pacing in grid as his pursuers finished theirs, but the only driver to come close was Clint Child, only 0.008sec slower to rise to third place. Hurst's anxiety came to an end as Pallotta finished with a 57.3, leaving a 0.226sec gap between the two.

STREET TOURING XTREME LADIES

Running in Thursday's final heat, rookie Jordan Towns set the STXL pace on Hankook tires with a series of 81sec runs, but it would be Gretchen Austin who would take the lead riding BFGoodrich's rubber, scoring 80.523 on her second, and only, clean run. Katie Lacey on Dunlops also slipped past Towns with an 81.3 final run.

Come Friday and Towns rolled into grid on the same Toyo tires that won Jeff Hurst his STX championship earlier that day. Right off the bat, she was the one to catch, on a quick time of 58.2, albeit dirty. Austin and Lacey would both do 60s for their best, while Towns kept doing 58s, now clean. She finished at 58.596, totaling 140.188, and making it a 0.609sec margin of victory.

PJ Corrales

STREET TOURING ULTRA

ot and sunny temperatures greeted the field of Evos and STIs as heat two geared up Thursday on the East Course. As runs started it became apparent early who the leaders would be. Geoff Clark in his

TOUCH AND GO

Occurring next to an active air strip, the Solo National Championships often sees unique aircraft passing by.

UH-OH-SEVEN: A ROUGH YEAR FOR 100 PERCENTERS

It was a rough event for the seven drivers who have now competed in all 41 of the Solo National Championships. Only one, Charlie Clark, competed in the car with which he is most closely identified, and his iconic green CP Corvair scattered its fan belt and blade on his second Thursday run and he was a DNS for Friday.

Two others also usually seen in CP cars also appeared in different rides. Rick Ruth's "Miniboss" Mustang II was described as "out of sorts" and needing a serious transfusion of cubic dollars, so he shared Terry Gordon's Honda S2000 in BS. Dick Berger, also of Corvair persuasion, needed suspension work on his Corvair convertible, which was stalled by health problems of the mechanic working on the car. So he brought a street Spyder for a couple of touring runs through the course each day - and maintained a streak of driving all 41 Nationals with Corvair power (one was in a VW Beetle body).

George and Dee Schweikle, who have never run anything but an Alfa Romeo Spider, appeared this year in Raleigh Boreen's CSP Mazda Miata because the Alfa had lunched its pistons. At least the Miata was red.

Myself, my GP Spitfire needs clutch work so it sat at home and I brought my dull-knife-to-a-gunfight Miata (which I claim to be British Racing Green) to run in RTR.

But the worst misfortune befell Susan Anderson, walking her dog Tuesday when she stepped into a hole and suffered a multiple left ankle fracture. Knowing she was unable to drive a Modifiedcategory car effectively, she abandoned her usual ride in Craig Straub's DM Lotus Super 7 and took a start in my automatic-shift Miata on Friday.

But that's what it takes to maintain as a 100 Percenter. This uh-oh-seven can't quit now!

Rocky Entriken



Mitsubishi, Josh Luster, and John Hale aboard Subarus, all checked out on the class as they tackled the long power course.

Hale jumped out to the lead early as Luster and Clark were both dirty on the first runs, but his 76.2 would be his best run. Clark and Luster both found ways to drop time with each of their remaining runs, Clark ending up with a blistering 75.716 that would give him the lead over Luster's third run 76.1.

Clark said he had to make adjustments on every run and still wasn't completely happy with the car, but felt good taking the lead into the second day of competition. The theme for Friday was run clean and run clean early. All the leaders did just that. With many drivers posting a DNF or hitting cones on their first runs, the top three managed to stay clean and post their best times on their first look at the West Course.

Clark was on top with a 55.964. Luster was at 56.4 and Hale at 57.0.

STREET TOURING ULTRA

1. Geoff Clark	Nwst	Mitsubishi Evo	131.680
2. Josh Luster	WDC	Subaru WRX STI	132.546
3. John Hale	LnSt	Subaru WRX STI	133.287
4. Shane Chinonn-Rhoden	WDC	Subaru WRX STI	133.576
5. Jon Pomrenke	LnSt	Subaru WRX STI	134.929
6. Mark Hill	Kan	Mitsubishi Evo IX	135.484
7. Rick Jung	CSCC	Mitsubishi Evo	135.718
8. Robert Irish	LnSt	Subaru WRX STI	136.046
_			

9. Brian Robertson/OhV (Mitsubishi Evo RS); 10. Peter Bollenbecker/SanD (Mitsubishi Evo); 11. Ernest Opiola/Chi (Mitsubishi Evo IX); 12. John Powell/StL (Subaru STI); 13. Chris Gladu/Colo (Subaru Impreza WRX STI); 14. John Wolf/NCar (Subaru Impreza STI); 15. Joshua Morgan/Chat (Subaru STI); 16. Kevin Murphy/NeOk (Mitsubishi Lancer VIII); 17. Keath Marx/ ODom (Subaru STI); 18. Jeff Eng/NCar (Subaru Impreza STI); 19. Michael Robertson/StL (Subaru WRX STI); 20. Tyler Jago/ ConD (Subaru STI); 21. Jed Peterson/Tenn (BMW M3); 22. Cory Dreyfus/Atl (Subaru STI); 23. Gabe Hanohano/Haii (Subaru STI); 24. Christopher Miller/Nwst (Mitsubishi Evo IX); 25. David Cosseboom/Neb (Mitsubishi Evo IX); 26. David Black/ETnn (BMW M3); 27. David Gladu/Colo (Subaru Impreza WRX STI).

STREET TOURING ULTRA LADIES

- 1. Gretchen Everett Nwst Mitsubishi Evo IX 138.418 2. Diane Bollenbecker SanD Mitsubishi Evo 139.095
- 3. Donna Marx/ODom (Subaru STI); 4. Michelle Miller/Nwst (Mitsubishi Evo IX).

and Hale finished 1-2, but only Luster returned last year. This was Luster's first podium.

STREET TOURING ULTRA LADIES

Much like the open class, heat four on Thursday was hot and sunny as STUL took to the East Course. The story here was Gretchen Everett who piloted her Evo to a run one quick time of 78.803, a run that would have put her in a trophy position in Open class.

Diane Bollenbecker in her Evo did her quick time on run two, but it still left her 1.5sec out of first place. Bollenbecker said she was frustrated with how the car handled on the longer course, but thought it would be a battle the next day and hoped she had enough to catch the leader. Everett said she was glad to be done with the East Course as it wasn't quite what she was used to back home in Washington state.

The West Course was indeed more to Bollenbecker's liking. Ignoring the pylon, her first-run time would have been 1.1sec faster than Everett's. Her second time out she posted a careful and clean time that was a bit quicker (while Everett collected four cones).

Then on the third runs Bollenbecker posted the day's fastest, 58.725 and made up a lot of ground on Everett, but it would still come up 0.677sec short. Everett's combined total of 138.418 would place her as the 2013 STUL National Champion - her fourth championship, but her first since 1999. That 14-year gap is the sixthlongest time between two consecutive Ladies-class championships.

Jeremy Salenius



STREET TOURING
ULTRA LADIES
Gretchen Everett
Northwest Region
MAPerformance/



Yet two runs remained. All three leaders coned their second, went slower on their third. It took all three runs before Shane Chinonn-Rhoden could slip past Hale for the day, and Jon Pomrenke to close within 0.009sec - enough to place them fourth and fifth in the overall.

Who'd believe that was all she wrote?

Clark already was on his winning time

of 131.680: Luster would be forever

0.866sec behind followed by Hale.

Clark said he was biting his hand the whole time waiting in the car because things were so stressful, hard enough to leave teeth marks. All three were in the class two years ago when Clark





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CLUB SPORT 3-way adjustable includes racing top mounts



KW COMPETITION 3-way adjustable



*Variant 3 and Clubsport models only





Street Prepared Classes

SUPER STREET PREPARED

This is the second year of the SSP class, and once again it was about big, muscular, large displacement beasts. The five-car class, each with two drivers, consisted of three fierce Corvette ZO6s (C5 and C6 vintage), a lovely race-ready Porsche GT3RS, and one lone winged Lotus Elise. With no SSPL entries for heat three, big bore lovers had to wait for the day's last heat and the joyous rumble of big engines.

By late Tuesday, the temperature was sweltering, which may account for the cone count during the first runs - or perhaps it was the Strano-designed course that was described by reigning Champion Joe Tharpe as one "that sucks you in." The announcer cheerfully said that at one point the entire class was "getting caught up in their horsepower and forgetting the brakes," likely describing more accurately what was happening than any of the drivers would wish to admit.

First runs saw fully half of the class with cone counts, and Ryan Johnson atop of the standings in the Lotus with a 72.9. Johnson's time held through the second laps until late-runner Tharpe became the first driver in the 71s, then Tziortzis flew across the finish with a smoking 71.719 for FTD.

SUPER STREET PREPARED

1.	Joe Tharpe	DMV	Corvette	124.886
2.	Andy Hohl	StL	Corvette	125.303
3.	Alek Tziortzis	Chi	Corvette Z06	125.674
4.	Steve Lau	SanF	Porsche GT3RS	126.979
_	/			. /

 Monty Pack/SanF (Porsche GT3RS); 6. Yury Kholondyrev/NY (Lotus Elise); 7. Courtney Cormier/WDC (Corvette Z06); 8. Mark Jorgensen/Neb (Corvette Z06); 9. Bill Myers/Chi (Corvette Z06); 10. Ryan Johnson/Utah (Lotus Elise).

SUPER STREET PREPARED LADIES

No entries.

Third runs were hit and miss, with half of the drivers improving and the other half not. Tharpe edged closer to Tziortzis, Hohl knocked down a half-second improvement to lock in third place, followed by Steve Lau in the Porsche and Johnson's Elise. Tziortzis credited Tharpe "for sharing his data. Joe has helped me with car setup these last few years, and I wouldn't be where I am without his help."

Day two seemed even warmer, and one could not miss the waves of heat billowing. Water sprayers were busily cooling tires, radiators, and even shocks on one Corvette. The Lotus, unfortunately, was left with one driver.







Johnson had been called home to Utah for a family emergency.

Tharpe seemed back on track with what many would consider his "typical" performance, which is going out right away on the West Course and setting a blazing 52.9. This put him back atop the standings, a position he would retain despite never going quicker.

His co-driver, Hohl, took Tharpe's advice on the next run to "remember what we need to do" and came in with a fast run of his own, a 52.849, which pulled him up to second in class and gave him the West Course FTD. Lau also got it done on his second run, moving into third in the Porsche, a car he described as "an amazing experience to drive. I want to thank Monty [Pack] for letting me drive it. Fast or slow, it puts a smile on your face."

Final runs were not rewarding for anyone except Tziortzis who brought in a clean fast time to pull back into the third trophy spot. Tharpe was quickest on neither course but held top time

A STREET PREPARED

1. Aaron S. Miller Det Mitsubishi Evo VIII RS 126.097 CSCC Mitsubishi Evo IX RS 126.843 2. Tom Berry CSCC Mitsubishi Evo IX RS 126,932 3. Marshall Grice 4. Bill Rogerson Fina Subaru WRX STI 128.468 5. Jeremy Foley Mitsubishi Evo IX 128 646 Tex 6. Stan Whitney/Tex (Porsche Cayman S); 7. Blanton Payne/Tex (Mitsubishi Evo IX): 8. Su Brude/Tex (Porsche Cayman S): 9. Eric Janveaux/Fing (Subaru WRX STI); 10. Martin Henry/Ark (Nissan 370Z Nismo); 11. Leeds Gulick/Nwst (Porsche Cayman R); 12. Francis Miller/Det (Mitsubishi Evo VIII RS); 13. Bud Bohrer/Nwst

A STREET PREPARED LADIES

Lutze/ConD (Toyota MR2).

1. Christine Grice CSCC Mitsubishi Evo IX RS 129.940 2. Mindi Cross ArzB Mitsubishi Evo VIII RS 132.064

(Porsche Cayman R); 14. Ryan Lutze/ConD (Toyota MR2); 15. Paul

3. Lisa Berry/CSCC (Mitsubishi Evo IX RS); 4. Hailey Mahone/Tex (Mitsubishi Evo IX); 5. Maegan Contreras/Colo (Toyota MR2).

Berry Family Racing Mitsubishi Evo IX, Christine Grice found herself moved to ASPL this year. Didn't matter. Her closest competitor, Mindi Cross, two-time champion, was also in an Evo, as were two of the other three drivers for this heat two class.

After first runs Tuesday, the score was West Course: four; cars: one. The only clean run was turned in by the only non-Evo, Maegan Contreras in her Toyota MR2. But then, on the second run everybody found the course and Grice was sitting on top of the ASPL world at 56.132, with Cross at 56.9. But uh-oh, third run and both Grice and Cross coned again while Lisa Berry slipped in a 56.4 to end the day in second.

Grice and Cross found the East Course somewhat more friendly, although Berry coned her two quick runs and fell back to third. Cross ran off a string of 75s, but consistency did her no favors.

Grice opened with a 77, then posted a 74.8, and finally hammered out a 73.808 to go 2.124sec up on Cross, posting a final 129.940. The victory was the 14th for the Berry Family - Tom (six), Theresa and Lisa (one each) and Christine (now six), tied for 10th in the family championships statistic.



The podium looked familiar. We saw this in 2012. Aaron Miller on the top step. Tom Berry and Marshall Grice on the lower levels, except they were opposite from a year ago.

The trio fought well on the West Course through the fourth heat, but ultimately it was a futile chase of Miller's first run 54.211. Miller in an Evo VIII was even faster his next two tries, but coned them both. Berry and



overall at 124.886 to remain SSP's only champion. Hohl was 0.417sec behind in the C5 they co-drive.

"We both approach driving in the same way, but our driving styles are different," Hohl said. "We are able to set the car up in a way that works for both of us."

"Andy contributes so much as a co-driver," Tharpe agreed. "I hope to get him a championship soon. He is overdue and one to watch."

Alexandra Zust

A STREET PREPARED LADIES

After three consecutive championships in BSPL aboard the





son-in-law Grice chased in an Evo IX. finally getting down to 54.3 for Berry and 54.4 for Grice.

They were just as close to each other on the East Course, only problem is that instead of being a tenth behind Miller they were half a second back. Miller ended up with a pair of 71s, the best his final run 71.886. Grice found a 72.8 on his second run and then ran 72.5 on his third. Berry, with a pair of 73s on the board, finally got it around in 72.4 to edge Grice by less than a tenth but still 0.746sec behind Miller's 126.097.

Rocky Entriken

B STREET PREPARED LADIES

SPL competition started Tuesday Bon the West Course in the first heat. Amanda Hahn had fast time of day with a 54.408 in her Honda S2000. Caitlin Dunlap, driving a BMW M3, had a scratch time of 55.901, but with a DNF and cones was 3.2sec out of first.

On day two, Hahn was late to grid so her first run was scored as a DNS. It was

B STREET PREPARED

1.	Robert Thorne	Colo	Honda S2000	123.855
2.	Mike Lane	WDC	Nissan 350Z	126.839
3.	Tristan Littlehale	SanF	Honda S2000	128.478
4.	Lee Piccione	WDC	BMW M3	128.822
5.	Daniel Stainback	NY	Honda S2000	129.863

6. Laurence Casey/WDC (BMW M3); 7. Frank Liken/Ark (Mazdaspeed Miata); 8. Guy Ankeny/CSCC (Honda S2000); 9. Brad Moore/Milw (Corvette); 10. Allen Vitkus/InNw (BMW M3); 11. Steve Seguis/NNJ (Honda S2000); 12. Marshall Moore/Milw (Corvette); 13. Jim Kritzler/Hous (Corvette); 14. Hal Dorton/SanF (BMW M3); 15. Adrian Radu/SanF (BMW M3); 16. Chris Edens/Ark (Mazdaspeed Miata).

B STREET PREPARED LADIES

Colo Honda S2000 CR 1. Amanda Hahn 2. Caitlin Dunlap/WDC (BMW M3); 3. Diane Dorton/SanF (BMW

Although his first run was dirty, Robert Thorne in his Honda S2000 was clearly the class of the field. Driving the same car in which he'd won STR back in 2011, he finished the day with a 52.585, which was 1.5sec clear of Tristan Littlehale in another S2000. Next was Mike Lane and his Nissan 350Z standing on his first run after getting cones on its last two. Lee Piccione's M3 was next, notable for lifting its right front wheel in the air when it went over the bump near cone 400 entering the "Odd Job" section of the course.

On the second day's longer East Course, Thorne kept the pedal down, posting the quickest time of each run and each one faster, closing with 71.270. Lane's 350Z seemed much happier with fewer slalom cones to hit, and ran the second-fastest times of each run, also each one faster, ending at 72.6. Nobody else could get below a 74.

Thorne's 123.855 total was 2.984sec clear of Lane. Littlehale dropped to third followed by Piccione.

Thorne said, "The best thing about the Lincoln airport site is its size. To be able to have a 70sec course right next to a 50sec course is unbelievable. The size of the site and the amount of people kind of puts you in awe out here.

"I didn't have to downshift to first gear or up-shift to third, but I did hit the rev limiter on the East Course, something I've never done before," Thorne added. "I'd bumped it up to 8,900rpm which is pushing it for these motors but it is Solo Nationals after all. I really didn't think I'd have it on this course against the Nissan but it worked out for me."

Denise and Jeff Cashmore



Robert Thorne Colorado Region 3RAuto.com/ CorsportUSA.com/ EAPW.com Honda S2000 CR

B STREET

the only thing she'd be late for and hardly mattered.

"After I laid down the clean run on my first run, which was [my competitors'] second, I knew I had the class since I had the gap from day one," she said. Her third run of 74.340 was fastest, for a total time of 128.748 and a 5.188sec victory.

Asked about future plans, Hahn said, "Probably move over to SML next year since it's a bigger class with more contingencies."

B STREET PREPARED

SP started on the West Course Oduring Thursday's fourth heat.



C STREET PREPARED

hursday's CSP second heat was set I to a beautiful sunny, 80-degree day and the West Course was ready for the hot little drop tops with the fat tires. The grid was a strictly Miata/MX-5 affair with all generations represented - NA, NB, and NC.

The pace was set by the first-gen car shared by John Hunter and Matt McCabe, who posted the fastest first-run times. Neither improved in the later laps but it mattered little. Hunter's 72.747 would stand up as fast time, while McCabe's 73.1 would be topped only by Bill Schenker's 73.0 on his second run.

Tim Aro was frantically resolving a stuck throttle on his first-gen car that caused a rare DNF. He'd return with his own 73.1 to stand fourth for the day. McCabe would lay down a time guicker than Hunter's, but with a cone and would have to settle for third place. None of the top four found quicker

C STREET PREPARED

1.	John Hunter	Neb	Mazda Miata	124.706
2.	Tim Aro	WDC	Mazda Miata	124.953
3.	Bill Schenker	CSCC	Mazda Miata	125.301
4.	Matt McCabe	Neb	Mazda Miata	125.518
5.	Billy Davis	NEng	Mazda Miata	125.602

6. Bob Davis/NEng (Mazda Miata); 7. Joe Brennan/NePa (Mazda Miata); 8. Charles Koulik/NePa (Mazda Miata); 9. Scott Fraser/ SanF (Mazda MX5); 10. Jim McLaughlin/Nwst (Mazda Miata); 11. Chris Robbins/Tex (Mazda MX5); 12. Cory Tomoyasu/Haii (Mazda Miata); 13. Harry Aro/Milw (Mazda Miata); 14. Raleigh Boreen/ Indy (Mazda Miata); 15. Brian Hemming/Nwst (Mazda Miata); 16. George Schweikle/CKy (Mazda Miata).

C STREET PREPARED LADIES

1. Sue Eckles Neh Mazda Miata 130.580 2. Jodi Fordahl Nwst Mazda Miata 131.032

3. Velma Boreen/Indy (Mazda Miata); 4. Dee Schweikle/CKy (Mazda Miata); 5. Ann Vogel/NeOk (Mazda Miata).





John Hunter Nebraska Region Meyers Auto/ProEFI

second. Are busted a move with the fastest time of the day at 51.772, moving Schenker down one more place but falling just 0.247sec short of catching Hunter. Now McCabe was up for his rerun, but the Hunter camp began to celebrate as the NA Miata dramatically spun, sealing the deal. Hunter nearly duplicated his second run time and ended with a total time of 124.706, followed by Aro, Schenker, and McCabe.

"I was in shock after day one," said Hunter, one of two champions for host Nebraska Region, both in CSP cars. "I had to resist overdriving on the second day, and just threw it out there."

C STREET PREPARED LADIES

SPL would be a toe-to-toe, knockdown shootout between the last two champions, 2011 winner Sue Eckles, also running under Nebraska Region's flag, in an NA model, and defending Champ Jodi Fordahl's early NC version. Each would win a day. Both ended up a good eight seconds clear of third place.

The first day saw the two trade the lead with each run. Fordahl, with the first drivers at 78.8. Eckles with the plus-one group goes 78.1. Fordahl: 76.7. Eckles: 76.6. Fordahl would have the day, however, with a 76,431 final shot as Eckles coned off her last run.

On Friday, Fordahl coned a first run 54.8, so a 56.4 put Eckles back in the lead. Fordahl grabbed it away again on second runs with 54.6 and it looked strong after Eckles came in with a 55.0.

It was an exciting, drama-filled last run. Fordahl would find three cones on her last effort, setting the stage for a possible upset. With a lot of car prep

times on their third runs.

On Friday's East Course, Hunter was the one being hunted. Schenker, McCabe, and Aro all came out swinging with low 52sec runs while Hunter watched his lead slip away with a coned first try. It didn't take him long to regain the top spot though, as he returned to put down the fastest clean time so far in the high 51s. Aro and McCabe coned away their second runs.

The stage was now set for a one run shootout to catch Hunter. McCabe was the only first driver among the leaders but was awarded a rerun. That put Schenker out first of the group and he could only find a tenth moving him into





going on in the grid, Eckles waited and knew she needed a 54.3 for the win.

Somehow she found a full second to take the victory with an amazing 53.937, fastest run of the day and a 0.452sec margin of victory with a total time of 130.580.

"Jodi is a legend," said an ecstatic Eckles. "It was not only exciting going up against her, but the back and forth lead changes just added to the excitement."

Pat Washburn

D STREET PREPARED

SP is one of those classes where everyone seems to have a good time. Despite breakage involving multiple cars, the class pulled together, executed some creative car swapping and helped everyone get runs in. Speaking of car swapping - for Bryan Heitkotter, plan "A" was building a 300ZX for STX, which he'd won last year. He started prepping a T-top car, then not too long before Nationals found a hardtop version of the same car. When work interrupted the parts thrash from the T-top car to the hardtop car Heitkotter switched to plan B: driving the BMW 235is of Chris Dressler in DSP. Joining him would be a mostly BMW field with a lone Subaru and two RX-8s.

DSPL was supposed to run in the second heat, but its lone entrant defected to Street Mod Ladies. So, it was Tuesday's fifth heat that finally brought DSP cars to the line in warm temperatures and on a rubbered-in West Course.

Some say Heitkotter's driving skill is alien, as in not of this Earth. Heitkotter, leading after the first run, channeled some serious E.T. mojo on run two and dropped to 52.805 to hold the lead. Not to be outdone, Alex Shchipkov brought out his own inner alien, hitting every mark to secure second place in his BMW 330Ci with a 53.2. His co-driver Eric Campbell went a few tenths quicker but grabbed a cone, so his first-run 53.7 held onto third place. Run three saw no changes at the top. Heitkotter coned a slightly faster run, Shchipkov slowed down, while Campbell gained a tenth.

By Wednesday's heat five, the East Course was fully rubbered in with a sizeable buildup of marbles waiting to bite anyone who ran too wide or missed an apex. Heitkotter opened with a respectable 73.9, but hit a cone.

D STREET PREPARED

1. Bryan Heitkotter	SanF	BMW 325is	125.848
2. Eric Campbell	OhV	BMW 330Ci	126.394
Alex Shchipkov	MoHu	BMW 330Ci	126.804
4. Brian Levesque	NEng	Mazda RX8	128.714
Kevin Henry	WDC	BMW 325i	128.825
6. Michael Feldpusch	Colo	BMW 325is	128.857

7. Chris Dressler/NePa (BMW 325is); 8. Greg Olsen/WDC (BMW 330Ci); 9. David Jobusch/Colo (BMW 325is); 10. Lee Michael/Colo (BMW 325is); 11. Stephen Jones/LDL (BMW 325is); 12. Doug Young/Colo (BMW 325is); 13. Tom Pora/Colo (BMW 325is); 14. Doug Keiler/WDC (BMW 323); 15. Gary Cameron/SanD (Mazda RX8); 16. Todd Cameron/SanD (Mazda RX8); 17. Patrick Lipsinic/NeOk (Subaru Impreza 2.5RS); 18. Marc Monnar/NEng (Mazda RX8); 19. John Vitamvas/WDC (BMW 330Ci); 20. Peter Florance/ODom (BMW 323i).

D STREET PREPARED LADIES

No entries.

E STREET PREPARED

1.	Greg McCance	NwOh	Subaru WRX	126.472
2.	Mark Madarash	Tex	Pontiac Trans-Am	127.087
3.	Jadrice Toussaint	Atl	Mustang Boss	128.361
4.	Dave Ogburn III	WTex	Camaro Z28	128.753
5.	Billy Brooks	Utah	Subaru WRX	129.193
6.	Kit Gauthier	Nwst	Mustang Boss	129.986
7.	Dave Heinrich	WMch	Mustang Boss	130.117
8.	Samuel Krauss	CKy	Eagle Talon TSi	130.534
9.	Britt Dollmeyer	Ariz	Mustang GT	131.040
10.	John Hogan	Ariz	Mustang	131.121
11	D-1117-1-1-1-1/C-1/	/h 4	al 12 Drad Owen /Ara	D (C

11. David Feighner/SagV (Mustang); 12. Brad Owen/ArzB (Subaru WRX); 13. Bob Anderson/Chi (Camaro SS); 14. Justin Eckles/Neb (Mustang Cobra); 15. Jon Simmons/Neb (Mustang Cobra); 16. Mark Walker/Neb (Camaro Z28); 17. Tim Bergstrom/Ariz (Mustang); 18. Ivan Rouzanov/Nwst (Mustang Boss 302); 19. David Ogburn Jr./WDC (Camaro Z28); 20. Eric Thompson/Chi (Camaro SS); 21. Karen Kraus/BIRg (Subaru Impreza WRX); 22. Adam George/WDC (Mustang GT); 23. Keith Pizio/Colo (Subaru Impreza WRX); 24. Sam Vassallo/WDC (Mustang GT); 25. Katy Nicholls/SanD (Mustang); 26. Dwight Dongog/Colo (Subaru Impreza WRX); 27. Marcus Merideth/Det (Ford Shelby GT); 28. Josh Heinrich/WMch (Mustang Boss); 29. David Gushwa/SBnd (Mustang Boss 302); 30. Matt Rosazza/Colo (Subaru WRX); 31. Jennifer Merideth/Det (Ford Shelby GT); 32. Judd Dew/Colo (Subaru WRX); 33. Robert Burkholder/Cill (Mustang GT).

ESTREET PREPARED LADIES

1.	Mandy Owen	ArzB	Subaru WRX	136.118
2.	Lorien Feighner	SagV	Mustang	136.385

3. Mina Ingraham/CCar (Subaru WRX); 4. Jessica Gauthier/Nwst (Mustang); 5. Cathleen Burkholder/CIII (Mustang GT); 6. Sandy Grable/CIII (Mustang GT).

Shchipkov matched Heitkotter and was clean, briefly grabbing first place, only to be bumped down by Campbell's spectacular 72.771. Campbell's time would stand as the fastest in DSP on the East Course, but was it enough to guarantee victory?

The answer came on the second runs. Heitkotter's 73.0 was clean and decisive. He was back in first at 125.848. Campbell, now second, was slower, Shchipkov in third was quicker by four tenths, but it wasn't enough to move up. Final runs saw none of the top three drivers improve, leaving Campbell 0.546sec behind.

Heitkotter had won his fifth championship, doing it in five different classes. "This is a great class and I really enjoyed the event. I want to thank Chris Dressler for the co-drive," he said. And, about next year, would the 300ZX appear? "That's the plan," he said.

Doug Wille

E STREET PREPARED

ESP's 33 cars were a mix of old and new pony cars, with a few Japanese sport compacts mixed in, gridding for the second heat Thursday on the West Course. Mark Madarash, on a six-event winning streak, had just been named the Driver of Eminence the night before. Friday night, citing stats from prior years, the announcers termed the award the kiss of death.

Jadrice Toussaint, just the eighth car out, started off with a 54.002 in his 2013 Boss 302 representing the "new" pony cars. In 91 more attempts, none would beat it, the run holding for the day's FTD. This was just Toussaint's fourth event in this car, and he had just put the racing seats in the night before.



VISITORS FROM CHILE

What connects James Bond with the South American nation of Chile? Nothing in Ian Fleming's novels, although the desert scenes in Quantum of Solace were shot in northern Chile's Desierto de Atacama. Which had nothing to do with four Chilean men, one of them former Formula 1 and IndyCar driver Eliseo Salazar, coming 5,400 miles to compete in the Cone Royale.

"I saw some stuff on the Internet." he said. "Even though I've done every form of motorsport, I've never done this before," said Salazar, 58, whose career includes three seasons of F1 with Ensign, ATS, and March, six races at Le Mans, six Indy 500s, and an IndyCar victory at Las Vegas in 1997.

'Am I the first Formula 1 driver to compete in the Solo Nationals?" he asked. Yes, he was told, and the first IndyCar driver, too. And, like many track racers trying autocross, he found it challenging, as did the three young Chileans he brought with him.

"It's an understatement to say it's a lot different," he said. "The biggest difference, in my case, I was worried about finding which way it went. [On] the West Course, I couldn't find my way around. The East Course, even though longer, was easier to understand." The biggest surprise to Salazar was how few cones were used to define the courses. "All of us realized it was a lot faster than we expected."

Salazar got in contact with coursedesign guru Roger Johnson, and flew him to Santiago to design a course and introduce drivers there to the sport.

"We had like 30 participants, next time we had 60, then 120," Salazar said of the three-event series there. "We have about eight classes."

Johnson suggested the winner of the Santiago series be sent to the SCCA Solo Nationals. Juan Lacassie won and got the expense-paid trip, accompanied by Salazar. Brothers Jorge and Sebastian Vera decided they wanted to come too and paid their own way.

Lacassie shared a ride in Charlie Davis' STX BMW 325is, Jorge Vera was a co-driver with Ryan Otis in an SS Corvette ZO6, Sebastian Vera ran STR in Robert Horton's Honda S2000 CR, and Salazar himself got a ride in Anthony Espinosa's CP Mustang GT. All finished at or near the bottom of their classes, but it didn't matter.

"They don't have much experience we only had the three events on much smaller courses," Salazar said, adding that training and experience "is something you need to understand before you can expect anything from the car."

But the main thing, Salazar agreed, was the young men had fun and they want to come back.

Rocky Entriken





Greg McCance Northwest Region

came during the second drivers when McCance laid down a 72.9 on his first run to claim the lead.

McCance said the car was really pulling well out of the slow turns, evidently without much turbo lag. On the second runs. Toussaint dropped more than a second to a 74.3 and Madarash found similar improvement. while McCance coned a 72.1.

The question for the third runs was. did the V-8s have anything to overcome the Subaru? Toussaint, no - he went slower. Madarash, yes - a 73.0 reclaimed the lead. McCance was the next to last driver to run. Everyone knew he could do the time, but he

Madarash's 1988 Pontiac Trans-Am was the oldest in the field, but stood just 0.028sec behind after his second run, poised to chase down the leader. Greg McCance was also right in there after his third run with a 54.1 in a Subaru WRX he'd driven to Lincoln from California.

The East Course battle Friday would match new pony car vs. older pony car vs. the turbo four-cylinder rally car.

Toussaint noted the East Course "had lots of places to hang yourself," but it also had several places to use some power. His first run was a 75.4, Madarash had a 74.4 - both in the first-driver group - but the real surprise







needed to keep the run clean. He came in with a 72.285 - no cones - for a 126.472 and a 0.615sec winning margin over Madarash

McCance said he had been chasing Madarash since 2006, and felt a lot of pressure on that last run, but just pushed the car has hard as he could. Madarash said he gave it 105 percent, but there was just no way to catch the Subaru.

E STREET PREPARED LADIES

The skies were looking cloudy right before ESPL ran the West Course Thursday in the fifth heat, and while there were a few sprinkles that came down before the runs started, the first two runs for all ESPL competitors were done in dry conditions.

The runs that mattered all came on the second lap. There was four-time ESPL Champion Lorien Feighner in a 1995 Mustang with a 57.9, but right behind her, Mandy Owen in a 2006 Subaru WRX dropped it down to 56.445. Pylons spoiled runs of Jessica

F STREET PREPARED

1.	Kevin Wenzel	Colo	Volkswagen Scirocco	130.645
2.	Geoffrey Zimmer	SCar	Volkswagen Rabbit	132.042
3.	Tim White	SCar	Volkswagen Rabbit	132.406
4.	Mike Burgess	SagV	Volkswagen Rabbit	132.841
5.	Justin Barbry	NCar	Mazda 323	133.228
6.	Justin Mitchell	NCar	Mazda 323	133.450

7. Van Townsend/Colo (Chevrolet Sprint); 8. Mark Sommer/NwOh (Volkswagen Rabbit GTI); 9. Suraj Pradhan/OhV (Toyota Celica); 10. Greg Anthony/Det (Dodge Neon ACR); 11. Jay Yost/Colo (BMW 2002); 12. Mark Naused/NY (Chevrolet Sprint); 13. Ed Cushing/Colo (Toyota Celica); 14. Brian Anthony/Det (Dodge Neon ACR); 15. Randy Hickman/Colo (Volkswagen Scirocco); 16. Eric Williams/SanF (Toyota FX16); 17. Chris Gibson/SanF (Toyota FX16); 18. Phil Alspach/OhV (Dodge Neon ACR); 19. James Darden/ConD (BMW 2002).

F STREET PREPARED LADIES

1.	Lisa Krueger-Burgess	SagV	Volkswagen Rabbit	133.643
2.	Jamie Yost	Colo	Toyota Celica	136.127

3. Shelby Turbeville/NCar (Mazda 323); 4. Nikki Edwards/NCar (Mazda 323); 5. Donora Wichmann/SanF (Toyota FX16); 6. Tina Edington/Colo (BMW 2002).

Day" section where the cars are hard on the brakes after a very fast approach. On the second runs, Ingraham dropped down to a 77.8 followed by Feighner with a 78.4. Owen came in with a conservative 80.7, and said she was too tentative on course because of the first-run DNF. That put Feighner into the lead with about a 0.9sec margin.

On the third runs, Ingraham came in with what would turn out to be the fast time of 77.782. It would have been a winning run but for that cone from the day before. Feighner went out to increase her lead but got into the marbles, also finding a cone that would cost her the win. Owen needed almost a second, and found it with a 79.673, total 136.118 for a 0.267sec margin over Feighner - the closest Ladies class margin of victory of the 2013 Nationals.

Chris Teague

F STREET PREPARED LADIES

Six women rolled to the West Course's "A" grid for the first heat Thursday, one making her first trip to Lincoln, having been absent from the big show since 2009.

Lisa Krueger-Burgess had been competing locally in Michigan and at the occasional National Tour, but health issues had sidelined her in 2012 and she was itching to be back with the new-and-improved version of the Volkswagen Rabbit in which she already had eight FSPL championships.

Improvements included a 1.8L motor and a spiffy new paint job (and now a hyphenated surname), though it wasn't clear which of those might have helped her finish day one ahead of Jamie Yost "by an eyelash," Krueger-Burgess



Gauthier, who'd done a 57.1, and Mina Ingraham, with a 58.0.

Owen noted she drives a lot of Elliot Speidell courses locally at Arizona Region events and generally likes them, so this Speidell-designed layout suited her well. But the battle would have to move on to the second day. After the second runs in ESPL, a few drops of water came down. The course did not look very wet at the start of the third runs, but both Owen and Feighner said while it was grippy at the start, it was slippery in the middle of the course. Nobody improved.

On the East Course Friday, Owen had a DNF going into the tight "Die Another



kidded. "If I wore mascara, maybe it would be a thicker eyelash."

As it was, 0.090sec was a very thin margin over Yost, who was driving the familiar green BMW 2002 that has terrorized the class for a few years now.

However, Yost showed up on day two with a car she'd never driven before - the "Tom Celica," owned by fellow Coloradoan Ed Cushing. Issues with the BMW in Thursday's open class competition left her hunting options to try to take the lead.

Yost took off into the East Course, an evidence tag from stolen-but-recovered wheels on the rear bumper of the Celica flapping in the breeze. The run was dirty, but she felt the car had "better brakes and a solid mustache" compared to her BMW. But, in the end, Yost's unfamiliarity with the Celica cost her. She held on to second place, 2.484sec behind.

Krueger-Burgess on Friday laid down runs that were miles ahead of everyone

SUPER STREET MODIFIED

 Carter Thompson 	Tenn	Mazda RX7	122.443
2. Erik Strelnieks	LnSt	Mazda RX7 R1 20BT	123.738
3. Duke Langley	Ore	Corvette	124.092
4. Martin Valent	SWVa	Toyota MR2 Turbo	124.265
5. Steve Hoelscher	TnnV	Toyota MR2 Turbo	124.362
6. Randall Wilcox	Tenn	Mazda Miata	125.045
7. Matthew Glagola	Atl	Lotus Elise	125.139
8. Michael Wootton	LnSt	Mazda MX5	125.169

9. Brian Johns/Tenn (Mazda RX7); 10. Jake Namer/NY (Mazda RX7); 11. David de Regt/Nwst (Mazda Miata); 12. Dan Chadwick/Tenn (Mazda RX7); 13. Troy Acosta/LnSt (Mazda RX7 R1 20BT); 14. Aaron Shoe/SCar (Nissan 240SX); 15. Chuck Pyanowski/SCar (Nissan 300ZX); 16. Jay Zelazo/Nwst (Corvette); 17. Paul Dornburg/SInd (Porsche 911 Targa); 18. Jonathan Leith/NEng (Mazda Miata); 19. Tashko Sarakinov/Guam (Mazda Miata); 20. Eric Anderson/Tenn (Mazda Miata); 21. Alex Kang/SanF (Mazda RX7); 22. Jim Thompson/Tenn (Mazda RX7); 23. Paul Kreutzwiser/Fing (Mazda Miata); 24. Fred Langley/Tex (Corvette); 25. Nathan Church/Mont (Mazda Miata); 26. Paul Krysiak/NEng (Mazda Miata); 27. Grady Wood/Ark (Corvette); 28. 0.D. Terry Davis/SInd (Porsche 911T); 29. Stan Howard/Mont (Mazda Miata)

SUPER STREET MODIFIED LADIES

1. Kyung Wootton LnSt Mazda MX5 125.97 2. Beth McClure-Strelnieks/LnSt (Mazda RX7 R1 20BT); 3. Tara Johns/Tenn (Mazda RX7).

SUPER STREET MODIFIED Carter Thompson Tennessee Region KAAZ USA/LMS-EFI.com/HPP Mazda RX-7 that 55s or better would be necessary. With the weather cooling and rain looking like it was on the way, no one wanted to waste their first runs, and so the damage to cones was minimal.

The BMW 2002 of Jay Yost and James Darden, however, was dead on course during Yost's first run. A detached throttle cable resulted in a DNF and a mad thrashing failed to get the car running again for Darden's first run despite the extended mechanical time.

Kevin Wenzel in his familiar
Volkswagen Scirocco would lay down
the fast time for the course on his
second run, a 54.828. Shortly
thereafter, the moisture began to fall,
and just as the second drivers would
attempt their third runs, rain began in
earnest. The day would end with Tim
White, driving Geoff's Zimmer's Rabbit,
in second, not quite 0.6sec back. Justin
Barbry's Mazda 323GTX would be in
third, about a second from Wenzel,
followed by Zimmer.

Kevin Wenzel has five previous National Championships in FSP, including two in the green Yost BMW. A 75.9 sec. run was Wenzel's opening shot on the East Course, and no one else would come close. He returned for a second run at 75.817 and that was pretty much it. Zimmer's 76.2 would be the next best, and would also vault him over his co-driver White into the second position.

Wenzel would finish, somewhat anticlimactically, with a 130.645, going no faster on his third run as "all the rubber on course just made it greasy." It would be a 1.397sec difference to Zimmer.

Karen Kraus



else, closing with a 77.462 to finish at 133.643 for her ninth FSPL jacket.

F STREET PREPARED

I t was a long day Thursday for the FSP drivers. Working second heat and running fifth meant arriving early to the event site and staying late - especially when there were multiple incidents delaying the third heat. Some had Ladies class drivers in the first heat. As such, many drivers eyed the cloudy skies (and their smart phone weather apps) with a suspicious eye. Several brought rain tires to the West Course grid, in the hopes of warding off the moisture. The opening volley showed



RT CONE ROYALE

Street Modified Classes

SUPER STREET MODIFIED

Competition in SSM started up
Tuesday, third heat on the West
Course and almost immediately there
was drama. On his first run, the
three-rotor RX-7 driven by Erik
Strelnieks would suffer catastrophic
differential failure, leaving him
stranded on course. Early speed would
be shown by a number of drivers
getting into the mid 53s, but Carter
Thompson, the defending champion in
a Mazda RX-7 turbo, would be the only
driver down to a 52.

Thompson's second run improved to 52.348. Duke Langley in his Corvette ZO6, and teammates Steve Hoelscher and Martin Valent in Valent's Toyota MR2 Turbo were all within half a second. This was only Hoelscher's second event of the year in the car. Matthew Glagola was the last driver in the 52s with a Lotus Elise. The top five positions remained

STREET MODIFIED

1.	David White	NEng	Nissan 240SX	123.792
2.	PJ Corrales	NEng	Nissan 240SX	124.419
3.	Mike Simanyi	CSCC	BMW M3	125.034
4.	Eric Hyman	Nwst	Nissan GT-R	125.260
5.	Troy Dudley	Tex	Nissan GT-R	126.536
6	Tylor Faucott /Colo (RM	W 228	7 Ron Martinoz/San	(Morkur

6. Tyler Faucett/Colo (BMW 328i); 7. Ben Martinez/SanF (Merkur XR4Ti); 8. Martin Kriz/BIRg (Subaru WRX STI); 9. David Webb/ArzB (Mitsubishi Lancer Evo RS); 10. Chris Teague/CSCC (BMW M3); 11. Mike Aversa/WNY (Subaru Impreza 2.5RS); 12. David Wampler/WDC (Subaru WRX STI); 13. Carl Wener/NEng (Mitsubishi Evo X); 14. Mike Faucett/Colo (BMW 328i); 15. Bruno Lajoie/NEng (Mitsubishi Evo X); 16. Donald Lew/SanF (Toyota Supra).

STREET MODIFIED LADIES

1.	Laurie Hyman	Nwst	Nissan GT-R	129.988
2.	Jenna Corrales	NEng	Nissan 240SX	131.792
3.	Ginette Jordan	Atl	Honda Civic	132.080

4. Iven Dudley/LnSt (Nissan GT-R); 5. Mari Clements/CSCC (BMW M3); 6. Olga Bogdanova/MoHu (BMW 330Ci); 7. Kathleen Barnes/NEng (Honda Civic).

faster but coned it away. Hoelscher and Valent again were separated by hundredths in the 71.9s.

Thompson and Strelnieks wasted no time on second runs getting into the 70s, with Carter running a 70.095 and Strelnieks at 70.6. Hoelscher, Valent, and Langley were all in the 71s, but Hoelscher would throw his away with a cone, allowing his car owner to move up a spot.

Final runs were an anticlimax. Only Hoelscher among the top five improved, and a couple of tenths did not change his position. Thompson's 122.443 would win the class by 1.295sec over Strelnieks. In a class with such great drivers and varied cars, Thompson said, repeating was just a great feeling. Langley, Valent, and Hoelscher rounded out the top five.

SUPER STREET MODIFIED LADIES

The Ladies SSM competition ran in the fifth heat among just three drivers, but each was a multiple past champion. Between them they own 14 victories.

After a couple of years in STR, Michael and Kyung Wootton finally had their NB chassis Mazda Miata ready to go. It didn't take long for Kyung to establish herself with three 53sec runs on the West Course, closing out at 53.583. This was the first event with the car's new aero package and she was very happy with it. Beth McClure-Strelnieks in a borrowed ride was close with a 54.1 and 2012 SSML champion Tara Johns was at 54.7 in her Mazda RX-7.

McClure-Strelnieks was back in the grid for the East Course with her own car, but had her own on-course drama





MODIFIED

David White

New England

Region

G-Fab Racing

Nissan 2405X

unchanged through the third runs, although Langley and Hoelscher found fractional improvement. To Strelnieks's rescue came Eric Hyman, whose wife, Laurie, was driving their Nissan GT-R during this heat in SML competition. With no times on the board, Strelnieks was able to take one run in the car and what a job he did, posting a clean 53.1, putting him in the trophies.

With the generous donation of an entire diff assembly by another SSM competitor, the Strelnieks RX-7 was back on the East Course grid for Wednesday's competition. He wasted no time taking advantage, posting a class-leading 71.2. Thompson was

STREET
MODIFIED
LADIES
Laurie Hyman
Northwest Region
Cobb Surgeline/
GT-RR





during her first run when a under-car panel came loose. She drove through the failure to a class-leading 73.6 to Wootton's 74.2. Back in grid the troubled panel was removed.

On the second runs, Wootton put it away, posting a 72,388 and moving back into the lead. McClure-Strelnieks slowed, Johns ran faster with a 73.7, but not enough to take second spot.

Final runs didn't help any of the trio. Wootton's 125.971 would take the win with a 1.753sec margin to McClure-Strelnieks. Wootton, celebrating her ninth championship, said her first run on the East Course gave her an opportunity to really see where to position the car and she waited until her second run to really push it. She's excited about the prospects for the new car moving forward.

Jeffrey Anderson

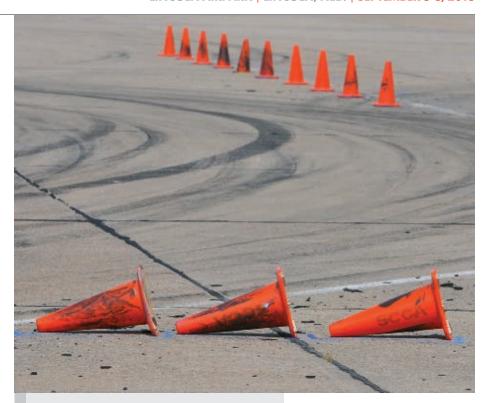
STREET MODIFIED LADIES

n this class of seven drivers, four are previous National Champions who, between them, own 19 titles from four different decades of competition. Yet it was a couple "never-wons" who were the top of this year's crop.

Competition began in the third heat Tuesday on the West Course. After the first runs, 11-time winner Ginette Jordan had the lead with a 56.7. Second runs showed Laurie Hyman in a Nissan GT-R closing in with a 57.0. It wasn't until the third runs that the big shakeup arrived with Jenna Corrales, coming from nowhere in a Nissan 240SX, dialed in a smoking 55.790. Corrales said she felt this course was where she had an edge. On the East Course she expected the advantage to go to the powerful GT-R.

On her first foray onto the East Course Wednesday, Corrales had disaster strike entering the Coneraker - a catastrophic suspension failure, knocking her 240SX out of competition for the heat. While Corrales looked around the grid for something to hop into, Hyman went out and laid down a 73.3, so quick that even with a pylon penalty it was still a time nobody else would beat.

Corrales found a ride when Mari Clements and car owner Mike Simanvi stepped up to offer their BMW M3. On her first run in the BMW, Corrales laid down a respectable 76.4. Jordan countered with a 75.9 while Hyman ran a conservative 74.8, saying she



STREET MODIFIED FWD

1.	Chris Haydu	NePa	Honda Civic	129.495			
2.	Andy Hollis	LnSt	Honda CRX	130.436			
3.	Mike Forsythe	Colo	Honda Civic Si	131.764			
4.	Jinx Jordan	Atl	Honda Civic	132.789			
5. Chris Janusz/NePa (Honda Civic); 6. Travis Robuck/FtWn (Honda Civic); 7. Shawn Larson/Colo (Honda Civic); 8. George							
Hammond/LnSt (Honda CRX); 9. Kraig Hopkins/NwOh (Honda							
CF	CRX Si); 10. Fred White/NEng (Honda Civic); 11. Jason Gast/InNw						

(Mercury Cougar); 12. Paul Stephan/Milw (Volkswagen Corrado S); 13. Mark Hopkins/NwOh (Honda CRX Si).

STREET MODIFIED FWD LADIES

No entries.

held back a lot just to get a clean time. There was no holding back on the

last runs. Corrales knocked down a 76.0, while Hyman flew to a 72.975, taking the win by 1.804sec over Corrales with Jordan third.

Hyman also had won in the ProSolo Finale and said that victory gave her the confidence to push the car hard, utilizing every last bit of GT-R power.

STREET MODIFIED

he Open SM competition would heat up in the final session Tuesday on the West Course. The fastest two drivers and the only ones





quicker than 53sec were David White and PJ Corrales, sharing a Nissan 240SX known as the Panda. White was faster, only problem was he developed chronic "pylonitis," so Corrales led through the first two rounds while Eric Hyman and 2012 Champ Mike Simanyi were also both ahead of White.

On the final runs, White finally got a clean time and was sitting atop the class with a 51.957. Corrales was just behind standing on his 52.1. Hyman and Simanyi would also stand on their second runs about one second out and separated by a tenth.

The next day, the drama began in the third heat with Jenna Corrales' suspension failure on the Panda. Competitors from regions across the country came together to fix the broken Nissan, welding sparks flying from under the car, as it was put back together in time for the fifth heat.

When it came time, its drivers showed no hesitation. Only four drivers would break 73sec on first runs and two of them were White and Corrales, the first-run leader at 72.3. Hyman showed the power of the GT-R with a 71.3sec run, but a cone negated his effort. Simanyi had a 72.5 and White a 72.6.

With the confidence of a solid first run, White put down a 71.5 but again a pylon was its ruin. The only driver to improve would be Simanyi at 72.0. Corrales would hold the top spot moving into final runs.

Just like the day before, Dave White pounded out a clean final time that would be fastest for the day: 71.835, totaling 123.792sec for his second championship. Everybody else among the top four improved also. However, Corrales had enough in hand to hang on to second place, 0.627sec behind his teammate, with Simanyi third and Hyman fourth.

Jeffrey Anderson

STREET MODIFIED FWD

S MF is all grown up. A supplemental class since 2009, this year it would crown its first official champion. But only in the Open class. None came to play in SMFL.

The newly enfranchised class was all Hondas save for two cars not often seen on an autocross course - an eighth gen Mercury Cougar and a Volkswagen Corrado. They would go

out first thing Tuesday morning, helping blow the dust off the East Course.

Jinx Jordan's Civic started the day with very slow runs because of mechanical issues. The car he shared with Fred White suffered from a bushing that created a "variable alignment" as they drove. White, in fact, got the day's only clean run with the car, some 10sec off the pace. The fastest times for both drivers included two pylon penalties.

Run two brought Hollis to the lead at 75.3, almost 2sec ahead of Chris Janusz and Chris Haydu. But on the final runs Haydu dropped in a 75.141 which was 0.2sec quicker than Hollis. Mike Forsythe finally ran clean to grab third place with Shawn Larson fourth, both at 76sec, Jordan was down in eighth and White 12th out of the 13 cars.

On the West Course, the first

run for Hollis was fast for the class at a 55.1, but in two more tries he could never get under the 55sec mark. In fact, only two drivers did.

One was Haydu, who clocked a 54.4 on his second try. When the third runs were completed, he'd gone another tenth faster to complete his win of SMF at 129.495, clear of Hollis by 0.941sec.

The other was Jordan, who did it on his first run at 53.815 and followed it with a couple more 54s. It was enough to overcome Tuesday's two cones and scramble to the final trophy, fourth place behind Forsythe.

Haydu, the first SMF driver to take home a jacket, said his car pushed a bit so he had to be careful to stay fast. He said he knew everything on the car was working well and pointed out his motor was a "D Series" while everyone else was running a "K" motor.

Matt Murray

Prepared Classes

X PREPARED

Prepared cars rolled to the grid for the very first heat of the 2014 Solo Nationals Tuesday and Wednesday and then were never heard from again (nobody ran XPL in the fourth heat, but the women running the Open class proved they didn't need to).

The class of 22 drivers included last year's winner Andy McKee and wife Theresa in their 1993 Mazda RX-7, and four-time winner Fred Zust and spouse Alexandra in their 2005 Lotus Elise. The two couples grabbed the top four trophy spots in 2012. Others horned in this year, but the four still went home with hardware.

X PREPARED

1. Fred Zust	Ariz	Lotus Elise	117.896		
2. Andrew McKee	SanF	Mazda RX7	119.414		
3. Tom Ellam	SanF	Mazda RX3	120.821		
4. Jason Collett	Tenn	Honda S2000	120.853		
5. Alexandra Zust	Ariz	Lotus Elise	121.049		
6. Marc Osgood	Atl	Honda S2000	122.594		
7. Teresa Neidel-McKee	SanF	Mazda RX7	123.126		
8. Matt Ellam/SanF (Mazda RX3); 9. Vivek Boruvka/LnSt (Mazda					
MX5); 10. Thomas Thompson/Hous (Mazda RX7); 11. Corey					
Pettet/Ark (Datsun 2807): 12. Rich Windberg/LinSt (Mazda Miata):					

8. Matt Ellam/SanF (Mazda RX3); 9. Vivek Boruvka/LnSt (Mazda MX5); 10. Thomas Thompson/Hous (Mazda RX7); 11. Corey Pettet/Ark (Datsun 280Z); 12. Rich Windberg/LnSt (Mazda Miata) 13. Nick Gruendler/LnSt (Mazda Miata); 14. Richard Holden/MidS (Datsun 280Z); 15. Kevin Lewis/NwOh (Mitsubishi Evo); 16. Michael Hoyt/Neb (Mazda Miata); 17. Michael Eckert/OhV (Toyota MR2); 18. Jeffrey Brough/Hous (Mazda RX7); 19. Dave Hardy/Atl (Toyota MR2 Turbo); 20. Bryan Hull/NwOh (Mazda Miata); 21. Vernon Jolley/Utah (Factory Five Cobra); 22. Kent Hoyt/Neb (Mazda Miata).

X PREPARED LADIES

No entries.

















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Runs on the West Course started out rough for Marc Osgood. His Honda S2000 came in with a broken ball joint, but he and co-driver Jason Collett got the car fixed without missing any runs. Collett finished day one in fourth spot, just behind Mrs. Zust. Mr. Zust claimed top time of 50.188, with Mr. McKee at 50.6.

For the East Course, Osgood and Collett made a late-night wing change by mounting Carter Thompson's SSM wing "real low." After first runs, Collett said it seemed to be working great. Tom Ellam posted the quickest first run at 68.6 but midway through son Matt's second run their Mazda RX-3 sprung a fluid leak.

The course was shut down for a half-hour clean up while tires cooled off. When second runs resumed Tom Ellam did not take his run due to car issues, and McKee ran a 68.8 time to move up to first place. Zust lost his roof in the "Die Another Day" sweeper

C PREPARED

1.	Michael Maier	SanF	Mustang	125.503
2.	Todd Farris	Hous	Camaro	127.615
3.	Darrell Padberg	BhV	Mustang	127.856
4.	Robert Lewis	Dix	Mustang	128.965
5.	Jeff Stroh	Hous	Camaro	129.381
6.	John Bradbury	NwOh	Thunderbird	130.278
7.	Chris Miller	DMV	Mustang Turbo	130.518
8.	Scott Lewis	FtWn	Camaro	130.689
9.	Kurt Janish	Tex	Pontiac Trans-Am	130.746
10.	Frank Stagnaro	SanF	Mustang	131.147

11. Ethan Bradbury/NwOh (Thunderbird); 12. Jeff Minor/Hous (Chevrolet Malibu); 13. Chris Cargill/Hous (Pontiac Trans-Am); 14. Tom Shuman/Atl (Mustang); 15. Mike Fellmer/WMCh (Camaro); 16. Wayne Atkins/Tex (Chevrolet Malibu); 17. John Williams/Neb (Mustang); 18. Bob Ely/ConD (Mustang); 19. Anthony Espinosa/Hous (Mustang GT); 20. Kyle Martinez/Wich (Mustang); 21. Travis Durant/Neb (Camaro); 22. Albert Hermans/KC (Mustang Cobra); 23. Arnold Beebe/MoHu (Mustang); 24. Sean Ittner/Atl (Mustang); 25. Dave Zitzlsperger/Neb (Camaro); 26. Tracy Sandberg/DMV (Camaro Z28); 27. Art Martinez/Wich (Mustang); 28. Sean Tate/SagV (Mustang); 29. Ron Ittner/Atl (Mustang); 30. Charles Tate/SagV (Mustang); 31. Dick Berger/KC (Corvair); 32. Charlie Clark/KC (Corvair); DQ. Eliseo Salazar/Intl (Mustang).

C PREPARED LADIES

1.	Brianne Maier	SanF	Mustang	132.616
2.	Tracy Lewis	Dix	Mustang	136.120

3. Alyssa Lewis/Dix (Mustang); 4. Briana Tate/SagV (Mustang).

preferred the more technical challenges of the West Course.

Denise Cashmore C PREPARED LADIES

t took two cars and a healthy dose of C Prepared solidarity for Brianne Maier to earn her third jacket as CPL champion.

The Maier's yellow 1992 Mustang suffered a punctured oil pan during Thursday's first run of the third heat on the West Course, a 57.207 that was nonetheless good enough to be quickest for the day. The Mustang was whisked away for emergency repairs, leaving her momentarily without a car. Enter CP stalwarts Darrel and Desiree Padberg - they hustled their CP Mustang to the grid (Desiree wasn't competing this year) and Maier was back in the race.

"This is what CP does," she said. Meanwhile, Tracy Lewis posed a threat with a 57.6 final run in the all-Mustang class.

The Maier Racing Mustang was back in action for day two, and Maier put it to good use on the East Course, finishing almost three seconds ahead of the field with a 75.409 final run. "That's a fun course!" she said.

"We just got the car back together and this is our first event in it," Maier said. "It was pushy at first, but my husband made the adjustments that made it all good." Her total time was 132.616, 3.504sec in front of Lewis's sinister black 1965 fastback.

C PREPARED

eave it to the heavy-metal class to bring high drama to 2013 Solo Nationals. C Prepared's reigning





Ford Mustang

but still managed to take back the lead at 68.5.

With the roof latched back on for third runs, Zust knocked off nearly a second to 67.708 for a total winning time of 117.896. Andy McKee found only another tenth and finished second just 1.518sec behind. Ellam, despite only one worthwhile run held third ahead of Collett. Then it was the wives, A. Zust fifth and T. Neidel-McKee seventh, surrounding Osgood.

Back in the winner's chair (the victors received red folding jobs this year), Zust reflected that the East Course rewarded courage and discipline, but he





Champion Michael Maier drove his yellow 1992 Mustang to a commanding victory during Thursday and Friday heat five competition, earning his sixth National Champ's jacket. But getting to the podium required a major-league thrash and some white knuckle wrenching on the first day of competition.

During CPL's third heat competition. the car showed low oil pressure. Maier discovered a hole in the engine's oil pan, caused by a damaged windage tray in the sump. Extensive repairs would be required, hours worth, but the CP regulars - a hardy bunch to be sure - were ready.

"CP isn't a group of whiners," Maier said after clinching his sixth title. "There were guys waiting for me in the pit, and they were ready to get it done. There wasn't really even a question."

The Mustang was hauled back to the paddock. A nearby forklift was pressed into service as an engine hoist. New gaskets were ordered.

D PREPARED

Drew VanderPloeg	LnSt	Mazda Miata	125.067
2. Ron Bauer	Nwst	Mazda MX5	125.218
3. Keith Brown	Nwst	Mazda Miata	127.142
4. Victor Livengood	Nwst	Mazda MX5	128.191
5. Sam Henry	OzMt	Mazda Miata	128.750

6. Greg Meier/Chi (Toyota MR-S); 7. Steve Hudson/LnSt (Mazda Miata); 8. Zack Barnes/LnSt (Mazda Miata); 9. Andrew Blasiman/ NwOh (Mazda Miata): 10. Andrew Pfotenhauer/NwOh (Mazda Miata): 11. Peter St. Pierre/Atl (Mazda Miata): 12. Andrew Maffessanti/Atl (Mazda Miata); 13. Lester Henry/OzMt (Mazda Miata); 14. Ted Lewis/Ariz (Lotus Elan); 15. John Wiseman/NwOh (Lotus Elan); 16. Jason Sukey/NwOh (Lotus Elan).

D PREPARED LADIES

- 1. Anne Robinson Chi Toyota MR2 Spyder 130.077 2. Alvson Bauer 132.471 Nwst Mazda MX5
- 3. Vickie Livengood/Nwst (Mazda MX5); 4. Paula Baker/Reno (Mazda Miata).

nobody else in the class could touch. He followed up with a burning day two run of 72.145 on the East Course, again fast time for the class. His winning total time was 125.503, which put him 2.112sec ahead of the second-place finisher "Turbo Toddy" Farris in a Camaro.

Farris, by the way, received the class' annual Spirit of CP award, this one a turbocharger housing mounted on a plague, in recognition of his "boosting participation and sportsmanship."

"We glued everything back together, diapered it up, and it held," Maier said. "Then I just drove. Not until something's on fire am I going to stop."

Maier's winning margin makes this the fourth year out of the last five that he has added an entry to the Solo Nationals record book under the heading "Widest Margin of Victory (31-40 cars)." That's every year since 2009, except when he didn't come in 2011. This one slots in as the sixth quickest. He also holds ninth (2009), eighth (2010) and first (2012), when he put 2.717 sec. on the class).

Doug Hitchcock

D PREPARED LADIES

PL was one of the first groups of cars to have a look at the East Course. With the 2012 champion not returning, the target had to be on Anne Robinson's Toyota MR2 Spyder as she was DPL's most recent winner (2010-'11). But the Bauerspeed Racing Miata of Alyson Bauer and Vickie Livengood had another year of development and Paula Baker had stepped into Keith Brown's potent Miata.



car, and soon enough, they had the removed and welded up. Shards of crankcase. Everything was bolted back together and the engine was reinstalled, all in about two hours.

Maier made it back to grid in time to run Heat Five to applause from those on hand to see the show. And he gave them one, producing another of what has become a habitual record-book trouncing of the class.

Six to eight men surrounded the

engine out. The oil pan was

cleared from the pan and

a shattered windage tray were

From there, he set a blistering pace of 53.358 on the West Course that



But the prognosticators were right. Robinson dominated. She came out of the gate in Tuesday's first heat with the only first run in the 70s, eventually knocking down to a 75.840 while the rest of the class all got into the mid-76s, the quickest for Baker, although Livengood had a cone on hers.

The West Course was quite different from the East, but the weather and the result were similar. Robinson pounded her times down to a 54.327. Her combined 130.077 gave her a 2.394sec margin of victory over Bauer, after both Livengood and Baker suffered bad days populated by pylons.

Robinson said that before her last run she realized that she "had to stop driving like an idiot" if she wanted to win, and that she "had been pushed more than the results indicated."

D PREPARED

Pran in the third group on the East Course with Ron Bauer in

E PREPARED

125.142 1. Christopher Dorsey Colo Toyota Corolla GTS 128.830 2. Jeremy Briggs NwOh Acura RSX Type S 129.032 Dean Rindler WOh Acura RSX Type S 4. Dwayne Komush SanF Toyota Starlet 130.105

5. Daryl Beck/NEng (Volkswagen Jetta Diesel); 6. Robert Chrismas/NwOh (Honda Civic Si); 7. Jason Fair/NEng (Volkswagen Jetta Diesel): 8. Steve Kessler/SanF (Toyota Starlet): 9. Myron Steere/NEng (Volkswagen Scirocco); 10. Paul Neal/GuCo (Datsun 510).

E PREPARED LADIES

1. Deanne Caraballo SanF Toyota Starlet 2. Denise Kugler/Susq (Honda CRX); 3. Carmen Rowlands/NwOh (Honda Civic).





E PREPARED Christopher Dorsey Colorado Region 034 EFI/3Rauto.com/ Cobalt Friction/ Apiko1 Toyota Corolla

second. A cone on VanderPloeg's third run, left the door open and Bauer got his foot in but couldn't make it through. A 52.2 run left him 0.151sec short of VanderPloeg's 125.067sec winning time - a three-peat of DP championships.

"I knew Bauer had a new engine, and I had my work cut out for me," VanderPloed said, "but we [with co-driver Steve Hudson] haven't stood still either."

David Award

E PREPARED

hursday morning saw E Prepared kick off the first heat of the West Course. By the end of day one, it looked as if two-time returning class Champion Chris Dorsey was well on his way to locking up a three-peat. In the same 1987 Corolla GTS that he's competed in since 2009, Dorsey clocked a 52.796, putting 2.8sec on the Acura of Jeremy Briggs.

Friday morning ended up being anything but a forgone conclusion on the East Course. Despite the previous day's results, on day two Dorsey's first run was disallowed and not taken - a penalty issued for late arrival to grid - so he entered the final day of competition believing he had to get it done in two runs. On his first look at the course. which he describes as emotionally charged, Dorsey spun the car no less than three times, resulting in a DNF.

"By the time I got to the back side of the course, the rear tires were pretty shot," he said. "There was nothing left under the rear of the car. The rear tires inflated four additional pounds by the end of that run."

Dean Rindler, co-driving the Acura,

his late-model MX-5 one of the few contenders to run clean all day. His 73.3 gave him the early lead and his final 72.962 was the best for the day. The closest threat was Drew VanderPloeg in his first gen Miata, who cleaned up to a 73.1 on his second run.

VanderPloeg said that he knew he needed to open with a clean run if he had any hope of running down Bauer, and he opened with a clean 52.1. Suddenly he's almost a second ahead. VanderPloeg lowered the mark to 51.911 on his second run, but Bauer improved to 52.6 to cut the lead to just over half a





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was the first-run leader after Briggs caught a cone. Briggs took over the top spot on second runs after both teammates turned 74s.

But then Dorsey's luck turned. On course for what should have been his final run, and still without a second-day time in the books, he stopped for a downed cone in the final slalom before the finish. He took full advantage of the practice lap, managing a 73.346 on the rerun for a two-day combined total of 125.142, slightly increasing his margin over Briggs to 3.688 sec.

"I pushed a little hard on the back half of the course," said Briggs. "But all in all I think we did the best we could and put the pressure on him. It's nice to be in that close a range of such a good driver."

E PREPARED LADIES

A historical first: A Toyota Starlet has won an SCCA National Championship. Toyota's little subcompact, built from 1973-'99, had

F PREPARED

1. Tom O'Gorman	Cinc	Porsche 914-6	121.849
2. Alex Jones	NwOh	Pontiac Solstice GXP	125.140
3. Garrett Molzer	SCar	Honda S2000	126.069
4. Chris Raglin	NwOh	Pontiac Solstice GXP	126.110
5. Henry Bjoin	CSCC	BMW 328is	126.433
6. Peter LeBlanc	Almo	Porsche Boxster S	127.234

7. Rick Martinez/LnSt (Datsun Z); 8. Jay Storm/NwOh (Subaru Impreza); 9. Federico del Toro/Almo (Porsche Boxster S); 10. Bryan Hayes/SCar (Honda S2000); 11. Michael Tews/Milw (Datsun 240Z); 12. Ed George/NwOh (Subaru Impreza); 13. Lucas Anderson/Milw (Datsun 240Z); 14. Donnie Bartalone/Chi (Toyota MR2); 15. Nick Rieber/Chi (Toyota MR2); 16. Eric Davis/Ark (Mazda Miata); 17. Darren Crozier/KC (Mazda RX7); 18/ Tony Giordano/KC (Datsun 280Z).

F PREPARED LADIES

No entries.

G PREPARED

1.	Allen Kugler	Susq	Honda CRX	126.477
2.	Bryan Rawlins	NwOh	Honda CRX	132.169
3.	Johnny Rose	NwOh	Honda CRX	132.530

4. Anthony DeFiore/Phil (Honda CRX); 5. Bill Cutrer/Kan (Fiat X1/9); 6. Andrew Martin/Kan (Fiat X1/9); 7. Richard Miller/ETnn (Sprite).

G PREPARED LADIES

1. Chris Cutrer Kan Fiat X1/9 144.366





F PREPARED
Tom O'Gorman
Cincinnati Region
Full Throttle Indoor
Karting
Porsche 914/6

changes having been made to the Honda's G Prep setup.

"I wanted strong competition, even if it meant getting beat. I wanted to run against someone fast," Kugler said afterward in a nod to Caraballo.

On the power-intensive East Course, Caraballo found time every run. Her 74.933 third run gave her a commanding two-day total of 131.464. Despite also finding time every run, the best Kugler could muster was 76.5, allowing Caraballo to stretch her lead to 2.284sec.

"I tried to just go out there, drive, and have fun. The car was set up perfectly," said Caraballo, crediting her dad.

Paul Magee

F PREPARED

Prepared was one of the most diverse classes at Nationals - 18 entries in 11 different car models from eight different carmakers spanning 37 years of production and technology were gathered in the West Course "200" grid for Tuesday's second heat. No competitors presented in F Prepared Ladies for the fourth heat.

Avid iRacer and karter Tom
O'Gorman's bid for a jacket was highly
anticipated on social media and in
Solo circles. He did not disappoint.
One of the most exciting, consistent
and versatile young drivers in Solo, he
put down a class-leading 52.029 in
the Dave Montgomery-owned and
Mike Montgomery-prepped Porsche
914-6 on his first run leaving the class
to play catch up.

Alex Jones' second-run 52.5 with a Solstice came closest. On third runs,

never won anything of note in SCCA not Solo, not racing, nothin' - until Deanne Caraballo came to the line for fifth-heat competition Thursday.

This one, a 1982 model, has been the subject of aggressive development over the past year by her father, Dwayne Komush.
Caraballo, a former DSPL champion, would face off against eight-time champion Denise Kugler who was running a Honda CRX that earlier that day had run (and would win) G Prepared.

Caraballo came out strong on day one, with a 56.531 on the West Course. Kugler stayed close at 57.1, no







Garrett Molzer in the fan favorite Frankenstook Honda S2000 became the only other driver in the 52s with a 52.9. O'Gorman's second and third runs were almost identical in time to his first, but dirty.

The high-speed East Course suited O'Gorman and the 914's strengths. For his first run, O'Gorman ran in second gear only, concentrating on maximizing grip and line, putting down a smashing 70.5 that cleared other first runs in the field by more than two seconds. Pursuers Jones and Henry Bjoin, the 2012 champ, were more than two seconds off O'Gorman's time, while Molzer was DNF.

With two runs left, O'Gorman continued trying to shave time, but a finicky third gear engagement in the long sweeper thwarted some of the gain. However, he still picked up an additional 0.7sec and became the only driver into the 69s, a 69.820 cementing his win and extending his lead to 3.3sec.

Alex Jones came back for his second run and skinned off but a tenth, taking O'Gorman's margin to 3.291sec. Co-driver to Jones, Chris Raglin, put down second-fastest time of class with a 72.2 to slot into third place with last runs remaining.

Garrett Molzer had painted himself into a corner with a coned second run. He eked out a clean 73.2 on his third run, which, on the strength of his day one runs, was enough to edge Raglin for third place, as none of the other contenders were able to improve.

It was a convincing and decisive win for O'Gorman, who said the drive was "exhilarating" and would not have been possible without the generosity and expertise of Dave and Mike "superhero" Montgomery for setup and prep. The win was made even more special by a surprise visit from O'Gorman's father who watched his son's runs and sported Tom O'Gorman Fan Club T-shirts in support.

Jocelin Huang

G PREPARED

Thursday morning's first heat on the West Course included the GP class, which with only seven drivers matched with AM and JA as the event's smallest Open classes.

It became an Alan Kugler benefit as

ANN VOGEL

Ann Vogel, competing this year in the No. 27 CSPL Mazda Miata she co-drove with Sue Eckles, had also been battling cancer. Ever the stalwart, she started her Tuesday runs, but was forced to cut her event short due to her health. On Sept. 8, she entered the hospital, passing away Sept. 23.

Ann made her mark on the sport in many ways. On the Solo course, she competed under the flag of Idiot Savant Motorsports, laying claim to four National Championships. Her first came in DSL in 2001 in a Plymouth Neon, then in 2002 in a BSL Honda S2000, and finally in EML in 2006-'07 aboard Doug Turner's potent rotary-powered Miata. Her cone-dodging prowess, however, was exceeded by the lives she touched in the SCCA community.

"There was no personality in my world on the magnitude of Ann Vogel," says Jim Rowland. "She was there when I showed up on the motorsports scene half a life ago as a know-nothing teenager, mouth agape and ink still drying on my driver's license. She taught me to drive, grabbing the steering wheel from the passenger seat because I was that kind of hopeless. Intimidating, funny, and generous at the same time, and many years a friend. I'm heartbroken and reeling.



"When reflecting on my extended family throughout the Club today, I owe most of it to Ann's ability to drag a fumbling novice like me into the fold. She was a well-traveled and savvy competitor who generously shared her hospitality and pointed humor off the track. Having fun was an unavoidable proposition, no matter where we went or where we placed. Ann's absence leaves us with an aching void."

Facebook posts also flooded in as soon as word of her passing hit. "Your perseverance was always an unparalleled trait that I admired," wrote Leslie Swain. "It always seemed like the combination of fast car, fast drivin' lady, humility, passion, and maybe even some stubbornness, just catapulted you through courses."

The Solo community will miss
Ann, but Ann's contributions to the
sport will also be felt for many years
to come.

FINAL RUN

(ABOVE) Ann Vogel showed what the human spirit is all about when she competed at this year's Solo National Championships despite her battle with cancer.

he swept to a fifth championship, third one in GP. He started the day strong in the CRX he calls Fester, finding time every run and finishing the day with a 53.154. Bryan Rawlins in another CRX came closest with a 55.2.

On Friday, Kugler expanded his lead on the class, managing an unassailable 73.323 on his first run and closing with a two-day total of 126.477. His co-driver Anthony DeFiore was the second-quick driver at 75.9, but Rawlins' 76.9 was enough to hang onto second overall, 5.692sec behind. Johnny Rose, teammate to Rawlins, had a 76.7 to keep DeFiore out of the trophies.

"We knew all of the class would be struggling with those pulls up the hill, so we just shortened the distance everywhere we could," said Kugler after the East Course runs. "We didn't take the competition lightly."

G PREPARED LADIES

hris Cutrer was the only GPL entry, and couldn't move to the Open class as her father Bill's Fiat X1/9 already had two drivers. So she took her place in the heat five grid, ran times of 59.805 on the West Course and 84.561 on the East, totaling 144.366 for her third (but non-championship) GPL win.

Paul Magee





Modified Classes

A MODIFIED

Was this a new episode or a rerun? The finish of A Mod was exactly the same order as a year ago, except for the two drivers who didn't return and the one newcomer tagged onto the end (and, like last year, there were no AML entries).

But the "rerun" was not for any lack of effort or drama. AM started on the West Course during the fourth heat on Tuesday. While it had only seven drivers, they were in seven different cars, and AM is always one of those classes that are so much fun to watch. The downforce created by the large wings allows the cars to maintain unreal speeds through some of the tightest sections of the courses.

Defending Champ Dan Wasdahl and returning runner-up K.J. Christopher both hit cones on their first attempts but then settled down with runs solidly in the 45sec bracket. Wasdahl's final

A MODIFIED

1. Dan Wasdahl NeOh BBR/Phantom DVS-1 107.191 2. K.J. Christopher CSCC Acme Special 108.594 NEng Dragon F1 3. William Goodale 113,660

4. Tommy Saunders/Tex (LeGrand Mk. 25 Dragon); 5. Robert Barone/NEng (CK Dragon); 6. Peter Smith/OhV (Proto); 7. Delmar Long/lowa (Sprinto RC 1.4T).

A MODIFIED LADIES

No entries

B MODIFIED

1. Dan Cvr Chi Lamm Mk. 5 111.552 2. Clemens Burger Indy LeGrand Mk. 18 111.750 3. Rachel Saunders LeGrand Mk. 25 Dragon Tex 112.113

4. Will Schambach MoHu Cheetah SR1

5. Jim Garry/MoHu (Cheetah SR1); 6. Daniel Stone/Indy (LeGrand Mk. 28); 7. John Engstrom/Chi (Lamm Mk. 5); 8. Perry Simonds/Tex (VanDragon); 9. Greg Scharnberg/DMV (Swift DB4); 10. Bill Gendron/NEng (Dragon SR2A); 11. Soter Slomski/NEng (Dragon SR2A); 12. Brianne Corn/LnSt (LeGrand Mk. 25 Dragon).

B MODIFIED LADIES

No entries.





114.395

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

that last run as I'd looked at my previous runs video and knew where I could make up some time. This course is so fast you really have to hit your brake points so you can set up for the corner exits."

Wasdahl on the other hand. started with a 62.7 and kept improving each run until his final 61.805, which gave him a 1.403sec victory. His 107.191 total would earn him his fifth championship and, once again, the Small Fortune Racing trophy for the fastest overall time of the entire Nationals. And, as it was last year, Christopher took second place and Goodale held on for the third and final trophy.

Wasdahl said, "I didn't 'see' yesterday's West Course very well. Instead of turning it into a ribbon I stitched about seven or eight segments together. Both courses were quite good. I was afraid I got lost on my first East Course run, I saw white chalk come up and I was screaming and cursing at myself on the way back. The East Course is so long I had fuel starvation issues but I filled it up before my last run so it would be less of a problem. I really need a larger tank."

Jeff Cashmore

B MODIFIED

ike the cable channel TNT, B Mod knows drama. Thursday, midday, third heat, a dozen drivers, seven of them former Solo National Champions, assembled in the West Course grid. The only two female BM drivers eschewed the Ladies class, both eminently competitive in Open.

Young Rachel Saunders, whose father also has a few jackets, had the

45.386 would leave him a tenth ahead of Christopher, who got up on two wheels toward the end of his third run. Meanwhile, Bill Goodale led Tommy Saunders by a tenth of a second for third place.

On Friday, Christopher's turbo car started strong with a 63.1 but couldn't improve. He had to give up on his final run just after the first couple of turns. "My fuel cap popped off and I ended up with a lap full of C16 race fuel," he reported. "I then headed straight for grid where my wife sprayed me down with the water sprayer. Sitting in a seat full of fuel was a royal pain in the ass! I thought I had something for Dan on





quickest clean run in the first round (47.3) while her co-driver, 2011 Champ Brianne Corn, had a rare DNF. Tommy Saunders has gone to AM because of the two women in his car. "I can't keep up," he said with a proud grin.

Second runs saw last year's Champ, Clemens Burger, put down a clean and quicker 47.309 to take the top spot while cones, DNFs and slowness plagued his competition including Corn - that car with the tequila sunrise paint job broke a left front suspension part and gave her DNF number two.

In run three, it was Burger's turn to collect a cone, but no one else could beat his time or the runs Saunders put down. Still, there were challengers - Will Schambach came in just hundredths behind Saunders while Dan Cyr clocked a 47.6 in the brand-new Lamm Mk. 5 and Bill Gendron was at 47.9 in his Dragon SR2A.

Of note were the allowances to let Corn and Saunders become the third drivers in different cars to make their final runs. Saunders made a respectable run in the Schambach/ Garry Omni-Fab Cheetah. Corn ran the Gendron/Slomski Dragon but DNF'd yet again. The 2011 BM champion would finish the day with no times!

Friday on the East Course saw more drama as Gendron's car did not appear in grid because of an engine issue. Dan Cyr took the top spot after run one with a 64.8. Burger could only muster a 65.5, Saunders clocked 66.0 and no one else was in the hunt.

On his second run, Cyr turned the day's best at 63.920, but he was battling sound problems as his first two runs were both over the 100db sound limit. For run three, Burger needed a 64.2 but missed it by 0.2sec. Saunders needed about the same but was a half second short.

Corn was back, she and Saunders in a repaired Dragon, and determined to get some consolation. Corn's final 64.3 was second quick for the day.

Cyr's last time out was the quickest run of the day at 63.906 but he lost it because the car was again too loud, his official time would be scored as 111.552, with Burger and Saunders completing the podium. Fortunately, Cyr's second run provided a winning margin of 0.198sec for the B Mod championship – his second after taking F125 a decade earlier.

"I'd like to thank John Engstrom [his co-driver] for getting the springs and

shocks sorted on this new car," he said,
"I'll have a better muffler next year!"
Paul Dornburg

C MODIFIED

The 19 drivers competing in CM saw two in a Honda Fit-powered RF95 Van Diemen, two in Solo Vees newly arrived this year from F Mod, and the rest in a variety of chassis running the Ford Kent 1,600cc motor, the classic Formula Ford powerplant. Only one of the two listed CML entries made it to Lincoln, and she transferred into this Open class.

Through the first runs 50sec times were the benchmark, then 49s appeared on the second runs from Joey Schilling, Jon Clements, and Donald Elzinga. But defending CM Champion Brandon Lavender in his Van Diemen RF85 came in with a 48.966. This would hold as CM FTD for the West Course.

On the third runs, everyone was trying to figure out how they could get

CMODIFIED

CMODIFIED			
1. Nick Myers	Indy	Swift DB1	116.992
Brandon Lavender	Indy	Van Diemen RF85	117.432
3. David Fauth 117.916	Colo	Van Diemen RF95-Honda	
4. Donald Elzinga	Det	Reynard FF	118.008
5. Joey Schilling	CSCC	Van Diemen RF84	118.268
6. Jon Clements	CSCC	Mondiale 85S	118.469

7. Barry Ott/ConD (Van Diemen RF95-Honda); 8. Eric Clements/CSCC (Mondiale 85S); 9. David O'Maley/Atl (Van Diemen RF90); 10. George Schilling/CSCC (Van Diemen RF84); 11. Chris Pruett/SagV (Swift DB1); 12. Joshua Parker/NEng (Reynard FF); 13. Robert Qualkinbush/KC (Adams Aero); 14. Douglas Wille/Hous (Swift DB1); 15. Krystal Lavender/Indy (Van Diemen RF85); 16. Mark Mervich/SanF (Van Diemen RF90); 17. Ray Thomas/Cinc (Reynard FF); 18. Vernon Maxey/KC (Lynx B); 19. James Kant/LasV (Lola T540).

C MODIFIED LADIES

No entries.

into the 48s, many frantically scraping tires in grid to get rid of OPR. But none could do it, not even Lavender, who was close with a 49.0. Nick Myers got into the range with a 49.6 that exactly duplicated the second run Clements put down – then Elzinga lowered his best to 49.3, followed by David Fauth in the Fit-powered car with a lower 49.3.

So, the first day order was Lavender, Elzinga, Fauth, Shilling, and a tie for fifth between Myers and Clements. Clements, sharing a Mondiale 85S with his father Eric, noted they did not have optimum gearing, and were doing a lot of shifting into third gear.

Runs on the East Course followed a similar pattern, with 69s the seeming target until Shilling poked in with a 68.7 and Lavender followed at 68.4. For both, that would be their best. On the second runs, Myers came in with a quicker 68.4 and talking about the 13 shifts he needed on the course, saying he still needed to be more aggressive with the throttle. Fauth found a 68.5 having made a setup change to improve handling after the first run. Jon Clements complained the Mondiale was popping out of gear and he had to drive with one hand on the shift lever.

Barry Ott, last car on course co-driving the Fit and languishing in 12th after the first day, gave everyone a new number. He boomed in with a 67.4. It could be done! But almost no one did. After second runs, it was Lavender, Fauth, Myers, Schilling, Elzinga, Ott, with Clements outside looking in.

In fact, with a solitary exception, nobody who already had a 68 on the board found a faster one in the third runs. Elzinga and Clements, both







sitting on 69s, joined the crowd in the 68s and each moved up one place.

The solitary exception was Myers, who went out with the first-driver group and put down a 67.347 for his final run. Myers got out of the car with his hands shaking, saying, "It was the best run of my life." He said he felt like the car was driving all by itself, and car owner Chris Pruett had prepared the best CM car in the field.

Still, Lavender had a run to go. It looked very strong until the tight right-hander before the finish straight where the car spun and took out four cones. So, the final order was Myers at 126.992 with a 0.440sec margin over Lavender, then Fauth, Elzinga, Shilling, and Clements taking the final trophy spot with Ott one out.

Chris Teague

D MODIFIED

or the record, the car Jeff and Denise Cashmore drove this year was not a Minardi. "Jeff and I both drove the 2002

D MODIFIED

1.	Jeff Cashmore	Milw	Sprinto YC-3	117.601
2.	Mark Huffman	Ariz	Lotus Elan	117.871
3.	Peter Raymond	ConD	Lotus Super 7	120.070
4.	Steven Goldine	SanF	Caterham SuperLight-RV	

120.891 5. Jeremy Ellerby lowa Sprinto RC 1.4T 121.892 6. Norman Beaver WDC Caterham Super 7 122.709

Bryan Packingham/Iowa (Sprinto GCI); 8. Scott Lentz/WDC (Caterham Super 7); 9. Karen Babb/Nwst (Lotus Elan); 10. Lee Mabee/Neb (Caterham Super 7); 11. Charles Spera/Det (Ultralite XR7); 12. Craig Carr/OhV (Lotus Elan); 13. Alan Rae/Nwst (Caterham Super 7); 14. Steven Buetow/LOL (Birkin S-3); 15 Stephen Brinkerhoff/Indy (Ultralite XR7); 16. Chuck Meyers/NCar (Caterham 7); 17. David Kral/LOL (Birkin S-3); 18. Ron Babb/Nwst (Lotus Elan); 19. Craig Straub/SIII (Lotus Super 7); 20. Dave Henry/SanF (Caterham Superlight-RV); 21. Jeff Ellerby/Iowa

D MODIFIED LADIES

1. Denise Cashmore Milw Sprinto YC-3

2. Ericka Pieracci/SanF (Caterham Superlight-RV).

his second run. Huffman, paired up with past Champ Craig Carr and going out last among the second drivers, also was quickest on his second try at 68.0. Nobody else could beat a 69.

"I had a half second lead going into the second day and was just trying to get a clean first run in on Friday," Cashmore said. "Unfortunately I over-slowed and hit the last cone on the course." Huffman put up a 50.2, only one other driver even found a 51.

"On my second run, the steering rack broke near the end of the run and I limped it across the line with a slow time." Cashmore's pylon-encumbered first run was still his best while Huffman got down to 49.9. Closest behind him was a bunch of 51s.

"Del Long, the original car builder, and Mike Tews along with a group of other Milwaukee Region buddies helped fix it before my last run came up," Cashmore continued. "We had about four threads of a bolt left to use after it sheared off. We managed to get it to the start line in time, put down a clean run and waited to see if it would get surpassed."

The clean run was a 50.1. Cashmore was now back on top at 117.601 waiting to see what Huffman might do. He needed a 49.5. So close! Huffman with the day's best time, but 49.820 left him 0.270sec short, and Cashmore went to get fitted for his ninth championship jacket.

D MODIFIED LADIES

enise Cashmore, originally entered in the Open class, ran in DML and would have made it a three car championship class but for the misfortune of 100 Percenter Susan





123.428

Lotus Sprinto, Honda Acura RSX motor," Denise revealed. The "Minardi" in the entry list was their little joke, and a nod to a hapless Formula 1 team whose greatest achievement may have been (according to Wikipedia) having the best espresso in F1.

Jeff Cashmore has won DM four of the past five years, but there was Mark Huffman in his Elan, who won it the one year Cashmore didn't. The two of them have 12 championships between them and left five other champions (37 championships) scattered in their wakes.

Thursday's East Course runs had Cashmore, driving solo near the end of the first drivers, posting a 67.469 on







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Anderson, who broke her ankle Tuesday while walking her dog. That left Cashmore and 2012 Champion Ericka Pieracci to duke it out for a non-championship victory.

Both of them, after posting clean first run times on the East Course, went two seconds faster on their second but both plunked a pylon. For Cashmore it would still be her fastest at 71.654 because she whacked two of the coneheads on her third run. Pieracci got a 72.5

But then Friday brought Jeff Cashmore's steering rack drama in the third heat. After he cleared impound, the Sprinto was taken back to the paddock and the steering rack welded in place.

"I was careful on the first run," Denise Cashmore said. "Car handled great [on the] rest of the runs." She got down to 51.774, finished at 123.428, and scored her fifth Nationals win by 2.825sec. In so doing, the Cashmores joined the Berrys and the Kiesels as new arrivals on the "All In The Family" record page with their 14th.

EMODIFIED

1.	Jeff Kiesel	SanD	KFR Turbo Sprite	115.948
2.	Mark Kiesel	SanD	KFR Turbo Sprite	121.996
3.	Steve Brueck	Atl	Jeep YC-J	122.245
4.	Robert Tunnell	Colo	Westfield SEI	122.695
5.	Ron Ver Mulm	DMV	Corvette	123.736
6.	Sam Platt	StL	Corvette	125.373

7. Jeff Christianson/lowa (Westfield SEI); 8. Michael Nienhuis/Det (Sunbeam Tiger); 9. Chuck Sieber/WDC (Sprite); 10. Michael Fineberg/Phil (Nissan GT-R); 11. Randy Eickhoff/KC (Toyota MR2 Spyder); 12. Brian Hoover/OhV (Sunbeam Tiger); 13. Kevin Thompson/WMch (Pontiac Solstice GXP); 14. Jim Murphy/Atl (Jeep YC-J); 15. Lee Miller/Indy (LoCost 7); 16. Bernard Cooley/ WDC (Fiat 600); 17. Gene Cooley/WDC (Fiat 600).

EMODIFIED LADIES

SanD KFR Turbo Sprite 124.073 1. Shawn Kiesel 2. Karen Eickhoff/KC (Toyota MR2 Spyder); 3. Krista Minehart/ Bucc (KFR Turbo Sprite).



Jeff Kiesel

San Diego Region Avon Tire/Roger Krauss Racing KFR Turbo Sprite

has proven once again that the KFR Turbo Sprite, known as the green monster in Southern California, is one of the most dominant cars in the autocross world at the present time.

Consider: Jeff and Shawn just moved into the top 10 list of family champions, bumping their total to 14, and of all the husband and wife pairs on that list, the Kiesels are the only one where he's won more (eight) than she has (six). He also has the longest husband winning streak on that chart, his eighth in a row, the last seven in EM, also second-best and counting in the overall men's streak category. Anyway....

First up for E Mod, first heat on Thursday, was the West Course. KFR was not beating up on a bunch of creampuffs. Four more past champions accounting for 13 titles were in the 17-driver class. But they knew they were all fighting for second as Jeff started with a blistering 49.6, almost a full four seconds ahead of the pack. Nobody else would beat 51, and that was Mark Kiesel, with Steve Brueck in Del Long's strange Jeep (allegedly a 1946 car) only 0.006sec behind and Bob Tunnell another half second back in a Westfield.

There was a glimmer of hope as the hood came off the KFR Sprite with electrical and power issues that would plague the team throughout the competition. Despite the gremlins, Jeff hit 48.686 on his second run to chill the rest of the class, and then passed on his third run.

After working into the evening to repair the issues, Jeff was relatively sure the electrical problems were solved. However, as soon as competition began, the Sprite's alternator again failed to

"Yes, definitely a sweet victory, and will make for good bench racing years to come!" she said.

Rocky Entriken

E MODIFIED

M and EML can be summed up in three words: Kiesel Family Racing. With car owner, chief mechanic, fabricator, and driver Jeff taking the EM title by a whopping six seconds, wife Shawn easily taking the Ladies crown by 11, and patriarch Mark in second outpacing the rest of the talent-laden EM class (and, by the way, son Zak also placed second in the Junior A karts), Kiesel Family Racing







Champ Michelle Quinn and Rachel

Sims in a KBS Mk 7 against Angela

Previte and former SSML champion

Tonya Langley in Glen Barnhouse's

Lucifer. What developed was a battle

The first day was Langley's. She

came out swinging hard, starting right

out in the 71s, and finishing at 71.289.

course on her third run, and made the

most of the rerun, nailing down second

On the shorter East Course Friday

they ran neck and neck on first runs,

lead after two runs with a 2sec

both 53.5s. Langley would extend her

improvement. Quinn, last one out, had a lot of time to think about her final

run. She nailed it again with an exciting

come-from-behind flyer of 50.934 for

Champion for the fourth year in a row.

here were questions in the F Mod grid, as its 18 drivers prepared to take to the East Course for Tuesday's fourth heat. Many past champions and top drivers did not make the trip this year, only two former champions were in the field, and neither would be a factor. A changing of the quard was at hand. Florida? Montana? Neither corner of the country had ever produced an FM champion before.

a 122.534 time and a slim 0.182sec

margin, repeating as National

Quinn would get an extra look at the

of the champions.

with a 71.6

F MODIFIED

charge. All the cooling fans were turned off and boost reduced to aid in cooling. Despite less power on the "power course," the Kiesel father-son duo still topped the field.

Jeff Kiesel had the best first-run time even with a pylon penalty, but did 67.262 on his second and again skipped his third, calling it good at 115.948. Mark got 70.8. to end up 6.048sec behind his son.

Nobody else saw 70. Brueck and Tunnell both ran 71.0, which didn't change their positions from Thursday. Ron Ver Mulm and Sam Platt sharing Platt's Corvette rounded out the trophies, Ver Mulm again taking the "E-normous Modified" award for big cars.

E MODIFIED LADIES

hawn Kiesel, behind the wheel of arguably the most dominant car in Solo today, would have trophied in the Open class, but for two drivers already in the car there. Running in the fourth heat, she knocked down times of

L WODILIED			
1. Darren Seltzer	Fla	Raptor	115.453
2. Glen Barnhouse	BgSk	Lucifer	118.872
3. Jason Hobbs	LOL	Novakar J9	118.903
4. Gregory Shumaker	CFla	Raptor	119.669
5. Paul Magee	NwOh	KBS Mk. 4	120.182
6. Scott Nardin	SBnd	KBS Mk. 7	120.622

7. Gary Kramar/Tex (Zink); 8. Jeff Blumenthal/NeOh (KBS Mk. 7); 9. Craig Hudson/Indy (Red Devil); 10. Bruce Schlaebitz/BgSk (Red Devil); 11. Chris Mosley/LOL (Beelzebub); 12. Scott Newton/CNY (Red Devil); 13. Philip Penner/Tex (Zink); 14. Glen Owens/LOL (Novakar J9); 15. Tom Buckman/SagV (Invader); 16. Tim Reardon/CFIa (Invader); 17. Arnie Coleman/ConD (Maverick); 18. Lisa Holdren/NwOh (KBS Mk. 4).

EMODIFIED LADIES

1.	Michelle Quinn	WNY	KBS Mk. 7	122.534
2.	Tonya Langley	Ore	Lucifer	122.716

3. Angela Previte/BgSk (Lucifer); 4. Rachel Sims/Phil (KBS Mk. 7).



It looked to be a typically tight FM bunching in the making, with the fast guys running 70s until Darren Seltzer the Florida guy - came in with an eye-popping 68.1. Huh? Glen Barnhouse (Montana), Gregory Shumaker (another Florida guy), and

F MODIFIED Darren Seltzer Florida Region Sidewinder Racing Raptor F500

52.748 on the West Course, 71.325 on the East, totaling 124.073 for her sixth championship, her third in a row and, at 11.139sec, the widest Ladies class margin of victory of these Nationals.

George Schilling

F MODIFIED LADIES

I ith the Solo Vees having been moved to C Modified, FM is now an all-Formula 500 class. The rulebook also includes Dwarf Cars and Legends cars in FM, but none has ever been seen as serious contenders.

The Ladies took to the East Course Tuesday in perfect weather conditions. Two cars, four drivers - three-time

Michelle Quinn Western New York Region Thanks Jeff! KBS Mk7









Paul Magee (Ohio, which has had some FM chops) would all work their way into the 69s on second runs, but Seltzer's Raptor would answer with a time now in the high 67s.

Jason Hobbs in a Novakar put in a huge third-run 68.9 to move into the second spot and Shumaker, co-driving the Raptor, slipped past Barnhouse's Lucifer before Seltzer put an exclamation point on his presence with an astounding 67.321 for the top time of the day, and a 2.2sec lead.

The guick-handling little openwheelers took to the West Course Wednesday with enthusiasm. But as before, Seltzer led the way with a high 49 on his first effort. Hobbs would find some mojo with a second run also in the 49s, while Seltzer seemed uncatchable at 48.6.

Barnhouse would join the 49sec club and rise to second on his third outing, knocking Hobbs down a place. Shumaker and Magee retained fourth and fifth.

KART MODIFIED

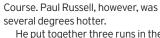
1. Paul Russell	SanD	Tony Kart	112.694
2. Jared Langenfeld	KC	Mike Wilson	114.839
Larry MacLeod	Det	Energy	114.846
4. Kevin Teague	CSCC	Tony Kart	115.032
5. Tom Harrington	LnSt	CRG Road Rebel	115.158
6. Mike Kline	WDC	CRG Road Rebel	115.276
7. Ryan Lower	CPa	CRG Kalifornia	115.408
8. Shawn Hill	KC	Mike Wilson	115.920

9. Blair Reid/SnRv (GP Kart); 10. Michael Casino/Atl (CRG Road Rebel); 11. Eric Nelson/CSCC (CRG Road Rebel); 12. Keith Roberts/ Det (Tony Kart); 13. Christian Hubbell/Det (Energy); 14. Mike McClintock/Det (Tony Kart); 15. Alan Sheidler/NwOh (Renspeed); 16. Marc Segal/LasV (Zanardi KZ1); 17. Mark Sawatsky/Badl (Mike Wilson); 18. Joshua West/WDC (Renspeed); 19. Paul Durr/LasV (CRG Road Rebel); 20. Darrell McVey/SnRv (Paul Tracy); 21. Jason Vehige/SWVa (Gillard); 22. Brian Boggess/SWVa (MBA); 23. Daniel Wendel/BIRg (Top Kart Speedy); 24. Steve Lower/CPa (CRG Kalifornia); 25. Heath Maxey/BIRg (Top Kart Speedy); 26. J. Brett Howell/Atl (Gillard); 27. William Schmidt/KC (Trackmagic); 28. Larry Andrews/SanF (MBA).

KART MODIFIED LADIES

- 1. Suzanne Segal LasV Zanardi KZ1 121.761 2. Kate Regganie Chi Renspeed 122.942
- 3. Neva Hoover/OhV (AMV); 4. Janet Schmidt/KC (Trackmagic);





He put together three runs in the 47sec range when everyone else was struggling to find the line for a 48. Russell's best was his second one, 47.374sec. Only Jared Langenfeld could reach the same domain, once, a 47.8 on his final effort. Packed into the bottom 48s were Shawn Hill and Larry MacLeod, just missing by thousandths at 48.0, and Russell's co-driver Kevin Teague, Mike Kline, and Ryan Lower all at 48.1.

It was more of the same on the much longer East Course where 67 seemed a time that would put someone in contention, but Russell warmed up with a 66 then turned in a pair of 65s, finishing up at 65.320.

Next quick was Tom Harrington, who wasn't in the bottom pack Thursday, so his 66.6 was good only for fifth place ahead of Kline and Lower. MacLeod and Teague both scored 66.8s to finish third and fourth, while Langenfeld's 67.0 was enough to hang onto second place. Hill, with a high 67, tumbled to eighth place but still snagged the last trophy.

Russell's 112.694 stretched his lead to 2.145sec over Langenfeld thereby cementing his fifth consecutive championship, sixth overall.

"The week went well. Unlike last year, I didn't put a wrench on the kart all week," he said. "It gave me time to coach rookie Kevin Teague."

KART MODIFIED LADIES

till sunny, somewhat warmer, the K Mod Ladies formed up for heat three on the West Course Thursday and it looked like newbie Kate





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

With nothing to do but a victory lap, Seltzer astounded all with a final run of 48.132 taking FTD both days, and a convincing overall win with a 3.419sec margin and total time of 115.453.

"I have a lot of years of karting experience and had Darren DiSimo as my team manager," said the amicable Seltzer. "I find FM to be more challenging and fun though."

Pat Washburn

KART MODIFIED

t was a beautiful late-summer morning that dawned over the Lincoln Airpark as K Mod gathered for Thursday's first heat on the West



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Regganie might run away with the title. With only a month of experience in a

shifter kart after moving up from Junior A, she turned in the fastest three runs of the day, a pair of 51s and then a 50.788. Veteran Suzanne Segal with nine victories behind her, was the only other driver to even find a 51, getting 51.6 on her second run.

But experience counts for something, especially when the speeds go up. Segal found her rhythm on the East side and erased the deficit with a first-run 72.0. By her third-run 70.101 she'd stacked up a 1.181sec advantage over the teenaged Regganie, who was nursing a sore right arm and could only muster a 72.1.

"I liked the East Course better," Segal said. "I had a hard time seeing the West Course."

Segal's 121.761 final time was good for her 10th Nationals win, the first two coming when what was then F125 was a supplemental class.

Paul Dornburg

heat gathered on the East Course, considered the "power" course by many of the RTF guys.

The guys in the Minis were worried about how far ahead the powerful Dodge Neons and SRT4s were getting, while the Dodge drivers were trying to outpace the Minis by as much as they could before the next day's "speed maintenance" West Course. Tire choices also came into play. In some parts of the grid, lots of water spraying was going on, while others were trying to keep the heat in their tires as best they could. Reruns were also a factor on that chaotic first day, a notable one going to Adam Barber, who seized the



ROAD TIRE FWD

1. Adam Barber	Chi	GS Dodge Neon	(141.135) 115.166
2. Jack Burns	NwOh	HS Mini Cooper	(143.650) 115.495
3. Jeremy Salenius	KC	DS Mini Cooper S	(140.659) 116.184
4. Clay McCool	Ala	GS Dodge SRT4	(142.701) 116.444
5. Steven Umholtz	Neb	GS Ford Focus ST	(143.487) 117.085
6. Adam Deffenbaugh	CIII	HS Mazda 3	(145.824) 117.242
7. Jonathan Newcombe	ConD	HS Mini Cooper	(145.910) 117.312

8. Michael Hill/KC (HS Mini Cooper); 9. Eric O'Sullivan/Milw (HS Mazda 3); 10. Keith Koegler/NwOh (HS Mazda 3); 11. Justin Tilus/ LOL (HS SciontC); 12. John Souder/NwOh (HS Mazda 3); 13. Chris Kirkland/Colo (GS Ford Focus ST); 14. Rod Hardiman/Ala (GS Dodge SRT4); 15. J.G. Pasterjak/CFIa (HS Volkswagen Beetle TDI); 16. Jim Wayner/Milw (HS Mazda 3); 17. Mike Erpelding/KC (DS Mini Cooper S); 18. Malcolm Lawson/CFIa (HS Mini Cooper); 19. Karl Tronnes/Milw (DS Mini Cooper S); 20. David Wallens/CFla (HS Volkswagen Beetle TDI); 21. Brad Foreman/OhV (DS Mazdaspeed 3).

ROAD TIRE FWD LADIES

1. Barbara LeRoy-Boehm	e SanD	HS Mini Cooper	(145.943) 117.338
2. Linda Duncan	Kan	HS Mini Cooper	(150.283) 120.828
3. Donna Hill	KC	HS Mini Cooper	(153.563) 123.465

4. Jody Bedell/LOL (DS Mini Cooper S); 5. Deb Erpelding/KC (DS Mini Cooper S); 6. April Brausen/Milw (DS Mini Cooper S); 7. Jacqueline Lawson/CFIa (HS Mini Cooper); 8. Liz Foreman/OhV (DS Mazdaspeed 3); 9. Jessica Dorn/KC (DS Mini Cooper S).

ROAD TIRE RWD LADIES

1. Teddie Alexandrova	Dix	BS Honda S2000 CR	(143.789) 121.502
2. Brianne Green	Nwst	CS Mazda MX5	(146.320) 122.031
3. Patsy Zymowski	CFla	CS Nissan 370Z	(146.436) 122.128

4. Elizabeth Whitworth/StL (FS Mustang); 5. Michelle Knoll/ WDC (CS Scion FR-S); 6. Debbie Zeisler/OhV (CS Mazda MX5); 7. Linda Ruschak/InNw (CS Subaru BRZ); 8. Susan Anderson/SIII (CS Mazda Miata).

Supplemental Classes

ROAD TIRE FWD

his is the second year of the provisional class known as RTF -19 cars, 12 of them running on an H Stock index (or, more than the HS class had itself; nine more were on DS and GS indices). It is also the last year as the new Street category is scheduled to debut in 2014, but apparently without an H Stock equivalent.

The competition began midday on Tuesday under slightly overcast skies, with the unusual sight of a Presidential 747 doing touch-andgoes in the background. The third







rerun on his second run to jump from fourth to first.

Jack Burns kept getting faster each time out, worrying the Neon owners with his speedy HS Mini times. Fourth at the end of the day with an 83.6, he said, "Now I have those high-horsepower cars right where I want them going into tomorrow."

Jeremy Salenius also was pleased with his first day in a DS Super Cooper. "I kept it close in a non-power car," he said. "Run three felt really good and I was surprised with the result." That speedy 81.0 - the fastest raw time - put him in second place. Clay McCool in third with an 82.4 in his GS SRT4 observed, "The sweeper-heavy East Course was better for high-horsepower cars for sure." Barber was in a wonderful mood, happy with his runs, how his car was working and his 81.456 third run time, which indexed at 66.468 and a quarter-second lead.

Day two ran pretty much without a hitch. Burns opened at 60.9, which

evening. Later it was discovered that the index calculation was incorrect (2012 numbers had accidentally been used rather than 2013), so Adam was indeed the winner, and Friday evening he was "walked" across the stage again by means of a live Skype image on a laptop computer. Once the index was calculated correctly, he had a 0.329sec margin over Burns for the win.

ROAD TIRE FWD LADIES

ROAD TIRE RWD

Michael Heinitz

San Diego Region

Mazda MX-5

The index was not so much an issue for RTFL since the three trophy winners were all H Stock Minis, outrunning the DS Mini S models and a lone Mazdaspeed 3.



ROAD TIRE RWD

1. Michael Heinitz	SanD	CS Mazda MX5	(138.868) 115.816
2. John Laughlin	NwOh	CS Subaru BRZ	(139.885) 116.664
3. Patrick Washburn	Milw	SS Lotus Elise	(136.329) 117.107
4. Trevor Jones	Milw	CS Subaru BRZ	(140.438) 117.125
5. Chris Hammond	StL	FS Mustang	(141.231) 117.222
6. Brian Flanagan	Chat	CS Nissan 370Z	(140.772) 117.404
7. Mark Andy	StCt	CS Mazda RX8	(140.847) 117.466
8. Heyward Wagner	Atl	DS Hyundai Genesis	(142.215) 117.470
9. Brad McCann	Tex	GS Hyundai Genesis	(144.305) 117.753
10. Jason Kuks	Milw	BS Honda S2000	(139.455) 117.839
11. Eric Jones	LnSt	CS Scion FR-S	(141.414) 117.939
12. Sean Grogan	Det	CS Scion FR-S	(141.510) 118.019
13. Bryan Hertweck	BIRg	AS Porsche Cayman	S (139.938 118.527
14. Derek Punch	SanD	CS Mazda Miata	(142.243) 118.631
15. John Ryan	AlHi	CS Subaru BRZ	(142.284) 118.665

16. Steven Ruschak/InNw (CS Subaru BRZ); 17. Jeff Bartz/KC (GS Hyundai Genesis); 18. Dave Whitworth/StL (FS Mustang); 19. Mike King/Bucc (BS Honda S2000 CR); 20. Raymond Wise/CIII (CS Nissan 350Z); 21. Marco Diniz de Oliveira/Det (DS Chrysler Crossfire); 22. Mike Bronson/DMV (CS Mazda RX8); 23. Aaron Walker/Tex (GS Hyundai Genesis); 24. Ed Runnion/SanF (DS Hyundai Genesis); 25. Jason Daily/CIII (CS Nissan 3502); 26. Cark Kirkegaard/lowa (DS BMW 330i); 27. Alex Valencia/CSCC (BS Honda S2000 CR); 28. Jim Zeisler/OhV (CS Mazda MX5); 29. Tad Kaminski/Colo (CS Porsche Boxster); 30. Devin Ramsey/Colo (BS Honda S2000 CR); 31. Steven Hughes/CFIa (BS Honda S2000 CR); 32. Mark Groseth/Chi (ES Mazda Miata R); 33. Mike Cavanaugh/TnnV (CS Nissan 350Z); 34. Richard Baker/StL (CS Mazda RX8); 35. James Wilson/RioG (SS Porsche Cayman S); 36. Sean Green/Nwst (CS Mazda MX5); 37. Salil Shukla/Colo (BS Honda S2000): 38, William Hill/Colo (BS Honda S2000); 39. James McCelvey/Hous (CS Scion FR-S); 40. Valeriano DiPietro/WNY (ES Mazda Miata); 41. Henry Clark/CFla (CS Subaru BRZ); 42. Kevin Horecky/InNw (CS Subaru BRZ); 43. Steve Meschke/ LOL ES Toyota MR2); 44. Tim Reinhardt/DMV (CS Scion FR-S); 45. Jason Marshall/Almo (CS Nissan 370Z); 46. Gregory Vincent/StCt (CS Mazda MX5); 47. James Rose/SwMt (CS Scion FR-S); 48. Chris DeLay/Milw (SS Lotus Elise); 49. Shane Donahue/Milw (ES Toyota MR2); 50. Rudy Ramsey/Colo (BS Honda S2000 CR); 51. Buck Entriken/Tex (ĆS Mazda Miata); 52. Rocky Entriken/Śal (CS Mazda Miata); 53. Kyle Vallejos/RioG (CS Mazda MX5) 54. Chad Mizner/Ariz (BS Porsche Boxster); 55. Trent Hyde/Tex (Mazda Miata).

vaulted him into the lead. Barber ran a 61.0, not quite enough to take back the top position.

On second runs, Burns slowed, leaving an opening for Barber who ran a screaming 59.7 that put him back on top. Burns went out for his third run and set his fastest time yet, a 60.0, which would index (correctly) at 48.268, the day's best. According to the timing computer then, Burns was in first place. Barber left the line "knowing I was trying to get another half second," but only found a tenth.

So, the printed results showed Burns on top and Barber in second, and that's how they crossed the stage Wednesday

ROAD TIRE RWD LADIES Teddie Alexandrova Dixie Region Blue Torqueless Ricers Club Honda S2000 CR





From the start, Barbara LeRoy-Boehme headed to the top and refused to give up her lead. She set fast time of 84.616 (68.031 index) on the East Course and 61.327 (49.306) on the West for a total of 145.943 (117.338), Linda Duncan was 4.340 behind in real time, 3.490 back on index, with Donna Hill third.

"The East Course drove better than expected in an underpowered non-turbo Mini," LeRoy-Boehme said. She felt fortunate that the "timing was such that my Dunlops had time to cool before my third run," which helped her get the 3sec lead she had going into day two.

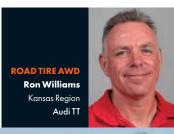
"Wow, what a fun course!" Duncan said. "It really makes you work hard. Thank you Sam [Strano]."

The second day seemed about fun times in grid, unlike the serious mood next door in SSP. The ladies were having a good time between runs, involved in various frivolities from revving their engines at the guys in the bigger cars to sharing in Deb

wasn't enough to tell the whole story. Most of the entries came from CS, with one from FS and one from BS, one of each in the top three after Thursday's heat two runs on the West Course.

Elizabeth Whitworth's 61.930 in an FS Mustang held the indexed lead throughout, not just through the remainder of the first runs, but for the rest of the day. Two drivers went quicker in raw time, Brianne Green's CS MX5 at 61.8 and Teddie Alexandrova's BS S2000 at 60.970, but the indexes came out 51.402 for Whitworth, while the other two both had 51.5s.

Friday would see a complete





ROAD TIRE AWD

1. Ron Williams	Kan	DS Audi TT	(138.144) 114.107
2. Rusty English	Chi	DS Subaru WRX	(139.281) 115.046
3. Emanuel Martin	CIII	DS Subaru WRX	(139.505) 115.231
4. Tom Reynolds	RioG	DS Subaru WRX	(140.186) 115.794
5. Bob Smith	NeOh	DS Audi TT	(140.289) 115.879
6. Sam Karp	Milw	DS Subaru WRX	(140.498) 116.051

7. Wayne Onyschuk/Chi (DS Subaru Impreza WRX); 8. David Avard/Kan (DS Audi TT); 9. Chris Dvorak/Chi (DS Subaru WRX); NO. James Mallrich/StL (DS Subaru WRX); 11. Paul Przyborski/ WDC (DS Subaru WRX); 12. Daniel Cummings/CIII (DS Subaru WRX); 13. Jayson Woodruff/CSCC (DS Subaru Impreza WRX); 14. Paul Dodd/RioG (DS Subaru WRX); 15. Charles Kim/Milw (DS Subaru WRX); 16. Nick Dunlap/WDC (DS Subaru WRX); 17. Ken Lord/CSCC (DS Subaru WRX); 18. James King/KC (BS Subaru STI); 19. Eric Hahn/Colo (DS Subaru Impreza); 20. Roberta Onyschuk/ Chi (DS Subaru Impreza WRX); 21. Yarko Thomas/Colo (DS Subaru Impreza).

ROAD TIRE AWD LADIES

No entries.

FORMULA SAE

 Trent Strunk 	Kan	Jayhawk M'sports JMS06
111.344		

2. C. Moulckers Hous UTA F13 111.785 3. Ryan Neff Colo Colorado State RR11 117.431

4. Tyler Neff/Colo (Colorado State RR11); 5. Travis Markwardt/Tex (UTA F13); 6. Dan Capossela/NY (BC Special); 7. Stephen Bitondo/ NY (BC Special); 8. Kash Budd-Felix/Kan (Jayhawk Motorsports JMS06).

FORMULA SAE LADIES

No entries.

Erpedling's sing-songy chant, "Have fun, look ahead, be aggressive."

At day's end, with her fourth Nationals victory in hand, LeRoy-Boehme said, "I'm never speechless, but right now nothing but scattered thoughts are coming to mind. I thought I hit a cone [on her last run], so got crazy with the rest of the run and it worked, then it turned out I didn't have a cone after all!"

Alexandra Zust

ROAD TIRE RWD LADIES

s an indexed class, results for RTRL are calculated so just seeing the displayed time as a driver finished







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RACING ACADEMY





rearrangement of the order. Alexandrova's first-run 82.819 raw time and its 69.982 index would prove to be numbers none could match on subsequent attempts. Whitworth would be stuck in the mid-85s all day and tumble to fourth place. Green would clock a trio of 84s, two of them carrying cones but the clean one was enough to retain second place. Patsy Zymowski in a CS 370Z took over third after working down to an 84.0.

The imposing Alexandrova won with an index-best 121.502, a margin of 0.834sec over Green. She claims to weigh 1.3 DiSimos, and is about 2.0 DiSimos in height. Darren DiSimo is her autocross godfather, as he introduced her to the sport and has been her mentor from day one, though this year she has had help from many others including Brian Heitkotter, David Marcus, and car owner Ricky Crow who ran the Honda in BS. She said the Solo Nationals is the one week where she learns more

JUNIOR A

1.	Kevin Jung	CSCC	Tony Kart	128.321
2.	Zak Kiesel	SanD	Tony Kart	129.079
3.	Tom Regganie	Chi	Margay	130.348

Kencey Christopher/CSCC (Tony Kart);
 Neelu Yeoh/CSCC (CRG);
 Willy Taylor/Colo (Maranello RS);
 Kristina Clark/Colo (Arrow AX7).

JUNIOR B

1. Trey White	BIRg	Invader	131.749
2. Johan Yost	Colo	CRG	142.22
3. Riley Heaton	Neb	Margay	142.88

4. Mason Herrick/Wich (CRG Santana); 5. Jacob Baltazar/CSCC (CRG Black Star); 6. Robert Ekstrand/CSCC (Tony Kart Rocky); 7. Kimsoo Gopnik/NEng (CRG); 8. Jensen Peppler/FtWn (Energy Hero); 9. Conner Herrick/Wich (CRG Santana).

Michael Heinitz took the opportunity to set a time in his Miata MSR at which the rest of the class could only marvel. His 58.5 would not be eclipsed until the very last car, Patrick Washburn's 58.3 with an Elise running on the SS index.

Sprinkles dotted the second and third runs, but never really amounted to much. Heinitz improved to a 58.003, FTD on index (48,374) giving him a lead of 1.4sec at the time. Heyward Wagner moved to second in a DS Genesis with a 59.6. The last two drivers in the class made some noise, first Trevor Jones in a CS BRZ at 59.6, then Washburn showing the SS index wasn't overwhelming by setting a class-best raw time at 57.5, though even that quick time was only good enough for fifth on the index. Few of the leaders found improvement on run three. John Laughlin made the only major move, posting a 58.8 in his BRZ to make it an all-CS podium for the day.

Heinitz posted a scary-fast first run on Friday with an 81.6, but gave the class some hope by coning it. At the end of the first runs, less than a second covered the top seven spots, obviously helped by Heinitz's cone that put him at the bottom of that stack.

He cleaned that up and pretty much ended the question of the class winner on his second run with a clean 81.1. The rest of the top positions did not change until the last few drivers in the class. Laughlin managed an 81.9 to move back up to third, Jones crossed with an 81.7 to take over second place until Washburn finished about 20 seconds later with a nice 78.7. Third runs did not see a whole lot of changes, perhaps due to the street tires getting too warm. Heinitz raised the bar a few tenths with



than any other time during the year. They made no setup changes to the car for the change to the BFG Rivals for RTR from the car's usual Hoosiers.

ROAD TIRE RWD

R had 55 entries, second-largest class of this year's Nationals, coming from every Stock class except HS. It supplied all but three cars of the fourth heat as they gridded on the West Course. More than half of the entries came from CS. The 15-deep trophy list would include nine CS cars and one each from six of the other classes, all but ES.

As one of the first drivers to run,



an 80.865, FTD on index at 67.441 - ending his competition with a raw time of 138.868 and an index of 115.815. The only other driver near the top able to improve was Laughlin, but it was a nice one. His 81.0 nearly matched Heinitz's pace, and moved him all the way up to second, 0.834sec behind on index and pushing Washburn and Jones down a spot.

Heinitz said he ran RTR to get a head start on the new B Street class, knowing that the MSR is considered an underdog in the proposed restructure. He knew after walking both courses that he needed to have a good first day on the more technical West Course to make sure he could hold on driving the more power-friendly East Course.

Paul Brown

ROAD TIRE AWD

Despite being unable to vie for the title of National Champion or the chance for a champion's jacket, 114 competitors contested the Road Tire classes. Twenty-one of them, in D Stock Audis and Subarus, competed for the six trophies in Road Tire All-wheel drive, making it essentially a straight-time class with the index becoming incidental. This will probably be the last year of the Road Tire experiment, and RTA should essentially become D Street, a National class in 2014.

The lone RTAL entry, scheduled for the first heat, abandoned the class and joined RTA as it gathered for heat 4 on Sam Strano's East Course. The Audi TT of Ron Williams stormed to a 79.827 on his second run after Emanuel Martin's Subaru WRX had posted a 79.9. They were the only cars in the 79sec range, with the WRXs of Rusty English and Tom Reynolds both in the low 80s.

Moving to Elliott Speidell's West Course, Williams served notice on his first run that he intended to stay on top of the leader board, with a 58.8. Bob Smith, Audi TT, showed his intent with a 59.1 first run after standing one place out of the trophy places after day one.

The second runs would end up deciding the class, as none of the six trophy winners were able to do better on their third tries. English closed in with a 59.0 as Williams took the course lead down to 58.317. Martin had to stand on a 59.5 from run number two when his 58.7 third run had two cones attached to it, letting English claim second place. Tom Reynolds, Smith,

SOLO PROGRAM'S TOP AWARDS PRESENTED

At the Wednesday evening banquet, the Solo program's three most prestigious awards were presented.

Solo Cup:

The highest award in the sport, was given to Mid-South Region's Doug Gill, who was noted as a 30-plus year member, a car preparer and course designer who placed a high emphasis on fun. Gill also has gained recognition for several times starting both the Solo Nationals and the Club Racing National Championship Runoffs with his alto saxophone rendition of the National Anthem. When the Nationals included a talent show he would appear as cool jazz sax man Memphis Mumbles. Almost as an aside, it was noted his current employment is working as SCCA's Solo Technical Services manager.

"I've never really been a driver to be feared at Nationals, I've just wanted to win a trophy at Nationals," Gill told the banquet audience. "This is my first trophy at Nationals."

Driver of Eminence:

Given in recognition of not only driver skill but also sportsmanship and dedication to Solo, the recipient was Mark Madarash of Texas Region. He has won eight E Street Prepared National Championships, including six straight from 2007-12, plus several ProSolo crowns. Two nights later the announcer told the banquet crowd how Driver of Eminence was "the kiss of death." Madarash had finished second.

Roger Johnson Spirit of the Sport Award:

Less serious but no less coveted, the award salutes the attributes of "fun, camaraderie and tomfoolery." The stuffed sheep atop the trophy base this year was attired in a Washington Redskins jersey, courtesy of 2012 recipient Danny Kao of Washington DC Region. For 2013 it went to Charlie Davis of San Francisco Region, half of the infamous Huck and cHuck Enterprises (with Byron Short), purveyor of such essential equipment as negative displacement wheel spacers and Fauxlex watches.

"I have only two rules," Davis said.
"One, have fun. Two, refer to rule
No. 1. Byron Short and me, we're just
a couple of hucksters."



SOLO CUP

With more than 30 years of membership with the Club, as well as a heavy involvement in the Solo community, Doug Gill was selected as the 2013 recipient of the Solo Cup.



DRIVER OF EMINENCE

Usually seen behind the wheel of his ESP Pontiac, this year Mark Madarash also spent some time behind the microphone as he accepted the 2013 Driver of Eminence award.

Other recognitions:

- Inclusion in The Silver Circle for members who have competed in 25 Solo Nationals. Reaching the milestone this year were James Garry of Mohawk-Hudson Region, Matthew Murray of New England Region, and Gary Thomason of San Diego Region.
- Worker awards to competitors who'd gone beyond the call of duty,
 Wednesday's to BS driver Jason
 Kupka of Lone Star Region, Friday's to XP driver Bryan Hull of Northwestern Ohio Region.
- A \$7,000 check to the SCCA
 Foundation from host Nebraska
 Region, representing the proceeds of
 the Test 'n Tune course operated
 during the week at the north end of
 the paddock.
- A hard luck award to EP driver Daryl Beck and his co-driver Jason Fair of New England Region, whose tow vehicle and trailer had been wrecked en route.
- A Chief recognition to operating steward Mari Clements, who worked all five days.
- A Chairman's award went to Tracy Lewis, who was both chief of registration and chief of workers.



and Sam Karp claimed the final three trophy plates.

The 138.144 total (index of 114.107) put down by Williams was good enough for the win by a real margin of 1.137sec and an official index spread of 0.939sec. Williams' third run, with Martin in line right behind him and the only one with a shot at him, turned into a re-run, and by the time he took that run, it was a victory lap celebrating his fourth Nationals triumph. Not that he drove it like a victory lap. He commented that he was glad the second run was a good one, because the rerun came in at 67.8 sec. with a spin.

Charlie Davis

FORMULA SAE

SAE opened in the second heat Tuesday on the East Course. It was a small entry this year, four cars with eight drivers. The three with collegiate drivers would each have a trophy winner - entries from the University of Texas-Arlington, University of Kansas and Colorado State University. The fourth car was an older unit built by University of Florida students and purchased by two friends from New York who brought it to see what it had and what they'd want to do to it next year. There were no entries for FSAEL in the fifth heat.

The high-tech UTA entry was loaded with computer technology and G force sensors working the downforce wings to best advantage on each of the four corners of the car. The brand-new 2013 creation features ounces of carbon fiber and sophisticated suspension making it capable of best-time-of-day runs on wide-open courses like Sam Strano's creation in Lincoln. Christopher Moulckers drove it like he stole it on Tuesday and on his first run he posted the fastest time of the day, his 66.173 besting the field by more than a half second over KU's Jayhawk Motorsports entry, a 2006 unit driven by Trent Strunk.

Going into the second day, Strunk said the only real advantage he might have was a higher rev limit (12,000rpm) over the UTA car's 10,000rpm redline. The UTA car seemed hardly trying with its basso engine note from a single-cylinder Honda engine compared to the high F1-like whine of the four-cylinder Honda in the others.

West Course runs were a back-andforth affair, with Moulckers faster on



TEAMWORK

Pushing more than 1,000 cars through a pair of Solo courses in four days meant everyone had to be on the ball and willling to act fast. the first runs with a 46.8, Strunk quicker on the second at 45.5 to take the lead. The pendulum swung back to Moulckers on his final-lap 45.6. Then it was Strunk's turn once more.

The Jayhawk flew through the course with a time Strunk called "the best lap I ever drove." Not only had he set fast time at 44.600, and won the second straight FSAE championship for a Jayhawk Motorsports entry, but he also had gone quicker than the A Modified winner the previous day the fastest West Course run all week and the only one below 45 seconds.

Strunk bounced out of the car hopped on the cowling, raised his arms and yelled "Yeah!" channeling Sebastian Vettel. His 111.344 was just 0.441sec better than the time Moulckers put down. Later, he explained he brought the 2006 KU car because it was the only one in the Jayhawk stable that was running. KU's 2013 creation was en route home from Graz, Austria, where it had participated in a Formula Student competition, placing 14th overall.

Buck Entriken

FORMULA JUNIOR A

The battle for the JA win for drivers aged 12-18 came down to the final run of the class on the final day of 2013 Solo Nationals. The Juniors all ran in the third heat and had their own grid area Thursday on the West Course. On the East, the front row of the Friday grid was dedicated to the youngsters. Thirteen-year-old Kevin Jung dug himself out of a day one hole to win the class by 0.758sec, bumping ProSolo Finale champion Zak Kiesel to second place.

"It feels great. Incredible," said bespectacled teenager. "Day one was tough. We had some clutch problems, so we were just working the entire time to get the kart to work right."

Day one on the dense, technical West Course ended with Kiesel running a 52.210, taking a healthy 0.6sec advantage over Jung. On day two, however, the mechanical demons vanished, and Jung began working his way back into contention on the fast, flowing East Course.

Kiesel held a 0.3sec lead after his

76.8sec first run, but he coned his next two. Jung already had a 76.5. All he needed to wipe out the margin was to post a low 76.2.

"I was just concentrated on what I needed to do on the course and tried to relax," he said, beaming. "The run felt great."

His shocker was a decisive 75.461 that left no room for cone woes. The 128.321 final time meant victory by 0.758sec.

FORMULA JUNIOR B

The JB class for 8-12-year-olds was Trey White's playground this year. The 12-year-old in his second Solo Nationals clocked in on day one on the West Course with a 53.446 that put him more than five seconds ahead of the field. On the East Course, White nailed a 78.303 while the rest of the field slugged it out in the 80-plus range. Final numbers: 131.749 and a victory margin of 10.472sec over the nine-driver class.

"I really didn't expect to win,"
White said. "I only made fourth place
last year, and there are some really
good drivers in my class. I just
wanted to drive my best and see
what I could do."

While he hammered his class, White also managed to break a 39-year-old Solo record. The winning margin of 10.472sec was the largest ever for an Open class of five or more cars. The old record was 10.114, set by John T. MacDonald in 1975 in a Brabham BT29 running in A Modified.

The pre-teen driver also wrapped up the three requirements for the Solo Triad Award, for which drivers must win a regular season Championship Tour event, a regular season Match Tour, and a Solo National Championship.

However, since Formula Junior is not eligible for National Championships, White will take home a McClintock-Berry Cup for Junior drivers.

The battle for second place was much closer. Johan Yost had to fend off close challenges from Riley Heaton and Mason Herrick, the three covered by less than a second. He was stoked to win his first Nationals trophy.

"Trey [White] and Zak [Kiesel] really helped me a lot," Yost said. "On that really tight corner out there [motioning to a spot on the East Course], they told me to stay wide and take it fast and not spin."

Doug Hitchcock



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The Tire Rack ProSolo National Series wrapped up with record attendance at the Finale in Lincoln, Neb., and some heroic last-run comebacks. Changes in the points accumulation for the season meant that anyone within 13 points of the class lead would be in control of their own destiny, needing just a class win in the Finale to take the season championship in their class. Not surprising, there was only one class where the season championship did not go to the winner at the Finale. Most classes had at least two drivers

tied for the class lead and three or four within that crucial 13-point range. Added to that were those who needed a bit of help – and ended up getting that help. As you would guess, not a whole lot of the outcome was predictable, and the heads-up matchups and winner-take-all atmosphere made for competition that was exciting to watch and stressful to experience.

The Alex Jones-designed courses were exceptionally well balanced, so this event came down to a driving competition. Friday's weather,

Not surprising, there was only one class where the season championship did not go to the winner at the Finale"

however, was not as fair. It was brutal, with temperatures over 100 degrees F combined with high humidity. These conditions are trying on competitors, but the real heroes are the SCCA National Staff who ultimately must really love supporting us since a paycheck can't possibly be enough



FULL SPEED AHEAD

Rachel Saunders charged her way through the Ladies Challenge to claim the top spot.

event. Vivek Goel set fast time on the left course, but couldn't match it on the right, ending up a tenth behind Barbato in the all-CR class.

The only other Stock class also has the distinction of being the only other class that didn't make the minimum entry number. H Stock had just three entries, and with no other classes to join to make a Bump class, it would not be eligible for Challenge competition. Greg Reno locked down another championship by outrunning Ryan Leach by just under a second in the all-Mini class.

Kinch Reindl has had a season to remember in STC, and that continued in Lincoln. His last two runs were his best, and he needed them both to edge Jason Frank by 0.179sec in one of the toughest classes in Solo. Frank coned a run on the left on Sunday morning that would have reversed the outcome.

Impressively, none of the top five drivers in STS hit a cone all weekend, and there was exactly one red light among those 60 runs. Ian Baker topped rival CRX driver David Whitener by 0.361sec, a relatively large margin in a class of 12.

Walking the course at the end of the day was an exercise in retaining shoes, as they stuck to the surface"

WINNING REACTION

Kevin Wenzel drove his S3-classed Volkswagen Scirocco to the Super Challenge win, as well as recording the first ever Super Challenge perfect light along the way.

motivation to spend days on end outside in weather like this.

Saturday was barely better, putting most of the competition tires - yes, even in RT - operating far outside their preferred temperature range. Walking the course at the end of the day was an exercise in retaining shoes, as they stuck to the surface. Fortunately, Sunday conditions abated by at least 10 degrees, resulting in the expected dramatic improvements by a remarkable number of competitors.

How much difference did it make? Only a couple of class winners didn't

have their fastest runs on both sides on Sunday morning. Even during the hottest part of the day on Sunday, when the Challenge competition was being run, highs were tolerable.

Super Stock had a full half dozen drivers who could win the points battle with a class win. Unfortunately, for five of them, Gary Thomason was untouchable on these courses in his Viper. Mark Daddio made it close in the GS Corvette, but came up a couple of tenths short.

Nick Barbato continued his dream season in B Stock, never trailing at the





Bryan Heitkotter returned to his familiar stomping grounds in STX in the Charlie Davis BMW, and did some stomping. He topped the 15-entry class by 1.2sec.

Speaking of returns, Geoff Clark climbed back to the top of STU after a one-year hiatus, outrunning Josh Luster by just over 0.1sec. Jon Pomrenke had the car he shares with Robert Irish break on his first Sunday morning run, so he was unable to see how much the cooler conditions might have helped him. He had to settle for fourth place based on his Saturday times.

STR was every bit the melee we always expect and, with 19 drivers, it was the largest class. Jonathan Lugod had just the fourth-fastest time in class on the left course, fully 0.3sec off the pace, but he found something on the right course that nobody could match and ended up eking out the win by 0.06sec over David Marcus. Brian Peters in his counterculture 350Z saw a healthy lead from Saturday evaporate when he was unable to improve on Sunday, and fell to third.

ESP is the only standalone Street Prepared class this season, but a dozen drivers competing in the Finale bodes



well for its future. Mark Madarash was seeking his fifth championship in the last eight years, but Greg McCance was starting an epic week. Madarash was about 0.3sec quicker on the left course, but he was 0.3sec slower on the right, and the math came out giving McCance the win by just 0.065sec, making McCance one of the rare class winners who did so standing on Saturday times.

Last year, Eric Hyman was a bit of a surprise taking SM in his GTR, Godzilla. This year, it's not such a surprise. More development of both the car and the driver made him the one to beat in the class, and he took every advantage of that with a dominating 1.6sec win, earning him the second seed in the Super Challenge.

SSM ended up being a pushover for

CLOSE CALL

(RIGHT) Kinch Reindl utilized his final pair of runs to take the STC class win over Jason Frank by just 0.179sec.

Carter Thompson. He smoked the class by nearly 1.7sec, the largest margin of the event, ending the impressive championship streak by Erik Strelnieks at seven. One oddity in the class was the fact that all of the top four drivers set their fastest left-side time on Saturday, but their best right-side time on Sunday.

KM is, for all practical purposes, a spec class and had 11 drivers competing. Paul Russell still had a surprisingly easy win, taking the class by over 1.4sec.

The big classing change for this year was the advent of the five Street classes, all of which were well subscribed and had close competition, which would seem to bode well for the concept. S1 was a close fight between Joe Tharpe in his SSP Corvette and Billy Davis in his CSP Miata. If we didn't have the live timing available, these indexed classes would be awfully hard to follow (as the L classes used to be),

There is apparently a way to slow down Tom O'Gorman: Give him something to eat that makes him sick"

but we now have SoloLive and the announcers have real-time updates, so we know that when Tharpe was almost a second faster on each side than his CSP competition, his real margin ended up being about two tenths.

S2 ended up being a story of co-drivers. After taking the lead on his Saturday afternoon runs, Eric Campbell



improved on Sunday and had to watch as Alex Shchipkov tried to match those times. Shchipkov outran Campbell on the left by 0.002sec, but was exactly a tenth off Campbell's right-side time, adding another to the list of classes with a winning margin of less than a tenth of a second.

Kevin Wenzel, driving the Hickman Scirocco with its newly allowed 16-valve powerplant, had a relatively easy time against the other 15 drivers in S3. That was helped quite a bit by the ongoing mechanical gremlins that the Yost BMW was having, which did not help driver James Darden in his quest to keep up with Wenzel.

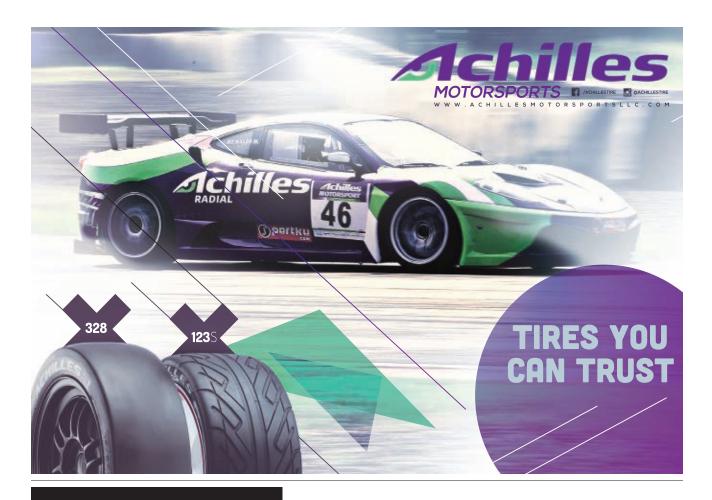
There is apparently a way to slow down Tom O'Gorman: Give him something to eat that makes him sick. He struggled all day Saturday while fighting nausea. He was still quick, but couldn't manage to stay off the cones on the left side. Meanwhile, Lane Borg was posting fast, clean runs when he could avoid the red light. Sunday morning, O'Gorman's first left was his only clean run on that side for the entire weekend, but it was just quick enough to take the win. Borg couldn't improve on the right, and came up 0.044sec short of O'Gorman.



BOOSTED FUN

SSM field, besting the class by more than a second with his potent Mazda RX-7. Eric Hyman (LEFT) took SM by storm in his Nissan GTR, with a better than one second margin of victory.





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RUNNING FAST

(ABOVE) Joe Tharpe claimed the top spot in the indexed \$1 class with his SSP Corvette. (RIGHT) Bryan Heitkotter bested the 15 car STX class by more than a second on his way to the win.

Joe Barbato in a CS 370Z and James Feinberg in a DS TT started quick on Saturday and improved only a few tenths after that, with Barbato putting about a tenth per side on the index, better than Feinberg in the 12 driver S5 class.

R1 provided one of the big surprises of the weekend. Jonathan Clements was quick out of the box - his first left side run ended up being his best - and despite not improving at all on Sunday morning, put the family FF into the top spot. Father Eric red lit his last run, but if he hadn't they might have swapped places. So, what's the big surprise here? Four-time defending class champ Jeff Kiesel was mired back in third place.

Fred Zust has been pretty much unbeatable this year in his Lotus in R2. His wife, Alex, had his number on the left course, consistently putting faster runs than Fred on that side, but couldn't match that level on the right.

In ProSolo, the Road Tire classes have full National Championship status. That appears to be on its way to being moot next year with the new Street category in Solo, but it's sort of a big deal this year. Stephen Hui led the BFGoodrich-dominated RT2 throughout in a GS Celica. James Yom



and Michael Heinitz followed. Oddly, neither was able to improve on his Saturday morning runs.

RT4 was all recent-vintage DS Subarus. Paul Dodd took the lead early in this de facto spec class, and never let it go despite coning half of his runs. He came in with just 27 points, so he needed help to take the championship. That help came on Sunday morning when Paul Przyborski moved into second place ahead of Dodd's co-driver Tom Reynolds, giving Dodd the gap he needed to take the RT4 championship over Reynolds by a single point.

The Ladies classes are among the toughest in Solo. L1 saw Laurie Hyman and Christine Grice trading a close lead through the weekend. Hyman lost her Saturday afternoon runs to a failing battery, but didn't let that distract her from continuing her dream season.

She joined the rest of the top six drivers in the class in posting her best times on her last two runs, but hers were the best of the bunch, giving her all of 0.042sec on Grice.

L2 was not quite so close. Meredith Brown led after Saturday morning, but Learic Cramer took over from there and won going away, winning by an impressive 1.3sec in a very tough class.

Kim Whitener and her blue CRX seem to have L3's number, and cruised to a 0.6sec win over Annie Gill and Hilary Anderson.

Zak Kiesel took the JA lead on Saturday morning, and seemed to be on his way to a big win, until Kevin Jung made it interesting on Sunday morning. Jung matched Kiesel's left-side run, but couldn't do the same on the right and had to settle for second.

Trey White crushed the JB class; starting fast on Saturday morning and improving by only a few tenths on each side on his way to a six second win over Johan Yost.

The Ladies Challenge was a question of whether Meredith Brown could hold her points lead over Kim Whitener and Nicole Nagler. Brown coned away her chance to beat Rachel Saunders in the first round, so when



WARP SPEED

Fred Zust claimed the win in R2 with his menacing Lotus Elise.

Whitener and Nagler advanced to face each other in the second round, for all intents and purposes, that round was for the Fletcher Cup. Whitener continued her winning ways, taking the round and advancing all the way to the final pairing, earning her second consecutive overall Ladies championship. After that first round close call, Saunders survived to be the one to finally take out Whitener, which gave her the points to take the runner-up spot for the season.

7 S1 was a close fight between Joe Tharpe in his SSP Corvette and Billy Davis in his CSP Migta"

The open Challenge was very nearly a two-way race between points leaders Nick Barbato and Kinch Reindl. When Barbato got to the final eight and Reindl was taken out in the second round, this one was over. Barbato matched Whitener's finish though, in his case, a broken front swaybar link made the car all but un-drivable in the final pairing. The overall win went to Kevin Wenzel, who had what may be the only perfect light we've ever seen in a Super Challenge competition on his way to his very first Challenge win.

REWARDS

Finale Challenge winners were joined by Challenge winners from throughout the year to spray the bubbly.



RESULTS

PROSOLO FINALE Lincoln, Neb. | Aug. 31-Sept. 1, 2013

SS: 1. Gary Thomason (Dodge) 89.966; 2. Mark Daddio (Chevrolet); 3. Grant Reeve (Chevrolet); BS: 1. Nick Barbato (Honda) 93.562; 2. Vivek Goel (Honda); 3. Justin Lau (Honda); HS: (Greg Reno (Mini) 100.467; 2. Ryan Leach (Mini); 3. Nick Bahin (Mini):

STC: 1. Kinch Reindl (Honda) 96.771; 2. Jason Frank (Honda); 3. Jeff Wong (Honda); STS: 1. Ian Baker (Honda) 96.474; 2. David Whitener (Honda); 3. Kraig Slippel (Mazda); STX: 1. Bryan Heitkotter (BMW) 96.431; 2. Andrew Pallotta (Scion); 3. Jeff Hurst (Mazda); STU: 1. Geoff Clark (Mitsubishi) 93.409; 2. Josh Luster (Subaru); 3. Robert Irish (Subaru); STR: 1. Jonathan Lugod (Honda) 96.454; 2. David Marcus (Honda); 3. Brian Peters (Nissan):

ESP: 1. Greg McCance (Subaru) 91.025; 2. Mark Madarash (Pontiac); 3. Samuel Krauss (Eagle);

SM: 1. Eric Hyman (Nissan) 87.143; 2. David White (Nissan); 3. PJ Corrales (Nissan); SSM: 1. Carter Thompson (Mazda) 86.763; 2. Eric Strelnieks (Mazda); 3. Jake Mamer (Mazda);

KM: 1. Paul Russell (Honda) 80.920; 2. Jeremiah McClintock (Honda); 3. Mike Kline (Honda);

S1: 1. Joe Tharpe (Chevrolet) 77.886; 2. Billy Davis (Mazda); 3. Ryan Johnson (Lotus); S2: 1. Eric Campbell (BMW) 77.082; 2. Alex Shchipkov (BMW); 3. Robert Thorne (Honda); S3: 1. Kevin Wenzel (Volkswagen) 78.039; 2. James Darden (BMW); 3. Michael Moran (Toyota); S4: 1. Tom O'Gorman (Chevrloet) 76.954; 2. Lane Borg (Chevrolet); 3. Brian Coulson (Chevrolet); 55: 1. Joseph Barbato (Nissan) 78.101; 2. James Feinberg (Audi); 3. Kevin Schultz (Mazda);

R1: 1. Jonathan Clements (Mondiale) 77.167; 2. Eric Clements (Mondiale); 3. Jeff Kiesel (KFR); R2: 1. Fred Zust (Lotus) 76.745; 2. Alexandra Zust (Lotus); 3. Alex Jones (Pontiac);

RT2:1. Stephen Hui (Toyota) 81.634; 2. James Yom (Honda); 3. Michael Heinitz (Mazda); RT4: 1. Paul Dodd (Subaru) 81.388; 2. Paul Przyborski (Subaru); 3. Tom Reynolds (Subaru);

L1: 1. Laurie Hyman (Nissan) 78.594; 2. Christine Grice (Mitsubishi); 3. Rachel Saunders (Legrand); L2: 1. Learic Cramer (Nissan) 79.205; 2. Meredith Brown (Chevrolet); 3. Stephanie Reeve (Chevrolet); L3: 1. Kim Whitener (Honda) 79.484; 2. Annie Gill (Honda); 3. Hilary Anderson (Honda);

JA: 1. Zak Kiesel (Tony Kart) 95.427; 2. Kevin Jung (Tony Kart); 3. Kencey Christopher (Renspeed); JB: 1. Trey White (Invader) 98.464; 2. Johan Yost (Nelson CRG); 3. Kimsoo Gopnik (CRG Kart);

IDX1: Rick Jung (Mitsubishi) 80.817; 2. Bill Fisher (Honda); 3. Rebecca Zacharda (Chevrolet);

Super Challenge: 1. Kevin Wenzel; 2. Nick Barbato; 3. Paul Russell; Ladies Challenge: 1. Rachel Saunders; 2. Kim Whitener; 3. Laurie Hyman.

PROSOLO CHAMPIONSHIP STANDINGS

(trophy winners)

SS: 1. Gary Thomason 86; 2. Mark Daddio 77; 3. Grant Reeve 62; 4. Mark Wortham 60; 5. Sam Strano 48; BS: 1. Nick Barbato 90; 2. Vivek Goel 77; HS: 1. Greg Reno 90;

STC: 1. Kinch Reindl 90; 2. Jason Frank 70; 3. Jeff Wong 58; 4. Morgan Trotter 55; STS: 1. Ian Baker 85; 2. David Whitener 77; 3. Kraig Klippel 71; 4. Mike Snyder 51; STX: 1. Andrew Pallotta 77; 2. Bryan Heitkotter 69; 3. Jeff Hurst 58; 4. Steve O' Blenes 53; 5. Jeff Stuart 47; STU: 1. Geoff Clark 90; 2. Josh Luster 77; STR: 1. Jonathan Lugod 83; 2. David Marcus 77; 3. Brian Peters 57; 4. Ken Motonishi 51; 5. Mike Johnson 50; 6. Tristan Littlehale 40:

ESP: 1. Greg McCance 90; 2. Mark Madarash 77; 3. Dave Ogburn III 54; 4. Samuel Krauss 52:

SM: 1. Eric Hyman 90; 2. David White 63; 3. Michael Fineberg 49; 4. P.J Corrales 48; **SSM:** 1. Carter Thompson 77; 2. Erik Strelnieks 77; 3. Jake Namers 71;

KM: 1. Paul Russell 90; 2. Jeremiah McClintock 77; 3. Larry MacLeod 58; Mike Kline 55:

51: 1. Joe Tharpe 90; 2. Billy Davis 72; 3. Ryan Johnson 71; 52: 1. Eric Campbell 90; 2. Alex Shchipkov 72; 3. Robert Thorne 67; 4. John Vitamvas 58; 53: 1. James Darden 77; 2. Kevin Wenzel 72; 3. Michael Moran 71; 4. David Hedderick 49; 5. Michael Eckert 45; 54: 1. Tom O'Gorman 90; 2. Brian Coulson 71; 3. Paul Brown 67; 4. Lane Borg 54; 55: 1. Joe Barbato 81; 2. James Feinberg 77; 3. Mark Smith 59; 4. Kevin Schultz 55:

R1: 1. Jonathan Clements 81; 2. Jeff Kiesel 71; 3. Paul Magee 63; R2: 1. Fred Zust 90; 2. Alexandra Zust 63; 3. Allen Kugler 63; 4. Alex Jones 58; 5. Keith Brown 48:

RT2: 1. Stephen Hui 74; 2. James Yom 73; 3. Michael Heinitz 57; **RT4:** 1. Paul Dodd 72; 2. Tom Reynolds 71;

L1: 1. Laurie Hyman 81; 2. Katy Nicholls 63; 3. Rachel Saunders 62; 4. Beth McClure-Strelnieks 57; L2: 1. Learic Cramer 90; 2. Meredith Brown 77; 3. Stephanie Reeve 55; 4. Jocelin Huang 51; L3: 1. Kim Whitener 90; 2. Annie Gill 65; 3. Nicole Nagler 63; 4. Shelly Monfort 49; 5. Kathy Grunenwald 46; 6. Hilary Anderson 42;

JA: 1. Zak Kiesel 90; 2. Kevin Jung 64; **JB:** 1. Trey White 90; 2. Johan Yost 68;

Super Challenge: 1. Nick Barbato 149; 2. Kinch Reindl 103; 3. Jon Clements 92; Ladies Challenge: 1. Kim Whitener 153; Rachel Saunders 136; Meredith Brown 126.



With the Tire Upheaval in Solo's Stock and New Street Category, We Turn to the Pros for Tuning Advice

I t does not take National Champion skills to tell the difference between a true street tire and a DOT-approved R compound competition tire. The minute you turn the wheel, you know - acceleration, braking, and lateral grip all skyrocket on the R compound, making even the most mundane daily driver feel like a super car. Within the coming years, however, Solo's Stock category will be changing gears, dropping the "Stock" moniker in exchange for "Street," and along with

it abandoning R compounds in favor of true street tires. The Solo Events Board currently proposes that Stock and Street categories run side by side with full National status in 2014, with Stock passing the torch to Street in 2015 (with the exception of Super Stock, which could remain in place with both tire choices).

Tom Sullivan, Manager of Public Relations for BFGoodrich Tires, has seen the difference between R compounds and true street tires first hand. "In a BMW M3, the g-Force R1-S averaged about a second to a second-and-a-half faster time than the g-Force Rival," he says.

Arguably, it's this time difference that has made R compounds popular. However, R compounds don't come without drawbacks. Depending on your car, these can be more costly to run; often front-wheel drive and camber-limited cars can make quick work of a set of competition tires, necessitating multiple sets per year.



It's also possible that your car could see accelerated wear to suspension components due to the increased grip and loads placed on the chassis. In addition, while R compounds are DOT legal, and many competitors have logged thousands of miles traveling to events on them, the tread design – or lack, there of – does not make them ideal for long drives.

Over the years, many SCCA Regions have offered Stock-based street tire classes, utilizing tread wear ratings like those found in the Street Touring category, and indexing the results. More recently, the SCCA Tire Rack National Solo program, and even the Tire Rack Solo National Championships, has embraced the concept, adding supplemental street tire indexed classes.

SEARCHING FOR GRIP

Cars make lap times in different ways; some excel in transitional response, some elegantly carve sweepers, while others aggressively dig out of a corner. In each case, the relative lower grip of a true street tire is going to change the car's balance and performance compared to R compounds. Chances are, the setup that served you well on R compounds is not the best for street tires.

Looking for a rear-wheel-drive street tire setup, Sam Strano, who has amassed a sizeable number of Solo titles on that platform and was named the 2012 SCCA Solo Driver of

What the transition from Stock to Street actually means for the sport will be seen in the years to come"

Eminence, recently took part in a test comparing the two types of tires on an A Stock C5 Corvette.

"The most different is longitudinal grip, and [there is less] ability to trail brake and have the front take it, [as well as less ability to] roll in the power early and have the back of the car take it," says Strano. "In general, it drives similarly but with less overall grip. Most apparent to me [was] under power with the LS1 Corvette; the more power, the more you just torch the tires if you are early on the gas."

The main area Strano focused on while trying to make a rear-drive car

go fast on street tires was corner exit grip. "Power down," says Strano. "[You] have to do anything you can do make that better. This might take more low-speed compression in the rear [shocks] to drive the tires more into the ground; maybe more toe-in to keep the rear more in line when under power. The car is 'pointable' on the throttle, so to speak.

"Less front [damper] rebound will slow turn-in, and [street tires are] already slower than R compounds by a little. Some [cars] will deal with this better than others. In cars where you can change both swaybars and springs, it's going to depend a lot on the driver style. I'd want the rear wheel [spring] rates pretty soft to try and plant power, small bar, and so on."

While some changes to the car can be made to compensate for the change in balance, it is important to remember the driver will also need to make changes to his or her driving style. "One thing I've noticed before running Rs back to back with hot street tires is that the [time] gap between drivers grows as the tires slide around more," says Strano. "Because there is less grip, the margin for error is smaller; those who tend to bomb in too deep will pay a bigger price."

Solo Champ Craig Wilcox is a master in the G Stock Mini Cooper S, but also has a B Street Prepared title in an all-wheel-drive Mitsubishi Evo. More recently, he switched to an all-wheel-drive D Stock Audi TT, giving him lots of data points to pull from when tuning front- and all-wheel-drive cars for street tires.

At the 2013 Solo National Championships, Wilcox ran his Audi TT in D Stock, while Ron Williams competed in the same car in the supplemental Road Tire AWD class. Wilcox finished third in DS, while Williams took the win in RTA by nearly a second. The time separation between the two configurations at the Solo Nationals backed up Sullivan's time claim.

When it comes to all-wheel drive, the acceleration obstacle on street tires vs. R compounds is all but removed. "Turn in and transitions are better with the R1-S versus the Rival, for sure," says Wilcox, "but in a steady state corner, the feel is similar between the two, with the R1-S providing a bit more grip.

"With [all-wheel drive], there isn't any need to feather the throttle; it's always foot to the floor with zero wheel spin coming out of a sweeper on both the R1-S and Rival. Braking was noticeably better on the R1-S."

Tweaking the setup of the Audi was relatively simply. Wilcox needed to make only tire pressure and shock adjustments to optimize the Audi, "The Rivals seem to like around one turn softer on rebound up front compared to the R1-S settings," he says. "Compression and rebound in the rear were left the same and did not require any change, since too much rebound in the rear causes the electronics to intervene when the inside rear tire lifts when transitioning or on high [g-force] sweepers. I ran much higher air pressure [on the street tire] in the rear to aid in rotation."

On the front-drive Mini, Wilcox believes the changes to street tires will be similar to those he made on the Audi. "If I had been running the Mini on Rivals, I would have done the same thing with stiffer compression in the rear," he says. "Unfortunately, on the Mini on the rear rebound, ice mode becomes an issue with too stiff a rebound, so no adjustment would have been made on rear rebound. On the front, though, with my [double adjustable shocks], I am confident that I would have lowered compression and rebound to work with the lower level of grip."

What the transition from Stock to Street actually means for the sport will be seen in the years to come. For the immediate future, however, this is just another item for Solo competitors to test, tune, and conquer - and from the looks of it, a number of the top drivers are already well on their way to doing just that.



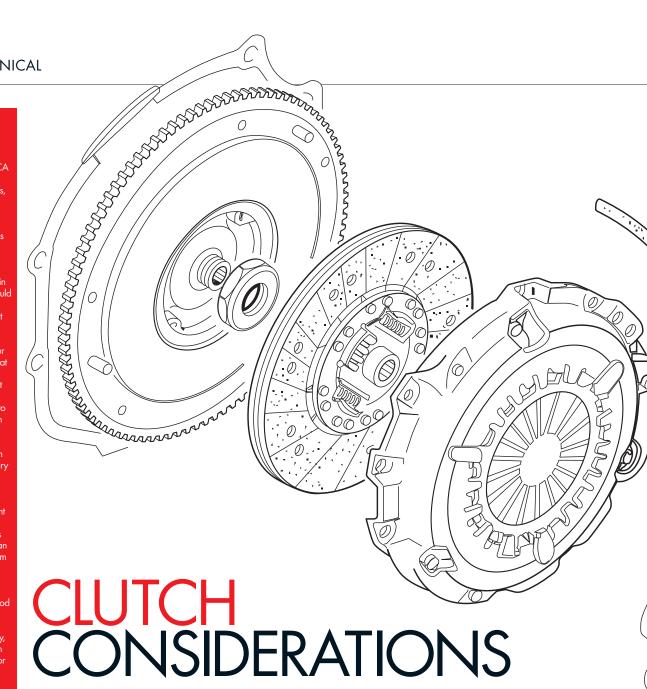
DOUBLE DUTY

(ABOVE) At the 2013 Tire Rack Championships. the Audi TT of Craig Wilcox pulled double duty, competing in both D Stock and Road Tire AWD with little more than a tire change. (RIGHT) In 2014, tires like the **BFGoodrich Tires** g-Force Rival could become the norm for Street category competitors.



THE CARBON OPTION

Not many SCCA classes allow carbon clutches, but classes do exist. Carbon clutches are lighter, upwards of 90 percent, according to Exedy's Evan Cline. "The main reason you would want to switch to a carbon unit would be to strictly reduce the mass of your total clutch." That said, carbon clutches are not for everyone The downfall to a carbon clutch is that when the carbon is cold, the friction coefficient is very low compared to a [metallic clutch], so it's a very inconsistent clutch for a street car," says Cline. "But for an all-out race team that's looking for the best of everything in lightweight, good torque holding capacity, and good drivability, a carbon clutch is by far superior over metallic.



There's a Lot to Know When Shopping for a Competition Clutch

It really boils down to clutch capacity," explains Sean
Fenstermacher, Sales Manager for OS Giken, manufacturer of clutches, flywheels, differentials, and more, when talking about selecting a new clutch for your competition car.
Fenstermacher explains that clutch capacity is a simple equation: "It's pressure, which is created by the clutch cover; times surface area, how many discs you have; and the coefficient of friction, which is how much grip the material has."

Obviously, there is more to clutch selection. As soon as rotating mass and heat dissipation come into the

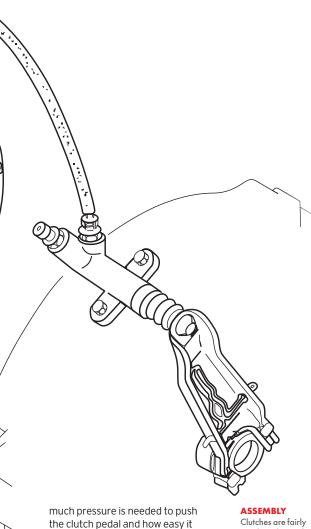
equation - two items of dire importance in automotive competition - purchasing the right clutch gets complicated.

A stock-style clutch with a single disc will get almost any job done. If you need a clutch to hold more power, just get a disc with a higher coefficient of friction or a pressure plate with more clamping force. Another option is to go with a multi-plate design. Multi-plate clutches are constructed with several clutch discs sandwiched between multiple pressure plates, all contained between the flywheel and clutch cover. As you would expect,

increasing the number of clutch discs has the potential to increase the surface area dramatically, thus increasing the holding capacity of the clutch.

"The main reason you would want to switch [from a single disc to a multi-plate configuration] is you want to increase torque-holding capacity without sacrificing drivability," says Exedy Global Parts USA's Technical Coordinator Evan Cline.

"The advantage of a multi-plate clutch is you can have a relatively low or moderate level of [clutch] pressure, which in turn affects drivability, as this decides how



is to modulate the clutch."

For a dedicated racecar, clutch

"Multi-plate [clutches] help dissipate

heat, which increases durability and

reliability," Fenstermacher explains.

"In most cases, multi-plate is

lighter," continues Fenstermacher,

noting that there are certain cases

"For a multi-disc setup, you can go

smaller and maintain your clutch capacity while, at the same time,

where a multi-plate setup is heavier.

modulation might not be of huge

concern, but heat dissipation is.

agrees Fenstermacher.

being able to increase engine response while not having to go with some crazy lightweight flywheel that might not be that durable. It gives you more tuning options."

Because of the stack height, multi-plate clutches take up more room in the transmission bell housing than a stock setup. "When we design a multi-disc setup, we calculate back from the flywheel to the far end of the throw-out bearing," says Fenstermacher. "We calculate how much stroke is needed for the throw-out bearing and how much stroke the slave cylinder makes. From there, we can adjust the assembly so we have a taller clutch or a shorter throw-out bearing, or we can adjust the height by changing the flywheel."

Consequently, if your particular racecar setup is mixing engine and transmission types, expect to do some measuring before purchasing a clutch assembly, especially a multi-plate setup.

Smooth clutch engagement might be of concern, even if it's just for getting the racecar off and on the trailer. In this case, Cline suggests a clutch with a sprung hub. "[The springs] absorb those harmonic noises and dampen the drivetrain harmonics as well as allow for smooth engagement...."

A solid hub center will not be as easy to modulate, but 10,000

Smooth clutch engagement might be of concern, even if it's just for getting the racecar off and on the trailer"

RPM Inc., maker of racing clutches and flywheels, suggests that racecars benefit greatly from an un-sprung setup. According to the company, a sprung setup can weigh significantly more than one without, thus an un-sprung clutch will have less rotating mass, requiring less power to turn the assembly.

There is plenty more to know when choosing the right clutch, but this should start you on your shopping journey. On pg. 94 you'll find a number of advertisers who will be glad to assist you while finding the right clutch for your setup.

BREAK IT IN

Many clutches, like brake pads, need to be broken in. "You have the surface area on the [clutch] disc that needs to be mated to the flywheel," says OS Giken's Sean Fenstermacher. "To break in a clutch, we recommend 1,000 miles of driving."

For many racecars, 1,000 miles of driving is unrealistic. Realizing this, Fenstermacher notes that one option is to break the clutch in on the dyno. But even that is not necessarily a reality for a racer. "If you can't break in the clutch, the clutch will still perform," says Fenstermacher, but durability will be affected. This also depends on the tolerances of the clutch and how flat everything is."



Clutches are fairly simple in design, but a few tweaks from a stock steup (ABOVE) can yield amazing performance results.



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www.exedyusa.com (800) 346-6091



ACT

Advanced Clutch Technology is introducing SFI-approved Xtreme clutch kits for the 2013 Scion FR-S, Subaru BRZ, and Toyota 86; these kits accompany its already extensive lineup. The clutch kits feature an Xtreme pressure plate, choice of disc, pilot bearing, release bearing, alignment tool, and a flywheel.

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SERIES REPORTS

Sports Car Club of America 11/2013

Reports from SCCA's Competition Series



A BANNER YEAR

hile this column was written prior to the 2013 National Championship Runoffs, there was little doubt this would be a banner year for the title Club Racing event. With a couple of weeks remaining before racers were to take to the four-mile Road America circuit in September, in excess of 700 members had registered for the championship event. Consequently, several participation records were also on par to be broken, including the most starters for a Runoffs race. Prior to the event, registration showed more than 70 Spec Miatas signed up, which was on target to destroy the 60-starter record set by Spec Miata in 2010.

But this is old news. By the time you read this, the races will be over and the results will be on **www.scca.com**, as well as zooming your way in the next issue of *SportsCar*.

National Club Racing participation has shown to be very healthy for the first full season of the U.S. Majors Tour"

This has proven to be a rather positive year. National Club Racing participation has shown to be very healthy for the first full season of the U.S. Majors Tour, with over 10,000 total entries, and the Touring category reorganization has resulted in decent numbers all season. The hope of these programs was to create a great foundation to build from in the future, and early signs seem to indicate we're on the right path.

ANTICIPATING THE RUNOFFS

A couple of late schedule changes were made to the Runoffs as a clearer



picture emerged concerning group sizes and conflicts. Although the total number of classes vs. the available track time makes it impossible to please everyone, we did make a few changes. Chief Steward **Jim Rogaski** gave Spec Miata its own qualifying sessions, and lengthened the Formula Vee/Formula 500 sessions to allow both classes some alone time during qualifying.

The thing about the Runoffs is that the event often surpasses the anticipation. This will be my 15th as a driver; my first coming at Mid-Ohio in 1998 where I qualified 27th and finished 14th. The following year, **Eric Curran** won American Sedan and went on to stardom in several professional series. He beat **Craig Weidner** by 0.448sec. Weidner raced again this season in two Majors races and still has plenty of speed.

I spent a few minutes with Curran at Kansas Speedway this year, where he was running in both of the pro races on the new "roval." It is pretty cool to see how far this young man has come from winning the Runoffs as a rookie. I suspect some of the young drivers who race the 50th Runoffs as rookies will go on to stellar careers in racing, while many of our former champions will be back under the champion's waiver.

MEETING OF THE MINDS

The Runoffs gives members the opportunity to address the Club Racing Board directly.



RUNOFFS TOWN HALLS

Since part of the Runoffs schedule on Thursday, Sept. 19, is to be used for the 50th celebration, we are only holding three CRB town halls during the lunch breaks. These meetings are an opportunity for the CRB to listen to the racers without your comments being filtered through Web forums and the CRB e-mail system. I look forward to these sessions, and I am sure this year's town halls will not fail to be productive and entertaining.

With the SCCA National Convention moving to Charlotte, N.C., for 2014, and being held in conjunction with the North American MotorSports Expo, I expect many drivers will want to attend. This will give the CRB another opportunity to listen to the concerns of the racers. Consequently, you should make plans to attend the convention and meet with the CRB.

SPORTS RACING

The Board of Directors (BoD) will meet in October and in December, undoubtedly discussing various Club Racing issues each time While most of the CRB's work has been completed on the P1 and P2 rule sets (reorganizing Sports Racing) and has been passed by the BoD earlier in the year, the CRB does have a number of recommended rule changes that will be presented as a result of your letters and comments. To voice more of your thoughts, write to the CRB at crbscca.com.



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2013 TRANS AM SCHEDULE

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	ZUIS I KANS AM	JCHLDULL	
Sun, March 3	Sebring International Raceway, Sebring, Fla.	Sat, Aug. 17	The Mid-Ohio Spo Course, Lexington
Sun, May 19	Canadian Tire Motorsport Park, Bowmanville. Ont. CA	Sun, Sept. 1	Brainerd Interna Raceway, Brainer
Sat, May 25	Lime Rock Park, Lime Rock, Conn.	Sun, Sept. 29	Virginia Internati Raceway, Danville
Sat, June 9	Watkins Glen International, Watkins Glen, N.Y.	Sun, Nov. 3	Road Atlanta, Flo Branch, Ga.
Fri, June 21	Road America, Elkhart Lake, Wis.	Sun, Nov. 17	Daytona Internat Raceway, Dayton

CONTACT BOB STRETCH
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LEAVING THE LINE NATIONAL SOLO

LOOKING BACK AT 2013

By late August each year, the SCCA turns to a bit of introspection and looks at how the year has gone, as even this early the plans for next year are in the works. While there are many ways to measure success, the one that really matters is participation. How many members are accessing the services being offered?

A quick overview shows that participation is down just a bit overall in the Tire Rack ProSolo National Series, but just a couple of percent. Tire Rack Solo Championship Tours are essentially even, adding a total of three competitors over last year. The new Tire Rack Match Tours have not had the numbers that were hoped for, though they did average 163 entries. The Tire Rack Solo National Championships participation was off by upward of 10 percent.

A more detailed look at ProSolo shows that every event other than the Finale was smaller compared to last year, but in most cases it was a drop of only a few entries. The Spring Nationals seems to be the biggest loser, off by 28. The Championship Tour was a bit strange, with every site but one that ran both in 2012 and 2013 being down. Summer Nationals in Blytheville, Ark., gained five. Match Tours don't have any year-to-year data to look at, but several were canceled this year, some due to site availability issues, and at least one due to low turnout.

So, what does this all mean? First off, SCCA needs your input. Of particular interest would be ways to improve the events, especially ways that would increase participation. Was there an event you were interested in attending but for some reason decided



ARE YOU READY With the 2013 season in the books, it's time to start prepping for the upcoming season.

THINK FAST Tire Rack ProSolo

participation was

down, but only by

however, brought

fierce competition.

a tiny bit. Those

who did show,

not to? Was that reason something that SCCA could possibly address?

One thing that is a major concern is that we appear to have reached schedule saturation - the Match Tour series means there are essentially half again as many events being offered, and we have a finite number of weekends to fit them in. I know I skipped at least one event this year for that very reason, and I'm undoubtedly not alone. That problem could be reduced in part by spreading events over a greater distance in a given geographic area. The problem with that is that it goes against one of

For years we were worried about reaching the point where we couldn't handle the event in the four...days"

SCCA's prime directives in Solo, which is to try to maximize efficiency by minimizing the mileage covered by the rolling stock that has to get to every event site. Conflicting requirements are always fun to deal with. While efforts to bring in local clubs or classes have been tired in the past with limited success, maybe there's a way to make that work.

Spring Nationals is probably simply seeking its natural level – it's no longer a new site, so the novelty is wearing off and competitors are not as desperate to get testing time on the surface we use for the National Championships.

Of more concern is participation in the Solo National Championships. For years we were worried about reaching the point where we couldn't handle the event in the four competition days allotted. The Lincoln site offers some potential solutions to that, including the option of simply adding a third course; but if this year's participation decrease isn't an anomaly then that's a solution we won't be needing to implement. Is this just a single year issue? It seems unlikely the disruption of Stock could be the cause, as that would show up next year. The economy and fuel prices seem to have mostly stabilized, so that might not be a cause of a trend.

Again, input is welcomed, and ideas for improvement are always welcomed (even if they aren't implemented). You can send thoughts and comments via the Solo Events Board at www.sebscca.com.



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ON RALLYING

ROADRALLY

ON THE WESTERN VIRGINIA

This year's Western Virginia National Tour Rally, run on Aug. 24-25, used all paved roads to present the hilly countryside of West Virginia's northern panhandle and part of Southwestern Pennsylvania. However, as contestants ran and worked their way through the all-paved rally route, a particular quickie produced quirky results.

"[Chairman and Rallymaster] Bruce [Gezon] used as much speed as the speed limit permitted," explained Jim Wakemen Sr. Wakemen and his navigator Mark Haas took Class S honors with 145 points. He continued, "People complained a little that it was sort of fast. I would have liked it to be a bit quicker."

Dan Harkcom "thought the speeds were appropriate for the conditions.

RUN/WORK

In events that use run/work, the first car to reach a control is timed in by one of the event organizers. That team then times the remainder of the field and then assigns themselves the next car number available. The control contestants are to work is marked with a different checkpoint sign. Cars are sometimes spaced two minutes apart to give that first car time to take over the timing duties.

There were plenty of free zones to allow competitors to enjoy the scenery and, just as important, enjoy the roads at their own pace." Harkcom, with **Greg Lester** navigating, took first in Class L with 48 points.

It wasn't all travel and scenery as contestants ran and worked the event in a couple of ways. **Jack von Kaenel** competed in Class E with driver **Ron**

One reason I wanted to run the event was to see how run/work events were done"

JIM WAKEMAN SR.

Johnstonbaugh along with doing additional duty as Official Observer. "I actually enjoy run/work. However, I prefer running tours where the rally committee provides the control crews - and the automatic timing lines."

Lester, too, likes working and running a rally. "I am surprised more organizers haven't adopted work/run [for both open and closed controls]. Some form of work/run has been in use in this area since at least 1968

[referred to as 'leapfrog' control operation in old Neohio Region General Instructions]."

"One of the reasons I wanted to run the event was to see how run/work events were done," added Wakemen. "It was easy and didn't distract from the rally."

Apparently, something did distract from the rally on the 10th leg. All but

QUICKIE VS. A QUICK CONTROL

Greg Lester and Dan Harkcom run Class L.
Although they don't object to quickies on Tour rallies, they don't like controls soon after speed changes. As Harkcom explains, "From the time of the instruction until the navigator catches up with the calculation and timekeeping, the driver is essentially 'flying blind.'"

two of the nine Class E teams (but none of the Class L, S, or SN teams) did something to take them out of first-place contention on this quickie.

Quickies are controls set up early in a leg. This particular quickie was a little over a quarter mile from a restart.

"Quickies are not uncommon on Great Lakes Division championship rallies; I like them," responded Lester. Harkcom agreed. "I think they are a good way to keep E teams honest and to catch those who aren't paying attention."

Teams started leg 10 (at a mileage to thousandths) at a red ribbon tied to a guardrail. The road to the control went under the trees, made a hard bend to the right, then a hard bend to the left, and exited the canopy. It was uphill all the way, but not steeply.

The road has no shoulders

I believe that quickies are a reasonable test [as opposed to a 'trap'] on any rally."

JACK VON KAENEL

and contestants were to look for two signs with similar wording; one of which was on the right and the other on the left (at the control location). A 19-minute break was ahead in just a few more instructions.

There was nothing particularly devious in any of the individual tasks to get to the control on time.

PAVED VS. UNPAVED

"It is nice to compete in an event completely on paved roads" Detroit Region's Dan Harkcom commented enthusiastically. "In Michigan at least, most paved roads are either too heavily trafficked, or laid out in a grid so they aren't really useful for a rally."

MEMORIES

Rick Beattie navigated the event for Scott Forehand. They finished first in Class E and first overall with 19 points. Beattie knew the route of leg 10 as he had written a rally through it a few years back. He and Forehand picked up just one point at that control. However, the ribbon out marker (explained as instructions were given out that morning) and probably problems with visibility going in and out of the tree canopy, the narrow road, no shoulders, the uphill curves and that "hanging curveball" of a rest break caused seven Class E teams to lose concentration.

They either couldn't find the out marker, forgot to zero the odometer, were a little anxious for the rest break, or weren't sharing the cause of their errors. Von Kaenel did a good job of putting the damage done in perspective. The average Class E score on that leg was 30 points.

"I believe quickies are a reasonable test [as opposed to a 'trap'] on any rally. Well-constructed tours contested by skilled teams usually produce a margin of victory of just a few points [or even less]. A leg where the vast majority of the field has double-digit scores – for whatever reason – is guaranteed to be viewed with skepticism. Leg 10 severely distorted the outcome for at least the top six teams!"

Von Kaenel felt those factors, whether fair or not, influenced the opinion of the contestants.

Harkcom, Wakemen, and Haas all expressed positive feelings about event. The two novice teams of John Provich and Linda Davis, and Matthew Casebeer and Christopher McGuigan had a great time and asked to be put on mailing lists for future events.







PRO FILE SCCA PRO RACING by Trans Am Race Group, edited by Philip Royle

TRANS AM ROUND 6: MID-OHIO

At the Aug. 17, 2013, 3Dimensional. Com Trans Am Race at Mid-Ohio Sports Car Course, in a race full of what seemed to be just about everything, Cliff Ebben was rewarded with his first Trans Am victory of the season, the result of a strong technical performance. Meanwhile in TA2, Trans Am rookie Adam Andretti put forth a performance worthy of his storied family name - making up 15 positions.

The day began with former Trans Am Champion Tomy Drissi on pole, followed by then and current TA points leader Doug Peterson and defending TA Champion Simon Gregg in third.

The race got off to a rough start, going under yellow immediately, after two TA cars, the No. 14 of Joe Strum and No. 99 of James Winslow, made contact on the backside of the track. With Winslow stopped near the middle of the track, officials had to put the race under double yellow for the sake of safety.

Shortly after the race returned to green, Drissi had two wheels off course, causing him to fall back several positions. Peterson was quick to capitalize, and pushed into the lead, followed closely by Ebben, who had moved up three spots to second position.

Meanwhile, Andretti had moved up to the top three for TA2, passing most of the field and Cameron Lawrence in his move to third place. Andretti would pursue Robert Huffmaster, eventually overcoming him and applying pressure to pole setter Bob Stretch. Stretch was able to hold off Andretti until the 23rd lap of the race.

Andretti held the lead through two more double yellows and multiple challenges from Lawrence. Lawrence had taken advantage of the misfortune of Stretch, who was forced to make a pit stop, but was able to still finish on the lead lap.

The TA class was not without excitement of its own. Nearly simultaneously with full course yellow, Gregg passed both Peterson and Ebben in a move that was later ruled to have been made under double yellow. However, it was a position he would retain until the end of the race. While Gregg was still holding first position, the five places behind him were in a state of flux with Drissi, Peterson, Ebben, and Amy Ruman swapping places.

The move of the race came on the 36th lap when Ebben made an audacious pass on the inside going into Turn 1, going by both Peterson moving into second place overall, behind Gregg. A position that, due to Gregg's eventual penalty, would earn him first place in the race.

Following Ebben would be Doug Peterson in second and Simon Gregg in

TRANS AM 2

Cameron Lawrence is running wild in Trans Am 2, picking up wins at Mid-Ohio (ABOVE) and Brainerd. third. Gregg was penalized a total of two positions for his passing of two cars under yellow, giving first and second to Ebben and Peterson, respectively.

Adam Andretti would hold off numerous challenges from Lawrence until the end of the race but was disqualified in post-race inspections due to mechanical issues.

TA3 American Muscle featured a strong battle between two Trans Am newcomers, Todd Napieralski and Dane Moxlow. It was a race that harkened back to Trans Am races from years

The move of the race came on the 36th lap when [Cliff] Ebben made an audacious pass on the inside"

past, a production Mustang versus a production Camaro, side-by-side, through turn after turn. Unfortunately for Moxlow, that fight was cut short as a foray off course sent him back several places, leaving Napieralski a comfortable buffer en route to victory.

ROUND 7: BRAINERD

When the Trans Am Series headed northward to Brainered International Raceway on Sept. 1, 2013, many members of the Trans Am paddock were skeptical of what lay ahead of them. They faced a newly resurfaced track with modifications to the surface width and minor elevation tweaks. In the past, teams were forced to painstakingly adjust their car setups little by little to save tires on what was the most abrasive surface on the Trans Am schedule. It was a survivor's track - a track that always seemed to throw something unexpected the driver's way and resulted in some of the most exciting and unpredictable racing each year.

The race began with Doug Peterson,





ick Corwine



Robert Huffmaster, and David Seuss in first position in their respective classes. But the TA class underwent a quick reshuffling of cars during the first lap. Tony Ave shot from fourth to second immediately, rushing past both Gregg and Ebben. Amy Ruman mounted a similar effort, overcoming both Gregg and Ebben as well.

Unfortunately for Ruman, her push towards the front was cut short one lap later when she hit a soft spot on the track and spun. While she quickly recovered, she also lost the position she had worked so hard to obtain.

Undeterred, Ruman made up the ground she'd lost at a furious rate, turning a record lap time of 1:28.974 in her wake. She made her way through the TA2 crowd and most of the TA field until lap eight when she once again passed Simon Gregg and his teammate Jed Copham, moving her back into third place, darting past them with quick committed passes.

A lengthy full course yellow allowed Ruman a far easier path to catching up with Peterson and Ave. However, the three TA drivers crossed the finish line in that order, Peterson, Ave. and Ruman but not for want of trying. The three drivers, and Simon Gregg, raced bumper to bumper for the final five laps of the race, each trying to one up the other.

In TA2, Huffmaster started in first position and quickly asserted himself on the track. Stretch shot up from third to second, overtaking Cameron Lawrence in what has become his signature fast start. However, he was unable to close the gap with Huffmaster, who was continuing to create space between himself and the rest of the TA2 pack.

Then just as quickly as Stretch had moved his way forward, he dropped off - entering the pits during the fourth lap of the race, where he remained for the duration, retiring due to a mechanical failure.

Pete Halsmer moved up into third position as Lawrence pushed into second. They remained in that order

from lap four to lap 31, through two full course cautions. Upon the restart, Huffmaster was faced with a mechanical breakdown and limped his way back to the pits - a disappointing end to an otherwise commanding performance by the rookie, as he led the most laps of the race for the TA2 class.

Lawrence moved up into first place, Huffmaster's ill luck now his fortune. and was now the class leader. Halsmer followed him in second, and Gregg Rodgers took advantage of the situation and began to bear down on Halsmer. All three crossed the finish line in that order.

In TA3, David Seuss emerged victorious and with the track record in hand, beating out Minnesota native Tim Gray and Rob Bodle who finished second and third. Defending TA3 Champion Chuck Cassaro was the victim of an unfortunate crash and did not finish the race. He was taken to a nearby hospital for precautionary reasons; Cassaro was released later that evening.

TRANS AM3

Davis Seuss picked up the TA3IN win at Brainerd (LEFT) and Mid-Ohio.



RESULTS

TRANS AM SERIES | ROUND 6

Mid-Ohio Sports Car Course | Aug. 17, 2013

Trans Am: 1. Cliff Ebben (Ford) 1:22.933; 2. Doug Peterson (Chevrolet); 3. Simon Gregg (Chevrolet); 4. Tomy Drissi (Chevrolet); 5. Jim McAleese (Chevrolet); 6. Denny Lamera (Ford); 7. Amy Ruman (Chevrolet); 8. Dale Madsen (Ford); 9. Kyle Kelley (Chevrolet); 10. David Pintaric (Chevrolet)

Trans Am 2: 1. Cameron Lawrence (Chevrolet) 1:28.028; 2. Robert Huffmaster (Chevrolet); 3. Gregg Rodgers (Chevrolet); 4. Ron Keith (Chevrolet); 5. Kuri Roehrig (Chevrolet); 6. Bob Stretch (Chevrolet); 7. Britt Casey (Chevrolet); 8. Dale Madsen (Ford); 9. Scott Ferguson (Pontiac); 10. John Atwell (Chevrolet); 11. Pete Halsmer (Chevrolet); 12. Tom West (Ford); 13. Tom Sheehan (Chevrolet); 14. Michael Wilson (Chevrolet); 15. Mel Shaw (Chevrolet); 16. James Winslow (Chevrolet); 17. Joe Ebben (Ford).

Trans Am 3 A: 1. Todd Napieralski (Chevrolet) 1:31.604; Dane Moxlow (Ford): 3. Steve Jent Jr. (Ford): 4. Rich Jones (Ford); 5. Rob Bodle (Ford); 6. Chuck Cassaro

Trans Am 3 IN: 1. David Seuss (Porsche) 1:32.890; 2. Tim Gray (Porsche).

TRANS AM SERIES | ROUND 7

Brainerd International Raceway | Sept. 1, 2013

Trans Am: 1. Doug Peterson (Chevrolet) 1:28.991; 2. Tony Ave (Chevrolet); 3. Amy Ruman (Chevrolet); 4. Simon Gregg (Chevrolet); 5. Jed Copham (Chevrolet); 6. Rick Dittman (Chevrolet); 7. Cliff Ebben (Ford).

Trans Am 2: 1. Cameron Lawrence (Chevrolet) 1:33.779: 2. Pete Halsmer (Chevrolet): 3. Gread Rodgers (Chevrolet); 4. Scott Ferguson (Pontiac); 5. Joe Ebben (Ford); 6. Tom Sheehan (Chevrolet); 7. Mel Shaw (Chevrolet); 8. Robert Huffmaster (Chevrolet); 9. Dale Madsen (Ford); 10. Kurt Roehrig (Chevrolet); 11. Bob

Trans Am 3 A: 1. Rob Bodle (Ford) 1:46.000; 2. Chuck Cassaro (Ford).

Trans Am 3 IN: 1. David Seuss (Porsche) 1:40.250; 2. Tim Gray (Porsche).





NOT KEEPING SECRETS

Congratulations to all the NEDiv drivers who have returned from National Championship Runoffs and Tire Rack Solo National Championships. Many of our division's competitors found their trailers a little heavier on the way home, loaded up with trophies and awards. Most of you likely returned without a trophy, but represented the division well just by making the effort to compete.

How many of us return to work after these events to be asked by coworkers where'd we go on vacation? When we answer that we just spent a week racing for a National Championship, how often is the reply: "What? You race cars? Wow!" Wow, indeed. That's the reaction of most folks just hearing about your racing. Imagine if they actually saw the racing - and not on some in-car video replay, but live, in-person, at the track. That's worth a "WOW!" However, I suspect the reality for most of us is that we rarely invite our co-workers, neighbors, and friends to come to an event with us.

As the 2013 racing season winds down, start thinking about the opportunities we have in 2014 to introduce new people to the Club and sport in which we have such passion. It starts on an individual level – and it's on the individual level we have the most impact – by picking a different friend each event you are going to invite to come work a corner with you for a day, or co-drive with you at a Solo event, or navigate for you in a RoadRally. They might not end up joining, but the chances of them being mad that you wasted their day

DIVISIONS AND REGIONS The SCCA is divided into

Divisions and within those boundaries are Regions. You can find your SCCA Division and Region by going to SCCA.com. with boredom are slim to none.

On a Regional level, we need to plan to better publicize our events. For proof that the effort can pay off, look to South Jersey Region Membership Chair **Bill YonSuskil**'s success in obtaining live radio coverage of the "Summer Thunder" Club race in August. WVLT on 92.1 FM reaches central and south Jersey, plus Philadelphia and Wilmington, Del. The station has two car-oriented radio shows: the *Cruisin' All Request Weekend* with **Chris Randazzo**, and *Show and Go Garage* with **Ben Notaro** and **John Quinn**.

Over several months, VonSuskil made an effort to call into both shows to talk about upcoming SCCA events at New Jersey Motorsports Park. The big break came when Randazzo offered to do a live radio broadcast from the track during a Club Racing event. VonSuskil arranged for the station to setup up in the paddock and

do live interviews with himself and RE **Jim Tornetta**. They had Randazzo ride in and broadcast from the pace car at the start of a race, and he also had the opportunity to be on the flag stand for a start.

"The purpose was really a membership drive," explains VonSuskil. "We wanted to get the word out to people in the local area with the objective of finding new volunteer workers."

As a bonus, a host of the other radio show, Notaro, also attended and shared the enthusiasm for the event. Randazzo told VonSuskil he had no idea that kind of exciting racing action was available and accessible to anyone. Most importantly, the station wants to repeat the live broadcast at future races.

Time will tell whether the region gains any new members and race volunteers from the radio broadcasts. Clearly, however, both of the radio hosts are now big fans. Thanks to VonSuskil's efforts, the "secret" about great SCCA racing at NJMP is out to a large radio audience.

NEDiv Regions can obtain a list of media contacts in your area from SCCA Public Relations Manager Reece White. By using this media list, the Tire Rack Street Survival program has had great success increasing local media coverage of our teen driving initiative. While planning your 2014 seasons, have the media list from White in hand so you can also schedule your press outreach efforts well in advance of each event. You can reach White at rwhite@scca.com. As individuals and regions, let's vow not to keep any secrets about the great events and friendships to be found at SCCA events in our division.

CONTACT

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2014 CONFERENCE SNEAK PEAK

According to **www.sedivracing.org**, our 2014 conference and awards banquet



ON AIR
(Left to right) Ben
Notaro of Show
and Go Garage,
Debbie Notaro,
radio host Chris
Randazzo, and Bill
VonSuskil attend
the SCCA Summer
Thunder Club race,
where Randazzo
broadcast his
show live.

will be Jan. 18-19, 2014, at the Sea Palms Resort on St. Simons Island in Georgia. This is a new, larger location, but it's still centrally located near Jekyll Island. Your family can enjoy biking and trails, golf, and shopping, plus there is the St. Simons Lighthouse and fishing pier.

See **explorestsimonsisland.com** for more information on the area.

CHECKERED FLAG: SUSAN COLEMAN

Heyward Wagner, SCCA's
Communication Manager for the Tire
Rack National Solo Program, shares
special memories of his mother, Susan
Coleman, who passed away on Aug.
10, 2013. "Mom was a 47-year
member," he says. "She was Chief of
Communications for the Chimney
Rock hillclimb from 1973-'95, and
Chief of Communications for the

[National Championship] Runoffs from 1975-'85. She worked in the tower at Road Atlanta for over 40 years. Mom was a fixture in [southeast] hillclimbing for over 40 years. She was instrumental in the original writing of our SCCA Flag Manual. Susan Coleman was also a past recipient of the Southeast Division's highest accolade, the John C. Reuter Award."

CHECKERED FLAG: MIKE COVELLO

At the all too young age of 54, **Mike Covello**, SCCA enthusiast and an accomplished musician, passed away at Halifax Hospital on August 15. Covello heard music in the revs of racecar engines. Living in Daytona, he was also an angler, boater, and traveler. Covello worked for Daytona Nissan as Parts and Service Director and played bass for The Moonlighters. Covello was a dog lover, too, and consequently donations in his memory can be made to the Halifax Humane Society.

"Mike was stricken by a heart attack while competing at Daytona [in August]," recalls Driver **Bosco Logsdon**. "Mike was loved and respected by all who knew him. He was a great friend and confidant to me. Mike was a great gear head, but he was a much greater human being. My thoughts and prayers go out to his family, friends, and co-workers from Nissan of Daytona and Crane Cams."





FOOD FOR THOUGHT

Thoughts and prayers regarding Covello quickly found their way to Facebook, and the conversation soon turned to the health of our drivers. Jennifer Schwartzott posted a poignant note: "I'm sorry to hear about Mike Covello's passing. There have been too many racing deaths due to heart attacks this year. Maybe it's time to think about requiring EKGs for all drivers each year. They make my father have one due to his age, but maybe everyone should - and if you aren't feeling well, please see a [doctor] and don't race. It's not worth it."

Course marshal and Medical Director **Dave Langston** also chimed in. "I think it should be required of all drivers on any cardiac-related meds. Racing is a stressful sport; drivers should have a certain level of conditioning. While true an EKG or stress test cannot predict the future, it can find problems that need to be looked at. Also consider the heat stress."

CHECKERED FLAG: PEG BISHOP

On August 21, Margaret "Peg" Bishop passed away at the age of 87. Peg graduated as an RN in 1946, contracted polio in 1949,



and battled back to work as an OR nurse for many years. In 1969, Peg helped start the International Motor Sports Association (IMSA) with her husband John, which became a premier professional sports car racing organization through the 1970s and '80s. IMSA took them across the U.S., Canada, Mexico, Europe and Japan. In 1989, the couple retired to the Leeward Air Ranch in Ocala, Fla., where she spent time with John flying airplanes. She even took pilot lessons and soloed, earning her own wings.

CONTACT

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Jim Barrow
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a lot for the region
over the years, and
has had plenty of
fun in the process,
like competing
in hillclimbs in
an MG TD.



NORTH COAST NEWS GREAT LAKES DIVISION

BY NANCY SCHILLACE

PULLING OUT ALL THE STOPS

History was made for both SCCA and Mid-Ohio Sports Car Course in the aftermath of a racing incident involving GT-1 Corvette driver **Dick Greer** and T2 Mustang driver **Joel Hipp** on May 31 during the U.S. Majors tour Club race. If you aren't familiar with the incident, the cars ended up exiting the course through the guardrail, ending up far from the track. Thanks to the integrity of the safety equipment, both drivers walked to the ambulances and raced the next day.

Hipp's Mustang was brought back on the flatbed. Since **Greer**'s Corvette had all but disintegrated, it was brought back in pieces by the safety trucks. Over the course of the next six hours, maintenance crews pulled out all their equipment to move concrete barriers from the grid and other parts of the track to replace the guardrail. A crowd gathered in the infield to watch the ongoing repairs.

Then Murphy's law kicked in: The forklift vehicle got a flat tire. That forced the crew to put a call out to local companies for heavy-duty machinery to finish putting the barriers in place. A catch fence was eventually added to the barriers. In spite of the lengthy delay, races continued later in the day, but qualifying sessions had to be forfeited. Kudos to all the guys who worked non-stop for those hours to solve the problem!

CHECKERED FLAG

Lloyd Loring reported SCCA lost one of its earliest members when Curtis B.
Thews passed away June 21, 2013, at age 90. Thews joined the SCCA in 1950 and helped create South Bend Region in 1952. Thews and his brother, Russell, were a vital part of the region and provided guidance that helped the region prosper and gain respect. He was active in car shows, gymkhanas, local rallies, and regional race efforts.

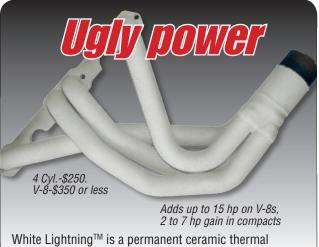
Thews was a veteran of the U.S. Navy during World War II and worked at Bendix, Oliver, and Studebaker





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before starting his VW, Porsche, and DKW dealership in South Bend. He was a mechanic by trade, creating two unusual cars. His first, the Sample Street Spyder, was powered by a Crosley engine and built entirely from scratch. It still runs after over half a century. The Thews Special was based on a DKW Junior frame with two different Porsche Carrera engines so that he could run F Modified with all four cylinders, or with an engine swap to two cylinders he could run H Modified. This car saw success in SCCA racing as well as at local autocrosses. Thews also worked behind the scenes to restore many of the cars at the Studebaker Museum in South Bend.

While he had health issues that kept him homebound in recent years, Thews was a constant presence for more than four decades helping the Club move forward. The region will miss his steady hand and thoughtful approach to the sport he loved.

CELEBRATE THE GOOD TIMES

Assistant RE Barry Schoenberger of Southern Indiana Region shares that the region's current and past members gathered for dinner to honor James Barrow for 60 years of SCCA membership and his love of the sports car. Barrow Club raced in a Mini Cooper, autocrosser in an NSU, drove rally in a Saab, and competed in hillclimbs in an MG TD. As the co-owner of Tri-State Imports and other repair shops, Barrow was the go-to guy for sports car owners for 40 years. He was RE for many of the region's formative years, and has earned every one of the region's participation, contribution, and competition awards.

CONTACT

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CENDIV CONQUERS NATIONALS

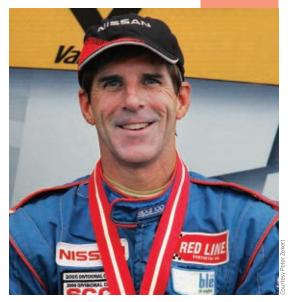
It was another warm and windy week for those who attended the 2013 Tire Rack Solo National Championships. Due to its close proximity, CENDiv sends a healthy contingent of drivers to Lincoln, Neb., every year. While some are more successful than others, it's hard not to have a good time at the event. Whether it's helping fix someone's car, a cookout, or playing four square, there are plenty of social gatherings in the paddock. It's always fun to sit around and playfully mock someone spending their evening cleaning up OPR (other people's rubber) from their tires before the next day's competition.

This year, our division came home with seven first-place trophies, with each having a story behind it. Brothers **Bartek** and **Hubert Borowski** have been driving their 1996 Mazda Miata for five seasons now. Bartek has won ES each of the last four years to go along with his two previous DS wins, giving him a total of six National Championships.

"It seemed like a local event with all of the Chicago Region ES trophy winners," says Bartek of this year's Solo Nationals. "We had some tire



THE CANDIDATES
Lisa Noble,
Chairman of the
National Board of
Directors, terms out
this year, leaving the
Midwest Division
looking for a new
representative.
Mike West (LEFT)
and Peter Zekert
(BELOW) are the



pickup, but **Greg Meier** helped clean the OPR off between runs." Bartek reports that he is excited to be taking a break from driving the Miata for a while, and will be doing something completely different. "We're looking forward to ice racing this winter; it's a different kind of challenge."

DPL winner **Anne Robinson** has been busy this summer and hasn't gotten as much seat time as she'd like. She also mentioned Meier, thanking him for all of his hard work being crew chief for her Toyota MR Spyder. "This is the first year we ran on Avon tires and they stuck like glue," she says.

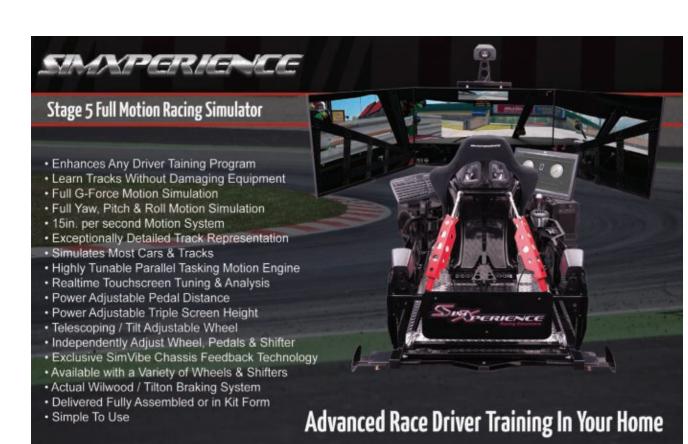
Jason Frank won his first title in 2007 and then had a string of high trophy finishes, including second-place finishes the last two years. After finishing the Tire Rack ProSolo Finale in second place earlier in the week, Frank decided to put his Honda Civic up for sale.

Dan Cyr won in a shifter kart back in 2003 and then grad school, marriage, and life in general have only allowed him back to the Solo Nationals a few times since then. Some folks were surprised when he purchased a motorcycle-powered formula car to run in BM, as they didn't think it had a chance to be competitive. However, with help from Mark Lamm and John Engstrom, he proved everyone wrong with a come-from-behind 0.198sec victory.

Jeff and Denise Cashmore were holding on to DM and DML first day leads when Jeff slowed near the end of his second Friday run because the car wouldn't turn. It turns out a steering rack extension bolt had sheared off and the right front wasn't responding to wheel inputs. Del Long Mike Tews, and others jumped in, removed the broken piece, cleaned up the four remaining threads left on the bolt, and got it tight enough to hold for one more run. Jeff tried to eye up the alignment, but too much toe-in resulted in a steering wheel that was off center. It all worked out in the end, as his final run was enough to take the DM victory, his fifth in this class and ninth overall. After some welding and a better alignment, Denise managed to take the DML win two heats later.

Adam Barber had to wait longer than most to learn that he'd won his class. In fact, it was the next day! RTF was incorrectly scored using the 2012 PAX/RTP index numbers, which showed him in second place to Jack Burns.

However, when the problem was



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discovered, the results were adjusted to show the 2013 index results, moving Barber to first. Through the use of a laptop and Skype video chat software, Barber got to virtually walk across the stage at Friday night's awards banquet as the RTF champ.

The complete list of CENDiv trophy winners is some 36 strong, so if you check out the Solo National results in this issue, you'll undoubtedly see a few familiar names.

GATEWAY TO MIDIV MIDWEST DIVISION BY EILEEN WATERS

MEET THE CANDIDATES

The Midwest Division is currently electing an Area 6 Director to a three-year term on the national Board of Directors. There are two candidates: Mike West and Peter Zekert. West is the Secretary from the Mid-South Region while Zekert is the current St. Louis Region RE. (In the interest of full disclosure, please note that I am the St. Louis Region Secretary.)

I asked the MiDiv REs to submit questions for the two candidates and added a few of my own. You can find all 22 questions and answers on the MiDiv website (www.midiv.org) on the main page under "Latest News." Here are a few of the questions/answers:

Des Moines Valley Region RE **Dan Harrington** asked: "If elected Area Director, if you had to choose between these two, which would you feel is more important: Representing and improving our Division in National affairs to make SCCA National programs more successful, or representing and improving our Division's Regional needs."

West's reply: "SCCA is a bottomup organization. That is, we are a Club composed of members who participate at the Regional level. Keeping our Regions strong will in turn make for a healthy National organization."

Zekert's reply: "If elected as Area 6 Director, I would be obliged to support MiDiv Region interests over National programs, if the two were in conflict. MiDiv Regions, with several Regions struggling financially to keep programs open, would be my customers, along with MiDiv SCCA members."

Harrington also asked for the two top goals of each candidate.

West: "Keep streamlining our rules sets, [and] finding ways to entice the 18-40-year-old population into joining us."

Zekert: "Educate the Board to the benefits of good customer service, [and] lead the Board back to a true "Club" mentality a Club for its members."

Southern Illinois Region RE

Chris Albin asked: "How do
you think [Club Racing] class
management should be handled?"

West: "Combining classes or 'sunsetting' a class is never pleasant or easy. Our current methodology gives us the opportunity to express HEATING UP THE TRACK Houston Region's

Club Trail
and PDX at its
Summer Sizzler
at MSR Houston
was a success,
and continues
the growth the
Region has seen
through its Time
Trial program.

thoughts, objections, and concerns as part of the process. The Club Racing Board's method has proven to be viable and, for the time being, should continue. However, we will always be working toward making it better and less traumatic for those members [who] are affected."

Zekert: "Speaking of Club Racing class management, the drivers in the particular classes have the largest 'investment' of money, time, and effort. Class management should be of - and for - the benefit of the members in that class."

I asked: "What are the top three items the Midwest Division needs to focus on as a whole?"

West: "Work collectively to ensure all our Regions are able to provide events that fulfill the expectations of their members; work collectively to help all Regions remain financially viable. If one fails, the Division may fail; [and] bolstering membership. Success in [the first two] will help attract new members and retain current ones."

Zekert: "The Midwest Division needs to focus on financial stability; sharing resources; and sharing best practices."

Finally, I asked: "What is the driving force motivating you to run, and what qualifications do you bring to the issues facing the Division and the Club?"

West: "Desire to serve my fellow members at a higher level; 30plus years working with people from all across this country in the successful execution of a National government program."

Zekert: "I bring 35-plus years of experience in SCCA to the Director's position, experience gained by racing with regions from coast to coast. I have learned many 'best practice' techniques while visiting an organization."

My thanks to both gentlemen who were busy when I contacted them (West was racing at Barber and Zekert was teaching high-threat driving to Navy SEALs). Their campaigns have already sent out additional information. Don't forget to visit the MiDiv.org Website to see the full set of questions, and be sure to cast your ballot before Nov. 15. Finally, we should all say a big "thank you" to Lisa Noble for serving as the Area 6 Director the past six years!

CONTACT

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WIN Wrive Here.



TIME TRIALS ARE TAKING OFF!

The Southwest Division's Time Trial program is growing steadily after its debut in September 2012 with the Houston Region Labor Day Three Way event at MSR Houston. Kent Carter, Time Trial Director for the Southwest Division, has been working hard to get the program up and running.

"We are seeing the program growing exponentially," Carter says, "from fewer than 10 drivers in our first [event], to about 20 in our second event. We had over 50 in our August event!"

With the August heat being a factor for many racers, Houston Region decided to focus its Summer Sizzler event on PDX and Club Trials. It seemed to be a good decision, as there were many eager drivers wanting to participate in the program.

"They like the right amount of track time, the very low-key approach, and the fact that they get real racecar drivers as instructors," Carter says. "The Club Racing drivers who volunteer to instruct find it a very enjoyable experience."

Carter is thankful for the help of fellow racers, especially a few dedicated drivers who have been behind the Time Trial program from the start.

"Wesley Cunningham [Houston Region], and Amber Stephenson [Houston Region] have really taken the lead on instruction, and the students are very appreciative," Carter says.

At the August event, John Phillips III, veteran driver and Southwest Division Licensing DA, went above and beyond by holding extra classroom sessions for one student who was struggling with the line.

"Before he knew it, he had drawn a crowd!" Carter says. "Of course, everyone knows that John is a great driver and also a great mentor, so it was a wonderful opportunity for everyone."

Carter's wife, **Diane**, is even trading the computer for track time.

"My wife turned Timing and Scoring over to Nadja Pollard during the Club Trials so she could drive her





Steve Gruvei cluding his 1968 the Yellowstone Region Solo event family members to the sport.

FAMILY FUN

It's not just Houston Region either. Texas Region held a PDX at its Eagles Canyon event in April 2013, and is planning on holding another in 2014.

"We are currently working on the details," Robey Clark, Texas Region Race Chair, says, "but it's on the schedule, and we are looking forward to it."

Personally, I am excited to see the future of this program. I think it's going to bring an entire new group of racers to the Division, and I can't wait to take the track with them.

For more information on upcoming Time Trial events, please visit the Southwest Division Website at www.sowdivscca.org or check with your local region.

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PONY EXPRESS **ROCKY MOUNTAIN** DIVISION BY DAVID MURAMOTO

SUMMER'S DOG DAYS

By the very nature of its geographic makeup, RMDiv tends to ease up on the throttle by the month of August. Most of the southern Regions, from Pan Am to Rio Grande, have only one or two Solo events when the heat comes early and stays late. Colorado and Continental Divide Regions also sanction fewer events that particular month, although the RallyCrossers are an exception to this rule, hosting events at both the Colorado Off-Road Extreme (CORE) and Fountain truck driving sites during August.

Utah Region hosted the only RMDiv Club Racing event in August, the eighth running of The Great Salt Race at Miller Motorsports Park (MMP) in Tooele, Utah. Utilizing the three-mile outside configuration, the Double National attracted nearly 40 entries from seven states. It proved to be a particularly good weekend for local racer Pratt Cole, who won both big-bore races in his T1 FR500 Mustang, while fellow pony car racer Scotty White was similarly successful in his T2 Mustang in the small-bore grouping. Utah Region's Chris Farrell

wheel racing action. "The Club Trials part of the program is a natural steppingstone from PDX," Carter explains. "Once they have begun to master the line and car

And, for Houston Region, the Time

Spec Miata," Carter says. "Her

respectable lap times.'

experience in 'beater car' racing

showed as she quickly got down to

Trials program is the perfect ladder

system to get drivers into wheel-to-

control, it's time to put those skills to the test. I've always said racing is a hard line of work because the performance evaluations come every two minutes or so.

"Putting a transponder on the car and watching your times motivates you to hone those skills to a sharper edge. It is fun watching people get the fire in their eyes over a couple of tenths doing something they may never have dreamed they could do," Carter says.

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he creditor and issuer of the Sports Car Club of America Visa Card is U.S. Bank National Association ND, cursuant to a license from Visa U.S.A. In

won Saturday's Formula/Sports
Racing group in dominant fashion, but
his DSR Stohr had a hiccup on Sunday,
letting the battling duo of **Lucian**Pancea and Jake Lathem through. At
the checker, Pancea's FB Stohr just
edged Lathem's similar machine after
45 tough racing miles.

Utah Region also deserves special credit in creativity for holding this event together with another sanctioning body in order to help defray the overall costs.

But it's the far north Regions like
East Idaho and Yellowstone that are
well and truly into their racing seasons.
August events like the SummerFast
Solo at the Bonneville High School in
Idaho Falls have been called the
highlight of summer for East Idaho
Region. In Yellowstone Region, two
Solo events at the RimRock truck stop
and Food Services of America (FSA)
parking lots in Billings, Mont., were on
tap for those with an unquenchable
need for speed.

One story of interest touted a unique summer family get together at FSA earlier in the season. The Yellowstone Region newsletter Fast Times is edited by the Region's Secretary/Treasurer/Webmaster J. Reuss, and his "rovin' Regional reporter" put together this piece, titled "Gruvin' at FSA."

"Summer is the time for family reunions. Member Steve Gruver used the recent event at [FSA] to introduce three vacationing family members to our sport. Visiting from Pennsylvania and Iowa, Steve's nephews and granddaughter racked up quite a few miles in Steve's '68 and '86 Corvettes. Unfortunately, Brent Hergenraeder (S2000) rained on the Gruver B Stock parade by nipping patriarch Steve by 0.134sec. Notwithstanding, Dean Johnson (MX-5) beat everyone with FTD honors. Nels Jensen, driving his dad's Honda CRX, placed fourth overall and Chris Brewer (Mini) and J. Reuss (Corvette) finished fifth and sixth. Tucker Stewart's Miata edged Woody Jensen's CRX by 0.162sec, and James Reuss's Nissan 350Z finished right behind Woody.

"Notable performances were posted by returning newcomer **Jarek Peila** and his Datsun 280Z and 17-year-old **Claire Gruver** driving her grandpa's '86 Corvette. On the PAX side of things, **Nels Jensen** ended up on top of the heap with Johnson, Hergenraeder, and Brewer following very closely behind.

"The weather couldn't have been more perfect for the event. Even though FSA requires us to be gone by 3 p.m., entrants enjoyed a dozen runs each on what amounted to a three-lap course. The Gruver clan had a blast!"

So, while summer begins its slow and languid final bow out of RMDiv, I wonder if the banter at one family get together (perhaps the Gurver household) over Thanksgiving or Christmas might be a bit more lively as a result of some late summer playtimes.

CONTACT

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THUNDERHILL EXPANDS

San Francisco Region opened its region-owned racetrack, Thunderhill Park, in October of 1993. The first event was a Regional race with over 200 entries, including then SCCA President Nicholas Craw. Twenty years later, Thunderhill Park is adding a second track to the 530-acre site, called Thunderhill West.

The 1.9-mile, 17-turn course will be connected to the current three-mile configuration bringing the total track length to just-under five miles. It will cost over \$3.5 million to complete, and will also include garages, a clubhouse, bathrooms, and a separate paddock area.

Earth started moving just two days after the Glenn County Planning Commission approved the project.

Steven Crawford designed the new track. He also designed the original track in 1993. Richard Siri of Siri Grading and Paving is the general contractor, just as he was in 1993, and David Vodden will build the business that will make the new track a profitable addition to the overall Thunderhill Park operation, just as he has done since that October 20 years ago.

Funding for the track will come entirely from reserves, eliminating the challenges of financing in today's market.

Thunderhill Park has consistently booked over 300 track days each year without the benefit of a major client or school taking up a big block of time. Recent episodes of *Myth Busters*, *NOVA*, and automotive commercials also fill track time.

"We are really excited about adding this new racetrack to the business model of Thunderhill Park," notes Thunderhill Park President and CEO David Vodden. "Our existing customers can hardly wait."

Vodden is an SCCA racer and veteran promoter of circle track programs going back to Baylands Raceway Park. He was hired by San Francisco Region in 1988 to build and operate the track.

"Building any racetrack in California is a major challenge," Vodden says, "but we were fortunate to find friends in Glenn County who wanted SCCA in their community."

Fellow SCCA racer and owner of Hooked on Driving, **David Ray**, was one of the earliest proponents of a track addition to Thunderhill Park. At the time, he was contemplating making his track event enterprise a tenant-partner at Thunderhill Park.

"I have been an active supporter of Thunderhill Park since before the original track was built in 1993," he says. "This addition is a natural progression for the track as it continues to excel in offerings, service, and just pure entertainment. I plan to

THUNDERHILL WEST Thunderhill Park is

expanding, with the addition of a 1.9-mile, 17-turn expansion that will be connected to the existing track. Find more info at thunderhill.com.



continue my support of Thunderhill with Hooked on Driving and as an SCCA racer."

The new addition is expected to be completed by the second quarter of 2014. The track will be FIA standard 36-feet wide, have substantial runoff areas, and use the latest in communication technology, corner lights, and safety designs. The paddock will accommodate over 100 cars and equipment, and welcome students to a large air-conditioned clubhouse with bathrooms. Power will be available for RVs as well as food service from the Thunderhill Grill.

Thunderhill is a for-profit California corporation whose stock is wholly owned by the San Francisco Region. The two companies operate separately and have independent Boards of Directors.



SPDIV ATTACKS NATIONALS

With roughly 7,000 individual runs completed between some 1,000 drivers, all packed into four days and spread over two courses, the Tire Rack Solo National Championships was massive. This event, which took place at Lincoln Airpark from Sept. 3-6, 2013, is the largest amateur motorsports event in North America, with drivers flocking to Lincoln, Neb., from every corner of the United States, and a few points beyond.

Among the drivers were a solid contingent from the SPDiv and, as usual, our drivers scored some hardware for their efforts. This year more than any other, SPDiv drivers seemed to shine the brightest. Perhaps it was the unseasonably hot weather that graced the event, or it could have been the course design work of Arizona Region's Elliot Speidell (who created the West Course) that gave our division an edge but, whatever it was, our drivers used every inch of it to their advantage.



Paul Russell dominated the always-challenging Kart Modified class at the Tire Rack Solo National Championships.

THE CHAMPS

James Yom was long overdue for a win, and his came in B Stock behind the wheel of his Honda S2000. Yom faced stiff competition, coming from behind to take his first National title.

Nicole Nagler (by the time you read this, Mrs. Wong) dominated the Street Touring Ladies C class in her Honda Civic Si, making it three in a row. Interestingly, you have to go back more than 10 years to find a winner in this class who is not from California. Makes you wonder what the ladies on the West Coast know about Hondas the rest don't?

Brian Peters brought the "wrong car" for Street Touring R, but it did not slow him down, as he took the win in his Nissan 350Z over the nimble Honda and Mazda roadsters.

Mandy Owen brought the E Street Prepared Ladies title to Arizona Region, besting the typical pony car crowd in her Subaru WRX.

Fred Zust claimed another win with his potent Lotus Elise in the 22-driverstrong X Prepared class.

Certainly it will come as no surprise that the Kiesel family continues to own the E Modified and E Modified Ladies classes, with the husband and wife team of **Jeff** and **Shawn Kiesel** adding to their impressive tally of wins. How about next year we only mention the class if someone else wins?

Paul Russell continued his stranglehold on the wildly exciting Kart Modified class, taking this year's title by more than two seconds over the competition.

Returning to the top of the charts once again was Las Vegas Region's **Suzanne Segal**, who grew her record by claiming yet another Kart Modified Ladies win.

San Diego Region's **Barbara LeRoy-Boehme** took the top spot in the supplemental Road Tire
FWD Ladies class with her Mini
Cooper. Meanwhile, fellow San
Diego Region member **Michael Heinitz** took the supplemental
Road Tire RWD class in his
Mazda MX-5.

In Formula Junior A, it was Cal Club Region's **Kevin Jung** taking the win with his Ciro Design Racing/7th Gear Tony Kart.

With nine championships, and three supplemental class wins, it was a great year for SPDiv. We also had a large number of drivers who claimed trophies, and others faired equally well at the Tire Rack ProSolo Finale that preceded the Solo Nationals. Congratulations to all of our champions and trophy winners.

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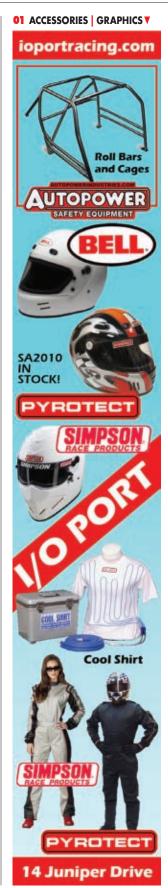
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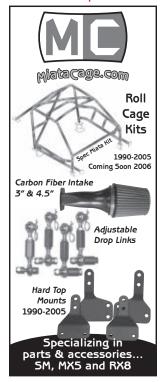
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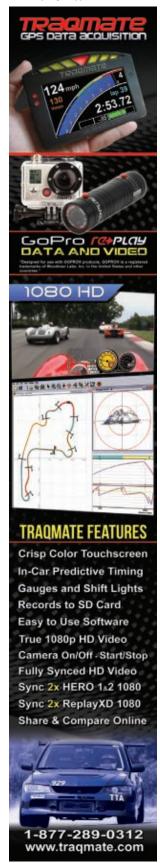
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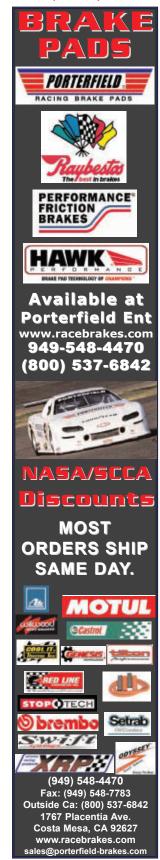
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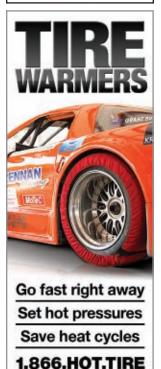


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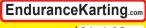
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10 DRIVING SCHOOLS, AIDS KARTING V



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MINIMUM BILLING: \$39 Additional words (over 25): 70¢ ea.

NEXT AVAILABLE: DEC 2013

Reserve space by: Oct 4 Materials due: Oct 11 Mails: Oct 25

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- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
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- 28 SERVICES

20 PRO RACING V



2013 MUSTANG BOSS 302S > The 2013 Mustang Boss 302S comes equipped with the 5.0L TiVCT Boss engine with racing calibration and a full safety system. This is an off-road only, race prepped, and turn-key for World Challenge, NASA American Iron, and other racing series. Limited production- only a maximum of 50 units will be produced! Serialized for collectability. This Vehicle does not have a VIN and is not street legal. Contact Tim Schaiberger at tschaiberger@yahoo.com. [24871-12]



VOLVO S40R SCCA WORLD CHALLENGE CARX > Professionally built for World Challenge or could be used in the new SCCA STU class. Comes complete race ready with fresh updated engine, 5 speed tough diesel posi trans, Motec management, 12 Fiske wheels, air jack system with wand, carbon fiber hood, trunk, spliter. Comes with spare new diesel trans, carbon fiber hood, trunk, splitter and S40 body shell. Contact Chris (203) 858-3115. [24889-11]

21 OTHER PRO SERIES ▼



2010 VIPER ACR-X > Winningest ACR-X in the history of the Viper Cup. Two consecutive National Championships. Every bit of additional equipment and preparation was put into this car. Full data and video Race Keeper system. Fire suppression. Polished wheels. 1 of 50 ACR-Xs built. Detailed engineering and set-ups from two years of racing included. Prepared by Viper Exchange. Racing support and maintenance available. Price: \$112,000. Contact us at (888) 332.9433 or bernie@tomballdodge.com. [24935-11]

22 OPEN WHEEL | SPORTS RACERS V



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RADICAL SR3 > Rarely used with only 38 hours on the chassis. Engine has 0 hours on a complete rebuild by Spring Mountain's authorized Radical service center. 1500cc-252hp engine, titanium paddle no-lift auto-shifter, air jacks, high downforce package, graphics package, 3-way adjustable shocks, data logger with advanced dash, professionally prepared by Tatum Racing, no races-just track days, Wilwood brakes, full lights including turn signals, spares including starter motors, 3 sets of tires and rims, manual jack, spare gearing, etc. \$45,000 or offer. Contact Sheldon (801)502-3097 or Sheldon@langeoriginals.com. [24866-11]

22 OPEN WHEEL | SPORTS RACERS V

2013 FE NARRC AND NERRC
CHAMPION CAR > SN82 built by me
2004. Go to greasedshadow.com for full
specs and pics. Contact Bruce Allen at
bruce@brucesallen.com. [24933-1]



2004 STOHR DSR > Chassis #009 was purchased in 2008. Rebuilt /upgraded by Kevin Mitz, tunnels, no motor or radiators. Roller \$16,000. Contact Tim at (415)290-2324 or tcollins@ KleenSpeed.com. [24874-12]



SPEC RACER #655 > Spec Racer #655 in perfect condition, Ford transmission installed otherwise a roller, no radiators, fuel or oil. Price \$6000. Contact Tim at (415)290-2324 or tcollins@ kleenspeed.com. [24875-11]



F600 RAPTOR > Suzuki GSXR, 6 speed, single chain drive, paddle shift, AIM data with GPS, Accusump, and spare side parts. Price 14,000. **Contact Bill at (540) 312- 4628**. [24905-11]



VAN DIEMEN S-2 2006 > Only 6 races, latest trick setup. Wheels, gears, tires, seats, rains, etc. \$25,000. Contact Jim Rust at 316 744-9898 or rustinfo@ aol.com. [24912-2]



FORMULA ENTERPRISESX > PI C dash with GPS, all latest up grades, new paint, 8 spare wheels. One set of rain tires, misc spares. \$28,000 OBO. Brad Pierce (707) 483-7824. [24924-11]

22 OPEN WHEEL | SPORTS RACERS V



2004 RT41X > Want a car that can help you win the National Championship? Complete in 2010-2011. All new rod ends and bearings. Fresh Drummond Motor. Tranny gone through. A sequential shifter, Brand new AIM Dash, EV04 Steering wheel mount with track mapping and data logging. Motec M800 engine management with FI. Car was originally built and raced by Ben Beasley and ran in SCCA Runoffs as a FA. Many spares: tires, wheels, suspension, gears and body parts. Beasley CSR carbon body. New fuel cell. 2012 all new fuel pumps. All AN Lines replaced. Last raced by Ben Beasley 2012 at Nelson Ledges. Car is race-ready with the best of everything, both mechanically and electronically. \$87,500 Contact Kyle Grim 614/419-2446.[24934-01]



Lola 89/90 Sports 2000 > Winning, fast S2. Super-stiff tub, extra roll-cage bracing, nose box. Updated front and rear suspension with Penske shocks. Blueprinted Hewland, strong Elite Ford. 1st place 2011 June Sprints, 2nd 2011 SCCA Runoffs. Asking \$45,000. Consider nice street trades. Contact Alan Andrea (847) 431-5611 or aracer@msn.com [24877-11]

23 PRODUCTION BASED | GT ▼



FASTER THAN TRANS-AM/GT1 > Just recorded a lap at Watkins Glen faster than Trans-Am track record. F1-type drag reduction system, 418 Chevy, and surprisingly inexpensive to race. Wind tunnel and dyno numbers available for serious buyers. \$55,000. Contact at Jeff at jeff.hawkins@nitco-lift.com. [24863-11]



SCCA GTL MAZDA 323 > 3 sets of wheels, extra engine, many parts. \$6,000 0B0. 26ft enclosed trailer available. Contact Ron at 330-461-2940 or legal50@aol.com. [24914-12]



22 OPEN WHEEL | SPORTS RACERS V



GT-1 CORVETTE > Consistent winner at all NORPAC division tracks, multiple divisional champion titles. ACP carbon fiber body, Hewland trans, two 15 degree motors, data acquisition system, 4 sets BBS wheels. \$45k/ offer. Contact Rich **Sloma at (707) 726-9029**. [24907-12]

T2 2002 BMW M3 FALL-LINE BUILT >

Fifty minutes total time on this car. Built by Fall-Line in 2011 to SCCA T-2 Specs with one test day. Driver has not driven the car since 2011, due to business commitments. Fifty minutes total time on this car. Fresh engine, trans, drive line components. New injectors, coil packs, wires, Fall-Line graphic package. AIM dash, Moton gas shocks, new springs, strong cage, Cobra tech racing seat, Momo steering wheel, Schroth belts, Borla exhaust, hard wired radio, carbon fiber weight box, fire system, push button window net. 3 sets of light wheels with 2 new sets of Hoosiers, set of rains never used. Built for \$65,000 for sale for now \$55,000. Very firm. Call Mick at 321-674-5003 or robinsonms@cfl.rr. com. [24919-01]



2008 PONTIAC SOLSTICE GXP > Turbo SCCA T2 or STU, 7,000 miles, street legal, clear title, Penske double adj 8760, Racetech seat, 2 sets of Forgeline wheels, McMahon custom cage, diff cooler. \$22.500. Contact Bill at 440-821-6421 or email bill@msportsracing. com. [24922-11]



1994 VW GOLF SCCA > Winning 1994 VW Golf SCCA ITB current log book, QED motor w/4 races, KAAZ LSD, 4.25 Final Drive, .85 5th gear, Bilstein adjustable coilovers and Hypercoil springs, Ground Control camber plates, MSD, piggy back computer, Tectonics headers and exhaust, HT10 brake pads, Bildon racing pressure plate and clutch, SSR 8.4 pounds 15" wheels and R6 Hoosiers Custom cage with 2 lap records. 516-840-6764 or marios.tinis@ leapc.com. \$10,500. [24930-11]

23 PRODUCTION BASED | GT V



1990 CAMARO > A Sedan, professionally maintained, many spares, 3 sets of wheels, rear end gears, transmission, suspension parts and more. Replaced in the last 2 years were shocks, brakes, alternator, and power steering pump. Still a winner. Call 603-447-3573 \$5,000 or OBO. [24926-1]



FORD FIESTA B-SPEC > (SCCA, World Challenge, etc) Turn-key 2011 Ford Fiesta B-Spec, 5k miles. Maintained by RaceLabz. Ready for World Challenge TCB, SCCA B-Spec etc. No expense spared. 2 sets of wheels + spares. Price \$18,500. Call 570-262-1018 or email info@ racelabz.com. [24932-12]

24 SOLO ▼



1966 CORVETTE AUTOX RACE CAR > Fresh 383, 600+HP; New pistons, crank, Hooker headers, dry sump pump, AFR heads, Griffin radiator, TEX racing T101 transmission, Ram clutch, Penske shocks, BAER rotors & calipers, Kirkey seats, 4.11 gears, 3 sets of wheels. For sale or trade for C5/C6 Z06 or GS. Call Rick at (619) 440-2689 or rp.bp89@cox.net. 36K 0B0.

1992 MIATA > Street legal, rebuilt suspension, alum radiator, silicone hoses, bolt-in roll cage, firewall oil filter, Borla cat-back, competition CAT, 2 sets of wheels, and more. \$8,500. Open 2-axle trailer available. Contact Carl at **(662)534-4748**. [24918-11]

26 TOW VEHICLES | TRAILERS ▼



50 FT HITECH TRAILER > 3-4 Cars. Two 25x50ft Awnings for each side. Lounge, A/C, Cabinets, Toolboxes. Used in World-Challenge. \$109k or best offer. Contact Joe at (631)974-4386 or jscarallo@aol.com. [24852-11]

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MINIMUM BILLING: \$39

Additional words (over 25): 70¢ ea.

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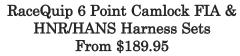
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CALENDAR

SPORTS CAR CLUB OF AMERICA NOVEMBER 2013
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WORLD CHALLENGE

world-challenge.com

Mar 22-24 St. Petersburg, Fla. (GT, GTS double) Alex Figge (GT); Jack Baldwin (GTS) James Sofronas (GT); Jack Baldwin (GTS) Apr 19-21 Long Beach, Calif. (GT, GTS) James Sofronas (GT);

Lawson Aschenbach (GTS)
May 17-19 Circuit of the Americas,
Texas (GT, GTS double) (TC, TCB triple)
J. O'Connell (GT); L. Aschenbach (GTS)
James Sofronas (GT); Andy Lee (GTS)
Ryan Winchester (TC); E. Francis Jr. (TCB)
Brett Sandberg (TC); E. Francis Jr. (TCB)
May 31-Jun 2 Detroit Belle Isle, Mich.
(GT, GTS double)

J. O'Connell (GT); Mark Wilkins (GTS)
Randy Pobst (GT); Dean Martin (GTS)
Jul 4-6 Lime Rock, Conn.
(GT, GTS double) (TC, TCB triple)
Mike Skeen (GT); L. Aschenbach (GTS)
J. O'Connell (GT); Jack Baldwin (GTS)
Brett Sandberg (TC); Robbie Davis (TCB)
Brett Sandberg (TC); Robbie Davis (TCB)
Ryan Winchester (TC); J. Lipperini (TCB)
Jul 12-14 Streets of Toronto, Can.

(GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course,
Ohio (GT, GTS) (TC, TCB double)

J. O'Connell (GT); L. Aschenbach (GTS)
M. Cooper (TC); E. Francisc Jr. (TCB)
M. Cooper (TC); Robbie Davis (TCB)
Aug 24-26 Sonoma Raceway, Calif.
(GT, GTS) (TC, TCB double)
Andy Pigrim (GT); BRandon Davis (GTS)
R. Winchester (TC); E. Francis Jr. (TCB)

R. Winchester (TC); E. Francis Jr. (TCB)
Oct 4-6 Houston Grand Prix, Texas
(GT, GTS) (TC, TCB double)

Trans Am

TRANS-AM SERIES

gotransam.com

Mar 3 Sebring Int'l Raceway, Fla. *Doug Peterson (TA); Cameron Lawrence* (TA2); David Seuss (TA3)

May 19 CTMP, Ontario, Canada Doug Peterson (TA); Tony Buffomante (TA2); Chuck Cassaro (TA3)

May 25 Lime Rock Park, Conn. Paul Fix (TA); Bob Stretch (TA2); David Seuss (TA3)

Jun 9 Watkins Glen, N.Y. Doug Peterson (TA); Cameron Lawrence (TA2); David Seuss (TA3)

Jun 21 Road America, Wis.

Doug Peterson (TA); Cameron Lawrence
(TA2); Chuck Cassaro (TA3)

Aug 17 Mid-Ohio, Ohio Cliff Ebben (TA); Cameron Lawrence (TA2); Todd Napieralski (TA3A); David Seuss (TA3IN)

Sep 1 Brainerd Int'l Raceway, Minn.

Doug Peterson (TA); Cameron Lawrence
(TA2); Rob Bodle (TA3A); David Seuss
(TA3IN)

Sep 29 VIRginial Int'l Raceway, Va. **Nov 3** Road Atlanta, Ga.

Nov. 17 Daytona Int'l Raceway, Fla.

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

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PLAYBOY MAZDA MX-5 CUP

mx-5cup.com

Mar 13-15 Sebring Int'l Rcwy, Fla (dbl) Christian Szymczak; Elliott Skeer May 9-11 Mazda Raceway, Calif. (dble) Christian Szymczak; Elliott Skeer Jun 14-16 Mid-Ohio Sports Car Course, Ohio (double)

Christian Szymczak; Elliott Skeer Jul 19-21 Canadian Tire Motorsports Park, Canada (double) Christian Szymczak; Elliott Skeer Sep 20-22 Coronado Naval Base, Calif.

Oct 4-6 Houston Street Course, Texas
Oct 16-18 Road Atlanta, Ga.

F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. *Tim Minor, Tim Minor* **May 9-11** Road Atlanta, Ga.

Tim Minor; Tim Minor

May 24-25 Lime Rock, Conn.

Tim Minor; Kyle Connery Jun 27-29 Watkins Glen, N.Y.

Tim Minor; Kyle Connery **Jul 26-28** Mid-Ohio, Ohio

Kyle Connery; Tim Minor

Aug 9-11 Mid-Ohio, Ohio
Kyle Connery; John LaRue

Aug 23-25 Summit Point, W.Va. *Tim Minor; Tim Minor*

Champion: Tim Minor
(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. Adrian Starrantino; Adrian Starrantino May 9-11 Road Atlanta, Ga. Aaron Telitz; Jake Eidson May 24-25 Lime Rock, Conn. Jake Eidson; Jake Eidson Jul 26-28 Mid-Ohio, Ohio Jake Eidson; Adrian Starrantino Aug 9-11 Mid-Ohio, Ohio Jake Eidson; Jake Eidson Aug 23-25 Summit Point, W.Va. Adrian Starrantino; Jake Eidson Champion: Jake Eidson (all events double weekends)

■ GRC

GLOBAL RALLYCROSS CHAMPIONSHIP

global-rallycross.com

Apr 21 X Games, Brazil *Scott Speed*

Jun 29-30 X Games, Germany *Liam Doran; Toomas Heikkinen*

Jul 11 New Hampshire Mtr Spdwy, N.H. *Toomas Heikkinen*

Jul 20 Bristol Motor Speedwa, Tenn. *Toomas Heikkinen*

Aug 4 X Games, California

Toomas Heikkinen **Aug 10** Atlanta Motor Speedway, Ga.

Toomas Heikkinen
Sep 22 Charlotte Mtr Speedway, N.C.

Scott Speed
Nov 7 Las Vegas, N.V.

CLUB RACING



Date Track/Region

Phone numbers are for region registrars

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct. 6-12, 2014 Mazda Raceway Laguna Seca, Monterey, Calif.

REGIONAL

NORTHEAST nediv.com

Oct 5-6 Summit Point/Washington DC Oct 5-6# Watkins Glen/Glen Oct 18-20 NJMP/Jersey Racing Board

Glen (607) 425-4339

Jersey Racing Board (609) 926-4842

Washington DC (301) 572-7444

SOUTHEAST sedivracing.org

Oct 5-6# Roebling Road/Buccaneer Oct 19-20*# VIR/North Carolina Oct 19-20 Sebring/Central Florida

Oct 25-26# VIR/North Carolina Nov 1-3# Road Atlanta/Atlanta

Nov 9-10# PBIR/Florida

Nov 30-Dec 1 Sebring/Central Florida

Buccaneer (912) 897-1944 **Central Carolinas** (828) 684-2696

Central Florida (407) 568-6902 **Florida** (561) 318-1383

North Carolina (800) 342-7390

GREAT LAKES greatlakes-scca.org

Oct 5-6* Mid Ohio/Ohio Valley Oct 19-20 (quad) Nelson Ledges/ Neohio

Neohio (216) 390-2856 **Ohio Valley** (614) 735-7561

CENTRAL cendiv-scca.org

Oct 12-13* Blackhawk Farms/Chicago **Chicago** (847) 729-2211

MIDWEST midiv.org

Oct 19-20* Gateway Motorsports Park/St. Louis

St. Louis (314) 249-6571



SOUTHWEST sowdivscca.org

Nov 2-3* Texas World Speedway/ Texas

Dec 7-8* MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org

Oct 12-13* Pueblo Mtrsports Park/ Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Oct 18-20*# Thunder Hill/San Francisco

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Oct 5-6* Buttonwillow/Cal Club Oct 19-20 (triple) Inde Motorsports Ranch/Arizona

Arizona (480) 832-1327 Cal Club (661) 304-9382

DRIVERS SCHOOLS

NORTHEAST nediv.com

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(860) 435-1300 skipbarber.com

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(248) 623-0070 waterfordhills.com

TIME TRIALS

SOUTHEAST sedivracing.org

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Nov 1-3 PDX Road Atlanta/Atlanta Ala/Tenn Valley (205) 422-1417

Atlanta (770) 472-0460

CENTRAL cendiv-scca.org

Oct 5 Dakota County Tech/ Land O' Lakes

Oct 12 Blackhawk Farms Rcwy/

Chicago

Aug 18 PDX Road America/ Milwaukee

Chicago (847) 729-2211

Land O' Lakes (612) 618-4929

Milwaukee (414) 467-3908

SOUTHWEST sowdivscca.org

Dec 7-8 PDX MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org Oct 12-13 CT/PDX Pueblo Motorsports

Park/Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org

Oct 6 CT/PDX/TT The Ridge Motorsports Park/Northwest

Oct 12 PDX Reno-Fernley Rcwy/Reno Northwest (360) 479-6082 Reno (775) 267-4845

SOUTHERN PACIFIC scca-sopac.org

Oct 5-6 TT Buttonwillow/Cal Club Cal Club (661) 304-9382

SOLO TIRE RACK SCCA ProSolo

Apr 6-7 El Toro Airfield, Irvine, Calif. Jonathan Lugod: Nicole Nagler Apr 13-14 Mineral Wells Airport,

Mineral Wells, Texas

Mark Wortham: Meredith Brown Apr 20-21 New Meadowlands, East Rutherford, N.J.

Nick Barbato: Learic Cramer

May 24-25 Spring Nationals, Lincoln Airpark, Lincoln, Neb.

Kinch Reindl; Kim Whitener

Jun 8-9 FedEx Field, Washington D.C. Nick Barbato; Victoria Benya

Jun 29-30 McGee Park.

Farmington Park, N.M.

Greg McCance; Meredith Brown

Jul 4-5 Summer Nationals, Arkansas

Aeroplex, Blythville, Ark. Mark Madarash; Tara Johns

July 20-21 Hampton Mills,

Packwood, Wash.

Stephen Hui; Laura Molleker Jul 27-28 Toledo Express Airport,

Toledo, Ohio Jason Frank; Laura Campbell

TIRE RACK' SCCA

ProSolo FINALE 2014 TBA Lincoln Airpark, Lincoln, Neb.

TIRE RACK' SCCA SOLO NATIONAL CHAMPIONSHIPS

2014 TBA Lincoln Airpark, Lincoln, Neb.

TIRE RACK MATCH TOUR

Oct 19-20 Arkansas Aeroplex, Blythville, Ark.

Nov TBA California

REGIONAL

Date Track/Region

Phone numbers are for Region registrars



OFFICERS

Chairman LISA NOBLE Vice Chairman DICK PATULLO Secretary TODD BUTLER Treasurer MICHAFI I FWIS

NATIONAL STAFF

VP Program Development
VP Program Development

HOWARD DUNCAN

VP Finance RICHARD EHRET

SCCA ENTERPRISES STAFF

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(785) 357-7222, x357

Club Racing Technical Assistance (785) 379-8324

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Area 12: **Philip Creighton** 3109 Trotter Parkway, Alpharetta, GA 3000A

(678) 366-2100; pcreighton@scca.com Area 13: Todd Butler

scca.com NOVEMBER 2013 127

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President ERIK SKIRMANTS

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Licensing (800) 770-2055 or

SCCA Enterprises (303) 693-2111

FAX: (785) 232-7228: scca.com

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532 Stiles Ct., Darien, WI 53114

(262) 724-3346; blindstrand@scca.com

a 7: Dan Helman

Area 8: Bill Kephart 4735 Centennial Blvd.

Area 11: Michael Lewis 18781 Heritage Drive, Poway, CA 92064 (760) 291-1261; mlewis@scca.com

P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com



NORTHEAST nediv.com

Oct 6 FedEx Field/Washington DC
Oct 6 Warminster Community Park/
Philadelphia

Oct 12 Bader Field/South Jersey Oct 12-13 Jennerstown Speedway/ Allegheny Highlands

Oct 12-13 Consol Energy Park/Steel Cities

Oct 13 Regency Furniture Stadium/ Washington DC

Oct 19 Regency Furniture Stadium/ Washington DC

Oct 20 Moore Airfield/New England Oct 26-27 Hershey Park/

Susquehanna

Oct 27 Jennerstown Speedway/ Allegheny Highlands

Oct 27 Bader Field/South Jersey
Oct 27 Warminster Community Park/
Philadelphia

Nov 17 Bader Field/South Jersey
Allegheny Highlands

(814) 943-4345

New England (203) 687-8589
N. New Jersey (908) 686-1886
Philadelphia (215) 450-1251
Steel Cities (724) 933-6992
South Jersey (856) 534-5301
Susquehanna (717) 697-1610
Washington DC (240) 508-5335

SOUTHEAST sedivracing.org

Oct 13 Eastgate Towne Center/ Chattanooga

Oct 20 Oak Mountain Amphitheater/ Alabama

Oct 26-27 Twin Fountains Raceway/ Tennessee

Nov 3 Oak Mountain Amphitheater/

Nov 10 Eastgate Towne Center/ Chattanooga

Chattanooga

Nov 10 Music City Raceway/Tennessee
Dec 1 Eastgate Towne Center/

Dec 14 Oak Mountain Amphitheater/

Alabama (334-444-0699 Central Florida (386) 562-0004 Chattanooga (706) 506-5259 Tennessee (615) 474-5313 Wiregrass sccawiregrass.org

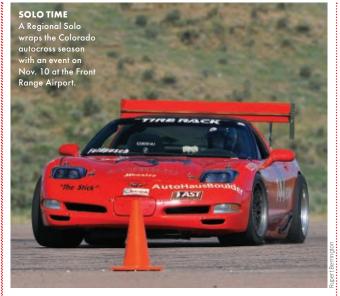
GREAT LAKES greatlakes-scca.org
Oct 6 Mid-American Air Center/

Southern Indiana
Oct 6 Walesboro Arprt/Columbus Club
Oct 13 Grissom Aeroplex/Indianapolis

Oct 13 UPS Grade Lane/Kentucky
Oct 20 Tire Rack Test Track/S. Bend

Nov 3 Walesboro Airport/ Columbus Club

Columbus Club (317) 535-5353 Indianapolis (765) 366-3870 Kentucky jaebers@hotmail.com South Bend (574) 277-1310 Southern Indiana (812) 477-5936



CENTRAL cendiv-scca.org

Oct 6 Marshalltown Go Kart Track/ Iowa

Oct 27 Hawkeye Technical/Iowa Iowa (925) 953-3310

MIDWEST midiv.org

Oct 13 Hutchinson Naval Air Base/ Wichita

Oct 19-20 Columbus Air Force Base/ Mississippi

Oct 27 Hutchinson Naval Air Base/ Wichita

Nov 2-3 Millington Jetport/Mid South Nov 10 Hutchinson Naval Air Base/ Wichita

Mid South (901) 493-2986 Mississippi (601) 441-0088 Salina (620) 615-2402 Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

Oct 5-6 NOLF Waldron Field/South Texas Border

Oct 6 600 Coleman Ave./Red River Oct 20 Mineral Wells Airport/Texas Nov 2-3 NOLF Waldron Field/South Texas Border

Nov 3 600 Coleman Ave./Red River **Nov 17** Dallas Raceway/Texas

Dec 7-8 NOLF Waldron Field/South Texas Border

Houston (281) 782-7512 Red River (318) 245-8007 South Texas Brdr (361) 980-8000 Texas (214) 697-5771

ROCKY MOUNTAIN coloradoscca.org

Oct 19 NAPA Speedway/Rio Grande Nov 2 University of New Mexico/ Rio Grande

Nov 10 Front Range Airport/Colorado Colorado (970) 980-9970 Pan American (915) 540-1723 Rio Grane www.rgrscca.com NORTHERN PACIFIC norpacscca.org
Oct 6 Montana Expo Park/Montana
Oct 13 Montana Expo Park/Montana

Montana Street Survival montanastreetsurvival@gmail.com Montana (406) 788-8808

San Francisco www.sfrscca.org **SF, Sacramento** (916) 687-1146

SOUTHERN PACIFIC scca-sopac.org
Sep 22 Marana Regional Airport/

Arizona Border
Oct 26-27 Marana Regional Airport/

Arizona Border

Nov 24 Marana Regional Airport/

Arizona Border **Dec 15** Marana Regional Airport/

Arizona Border random1@cox.net Hawaii-Aloha (808) 349-8813

ROAD RALLY

Arizona Border

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Oct 18 NGTA USRRC/Washington DC Oct 19 NC USRRC/Washington DC Oct 20 NT USRRC/Washington DC Dec 7 NT Yucatan Winter Safari/ Land O' Lakes

REGIONAL

Date Rally Name/Region NORTHEAST nediv.com

Oct 13 Witch was is the nursery/ South Jersey

South Jersey (856) 228-9249

GREAT LAKES greatlakes-scca.org
Oct 26 Annual Halloween Rally/
Indianapolis

Indianapolis (317) 780-9007

MIDWEST midiv.org

Nov 9 Kansas Rally Weekend/Kansas Nov 10 Kansas Rally Weekend/ Kansas City

Kansas (785) 691-7437

SOUTHWEST sowdivscca.org

Oct 26 Great Pumpkin Rally/Texas Dec 7 Childrens Book Run/Texas Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

Oct 4 First Friday Niter/Cal Club

Nov 1 First Friday Niter/Cal Club

Dec 6 First Friday Niter/Cal Club
Dec 13 Triskaidekaphobius/Arizona

Dec 14 Trail to Vail/Arizona Border **Dec 14** East Side Fantasy/Arizona

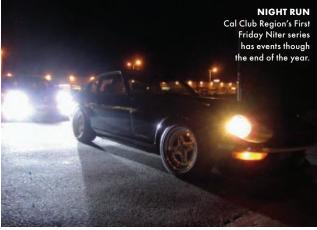
Dec 15 East Side Fandango/Arizona

Dec 15 It's A-Maze-ing/Arizona Border Arizona Border (520) 664-0906 Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP

2014 TBA Tulsa Raceway Park, Tulsa, Okla.













































































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ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



10 YEARS AGO..

NOVEMBER 2003

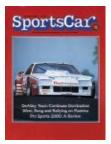
 Tire Rack Solo National Championships coverage dominated the issue, with more than 40 pages dedicated to the 31st running of the immense Solo event. That year, 1,090 competitors made the journey to Forbes Field in Topeka, Kan., to battle for a championship jacket.



20 YEARS AGO...

NOVEMBER 1993

• Salina, Kan., hosted the 21st Solo National Championships, and SportsCar brought the action to the membership with it's usual flair. The coverage was headed by Rocky Entriken, who has penned Solo Nationals coverage in SportsCar since day one in 1973.



30 YEARS AGO...

NOVEMBER 1983

- The Solo National Championships had just wrapped, with coverage appearing in the following issue. Early reports showed the event attracted 550 competitors.
- A member letter commented with concern about the increased Solo Nationals fee, making it \$30.



40 YFARS AGO.

NOVEMBER 1973

 A feature told of a Drivers School hosted at Riverside International Raceway - a track that was fresh off of hosting the National Championship Runoffs. Forty years later, one of those instructors, Danny McKeever, still instructs future racers in southern California.



50 YEARS AGO...

NOVEMBER 1963

 Phoenix International Raceway began construction, incorporating a road course that started in the oval, quickly exiting the facility with a 3,000-foot straightaway. The external road course was closed off in 1991, and in 2011 the remainder of the road course was removed.



SLIDEWAYS

Ten years ago, drifting was the hot topic. The November 2003 issue talked about the D1 Drifting Grand Prix, which traveled to American soil for the first time and was sanctioned by SCCA Pro Racing. This experiment turned into a multi-year agreement with the professional racing arm of the SCCA, with the Club sanctioning Formula D in the U.S. Drifting is still a part of the SCCA, but on the Club level and on a Region by Region basis.



COMING OF AGE

Sports 2000 "came of age" in 1983 with the Road America Cup. The race, which took place at Road America, featured an extensive purse - first place claimed a \$2,000 prize, and even 20th place took home money. The race itself came about when Road America President Lee Hall was looking for a filler race during the track's September CART race. Interest in the S2000 race turned out to be so great, another support race was added to the track's August Pabst 500 weekend.

BASE RACING

An article discussed the realities of hosting SCCA Club races without a dedicated racetrack at a Region's disposal. The answer? Turn an Air Force runway into a makeshift racecourse. The story followed along as the author recounted



the tale of Kansas City Region and its hosting of an event at Richards-Gebaur Air Force Base.



The Perpetual Revolution



















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TROPHY

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POWER

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COMPETITION

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In 2012, with the launch of the very latest advances in its 300V range, Motul has once again shaken up the established order, Benefiting from all of its expertise acquired in high level competition over the years and drawing on the very latest technology of the Motul ESTER Core*, the 300V guarantees maximum performance (an increase in power of up to 7.5 horsepower**) while at the same time ensuring optimum protection.

** Tested with the 300V Trophy on a 3.6 L Porsche engine against competitors' products. For further information : www.motul.com











In the 2012 Pirelli World Challenge Championships, Kia turned in an impressive performance, scoring two wins and six podium finishes — which should come as no surprise. After all, we excel at producing quality vehicles that exceed expectations. This year, with a win already against the likes of the Ford Mustang, Porsche Cayman and Chevrolet Camaro, Kia promises to show you again what makes it a force both on and off the track.

