

SPORTSCAR®



The SCCA Member Magazine

EYES ON THE PRIZE

Cone-by-cone coverage of the Tire Rack
SCCA Solo National Championships

RON BAUER
D Prepared

PROSOLO FINALE
Season-ending battle

POBST POSITION
Lessons from the road

RALLYCROSS
Back to school again

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18



SUSPENSION



BRAKES



**ON THE COVER**

Ron Bauer graces this month's cover, piloting the Mazda MX-5 that took him to this year's D Prepared Solo National Championship. Cover photo by Rupert Berrington.



Rupert Berrington

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PROSOLO FINALE

Coverage from this year's final round of the Tire Rack ProSolo National Series



Chris Clark

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PRO FILE

Catch up with the latest results from SCCA Pro Racing's historic Trans Am



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Convince your significant other that these would make great gifts for you

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PROSOLO FINALE

The season long battle for the overall ProSolo title comes to a triumphant end in Lincoln, Neb.

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Rupert Berrington

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2014 SOLO NATIONALS

This year saw near record attendance at the Tire Rack SCCA Solo National Championships, and we were there for all the action



THIS MONTH IN FASTRACK NEWS >

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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THE AUDIT BUREAU MEMBER
(ISSN 0300-6387-USPS #540410)



Just one week after finishing second in B Street Prepared at the Tire Rack SCCA Solo National Championships, Robert Thorne was piloting a McLaren MP4-12C for K-PAX Racing at the World Challenge finale. After impressive showings all season, the pieces dropped into place during the last race, allowing Thorne to win over Porsche's Ryan Dalziel by a tight 0.13sec.

DATE Sept. 13, 2014

LOCATION Miller Motorsports Park, Tooele, Utah

WHAT SCCA Pro Racing Pirelli World Challenge

PHOTOGRAPHER Robert Dole / LAT

7 Getting the launch and going right to the front shows we are going to be a big contender"

ROBERT THORNE





CLUB LIFE



MAJORS SERIES REGISTRATION

Series registration for the 2015 U.S. Majors Tour will open on Oct. 15. Drivers will once again be able to renew their 2014 number in one Conference, with new drivers eligible to register for a number and other benefits on that date.

2015 SEES MAJORS CHANGEUP



BACK AND BETTER

The 2015 SCCA U.S. Majors Tours include more competitor friendly Conferences for the densely populated eastern United States. This year, there will also be a number of Tours counting toward multiple Conferences, like those at VIRginia International Raceway (ABOVE) and NOLA Motorsports Park (RIGHT).

The calendar for the 2015 SCCA U.S. Majors Tour includes a Conference expansion, increasing the Conferences from four to five for the 2015 season. The total number of events will remain unchanged despite the Conference expansion, with select events counting for points in two Conferences.

The schedule divides what was previously the Eastern Conference into the Northeast Conference and the Southeast Conference, while the Mid-States, Northern and Western Conference remain intact.

"We've vowed from the beginning to adjust the U.S. Majors Tour to fit the needs of the competitors," Lisa Noble, SCCA President and CEO, says. "We've done that for 2015, making the travel distance for the highly

populated East Coast manageable, yet keeping the [overall] number of events the same; supporting our initiative to cluster competition.

"We've vowed from the beginning to adjust the U.S. Majors Tour to fit the needs of the competitors"
LISA NOBLE

"Even with the split, the Northeast and Southeast Conferences remain among the largest in competitor population size, and the schedule for the rest of the country is one we consider to be the best in the three years of the Majors Tour. Every effort has been made to accommodate the drivers in each

Conference, and hit the tracks that racers have traditionally supported and pointed to as worthy of a Majors event."

The 2015 season opens in the Southeast with the always-popular, back-to-back weekends at Homestead-Miami Speedway, Jan. 9-11, followed by Sebring International Raceway, Jan. 16-18. The Western Conference opens Jan. 16-18 at Auto Club Speedway, with the Mid-States following in early March with the first dual Conference event at NOLA Motorsports Park. NOLA will count for points in both the Mid-States and the Southeast Conferences.

The Conferences based in the snow belt open later, with the Northeast sharing its opener with the Southeast in a dual event at VIRginia International

PROS AT SOLO

At the 2014 Tire Rack SCCA Solo National Championships, we saw a number of past and present professional racers take to the cones. Multi-Solo Champs and World Challenge competitors Bryan Heikotter (RIGHT) and Robert Thorne faired the best, with podium finishes. Tony Rivera and ex-F1 driver Eliseo Salazar also had good showings.



Perry Bennett

2015 U.S. MAJORS TOUR

SOUTHEAST CONFERENCE

DATE	TRACK	CITY
Jan. 9-11	Homestead Miami Speedway	Homestead, Fla.
Jan. 16-18	Sebring International Raceway	Sebring, Fla.
March 7-8	NOLA Motorsports Park (with Mid-States)	Avondale, La.
March 20-22	Road Atlanta	Braselton, Ga.
April 17-19*	Virginia Int'l Raceway (With Northeast)	Alton, Va.
May 1-3	Summit Point Raceway (with Northeast)	Summit Point, W. Va.

*Pending track date approval

NORTHEAST CONFERENCE

DATE	TRACK	CITY
April 17-19*	Virginia Int'l Raceway (with Southeast)	Alton, Va.
May 1-3	Summit Point Raceway (with Southeast)	Summit Point, W. Va.
May 29-31*	Mid-Ohio Sports Car Course (with Northern)	Lexington, Ohio
July 3-5	Watkins Glen International	Watkins Glen, N.Y.
July 24-26	New Jersey Motorsports Park	Millville, N.J.
Aug. 14-16	Pitt Race (with Northern)	Wampum, Pa.

*Pending track date approval

NORTHERN CONFERENCE

DATE	TRACK	CITY
May 2-3	Blackhawk Farms	S. Beloit, Ill.
May 29-31*	Mid-Ohio Sports Car Course (with Northeast)	Lexington, Ohio
June 12-14	Road America	Elkhart Lake, Wis.
July 11-12	GingerMan Raceway	South Haven, Mich.
Aug. 14-16	Pitt Race (with Northeast)	Wampum, Pa.
Aug. 22-23	Michigan Int'l Speedway	Brooklyn, Mich.

MID-STATES CONFERENCE

DATE	TRACK	CITY
March 7-8	NOLA Motorsports Park (with Southeast)	Avondale, La.
April 11-12	Hallett Motor Racing Circuit	Jennings, Okla.
July 4-5	High Plains Raceway	Byers, Colo.
July 25-26	Pueblo Motorsports Park	Pueblo, Colo.

Two additional events will be added

WESTERN CONFERENCE

DATE	TRACK	CITY
Jan. 16-18	Auto Club Speedway	Fontana, Calif.
March 20-22	Chuckwalla Valley Raceway	Desert Center, Calif.
April 11-12	Thunderhill Raceway Park	Willows, Calif.
May 1-3	Buttonwillow Raceway Park	Buttonwillow, Calif.
May 23-25	Pacific Raceway	Kent, Wash.
July 3-5	Portland Int'l Raceway	Portland, Ore.



J. Michael Hemsey

Raceway in April, and the Northern Conference opening May 2-3 at Blackhawk Farms.

Included on the Northern Conference schedule is the 60th running of the Chicago Region June Sprints, June 12-14, at Road America.

In addition to NOLA and VIR, Mid-Ohio Sports Car Course and the

new 2.9-mile circuit at Pittsburgh International Race Complex (Northeast and Northern) will be dual-Conference race weekends. Two additional Mid-States Conference events will be added to the schedule at a later date.

Conference Championships will continue to count the best eight of 12 races within a Conference.



Michael Duval

STORY TELLERS

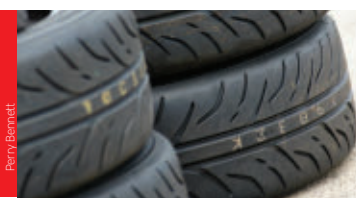
Professional drivers like Randy Pobst will offer valuable insight to MSX attendees during various Expo sessions.

EARLY REGISTRATION FOR MSX AND NATIONAL CONVENTION

February, the MSX North American MotorSports Expo, and the SCCA National Convention will be here before you know it. MSX is a conference and expo targeted toward all amateur racers, national car clubs and associations, as well as driving enthusiasts from around the country. Consequently, MSX provides educational programs and seminars for current and potential participants in all grassroots racing competition, and an exhibit hall devoted to racing parts, equipment, safety, and technology. Taking place at the Charlotte Convention Center, in Charlotte, N.C., Feb. 20-21, 2015, the event also sits alongside, and complements, the SCCA National Convention.

Registration for the 2015 shows ranges from free Expo tickets for SCCA members to the \$275 SCCA National Convention VIP ticket. The VIP ticket includes access to more than 30 MSX conference sessions, entry to the MSX Expo, keynotes and show floor presentations, access to SCCA National Convention sessions, a Charlotte Convention Center \$20 cash card for beverages and meals at the convention center, two free drink tickets at the MSX opening night happy hour, two free drink tickets at the SCCA Hall of Fame and Awards Reception, an SCCA presidential invitation to attend a private reception with Hall of Fame inductees, reserved seating at the SCCA Hall of Fame and Awards Banquet, and one dinner ticket for the SCCA Hall of Fame and Awards Banquet.

Members are encouraged to register early to lock in the best value, as prices increase after Nov. 30, 2014; ticket prices increase once more on Jan. 15, 2015. For more information, and to register, visit www.msxexpo.com.



Perry Bennett

STREET TIRES

Solo Street category competitors are reminded of the pending Jan. 1, 2015 tire rule change, requiring the use of a minimum 200 UTGQ rating. This update replaces the outgoing minimum 140 UTGQ rule.



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Fun and camaraderie

No one loves a list more than I. When someone asked me what I thought about the SCCA's 42nd Tire Rack Solo National Championships in Lincoln, Neb. (coverage found in this issue), the sights, sounds, fun, and challenge of the event rolled back to me like a Technicolor movie. So a list was just the thing to order my thoughts and share them with you:

➤ The Solo Nationals hold the record as the world's largest motorsports event. A total of 1,156 (a single entry away from the all time 2007 record high) drivers made runs in the five-day event to crown the country's best autocrossers. Until you are in the middle of all this as a participant, it's difficult to sense the commitment and focus of what it takes to be a competitor. And, not just the champions, virtually every driver shows up with top-level car preparation and quality driving.

➤ The West Course was amazing - it suited my driving style and was intuitive for me. Better yet, my level of learning increased on every run and left me with a head full of ideas about how to tackle future events. The East Course remained a challenging mystery. I thought every run was more successful than the last. Unfortunately, every run resulted in a missed element, and thus a DNF. Credit goes out to the designers for courses that were fun and challenging, no matter the results.

➤ I think it fair to say that the event was operationally flawless. Think about that for a minute. With over 1,150

competitors making roughly 7,000 runs in total, registration rarely had more than a handful of people in line, parking and the paddock were as smooth, cars gridded and went to course in orderly traffic plans, results were generated in timely fashion, there were very few reruns, and we finished early every day. Related, there were *no* protests this year! This is a strong statement on where the sport is and the level of professionalism that our autocrosser's bring to Lincoln. To the organizers, chiefs, and event chairs that made it work perfectly, well done!

➤ Continuing with strong statements here: There were more than 300 drivers in the first year of competition for the Street category! The success of Street category is a story that would have been hard to imagine a year ago. This is evidence of vision for the sport by the Solo Events Board and the competitors who embraced the class changes.

➤ There were 27 Junior Karts competing and that is a record. The microcosm of a world that is Nationals stops for the time that it takes for the Junior Karters to make their runs. All attention is on these kids, who are the future of motorsports and competition in the United States. But there is so much more that they learn from being a part of this incredible event. Responsibility, focus, driving skill, vehicle preparation, family teamwork, and community service -

as the Junior Karters took on an on-site recycling project - are all part of their experience as well.

➤ It is not just the ages of kids and Millennials who make the event diverse. Certainly, autocross has the largest population of women competitors in the SCCA and motorsports, and at Nationals, we are a significant presence on the grids. As a competitor in many sports, I can see that it often takes a face in the sport (whatever sport that is), to allow you (whoever you are), to be comfortable enough to step in and participate - that happens in autocross. Also of note in our very Caucasian Club is that there are a significant number of other ethnicities in the mix in this sport. This is a significant cultural component of what Nationals are and so very, very welcome.

➤ New to the entry list mix this year was a strong cadre of outlanders. Five members of the Board of Directors and five of us on staff were challenged by SCCA's own Heyward Wagner to step up and drive the event. Every one of us walked away with an incredible sense of admiration and humbleness. For me, the challenge of internalizing the courses and learning to drive Chris Harvey's Mazda MX-5 was worth the angst of a poor performance on my part. Disclaimer that my coach, two-time F Mod Champ Darrin Seltzer, had no fault in said poor performance and only his excellent input and supervision kept me from committing hara-kiri with a sharp screwdriver. By the way, it was all a kick-ass blast.

The question of what I think about the Tire Rack Solo National Championships is best answered with the words *fun* and *camaraderie*. From the huge Tacos and Talent Monday night welcome party to watching the folks from Texas put on their big-wheel ProSolo paddock challenge, home brew, Detroit Region's stock tank parade float, and something I'm not really supposed to know about and can only describe as Nationals-sized beer pong, this event is plain and simply fun with cool people I want to hang out with.

I was proud to have competed this year; better to have run and lost than not to have run at all, or some such quote. This wasn't about personal fulfillment but was all about being a part of our wonderful Tire Rack Solo National Championships. Truly, *this* is the Club I want to belong to. ☺



Perry Bennett

BIG FUN

The adult big wheel race was just one of the many ways to distract yourself after hours at the Tire Rack Solo National Championships.



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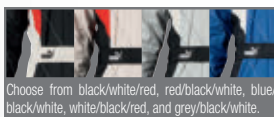
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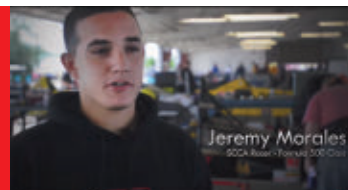
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SAFE IS FAST FEATURES SCCA

The Road Racing Drivers Club and SafesFast.com featured a number of SCCA Club Racers in its latest video entitled "How to Get Started in Road Racing." The video includes many great tips and can be viewed at www.scca.com.



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THE CLUB BOARD

It's Championship Time!

As noted elsewhere in this issue, the 42nd Tire Rack Solo National Championships has concluded, and a whole new class of National Champions has been crowned. It was another fantastic event, with a huge entry, great weather all week, terrific courses, and great hospitality from the entire Solo community.

My fourth year attending (I no longer need GPS or maps to find my way around Lincoln, Neb.), but it was my first year as a competitor. A "Director's Challenge," dreamed up by SCCA staffer and Solo stalwart Heyward Wagner, included BoD members Brian McCarthy, Terry Pulliam, Dick Patullo, and me, along with SCCA President Lisa Noble and SCCA Pro Racing's Robert Clarke. Gracious competitors shared their cars with us as we all stumbled around, seeing how much faster the "real" Solo competitors could be.

I was in awe of the runs made by my fellow competitors in B Street, especially on the more technical and tighter (to me, anyway) West Course. I had much to learn, it seems. And learn I did, getting valuable guidance after each run by my "coach" Dave O'Maley, fresh from winning a National Championship in FSP. Thanks also to Matt Neeley, owner of the impeccably prepared BS Corvette we shared. The two of them had me dropping two to three seconds each run, although it was still easy to spot my name if you started at the bottom of the results each day.

The competition was terrific, but so too was the social atmosphere. Arriving on site Monday and having cleared registration, on the start of a paddock lap I was loudly greeted by the Texas compound. That sort of infectious enthusiasm continued, from all of the "campgrounds" that popped to life for the week. I'll be back for the 43rd!

On a different note, in August the SCCA Foundation and the International Motor Racing Research Center (IMRRC) in Watkins Glen

reached an agreement for housing and hosting the SCCA archives. The formal announcement was made by SCCA Foundation Board member Mike Collins at the IMRRC's inaugural ceremony to award the Cameron Argetsinger Trophy, during "NASCAR week" at Watkins Glen. Joining Mike were Lisa Noble and I, along with a long list of notables in the U.S. racing community.

Cameron Argetsinger's contributions to sports car racing, and the SCCA in particular, were immense. The significant first honoree for motorsports achievement was Chip Ganassi.

I was in awe of the runs made by my fellow competitors in B Street"

Many distinguished members of the U.S. motorsports community - NASCAR, IndyCar, IMSA, SCCA - attended, honoring Chip for his achievements across all areas of motor racing. That Chip's racing path came through SCCA was not lost on the audience, with personal remembrances of Chip's first Runoffs appearance recalled on stage by Lisa.

The event also served as a fundraiser for the IMRRC, which will need our Club's continuing support to properly maintain the archive, and prepare it for public access. I hope that you, too, will help the SCCA Foundation's goal to make our archive accessible to our members and the general public. Both organizations, the SCCA Foundation and the IMRRC, are worthy of our support.

Finally, a note to Peter Hylton, who for years invested time and energy in collecting and organizing an archive of the Club's history. His efforts and dedication, working with scant resources have been critical in writing the history of our club. Peter, thank you! 🍷

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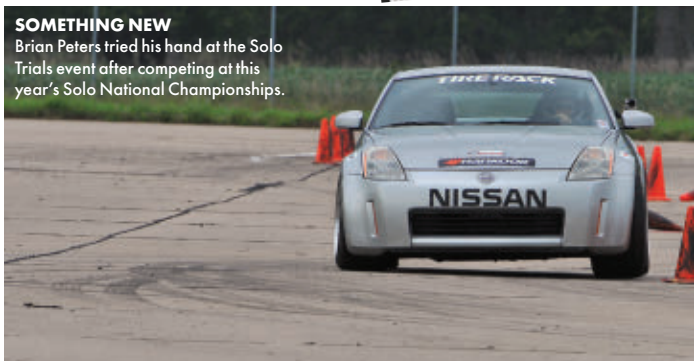


BEHIND THE ZOOM

The team at MazdaSpeed Motorsports has put together a series of videos that feature turn-by-turn instruction, data, track maps, and in-car video from some of the most challenging tracks in North America. Visit www.mazdamotorsports.com to check out your favorite track.

SOMETHING NEW

Brian Peters tried his hand at the Solo Trials event after competing at this year's Solo National Championships.



Rupert Berrington

THE RETURN OF SOLO TRIALS

As the 2014 Tire Rack SCCA Solo National Championships came to a close in Lincoln, a new adventure got underway, as some 80 competitors stuck around to take part in a Solo Trials event.

The event was born from an idea SCCA Vice President of Rally/Solo and Special Programs came up with while attending a previous event at the site. "I was attending a Starting Line school in Lincoln in May of this year, and while that was going on in the area of the East Course, Hoosier was doing a tire test on the 2013 West Course," he says. "As I watched these guys, I began to think that they would probably be having more fun if they did not have to struggle with the slower and tighter turns.... I had already been thinking about how we might make greater use of this wonderful Solo resource at Lincoln, and we had been thinking about how to create a better product line of track-type events for the SCCA and its Regions. All of this sparked the idea of reintroducing the Solo Trials program."

By all accounts, the Solo Trials was a success, but only time will tell if it will be repeated in 2015. "The event went very well, especially in the morning when it was just practice runs - as many as you could make during your one-hour group session," says Duncan. "We are not sure at this point if we will do it again next year; I would like to do it again, but we need to think through the logistics."

Brian Peters, who capped off the Street Touring Ultra class championship during Solo Nationals competition, swapped out the street tires on his Nissan 350Z with a set of R compound and drove to a second-place finish the Solo Trials SP class. "In the end, it turned out to be a really fun, low-key way to end the long, intense week," says Peters. "It was fun, like this driving stuff is supposed to be."

MEMBERSHIP DRIVE CONTEST

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

REFERRAL LEADERS FOR AUGUST 2014

NAME	REFRRLS	REGION
Warren Leach	107	San Diego
Brian Ghidinelli	60	San Francisco
Gayle Jardine	25	Cal Club
Carol Deborde	22	Reno
Jeremy McCauley	21	Allegheny Highlands
Johnathan Burchardt	20	Southwest Louisiana
Christopher Brake	19	Indianapolis
Sydney Davis	19	Houston
Karen McCoy	18	Oregon
Meredith Evans	17	Oklahoma
Robyn Wasser	17	Reno
Randall Smart	15	Houston
John Zuccarelli	14	Florida

We have had 2,065 members refer 2,950 new members.

REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo (800+):	
Houston	8.7%
Detroit	7.5%
Milwaukee	7.2%
Large (401-799):	
St. Louis	29.3%
Indianapolis	13.5%
San Diego	11.2%
Medium (200-400):	
South Bend	42.9%
Las Vegas	25.9%
Tennessee	22.6%
Small (<200):	
Southwest Louisiana	49.1%
Badlands	43.9%
Montana	35.8%

2015 RUNOFFS DATE CHANGES



F. Pierce Williams / LAT

The dates for the 2015 SCCA National Championship Runoffs at Daytona International Speedway have been moved up one week to

avoid a conflict with the season-ending IMSA race at Road Atlanta. The 2015 SCCA Runoffs now will begin with a test weekend, Sept. 17-20, and run through Sunday, Sept. 27.

"The event at Road Atlanta is an important one for our workers, drivers, teams, and officials, so we worked with the staff at Daytona International Speedway to get the event moved as soon as we could," says Terry Ozment, SCCA's Vice President of Club Racing.

CHECKERED FLAG

Greg Scharnberg

Longtime Club member Greg Scharnberg passed away on Sept. 22, 2014, at the age of 69. Scharnberg was a fixture within the Club, particularly the Solo community. Scharnberg served as a guiding light for many new members, and helped to guide the program in his area, and served as a member of the Solo Events Board. In 1994, Scharnberg was presented with the Solo Cup, the discipline's highest honor, and became a member of Solo's Silver Circle in 1998. Scharnberg competed at 37 SCCA Solo National Championships, most recently in 2012, and was best known for his fierce open-wheeled B Modified cars.

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SHELLY MONFORT

SCCA MEMBER SINCE 1982
SAN FRANCISCO REGION

I joined SCCA as a teenager. My first racing experience was behind the wheel of a purpose-built Dodge Dart drag racecar - in the "powder puff" bracket. By 18 I had discovered autocross; I wasn't blinding fast, but I was hooked!

I worked part time during school, machining parts at Elgin Cams. I rebuilt the engine in my car myself, including boring the cylinders and decking the block. My best friend and I entered a Drivers School at Sonoma Raceway in a GT3 Datsun, earning my Club Racing license. I was figure skating competitively at the time, and my parents looked quizzically at my collection of frilly skating dresses and Nomex racing gear - and my skating coaches (mostly) tolerated the grease under my nails.

I raced GT cars, then Improved Touring and, eventually, Formula Mazda. In autocross, I progressed into National level events, and won a National Championship in E Prepared Ladies, and later in H Stock Ladies.

My racing enthusiasm strongly influenced my decision to pursue a mechanical engineering/

product design degree at Stanford University, and my engineering training helped me gain a better appreciation for the mechanics and dynamics of racecars.

A technical career in medicine left me little outside time, and my racing schedule gradually and insidiously shrank until I was participating in a casual race or two. I had earned patents on new technology, founded a couple of startup companies, traveled the world - and still loved cars and kept up on who's who in my monthly *SportsCar*.

In 2007, a friend said to me, "Wow, you drive racecars? How come you aren't doing it now?" It was a good question. The next week I test-drove a Lotus Elise, and I was hooked all over again!

In 2008, I was rusty but trophied at the Tire Rack Solo National Championships in Super Stock Ladies. In 2009, I won the championship in my Lotus, the first of six consecutive championships in SSL.

This year I received the SCCA Driver of Eminence Award, and it was one of the most humbling and overwhelming experiences in my life to be honored by my peers for my accomplishments and contribution. In all, it's been a great ride and I hope I am racing and helping others in the sport for years to come.

IMAGE Virginia Becker



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Philip Tucker

To me, Craigslist.com, Bring-a-Trailer.com, RacingJunk.com, and the like are adventures in treasure hunting. And the ultimate expression of that? Find, buy, and drive it home. This is a modern version of Viking raids on the British Isles, I say. The male human's urge to explore, discover, risk, and in some small way, conquer.

The relationship had been over for a year, but the 1982 Honda Ascot motorcycle I'd found was still in her garage in the San Francisco area. A young Spec Miata racer recognized me from a distance in a Cycle Gear store, wrote my Website to say hi, and ended up cajoled into riding that bike home and keeping it in his dad's garage for what became years. It was time for it to come home. Way past time. It wasn't worth it to ship it, but I still

wanted it.

Suddenly, I had a revelation. I'm heading to Long Beach for the next race. Say, that's in California, hmm.

Southern Cal, sure, but lots closer than where I live in Atlanta. I'll buy something cheap and interesting on Craigslist and haul the bike back with it! Heaven on earth - sick, huh?

My heart pounded, flying out on a one-way ticket, with a wad of

cash burning a hole in my pocket. Committed. I must buy, this weekend. A van made sense, but how boring. A pickup would be cool, easy-peasy bike transport, and I could use one back home, but the mileage sucks, and it's a 2,400-mile ride. Between race sessions, but not on the yellows, I perused the ads. First, Long Beach, then Los Angeles overall. I found it scintillating. Treasure hunting. Sick, huh? Some fairly decent Volvo wagons were out there for around \$3,000, and I was racing the K-PAX Volvo in SCCA Pro Racing Pirelli World Challenge, so it would look proper on my Facebook page, and it might even make it home. I looked for ones with hitches, which still means also buying a trailer, with the fallback position being to remove the front wheel and gas tank on the bike and lay it on its side in the back. But nothing was hitting home and urging, "Buy me."

We had the racecar on display at a local dealer, and I had the bright idea to check their back lot for a trade in. Perfect, right? Well, no such luck, but team owner Jim Haughey was with us, and he said, "You know, since we got the company car, I'm out of room in my driveway. I think I need to sell mine." Volvo wagon, 1998, bought it new, just over 100,000 miles. On a Volvo? Barely broken in. Generously low price. Deal! No hitch, dang, but no prob. The car was also up in the San Francisco

POBST POSITION

RANDY POBST

4 TIME WORLD CHALLENGE CHAMP; 2 TIME RUNOFFS CHAMP; 2 TIME SOLO AND 4 TIME PROSOLO CHAMP; 2 TIME ROLEX 24 GT WINNER

Cross country treasure hunt

Bay Area, so we got a one-way rental, and I checked Craigslist for a hitch and a trailer on the way there, burning up the cell phone (If you are still reading, you probably have the same affliction for shopping classified ads).

There were several bike trailer options, but the hitch was looking tough. New or used, a Volvo hitch was nowhere to be found - and there was no time to ship it, either, as I had to be home Thursday. Seems the 1998 XC70 is unique. Uh oh.

My heart pounded, flying out on a one-way ticket, with a wad of cash burning a hole in my pocket

Getting desperate, I started checking parts car ads. "Does it happen to have a hitch?" I would ask. Finally, "Yes," said a man with a thick Russian accent, "And would you like uzz to eenztaall eet?" Oh, yeeeah. Tomorrow.

Rather rudely, we pulled into Jim's driveway in the rain about 9 p.m., got the car and title from his daughter, interrupting her movie, and left her the pile of cash. In the light of morning, I figure we ought to at least check the oil, and the hood sticks, so I ask Jennifer to bump it one while I pull the lever. She lifts the hood and just about leaps right out of her skin with a shriek.

"What, what?" I ask. She

yelled, "A rat! A giant rat! It was huge! He ran back under there!"

I could see the long whiskers down behind the bumper. Holy moly! Rabies shots ran through my mind. Whaddu we do now? Can't haul him to Atlanta. What if he dies and fries? Think of the smell (better yet, don't). I tried shouting, banging things, honking the horn, revving the engine, swerving, and braking like a maniac, but no dice. He grimly clung to his hidden spot.

An online search suggested mothballs, so we sprinkled them liberally under the hood, and off we went on the hitch project, with the car sporting one extra "rat power."

We find the Russian's dusty place; a small junkyard shared with a welding shop, and there sat several euro-wrecks, including a Volvo S70 sedan. Close enough? "Eet veel feet," he assured us, in just a couple of hours, with light hookup, even. Our lucky day! Maybe...

We left his filthy but smiling assistant the key and our new-to-us wagon, full of valuable possessions. Then he kindly drove us a long, circuitous way in an old Mercedes with a funky registration (on the back roads; to avoid the cops, I speculated), telling us of his rental property, guns, and a possible murder. Next, he put us into another aging Mercedes with an iffy registration ("If the copz ask, tell zem eet's a test drive") and led us

to a Sizzler steakhouse that he said had a great salad bar for me. A little scary, but a helpful guy nonetheless. Two hours later, our borrowed old E300 made it back to the yard without getting pulled over, and, by God, our car was ready and our worldly possessions were still there!

We off-handedly mentioned our rodent passenger and he said, "Oh yezz, vee met yourrr pet. He jumped out, took vun look at Emilio, zen leaped back to zafety under zee hood."

Next stop was Foster City to make a deal on a nice three-rail trailer, then to Walnut Creek to meet my storage patrons and get the bike.

Halfway there, we're sitting innocently at a red light, and *bang*, we get a shot, right to the trailer. A woman in a nice SUV has whacked us, and I get out to politely inspect the damage. From her seat, she snipes caustically, "That trailer thing is dangerous, it's impossible to see!" How about an, "Excuse me," eh, lady? Taken aback, I retort, "Wull it was here when you drove up!"

That set the unsavory tone of the whole exchange; fomented, no doubt, by her fears of a lawsuit. I was just worried it may have bent something. She was mean to me, though it was she who hit me - parked - for goodness sake. That's what I told the cop who showed up, too (oh, crap, no tag on the just-purchased trailer, oops). He

smoothed it out, old-school Sheriff Andy Griffith-style, and even let the tag issue slide. Thank you, officer. No real damage. Let's just be on our way to get that Honda thumper.

The bike had spent the last two years plus parked in front of a Spec Miata in Bernie Allen's garage, and his son, Sean, who rode it home had just returned from Basic Training to be a medic with the U.S. Army. SCCA and bike guys, both had been on track, instant good friends I'd never met before. And the first time I'd seen that bike in nearly four years.

Next morning we gingerly raised the hood again, checking the mothball effectiveness, still thinking of the size of those rabies shot needles. Hushed but excited, Jennifer pointed like a Spaniel: "There he is!"

In the padding of the raised hood, those telltale whiskers protruded. That's where he lived. A small jack handle in my hand, I had that rascal now. "Wait, I'll throw the rear carpet over the engine." Brilliant, Jennifer. Get your camera ready. Hiding places covered, I clobbered the hood pad, and out leapt one crazed mighty mouse! He spied us with wild eyes, then turned, did a swan dive over the fender, and sprinted for the bushes across the parking lot. E-rat-icated! The cross-country drive that followed was all anti-climactic. The photo? Fuzzy, of course, like Sasquatch and UFOs. 🐭



LET'S MAKE A DEAL

Thanks to the kindness of people in the racing community, Randy Pobst was able to throw caution to the wind and embark on a cross-country adventure. Less a rodent and a few bumps, it couldn't have gone any better.

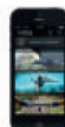
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Far from the nearest wave or whitecap, in a land where most watercraft is easily towed on a small trailer, where even young people generally don't stroll the sidewalk in bikinis or baggies, there was a gathering in early September for an occasion inspired by an earlier, carefree day more often associated with big kahunas, bigger surf, and the music of the Beach Boys. *Kowabunga!*

SURFIN' U.S.A.

They came from all over, every corner of the USA, and other parts of the world, all together to go "cone surfin' on the concrete beach" that is the Lincoln Airpark in Nebraska.

Once again F1 and IndyCar veteran Eliseo Salazar made the journey to represent the Chilean contingent. He wasn't the only

pro racer on the lot. The Speedway Motors "ringer" in the Classic American Muscle classes was Robby Unser (son of Bobby), an eight-time winner of the Pikes Peak Hill Climb. SCCA Pro Racing Pirelli World Challenge race winners Robert Thorne, Bryan Heitkotter, and Tony Rivera were on the grid. And, it has been observed, the competition was so strong none of those storied heroes won their class.

Five of SCCA's Board of Directors were present, representing Areas 1, 2, 9, 10, and 12, plus SCCA's President and CEO Lisa Noble, and all accepted rides to compete in the event. All but one would finish dead last, and that one was in the class that had two directors driving. But each competed in the true spirit of Solo, enjoying the occasion and being with friends.

GOOD VIBRATIONS

It takes a lot to put this monster of an event together, but SCCA - and by that we mean its collective membership - has gotten very good at it over the past 42 years. So much so that when the original event chairs, Brad and Jen Maxey from Texas Region, had to bow out barely a month before, Raleigh and Velma Boreen were able to step up in a seamless transition and take over.

It is remarkable that not a single protest, not even anyone disputing a pylon penalty, was filed during the week. We're not sure that's ever happened before. Hey, it was a beach party! One could find the occasional swimming pool in the paddock. Golf carts trolled the site adorned with giant inflatable sharks, surfboards, and palm trees. Hawaiian shirts were the

uniform of the day - even Boreen wore them as he emceed the Wednesday and Friday banquets, eschewing his normal black-tie formalwear.

The Tire Rack was celebrating 20 years as the event sponsor, a remarkable string that stands as the longest primary sponsorship of any SCCA championship.

The week began with the Monday evening welcome party provided by the Lincoln Convention & Visitors Bureau, this time done on-site with the added enhancement of a talent show and TV game night courtesy of *Grassroots Motorsports* magazine and emceed by GRM's ebullient J.G. Pasterjak.

SURFIN' SAFARI

Exactly 999 Open-class entries is a new record, breaking a mark of 987 set in 2010. Not a record was

SOLO NATIONAL

The 42nd Annual Tire Rack SCCA Solo Nationals took place Sept. 2-5, 2014, at Lincoln Airpark in Lincoln, Neb., with a beach theme and plenty of fun in the sun



the total entry of 1,156, one shy of the high-water mark posted in 2007 (announcements of a 1,180+ entry, it turned out, were a result of one class being counted twice).

There were more classes offered than ever before, 101 of them, primarily boosted by the parallel of Street and Street-R classes which accounted for 36 possibilities - or by themselves more than double the 15 classes offered at the first Nationals in 1973. Also new were the three Classic American Muscle classes, which were there as supplemental classes. However, only 79 classes filled, including six supplemental classes and three with fewer than three drivers whose top drivers are all declared "national winners." In total, 70 became Solo National Champions.

Indeed, it would seem the R-tire genie has been successfully

stuffed back into the bottle, except perhaps for Corvette drivers, which was expected. Five Street-R classes stood totally empty, would have been six except for an exigent reason in HSR, where the driver only made one run. Outside the Corvette-populated SSR and ASR, only ESR also attracted entries, and SSRL was the only Ladies class that filled.

CATCH A WAVE

Bartek Borowski won that ESR class, stretching his fifth-place-tying record-book win streak to five. Ahead of him with his ninth straight win is Jeff Kiesel, who ruled E Modified again, his streak second only to the 11 in a row set by John Thomas a decade ago.

The duel between CP driver Frank Stagnaro and AM pilot Bill Goodale for most trophies stood

at 32 each. That record now slips to Stagnaro, who scored his 33rd trophy finish with a seventh-place result, while Goodale was fourth in a class that went three trophies deep.

100 Percenter Susan Anderson scored the win in DML, a record 35 years after her first victory (DPL in 1979). Steve Bollinger won GP, 26 years after winning DP in the same Sprite in 1988 and now standing second for most years between first and latest championships (in an Open class). Shelly Monfort celebrated being named Driver of Eminence by going out the next day and winning SSRL and moving up the ladder to fourth on the ladies' side of that record-book category. It is 27 years since she won her first, EPL in 1987.

Two regions can celebrate their first Solo Nationals wins.

First was young Junior B winner Alexander Nelson, who did it for the long-established Southern West Virginia Region. Then it was Brian Coulson, taking the ASR class to be the first champion from the relatively new Eastern Idaho Region.

SHUT DOWN

Inevitably Friday must come, and go. The last of the surfboards are tied atop the woodie, the last of the Solo cars steered toward I-80 and destinations east and west. Some would stay for a new Solo Trials event on Saturday - an event many hope will return next year.

For most, it's back to the workaday world. But it's *Fun, Fun, Fun* when *(We) Get Around* to our own fantasy *Kokomo* for a week each year. One T-shirt read, "Life is simple. Eat. Sleep. Autocross." *Wouldn't It Be Nice?* 🕒

CHAMPIONSHIPS

WORDS Paul Brown, Denise Cashmore, Jeff Cashmore, Alan Claffie, PJ Corrales, Charlie Davis, Jessica Dorn, Paul Dornburg, Bradley Elliott, Buck Entriken, Caitlyn Entriken, Steve Fehr, Julian Garfield, Jocelin Huang, Alex Kang, Charles Kim, Sam Lee, Ryan Lower, Paul Magee, Jake Namer, Dina O'Donnell, Mat Peck, Jeremy Salenius, Barry Twycross, David Webb, and Doug Wille. Assembled and Edited by Rocky Entriken

Intro, sidebars, and additional color by Rocky Entriken

IMAGES Rupert Berrington | **MAIN IMAGE** Perry Bennett



Street Classes

SUPER STREET

Super Street, the top class of the newly created Street category requiring DOT tires of minimum 140 tread wear, kicked off Heat 1 Thursday on the East Course in warm, humid conditions. Charles Kim in a Porsche GT3 was the leader after first runs, a position he would not relinquish on day one despite not improving his 63.909 time through the second and third runs.

John Ma (Lotus Elise) and Chris Cox (GT3) slotted into second and third positions behind Kim after second runs and the heat ended with Kim, Ma, and Cox holding the top three places blanketed by 0.178sec.

Cox had concerns but was able to keep up with the handling changes that occurred during his runs, the product of the Porsche's inherent rear weight bias and staggered wheel setup. Ma was keeping his focus and

looking to improve on day two by "keeping true to my own style and treating [the National Championship] event like any other." Kim was trying hard not to think of his day one lead and vowed to exercise "restrained aggression" to keep it on Friday.

With no SSL entries to run in the third heat, the 16 drivers waited for Friday morning to roll out again, now on the West Course in cooler, overcast and breezy conditions. Cox wasted no time jumping into the lead with the surging Nick Myers and Jacob Dawson threatening with quicker times, but each with a pylon. Kim and Ma rounded out the top three. Only Ma was able to improve on his second run, moving into second place. Dawson, who'd started the day a full second behind, pounded out a clean 60.120 to lock down fourth.

Cox and Ma managed to make improvements, both posting 60.3 on their third runs while Kim, again failing to improve over his first run, finished third-place overall. Cox pulled out the

victory at 124.398sec with a margin over Ma of only 0.062.

Cox, calling SS the "premier Street class," was elated with the victory, his fourth after three F Prepared wins. "I believe in the street tire concept," he said. "[Solo] doesn't have as much to do with grip as it does with competition." Cox described his success as stemming from years of trial by fire from West Coast stock-class competition and the lessons learned not to fold under pressure.

David Webb

SUPER STREET R

The car-model disparity of R tires vs. the 140 tread-wear donuts (next year the UTQG number goes to 200) is shown nowhere as starkly as in Super Street. Twenty-three Corvettes and one Viper were entered in SSR. No big displacement car ran SS. And last place in SSR was quicker than first place in SS.

Yet it was the Porsche GT3 that ruled both classes. G.J. Dixon, the

WELCOME

As has become standard fair, the Tire Rack Solo National Championships kicked off with the Lincoln Convention & Visitors Bureau welcome dinner on Monday, with the slight modification of having it on site.





SUPER STREET

Chris Cox | San Francisco Region
Porsche GT3



SUPER STREET-R

G.J. Dixon | New York Region
Monticello Motor Club, Grand Prix
Porsche GT3



SUPER STREET R LADIES

Shelly Monfort | San Francisco Region
Strano Performance Parts, Shameless tea
Chevrolet Corvette Z06



7 Solo doesn't have as much to do with grip as it does with competition"
CHRIS COX

immediate two-time past champion of Super Stock, proved himself once more, again co-driving the GT3 of Randy Petschauer.

The 29 SSR entries started competition Thursday on the East Course, in the same heat with SS. Dixon and Petschauer fought with front grip and tire heat issues. The duo began swapping tires between every run to combat the heat and jacking up the rear ride-heights in order to find a balance and respond to the understeer that plagued everyone on the higher speed course. Their efforts paid off, as Dixon's third run was the fastest time in class, 59.509.

East Course designer Vivek Goel, the only driver to break 60sec on the first runs, watched as Dixon and Josh Luster chipped away his lead. Dark horse Luster, in a Corvette Grand Sport, ran a 59.5 nearly matching Dixon to close the day ahead of the Z06s of Goel and Sam Strano, and Gary Thomason in the Viper.

The West Course pace was set early Friday when Dixon laid down a 55.588

on his first run, which held as the fastest time in class. Goel's day went sour as he DNF'd his first run, double-coned his second, and caught another pylon on his third, but that was the fastest West Course class scratch time, 55.491, leaving him hanging on to the final trophy spot in eighth place.

Strano managed to edge out Luster for second, cutting the gap to 0.368sec behind Dixon, who had a cumulative winning time of 115.097. "G.J. is on fire," Strano conceded when the dust settled Friday. Thomason's Viper held on to fourth place, followed by Jeff Janzen's Z06 and Petschauer.

Petschauer and Dixon had to overcome the misfortune of having a contractor accidentally crash into the GT3 in Petschauer's driveway weeks before the trip to Lincoln. They managed to mobilize repairs to the fender, hood, headlight, and front bumper in time. En route from New York they found a local Chicago autocross where they stopped over to shake down the car that hadn't been driven since the accident.

SUPER STREET R LADIES

Shelly Monfort in her Corvette Z06 was at the top of her game Thursday on the East Course when SSRl ran in the fifth heat. She was more than a second faster than the next fastest scratch

RESULTS

SUPER STREET

1.	Chris Cox	SanF	Porsche GT3	124.398
2.	John Ma	Milw	Lotus Elise	124.460
3.	Charles Kim	Milw	Porsche GT3	125.021
4.	Jacob Dawson	RioG	Lotus Elise	125.062
5.	Nick Myers	Indy	Lotus Elise	125.670
6.	Patrick Washburn/Milw (Lotus Elise); 7. Bryan Carbon/Atl (Lotus Elise); 8. Pilar Miranda/SanF (Porsche GT3); 9. Justin Gates/Indy (Lotus Elise); 10. Iain Mannix/Colo (Lotus Elise); 11. Drew Kim/Hous (Porsche 911 GT3); 12. William Sapp/RioG (Lotus Elise); 13. Kevin Kirchoff/InNw (Porsche Cayman R); 14. Chris DeLay/Milw (Lotus Elise); 15. Stephen Fehr/ODom (Porsche Boxster S); 16. Ann Criqui/Colo (Lotus Elise).			

SUPER STREET R

1.	G.J. Dixon	NY	Porsche GT3	115.097
2.	Sam Strano	WDC	Corvette Z06	115.465
3.	Josh Luster	WDC	Corvette GS	115.898
4.	Gary Thomason	SanD	Dodge Viper	116.305
5.	Jeff Janzen	Badl	Corvette Z06	116.463
6.	Randy Petschauer	NY	Porsche GT3	116.894
7.	Pat Salerno	NY	Porsche GT3	116.965
8.	Vivek Goel	LnSt	Corvette Z06	117.224
9.	Grant Reeve/NEng (Corvette Z06); 10. Mark Wortham/Tex (Corvette Z06); 11. Brian Conners/Phil (Porsche GT3); 12. Michael Snyder/WDC (Corvette Z06); 13. Matt Lucas/Tex (Corvette Z06); 14. Dan Ireland/StCt (Corvette GS); 15. Mark Labbancz/NNJ (Corvette GS); 16. Tom Kotzian/Ore (Corvette Z06); 17. Scott McHugh/CSCC (Corvette Z06); 18. Jim Harrison/Wich (Corvette); 19. Keith Marx/Tex (Corvette Z06); 20. Bryan Schafer/Cinc (Corvette Z06); 21. Frank Wietharn/Kan (Corvette Z06); 22. Kent Weaver/Cinc (Corvette Z06); 23. Michael Figliolia/StCt (Corvette); 24. Brendon Bengermirino/WDC (Corvette); 25. John Fink/StCt (Corvette GS); 26. Tom McDaniel/CSCC (Corvette Z06); 27. Val Korry/Nwst (Porsche 996); 28. Jim French/Wich (Corvette Z06); 29. Brian Huber/StCt (Corvette Z06).			

SUPER STREET R LADIES

1.	Shelly Monfort	SanF	Corvette Z06	118.905
2.	Learic Cramer	WDC	Porsche GT3	120.302
3.	Crissy Weaver/Cinc (Corvette Z06); 4. Deborah Jarboe/Kan (Corvette); 5. Karen Fink/StCt (Corvette GS).			



**A STREET**

Mark Daddio | New England Region
Stranoparts, Daddio's new auto parts
Chevrolet Corvette Z06

**A STREET**

A Street looked different this year with the Street/Stock shakeup. The Corvettes moved down from Super Stock and the Honda S2000 CR moved up from B Stock. At least one CR driver wondered if they could compete with the Z06 Corvettes, and the Corvette drivers were debating the merits of the C5 Z06 vs. the C6. A few Mustangs, one with a Cobra badge, and a Porsche Cayman S rounded out the class of 26.

AS ran in the middle of the day, the third heat, on the West Course. Mark Daddio started out with the fastest raw time of the day, but a cone added to his 60.0 left him in fifth place. His subsequent runs were clean but although slower he still claimed FTD at 60.402. Ryan Otis closed out less than a tenth behind. David Green stood on his first run of 60.7, watching Daddio and Otis slip past. Z06 Corvettes held the top three places, while Todd Roberts in his S2000 came next. Roberts looked like he might challenge the dominance of the Corvettes when he had the second-quick time of the second runs, but his third was a DNF. Glen Hernandez's

**A STREET LADIES**

Lacey Otis | Oregon Region
LocketsByLacey.OrigamiOwl.com
Chevrolet Corvette Z06



7 My third run was not pretty. When I came in, I thought I was definitely out of it"

LACEY OTIS

time in class, with her third run, 60.819. Learic Cramer, driving a Porsche GT3, got into cone trouble early and had to slow down half a second to get a clean East Course run in the books.

The next day, Cramer was determined to make up ground and ran the fastest time on the West side with a 57.819 opening shot. But it wouldn't be enough to take the lead from newly ensconced Driver of Eminence Monfort, who ran a 58.0 on her second run. Rain turned the grippy concrete layered with rubber into an ice rink for final runs.

Monfort finished with a two-day time of 118.905, a 1.397sec lead over Cramer, claiming her sixth championship in a row and eighth overall. Her first was 27 years ago, standing her fourth for the longest time span between a first and most recent championship.

Jake Namer

**A STREET-R**

Brian Coulson | Eastern Idaho Region
Hoosier/stranoparts.com/SNAIL Spec Racing
Chevrolet Corvette

**RESULTS****A STREET**

1.	Mark Daddio	NEng	Corvette Z06	124.218
2.	Ryan Otis	Ore	Corvette Z06	124.527
3.	Glen Hernandez	Nwst	Corvette Z06	124.699
4.	Todd Roberts	LnSt	Honda S2000 CR	125.279
5.	David Green	Wich	Corvette Z06	126.046
6.	Jim Daniels	Ore	Corvette Z06	126.866
7.	Manuel Ruiz	SanF	Corvette	127.324
8.	Mike Johnson	BIRg	Corvette Z06	127.456
9.	Jed Peterson/Tenn	(Honda S2000 CR);	10. Tim Kong/NEng	(Honda S2000 CR);
11.	Jason Kupka/LnSt	(Honda S2000 CR);	12. Brian Flanagan/Chat	(Corvette);
13.	Ken Mollenauer/SanF	(Corvette);	14. Han Henze/Tenn	(Porsche Cayman S);
15.	Brian Regganie/Chi	(Corvette Z06);	16. Devin Ramsey/Colo	(Honda S2000 CR);
17.	James King/KC	(Corvette Z06);	18. Michael Lodsini/NEng	(Honda S2000 CR);
19.	Peter Calhoun/Chi	(Corvette);	20. Joey Green/Neb	(Corvette);
21.	Andy Seipos/Chi	(Corvette GS);	22. Rudy Ramsey/Colo	(Honda S2000 CR);
23.	Stephen Rife/ETnn	(Honda S2000 CR);	24. Alicia Feder/Colo	(Mustang Boss 302);
25.	Michael Mai/Colo	(Mustang Boss 302);	26. James Green/Neb	(Mustang).

A STREET LADIES

1.	Lacey Otis	Ore	Corvette Z06	130.759
2.	Kandy Johnson	BIRg	Corvette Z06	130.796
3.	Carla Russo	StL	Corvette Z06	131.723
4.	Jami Olerich/Ore	(Corvette Z06);	5. Becca Nell/NEng	(Honda S2000 CR);
6.	Bea Regganie/Chi	(Corvette Z06);	7. Carolyn Green-Gott/NEng	(Pontiac Solstice).

A STREET R

1.	Brian Coulson	Elda	Corvette	120.042
2.	Paul Kozlak	NEng	Corvette C5 FRC	120.206
3.	Jeff Jacobs	Phil	Corvette	120.418
4.	Tony Savini/Phil	(Corvette);	5. Matt Murray/NNJ	(BMW 1M Coupe);
6.	Cal Craner/Elda	(Corvette);	7. Mark Valera/Phil	(Corvette FRC);
8.	Lisa Valera/Phil	(Corvette FRC).		



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Corvette also had to stand on its first run, now holding fifth.

Rain was the story on day two's East Course. It had rained earlier, but was dry when the heat started, about 30 degrees cooler than Thursday, and overcast. The rain started spitting about halfway through the first runs, so despite having a cone, Daddio, with a low number, remained the leader. With his run rain-affected, Otis was 1.9sec slower than Daddio and trailed by 0.032sec. The on-and-off rain reversed for the second runs, it was heaviest for the earlier drivers, but started to dry out for the later and second drivers. Daddio was clean, but 1.4sec slower. Otis was 1.2sec faster but not enough to catch Daddio. Each would stand on their second runs with Otis 0.309sec behind in total.

Most third runs were ruined by heavier rain, but it dried out by the time the second drivers ran, so Hernandez

and Roberts both recorded their best times on their third runs to finish third and fourth overall, Hernandez scoring FTD at 63.637sec. Green got some of the worst of the rain showing lots of wheel spin and tail-out action and dropped to fifth overall.

"Nail biting" was how Daddio described the day. "Ryan and I were both very close to each other...Todd and Glen taking their last dry runs. We couldn't do anything about it." It was Daddio's 11th championship, ranked fourth on the men's list, and making him only the second person to win in five different categories, and 22 years (ranked eighth) between his first and latest championships.

A STREET LADIES

In the Ladies class, there was a field of seven cars gridded for the fifth heat, but it was a three-way battle between the Corvettes of Carla Russo, Kandy Johnson, and Lacey Otis.

On the West Course, Russo had the fastest time of the day, 63.783 on her final pass. Half a second behind were Otis, standing on her second run, and Johnson. Day two threatened the odd spot of rain, but stayed dry for the fifth heat.

Johnson set fastest East side time, 66.446 on her second run, to take the lead, but Otis's 66.5 on her third run was enough to reclaim first place by 0.037sec. Russo could only get down to a best of 67.9, falling to third.

Otis was surprised at her victory, thinking if she "finished mid-pack I'd be doing pretty good. There are a lot of really fast ladies in this group." She'd total 130.759 for the two days. On her third run: "I know Kandy's really close to me and there's no reason to hold back. My third run was not pretty. When I came in, I thought I was definitely out of it. Quite surprised. Very happy, but quite surprised."

Barry Twycross

CONCRETE BEACH

Many miles were logged on foot at the Lincoln Airpark.



A STREET R

Only a handful of A Street Corvettes, all non-Z06 C5s plus one BMW 1M Coupe, elected to stay with the R-comp tires for a last hurrah, among them the immediate past A Stock Champion Tony Savini. Nobody entered the Ladies class.

Running the fourth heat Thursday on the West Course, the top five ASR times were as tight as the class itself. Veteran Paul Kozlak led with a 58.358, just 0.015sec over Savini, then Brian Coulson in the Cal Craner C5 another 0.001sec back, followed by Jeff Jacobs and Matt Murray's BMW both at 58.5.

Kozlak, had a serious accident last winter requiring surgery on two fingers of his right hand, but he said it did not affect his driving. Kozlak said his third run was a "flyer," but he just got too deep and DNF'd in the corner after the Sand Castles and had to stand on his second run.

Day two on the East Course brought

I ran a couple of test and tunes and the car felt great so I decided not to touch it"

LANE BORG

cooler temperatures and the threat of rain, which fell in the prior heat but held off for this one.

Savini took the first-run lead with a 62.3 on tires warmed by co-driver Jeff Jacobs, moving him ahead of single driver Kozlak who ran a 62.8. On second runs, Kozlak briefly regained the lead with a 61.9 before Coulson laid down the fast time of day with a 61.668 putting him 0.3sec ahead. Jacobs turned a 62.1 bumping co-driver Savini out of the third spot. For final runs, Kozlak, Jacobs and Savini all improved their times, but none enough to change positions or to beat Coulson.

Coulson's total time of 120.042 earned him his first SCCA Solo National Championship and also the first championship for Eastern Idaho Region. Kozlak finished second, 0.164sec back, while Jacobs earned the last trophy.

Coulson, who has been co-driving with Craner for two years, said he "never really has been in the mix and just concentrated on his driving. We don't mess with setup much. We really haven't changed anything with setup since the beginning of last year."



B STREET LADIES

Barbara LeRoy-Boehme | SanD Region
C2 Motorsports
Mazda MX-5 MSR



That pretty much describes the class that was ASR - no nonsense, talented drivers, all of whom will mourn the disappearance of the class next year. Coulson and Craner may be in B Street next year along with Kozlak. Jacobs said he and Savini would be driving in SSR, and added with a smile, "This is the first time I beat Tony."

Denise Cashmore

B STREET LADIES

The first heat Thursday morning had bright sunshine greeting a lone Mazda MX-5 driver and three Honda S2000 competitors as B Street Ladies took to the East Course. Barbara LeRoy-Boehme opened competition pushing her white MX-5 MSR to a flying 66.008, the best of the day. Megan Contreras and Dina O'Donnell worked their S2000s into second and third place, respectively, more than three seconds off the pace.

Second runs brought a DNF for LeRoy-Boehme, a pylon for O'Donnell and a mere tenth of a second improvement for Contreras. LeRoy-Boehme coned her final run, while her challengers both ran their best, but still two and three seconds behind.

Friday dawned with clouds and chill. For LeRoy-Boehme, it was more of the same. Her first run was a blazing 63.009 that again would stand as the best of the morning, securing her fifth championship.

O'Donnell showed she was in the game for day two, nearly matching LeRoy-Boehme's first run time but for hitting the very first inside cone near the start. A 64.3 on her second run was good enough to lock in the remaining trophy. Final runs saw none of the ladies improve. In the end, LeRoy-Boehme's combined 129.017 would leave her 3.692sec clear of O'Donnell.

B STREET

Lane Borg | West Texas Region
Stranoparts.com
Chevrolet Corvette



RESULTS

B STREET LADIES

1. Barbara LeRoy-Boehme SanD Mazda MX5 MSR 129.017
2. Dina O'Donnell WNY Honda S2000 132.709
3. Maegan Contreras/Colo (Honda S2000); 4. Jo Peterson/Ore (Honda S2000).

B STREET

1. Lane Borg WTex Corvette 125.899
2. Jon Caserta Phil Honda S2000 126.713
3. Michael Heinitz SanD Mazda MX5 MSR 126.767
4. Jason Kuks Milw Honda S2000 127.095
5. Jerry Centanni LnSt Corvette 127.786
6. Valeriano DiPietro WNY Honda S2000 128.056
7. Pete Loney CSCC Mazda MX5 MSR 128.522
8. Nathan Young/Phil (Honda S2000); 9. Murray Peterson/Ore (Honda S2000); 10. Edward Fisher/TnnV (Corvette); 11. Gregory Vincent/StCt (Honda S2000); 12. Dat Nguyen/CFIa (Mazda MX5); 13. Matt Feeney/BIRg (Corvette); 14. Josh Brockman/NEng (Honda S2000); 15. Steven Nackers/Milw (Honda S2000); 16. David Finchum/Chi (Corvette FRC); 17. Ryan Lutze/ConD (Honda S2000); 18. David Moellenbeck/StL (Pontiac Solstice); 19. Paul Krysiak/NEng (Honda S2000); 20. Walter Dixon/Nwst (Honda S2000); 21. Paul Lutze/ConD (Honda S2000); 22. Jon Hong/LnSt (Corvette); 23. Eric Bertrand/Milw (Corvette); 24. David Salas/LOL (Porsche Boxster); 25. John Walsh/Fing (Corvette).

**THE LIMIT**

Chasing a Solo title means finding the limit, and often pushing it.

"This West Course was the most fun of those I have run all year," LeRoy-Boehme said. "Starting today with such a substantial lead, I just wanted to come in this morning and secure the lead with what I thought was a conservative run. But I think I ended up standing on my first run from both days."

B STREET

The fourth heat on Thursday opened with bright sunshine and 90-degree temperatures that felt like someone left the oven door open. A fully rubbered-in course greeted the 25 B Street drivers waiting on the East grid.

First runs saw Lane Borg and his yellow Corvette showing early speed with a stunning 65.221. Once again, the day's best run would be a first run, but Borg's worst was still quicker than anyone else's best. "Anyone else" was Michael Heinitz and Jerry Centanni, the only other drivers to run a 65 and still a half-second back but separated by just 0.001sec. Next up at 66.0 were Jon Caserta and Nathan Young.

Hot tires may have played a role, as none of the drivers in the top half of the field were able to improve on their last run.

A very opposite day two brought overcast skies and temperatures in the low 60s for the West Course. Tire warmers replaced sprayers in the grid. A threat of rain meant that despite cold tires everyone would be looking for a fast, clean first run.

Jason Kuks wasted no time jumping his S2000 from sixth place to the lead. His 60.8 run, the only one in the 60sec range, showed what it would take to win. Borg slipped and slithered his

Corvette through the course, wiggling a cone in "Weaving between sunbathers" to hold second place with a 62.0sec run.

As tires began to heat up for second runs, so did the competition with the lead changing three times. Heinitz wiggled a cone but stayed clean, his 60.9 bumping Kuks out of the top spot. Not be outdone Caserta pushed his S2000 to a 60.6 to take the lead. Then it was Borg, the last car out, pushing hard up the hill toward the finish, the 'Vette swinging side to side, but he kept it gathered up and stayed tidy through the tight finish, tripping the clocks with a 60.678 to retake the lead.

Third runs were anticlimactic. None of the top drivers improved. Borg was crowned champion at 125.899sec, Caserta ended in second place by 0.814sec, with Heinitz rounding out the podium barely half a tenth farther back.

"My biggest challenge was to get enough sleep - I tend not to at these things," Borg said. "I ran a couple of test and tunes and the car felt great so I decided not to touch it. Heading into today I had the rain tires ready to go after looking at the radar. This win is a little validation," he added, "especially when everyone keeps telling you that you're going to win."

C STREET

With 55 entrants and nine different car models represented, C Street was the largest, and possibly most diverse, Street class at Nationals. Jeff Stuart in his 370Z was leading 2012 C Stock Champion Chris Fenter in an MX-5

after first runs on Tuesday's West Course, but was dirty on his next two to finish day one in third place, 0.007sec behind 2013 C Stock Champ Daniel McCelvey in an RX-8. Fenter, meanwhile, had zipped to a 60.654 on his second run to lead the day. This trio, the only ones with runs in the 60s, would decide the podium.

On day two, Stuart was able to capitalize on the available West Course power sections with a second run

I felt strong in the summer coming into Nationals, but I knew Chris would be really tough to beat"

JEFF STUART

64.436, a half second faster than Fenter's first run. This time it was Fenter's turn to cone out his final two runs, leaving Stuart at 125.321sec and an overall lead of 0.313sec. McCelvey had caught cones on his first two runs, so desperate for a clear time on his final shot he eased in almost a second slower than Fenter, still good for third place.

"I got the car last year with the intent to compete in the Championships," said Stuart, a trophy finisher in STX the past three years. "I felt strong in the summer coming into Nationals, but I knew Chris would be really tough to beat. It feels good to finally get one after being so close."

C STREET LADIES

Meredith Brown, adjusting to a new-to-her 370Z, was locked in a battle with Rachel Kerswill and her RX-8. Brown was on top with a 62.754 and a 0.207sec lead at the end of the first day.

Rachel, daughter of two-time National Champion Debbie Kerswill, summed up her plan of attack for day two: "I walked and walked the course, and made sure I attacked hard from the first run." The strategy paid off with a smoking 66.755 sec first run that ultimately would be enough to take the CSL win.

Brown got in early cone trouble and was dirty on her first two runs and was in third behind Teddie Alexandrova after both Kerswill and Alexandrova had completed their runs. With just the one run remaining, Brown was able to put a clean one in the books. She left a full second on the clock behind



C STREET

Jeff Stuart | Cal Club Region
Berry Family Racing, racetraceapp.com
Nissan 370Z



Kerswill, but jumped past Alexandrova for second place, still 0.751sec behind Kerswill's total time of 129.716.

Charles Kim

D STREET LADIES

Defending 2013 DSL Champion Gwen Habenicht channeled her inner Jim Feinberg to lead wire to wire for a third straight championship. She won D Stock Ladies last year and H Stock Ladies the year before.

Running in the first heat Tuesday on the West Course with a first run time of 63.125sec, and Wednesday on the East Course with a 67.515 on her second run, she compiled a total of 130.640sec, winning convincingly by 3.243sec over Ann LaRandeau. Both trophy winners were in 2008 Audi TTs.

This win was especially emotional for Habenicht (formerly Gwen Baake), with the sudden loss of teammate and Thunder Buddy Jim Feinberg (2011 HS champion) in June. Several cars carried the teddy bear sticker remembering Feinberg this year. Habenicht, fresh off the momentum of a clutch Ladies ProSolo Challenge performance,

dedicated the win to his memory and thanked the Solo community for all their support and strength.

D STREET

D Street ran in the last heat Tuesday and Wednesday. Day one, Wayne Onyschuk in his shiny new 2015 WRX led with a 62.366, leading James Mallrich's 2011 WRX by 0.267sec. Michael Wood in a 2013 WRX was lurking in third, just 0.034sec back.

On day two, David Spratte decided the Subies were not going to monopolize the class. He set fast first run time of 66.0sec in his Audi TT, half a second quicker than Wood. Onyschuk battled back with a 66.0 of his own to retake the lead from Wood after second

prior to Nationals. "It's a nice feeling to get what you need when you need to get it," he said. "I'm a California boy; I'm stoked to win. It's a nice 50th birthday present. But you know what? I'd be happier being second to Jim Feinberg. We really miss him."

Jocelin Huang

E STREET

When E Street competitors took to the West Course Thursday morning for the second heat, they would have to deal with high temperatures and wind. After first runs, there were three guys who clearly stepped out, running times much faster than the rest of the class. Those names were veterans Eric Peterson and Robert



C STREET LADIES

Rachel Kerswill | Reno Region
Mazdaspeed
Mazda RX-8



runs. Spratte shaved off another 0.4sec. Third runs would be the decider.

Onyschuk was unable to improve while Wood shaved another 0.3sec down to 65.570 to take the win and the title with total time 128.237sec. He held a 0.155sec margin of victory over Onyschuk. Spratte could go no quicker, but had enough in hand to hold off the final run efforts of Tom Sotiropoulos and Mallrich.

Wood had limited seat time in the car

RESULTS

C STREET

1.	Jeff Stuart	CSCC	Nissan 370Z	125.321
2.	Chris Fenter	Milw	Mazda MX5	125.634
3.	Daniel McCelvey	Hous	Mazda RX8	126.707
4.	Chris Harvey	SBnd	Mazda MX5	127.110
5.	Jason Rhoades	SanD	Nissan 370Z	127.120
6.	Paul Brown	RioG	Nissan 370Z	127.512
7.	Mark Andy	StCt	Mazda RX8	127.659
8.	Sean Grogan	Det	Scion FR-S	127.682
9.	Ricardo Quinonez	SanF	Scion FR-S	127.841
10.	John Hale	LnSt	Subaru BRZ	127.947
11.	Mike Nakata	CSCC	Nissan 370Z	128.213
12.	Andy Nielson	Hous	Mazda RX8	128.372
13.	Jason Minehart	LnSt	Nissan 370Z	128.775
14.	Mike Bronson	DMV	Mazda RX8	128.944
15.	Steven Ruschak	InNw	Subaru BRZ	128.999
16.	Randy Pearson/StCt	(Scion FR-S);	17. Manfred Reysser/Ariz	(Scion FR-S);
18.	Eric Jones/LnSt	(Scion FR-S);	19. Jonathan Newcombe/Colo	(Subaru BRZ);
20.	Michael Eckert/OhV	(Scion FR-S);	21. Chris Carmenini/NNJ	(Mazda RX8);
22.	Glenn Austin/Nwst	(Nissan 350Z);	23. Maurice Velandia/SanF	(Toyota MR2);
24.	Steven Hughes/CFla	(Subaru BRZ);	25. Chris Levitz/Hous	(Scion FR-S);
26.	Ahren Renner/Reno	(Mazda RX8);	27. George Scott/Dobler III/Chat	(Nissan 350Z);
28.	Matt Jones/WDC	(Subaru BRZ);	29. Scott Dobler II/Chat	(Nissan 350Z);
30.	Craig Marhefka/WDC	(Scion FR-S);	31. Christopher Higgins/WDC	(Scion FR-S);
32.	Hugo P.W. Yuk/Fla	(Subaru BRZ);	33. Rich Hammond/SBnd	(Subaru BRZ);
34.	Jason Marshall/Almo	(Nissan 370Z);	35. Dylan Smith/Wich	(Scion FR-S);
36.	Henry Clark/CFla	(Subaru BRZ);	37. Mike Cavanaugh/TnnV	(Nissan 350Z);
38.	Eric Stahl/Colm	(Nissan 370Z);	39. Carl Kirkegaard/Iowa	(BMW M3);
40.	Keith Koegler/NwOh	(Subaru BRZ);	41. John Souder/NwOh	(Subaru BRZ);
42.	Al Aberson/Atl	(Nissan 370Z);	43. Patrick Barber/Det	(Mazda Miata);
44.	Matthew Villescas/Colo	(Nissan 370Z);	45. Luke McKee/DMV	(BMW M3);
46.	Frank Finks/KC	(Nissan 370Z);	47. Richard Baker/STL	(Mazda RX8);
48.	Mark Nausea/Colo	(Scion FR-S);	49. Sean Green/Nwst	(Mazda MX5);
50.	Malcolm Lawson/CFla	(Subaru BRZ);	51. James Kreitzburg/StCt	(Mazda RX8);
52.	Robert Kammerer/StL	(Mazda MX5);	53. Justin Bowen/SanF	(Nissan 370Z);
54.	Gabriel Olmos/Int'l	(Scion FR-S);	55. Dick Patullo/NENG	(Nissan 350Z).

C STREET LADIES

1.	Rachel Kerswill	Reno	Mazda RX8	129.716
2.	Meredith Brown	RioG	Nissan 370Z	130.467
3.	Teddie Alexandrova	SanF	Mazda RX8	131.662
4.	Brianne Green	Nwst	Mazda MX5	134.727
5.	Tara Buck/BlRg	(Scion FR-S);	6. Michelle Knoll/WDC	(Scion FR-S);
7.	Patsy Zymowski/CFla	(Subaru BRZ);	8. Tamara Kwak/Nwst	(Nissan 350Z);
9.	Linda Ruschak/InNw	(Subaru BRZ);	10. Jacqueline Lawson/CFla	(Subaru BRZ);
11.	Lisa Noble/Kan	(Mazda MX5).		



Carpenter, and rookie Michael Ron, all posting times in the 61sec range. Peterson's full-house 61.116 would stand as the day's best, rendering moot the cones on his next two laps. Ron, however, had two cones on his run. Didn't matter. He went back out and banged home two more 61s, both clean, ending with a 61.7 just a couple of hundredths quicker than Carpenter, a two-time winner returned after a three-year absence.

Friday had rain threatening as heat two started on the East Course. Peterson again would show everyone that he was able to run faster times right out of the box in his MR2 Spyder, timing in at 66.6, which was 0.3sec quicker than Carpenter, while Ron again coned a matching time.

Peterson would post three runs all faster than the rest of the field; ignore that cone on run two because the third run was faster anyway at 66.489. So, 127.605 was his winning time for his first championship.

It left the Miatas of Carpenter and Ron to duel for second place. Carpenter ran off a string of upper 66s, closing at 66.7 when Ron chased him home at 66.8. The advantage would go to Carpenter who edged out Ron for second by 0.076sec. Peterson would take the win by 0.884sec over Carpenter.

E STREET LADIES

The temperature was hot, the breeze was high, and the times were smoking fast as the Ladies of E Street took to the West Course for the fifth heat Thursday. It didn't take long to figure out who was going to be at the top. Two names showed up early and they stayed at the top the whole time: Tara Johns in a Miata and Jennifer Bedell in an MR2 Spyder.

Bedell would take the early advantage over Johns, but as the runs went on Johns kept chipping away at Bedell's lead. In the run order, Johns was immediately in front of Bedell. When third runs started, Bedell held a couple of tenths lead but Johns knocked down a 63.476 and Bedell chased her home with a 63.5.

On day two, the weather, which had been a little rainy earlier, was threatening to open up again. Competitors wanted clean runs early on the East Course, and get it done early they did. First time out, Johns would run a 68.6, but Bedell ran an

even better 67.695. From there on it seemed like each of them were pushing their cars hard, possibly too hard as neither was able to go any quicker. Bedell, at 131.220, would end up taking the 0.946sec win over Johns.

Bedell said she was a little stressed with the car on day one, but was able to stay calm on day two after doing a big tire change in grid and it looked like she was able to find the groove she was looking for.

Jeremy Salenius

E STREET

Splitting the E Street class to street tire vs. race tire, plus moving the second gen NB Miatas to ES, increased total class participation by more than double 2013's 20 competitors to 43 (including ladies in ESL, none ran ES-RL).

In 2014, E Street completely changed from a predominantly Miata NA (first gen) class to a mostly NB

class. Five of last year's E Stock drivers stayed on R-comp tires to compete in the eight-car ESR this year, with Bartek Borowski in first again, Greg Janulis, and Hubert Borowski changing the order for second and third. Had all three put on street tires and added four seconds to their times,



D STREET

Michael Wood | San Francisco Region

Thanks, Justin
Subaru WRX



D STREET LADIES

Gwen Habenicht | N. Carolina Region
Audi TT



**I'm a California boy;
I'm stoked to win.
It's a nice 50th
birthday present"**
MICHAEL WOOD

RESULTS

D STREET LADIES

1. Gwen Habenicht NCar Audi TT 130.640
2. Ann LaRondeau Neb Audi TT Quattro 133.883
3. Jenna Gates/Indy (Mini Cooper JCW); 4. Jody Bedell/LOL (Mini Cooper S); 5. Deb Erpelding/KC (Mini Cooper S); 6. Kristen Solano/SanF (Subaru WRX).

D STREET

1. Michael Wood SanF Subaru WRX 128.237
2. Wayne Onyschuk Chi Subaru WRX 128.392
3. David Spratte NCar Audi TT 128.910
4. Tom Sotiropoulos StL Subaru WRX 129.064
5. James Mallrich StL Subaru WRX 129.490
6. Justin Moore SanF Subaru WRX 129.617
7. Chris Dvorak Chi Subaru WRX 129.912
8. Rusty English/ODom (Subaru WRX); 9. John LaRondeau/Neb (Audi TT Quattro); 10. Jason Miller/Colo (Subaru WRX); 11. Ian Farrell/Colo (Subaru Impreza WRX); 12. Brian Anthony/Det (Chevrolet Cobalt SS); 13. Brian Kelly/CSCC (Subaru Impreza WRX); 14. Keith Papulski/Colo (Audi TT); 15. Jeff Robinson/OhV (Audi TT); 16. Pablo Jeria/Int'l (Audi TT Quattro); 17. Michael Phelps/DMV (Subaru WRX); 18. Daniel Berge/LOL (Mini Cooper S); 19. Mike Erpelding/KC (Mini Cooper S); 20. Cullen Murphy/LOL (Mini Cooper S); 21. Pat McCelvey/Colo (Subaru WRX); 22. Kevin Edington/Colo (Subaru Impreza WRX); 23. Larry Barry/KC (Mazdaspeed 3); 24. Rob Brady/Colo (Audi TT).





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SOLO'S AWARDS

THE SOLO CUP

The highest award in the sport was presented to Robert Christmas of the Northwestern Ohio Region for his "quiet leadership and mentoring." During his membership and involvement there - it was said during the presentation - "his region has become one of the pre-eminent regions of the country."

Christmas responded, "Northwestern Ohio Region has given me a platform to work with some wonderful people who make me look good."

DRIVER OF EMINENCE

Recognizing not only driver skill but also dedication to the sport, this year's winner was Shelly Monfort of the San Francisco Region, becoming just the fifth female recipient in the 31 years it has been given. Underscoring the choice, she would win ASRL in the next two days for her eighth championship.

"I wasn't very good at it for a long time, but I stuck with it," she said. "Talent is fortunate, but tenacity is earned. Don't ever give up on yourself."

ROGER JOHNSON SPIRIT OF THE SPORT AWARD

Celebrating the attributes of "fun, camaraderie and tomfoolery," the award is a stuffed sheep atop a trophy base. The recipient this year was Sir Van Townsend. That's how it is on the entry list, honest! Originally entered in a "Chevyzuki Piece of Sprint," the Colorado Region member ended up co-driving a Honda Civic in FSP.

In deeply serious mien, Townsend adjured the assemblage to "Hug your floor mats. Whether you're in there with me or not, you're part of this racing team."

THE SILVER CIRCLE

Inclusion in the Silver Circle were seven members who competed in their 25th Solo National Championships. Added to the roster this year were Peter Calhoun of Chicago Region, Steve Hoelscher of Tennessee Valley Region, Jim Murphy of Atlanta Region, Philip Osborne of Texas Region, Joyce Ruth of Chicago Region, Erik Strelnieks of Lone Star Region, and Richard Windberg of Lone Star Region.

SPORTSMANSHIP AWARD

FP driver Mike Brausen of Milwaukee Region was presented with an award. Brausen "worked on at least nine different cars" during the week. Coming to the rescue of ailing machines so many times earned him a set of BFGoodrich tires.

HARD LUCK AWARD

A Hard Luck Award went to Andrew Hahn of Texas Region. Also helping a fellow competitor early in the week, Hahn ruptured a disc in his back. He was prevailed upon to make one run early Thursday in order to be counted in the entry, but then later that morning while preparing to fly home he aggravated the injury seriously enough he had to be taken by ambulance to a Lincoln hospital for surgery. Happily, Hahn was up and around by Saturday, able to see some of the Solo Trials event before heading home.

they would still have taken the first three places in E Street.

Bartek continued his domination, winning for a fifth consecutive year, his seventh total. Running in the cooler first heat, he set fast times of 58.503 on the West Course Thursday and 63.145 on the East side Friday - six flawless runs, each quicker than the one before, totaling 121.648. Janulis and Hubert B. fought back and forth for the remaining trophies. Janulis led the first two West-side runs but Hubert got him by a tenth on the final try. The next day, Hubert ran off a string of 64s, which held up until Janulis closed with a 63.9 and a 0.096sec margin - but that was still 1.329sec behind Bartek. The trio was nonetheless five seconds ahead of the fourth place Toyota MR2.

The SS and AS classes were expected to have R-tire competitors because of the Corvettes, but virtually all the other R classes stood empty except this one. A reason was adjustability, Bartek explained.

"These tires are expensive and the adjustability [of the Miata] makes them last longer," he said. "It's also just more fun."

Next year this could well be a large class with a sprinkling of NAs, NBs, and MR-2s for a real challenge to a lot of top-notch drivers on tread-wear 200 street tires. Maybe, just maybe, Bartek the Magnificent might be toppled! Probably not!

Buck Entriken

F STREET

F Street shaped up as a three-sided war - Camaro, Mustang, and M3, all battling on 140 street rubber for the first time.

Thursday, running in the second heat on the East Course, the fastest car was the 5.0 Mustang GT of 2013 F Stock Champ Brian Burdette, but his 65.3 was negated with a cone penalty. Had that run been clean, this would have been a completely different story.

David Corsaro ran clean in his Camaro 1LE and held the early lead after day one, 65.415 to the 65.8 John Kanalas (5.0 Mustang) put down. These were the only drivers to run in the 65s. A 66.0 kept Burdette in third. The F Street drivers, Corsaro included, were unsure if the Camaro would be as strong on the more technical West Course.

"Tomorrow we'll be in a little uphill battle," he said, "as it seems to be a little tighter over there. But, overall, I think we've got a really good shot at this."

Kanalas, the first driver out, summed up the tire situation: "The tires just want to be cold," he said. "We burned through a gallon of water and had to borrow other people's water, and they're still overheating by the third run."

The climate was significantly cooler come Friday. John Laughlin, driving a Shelby GT on Yokohamas, jumped to the top of the standings in his first run with a 61.8. Corsaro retook the lead shortly afterward, but there was a dark horse lurking - the BMW M3 driven by James Yom making a charge from fourth place.

After second runs, the top four were separated by just over half a

I proved my point that you can drive out here on street tires and compete on them and win"

DAVID CORSARO

second. With a light sprinkle beginning to fall, Laughlin threw down a 61.538 to take top spot. That lead lasted less than a minute as Corsaro made his final run, improving to 62.1 to retake first place. Yom was next, also squeezing past Laughlin for second.

Matt Ales' BMW pushed Burdette back to fifth. The spread covering the top five was 0.669sec. Had Burdette not hit that cone on his first run Thursday he'd have won it, it was that close. Corsaro, at 127.614sec, became the first F Street champion with a winning margin of 0.074sec.

"I avoided so much disaster on the way out here, avoiding truck tires on the highway, driving over wheels, and sliding around in the rain," Corsaro said of his trip from New Jersey. "It took a hell of a lot to get here and I'm glad I made it out. I proved my point that you can drive out here on street tires and compete on them and win. It's also nice to put something completely different on the podium this year."

Yom, who jumped into Ales' M3 at the last minute, was happy with second. "It totally came down to course dependency," said Yom. "There were some slow digs on the



E STREET

Eric Peterson | N. Carolina Region
Solo Pro Driving & Atomic Empire
Toyota MR2 Spyder



Mutschler noted that her Camaro has been a work in progress all season, she and husband Doug Wille tweaking it right up to her run at the National Championship.

"We've been working on how to tune this car since we bought it," she said. "Actually, it was bone stock until August, and then we got a prototype set of Konis on the car and we got 19-inch wheels to help with the gearing. August has really been a test month, including at the Pro Finale. We ran three different tire sets at the Pro and at the Test N Tune, and picked what we were going to run Wednesday night. We put the tires on, guessed at where we were going to put the shocks, and went from there."

Alan Claffie

G STREET LADIES

A hot, breezy day Thursday greeted the second heat competitors of G Street Ladies as they took to the West Course. GSL last year had no entries. This year it had seven in six cars - two Celicas, a MazdaSpeed Protege, a Genesis, a Focus, and a V6 Camaro.



E STREET R

Bartek Borowski | Chicago Region
Mazda Miata



East Course that favored the Camaro. Over there, the Camaro just had us. Here, on the West Course, there were a lot more transitions, and I think we made up a lot of time. This BMW hung in there with the big V8s and it was a good battle. It came up just a little bit short."

F STREET LADIES

Jackie Mutschler celebrated her second National Championship on Friday afternoon, 17 years after her first.

"I was FSL champion in 1997, which is the last full season I've autocrossed," she said. "When I won my first one, I was six months pregnant with my first kid. Between that and my job, this is my first full season back."

Mutschler lined up in a four-driver FSL class at Nationals and quickly established the early lead, keeping ahead of Cindy Duncan through Thursday, during the fourth heat on the East Course. Her fast time of 67.275 gave her a one-second lead entering day two. She stretched the margin to 2.270sec on Friday with a 63.891 run, while Duncan experienced cone trouble and had to hold off third-place Mary Lou Holmes by just 0.266sec.



E STREET LADIES

Jennifer Bedell | N. Carolina Region
Atomic Empire & Solo Pro
Toyota MR2 Spyder



RESULTS

E STREET

1. Eric Peterson	NCar	Toyota MR2 Spyder	127.605
2. Robert Carpenter	ETnn	Mazda Miata	128.489
3. Michael Ron	Chi	Mazda Miata	128.565
4. Adam Norton	Ky	Toyota MR2 Spyder	129.504
5. Sean Grubb	NeOk	Mazda Miata	131.051
6. Wes Jenrich	Chi	Mazda Miata	131.095
7. Daniel Pinto	Almo	Mazda Miata 10AE	131.513
8. Robert Alaniz	Almo	Mazda Miata 10AE	131.904
9. Jim Rowland/OzMt (Mazda Miata); 10. Joe Funke/SanF (Mazda Miata); 11. Mike Rorvig/Nwst (Mazda Miata); 12. Johnny Rose/NwOh (Mazda Miata); 13. Ed Lange/NNJ (Mazda Miata); 14. Arturo Ron/Milw (Mazda Miata); 15. Charles Mathews/Chi (Mazda Miata); 16. Mark Groseth/Chi (Mazda Miata R); 17. George Schmitt/SBnd (Mazda Miata); 18. John Paul Johnson/Chi (Mazda Miata); 19. Bill Crawford/Chi (Toyota MR2); 20. Bradley Elliott/NwOh (Mazda Miata); 21. John Van Sloun/NwOh (Mazda Miata); 22. Buck Entriiken/Tex (Mazda Miata); 23. Adam Spence/KC (Mazda Miata); 24. Tobias Gros/LnSt (Mazda Miata); 25. Ryan Weddle/Chi (Mazda Miata); 26. Chris Peet/SBnd (Mazda Miata LS); 27. Reece White/Kan (Mazda Miata); 28. Rocky Entriiken/Sal (Mazda Miata); 29. Chris Sarvies/STL (Mazda Miata).			

E STREET LADIES

1. Jennifer Bedell	NCar	Toyota MR2 Spyder	131.220
2. Tata Johns	Tenn	Mazda Miata	132.166
3. Sharon Eberlein/Tex (Mazda Miata); 4. Stephanie Boehm/LnSt (Mazda Miata); 5. Tammi Entriiken/Tex (Mazda Miata); 6. Caitlyn Entriiken/Sal (Mazda Miata).			

E STREET R

1. Bartek Borowski	Chi	Mazda Miata	121.648
2. Greg Janulis	Chi	Mazda Miata	123.037
3. Hubert Borowski	Chi	Mazda Miata	123.133
4. Dan Wheeler/KC (Toyota MR2); 5. Jeff Janulis/Chi (Mazda Miata); 6. David Avard/Kan (Toyota MR2); 7. Allen Richardson/NeOk (Mazda Miata R); 8. Stephen Ducharme/Neb (Mazda Miata).			





Only two of the ladies would get clean runs on run one, but the early story was Jordan Towns' Celica and Julie Heaton's Protege, with raw 65s for second and third even with cones. They ran 65s again on their second and third runs. Heaton would claim the top spot after her second, but could not go faster on her third run while Laura Harbour in the other Celica joined in with a 65.210 for a 0.023sec lead.

Day two appeared to be bringing rain as the second heat began. Each of the top three owned one prior championship and was looking for a second, but first they were hoping for a good clean first run. Both Towns and Heaton would get theirs but Harbour had a big spin. As second runs started, a light drizzle began. Harbour and Heaton would not be affected as they were both single-driver cars, but Towns would have to wait much longer for her second run as she was in a two-driver car. It worked in her favor with a day's best of 69.297.

However, Towns soon was in trouble as her co-driver found the clutch was

broken in their Celica. Further bad news came when Harbour finished her third run and found a 69.3, enough to move back into the top spot. Towns scrambled to find another car for her final run of the day as the drizzle started to pick up again. She was able to borrow a car from the Open G Street class, but was not able to find time in the damp conditions and finished 0.181sec behind Harbour's 134.572 total.

G STREET

Thursday's heat five was greeted with high temperatures and wind as G Street took to the West Course. The question seemed to be which Ford Focus ST would win the class after they had dominated most of the year.

Trevor Jones, the first car out, and Mark Scroggs, seventh off the line, quickly distanced themselves from the



F STREET

David Corsaro | Northern NJ Region
Hamfist Racing - NJ Drive - SJF Performance
Chevrolet Camaro 1LE



FUN AND GAMES

Solo isn't the only game in town when it comes time for the big event – there are many ways to entertain yourself in Lincoln.

I was FSL champion in 1997, which is the last full season I've autocrossed"
JACKIE MUTSCHLER





F STREET LADIES

Jackie Mutschler | Houston Region
Stranoparts, RAFT Racing, Koni, Team Minardi
Chevrolet Camaro



rest of the 27-car field. Jones ran 62.1 and Scroggs was close behind on the first runs. Scroggs coned a 61.9 on his second run, but then eclipsed Jones with a 62.060 on his third.

It took Michael Parker three runs to get down to 62.7 in his VW GTI, squeaking past the 62.8s of Ian Stewart's Volvo and 2013 G Stock Champ Michael Moran's Celica.

Friday weather was quite different. It had been lightly raining earlier on, but was now holding off and staying chilly. Looking around grid, it was apparent the competitors were prepared. Rain tires were laid out waiting to be changed if needed.

The two Ford drivers were at it again. Scroggs would put in a quick first run of 66.7. Stewart would match it. Jones was slightly off the pace but roared back with a 66.1 on his second run, enough for about a 0.2sec lead going into final runs.

Making his first trip to Nationals, Scroggs said when he knew Jones wasn't faster on his third run he felt like he could finally go autocrossing as he lined up for his last run. So he did. He turned a 65.882, giving him top time of the day, total 127.942, and a 0.390sec win over Jones.

Jeremy Salenius

G STREET LADIES

Laura Harbour | Gen. Kentucky Region
Secondhand Celica Accessories and Such
Toyota Celica



G STREET

Mark Scroggs | San Francisco Region
stranoparts.com, Edge Motorworks
Ford Focus ST



H STREET

H Street ran first heat on the West Course on Thursday. Since the 18-driver class is dominated by Mini Coopers, it seemed unlikely that the tighter West Course or the more power-friendly East Course would give anyone a particular advantage.

Tim Carritte set the bar early with a 62.5 on his Dunlops, though it did carry a cone. He'd do two more - both clean - but by then Greg Reno had posted a 62.244 to lead the day. Reno was one of the few drivers at the event choosing to compete on Kumhos. Courtney Cormier was the only other driver in the 62s, and the

RESULTS

F STREET

1.	David Corsaro	NNJ	Camaro 1LE	127.164
2.	James Yom	CSCC	BMW M3	127.688
3.	John Laughlin	NwOh	Mustang Shelby GT	127.873
4.	Matt Ales	CSCC	BMW M3	127.961
5.	Brian Burdette	WDC	Mustang GT	128.283
6.	Stephen Hui	Nwst	BMW M3	128.463
7.	John Kanalas	Almo	Mustang	128.730
8.	Robert Gosda	Chi	Mustang GT	129.126
9.	Casey Weiss/Tex (Mustang Shelby); 10. Chi Ho/Fia (BMW M3); 11. Eric Yee/Almo (Mustang GT); 12. Douglas Wille/Hous Camaro); 13. Bradley Walker/Tex (Camaro); 14. Kevin Youngers/Colo (Mustang GT); 15. John Ames/ConD (Mustang GT); 16. Donald Knop/Neb (Mustang Shelby GT); 17. Jason Proksch/Indy (BMW M3); 18. Dan Hawrylkiw/Ariz (Mustang GT); 19. Jim Garton/RioG (Mustang Shelby GT); 20. Dick Rasmussen/NCar (Mustang GT); 21. Ed Rynnion/SanF (Hyundai Genesis Coupe); 22. Jason Huepenbecker/CFla (BMW M3); 23. Jerry Lamb/Nwst (Mustang Shelby GT); 24. Curt Luther/CSCC (Hyundai Genesis Coupe); 25. Mat Peck/LnSt (Camaro SS); 26. Radlee Bien/OzMt (Camaro SS).			

F STREET LADIES

1.	Jackie Mutschler	Hous	Camaro	131.166
2.	Cindy Duncan	CKy	Mustang	133.436
3.	Mary Lou Holmes/RioG (Mustang Shelby GT); 4. Kellie Knop/Neb (Mustang Shelby GT).			

G STREET LADIES

1.	Laura Harbour	CKy	Toyota Celica	134.572
2.	Jordan Towns	Ala	Toyota Celica GT-S	134.753
3.	Julie Heaton	Neb	Mazdaspeed Protege	134.948
4.	Hailey Malone/Tex (Hyundai Genesis Coupe); 5. Megan Biddle/NwOh (Toyota Celica GT-S); 6. April Brausen/Milw (Ford Focus ST); 7. Heidi Kroog/Colo (Camaro V6).			

G STREET

1.	Mark Scroggs	SanF	Ford Focus ST	127.942
2.	Trevor Jones	Milw	Ford Focus ST	128.332
3.	Ian Stewart	CFla	Volvo S60 R	129.174
4.	Michael Moran	WDC	Toyota Celica GT-S	129.308
5.	Blanton Payne	Tex	Hyundai Genesis Coupe	129.450
6.	Michael Parker	Tex	Volkswagen GTI	129.744
7.	Brad McCann	Tex	Hyundai Genesis Coupe	130.118
8.	Christopher Grayson WOh		Ford Focus ST	130.172
9.	Steve Wynne/Ore (Dodge SRT4 ACR); 10. Andy Thomas/WDC (Toyota Celica GT-S); 11. Darrell McVey/SnRv (Ford Focus ST); 12. Danny Kao/WDC (Ford Focus ST); 13. Andy Weigel/NNJ (Ford Focus ST); 14. Jeff Bartz/KC (Hyundai Genesis Coupe); 15. Des Toups/Nwst (Ford Focus ST); 16. Joe Blaha/NeOh (Ford Focus ST); 17. Jonathan Rogers/Det (Dodge SRT4 ACR); 18. Brian DePietro/StCt (Ford Focus ST); 19. Steven Umholtz/Neb (Ford Focus ST); 20. John Crooke/WDC (Ford Fiesta ST); 21. Azmath Mohammed/Det (Toyota Celica); 22. Greg Cheney/KC (Ford Fiesta ST); 23. Roger Kroog/Colo (Camaro V6); 24. Peter Lier/CFla (Volvo S60 R); 25. John Hermann/KC (Hyundai Genesis Coupe); 26. Jeffrey McVey/SnRv (Ford Focus ST); 27. Dennis Sparks/TnnV (Toyota Celica).			

**FULL SPEED**

Speed on the course is not limited to driving – with more than 1,100 drivers spread over four days, workers had to be quick to keep things moving.

only one of the top three on the popular Hankook tire.

Day two dawned about 20 degrees cooler, which gave some drivers hope, as there was a tire choice diversity in the class. Similar to day one, Carritte's nice first run was eclipsed by Reno – this time 68.0 to 67.5. Cormier followed a while later with a 68.1. Carritte's second-run 67.3 held promise until Reno followed with a 67.098, again setting a time on his second run that none could match even with a third attempt. Reno earned his third championship in a row, 129.342 and 0.584sec clear of Carritte.

Reno has been in various Minis since 2006. The Mini is notorious for having a huge number of wheel and tire combinations within the Street category rules and Reno claims to have tried “all but one” of those combinations in his extensive testing

this year. He found the Kumho XS works very well on a car that is “brutal on its front tires,” thinking that perhaps all the testing back when the tire was introduced several years ago was on STC Civics that are so much easier on tires.

The Mini is notorious for having a huge number of wheel and tire combinations within the Street category rules”

H STREET LADIES

HSL had to wait all day for its turn, so Thursday's heat five conditions were warmer for the 9-car L class than they had been for the open. Linda Duncan clocked a 67.2 on the West Course in the Reno Mini that sounded good until the DNF call came in. She

said she was told she could flat-foot the slalom, and she did, but forgot that she couldn't flat-foot the turn after the slalom.

Holly Schwedler aboard the Carritte Mini showed some serious speed with a 66.4 that even with a cone had her in second place until Donna Hill crossed the line right behind her with a clean 67.3. Duncan took the lead on second runs with a 66.5, then Schwedler came in with a 65.9. Duncan kept up the pressure on her third run at 66.0, until Schwedler left the class in the dust with a clean 64.963 that gave her better than a full second lead.

Day two had a lot less drama. Duncan's first-run 69.8 looked pretty good until Schwedler's second run 69.254, giving her a margin of 1.648sec that would not change.

Schwedler had finished second in

three of her four previous visits to the Solo Nationals. They continued chasing the setup, but some changes for the third run on the first day made the car great. "Wheel" was the best description of how it worked from then on.

Paul and Meredith Brown

H STREET R

HSR was not supposed to have any entries. Andrew Hahn's already bad back went south about midday on Wednesday. Surgery was scheduled back home, and flight plans were made that would make competing in the late-in-the-day Thursday STC class all but impossible. However, he was prevailed upon to make one run at Nationals to be a part of the entry count.

It was noticed H Street R ran first heat Thursday, and the class had no entries, so it was figured there wouldn't be a problem with a fully prepped STC car running in the class. Hahn made just the one West Course run on Thursday and none on Friday, scoring a DNF.

And that's why there's a single competitor in HSR whose official finish is DNF. The postscript: he aggravated the injury later that morning and never made his flight. The surgery was done, successfully, in Lincoln.

Paul Brown



H STREET

Greg Reno | Kansas Region
MiniUSA, Baron Mini/BMW, Kumho Tires
Mini Cooper



H STREET LADIES

Holly Schwedler | NW Ohio Region
Stranoparts.com/Saul's Motorsports
Mini Cooper



STREET TOURING COMPACT

With several trophy-winning drivers coming into STC for one last crack before the proposed 2015 merger of STC and STS, the competition for the 2014 championship promised to be intense - and spectators were not disappointed. Last year's winner, Jason

Frank, made the move to STS this year, leaving the door open. In exchange, STC picked up 2013 STS winner David Whitener, 2013 RTF winner Adam Barber, and 2013 RTA winner Ron Williams, to name a few. On top of that, many of the 2013 STC trophy winners were back to compete as well.

Williams led the class on the West Course with a time of 59.425, less than a tenth ahead of Whitener's 59.5. The only other drivers who cracked under 60sec were Shane Jensen (59.7), and Will Kalman (59.9). With such a small margin, Williams said the East Course would be a "redo" of day one, with no changes planned for his car.

After falling behind in the first runs on the East Course, Williams was able to find a full second on his next run, ultimately managing a 63.817 on his final try to climb back on top and stay there. With potential weather looming and already somewhat damp on the track, he went for it.

H STREET R

Andrew Hahn | Texas Region
Blackarmorhelmets.com
Honda Civic



Courtesy Andrew Hahn

Street Touring Classes

STREET TOURING COMPACT LADIES

STC and STCL, all but two drivers in Honda Civics, ran on the Thursday/Friday schedule, with STCL running in the first heat and STC in the fourth. The classes started the event on the West Course.

STCL was dominated once again by Nicole Wong (formerly Nagler). Thursday, she clicked off a 61.532, nearly two seconds ahead of her two competitors. While rain was looming and the temperatures were much cooler on Friday, this proved no problem for Wong as she extended her margin with a time of 65.346sec, winning STCL with a total time of 126.878 and a victory margin of 4.282sec for her fourth consecutive championship, one in the original STL class and now all three ever run in STCL.

RESULTS

H STREET

1.	Greg Reno	Kan	Mini Cooper	129.342
2.	Tim Carritte	NwOh	Mini Cooper	129.926
3.	Courtney Cormier	WDC	Mini Cooper	130.508
4.	Ryan Leach	Phil	Mini Cooper	130.835
5.	Jack Burns	NwOh	Mini Cooper	131.929
6.	Nick Babin	Phil	Mini Cooper	132..363
7.	Johnathan Lawson/CFIa (Mini Cooper); 8. Michael Lawson/CFIa (Mini Cooper); 9. Scott Hoffman/WDC (Mini Cooper); 10. Alex Kang/SanF (Mini Cooper); 11. Michael Hill/KC (Mini Cooper); 12. Sam Lee/STL (Mini Cooper); 13. Brian Britten/FtWn (Toyota Corolla XRS); 14. Mark Hasbun/CSCC (Mazda 3); 15. Christopher Cann (Honda CRZ); 16. Barry Twycross/SanF (Mini Cooper); 17. Brian McCarthy/SanF (Mini Cooper); 18. Terry Hanushek/SJy (Mini Cooper).			

H STREET LADIES

1.	Holly Schwedler	NwOh	Mini Cooper	134.217
2.	Linda Duncan	Kan	Mini Cooper	135.865
3.	Donna Hill	KC	Mini Cooper	138.903
4.	Rachel Sims/Phil (Mini Cooper); 5. Emily Reno/Kan (Mini Cooper); 6. Melissa Britten/FtWn (Toyota Corolla XRS); 7. Cathleen Twycross/SanF (Mini Cooper); 8. Amanda Bauske/WDC (Honda CRZ); 9. Tere Pulliam/Atl (Mini Cooper).			

H STREET R

1.	Andrew Hahn/Tex (Honda Civic) [dnf].
----	--------------------------------------





"The first run I was kind of running safe just to get one in the books because it looked like it might rain," he said, finding himself half a second behind Jensen with Kinch Reindl also ahead. "But then I come in and I'm sitting second and 0.3sec back and just had to go for it once I knew it was dry."

Williams finished with a time of 123.242. STC newcomer Jensen was able to hang on to the second-place finish, 0.342sec behind. After difficulties on the West Course, Reindl was able to rein things in to string together a fast set of runs and finish third.

Whitener ended up less than a tenth behind Reindl with an even lesser margin ahead of Kalman after facing several difficulties along the way. Among them was second gear popping out, forcing him to use a bungee cord to keep it in place. Whitener's final run would have put him second overall, but he coned it.

Williams claimed his fifth championship, becoming the seventh driver to win in at least four different categories.

Sam Lee

STREET TOURING FWD LADIES

2012 STUL Champion Michelle Miller dominated STFL this year in her Mini Cooper. In the second heat Tuesday, West Course, she ran three increasingly faster runs, closing at 63.322 and a 2.007sec lead over Jan Rowe in a Mazda 3.

Miller extended the lead on the East Course with a 68.064 run and a total time of 131.386, extending her margin to 5.140sec over Rowe.

She "missed the power of the Evo a little, but the Mini is fun in the handling," she said, planning to stick with the car for at least another year.

STREET TOURING FWD

STF ran the last heat on Tuesday on the West Course. Nationals rookie Lee Chhit (pronounced "Kit"), his Mini the fifth car out in the 24 car class, burst out of the gate with a class leading 61.417sec, the only STF time under 62sec for the day. Travis Sackwar needed three runs in a Toyota Yaris to get down to 62.1, with Andres Rodriguez just another quarter second back leading four drivers in the 62.4 range.

Preston Jordan was off the pace at 62.8, only to discover a blown front shock after the day's runs were done.

An emergency call to Lee Grimes at Koni and an on-site re-valve had them ready for day two. Jordan went on to set top time on the East Course with a 66.796, the only car to break 66.8 - but it wasn't enough to erase his deficit.

Rodriguez (Mazda 2) and David Hedderick (Mazda 3) would both run up 66.8s, just 0.006sec separating them and keeping Jordan in fourth place. But Chhit again posted his best on his first look at the course. A 67.6 was enough for a 129.017 that held off Rodriguez by 0.243sec.

Chhit believed the technical West Course suited him better and he was a little concerned about the power

winner wouldn't defend his title among some new heavy hitters including five-time past Champion Matthew Braun, former STU Champion Colin Fiedler, and last year's overall ProSolo Super Challenge winner Nicholas Barbato. Among returnees were past class

The first run I was kind of running safe just to get one in the books because it looked like it might rain"
RON WILLIAMS



STREET TOURING COMPACT LADIES

Nicole Wong | Cal Club Region
Toyo Tires / ProParts USA
Honda Civic Si



STREET TOURING COMPACT

Ron Williams | Kansas Region
Toyo Tires/Southwest Auto Service/honda
Honda Civic Si



elements of the East Course but was happy to come out on top overall.

Charles Kim

STREET TOURING ROADSTER

STR this year was hit by a bit of a shuffle with Nissan's 350Z being moved to STU. This meant last year's

RESULTS

STREET TOURING COMPACT LADIES

1. Nicole Wong CSCC Honda Civic Si 126.878
2. Leslie Swain/NeOk (Honda Civic Si); 3. Stacey Miller/CSCC (Honda Civic Si).

STREET TOURING COMPACT

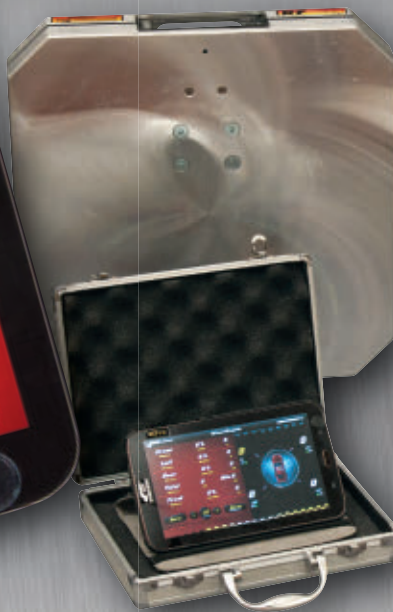
1. Ron Williams Kan Honda Civic Si 123.242
2. Shane Jensen Nwst Honda Civic Si 123.604
3. Kinch Reindl Colo Honda Civic Si 124.226
4. David Whitener Tex Honda Civic 124.311
5. Will Kalman SanD Honda Civic 124.335
6. Jeff Wong CSCC Honda Civic Si 124.567
7. Stephen Murphy Colo Honda Civic 125.401
8. Adam Barber Chi Honda Civic 125.564
9. Cory Dreyfus/Atl (Honda Civic Si); 10. Kim Whitener/Tex (Honda Civic); 11. Jim Harnish/Ariz (Honda Civic Si); 12. Michael Waich/Milw (Honda Civic Si); 13. Matthew Waich/LOL (Honda Civic Si); 14. Francisco Reynoso/LnSt (Honda Civic Si); 15. William Ostrowski/Milw (Honda Civic); 16. Dale Kunze/WNY (Honda Civic Si); 17. Todd Kunze/OhV (Honda Civic Si); 18. D. Scott Bourne/Cinc (Honda Civic Si); 19. Todd Swain/NeOk (Honda Civic Si); 20. Chang Ho Kim/NEng (Honda Civic Si); 21. Richard Grunenwald/OhV (Honda Civic Si); 22. Art Hodge/Milw (Honda Civic Si); 23. Joshua Sanborn/InNw (Ford ZX2); 24. Will Hornseth/LOL (Honda Civic Si); 25. George Hammond/LnSt (Honda Civic Si); 26. Steve Ekstrand/CSCC (Honda Civic Si); 27. Dwight Dongog/Colo (Subaru Impreza 2.5 RS); 28. Philip Osborne/Tex (Honda Civic Si).



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winners Ken Motonishi and Jonathan Lugod, all five driving Honda S2000s.

On the first set of East Course runs in Tuesday's second heat, Shane Chinnon-Rhoden made heads turn with a dirty 63.3 in his Mazda MX-5. But the possibility of an MX-5 running at the top of the class sadly ended on his next attempt, an engine failure causing him to abandon his ride and switch to an unfamiliar car.

That pretty much left the Honda horde in charge. Barbato quietly set a clean 63.3, and stepped it up consecutively on the second and third runs to finish the day with a 62.642. Motonishi was the only other driver to get below a 63 with Braun knocking on the door at 63.0, Fiedler and Lugod at 63.2. Thus the stage was set going into day two for STR. The top five was established; it only waited to decide the finish order.

Opening runs of day two illustrated nothing was a done deal. Barbato pushed too deep into the West Course's "Still Believes in Paradise" lefthander, sweeping wide onto the marbles and into the outside cone wall. Braun also collected cones on his first run, as did

fourth, respectively. Barbato, already with the lead, put his final run in as the day's fastest with a 59.203 to claim the STR National Championship by 0.604sec. His cumulative 121.845 was also the fastest in the Street Touring category, the Sport, Xtreme, and Ultra winners all posting 122sec totals.

STREET TOURING ROADSTER LADIES

An entirely new cast of five drivers populated STRL, with none of last year's competitors returning. Honda diver Laura Campbell ran the show from the start Tuesday on the East Course, posting a 64.546 on her second run. Asiya Colburn was more than three seconds back with a 67.9. Meanwhile Heidi Ellison was forced to jump into a borrowed ride as her Mazda Miata suffered engine troubles. A spin and cones on her remaining runs left her dead last as she adapted to the borrowed ride, her best a 70.3 including the plus two penalty.

Wednesday was a whole different picture. Ellison, back in her own car, set top West Course time of the day at 61.873. She flew past everybody but



STREET TOURING FWD LADIES

Michelle Miller | Northwest Region
TCKline Racing, 425 Motorsports, DirtFish
Mini Cooper



AFTER HOURS

Car repairs know no boundaries, but the Solo community is always quick to lend a hand.



Perry Bennett

Lugod, leaving Fiedler and Motonishi leading with clean 59s. Collecting themselves for run two, each of that cone-killer trio clicked off clean 59s.

In the final runs, all posted their best time except Braun, left standing on his 59.3. Motonishi pushed hard to catch Barbato, but only marginally improved his 59.8 and ended up fifth. Fiedler and Lugod made up time to finish third and

Campbell, finishing second. It just was not enough to make up the deficit from day one. Despite cones on every run, Campbell was still 4.896sec clear at 127.318sec.

P.J. Corrales

STREET TOURING SPORT LADIES

The first heat Thursday brought bright sunshine to the four-car STSL grid. Run

It's my first National Championship, so I am a little overwhelmed, and happy"
LILY LIU

one saw Hilary Anderson chase Lily Liu around the East Course to a pair of 66s in a pair of 1989 CRXs. Anderson's car showed some handling personality as it developed a hopping motion around sweepers. If that wasn't enough challenge, she was driving with eight stitches near her Achilles tendon after a fairly gruesome pit bike mishap.

Run two saw Liu and Anderson each stay clean - each 0.4sec faster - to stay in the two trophy spots. On final runs, Liu found another half-second to cement her day one lead with a blazing 62.215. Anderson chased her with a vengeance, the car hopping its way around "Over the Falls" but just a tenth quicker than her second run.

In the cooler Friday, run one on the West Course saw Liu and Anderson both quick but dirty, with nearly identical times and one cone each but still first and second. Liu's second run was a blazing 61.9 but with two cones. Anderson seized the



STREET TOURING FWD

Lee Chhit | Tennessee Valley Region
Custom Chip Connections
Mini Cooper



opportunity and ran a quick and clean 62.169, best of the day. The run erased her day-one deficit and gave Anderson a 0.7sec advantage.

With two dirty runs, Liu had to be clean and quick. She was slightly slower but squeaky-clean running a 62.5 to lower her total to 127.715 and retake the lead by 0.705sec.

"It's my first National Championship, so I am a little

group and put down his best effort of the day turning a very fast 64.4 to take and hold the lead through first runs in his CRX. Second runs saw Ian Baker's CRX jump to the lead with what would stand as the fastest time of the day, a 64.308. Mike Snyder also ran his best time of the day to get clear of the pack and grab third.

Andrew Canak and Jason Frank both got into the 64s on their third runs,



STREET TOURING ROADSTER LADIES

Laura Campbell | Tenn. Valley Region
Honda S2000 CR



overwhelmed, and happy," Liu said. "We were here for the ProSolo Finale and knew that the car wasn't up to snuff. I knew there were some fast ladies here, so I just came in with the mindset that I would do my best and it worked out."

STREET TOURING SPORT

Heat four on the East Course literally sizzled. Bright sunshine and mid 90-degree temperatures meant tires were already at operating temperature just sitting in grid. The heat had drivers trying everything from tire spraying to tire swapping or rotation in an effort to keep tires cool. Mark McKnight ran early in the

RESULTS

STREET TOURING FWD LADIES

- Michelle Miller Nwst Mini Cooper 131.386
- Jan Rowe Hous Mazda 3 136.526
- Jessica Dorn/KC (Mini Cooper); 4. Kristina Moreau/NEng (Mazda 3).

STREET TOURING FWD

- Lee Chhit TnnV Mini Cooper 129.027
- Andres Rodriguez Fla Mazda 2 129.270
- David Hedderick Hous Mazda 3 129.313
- Preston Jordan LOL Ford Focus 129.653
- Mike King Bucc Mazda 2 129.747
- Travis Sackwar SanD Toyota Yaris 130.030
- Jeremy Salenius KC Mini Cooper 130.055
- Justin Tilus/LOL (Ford Focus); 9. Christopher Miller/Nwst (Mini Cooper); 10. Robert Day/Fing (Mazda 3); 11. Adam Deffenbaugh/CIII (Mazda 3); 12. Joseph Austin/Dix (Mini Cooper); 13. Brian Harmer/Kan (Toyota Corolla S); 14. Todd Freeman/LOL (Mini Cooper); 15. Dean Rindler/NwOh (Honda CRZ); 16. Chett Wohlgamuth/NwOh (Honda CRZ); 17. Robert Miller/Indy (Kia Forte SX); 18. Dan Costello/Neb (Mazda 3); 19. Alvin Francisco/SanD (Toyota Yaris); 20. Mike Herrick/Wich (Mazda 3); 21. William Knudsen/Atl (Toyota Corolla S); 22. Paul Moylan/KC (Mini Cooper); 23. Colin Kingsley/Fing (Mazda 3); 24. David Fink/Neb (Mazda 3).

STREET TOURING ROADSTER

- Nick Barbato NEng Honda S2000 CR 121.845
- Matthew Braun Det Honda S2000 CR 122.449
- Colin Fiedler Milw Honda S2000 122.464
- Jonathan Lugod SanD Honda S2000 122.678
- Ken Motonishi CSCC Honda S2000 122.708
- Nick Bjoin CSCC Honda S2000 122.792
- David Marcus Fla Honda S2000 122.905
- Geoff Walker Tenn Honda S2000 CR 123.056
- Jon Pomrenke LnSt Honda S2000 123.077
- Kevin Dietz Nwst Honda S2000 123.227
- Robert Irish LnSt Honda S2000 124.330
- Christopher Lin/WDC (Mazda MX5); 13. Bob Endicott/CSCC (Honda S2000); 14. Shane Chinonn-Rhoden/WDC (Mazda MX5); 15. John Li/Det (Mazda MX5); 16. Justin Neal/WDC (Honda S2000); 17. James Dunham/WDC (Mazda MX5); 18. Ryan Davies/Dix (Honda S2000); 19. Noel Leslie/WQDC (Honda S2000 CR); 20. David Rock/ArzB (Toyota MR2 Spyder); 21. Michael Palero/ArAl (Honda S2000); 22. Chris Leclair/Almo (Honda S2000); 23. Eric Davis/Ark (Honda S2000); 24. John Rogers/SBnd (Honda S2000); 25. Robert Horton/Hous (Honda S2000 CR); 26. Hsun Chen/Colo (Honda S2000); 27. Andrew Howe/Ore (Mazda Miata); 28. William Gravely/Bucc (Honda S2000); 29. Clark Walker/Chi (BMW Z3); 30. Roger Johnson/Hous (Honda S2000 CR); 31. Rob Rurak/Badl (Honda S2000); 32. Nick Bender/Ore (Mazda Miata); 33. Ruben Manrique/Milw (Mazda MX5); 34. Joe Calder/Milw (Mazda MX5); 35. Tim Heaton/Neb (Mazda MX5); 36. Bob Bailey/Tex (Mazda MX5); 37. Christian Nissen/Colo (Honda S2000); 38. Steven Volpp/WMch (Honda S2000); 39. Rod Derrick/Utah (Honda S2000); 40. Karl Tronnes/Milw (Honda S2000); 41. Robert Clark/Indy (Honda S2000).

STREET TOURING ROADSTER LADIES

- Laura Campbell TnnV Honda S2000 CR 127.318
- Heidi Ellison NY Mazda MX5 132.214
- Asiya Colburn/WDC (Honda S2000 CR); 4. Heather Howe/Ore (Mazda Miata); 5. Jean Clayton/Nwst (Honda S2000)

STREET TOURING ROADSTER

Nick Barbato | New England Region
KARCEPTS - Adidas Motorsports
Honda S2000 CR



**THE EQUALIZER**

It is often said that rain is the great equalizer. In Solo, rain is also the great detractor, often robbing you of that much needed run.

Canak coming home just 0.003sec shy of Baker and pushing McKnight to third. Frank slipped past Snyder for fourth.

Day two brought the West Course and different concerns about tire heat. Low 60-degree temperatures, wind and the threat of rain meant tire warmers replaced sprayers and some drivers switched tires front to rear between runs.

Both Canak and Baker broke clear of the lead pack with 58sec runs on their second attempts, then Canak whittled off a few more thousandths on his third to take the win, his fourth. Everyone was charging hard for the win on the last run and some other drivers were able to post 59s, but McKnight's 60.0 was enough to hang on for third with Mike Snyder a tenth back in fourth place.

"At home we race against Jason Frank, so he's a person everyone tries to chase," Canak said. "We've been chasing him all year. At the beginning of the year, we were pretty close to him, but ran into some problems at the Spring Nationals. We did some things

to the car before this event, and it's back on pace."

Doug Wille

STREET TOURING XTREME LADIES

In what is arguably Solo's most diverse class, STX and STXL saw no fewer than 12 different models entered, representing Acura, BMW, Mazda, Mini Cooper, Nissan, Scion, Subaru, and Volkswagen. This variety has attracted depth of talent in both classes, making a record-tying 67 entrants in STX alone.

STXL, going out on the West Course in the first heat Tuesday, also matched an entry record. It was the fourth ST Ladies class to feature 11 competitors.

Annie Gill won her sixth National Championship, and she has done it in six different classes. She was simply dominant, setting FTD in her Scion FR-S on both the West Course (60.342) and East Course (64.434), for a total elapsed time of 124.776 after two days of quick, cone-free running. She finished 2.071sec ahead of Catherine Tran's Subaru BRZ.

Gill's car was issue free, and the cooler second day weather was welcome. "I didn't have to spray the tires," she said. "Yesterday, I actually did have to spray before the third run. The course was fun; the courses both days were fun. A lot of fun, good people, so what more could you ask for?"

Gill complimented the competition in her class, but that did not stop her from eyeing the Open class timesheets. Indeed, she'd have triumphed in the giant STX class.

"It's fun to compare times with them and just see how I'm stacking up," she explained. Coming back in 2015? "My plan is to actually run this car next year in Open class and see how it does."

STREET TOURING XTREME

The entry in STX was so big the class commanded the third heat all to itself. With so many drivers making for such close competition it is no surprise the eventual champion, and even the runner-up, were not the fastest single-day drivers on either course.

Andrew Pallotta clinched his second championship, driving the same FR-S that Annie Gill drove two heats earlier. Pallotta's total elapsed time was 122.978sec. For a class this big, 0.409sec is a sizeable victory margin, the edge Pallotta built over Bryan Heitkotter and his intriguing Nissan 300ZX. It's the fourth widest margin of victory for a class of more than 60 cars.

After the first day of competition on the West Course, Pallotta was sitting tied with Steve O'Blenes in fourth place, but only 0.12sec back from Lance Keeley, who set the 59.556 fast time of the day in his Subaru BRZ. Between them were Jason Ruggles, 0.079sec back, and Heitkotter, another 0.29sec down. In fact, less than half a second separated first from seventh at the end of Tuesday's runs.

Wednesday on the East Course, Pallotta was the only driver able to string together three 63s. His fastest time came on his second run, a 63.3, but he believed he could have gotten down into the 62s. "It was really just

SSR. I just found the ride at the last second and figured it would be good."

Bradley Elliott

STREET TOURING ULTRA LADIES

STU welcomed the C5 and the 350Z into the class this year with a wider tire allowance bringing new guns to the boost buggy fight. In STUL, the ladies came to the fight with boost from one Evo and two STI's. Diane Bollenbecker, the only returner to STUL, led day one at 66.169 for a 1.846sec lead. Mina Ingraham was almost two sec back with Suzanne Schwalback closely behind in third.

Even before Bollenbecker got her day started, there was a big question on which car to use, her personal STI or Richard Jung's Evo. She claimed to be "so nervous coming into [the day]" because the last time she drove Jung's car was at last year's Nationals, but she decided to go with the taller geared Evo because of the East Course's speed.

Ingraham's STI came into day one with damage after the ProSolo Finale, which left her with a repaired axle, partially working center differential and a broken ABS sensor. She had the ABS sensor and subsequently the center diff repaired overnight for day two, when she showed her skills with a

60.658 fast time of the day and making up almost a second and a half. In the end, Bollenbecker's car choice made the difference. She took the win at 128.337.



STREET TOURING SPORT LADIES

Lily Liu | Cal Club Region

ProParts | Toyo | Mackin | Evasive | West End
Honda CRX Si



"We did some things to the car before this event, and it's back on pace"
ANDREW CANAK

fixing some mistakes but then making other mistakes," Pallotta said. "It just came out as a wash in the end."

When Michael Yanase, driving a BRZ, established fast time of the day on the East at 63.057, Pallotta got worried. "Yeah, it freaked me out a little bit," Pallotta said, "I knew Steve [O'Blenes] could do the same thing or faster, so I was just a ball of nerves there for the last 10 or 15 minutes. It's just a big pressure off my chest now after last year."

In the end, O'Blenes, who'd coned his first two runs, had to post a more careful time. Pallotta, Heitkotter, and Keeley formed the podium, while Ruggles and Yanase headed up the rest of the 18-trophy mob on the stage Wednesday evening.

Last year, Pallotta finished a narrow second place in STX, despite an otherwise dream season of Solo Championship Tour and ProSolo wins. Comparing this year to last, he said, "I came into it with basically no pressure, because I hadn't really run the car at all this year. I'd been running



STREET TOURING SPORT

Andrew Canak | Milwaukee Region

Toyo Tires

Mazda Miata



RESULTS

STREET TOURING SPORT LADIES

1. Lily Liu CCCC Honda CRX Si 127.715
2. Hilary Anderson NwOh Honda CRX Si 128.420
3. Lin Cox/ETnn (Mazda Miata); 4. Casey Coughlin/Delt (Honda CRX Si).

STREET TOURING SPORT

1. Andrew Canak Milw Mazda Miata 122.598
2. Ian Baker WDC Honda CRX Si 122.977
3. Mark McKnight Milw Honda CRX 124.515
4. Mike Snyder WDC Honda CRX Si 124.646
5. Chris Bailey Milw Mazda Miata 124.651
6. Jason Frank Milw Honda CRX Si 125.225
7. John Brown ETnn Mazda Miata 125.254
8. Darrin DiSimo Fla Mazda Miata 125.290
9. Bob Neff Tex Mazda Miata 125.315
10. Gerry Terranova Tex Honda CRX Si 125.660
11. Kerry Coughlin/Delt (Honda CRX Si); 12. Eric Stoltz/SnRv (Mazda Miata); 13. Grant Watkins/Tex (Honda CRX); 14. Darren Madaffari/Delt (Honda CRX); 15. Brandon Blaga/Wmch (Mazda Miata); 16. Jon Fisher/Det (Mazda Miata); 17. Mike Leeder/Milw (Honda CRX); 18. Reijo Silvennoinen/CCCC (Honda CRX Si); 19. Justin Harbour/CKy (Mazda Miata); 20. Greg Maloy/StCt (Honda CRX Si); 21. John Mensch/Milw (Honda CRX Si); 22. Steve Eberlein/Tex (Mazda Miata); 23. Terence Chang/CCCC (Honda CRX Si); 24. Alan Claffie/WDC (Mazda Miata); 25. Mike Holzinger/Iowa (Mazda Miata); 26. Neil Marvin/SanF (Mazda Miata); 27. Justin Tang/NEng (Honda CRX Si); 28. Sam Creasey/NEng (Honda CRX Si); 29. Chris Carlisle/StCt (Honda CRX Si); 30. Dan Marx/CIII (Mazda Miata); 31. Kia Gharib/StL (Mazda Miata); 32. Chris Bolt/NwOh (Mazda Miata); 33. Kate Claffie/WDC (Mazda Miata); 34. Michael White/Neb (Mazda Miata).


STREET TOURING XTREME LADIES

Annie Gill | Northwest Region
 ChaseRace, StranoParts, Drift Office
 Scion FR-S



"Mina was going to be tough!" she said. She took a rerun victory lap and said, "Don't cry before you drive, because it does not help your driving." The margin was just 0.336sec.

STREET TOURING ULTRA

None of the C5s showed up for STU, but several drivers came in 350Zs, including 2013 STR Champion Brian Peters. He won his fifth championship, but Mitsubishi and Subaru were also shuffled into the trophy deck.

Chris Gladu seemed to have surprised himself by driving into second place after day one behind leader Peters, who had a 63.126. Mark Hill's Mitsubishi Evo was another tenth back.

Gladu had replaced the top hats and "eyeballed the alignment" on his WRX STi just before the championship. Peters was happy with more grip from the 285mm tire allowance, which allowed for more corner exit acceleration. He also had help warming the tires from his co-driver, Don Sattler, whose last Nationals appearance was 22 years ago also in a Z car running F Prepared.

Day two of STU had fantastic competition with many swapping trophy spots. Hill proved the Evo's agility with a 59.8, but it would be the only 59 on the

day except for the three put down by Peters, who finished at 59.008.

With that string of 59s, the total for Peters was 122.134, and he pulled away for a 1.630sec lead over Hill. Gladu would slip another half-second back.

Even with such a dominant performance, Peters was still "frustrated I didn't find more time" on the East Course, saying the West Course had good balance with a "lot more to be lost than gained."

Alex Kang


STREET TOURING XTREME

Andrew Pallotta | Neohio Region
 ChaseRace, StranoParts, Drift Office
 Scion FR-S


Street Prepared Classes
SUPER STREET PREPARED LADIES

Heat three, Thursday, Super Street Prepared Ladies started with hugs and smiles in the East Course grid between the three competitors. Wendy Gulick, returning to autocross after 25 years away to raise her family, was impressed with the changes to car performance, tire technology, and the fact women drivers have really come into their own.

"So many women are heavily involved, and not just there to support their husbands; they're not just tire warmers anymore," she said.

Although Gulick and eventual runner-up Amanda Minen showed solid improvement all day, Jocelin Huang's FTD of 62.596 gave her a 1.814sec lead after day one.

Huang had moved to SSPL after finding herself the only SSL competitor and the move would help SSPL make a class. To save the street tires for Charles Kim driving the Porsche GT3 in Super Street, Huang decided to run the old Hoosiers in SSPL, leaving her feeling underprepared. "I had no expectations today," she said. "I'm just here to drive my own game."

RESULTS
STREET TOURING XTREME LADIES

1.	Annie Gill	Nwst	Scion FR-S	124.776
2.	Catherine Tran	CSCC	Subaru BRZ	126.847
3.	Amy Coleman	Nwst	Subaru BRZ	128.271
4.	Caitlin Dunlap	WDC	Mini Cooper JCW	129.107
5.	Julie Avar/Kan (Mini Cooper S);			
6.	Christy Carlson/GuCo			
7.	Dawn Ammirata/NNJ (Scion FR-S);			
8.	Laraine Wilkinson/Atl (Subaru Impreza WRX);			
9.	Alison Hill/Atl (Subaru WRX);			
10.	Lori Rothmuller/SanF (BMW 325is);			
11.	Kate Mewhiney/WDC (Mini Cooper JCW).			

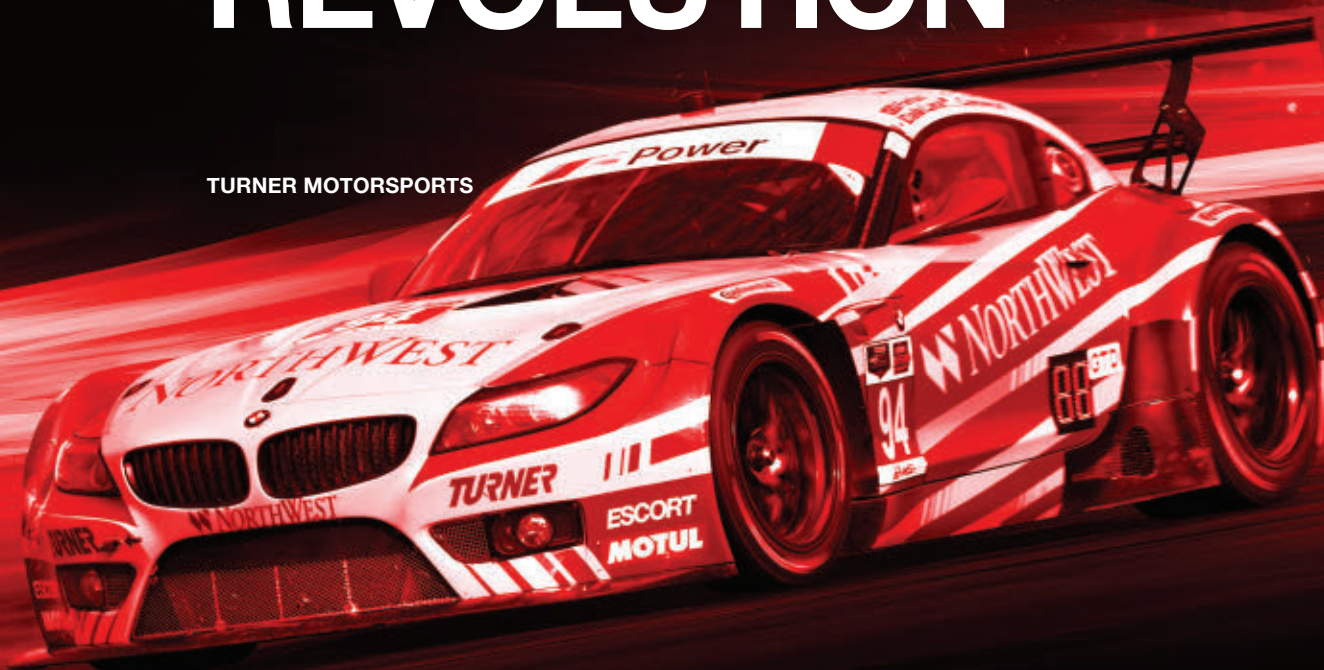
STREET TOURING XTREME

1.	Andrew Pallotta	NeOh	Scion FR-S	122.978
2.	Bryan Heitkötter	SanF	Nissan 300ZX	123.387
3.	Lance Keeley	Milw	Subaru BRZ	123.437
4.	Jason Ruggles	Fla	Subaru BRZ	123.645
5.	Michael Yanase	CSCC	Subaru BRZ	123.823
6.	Ricky Crow	Almo	Subaru BRZ	123.922
7.	Steve O'Blenes	CSCC	Subaru BRZ	123.991
8.	Craig Wilcox	KC	Mini Cooper S	124.092
9.	Mike Simanyi	CSCC	Subaru BRZ	124.131
10.	Max Hayter	CSCC	Subaru BRZ	124.207
11.	Don Slevin	NNJ	Scion FR-S	124.240
12.	Bart Hockerman	Milw	Subaru BRZ	124.533
13.	Joe Silva	Sal	Mini Cooper S	125.158
14.	Stefan Waller	SwLa	Subaru BRZ	125.402
15.	Allen Chen	Det	Mazda RX8	125.641
16.	Tom Reynolds	RioG	Mazda RX8	125.696
17.	Jeff Anderson	NEng	BMW 325is	125.753
18.	Kale Bushmeyer	OHV	BMW 325i	125.799
19.	Joseph Sim/Nwst (Scion FR-S);			
20.	Charly Spyksma/Nwst			
21.	Kenneth Tsang/Det (Mazda RX8);			
22.	Mack Tsang/SanF (BMW 325i);			
23.	Karl Coleman/Nwst (Subaru BRZ);			
24.	Eric Simmons/Phil (Subaru BRZ);			
25.	Justin Tsang/SanF (BMW 325i);			
26.	Salil Shukla/Colo (Scion FR-S);			
27.	Derek Punch/SanD (Subaru BRZ Ltd);			
28.	Michael Bombard/Phil (Subaru BRZ);			
29.	Kyle Herbst/OhV (BMW 128i);			
30.	David Thomas/NEng (Mazda RX8);			
31.	Austin Cobb/GuCo (Subaru BRZ);			
32.	Matt Tagles/Nwst (Scion FR-S);			
33.	Kevin Schultz/Utah (Volkswagen Golf R);			
34.	Charlie Davis/SanF (BMW 325i);			
35.	Tom DeYoung/STL (BMW 328is);			
36.	Suraj Pradham/Colo (Scion FR-S);			
37.	Randall Prince/Atl (BMW 328is);			
38.	Eric Sienkiewicz/CCar (Mazdaspeed 3);			
39.	Aaron Breitbach/Iowa (Mazda RX8);			
40.	Chad Kettler/Susq (Subaru BRZ);			
41.	Douglas Hitchcock/KC (BMW 328is);			
42.	Nick Dunlap/WDC (Mini Cooper JCW);			
43.	Derrick Min/Susq (Subaru BRZ);			
44.	Bob Buxbaum/KC (BMW 328is);			
45.	Paul Dodd/RioG (Mazda RX8);			
46.	Bryan Mancuso/NEng (BMW 325is);			
47.	Terry Baker/WDC (BMW M3);			
48.	Raul Iriarte/Fla (Scion FR-S);			
49.	Ryan Thompson/LOL (Subaru WRX);			
50.	Charles Wilson/KC (Subaru BRZ Ltd);			
51.	Chris Gervais/GuCo (Subaru BRZ);			
52.	Randy Wilkinson/Atl (Subaru Impreza WRX);			
53.	Alex Muresan/SanF (Acura Integra Type R);			
54.	Kyle Mertens/STL (BMW 328is);			
55.	Brian Cembor/Atl (BMW 328is);			
56.	Steve Garnjobst/Milw (Subaru Impreza WRX);			
57.	Kent Edmondson/KC (BMW 328is);			
58.	Greg Paine/Colo (Mazdaspeed 3);			
59.	Steve Mitchell/WDC (Mini Cooper JCW);			
60.	Curtis Staples/ODom (BMW M3);			
61.	Bruno Tabacchi/OhV (Subaru WRX);			
62.	Tiberiu Muresan/Atl (Acura Integra Type R);			
63.	Sonja Hitchcock/KC (BMS 328is);			
64.	Eliseo Salazar/Int'l (BMS 325is);			
65.	Julie Tabacchi/OhV (Subaru WRX);			
66.	Chris Berg/KC (Mazdaspeed 3);			
67.	Mark Stevens/OhV (Subaru BRZ).			



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**STREET TOURING ULTRA LADIES**

Diane Bollenbecker | San Diego Region
Winmax, Cusco, ChaseCam, Cobb, Girodisc
Mitsubishi Evo

**STREET TOURING ULTRA**

Brian Peters | Arizona Region
ProParts USA
Nissan 350Z



With rain spitting on the start of heat three on Friday, everyone had to get fast, clean runs early on the West Course. Huang's first run was a blazing 61.129, fast time for the day. She seemed completely unaware of the rain, taking a 5.572sec win, her second, at 123.725 – a time quicker than the SS winner. "I'm in stock trim, so it was important to get a good time early, in case of Amanda's (Corvette) horsepower."

SUPER STREET PREPARED

In Super Street Prepared, expectations were on two-time Champion Joe Tharpe to "three-peat," but come Friday, Ryan Johnson's 114.216 would end up winning the class.

Tharpe's opening run on the East Course was a fast 58.6, but he never improved. This let co-driver Andy Hohl squeeze past with a 58.548 fast time of the day. Hohl was able to manage the exceptional 94-degree heat by not sliding the car, and using a ton of water in the pits.

"The course rewarded patience, and if you got greedy on the entry, the tax you paid was terrible," Hohl said.

Alek Tziortiz in a Z06 sat in third, Johnson, in his Lotus Elise, held on to fourth. The Lotus was a knife at a gunfight on the East Course, running against the rev limiter where the Corvettes and Porsches had more second gear. The spread covering the top seven was only 0.8sec.

Because of a family emergency, Johnson had to leave the 2013 competition after the first day. This year he again had concerns at home. His mother was going into surgery soon before the event. "Everything going on at home is making me start

wondering if I would be cursed going to Nationals," he said. "Is this a one-day event or not?"

By fifth heat Friday, the West Course was cold and wet. Although there was a dry line at first, the course got greasier and slower as the heat progressed. Quick times on first and second runs won the day. Tharpe was unable to take advantage of the best conditions and

caught two cones on both of his first two runs. His only clean run was in the rain, and he finished eighth. Tziortiz was also unable to find a clean run, finishing sixth.

Johnson, however, laid down clean runs all day on a course much more suited to his Elise. His 55.262 on his second run set the fast time of the day and he won the class by 0.192sec. Hohl maintained second place on day two, feeling he'd made some errors. "I'm disappointed that I didn't drive as well, but I'm very happy for Ryan," Hohl said. "He drove better than I did today and he deserves the championship."

Dina O'Donnell

A STREET PREPARED

Cold tires plus a cold course equals various slips and slides and possibly the use of colorful language as various vehicles danced across the pavement before straightening out and

"He drove better than I did today and he deserves the championship"
ANDY HOHL

continuing on as intended. Thus began A Street Prepared on the West Course Thursday morning.

The first car to spin – like a record, baby, in the first big turn – was Hawaiian Davin Kubo's Mitsubishi Evo, the weapon of choice for fully half the 15-car class.

When the course and tires had warmed up a bit, the runs for the second drivers seemed much easier. Except for Tom Berry, whose Evo came off the start line as before but didn't get too far before his car began making uncomfortable clanking sounds and then stopped right before that first turn. The ring and pinion had decided it was done for the day. Needing something to finish their runs, Berry ended up in Frank Miller's Evo while Grice got into Stan Whitney's Cayman S.

As a side note, the car was not out of commission for long. "We swapped [the ring and pinion] between the first and the third [heat], when the girls were running," said Berry.

While this drama was unfolding, Bill Rogerson went out and knocked down fast time of the day at 55.725 in his Subaru STi. 2013 Champion Aaron



Miller was but a tenth behind while Berry had a very nice third run 56.0.

On a chilly Friday morning on the East Course, the "OMG" moment of the first runs happened to Chris Carris when a miscommunication sent the sweep car out while he was mid run. "I didn't really feel like playing chicken at Nationals this year," he said. "I was really happy about the rerun."

Aaron Miller, Berry, and Whitney all ran 59s on their first runs, and then Rogerson posted a 59.0 on his second to reclaim the eventual victory with a 114.801 total. Miller closed in with a 59.1, the gap now 0.236sec, and Berry collected fast time of the day at 58.979 to complete the podium.

A STREET PREPARED LADIES

The ladies of ASPL seemed to have much better luck than the boys did on Thursday morning. With a warmed-up West Course and stickier tires in the midday third heat, the girls managed to zip though with nary a problem other than a cone or two. Christine Grice, managed to get her 57.133 quick time in with the newly repaired Berry Family Racing car.

Friday morning on the East Course, however, posed slightly more of a challenge. With the colder air and some malevolent precipitation, it seemed like Mother Nature had it out for the ladies.

The off-and-on drizzle, Grice said, seemed to afflict "only the third heat, second drivers for a while there," and she was the only second driver in ASPL. But as soon as the rain would quit, "The wind kicking up just dries it up so quickly," she said with a big grin.

After two runs, Grice had the slowest time of the three drivers, but then the cycle reversed so she got a dry third run, and ran fast time of the day at 60.357 for a total of 117.490 and a three-second victory. It is her seventh championship.

Caitlyn Entriken

B STREET PREPARED

Chris Mayfield moved from third to first in second runs on Friday to take a late lead in BSP, but couldn't celebrate until his co-driver, 2013 Champion Robert Thorne, coned away a last run that would have earned him his second-straight jacket. The two drivers of the Honda S2000 took the top two spots, separated by just 0.038sec.

Starting their National Championship

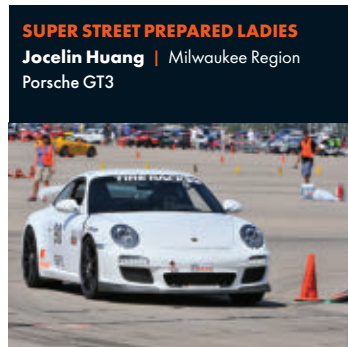
efforts on the East Course in the second heat of Thursday, BSP was paced early by five drivers in three cars. Thorne led the way with a 58.626, followed by Chris Edens in a Mazdaspeed Miata at 58.7. Mayfield ran third at 58.9, followed by single driver Mike Lane (Nissan 350Z) and the second Mazdaspeed Miata driver, Frank Likert.

"We're struggling for the first time with the car on this new set of tires," Thorne said after Thursday's runs. "We're not sure exactly what the deal is...other than that, the car is driving well, and the engine's running strong. Hopefully, we'll go into tomorrow with the tighter twisty stuff and we'll have a

better advantage over the higher horsepower Mazdaspeed Miata."

His 0.3sec lead, Thorne noted, "is one of the farthest distances we've had between each other. Usually it's surprising if we're more than a couple of hundredths away from each other. I know he struggled a bit with the car as well as I did. It's a little bit of a new learning experience with these tires, but I feel we'll get it back up to speed tomorrow."

Friday on the West Course, Thorne with a 55.2, Edens and Mayfield maintained the top three spots after first runs. Elsewhere in the pack, Tony Rivera jumped from his own



SUPER STREET PREPARED LADIES
Jocelin Huang | Milwaukee Region
Porsche GT3



SUPER STREET PREPARED
Ryan Johnson | Utah Region
Ryno Management Inc/Blackwatch Racing
Lotus Elise



RESULTS

STREET TOURING ULTRA LADIES

1. Diane Bollenbecker SanD Mitsubishi Evo 128.337
2. Mina Ingraham/CCar (Subaru WRX STI); 3. Suzanne Schwalbach/Milw (Subaru STI).

STREET TOURING ULTRA

1. Brian Peters Ariz Nissan 350Z 122.134
2. Mark Hill Kan Mitsubishi Evo IX 123.764
3. Chris Gladu Colo Subaru Impreza WRX 124.338
4. John Powell StL Subaru STI 125.218
5. Scott Steider Tex Nissan 350Z 125.880
6. Peter Bollenbecker SanD Mitsubishi Evo 126.117
7. Jeremy Foley/Tex (Nissan 350Z); 8. Gabe Hanohano/Haii (Subaru STI); 9. Dan Hayes/Milw (Subaru STI); 10. Shane Donahue/Milw (Nissan 350Z); 11. Don Sattler/Ariz (Nissan 350Z); 12. Tyler Jago/ConD (Subaru STI); 13. J.G. Pasterjak/CFla (Nissan 350Z); 14. David Cosseboom/Neb (Mitsubishi Evo); 15. Luke Williamson/Tex (Subaru STI); 16. Robert Godiciu/RioG (Subaru STI); 17. Joseph Battista/Haii (Subaru STI); 18. Mike Kenney/StL (BMW M3).

SUPER STREET PREPARED LADIES

1. Jocelin Huang Milw Porsche GT3 123.725
2. Amanda Minen/WDC (Corvette); 3. Wendy Gulick/Nwst (Porsche 911 GT3R).

SUPER STREET PREPARED

1. Ryan Johnson Utah Lotus Elise 114.216
2. Andy Hohl StL Corvette Z06 114.408
3. Steve Lau SanF Porsche GT3RS 115.046
4. Eric Stemler Chi Corvette Z06 115.377
5. Michael Oest/CSCC (Porsche GT3); 6. Alek Tziortzis/\Chi (Corvette Z06); 7. Rod McGeorge/WDC (Corvette); 8. Joe Tharpe/DMV (Corvette); 9. Mitch Fagundes/SanF (Audi R8); 10. Monty Pack/SanF (Porsche GT3RS); 11. Leeds Gulick/Nwst (Porsche 911 GT3R); 12. Ralph Elder/SanF (Audi R8); 13. Bud Bohrer/Nwst (Porsche 911 GT3R).





350Z to Lane's and started moving up in the standings.

In second runs, Mayfield picked up more than two seconds to 54.952 and jumped into first place. On final runs, Lane coned away a 54.7, costing him third place. Mayfield also did not improve. Thorne needed to run a 55.25 to take the win, but a timing error negated the run. On the rerun, he hit a cone in the Sand Castles section, spoiling a blistering 54.3.

Mayfield, the 2010 Street Modified National Champion, celebrated his first BSP title.

"Yesterday, I struggled a little bit," he said. "The car was a little loose so we made a couple of changes overnight and it really suited my driving today. I went out for my second run and just did what I could to get a good flyer in before the sprinkles started.

"Supposedly, Hoosier changed the way the A6 works a little bit, or changed the mold release on it," he said. "We were expecting the tires to have that magic second or third run yesterday and they never really felt that great until our very last runs

yesterday. We left them on because we didn't want to chance going to another set of stickers and having them be slippery again. It seemed to work out as the car felt great. It was doing everything that this car can do. I'm stoked. This is pretty awesome, and I'm very excited."

B STREET PREPARED LADIES

Amanda Hahn made it two in a row in BSPL when she built a 1.8sec gap on the rest of the five-driver class on Thursday and finished her week tacking on another 0.4sec to win by 2.235sec.

Hahn, who won the 2013 BSPL championship by more than five seconds, took to the East Course Thursday in the Honda S2000 that Chris Mayfield and Robert Thorne had driven to a one-two in BSP earlier in the day. Even with a cone on her first run, she held a slim lead early on. Once that cone was cleaned up, Hahn drove away, her 60.799sec third run gave her a comfortable lead.

On Friday's West Course, Hahn couldn't duplicate the gap she enjoyed



A STREET PREPARED

Bill Rogerson | Finger Lake Region
Subaru WRX STI



LIFE'S A BEACH

With a beach theme for this year's Solo National Championships, something like this was bound to happen.





A STREET PREPARED LADIES

Christine Grice | Cal Club Region
Berry Family Racing, ChaseCam
Mitsubishi Evo IX RS



B STREET PREPARED

Christopher Mayfield | Colorado Region
3R Auto/Racing | Weston Auto Gallery
Honda S2000



B STREET PREPARED LADIES

Amanda Hahn | Colorado Region
3rAuto.com, CorSportUSA.com, EAPW.com
Honda S2000 CR



over Lana Tsurikova's BMW M3, but with a 57.448, she expanded her lead slightly and earned her second jacket in a row at 118.247

"I happened to be in a really well-prepared car, and [Thorne] has done a lot of work on it," she said. "It's been super awesome to drive and very consistent both days. Getting the tires warm today was a bit rough, but once they came up to temperature, the car was fantastic. I just had to go out and run a clean run and make sure it was fast, and both days happened to go very well for me."

Alan Claffie

C STREET PREPARED LADIES

The ladies of CSPL, all in NA Miatas, seemed to dance through the West Course with ease in Thursday's first heat. They all zipped through without managing to spin their cars like an amusement park teacup ride although Bailey Costello did manage to earn cone queen honors, taking out six of 'em. Katie Lacey set quick time at 57.070 with Gretchen Austin and Sue Eckles also in the 57s.

The East Course was not as forgiving. With the frigid Friday air wrapping around the course like a sheet, the pavement was still quite

cold which made for some difficulty getting around. Lacey looped her Miata quite early in the course.

Starting the second runs, Costello came rushing off the start only to spin out soon after that first turn, then sat silently in her place, seeming to have trouble getting her car started up again. Soon she coaxed the Miata back to life, however briefly, as it quit once again in the first set of slalom cones.

"The gas pedal just wasn't working!" Bailey said. This apparently happened during her runs Thursday, as well.

With nary a problem, Austin ran past Lacey on the second runs, turning 61.962 for a 119.375 total and her second championship. Lacey closed the gap with a 62.4 on her final run, only a small fraction of a second behind - 0.176sec to be exact.

C STREET PREPARED

Third heat on the West Course Thursday, the CSP guys came out and did their runs with the only obstacles being the orange devils we all try to avoid on the course. CSP also was an all-Miata class, a mix of NA and NB models. The glory of being in the middle of the day is that the course is sticky and the tires are hot, but it's not so hot outside that it's uncomfortable.

RESULTS

A STREET PREPARED

1. Bill Rogerson | Fing | Subaru WRX STI | 114.801
2. Aaron S. Miller | Det | Mitsubishi Evo VIII RS | 115.037
3. Tom Berry | CSCC | Mitsubishi Evo IX RS | 115.050
4. Stan Whitney | Tex | Porsche Cayman S | 116.771
5. Eric Janveaux | Fing | Subaru WRX STI | 116.899
6. Marshall Grice/CSCC (Mitsubishi Evo IX RS); 7. Su Brude/Tex (Porsche Cayman S); 8. Justin Lau/NEng (Mitsubishi Evo VIII); 9. Chris Carris/Haii (Mitsubishi Evo VIII); 10. Cory Hockenbury/NePa (BMW 1M); 11. Ryan Hockenbury/NePa (BMW 1M); 12. Martin Henry/NeOk Nissan 370Z Nismo; 13. Francis Miller/Det (Mitsubishi Evo VIII RS); 14. Ryan Barg/Nwst (Mitsubishi Evo X); 15. Davin Kubo/Haii (Mitsubishi Evo X).

A STREET PREPARED LADIES

1. Christine Grice | CSCC | Mitsubishi Evo IX RS | 117.490
2. Mindi Cross/ArzB (Mitsubishi Evo VIII RS); 3. Theresa Berry/CSCC (Mitsubishi Evo IX RS).

B STREET PREPARED

1. Christopher Mayfield | Colo | Honda S2000 | 113.879
2. Robert Thorne | Colo | Honda S2000 | 113.917
3. Chris Edens | Ark | Mazdaspeed Miata | 114.237
4. Mike Lane | WDC | Nissan 350Z | 114.575
5. Tony Rivera | Hous | Nissan 350Z | 115.381
6. Frank Likert | Ark | Mazdaspeed Miata | 116.291
7. Hank Wallace/NEng (BMW M3); 8. Laurence Casey/WDC (BMW M3); 9. Lee Piccione/WDC (BMW M3); 10. Steve Seguis/NNJ (Honda S2000); 11. Marshall Moore/Milw (Corvette); 12. Katy Nicholls/SanD (Nissan 350Z); 13. Hal Dorton/SanF (BMW M3); 14. Zach Moore/Milw (Corvette); 15. Ralph Pensel/Utah (Corvette); 16. Adrian Radu/SanF (BMW M3); 17. Cody Langley/RdRv (Corvette); 18. Christoffer Crawford/Int'l (Honda S2000 CR).

B STREET PREPARED LADIES

1. Amanda Hahn | Colo | Honda S2000 CR | 118.247
2. Lana Tsurikova | NEng | BMW M3 | 120.482
3. Patty Tunnell/Colo (BMW M3); 4. Jodi Fordahl/Nwst (Corvette); 5. Diane Dorton/SanF (BMW M3).



Billy Davis was having a good day. Bob Davis not so much. In their shared NB, Billy started out with a 55.6, a number matched by Matt McCabe. Only Billy kept knocking the time down ending at 54.851 while McCabe was knocking down cones. Second quick would be Bill Schenker's 55.4, then McCabe ahead of 55.8s by Tim Aro and John Hunter, then 56.0s from Neal Tovsen and Brian Garfield. Bob Davis coned every run and was 20th out of 21 cars.

By Friday's third heat, a cold rain had begun to fall and dampen the course. Billy Davis said he thought the rain would pose a problem for them in their heat but it seemed like it didn't have much effect on him at all. Billy was hoping that there would at least be even driving conditions for all of them.

"I didn't care, wet or dry, I just wanted to make sure that it was even throughout everyone's runs," he said.

He did a 60.1, his best, on his first run. Tovsen went 0.001sec quicker on his third, enough to bootstrap up from sixth to second, but still 1.181sec behind Davis and his 115.024 total.

The next quickest runs were 60.9s from McCabe and Schenker, the two separated by 0.004sec, but again the "slower" driver had enough day one cushion, Schenker took third with McCabe fourth.

Caitlyn Entriiken

D STREET PREPARED

The first heat of Thursday competition saw DSP take to the West Course. Jumping out to an early lead was John



C STREET PREPARED LADIES

Gretchen Austin | Milwaukee Region
Apruve, Vision Speedworks, Mazdaspeed
Mazda Miata



Vitamvas in his BMW 330Ci with a 56.665sec pass. This would ultimately prove to be the quick time for the class, as Vitamvas was unable to improve and no other competitors could post a faster, clean time.

His co-driver, Julian Garfield (the five-in-a-row Junior Kart champion) had to have his mother, Lisa, ride with him during competition because he is still driving on his Learner's Permit until at least Oct. 15 (no advantage for Lisa; she'd completed KML

competition on Wednesday).

Garfield was able to crack off a blistering 56.0 on his final run, but hit a cone after exiting the Sand Castles, and thus had to stand on a 56.7 from run two, still good for second place after day one.

Mark Monnar, piloting a Mazda RX-8 (one of three non-BMWs in the class, the other two also being RX-8s) and Doug Rowse in another BMW 330, were third and fourth, respectively,



C STREET PREPARED

Billy Davis | New England Region
MiataRoadster.com / Evoschool.com
Mazda Miata



HOT STUFF

(BOTTOM LEFT) At the Solo Nationals, you need not look beyond your fellow competitor should you need trackside repair.



Perry Bennett

RESULTS

C STREET PREPARED LADIES

- | | | | |
|---|------|-------------|---------|
| 1. Gretchen Austin | Milw | Mazda Miata | 119.375 |
| 2. Katie Lacey | Milw | Mazda Miata | 119.551 |
| 3. Sue Eckles/Neb (Mazda Miata); 4. Velma Boreen/Indy (Mazda Miata); Bailey Costello/Neb (Mazda Miata). | | | |

C STREET PREPARED

- | | | | |
|--|------|-------------|---------|
| 1. Billy Davis | NEng | Mazda Miata | 115.024 |
| 2. Neal Tovsen | Milw | Mazda Miata | 116.205 |
| 3. Bill Schenker | CSCC | Mazda Miata | 116.450 |
| 4. Matt McCabe | Neb | Mazda Miata | 116.629 |
| 5. John Hunter | Neb | Mazda Miata | 116.964 |
| 6. Brian Garfield | WDC | Mazda Miata | 117.140 |
| 7. Tim Aro/WDC (Mazda Miata); 8. Todd Cochran/Milw (Mazda Miata); 9. Michael Stanley/WDC (Mazda Miata); 10. Bob Davis/NEng (Mazda Miata); 11. Harry Aro/Milw (Mazda Miata); 12. Cory Tomoyasu/Hail (Mazda Miata); 13. Bobby Jasan/NeOk (Mazda Miata); 14. William Loring/SBnd (Mazda Miata); 15. Justin Rest/BIRg (Mazda Miata); 16. Raleigh Boreen/Indy (Mazda Miata); 17. Jeff Schmidt/ODom (Mazda Miata); 18. Jason Baney/NeOk (Mazda Miata); 19. Peter Johnson/BIRg (Mazda Miata); 20. Heath Maxey/BIRg (Mazda Miata); 21. Timothy Maxey/BIRg (Mazda Miata). | | | |



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**Andy Lee, Best IT Racing Crown Seven Camaro
Pirelli World Challenge GTS**



Photo David Yowe / DLYmotorsportsimages.com

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both sitting on 56.8s. The interval left Vitamvas uneasy going into day two, acknowledging a day one lead doesn't mean much, but still happy because it was his first time leading after any day at the National Championships.

Mother Nature threw a major curveball with significantly cooler temperatures on Friday. Vitamvas was again quick out of the gate with a 60.5 on his first run, the only competitor below 62sec on their first look at the East Course. Second runs saw the lead shrink as Rowse, Garfield, and Monnar all ran just a tick behind Vitamvas, who failed to improve.

After Garfield and Monnar failed to improve on their final runs, Rowse went out, knowing he needed a big final run. Now, with some heat in his tires, he returned with a 60.065sec time, vaulting into the lead. All eyes turned to Vitamvas as second

power down better" said Rowse of his last run, but he admitted he didn't think it would be quick enough to secure his third championship.

Ryan Lower

E STREET PREPARED

The 37 drivers in ESP were first on the West Course for the 2014 Solo Nationals as they ran first heat Tuesday. Defending Champion Greg McCance took his WRX to the early lead with a clean 58.3 run as many of the top competitors found cones their first time on course. Second runs saw him down to a 57.0 but now seven others also had 57s.

Before the third runs, McCance worried the tires would be too hot for him to run much faster. Co-driver Billy Brooks topped McCance's best time by half a tenth, turning 57.008 on his last run. Dave Ogburn III finished up the podium in his Z28 Camaro with a third run 57.4, followed by Elliot Speidell's 57.4 and Jadrice Toussaint's 57.5 on their only clean runs. Ogburn was disappointed that he'd coned away an earlier 57.0, which would have had him in second.



D STREET PREPARED

Doug Rowse | Arizona Region
Hoosier/Evolution/Cortez
BMW 330



TEAM WORK

It takes many hands working in unison to make the Solo National Championships a success.

The East Course gave mechanical fits to the Brooks/McCance WRX as the clutch mechanism was not functioning"



Perry Bennett

drivers pulled to the line, and as he came Over the Falls and through the finish, his time of 60.2 had the crowd trying to calculate the results before the announcer came through to declare Rowse the victor by a scant 0.017sec.

"I made a couple of tweaks to my lines, which allowed me to put the

Next day, the East Course gave mechanical fits to the Brooks/McCance WRX as the clutch mechanism was not functioning properly. Most of their runs began with a crowd of people pushing the WRX to the start line from grid. After launching from the line unsuccessfully on his second run,

Brooks managed to get the WRX into second gear, and somehow ran his fastest time, 60.8, despite the botched start. Brooks said he was distracted by the mechanical issues and wasn't as prepared mentally as he hoped to be. Later, the car functioned properly, but this did not result in faster runs by either driver.

Even with the issues, Billy Brooks made his runs count and earned his first ever Nationals win at 117.905. Toussaint took three clean and consistent runs on Wednesday, a 60.4 giving him the second-place trophy just 0.077sec behind.

The surprise run of the day came from Dave Heinrich, standing eighth on Tuesday, who put together an amazing 60.4 of his own, second fastest run for ESP on the East Course. Heinrich said he was fighting understeer on his Boss Mustang, and had troubles hitting the rev limiter with his rear gear ratio. After adjusting the rear anti-roll bar, he found the time that would award him a third-place trophy. Equally surprising was Ryan Finch, ninth on the West Course, posting fast time of the day at 60.390sec, in his Z28, and climbing to fifth place behind McCance.



E STREET PREPARED

Billy Brooks | Utah Region
Subaru WRX



E STREET PREPARED LADIES

ESP Ladies ran in the fourth heat. 2013 Champion Mandy Owen's Subaru WRX went out and set the fastest time for ESPL on the West Course on her first run with a 58.409. Donna Marx went fastest on her final run, but her 59.6 in a Mustang could not quite catch the WRX.

Owen's final Westside run was not her fastest, but finished in a spectacular style while coming through the tight right-hand finish. The Subaru slid out while passing the lights, the slide turned into a bounce, with both rear wheels off the concrete before the car came to a stop near the corner workers.

On the East Course, Marx came out swinging and quickly took the lead with a high 62 run. Her final run dropped fast time to a best of 62.611. She said she felt much better driving the car on the second day after realizing that she'd been overdriving the car on the West Course.

Day one leader Owen coned away her first run and was off pace for her second. She said she was not focused mentally, and the car was also having some issues, possibly fuel cutout. Her final run was much faster, a 63.6, but



E STREET PREPARED LADIES

Mandy Owen | Airzona Border Region
Goodspeed Performance
Subaru WRX



still a second behind Marx's best. Luckily, Owen's day one results kept her in the lead at 122.101, and she took her second championship by 0.198sec.

Matt Peck

F STREET PREPARED

F Street Prepared has to be one of the most diverse classes, with cars from nine different manufacturers representing four nations and spanning five decades. Despite the diversity, the times in competition were tight.

FSP began Tuesday on the East Course, with the power cars thought to have the upper hand. Kevin Wenzel in his VW Scirocco started the day strong, posting a 63.1 to take an early 0.3sec lead over Steve Mieritz in his newly unretired CRX. Into run two they both gained time, but the gap narrowed to just a tenth as they dropped below the 63sec mark. David O'Maley in a Mazda 323 closed to within 0.2sec of Mieritz to join the fray.

On the final run, Wenzel dropped to a 62.552 as O'Maley again improved to a 62.8, putting him in second for the day. Mieritz had a mechanical failure on his third run, ending up fourth as Mark Sommer's VW Rabbit

moved to third, the only other driver to drop into the 62s.

Wednesday turned FSP upside down as the first run times came in. Wenzel's 58.7 seemed to set the pace until James Darden's 46-year-old BMW 2002 dropped a 57.9 to take the lead. It became apparent that it would take 57s on the West Course to run at the top. Mieritz managed a 58.1 to put a scant 0.02sec lead over Darden.

Wenzel barely improved on his first run with a 58.6, while O'Maley and Darden coned away low 57s that could have taken the lead. Mieritz capitalized, extending his lead with a 57.8.

On the final runs, Darden improved to a 57.832, best for the day but not enough to overcome the deficit to Mieritz. O'Maley, on the other hand,

RESULTS

D STREET PREPARED

1. Doug Rowse Ariz BMW 330 116.905
2. John Vitamvas WDC BMW 330Ci 116.922
3. Julian Garfield WDC BMW 330Ci 117.374
4. Marc Monnar NEng Mazda RX8 117.666
5. Michael Kuhn CCar Mazda RX8 117.944
6. Chris Dressler/NePa (BMW 325is); 7. Joe Brennan/NePa (BMW 325is); 8. Kevin Henry/WDC (BMW 325i); 9. Stephen Jones/Lol (BMW 325is); 10. Doug Keiler/WDC (BMW 323); 11. Ivan Austin/Milw (Mazda RX8); 12. Tom Pora/Colo (BMW 325is); 13. Peter Florance/ODom (BMW 325i); 14. Lee Staton/Atl (BMW 328i); 15. Ryan McDoom/Guam (BMW 328is).

E STREET PREPARED

1. Billy Brooks Utah Subaru WRX 117.905
2. Jadrice Toussaint Atl Mustang Boss 117.982
3. Dave Heinrich WMch Mustang Boss 118.088
4. Greg McCance NwOh Subaru WRX 118.212
5. Ryan Finch NwOh Camaro Z28 118.325
6. Dave Ogburn III WTex Camaro Z28 118.514
7. Elliot Speidell Ariz Mustang 118.599
8. David Feighner SagV Mustang 118.853
9. Justin Eckles Neb Mustang Cobra 118.905
10. Shawn Alexander Det Mustang GT 119.063
11. Mark Marske/CCar (Mustang); 12. John Hogan/Ariz (Mustang); 13. Brad Owen/Ariz (Subaru WRX); 14. Jeremiah McClintock/Det (Mustang GT); 15. Adam George/WDC (Mustang); 16. Josh Heinrich/WMch (Mustang Boss); 17. Korrey Berger/OzMt (Camaro Z28); 18. Jeff Cox/ETnn (Mustang); 19. Pat Griffith/WDC (Camaro Z28); 20. Jeremiah Mauricio (Mustang); 21. Karen Kraus/BIrg (Subaru Impreza WRX); 22. Tim Bergstrom/Ariz (Mustang); 23. Sam Vassallo/WDC (Mustang GT); 24. Jeffrey Mark Pilson/ETnn (Mustang); 25. Michael Nienhuis/Det (Mustang); 26. Nicholas Johnson/Nwst (Subaru Impreza WRX); 27. Chris Heady/Nwst (Subaru Impreza WRX); 28. Brian McNamara/Det (Camaro Z28); 29. Marcus Merideth/Det (Ford Shelby GT); 30. Kevin Venisnik/Ariz (Mustang); 31. Jennifer Merideth/Det (Ford Shelby GT); 32. Drew Little/Colo (Subaru WRX); 33. Derek Latshaw/Susq (Mustang GT); 34. David Ogburn Jr./WDC (Camaro Z28); 35. John Fehring/FtWn (Pontiac Trans-Am); 36. David Gushwa/SBnd (Mustang Boss 302); 37. Dennis Latshaw/Susq (Mustang).

E STREET PREPARED LADIES

1. Mandy Owen ArzB Subaru WRX 122.101
2. Donna Marx Tex Mustang 122.299
3. Lorian Feighner/SagV (Mustang); 4. Ashley Zywaszko/Susq (Mustang GT); 5. Rhonda Fehring/FtWn (Pontiac Trans-Am).





was able to clean up his run to put down his own 57.8 to take the lead by 0.084sec. Sitting on a 120.752 total,

O'Maley had to suffer the wait for second drivers to see if Mieritz could better his time, but Mieritz coned away a 57.9, still slower than his second run. The FSP class win went to O'Maley ahead of Mieritz, followed by Darden and Wenzel, less than half a second covering the four.

F STREET PREPARED LADIES

The ladies of FSP started off with the Rabbit of Lisa Krueger-Burgess setting the pace with a 64.0, 1.6sec ahead of her nearest competitor, Jamie Yost in a BMW 2002. This was the same pair that finished one-two last year, except Yost had a Celica.

Second runs got interesting, though, as Yost made up the difference with a quicker 64.0 to take the provisional lead. The third run pendulum swung back to Krueger-Burgess, who dropped to a 63.388 to head Yost by 0.6sec, the two of them 1.3sec clear of the rest of the field.

The battle continued Wednesday and now it was Yost who set the tone. She opened with a 60.6, nearly a second faster than Krueger-Burgess, to regain the lead. The Rabbit dialed a 60.4 on the second run. The BMW was next through the lights with an even faster 59.969, but Yost was still 0.196sec behind.

On her final run, Krueger-Burgess stopped for a down cone as Yost sat at the line. The pressure of knowing that the nine-time champion and 2013 FSPL winner had an extra look at the course put Yost into a frantic try to overcome the 0.2sec disparity, but she carried home three cones. Krueger-Burgess had a 123.791 in hand as she drove a victory lap (and insouciantly whacked her only cone of the event) on the way to another National Championship.

P.J. Corrales

Street Modified Classes

SUPER STREET MODIFIED

SSM has been the playground of the RX-7 for the past eight years, but several alternatives (including the Corvette, Miata, 240SX, and Elise) arrived this year to challenge. Weather would be a factor, but the mild weather

conditions midday Thursday showed no hint of the upset that eventually would transpire.

The 32-car class opened battle on the East Course in the third heat. The first day was a three-way RX-7 battle with Carter Thompson, Brian Johns, and Jake Namer trading the top three positions. Thompson finished the day with a 57.605, leading Johns by 0.254sec, then Namer - the trio were the only ones in the 57s. Three more followed in the low 58s - Randall Wilcox (Miata), Matthew Glagola (Elise), and Martin Valent (MR2 turbo). Thompson, defending champion, was guardedly optimistic about his chances on Friday knowing the gap to his pursuers was small.

Spotty rains would add a new dimension, as Friday's third heat got under way. At first the surface remained mostly dry, and Glagola, the only driver in the upper echelon running without a co-driver, seized the opportunity to put in a class-leading first run in his Elise. While conditions remained mostly dry for first drivers, by the time the class leaders from the first day got their turn, a drizzle had soaked the course. Brian Johns managed to hold onto second place with a penalty on his



F STREET PREPARED

David O'Maley | Atlanta Region
Starting Line/EvoSchool.com/Thanks Justin!
Mazda 323



F STREET PREPARED LADIES

Lisa Krueger-Burgess | SagV Region
Mike's Cat Ranch
Volkswagen Rabbit



Spotty rains would add a new dimension, as Friday's third heat got under way. At first the surface remained mostly dry"

RESULTS

F STREET PREPARED

1. David O'Maley	Atl	Mazda 323	120.752
2. Steve Mieritz	FTWn	Honda CRX	120.836
3. James Darden	ConD	BMW 2002	121.046
4. Kevin Wenzel	Colo	Volkswagen Scirocco	121.193
5. Geoffrey Zimmer	SCar	Volkswagen Rabbit	121.677
6. Justin Barbry	NCar	Mazda 323	122.125
7. Steven Duckworth	CCar	Volkswagen Rabbit	122.160
8. Jesse Caudill/ConD (Honda Civic); 9. Mike Burgess/SagV (Volkswagen Rabbit); 10. Mark Sommer/NwOh (Volkswagen Rabbit GTI); 11. Greg Anthony/Det (Dodge Neon ACR); 12. Jason West/Indy (Toyota Corolla GTS); 13. Jay Yost/Colo (Toyota Corolla GTS); 14. Kevin Thompson/Det (Dodge Neon ACR); 15. Lorin Mueller/SanF (Ford Focus); 16. Luis Moreno/PnAm (Honda CRX); 17. Van Townsend/Colo (Honda Civic); 18. Ed Cushing/Colo (Toyota Celica); 19. George Schweikle/CKy (Alfa Romeo Spider); 20. Corky Newcombe/ConD (Toyota Celica); 21. John Bonvouloir/Colo (Volkswagen Scirocco); 22. Stacey DeSpelder/FtWn (Honda CRX); 23. Philip Becker/PnAm (Honda Civic); 24. James Mueller/Ore (Ford Focus); 25. Seth Spelman/LasV (Suzuki Swift GT).			

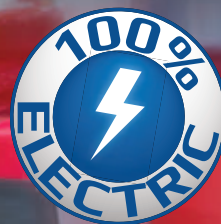
F STREET PREPARED LADIES

1. Lisa Krueger-Burgess	SagV	Volkswagen Rabbit	123.791
2. Jamie Yost	Colo	BMW 2002	123.987
3. Nikki Edwards	NCar	Mazda 323	126.486
4. Shelby Turbeville/NCar (Mazda 323); 5. Bonnie Mueller/Ore (Ford Focus); 6. Jennifer Pereira/SanF (Ford Focus); 7. Andrea Voisard/Indy (Volkswagen Rabbit); 8. Dee Schweikle/CKy (Alfa Romeo Spider); 9. Heather Levy/LasV (Suzuki Swift GT).			



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run and Duke Langley (Corvette) moved from 10th to third.

Second runs were also affected by the on-and-off-again rain, Glagola catching a dry period to set fast time of the day at 54.133. Now he was atop the standings at 112.617, with all the top drivers still anticipating two shots at him. Again the onset of wet foiled all remaining second run attempts.

Third runs started in those same wet conditions, but a steady breeze was rapidly drying the surface. The wet start cost Glagola almost two seconds in the Elise, leaving him unable to improve. Now the late runners, with a mostly dry surface, had their moment. Wilcox, fourth from the end on the grid, overcame pylon-ridden first and second runs and gained nearly six seconds to leap the Miata into second place. The position lasted only moments until Namer, the last RX-7 with a chance – and next to finish – found similar final run improvement to claim the runner-up spot.

However, the strength of Glagola's second run was enough for his second championship, giving him his first SSM win by 0.158sec. Glagola credited part of his success to a recent change in driving technique and some coaching from fellow

competitor Tom O'Gorman: "I quit left foot braking," he said. "It is unnecessary in the Elise."

David Webb

STREET MODIFIED LADIES

Stephanie Reeve, in the Nissan 240SX known as "Panda," would lead SML with a 61.1 after first runs Thursday on the East Course, but another Nissan, a GT-R named "Godzilla," would see Laurie Hyman leading at 59.689 by the end of the day. Kristi Gaus, at 61.4 in a Mitsubishi Evo, was the only other driver to get close.

Hyman would start Friday with a fast 58.266 on her first West Course look, pretty much leaving Reeve and Gaus to fight for the other two trophies. After two runs, Reeve had a 59.6, and that included a cone. Gaus had a 60.9, which also included a cone. And, yet, they were still in the trophy positions.

Gaus got a clean 59.3 on her last run, good for second place for the moment. When Reeve pulled to the line for her third run, she knew she needed a slight improvement to get from the third trophy to second, and at least a 56 to win, but Hyman was on course ahead of her. Hyman coned away a 58.0 to stand on run number one, which Reeve could not know as



SUPER STREET MODIFIED

Matthew Glagola | Atlanta Region
Lotus Elise



After a 14-hour mechanical repair over the weekend, she was concerned with keeping the car together"

CELEBRATION

The rarely seen, post-run impound dance.



Perry Bennett

she followed with an amazing 56.9. It would have been 0.093sec short had it been clean, but even with the one pylon it was good for second, 2.093 behind Hyman's 117.955.

Hyman said the East Course was her best, and after a 14-hour mechanical repair over the weekend, she was concerned with keeping the car together and getting a good first run in on the West Course because of the impending rain. The plan worked, and brought her a second consecutive SML title.

STREET MODIFIED

Street Modified brought 24 cars with the odds-on favorite being Eric Hyman's Nissan GT-R. Godzilla's exploits this year have been the subject of many stories, most notably those related to it eating drivetrain parts.

Hyman's second run 58.369 on the East Course would lead after day one, but not by the margin many expected. David White and Todd Kean, now sharing Panda, and Jason Merritt (in another 240SX) were close behind, all



STREET MODIFIED LADIES

Laurie Hyman | Northwest Region
Cobb Surgeline/ GT-RR
Nissan GT-R



bunched up 0.2sec to 0.6sec behind Hyman. Panda also had its share of mechanical woes in the previous week, but seemed ready to behave.

It was the fifth heat, still cool on Friday with rain clouds burling overhead and West Course paradise directly ahead. Hyman started out with fast scratch, a 55.7, plus four cones. Right behind was White who turned in an amazing 54.0, also plus four, leaving his co-driver Kean leading. Kean and White had thought this might be their course. Kean lowered his time to a 54.6 on run number two and Merritt cleaned up a first run DNF to move into second. Hyman and White managed to drop their cone counts to one apiece, although Hyman's would be critical.

Kean had the only two clean 54s of the class; best a 54.480 on run number three. Would it hold? He'd been last car out in the first driver group and it had started to rain yet again. Every other car that would end up in a trophy position coned or DNF'd their final runs, giving Kean a total of 113.377 and the championship by a 1.645sec margin over Merritt in second. Hyman, with cones every run, still got a podium finish, but that second run pylon cost a victory.

Kean will remember this one with his first championship coming in the

STREET MODIFIED

Todd Kean | New England Region
G-Fab Racing
Nissan 240SX



same year as his first child. "It could not," he said, "make him happier."

Charlie Davis

STREET MODIFIED FWD LADIES

SMF Ladies, six of them all in Civics or CRXs, would fight for only two trophies, but this was better than last year when nobody entered. They formed up for Thursday's second heat on the East Course. Rachel Baker's Pixie Posse Racing CRX led it from wire to wire, even on the first run despite a pylon. Her third run 60.862 would lead by nearly 1.3sec over 11-time National Champion Ginette Jordan's Civic.

Baker would start off day two with a 58.4. Nobody could top that except Baker herself, with a 57.681 on her second lap. Total 118.543.

Jordan had her opportunity, but it would take a Herculean low 56 run to take the win. But no, she, too, would stand on her second run, 2.447sec in arrears.

Baker said she had a great time, great co-driver to help her and great competitors, and it helps to have a car in which you just cannot keep from having fun.

STREET MODIFIED FWD

SMF ran in the fifth heat and, with 17 entrants, had five trophy positions. Andy Hollis, choosing the No. 1 for his

CRX, turned a 59.920 on his first East Course run and never looked back. Which doesn't mean he didn't second-guess himself. A major bobble on that run entering the first slalom had cost time, and subsequent runs were no help. Hollis thought he had more time if he could just get it on the East Course. Jinx Jordan, in a Civic, would slot into second, 0.6sec back. Brian Kuehl, Chris Janusz, and Chris Haydu were bunched together, all within 0.3sec of Jordan.

Rain tires were stacked all over the West Course grid Friday with rain threatening. The transmission popping out of second gear over a bump near

RESULTS

SUPER STREET MODIFIED

1.	Matthew Glagola	Atl	Lotus Elise	112.617
2.	Jake Namer	NY	Mazda RX7	112.775
3.	Randall Wilcox	Tenn	Mazda Miata	112.974
4.	Carter Thompson	Tenn	Mazda RX7	113.518
5.	Duke Langley	Ore	Corvette	115.215
6.	Brian Johns	Tenn	Mazda RX7	115.627
7.	Tom O'Gorman	OhV	Nissan 240SX	115.875
8.	Jay Zelazo	Nwst	Corvette	116.272
9.	Martin Valent	SWVa	Toyota MR2 Turbo	116.278
10.	Daniel Stainback	NY	(Mazda RX7); 11. Michael Wootton/LnSt (Mazda MX5); 12. Eric Anderson/Tenn (Mazda Miata); 13. Chuck Pyanowski/SCar (Nissan 300ZX); 14. Scott Johns/SWVa (Toyota MR2); 15. Dan Chadwick/Tenn (Mazda RX7); 16. Kenneth Baker/Tex (Mazda MX5); 17. Kyung Wootton/LnSt (Mazda MX5); 18. PJ Corrales/NEng (Nissan 240SX); 19. Ryan Clark/Nwst Corvette; 20. Chad Langley/RdRv (Corvette GS); 21. Carl Wener/NEng (Porsche GT3); 22. Bruno Lajoie/NEng (Porsche GT3); 23. Grady Wood/Ark (Corvette GS); 24. Mike Wolf/Guam (Datsun 240Z); 25. Fred Langley/Tex (Corvette); 26. Sean Tate/SagV (Corvette); 27. Paul Dornburg/SInd (Porsche 911T); 28. Kirk Dunlap/Colo (Toyota Levin); 29. Jim Thompson/Tenn (Mazda RX7); 30. Quentin Yarie/WNY (Datsun 240Z); 31. Charles Tate/SagV (Corvette); 32. O.D. Terry Davis/SInd (Porsche 911T).	

STREET MODIFIED LADIES

1.	Laurie Hyman	Nwst	Nissan GT-R	117.955
2.	Stephanie Reeve	NEng	Nissan 240SX	120.048
3.	Kristi Gaus	StCt	Mitsubishi Evo IX	120.785
4.	Jojo Corrales-Kean	NEng	(Nissan 240SX); 5. Amy Dilks/NY (Mazda RX8); 6. Alison Deibel/Nwst (Nissan GT-R); 7. Paula Diehl/KC (Mitsubishi Lancer Evo).	

STREET MODIFIED

1.	Todd Kean	NEng	Nissan 240SX	113.377
2.	Jason Merritt	Nwst	Nissan 240SX	115.022
3.	Eric Hyman	Nwst	Nissan GT-R	115.325
4.	Tyler Faucett	Colo	BMW 328i	115.383
5.	Russell Mayer	Nwst	Nissan 240SX	115.983
6.	Mike Aversa	WNY	Subaru Impreza	117.007
7.	David White	NEng	Nissan 240SX	117.040
8.	Joshua Salvage	SanF	(Mitsubishi Evo IX); 9. Troy Dudley/Tex (Nissan GT-R); 10. Dallas Cutler/Ore (Mitsubishi Evo IX); 11. Karlton Lew/SanF (Toyota Supra) 12. Grey Minshew/SCar (Subaru Impreza); 13. Tim White/SCar (Subaru Impreza); 14. Mike Faucett/Colo (BMW 328i); 15. Jake Diehl/KC (Mitsubishi Lancer Evo); 16. Todd Wayman/KC (Mitsubishi Lancer Evo); 17. Frank Gaus/StCt (Mitsubishi Evo IX); 18. David Webb/ArzB (Mitsubishi Lancer Evo); 19. Robert Stangarone/SanD (Scion FR-S); 20. Tashko Sarakinov/Guam (Eagle Talon); 21. Donald Lew/SanF (Toyota Supra); 22. Richard Jones/SanF (Mitsubishi Evo IX); 23. Chantell Cutler/Ore (Mitsubishi Evo IX); 24. Dennis Silva/Int'l (Shelby Mustang).	





THE COURSES: SAND AND SEA

If there's a beach party, there must be sand and there must be sea. Course designers Lee Piccione and Vivek Goel each chose one element to make their own.

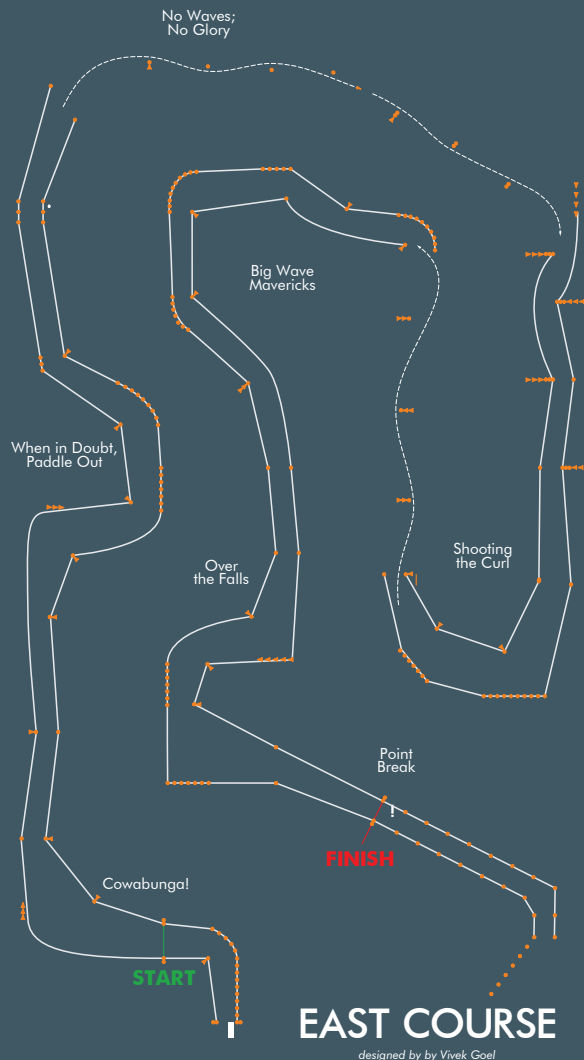
WEST COURSE

Lee Piccione, a BSP driver from Washington DC Region, chose to remain on shore. His opening maneuver, according to his course map, was "Still Believes in Paradise." He gave drivers a right turn before they broke the lights, then a big 180 sweeper to the left, then a little wiggle before a 45-degree right past the "Busy Beach Huts" – a set of wallums making a gentle but fast slalom that ended in "A Gift From the Sea." It was a straightaway, a place to put the power down, however briefly, before turning into a pair of pronounced switchbacks and another giant 180 lefthander "Around the Dunes."

"The Sand Castles" was a tight

slalom of four three-cone diagonals, but outset to make them quick. A 90 left sent the driver across the far end of the course through another arrangement of diagonal-cone slaloms – two cones, then three, then four, three again and two again. Labeled "Another Day in Paradise," this one was faster than the earlier one but a driver could get in trouble at the end.

Turning up the east edge of the course, the map showed what appeared to be another four-point slalom, but "Weaving Between Sunbathers" really wasn't. The second and third "sunbathers" were spaced farther apart. Weave between the first two, come out hard then go weave through the other two. It was a fast run to a decreasing-rate 180-right, the finish lights at the very exit of the loop. More than a few drivers stopped the clock sideways – "Paying The Bill."



EAST COURSE

Vivek Goel, an SS-R driver from Lone Star Region, invited everyone to go "Surfing with the Alien" down the orange fencerow separating Solo Nationals from the active airport. Catch a wave and "Cowabunga!" was the first maneuver – left turn, break the lights, right turn and an easy little slalom run halfway down the lot. Going fast now? "When in Doubt, Paddle Out." Hit the brakes for a right, left, sorta left, right again, and a fast run to the far corner.

Then it was a turn into what became a triple slalom sequence: "No Waves, No Glory." Four single cones on a westbound run; bend northwest for three double cones, then north past four triple cones.

Reverse direction, one of those 180 sweepers to the right, "Shooting the Curl," and back into one more slalom. A 90 left, a dink right-left followed by a double-apex left was for the "Big Wave Mavericks," leading to the longest acceleration run on the course. That tightening bend to the right, "Over the Falls," suddenly snapped left for the chute to the finish, "Point Break." This one generated some finish spins, too, but unfortunately those who did usually found themselves still some distance from the lights.

the start marred the first run for Hollis, but a 57.6 kept him in the lead. Jordan's 57.2 had closed the gap to just over 0.2sec.

A second bungee cord was installed on the Hollis shift lever, and part of the course driven with one hand on the shifter for insurance purposes. A 1.1sec improvement to the day's fastest, 56.940, was the result. Brian Kuehl's CRX came closest to Hollis on run number two, about 0.4sec off, and Jordan couldn't improve on his first run.

Rain was already slowing the pace for the third runs. Since conditions did not improve for anyone in the class, it was a wet victory lap for Hollis, claiming his fifth championship with a 116.447sec total and a 1.180sec margin of victory over Kuehl.

Charlie Davis

Prepared Classes

X PREPARED

Under bright sunshine and temperatures in the low 90s, only three drivers were able to record cone free first runs among the 16 in XP who took to the West Course in Thursday's fourth heat. Fastest was Tom Ellam in his Mazda RX-3 with a 55.6. Nationals rookie Zachary Sober in a Mazda RX-7 put the class on high alert with a clean

Since conditions did not improve for anyone in the class, it was a wet victory lap for Hollis, claiming his fifth championship"

53.9 to take the lead after second runs, when nearly half the field coned out again - all but one for a second time. Ellam, the only driver who'd run clean all day (in fact, both days) was down to 54.5. Perennial Champion Fred Zust brought home a clean 54.7.

Sober, the first XP car on course, extended his gap with a 53.3 on his final run. Zust, the last to make a run, took his carbon fiber clad Lotus Elise to the point with a 53.005 blast. Ellam's third run 53.9 was the only other clean run under 54 seconds. Andy McKee was also on the pace with a 53.8 first run, but he was dirty on all three runs.

Temperatures for day two were more than 20 degrees cooler than at

STREET MODIFIED FWD LADIES

Rachel Baker | New England Region
Pixie Posse Racing* Karcepts* Thanks Kuehls!
Honda CRX



the same time the day before, but thankfully the forecasted rain held off for the duration of XP's ventures on the power hungry East Course. Zust was worried by an unknown "clunk" from day one, which turned out to be a left rear wheel bearing beginning to fail. He took advantage of the dry conditions and put down a quick 58.4 to lead out from a dirty Sober. McKee on his second run scorched a class leading time of 56.408sec on his second run, demonstrating he would have been a title threat had he been clean on day one. As it was, it won him the final trophy.

Sober dropped to a 57.7 on his second run to retake the class lead, but Zust's response of a 55.6 plus one was enough to take first place back despite the cone. Sober's final run was a 57.3, good for third place. Vitek Boruvka found 1.2sec to push into fourth place past McKee.

Zust's final run proved to be a victory lap, but it was no parade. He laid down a 56.9 to finish out at 109.960 and stretch his victory margin to 1.047sec over Sober.

No ladies ran XPL, although two very competitive women were in XP, co-driving the two men who'd taken the fast time honors. Teresa Neidel-McKee topped her cone-plagued mate on the West Course, while Alexandra Zust just missed a trophy finish when she outran her husband on the East.

Now a six-time XP Champion, Zust was quick to credit his wife for discovering the wheel bearing issue as well as for pushing him throughout the season

Ryan Lower

C PREPARED LADIES

Here's a gaggle of Mustangs, mostly vintage pony cars. But first up on the



STREET MODIFIED FWD

Andy Hollis | Lone Star Region
GRM/HVT/949/OSGiken/FastBrakes
Honda CRX



RESULTS

STREET MODIFIED FWD LADIES

1. Rachel Baker NEng Honda CRX 118.543
2. Ginette Jordan Atl Honda Civic 120.990
3. Kristell Janusz/NePa (Honda Civic); 4. Rebecca Zacharda/Ore (Honda CRX); 5. Kathleen Barnes/NEng (Honda Civic); 6. Angela Carlascio/CFIa (Honda Civic).

STREET MODIFIED FWD

1. Andy Hollis LnSt Honda CRX 116.447
2. Brian Kuehl NEng Honda CRX 117.627
3. Jinx Jordan Atl Honda Civic 117.798
4. Chris Janusz NePa Honda Civic 119.164
5. Don Kuehl NEng Honda CRX 120.003
6. Mike Forsythe/Colo (Honda Civic Si); 7. Matthew Grainger/StL (Mini Cooper S); 8. Andrew Bower/NePa (Honda Civic); 9. Shawn Larson/Colo (Honda Civic); 10. David Walter/NePa (Honda Civic); 11. Fred White/NEng (Honda Civic); 12. Kraig Hopkins/NwOh (Honda CRX Si); 13. Mark Hopkins/NwOh (Honda CRX Si); 14. Jason Gast/InNw (Mercury Cougar); 15. Chuck Wheeler/InNw (Mercury Cougar); 16. Jorge Pena/Int'l (Mini Cooper S); 17. Chris Haydon/NePa (Honda Civic).

**X PREPARED**

Fred Zust | Arizona Border Region
Blackwatch Racing
Lotus Elise

**C PREPARED**

Michael Maier | San Francisco Region
Maier and JRI
Ford Shelby GT350

**RESULTS****X PREPARED**

1.	Fred Zust	ArzB	Lotus Elise	109.960
2.	Zachary Sober	Hous	Mazda RX7	111.007
3.	Tom Ellam	SanF	Mazda RX3	111.334
4.	Vitek Boruvka	LnSt	Mazda MX5	112.194
5.	Andy McKee	SanF	Mazda RX7	112.241
6. Alexandra Zust/ArzB (Lotus Elise); 7. Matt Ellam/SanF (Mazda RX3); 8. Thomas Thompson/Hous (Mazda RX7); 9. Rich Windberg/LnSt (Mazda Miata); 10. Nick Gruendler/LnSt (Mazda Miata); 11. Teresa Neidel-McKee/SanF (Mazda RX7); 12. Mark Melchior/Colo (Mazda RX7); 13. Richard Holden/MidS (Datsun 280Z); 14. Ryan Neff/Colo (Mazda RX7); 15. Darren Kidd/Colo (Mazda RX7); 16. Vernon Jolley/Utah (FFR Cobra).				

C PREPARED

1.	Michael Maier	SanF	Shelby GT350	116.147
2.	Mark Madarash	Tex	Pontiac Trans-Am	116.175
3.	Ethan Bradbury	NwOh	Thunderbird	118.243
4.	Chris Miller	DMV	Mustang Turbo	118.517
5.	Robert Lewis	Dix	Mustang	118.948
6.	Todd Farris	Hous	Camaro	119.575
7.	Frank Stagnaro	SanF	Shelby GT350	119.597
8.	Russ Clark	Dix	Mustang	119.754
9.	Kurt Janish	Tex	Pontiac Trans-Am	119.770
10.	Darrell Padberg	BhV	Mustang	120.019
11.	Jeff Stroh	Hous	Camaro	120.140
12. Alan Bartling/Hous (Mustang); 13. John Bradbury/NwOh (Thunderbird); 14. Chris Cargill/Hous (Camaro); 15. Wayne Atkins/Tex (Camaro); 16. Heyward Wagner/Atl (Mustang); 17. Albert Hermans/KC (Mustang Cobra); 18. Jeff Minor/Hous (Chevrolet Malibu); 19. John Williams/Neb (Mustang); 20. Zack Barnes/LnSt (Mustang); 21. Rick Ruth/Chi (Mustang); 22. Kyle Martinez/Wich (MSE Trans-Am); 23. Scott Lewis/FtWn (Camaro); 24. Mike Fellmer/Hous (Mustang GT); 25. Anthony Espinosa/Hous (Mustang GT); 26. Dave Hardy/Atl (Mustang Boss 302); 27. Paul Przyborski/WDC (Camaro); 28. Jim Kritztler/Hous (Chevrolet Malibu); 29. Chris Kirkland/Colo (Mustang GT); 30. Bob Ely/ConD (Mustang); 31. Travis Durant/Neb (Camaro); 32. Tracy Sandberg/Iowa (Camaro Z28); 33. Arnold Beebe/MoHu (Mustang); 34. Art Martinez/Wich (MSE Trans-Am); 35. Sean Ittner/Atl (Mustang); 36. Charlie Clark/KC (Corvair); 37. Tyler Eilers/Colo (Mustang GT); 38. Randy Pajer/Atl (Camaro); 39. Dave Zitzlsperger/Neb (Camaro); 40. Ron Ittner/Atl (Mustang); 41. Dick Berger/KC (Corvair).				

C PREPARED LADIES

1.	Tracy Lewis	Dix	Mustang	122.533
2.	Donna Bartling	Hous	Mustang	122.791
3. Alyssa Lewis/Dix (Mustang); 4. Joyce Ruth/Chi (Mustang); 5. Briana Tate/SagV (Chevrolet Sonic).				

East Course Tuesday in the second heat is Briana Tate, driving what? Here's the rental car, a 2014 Chevy Sonic. What's the deal?

Turns out, her Mustang had a mechanical issue but Tate wanted to help her friends and make it a two-trophy class. OK, the other four women would have been enough for two trophies, but what's the fun in that?

Alyssa Lewis, the teenager, was next out following Tate, booting cones and spinning out this way and that. Donna Bartling, three-time champion, wasn't kidding around. Her 64.1 let the others know that there was a race going on. Joyce Ruth, driving borrowed iron from Darrel Padberg, coned a 69.7. Alyssa's mom Tracy Lewis checked out the course with a 70 and a spin. As it turned out nobody turned in a winning first run. This was practice, right?

Second runs and time to get serious. Alyssa got to within 0.040sec of Bartling, who followed her in with her best run of the day a 63.6. Mama Lewis banged out a 63.0. Having fun now!

Third runs and the two trophy places belonged to the Lewis

Next year we'll have a new motor and differential! I need Z06 kind of horsepower"
MARK MADARASH

C PREPARED LADIES

Tracy Lewis | Dixie Region
Lewis Speed Shop / MCS
Ford Mustang



family. Alyssa posted a 63.2 and Tracy closed out with a 62.472. Bartling did not improve. Alyssa remarked she secretly wanted her mom to win but she couldn't make it easy.

Bartling pointed out her car was probably a foot skinnier than the Lewis Mustang with its tires sticking out. She thought she might have some edge as a result on the West Course. Robert Lewis, father and husband now sitting third in CP in the same car, said they just got it ready a week ago, having put in a totally new differential and axle assembly and rushing to tune the suspension as





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best as possible to be able to get here in time.

On the West Course second runs, Bartling turned a class leading 59.8 while Tracy Lewis answered with a 60.0. Alyssa had a 61.0. On the third runs, Bartling screamed to 59.094, but it was just a quarter-second less than she needed. Tracy Lewis coned out on her last run but had 122.533 in hand, 0.258sec enough for the win. Alyssa beat Mama too, but the 59.6 was not enough to hold off Bartling, who slipped 0.095sec ahead of the teen.

C PREPARED

The East Course looked to be more flat-out benefitting CP horsepower, while the West Course looked to be more technical - or to a CP driver, just "tight." The temperature was in the 90s and the track surface in the fourth heat of the day was layered with other people's rubber.

Michael Maier and Frank Stagnaro were back with their classic white 1965 Shelby GT350, after bringing (and winning with) a yellow Mustang the past two years. The first runs on the East Course were 64s and 65s until Stagnaro posted a 62.8. Then times began to tumble into the low 60s. Robert Lewis had a 60.9. Mark Madarash, the six-time king of ESP, turned in a 61.0 in a Pontiac Trans-Am. Ethan Bradbury's Thunderbird turned a 61.0; and then

Maier stormed in with a 59.496.

Two more runs to go and only Madarash could even get into the same second with Maier. He'd finish at 59.7. Robert Lewis and Russ Clark (sharing the same car) explored a 60.2, along with Turbo Toddie Farris in a Camaro. Jeff Stroh and Chris Miller were in the high 60s, Ethan Bradbury and Stagnaro in the bottom 61s.

The West Course saw Madarash setting the best time in class on his third run of 56.470, just ahead of Maier's second run 56.6. Maier had enough of a margin at 116.147 to hold off Madarash. Bradbury in the T-Bird had a 57.1 to shoehorn himself into third past Miller and Lewis.

The difference between Maier and Madarash was 0.028sec. Madarash said a few more horsepower would have made the difference. He pointed out that on the East Course he was 6mph slower at the end of the fastest section, and that was big. His Trans-Am, with its pretty, stock interior, was really an ESP car with fat slicks.

"Next year we'll have a new motor and differential! I need Z06 kind of horsepower," Madarash said.

Maier says that it isn't just horsepower that gave him the edge in the Stagnaro-prepared GT350 - it was also handling. Lewis concurred. "Big power can be a detriment to handling," he said.

Buck Entriken



D PREPARED

Ron Bauer | Northwest Region
Bauerspeed Racing, Tight n Tidy Racing
Mazda MX5



It starts and stops and you don't know if you're going to be on the good side of it or the bad side of it"

RON BAUER

D PREPARED

Cone calls loomed large on the West Course as last year's DP Champ Drew VanderPloeg in a red Miata laid down some smoking raw times in the low 55sec range on his second and third runs, but couldn't do it clean. It was the second heat on a warm Thursday. VanderPloeg had to stand on his first run 56.8, which left him well out of the six trophy spots. On the other hand, Keith Brown's orange Miata wouldn't get a clean run until his final 55.761, which was good enough to lead on day one.

Close behind were Ron Bauer in a newer MX-5, Greg Meier in a Toyota Spyder, and David de Regt co-driving with Bauer, all also in the 59s. Steve Hoelscher's MR2 and Kit Gauthier's Miata were sitting at 56.3.

Friday brought rain clouds and the drizzle would come and go throughout the heat. Hoelscher, running early in the heat, put down a strong second run that would vault him into the lead

HANDOFF

The Mazda sweep car makes quick work of picking up corner worker sheets.





D PREPARED LADIES

Anne Robinson | Chicago Region
Indiana Plastic Surgery
Toyota MR2 Spyder



E PREPARED

Christopher Dorsey | Colorado Region
O34 EFI/3Auto.com/Cobalt Friction/Apikol
Toyota Corolla GTS



E PREPARED LADIES

Deanne Caraballo | San Fran. Region
Komush Engineering, Howtek & Villasol
Toyota Starlet



albeit by less than a tenth of a second.

Said Bauer, who ran late, "I was worried all night about the weather. Out here it never just rains the whole time. It starts and stops and you don't know if you're going to be on the good side of it or the bad side of it. I went up for my second run just as it started to come down and I was second-guessing inputs everywhere."

Final runs saw no improvement from Hoelscher, but the weather finally cooperated for Bauer and he managed to find the four-tenths he needed. His 115.514 total would put him 0.271sec in the lead. Hoelscher took second place followed by Brown and Meier, then VanderPloeg with the day's fastest time of 59.232.

"What a difference a couple of minutes can make," said Hoelscher. "It was spitting rain when I pulled to the line on my third run and the car just wouldn't stick. A case where not being the second driver probably hurt me. This course was all about trail braking and getting out of the slower digs. That's hard to do with only a 1.6 liter motor compared to the larger motors in the other cars."

Bauer was not even sure his NC Mazda would make it through the

event. "Two weeks ago I swapped in a new exhaust and intake and the car would start but immediately die. My tuner sent me a couple of new tunes but there's still something wrong. We have to keep hitting the kill switch between runs, as after a certain amount of time it just starts doing weird stuff. Sort of like a PC, we need to reboot it. It was scary making the trip all the way out here not knowing if the car was going to run the whole time."

D PREPARED LADIES

Defending Champ Anne Robinson's first DPL run was the class' fastest on the West Course at 57.693. Tami Daniels own car had a broken motor so she drove Keith Brown's Miata to a 58.4, followed by co-driver Jessica Gauthier at 59.5.

On the second day, Robinson and Daniels had issues on their first runs temporarily putting Gauthier in the lead. However, it would come down to their final runs. Daniels would have the fastest East Course time at 61.705, while Robinson's Toyota was the slowest of the three at 62.0. Nonetheless, Robinson's two-day total of 119.777sec was enough for a 0.426sec win.

RESULTS

D PREPARED

1. Ron Bauer	Nwst	Mazda MX5	115.514
2. Steve Hoelscher	TnnV	Toyota MR2	115.785
3. Keith Brown	Nwst	Mazda Miata	115.794
4. Greg Meier	Chi	Toyota MR2	116.106
5. Drew VanderPloeg	LnSt	Mazda Miata	116.127
6. Kit Gauthier	Nwst	Mazda Miata	116.144
7. David de Regt/Nwst (Mazda MX5); 8. Sam Henry/OzMt (Mazda Miata); 9. Andrew Blaisman/NwOh (Mazda Miata); 10. Ted Lewis/Ariz (Lotus Elan); 11. Steve Hudson/LnSt (Mazda Miata); 12. Ian Marshall/LnSt (Mazda Miata); 13. Andrew Pfothner/NwOh (Mazda Miata); 14. Ron Baker/Reno (Mazda Miata); 15. Kevin Horecky/InNw (Mazda Miata); 16. Paula Baker/Reno (Mazda Miata); 17. Lester Henry/OzMt (Mazda Miata); 18. Ward Marshall/Hous (Mazda Miata).			

D PREPARED LADIES

1. Anne Robinson	Chi	Toyota MR2 Spyder	119.777
2. Tami Daniels/Ore	(Mazda Miata);	3. Jessica Gauthier/Nwst	(Mazda Miata).

E PREPARED

1. Christopher Dorsey	Colo	Toyota Corolla GTS	114.869
2. Tim Smith	Atl	Honda Civic	116.513
3. Rob Heiser	Atl	Honda Civic	119.158
4. Rick Myllenbeck	SanF	Ford Escort Mexico	119.836
5. Jeremy Briggs	NwOh	Acura RSX Type S	120.174
6. Daryl Beck/NEng (Volkswagen Jetta Diesel); 7. Robert Christmas/NwOh (Honda Civic); 8. Kevin Shepline/NwOh (Acura RSX Type S); 9. Nathan Poffenbarger/SanF (Datsun 1200); 10. Matt Tuhro/LSup (Honda CRX); 11. Robert Marcy/SanF (Datsun 1200); 12. Howard Wolf/SanF (Toyota Starlet); 13. Arie Villasol/SanF (Ford Escort Mexico); 14. Dwayne Komush/SanF (Toyota Starlet); 15. Paul Neal/GuCo (Datsun 510).			

E PREPARED LADIES

1. Deanne Caraballo	SanF	Toyota Starlet	119.077
2. Carmen Rowlands/NwOh	(Honda Civic Si);	3. Jacqueline Hill/NEng	(Volkswagen Jetta Diesel).



"The weather was really hot yesterday but the car seemed to like that," Robinson said. "Today we were a little concerned about the damp conditions and we made some adjustments to the car that didn't help. We undid those and by the second run it was back to where it needed to be."

"We don't drive a lot of fast courses back home so this was a little different," she continued. "It's fun to see what the car can do in terms of speed. The car's as good as it's ever been."

Jeff Cashmore

E PREPARED

EP was quite a menagerie, six makes and eight models among 15 entrants. The newest car was a 2002 Acura RSX, but the class also included a 1970 Ford Escort RS Mexico and a 1984 Volkswagen Jetta diesel, which laid down a thick smokescreen on every run.

On day one, the runaway leader on the West Course was Christopher Dorsey in his 1987 Toyota Corolla GTS. His first run was the fastest of the day at 54.208. His third run was one thousandth slower. He was confident after the end of the day, as a three-time defending champion. Trailing in Dorsey's wake were Tim Smith and Rob Heiser sharing a 1986 Civic.

On day two, it was quite wet by the time EP came for its third heat runs on the East Course. The rain didn't seem to affect Dorsey though. He turned a fast first run (60.8), to briefly be shown 13sec in the lead! He improved slightly (60.6) for his second run, looking very tail happy and was still shown as three seconds ahead. His margin was down to two seconds as he went out for his third run. He wasn't content to stand on his time, despite the wet conditions, but he spun after two corners and again halfway around the course, taking a DNF but still leading at 114.869.

Smith, running late in the heat when the course had largely dried out, ended up with his third run as the fastest of the day at 60.252. With that, he closed to within 1.644sec. of Dorsey. His co-driver Heiser had to take a very wet third run, leaving him standing on his second run and finishing third overall, 2.6sec behind Smith.

"I love EP," Dorsey said, taking his fifth championship, fourth in a row. "I love the diversity that the class has... the best drivers out there...being able

F PREPARED

Dave Montgomery | Cincinnati Region
Porsche 914/6



G PREPARED

Steve Bollinger | South Bend Region
Austin Healey Sprite



T Sure, I was trying to find the time to take the top spot, but I'll take what I can"

TROY ACOSTA

to beat these guys this week, just unbelievable, feels great. It's never easy in this class." That last run, he said, was "so slick; it didn't look bad, but the surface was just awful."

E PREPARED LADIES

EPL had three entrants, but Deanne Caraballo in a 1982 Toyota Starlet ran away with it. She caught three cones on her first West Course run, slowed down enough to be clean on her second run, and posted best time of the day at 56.926 on her third.

Caraballo's second day had its ups and downs but at least it was dry. She was again showing the fastest time of the day with her second run of 62.151, but on her third the Starlet expired at the far end of the course. It was first pushed out of the way and then the proceedings were interrupted as a truck towed her in. Still, Caraballo won the class overall with a 5.584sec margin at 119.077.

"That's one for the books,"

Caraballo said. "I've never been towed off course before." She said she had to

"push start every run. We broke on the Test N Tune course." And then, "My amazing dad, Dwayne Komush, built a wonderful car. They set it up for me, and his co-driver Howard Wolf coaches me along, gives me all his advice."

Barry Twycross

F PREPARED

FP saw many returning cars and competitors, but there was a fair share of new cars in the class as well. Three of the five trophies went to new-to-FP drivers.

RESULTS

F PREPARED

1. Dave Montgomery	Cinc	Porsche 914/6	112.552
2. Troy Acosta	LnSt	Porsche Boxster	112.844
3. Federico del Toro	Almo	Porsche Boxster S	114.468
4. Henry Bjoin	CSCC	BMW 328is	114.847
5. Erik Strelnieks	LnSt	Porsche Boxster	115.096
6. Chris Raglin/NwOh	(Pontiac Solstice GXP);	7. Tom Holt/LnSt	(Datsun 280Z);
8. Timothy Moyer/Det	(Pontiac Solstice GXP);	9. Mike Brausen/Milw	(Mitsubishi Lancer Evo);
10. Michael Tews/Milw	(Datsun 240Z);	11. Rick Martinez/LnSt	(Datsun 280Z);
12. Bryan Hayes/SCar	(Honda S2000);	13. Darren Crozier/KC	(Mazda RX7);
14. Jay Storm/NwOh	(Subaru Impreza);	15. Ed George/NwOh	(Subaru Impreza);
16. Donnie Bartalone/Chi	(Toyota MR2).		

F PREPARED LADIES

No entries.

G PREPARED

1. Steve Bollinger	SBnd	Austin Healey Sprite	121.868
2. David Gott	NEng	Triumph TR4A	122.475
3. Bill Cutrer/Kan	(Austin Healey Sprite);	4. Philip Gott/NEng	(Triumph TR4A);
5. Richard Miller/E Tnn	(Austin Healey Sprite).		





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Dave Montgomery decided he had enough seat time to switch from STS to FP and drive a 1972 Porsche 914/6 in which Tom O'Gorman (who went to SSM) won the class last year. Troy Acosta and Erik Strelnieks came to FP from SSM driving the Strelnieks 1999 Porsche Boxster.

Just as some clouds rolled in Thursday to provide some fifth heat relief from the hot sun, the FP cars lined up on the West Course. Acosta crossed the lights first with run one's quickest time, 54.461. He later said he was "prepared to do well, but didn't expect to have such a solid run." The drivers were pushing it hard and taking cones - only the top five had clean runs after run one.

Montgomery found time on run two, turning 54.406 to take the lead from Acosta by a mere 0.055sec. He said he was nervous on his first run

since he had broken the car on the practice course just days earlier. He and his dad had the stub axle sent overnight and fixed in time to compete. He said the car felt loose on the first run but added, "The car likes to run a little ragged, a little loose."

The top five remained the same from run two to run three, only Federico del Toro finding slight improvement. Strelnieks, with a cone on every run, was 10th.

Scattered light rain showers peppered the Lincoln Airpark Friday morning when FPL would have run - but there were none, and the East Course pavement was dry when FP lined up again. Strelnieks jumped briefly to the second trophy spot with his 58.4, the fastest time on run one and his first clean run. Montgomery laid down a solid 58.7 earlier and held on to his top trophy spot despite movement in the rest of the class.

Montgomery improved to 58.146 on his third run. He had the fast time of the day both Thursday and Friday, and a total of 112.552sec. Acosta had a quick 58.3 to keep second place ahead of del Toro. Strelnieks managed a zinger that was enough to climb him to fifth, the last trophy, behind a steady Henry Bjoin.

"I finally felt comfortable enough in the Porsche to drive it at Nationals," Montgomery said. "I was happy to improve each run and hold on to first place."

Acosta, 0.292sec behind, was happy. "This was the first year I beat Erik [Strelnieks] at Nationals," he said. "Sure, I was trying to find the time to take the top spot, but I'll take what I can."

Del Toro, glad to make it into the trophies, said, "Of course I will be back next year! This car and I have a lot to do. We aren't done yet."

Jessica Dorn

G PREPARED

G Prepared hit the East Course for the last heat Tuesday afternoon (GPL had no entries). Five-time Champion Steve Bollinger led the way with a 63.8. Second runs saw Bollinger and his Sprite improve slightly but David Gott came to terms with his Triumph TR4A and bested Bollinger by 0.3sec with a 63.5. Bollinger was able to pick up another half second to get to 63.351 and had a slim 0.159sec lead going into day two when Gott couldn't improve on his third run.



A MODIFIED

Dan Wasdahl | Neohio Region

Wingshop/Hooper race engines
BBR/Phantom DVS-1



Gott had come with his father and co-driver, Philip. They had resurrected the 1965 Triumph TR4A from a "30-year slumber" and prepped it to run Nationals. The elder Gott was a past champion himself, winning E Stock 40 years ago in 1974 with a Triumph TR3B. Now it was a record setting 37 years since his last appearance when he'd run the "newer" Triumph in D Prepared.

Wednesday afternoon, Bollinger and Gott (the younger) went at it again, trading quick laps in the first two runs - Bollinger quickest of run one, Gott best after run two.

Bollinger threw down a 58.517 for his third run and it was up to Gott to beat it, but he coned out. Bollinger, at 121.868sec, claimed the championship by 0.607sec, and in so doing, became a record book entry also. It is 26 years since his first championship, DP in 1988, the second longest men's span between his first and most recent victories.

"I wasn't going to compete this year, but a call from Bill Cutrer [who co-drove the Sprite to third place] changed my mind," Bollinger said. "I took the car to an event for a test

BUILDUP

The surface at Lincoln is known for producing a lot of rubber buildup on tires - managing that buildup can be the difference between winning and losing.

Christopher's turbo car seemed to leap from corner to corner and had a flyer going before being red flagged



Perry Bennett



B MODIFIED

Clemens Burger | Indy Region
LeGrand Mk. 18



C MODIFIED

Brandon Lavender | Indy Region
Steering Creations, Inc
Van Diemen RF85



C MODIFIED LADIES

Mari Clements | Cal Club Region
Van Diemen RF94-Fit



and tune before coming here and broke a front spindle. It was a scramble to get it fixed in time."

Paul Dornburg

Modified Classes

A MODIFIED

While not the largest grid of cars at the event, AM is home to some of the most unusual vehicles. There's quite a variety of chassis layouts, motors used, and aerodynamic treatments. While some call it a builder's class, driving one of these beasts isn't trivial either.

AM started on the West Course during Thursday's second heat. K.J. Christopher and defending Champ Dan Wasdahl were strong out of the gate with the only runs breaking the 50sec barrier. Wasdahl's BBR/Phantom DVS-1 would eventually get down to a class-leading 47.508 on his third run. Christopher's second in his Acme Special was a 48.2. On his final run, he coned away what would have been another 0.3sec gain.

Behind them, Stacey Strout was battling co-driver William Goodale and

Bill Gendron for the last trophy spot. She was one of two women in the class, both of whom ran quicker than their co-drivers. None entered AML.

Weather became part of the story Friday as the clouds rolled in at the start of the heat. It appeared drivers might get only one dry run, but the rain held off and only a few drops hit the pavement during second runs.

Wasdahl's three-cylinder snowmobile motor powered him to a strong second run of 50.217.

Meanwhile, Christopher's turbo car seemed to leap from corner to corner and had a flyer going before being red flagged on course for a car ahead of him. With the rain clouds looming during his mandatory five-minute hold, he finally got to the start line to take his rerun as the rain drops increased. Unfortunately, it wasn't as fast as the original and included a cone. On his third run the rain picked up even more, and the drive belt started to fray, taking with it any chance at improving his times. Strout held on for final trophy ahead of Goodale.

Wasdahl's 97.725 total time - the only driver under 100sec for the entire event - would give him a 3.635sec margin of victory and yet another Small

RESULTS

A MODIFIED

1. Dan Wasdahl	NeOh	BBR/Phantom DVS-1	97.725
2. K.J. Christopher	CSCC	Acme Special	101.360
3. Stacey Strout	NEng	Dragon F1	106.099
4. William Goodale/NEng (Dragon F1); 5. Bill Gendron/NEng (CK Dragon); 6. Jenny Williams/OhV (Proto s/s); 7. Robert Barone/NEng (CK Dragon); 8. S. Peter Smith/OhV (Proto s/s); 9. Phil Alspach/OhV (Lola T204)			

B MODIFIED

1. Clemens Burger	Indy	LeGrand Mk. 18	103.177
2. Daniel Stone	Indy	LeGrand Mk. 18	103.762
3. Dale Bahr	Milw	LeGrand Mk. 18	106.267
4. Rachel Saunders	Tex	LeGrand Mk. 25 Dragon	106.392
5. Brianne Corn/LnSt (LeGrand Mk. 25 Dragon); 6. Dan Cyr/Chi (Lamm Mk. V); 7. Paul Leonard/ConD (Radical ProSport); 8. Evan Leonard/Colo (Radical ProSport); 9. Mary Bahr/Milw (LeGrand Mk. 18); 10. Matt Gendron/NEng (Dragon SR2A); 11. Jim Murphy/Atl (Jeep YC-J).			

C MODIFIED

1. Brandon Lavender	Indy	Van Diemen RF85	108.405
2. Jonathan Clements	CSCC	Van Diemen RF94-Fit	109.070
3. John Engstrom	Chi	Swift DB1	109.259
4. Joshua Parker	NEng	Reynard FF	109.633
5. Donald Elzinga	Det	Reynard FF	109.814
6. Eric Clements/CSCC (Van Diemen RF94-Fit) 7. Barry Ott/ConD (Van Diemen RF95-Fit); 8. Brent Cary/Indy (Reynard FF); 9. Krystal Lavender/Indy (Van Diemen RF85); 10. Chris Pruett/SagV (Swift DB1); 11. Clay Turner/ConD (Van Diemen RF95-Fit); 12. John Carriere/Det (Reynard FF); 13. Robert Qualkinbush/KC (Adams Aero); 14. Stephen Geiger/Indy (Reynard FF); 15. Ray Thomas/Cinc (Reynard FF); 16. Mark Mervich/SanF (Van Diemen RF90); 17. Vernon Maxey/KC (Lynx B).			

C MODIFIED LADIES

1. Mari Clements	CSCC	Van Diemen RF94-Fit	119.176
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Fortune Racing FTD trophy.

"By the time third runs came around, there were enough sprinkles that I didn't think I would do any better, so I skipped my last run," Wasdahl said. "Then Bill Gendron's car broke so I put him in my car for his last run." Gendron gained nearly 2sec over his previous times, but it did not change his fifth-place finish.

"The cooler temps were friendlier to this car today," Wasdahl continued. "Yesterday's heat goofed up the mixture, and when that happens, the symphony the two strokes play between the pulses on the intake and exhaust gets dissonant and it stops making power. I guess I got lucky."

Jeff Cashmore

B MODIFIED

The BM grid is filled with family and strong competition. Sent out on the East Course for the first heat on the first day, BM seemed to shape into a possible third one-two finish for

The car liked the West Course, but today the car was pushing really bad"
MARK HUFFMAN

longtime co-drivers Clemens Burger and Daniel Stone, sharing a LeGrand Mk. 18. They had taken top two twice before, in 2009 and 2012. Behind them, four drivers were involved in a close battle for the remaining two trophies.

Dan Cyr, the 2013 champ, lost his position by coning away all of his second day runs. Brianne Corn, who started day one in the Rachel Saunders car, would slot into fifth. Saunders, in her first event of the season and after just starting her first week at university, would push her late father's LeGrand Mk. 25 to the limit on day one to put her in contention for a trophy.

Saunders had just gotten the car back a month before Nationals. Then it broke and she decided it was unsafe to continue competing in it. Saunders had hoped to fill in for her father, Tommy, who passed away earlier this year, as teammate to 2011 BM Champion Brianne Corn (two of three women in BM, none ran BML). But the DM family stepped in and Cyr offered the ride as he had done in the beginning of the year.

"I am honored to have [Saunders] in my car," said Cyr. "She did excellent." The Formula Junior graduate said Cyr's Lamm Mk. V was "not much different," just differences in "braking and steering, [with a] lot more oversteer."

Saunders finished fourth, with Corn fifth, and Cyr sixth. Dale Bahr, in his own LeGrand Mk. 18, maintained third place with a solid performance.

But it was the Burger-Stone pair, who had been together so long, that would own the class for a third time. Stone set quick time Tuesday, 53.563, while Burger got the honors Wednesday on the West side at 49.445. Burger collected a fourth championship at 103.177 with Stone 0.585sec behind, but 2.5sec clear of third place.

"We're happy to accomplish a [one-two finish]," Stone said. "Any improvement made in the last six years credits to Burger."

Burger also paid tribute to Tommy Saunders, who was "really a staple in the class," he noted, and who had "brought a lot of people to B Modified."

Alex Kang

C MODIFIED

CM helped kick off the 2014 SCCA Solo National Championships running first heat Tuesday on the West Course, and

Wednesday on the East Course. Joshua Parker in a Reynard FF had a blazing 52.474 on his last run to take the day one lead, but 2012 Champion Brandon Lavender was in good position, just 0.202sec back after a hectic few days of mechanical issues with his Van Diemen.

Next day, Lavender showed his speed and efficiency on the sweeping East Course, putting down a fast second run to lead the field and stretching that lead with a final run that was 0.3sec faster, a 55.729, and the only CM driver in the 55s for a total time of 108.405.

Runs in the 56sec range boosted Jonathan Clements and John Engstrom to podium finishes, while



D MODIFIED LADIES

Susan Anderson | Southern Illinois Region

Craig's Photography
Lotus Super 7



D MODIFIED

Mark Huffman | Arizona Region

Lotus Elan



RESULTS

D MODIFIED

1.	Mark Huffman	Ariz	Lotus Elan	108.897
2.	Jeff Cashmore	Milw	Lotus 7-Honda	109.223
3.	Jeff Ellerby	Iowa	Sprinto RC 1.4T	113.492
4.	Craig Carr	OhV	Lotus Elan	113.877
5.	Denise Cashmore	Milw	Lotus 7-Honda	114.123
6.	Karen Babb/Nwst (Lotus Elan); 7. Ron Babb/Nwst (Lotus Elan); 8. Bryan Packingham/Iowa (Sprinto GCI); 9. Peter Raymond/ConD (Lotus Super 7); 10. Stephen Brinkerhoff/Indy (Ultralite XR7); 11. Chuck Meyers/NCar (Caterham 7); 12. Alan Rae/Nwst (Caterham Super 7); 13. Craig Straub/SIII (Lotus Super 7); 14. Delmar Long/Iowa (Jeep J-2).			

D MODIFIED LADIES

1.	Susan Anderson	SIII	Lotus Super 7	143.078
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Parker could not get past a 57.1 and slipped to fourth place.

Lavender was proud of his second CM title in three years with a 0.665sec margin of victory. He credited the support of wife and co-driver Krystal, plus the camaraderie of fellow CM competitors with making it even more meaningful.

C MODIFIED LADIES

Mari Clements in a Honda Fit-powered Van Diemen (the reason the cars are now called Formula F instead of Formula Ford) ran uncontested in CML for a non-championship second Nationals victory. Driving in the fourth heat, she ran best times of 58.356 on the West Course, 60.820 on the East, for a total time of 119.176.

Jocelin Huang

D MODIFIED

As the second heat lined up Tuesday on the West Course, the grid looked like a Colin Chapman tribute. All but one of the 14 entries in DM were Lotuses, or replicas of them, with the exception being Del Long's Jeep CJ-2 (his second Jeep clone project).

Mark Huffman was looking for a third National Championship in DM, continuing his seven-year battle with Jeff Cashmore. One or the other has won every year since 2007. Cashmore

joined the class the following year.

Huffman started the day strong, and still found significant time with each run. He concluded the first day with a 52.570, giving him a significant 0.8sec lead over Cashmore.

"We have a hurt car," Cashmore said after his runs. "Something was wrong with the right rear suspension. We were bottoming out."

Many drivers were quick right away Wednesday on the East Course, with less time found on later runs, but the top drivers still were quickest on their final tries. Cashmore, having made ride height compensations for his still-broken car, took advantage of that detail. He was the only driver in the 55s after first runs. His 55.9 meant Huffman was clinging on to a near 0.2sec lead. Neither driver improved on second runs although Huffman coned a quicker 55.9

Cashmore found improvement of just a tenth on his last run, closing his day with a 55.873. Fastest in the class, but it wasn't enough. Huffman finished with a 56.3, stretching his lead to 0.326sec, concluding his week with an impressive 108.897.

"I was happy yesterday," Huffman said. "The car liked the West Course, but today the car was pushing really bad." He knew the size of the hurdle he faced. "I knew Jeff was going to give



E MODIFIED LADIES

Shawn Kiesel | San Diego Region
Avon Tire / Roger Kraus Racing
KFR Turbo Sprite



"This car is tough to drive. I tried other mod cars and they were too easy. That's why I stick with this one"

JEFF KIESEL

me a challenge. Because Jeff is in the class, I know I have to work very hard to keep my game up."

D MODIFIED LADIES

Susan Anderson again ran Craig Straub's Lotus Super 7, the sole entrant in DML in the fourth heat. Her times were 69.703 West, 73.375 East, total 143.078. Although a non-championship victory, it still scores as her 10th Nationals win, and marks a record-setting 35 years since her first one when she won DPL in 1979.

Paul Magee

E MODIFIED LADIES

EML took to the East Course Tuesday morning, among those lined up to help kick off these Beach Party Nationals. After first runs, six-time Champ Shawn Kiesel had a 4sec lead. After three runs, Elizabeth Whitworth managed to whittle the lead down to 1.9 sec, but she couldn't match Kiesel's second run, 58.5.

Quite a pair, these two - Kiesel in

APEX IT

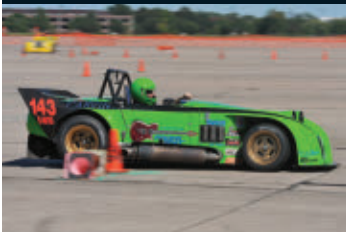
Many cones were sacrificed at the 2014 Tire Rack Solo National Championships.





E MODIFIED

Jeff Kiesel | San Diego Region
Avon Tire / Roger Kraus Racing
KFR Turbo Sprite



F MODIFIED LADIES

Michelle Quinn | Western NY Region
Thanks Jeff!
KBS Mk. 7



F MODIFIED

Darren Seltzer | Florida Region
www.darrenseltzer.com
Raptor



her little green Bugeye Sprite (with monster turbo power), Whitworth in her big white whale of a Mustang Cobra, bodywork more like a dirt track Late Model racer. Filling out the class was Mary Ellam in a Mazda RX-3 that Tom Ellam would take to XP later in the week.

Wednesday morning's West Course runs were much the same as Kiesel's 59.3 (plus one) bested Whitworth's 62.4 (plus one) after first runs. They cleaned up their second runs, which were their best. Kiesel set the winning time of 54.829, running more than 5sec away from Whitworth for a 6.997sec winning margin.

Despite her 113.329sec time and fifth EML win in a row, Kiesel's mind was more on her kids, who were running JA karts in the same heat. "I don't like running when my kids are running. It's stressful being away from them. It's not fun," she said. Not that it showed in her performance.

E MODIFIED

EM was another Jeff Kiesel demonstration. After the fourth heat runs on the East Course, he was 2sec faster than anyone in his class. The fight was for second place.

Matthew Brueck in the yellow Jeep YC-J managed a 58.0sec run but

could not match Kiesel's 55.665 third run. Four more drivers were within 0.5sec of Brueck's time, including his co-driver Steve Brueck and Kiesel's dad Mark, plus Jeff Christianson's Westfield SEI.

Wednesday's runs on the West Course proved to be more of the same. Jeff Kiesel was 1.5sec faster than his competitors on the first run and then proceeded to increase the gap. His last run of a 52.055 was more than 2.5sec faster than Matthew Brueck's. The total winning time for the green Bugeye was 107.720 and a margin of 4.882sec. It's Kiesel's ninth consecutive crown, eight in a row in EM (the first was in BP). He continues the second longest men's winning streak.

"After only getting four runs last year [because of car problems], my plan was to get a good first run in each day and then improve from there," he said. "This car is tough to drive. I tried other mod cars and they were too easy. That's why I stick with this one."

Proving his point, and that driver ability counts as much as having a killer car, his father slipped to fifth in the tight duel that followed less than one second behind the Brueck boys in second and third, both with 112sec total times, with Christianson fourth.

Paul Dornburg

RESULTS

E MODIFIED LADIES

1. Shawn Kiesel SanD KFR Turbo Sprite 113.329
2. Elizabeth Whitworth/StL (Mustang Cobra); 3. Mary Ellam/SanF (Mazda RX3).

E MODIFIED

1. Jeff Kiesel SanD KFR Turbo Sprite 107.720
2. Matthew Brueck Atl Jeep YC-J 112.602
3. Steve Brueck Atl Jeep YC-J 112.962
4. Jeff Christianson Iowa Westfield SEI 113.380
5. Mark Kiesel/SanD (KFR Turbo Sprite); 6. Ron Ver Mulm/DMV (Camaro); 7. Robert Tunnell/Colo (Mustang Cobra); 8. Dave Whitworth/StL (Mustang Cobra); 9. Brian Hoover/OhV (Sunbeam Tiger); 10. Tim Reinhardt/ DMV (Camaro); 11. Chuck Sieber/WDC (Sprite); 12. Sam Platt/StL (Corvette); 13. Tony Giordano/KC (Datsun 280Z).

F MODIFIED

1. Darren Seltzer Fla Raptor 105.478
2. Jason Hobbs LOL Novakar J9 108.497
3. Scott Nardin SBnd KBS Mk. 7 108.859
4. Glen Barnhouse BgSk Lucifer 109.336
5. Chris Mosley LOL Demon 109.731
6. Gregory Shumaker CFla Raptor 109.971
7. Paul Magee NwOh KBS Mk. 4 110.515
8. Matt Murphy LOL Novakar J9 110.788
9. Will Lahee/Indy (Red Devil); 10. Gary Kramar/Tex (Zink); 11. Mark Yakich/LOL (Demon); 12. Jeff Blumenthal/NeOh (KBS Mk. 7); 13. Bruce Schlaebitz/BgSk (Red Devil); 14. Joshua Kitka/Indy (Red Devil); 15. Steve Hayward/Fing (Red Devil); 16. Paul Shaver/Fing (KBS Mk. 7); 17. Greg Zimmer/OhV (Red Devil); 18. Philip Penner/Tex (Zink); 19. Kenneth Trier/CFla (QRE Shadow); 20. Tom Buckman/SagV (Invader); 21. Tim Reardon/CFla (Invader); 22. James Rose/InNw ('34 Ford Dwarf Sedan); 23. Arnie Coleman/ConD (Maverick); 24. Lisa Holdren/NwOh (KBS Mk. 4); 25. Brad Smith/KC (Red Devil T89); 26. Stephen Martin/CFla (QRE Shadow).

F MODIFIED LADIES

1. Michelle Quinn WNY KBS Mk. 7 110.841
2. Tonya Langley/Ore (Dig It Special); 3. Angela Barnhouse/BgSk (Lucifer).





Perry Bennett

ON PARADE

The world famous CP parade marks the end of competition for the class.

F MODIFIED

Returning FM Champion and 2013 Rookie of the Year Darren Seltzer joined a 26-driver class, including two-time FM Champion Scott Nardin. Starting on the East Course Thursday, with many drivers spinning during their initial run, Seltzer threw down the gauntlet; driving Gregory Shumaker's Raptor F500 to a blistering 55.5, a 1.3sec lead over Nardin. As Seltzer found a tenth on his second run, the class found more time as Nardin, Jason Hobbs, and Glen Barnhouse chipped away to close Seltzer's lead to less than a second.

Seltzer's total domination quickly reasserted itself with an incredibly quick 54.432sec third run that left everyone else competing for second place. Hobbs and Barnhouse both had 55.9s, Will Lahee was just 0.2sec behind that, and Nardin coned away a quick 55.5 and had to settle for fifth.

As the sun set on Lincoln and everyone anxiously checked the forecasts, Seltzer commented, "I hope it doesn't rain, or if it does, it's the same for everyone." Unfortunately, FM would take to the West Course to a cool drizzle that was anything but the same for everyone.

Seltzer's first run 52.5 put him nearly 3sec in the lead, with Hobbs maintaining a slim margin on Barnhouse and Chris Mosley. With heat in the tires, confidence in the course, and the drizzle slacking to nil, Hobbs found those three seconds his next run, but only after Seltzer threw down an absolutely blistering 51.046. With all the other top drivers finding two to four seconds, the race for podium heated up, even as a quick burst of light rain wet the track.

The slick conditions spoiled the final runs of everyone in the first group, including Seltzer and Mosley, none of whom came within seven seconds of their best run. With the track rapidly

drying, the co-drivers later in the heat had a real chance to leap ahead. Hobbs spun and Barnhouse failed to improve, but Nardin found his quickest time in the drying conditions, closing to within 1.2sec of Seltzer's West Course time, the fastest run any but Seltzer would see, and earning him a third-place trophy for the event.

His early lead never seriously threatened, Seltzer absolutely dominated FM for the second year in a row with a 105.478sec combined time, the fastest PAX/RTP time of any driver of any class at this year's Solo National Championships, and a 3.019sec lead over Hobbs.

F MODIFIED LADIES

Returning FML Champion Tonya Langley returned in the Dig It Special, also known as a Lucifer F500, along with co-driver Angela Barnhouse, facing off in a re-match against three-time F Modified Champion Michelle Quinn in her KBS Mk. 7.

Last year this magazine reported Quinn had taken her fourth championship. But in a tremendous display of sportsmanship, she surrendered the title after returning home and discovering from in-car video that she had gone off course on what was credited as her fastest run, and that Langley was the rightful champion. Now it was time to win it back, the right way.

Taking to the East Course in the fifth heat, Langley threw down a 56.7 on her first run, taking an early two-second lead. That lead stood until Langley herself picked up 0.003sec on her final run. Quinn, working under a strategy of not wanting to know any of the times, burst out a blazing 56.018 on her final run to take a 0.7sec lead for the day.

Langley answered quickly on day two with a flying 54.8 West Course run, putting her back in the lead with a 1.5sec margin over Quinn, whose car developed a carburetor fuel leak that left her running on one cylinder. The leak quickly repaired, Quinn chased Langley onto the course for second runs. Langley came home with a 54.537, but Quinn answered with a run just 0.3sec slower for the course but 0.452sec ahead for the weekend.

A light sprinkle of rain fell for the third runs and both Langley and Quinn spun out. Quinn, still unaware of her

times, returned to grid to discover her previous run had clinched her fourth FML championship - for real, this time - with a total time of 110.841.

Steve Fehr

K MODIFIED LADIES

Kart Modified Ladies showed the biggest field in its history this year with six drivers, even going back to when it was a supplemental F125L class. Now it has drivers separated by a generation battling it out. Last year we saw JA graduate Kate Regganie nearly take down 10-time KML Champion Suzanne Segal (including her F125L and supplemental wins). Now, at 15 years old, Kencey Christopher also joined the class this season coming from the junior program. 2011 KML Champion Lisa Garfield returned after two years away, the only driver to beat Segal at the Solo Nationals since 2003.

He has been absolutely unstoppable since the Solo Nationals arrived in Lincoln in 2009, making it all the more rewarding"

The ladies were some of the first drivers of the event Tuesday morning on the East side, karts wiping the dust off the course for the cars that would follow. Regganie and Segal would rise to the top off the start, and it would be the youngster leading after day one with a 59.324 on her final run, only 0.2sec over veteran Neva Hoover who was "ecstatic" with her 59.5. Segal found herself third with a 59.8, followed by Christopher and Garfield. This was the tightest competition the class has seen. The top five drivers were within 1.2sec.

West Course runs began with Garfield spinning and stopping in the challenging final turn of the course. She had been struggling to adapt to a new, unfamiliar kart approaching Nationals. Regganie, Christopher, and Segal were all red flagged. Their extra view of the course produced first run times of 55.6, 55.6, and 55.5.

This trio led the way for the remainder of the runs. Ultimately, youth was served. Regganie came out on top with a 53.928. Christopher had 54.3; Segal could coax no more than a 55.2 from the course.

Regganie's total time was

113.252sec. She believes her experience in the Junior karts helped her transition to the shifters, the view being far more comfortable than for those who moved over from cars. Her beliefs were emphasized further by Christopher - the other junior grad - claiming the second trophy spot 1.444sec behind.

K MODIFIED

Kart Modified brought a field of 32 to the Solo Nationals, the largest of the Modified classes, all attempting to take down five-time consecutive and six-time total KM Champion Paul Russell. He has been absolutely unstoppable since the Solo Nationals arrived in Lincoln in 2009, making it all the more rewarding for anyone who can get between him and the championship. As if.

Daniel Wendel maybe didn't realize you don't tug at Superman's cape. Last year was his first Nationals and he was not really a contender. So what that he basically matched Russell's first two runs on the East side during the midday third heat? His Top Kart felt "amazing." The two brought home dueling 55.1s, then 54.9s. But then on third runs, Wendel found no more while Russell ran 54.375, to take a 0.6sec lead into day two. Larry MacLeod would sit right on Wendel's tail after pulling off a 55.0sec final run.

Russell wasted no time on the West Course, putting down a 51.0 on his first run to Wendel's 51.7 and MacLeod's 52.0. Russell was happier with his first run on the West side, after sorting out some chassis handling issues from the East. Other drivers began to make their way into the mix, several finding themselves in the 51s after first runs.

Russell dispensed with that as the only driver to advance into the 50s, with a 50.691 on his second run. Wendel and Jared Langenfeld finished with 51.1s, which put Wendel in a solid second. MacLeod could only manage a 51.6, barely enough to hold off Langenfeld for third.

Russell thus added a seventh championship to his total, taking the win with a total time of 105.066. Six in a row stands him third on the men's winning streak list. Despite his East Course heroics, Wendel ended up 1.043sec behind. But then, his only goal coming in was hoping to trophy.

Julian Garfield



KART MODIFIED LADIES

Kate Regganie | Chicago Region
Renspeed



KART MODIFIED

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



Supplemental Classes

FORMULA SAE

FSAE saw just three student-built cars, one from the University of Kansas Jayhawks and two from the University of Texas at Arlington Mavericks, lining up for Thursday's middle heat. KU and UTA each returned to Lincoln with their 2014 FSAE entries for a rematch of the FSAE West Nationals held at Lincoln in June, an event in which KU took first overall and in the autocross, with UTA second in the autocross, only a tenth of a second between them. UTA brought their 2007 car as well, a much simpler car with older aero design, but built before FSAE rule changes drove performance compromises for better fuel efficiency.

Both 2014 cars featured large and sophisticated carbon fiber aero, with UTA incorporating state-of-the-art active wings, which changed dynamically on course. The ultra lightweight car - with carbon fiber right to the featherweight steering wheel - was powered by a one-cylinder, 450cc Yamaha engine running the mapping from FSAE competition, coupled through a butterfly clutch transmission and conventional pedals. KU's entry

RESULTS

KART MODIFIED LADIES

1. Kate Regganie Chi Renspeed 113.252
2. Kencey Christopher CSCC Energy 114.696
3. Suzanne Segal/LasV (Zanardi KZ1); 4. Neva Hoover/OhV (AMV); 5. Lisa Garfield/WDC (Birel); 6. Janet Schmidt/KC (TrackMagic Kawi).

KART MODIFIED

1. Paul Russell SanD Tony Kart 105.066
2. Daniel Wendel BIRg Top Kart Speedy 106.109
3. Larry MacLeod Det Energy 106.740
4. Jared Langenfeld KC Mike Wilson 106.817
5. Blair Reid SnRv GP Kart 107.098
6. Eric Nelson CSCC Tony Kart 107.168
7. Ryan Lower CPa CRG Kalifornia 107.655
8. Shawn Hill KC Mike Wilson 107.702
9. Sean Murphy Det TrackMagic 107.756
10. Mike McClintock/Det (Tony Kart); 11. Jake Daniele/NEng (Intrepid); 12. Mike Kline/WDC (CRG RoadRebel); 13. Scott Boito/ETnn (Intrepid); 14. Alan Sheidler/NwOh (Renspeed); 15. Mark Sawatsky/Badi (CRG Dark Rider); 16. Mike Casino/CCar (CRG RoadRebel); 17. Marc Segal/LasV (Zanardi KZ1); 18. Jesse Seeley/Atl (TrackMagic); 19. Michael Francis/SWVa (GP Kart); 20. Justin Mitchell/NCar (Intrepid Explorer); 21. Keith Roberts/Det (Tony Kart); 22. Jackson Macleod/Det (Energy); 23. Paul Durr/LasV (CRG RoadRebel); 24. Clarence Clark/SWVa (CRG Daytona Herron); 25. Jason Vehige/SWVa (Gillard Charlotte); 26. J. Brett Howell/Atl (Gillard Charlotte); 27. Chuck Lutz/CFla (PCR RedRocket); 28. George Nelson/SWVa (Birel); 29. Steve Lower/CPa (CRG Kalifornia); 30. Aditya Madhavan/Atl (TrackMagic Diablo); 31. Mark Daniele/NEng (Intrepid); 32. William Schmidt/KC (TrackMagic Kawi).



HEADFIRST INTO A FORMULA SAE CAR

"This thing is trick. My co-driver, UTA student Alfio Arcidiacono, built the chassis and suspension himself and it is a thing of beauty. Other members of the team take the lead on drivetrain and aerodynamics. This is a true team effort, with talent and engineering prowess evident in every aspect of the 400lb car.

In driving, I subscribe to the 80/20-rule. Use 20 percent of your mental capacity to actually drive and 80 percent to assess everything else. This car was so different from anything I've ever driven, that the 80/20-notion was the complete opposite. The 2014 car is equipped with a 450cc Yamaha ATV drivetrain. The shifter and clutch mechanism consisted of a pair of levers on the left side (yes, left) of the cockpit that you squeeze together to activate the clutch. Pull both levers back to upshift, push them forward to downshift. Because of that setup, there are only two pedals in the foot well.

With a power band around 8,000 to 9,500rpm where the rev limiter hits, and no tach, I found myself consistently either on the rev limiter or beneath the power curve. With only about 50 horsepower to work with, this was the biggest challenge. Oh, and we were shifting 15-20 times per run!

I never came close to getting the most out of the chassis of this car. On Friday, it rained during our heat, and I actually improved from a dry first run to a damp second run just by being more familiar with the car. When I came in from that second run, I felt the tires and they were cold and wet - no heat. Every lick of traction on that run came courtesy of the four-element front and rear wings!

Oh, those wings and their manual drag reduction system (DRS). Push the button on the steering wheel, and three elements on each wing open up. With only 50hp, you could feel it for sure.

On Thursday, I predicted that I'd have this all figured out by my fourth run on Friday. Alas, there are no fourth runs...

Many thanks to Dr. Bob Woods, as well as Alfio and Chris Moulders, who won in the 07 car. What a great experience! I encourage everyone to seek out the local Formula SAE programs. Introduce yourself, support them and embrace them. They are a big part of the future of motorsports and our Club!"

Eric Prill



HELPING HAND

A course worker's job is diverse. Helping rescue a Mod car is just one of the many things that may fall into your lap.

featured automatic traction control, a 600cc four-cylinder Honda engine in full power trim, a steering wheel reminiscent of Formula 1 with pushbutton shifting, and it had been completed a month earlier, giving crucial extra practice and tuning time.

Kash Budd-Felix took the early lead in the sophisticated Jayhawk car, a 53.9 first run he was unable to improve upon. Chris Moulckers outran that on his final run, finishing the East Course with 53.862 in the older UTA car.

The students took to the West Course on a cool day with a light drizzle falling just before runs began. This day Moulckers took the early lead as Budd-Felix struggled for a clean run, all the while a 20mph wind whistled, interfering with the aerodynamics on these big wing cars, giving vastly different handling in different corners.

Conditions improved for the beginning of second runs, but now rain began anew as the second drivers took their second runs, KU switching to rain tires for one run of one driver, but switching back as the rain stopped and the track dried quickly from the wind and passing cars.

With the best grip levels of the day on the rapidly drying track, Budd-Felix avoided the pylons to throw down a 51.0sec flier of a clean run in the 2014 KU car, besting the first run taken by Moulckers by a wide enough margin to claim the overall lead. But Moulckers found more time on this final run, too, pushing the 2007 UTA car on a smoking fast 50.640 run for a 104.502 for the event, a 0.592sec margin of victory.

Of his four year quest for that first victory, including two close runner-up finishes, Moulckers said simply, "It's

about time!" Moulckers also received the Dr. Bob Woods Cup as the quickest student driver.

Steve Fehr

JUNIOR A

The JA class this year was eight drivers in the 12-18-year-old age range, three of them previous winners within the junior classes. It truly was anyone's game. The junior karters were the first competitors to take on Vivek Goel's East Course Tuesday morning, making first runs a little tricky sliding across the dusty "concrete beach." Because of the lack of grip, cone trouble plagued several of the drivers after first runs. But with STU and Mod cars helping clean the pavement, things got better.

Local boy Riley Heaton from Omaha put a quick run together on his final run after having cone troubles on his first two. Heaton decided in Lincoln to co-drive with Kevin Jung, the defending JA winner, who was looking for a second driver to keep some of the heat in the tires at the last minute. Heaton became the only JA driver to break the one-minute mark on the East Course at 59.704, and had a 0.3sec lead over Jung's 60.0. Zak Kiesel sat in the last trophy spot with a 60.1, and the 2013 JB winner, Trey White, was just out of the trophies with a 60.5.

On the West Course Wednesday, the top four put down fast runs right from the start: 57.3 for Heaton, 57.0s for Jung and Kiesel, and a 56.9 for White. The shuffle continued after second runs. Heaton failed to improve. Jung jumped to the top spot with a 56.7. Shortly after Kiesel went by with a quick 56.3.

Yet, when the dust settled after the

final runs, the order was exactly as it stood at the end of the first day. Heaton laid down a 56.2 for a 115.982 total. Jung responded with a 56.1 but it left him 0.208sec behind. Kiesel was unable to improve a second run 56.3, and White, despite running the fastest time of the day with a 55.967, would fall just shy of Kiesel out of the trophies.

JUNIOR B

Following JA to the line were 18 JB's, the largest junior class ever to compete at the Solo Nationals since they were first permitted in 2008. They managed to settle the matter by 0.002sec, the narrowest margin of victory for this year's event, and tied for the second closest margin in Nationals history.

Johan Yost would snag the top spot after Tuesday's first heat runs on the East Course, but he had to chase it. Two spins and two cones on his first run left him at the bottom of the field. A 66.6 on his next try was strong, but still second to Alexander Nelson's 65.8. Yost got it on his final run with a 65.086, putting 0.8sec on Nelson, who didn't improve. Slotting into third was Cyan Kalman, who followed two DNFs with a solid 66.0 on her final run.

The following day, Yost would hold the overall lead after first runs with a solid 61.8, and the Kalman siblings would jump to second and third with Cyan's 62.8 and Dane's 62.6. Nelson collected four cones on his 62.2. On second runs, Nelson got in a clean 61.4 to slip past Dane Kalman who clocked 61.6 while his sister's 62.2 left her fourth.

The tables turned on the final runs. Nelson pulled off a 59.905, setting the quickest time of the day, the only driver in the JB class to get under a minute on the West Course. This would shoot him to the top spot by 0.325sec over Yost. All he could do is watch to see what Yost could do on his final run. It would be so close! But Nelson had a 125.719 on the board to Yost's 125.721.

Julian Garfield

CLASSIC AMERICAN MUSCLE – TRADITIONAL

CAM-T had five drivers and three cars in the class. CAM-T consisted of the classic, "traditional" muscle cars of the 1960s and '70s, such as Mustangs, Camaros, Chargers, and Challengers, excluding any cars that did not have a second row of seats. Mike Dusold and his Dusold

Designs 1967 Camaro ran the quick times of the class, 66.933 East and 62.764 West totaling 129.697.

Dusold began racing with SCCA in 2013 to try and improve on his



FORMULA SAE

Christopher Moulckers | Houston Region
UTA
UTA F07



JUNIOR B

Alexander Nelson | SWVa Region
Mom and Dad
Birel



Of his four year quest for that first victory, including two close runner-up finishes, Moulckers said simply, "It's about time!"

RESULTS

FORMULA SAE

1. Christopher Moulckers Hous UTA F07 104.502
2. Kash Budd-Felix Wich Jayhawk Motorsports JMS14 105.094
3. Katelyn Johnson/Tex (Jayhawk Motorsports JMS14); 4. Eric Prill/Kan (UTA F14); 5. Bob Woods/Tex (UTA F07); 6. Alfio Arcidiacono/Hous (UTA F14).

JUNIOR A

1. Riley Heaton Neb Tony Kart 115.982
2. Kevin Jung CSCC Tony Kart 116.190
3. Zak Kiesel CSCC Tony Kart 116.464
4. Trey White/BIRg (Invader); 5. Tom Regganie/Chi (Margay); 6. Brendan Lutz/CFla (Fittipaldi KT100); 7. Kaila Kiesel/CSCC (Tony Kart); 8. Jackson Bartling/Hous (Margay).

JUNIOR B

1. Alexander Nelson SWVa Birel 125.719
2. Johan Yost Colo CRG Nelson 125.721
3. Dane Kalman Sand Kadet 126.931
4. Tyler Cormier WDC All Kart 128.163
5. Bijan Yeoh CSCC CRG 128.234
6. Cyan Kalman/Sand (Kadet); 7. Mason Herrick/Wich (CRG Santana); 8. Robert Ekstrand/CSCC (Kosmic Mercury); 9. Kimsoo Gopnik/NEng (CRG); 10. Ashley Nelson/SWVa (Birel); 11. Carter Heaton/Neb (Margay); 12. Conner Herrick/Wich (Tony Kart Nelson Special); 13. Kash Langley/Ore (Wolf); 14. Felix Beck/NEng (PTK); 15. Jake Richardson/NeOk (Top Kart); 16. Katherine Howe/Ore (Sodi Kart Celesta); 17. Connor Barnhouse/BgSk (CRG).



JUNIOR A

Riley Heaton | Nebraska Region
Tony Kart





performance at the Good Guys car show events where CAM originated. His twin turbo 427 LS Camaro had no other place to go but Street Modified so he likes the concept of CAM integrated into SCCA.

Speedway Motors, the sponsor of the CAM Class Invitational Challenge hosted earlier in the week, fielded a 1964 Chevy Nova with a familiar name in the driver's seat, Unser. Robby Unser brought his family's rich racing heritage to the Solo Nationals and put on a show, finishing second to Dusold 2.361sec back.

CLASSIC AMERICAN MUSCLE - SPORTS

CAM-S consisted of the "Sports" cars of the time period. Although it only fielded one car, it was the car that everyone on site was talking about; an original 1966 Ford 427 Cobra. This wasn't the first time we had seen this car at the SCCA Solo Nationals. You have to go back to 2000 where car owner since new, Bruce Cambern, received the "hard luck" award after a windstorm hurled a heavy canopy anchor through the top of his trailer and onto what was his all original 427 Cobra. It now returned 14 years later, repaired and even more menacing than before. With a 498cc Shelby aluminum block, Cambern's Cobra makes 850hp at 7,600rpm, and only weighs 2,300lbs. When you stick 2012's Driver of the Year and two-time CSP Champion Scott Fraser in the hot seat, you're bound to see something incredible.

At an autocross at the beginning of the season, Cambern (himself a former BM champion) wanted Fraser to drive his Ford GT, but Fraser originally declined worried about the responsibility of driving someone else's car of such value. Ironically, he soon found himself dialing in the Cobra.

Fraser ran times of 65.007 and 61.335 for a total of 126.342sec, the fastest CAM time of the event and 6.470sec quicker than Cambern. All despite still sorting out brake bias issues and the fact he could not use more than 50 percent throttle with the car.

CLASSIC AMERICAN MUSCLE - CONTEMPORARY

CAM-C gives the newer, "contemporary" muscle cars a place to play. Seven drivers gave the new class a try. The quickest East Course times were run by Keith Lamming in



CAM TRADITIONAL

Mike Dusold | Texas Region
Dusold designs
1967 Camaro



Muscle cars of the 1960s and '70s, such as Mustangs, Camaros, Chargers, and Challengers"



CAM SPORT

Scott Fraser | San Francisco Region
EvoSchools, Petrel Data Systems
1966 Cobra 427



his 2011 Camaro, with a 68.234 final run. Mike Trenkle's 1982 Mustang was top time on the West side at 64.042, but at the end, Lamming's 132.906 won the classic Ford vs. Chevy matchup by 0.312sec.

Now into his second season of autocrossing, Lamming began competing with his Camaro in FS, but the muscle it packs from the factory wasn't enough for him. "I like the unlimited modifications with the low cost of street tires," he said, which is what drew him to the class.

Julian Garfield



CAM CONTEMPORARY

Keith Lamming | Kansas City Region
2011 Chevrolet Camaro



RESULTS

CAM TRADITIONAL

1. Mike Dusold Tex 1967 Camaro 129.697
2. Robby Unser Comp 1964 Chevrolet Nova 132.058
3. Stephen Yeoh/CSCC (1969 Camaro); 4. Alan Schoonmaker/Fing (1969 Camaro); 5. Jason Smith/unknown (1964 Chevrolet Nova).

CAM SPORT

1. Scott Fraser SanF 1966 Cobra 427 126.342
2. Bruce Cambern/Reno (1966 Cobra 427).

CAM CONTEMPORARY

1. Keith Lamming KC 2011 Camaro 132.906
2. Mike Trenkle Colo 1982 Mustang 133.218
3. Lance Hamilton KC 1985 Monte Carlo 135.534
4. Chris Brake/Indy (2005 Mustang); 5. Kelley Jager/Colo (1982 Mustang); 6. Stefanie Stribling/Indy (2005 Mustang); 7. Valerie Pichette/Ariz (1988 Pontiac GTA).



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THE PROSOLO FINALE

Aug. 30-31, 2014, saw a wet and wild rollercoaster ride for the final round of the Tire Rack ProSolo National Series

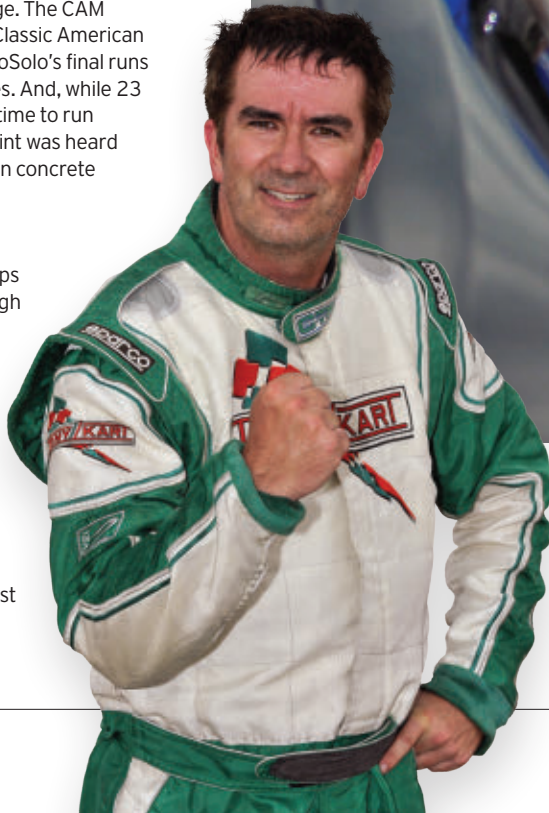
WORDS Paul Brown MAIN IMAGE Rupert Berrington

The 2014 Tire Rack ProSolo National Series came to an end, as it sometimes does, with a giant splash. This time around, the ProSolo Finale at the Lincoln Airpark in Lincoln, Neb., was dry all day Saturday, Aug. 30, so any excuses given by competitors about Sunday's deluge destroying their chances have to be taken with a grain of salt. That said, the downpour of rain came about halfway through Sunday morning's runs, locking in the standings with the first drop of rain. The rain, however, was intense but brief, and conditions were already drying as the morning runs ended and the Challenges neared.

This year, however, a new competition shared the ProSolo Finale: the Speedway Motors CAM Challenge. The CAM Challenge, a new-for-2014 invitational for Classic American Muscle class cars, commenced after the ProSolo's final runs and before the Ladies and Super Challenges. And, while 23 pairings of CAM cars took a fair amount of time to run through the ProSolo courses, not a complaint was heard since those cars essentially acted as two-ton concrete drying machines.

TITLES DECIDED

Not surprisingly, most season championships went to drivers who had success first through the regular season events, and then at the ProSolo Finale. Lane Borg in B Street, Jeff Stuart in C Street, Preston Jordan in Street Touring FWD, Kinch Reindl in Street Touring Compact, Jason Frank in Street Touring Sport, Greg McCance in E Street Prepared, Eric Hyman in Street Modified, Erik Strelnieks in Super Street Modified, Paul Russell in Kart Modified, Zak Kiesel in Formula Junior A, and Johan Yost in Formula Junior B all entered the event just needing a win to guarantee themselves a championship - and each won their non-indexed classes.



Those winners were joined by indexed class winners Christine Grice in Ladies 1, Jocelin Huang in Ladies 2, Kim Whitener in Ladies 3, Darren Seltzer in Race Tire Index 1, Eric Peterson in Street RWD, Trevor Jones in SF Street FWD, Tom Berry in SPA Street Prepared A, and Brian Kuehl in



“The two were nearly dead even on their first side, with Russell taking about a tenth of a second lead”

Street Prepared B. Mark Hill won the bump class, giving him the Street Touring Ultimate win for the year. Through a number of unfortunate circumstances, David Spratte ended up as the only SA (Street AWD) entry.

More complicated points situations happened in the other classes. The

year-end winners of two classes used second-place finishes at the event to get there. Troy Acosta won the year in Race Tire 2 despite finishing the ProSolo Finale behind Andrew Blasiman. Acosta needed to finish ahead of Mark Madarash, and he did. Paul Kozlak, successfully returning

from a hand injury, topped the class in Street Race Tire RWD, but Tony Savini's second-place finish gave Savini the season win by a single point.

More unusual was the situation in three classes where the point winner finished just third at the event. Despite his first-place finish at the event, Pat

WINNING

(ABOVE) Paul Russell (right) took the Super Challenge, beating Nick Barbato (left) in the final round. Russell also won the KM ProSolo class and the overall title.



“The downpour of rain came about halfway through Sunday morning’s runs, locking in the standings”

SLIPPING AWAY
(ABOVE and RIGHT) Competitors who failed to find the fast way around the course on Saturday saw their chances sidelined by a brief but powerful blast of rain on Sunday. (BOTTOM RIGHT) By the time of the Super Challenge, the surface was dry and the competition was on.

Salerno’s lack of success at regular season events dropped him to fourth overall in Super Street Race Tire. Sam Strano was just 0.088sec behind him, but if there was ever any question of how tough that class is, that was a third-place time. Craig Wilcox managed just a third-place finish in STX in his potent Mini. Steve O’Blenes



had a win from Packwood, but was far down the results list at Crow’s Landing and that cost him the season, losing to Wilcox by just three points. Nick Bjorn won STR at the event, worth a fifth-place trophy for the season, while Nick Barbato finished third and took the season championship by a healthy margin.

INTO 2015

Plans for the 2015 Tire Rack ProSolo National Series will be made over the winter. There are some obvious class changes coming, with the demise of most of the Street-R classes in Solo. With the profusion of classes (50 or so), there’s just no way to avoid indexing at a ProSolo, so creative ideas are welcomed. If you are in possession of such things, SCCA’s maven of all things Solo, Howard Duncan, would love to hear from you. Just shoot him an email at hduncan@scca.com.



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CLASSIC AMERICAN MUSCLE AT THE PROSOLO

Speedway Motors and the new CAM Solo class seem to be a match made in heaven, and this year, for the first time, the two teamed up to create the CAM Challenge, taking place on Sunday during the ProSolo Finale.

There's not a whole lot of downtime at any ProSolo, so fitting in 24 competitors with qualifying runs and a separate CAM Challenge, all on Sunday, was a bit daunting – but they managed it! SCCA's Raleigh Boreen led an enthusiastic volunteer crew in herding the CAM competitors through their day. Though the entry list featured half a dozen very experienced and nationally successful Soloists, including one Unser, most had never seen an SCCA Solo course of any kind, while others had only seen competition on courses that would fit in the grid area of the ProSolo.

All 24 showed up early to take a pair of runs on each course starting at 7:30 a.m. on Sunday morning – and it's important to note that we've never seen so many spectators at any solo event other than a Street Solo.

Despite their unfamiliarity with either the course design or event operations, DNFs were scarce, and the qualifying runs went without a hitch. Thanks in part to the rookie orientation, both the cars and the drivers appeared to be completely at home. Cars were separated into three classes: CAM Traditional, CAM Sport, and CAM contemporary – rules are in their infancy for CAM, so they were not only flexible, but they were subject to change throughout the day.



Once the qualifying runs were complete, quick calculations gave indexes for the three classes, and the 24 drivers were set up in a conventional ProSolo elimination bracket.

When the rain came mid-morning, leaving the courses wet for the CAM Challenge, two of the valuable original cars (both Shelby products) withdrew from competition – can you blame them? Everyone else, however, was up for the adventure.

Multi-hundred horsepower cars with drivers unfamiliar with this type of course, on 200-treadwear tires, in the wet. Based on the driving skills we saw, it looked like these competitors did this every day. After an impressive demonstration of restraint in steadily drying conditions, Josh Leisinger came out on top in the tube-frame, 783hp to the wheels, 1964 Corvette.



FLEXING MUSCLE

The uniquely formatted CAM Challenge saw 24 competitors face off in fire breathing muscle cars. When the smoke cleared, Josh Leisinger (LEFT) was standing on top in his 1964 Corvette.

THE CHALLENGES

Once class completion ends, the real fun begins! As mentioned, the CAM Challenge dried out the courses, removing any chance of an unpredictable, inconsistent surface for the most important Ladies and Super Challenges of the year.

The Ladies Challenge saw two top competitors take themselves out early. Annie Gill red lit in the first round, while Christine Grice coned away her round. That gave Kim Whitener an easier path to her third consecutive Fletcher Cup – but she didn't back into this one. She faced Jocelin Huang in the final four. The two were only separated by a couple of points, and were far enough

That gave Kim Whitener an easier path to her third consecutive Fletcher Cup – but she didn't back into this one"

LADIES FIRST (BELOW)

Competition in the Ladies Index classes and Ladies Challenge is always fierce. Kim Whitener (99) was the winner in L3, the Ladies Challenge, and claimed the Fletcher Cup.

ahead of everyone else that this round truly was for all the marbles. Whitener put in a pair of stellar runs, winning each side by a half second. That wasn't enough for her, though. She put in a last pair of good lights and fast, clean runs to take a dominating win.

The Super Challenge was perhaps the least predictable competition of the weekend. Instead of three class



RESULTS

Tire Rack ProSolo Finale Lincoln, Neb | Aug 29-31, 2014

SSR: 1. Pat Salerno (Porsche) 69.863; 2. Vivek Goel (Chevrolet); 3. Sam Strano (Chevrolet); **BS:** 1. Lane Borg (Chevrolet) 75.839; 2. Michael Heintz (Mazda); 3. Nathan Young (Honda); **CS:** 1. Jeff Stuart (Nissan) 75.419; 2. Mark Andy (Mazda); 3. Chris Fenter (Mazda);

STF: 1. Preston Jordan (Ford) 77.196; 2. Christopher Miller (Mini); 3. Lee Chhit (Mini); **STC:** 1. Kinch Reindl (Honda) 73.622; 2. David Whitener (Honda); 3. Andrew Hahn (Honda); **STS:** 1. Jason Frank (Honda) 73.855; 2. Ian Baker (Honda); 3. Darrin DiSimo (Mazda); **STX:** 1. Steve OBlenes (Subaru) 74.560; 2. Ricky Crow (Scion);



winners, there are 20, so there are a substantial amount of drivers who have shown that they are capable of running their dial-in time, and the bracket is filled with drivers who were a lot closer to being able to run their dial-ins.

Twice as many drivers in closer competition means any qualifier in a Super Challenge has a realistic chance to survive to be Top Eliminator. That makes Paul Russell's accomplishment all the more meaningful. But we're getting ahead of ourselves.

Of the 16 pairings in the first round, only one was decided solely on time; 15 of them featured cones or red lights. The second round had a number of clean pairings, but the big story was the last two, where Paul Russell and Erik Strelneiks both advanced so they would face each other. Why was that important? Just as we had seen in the Ladies Challenge, this round would decide the season championship, on

this side titled the JCJ Cup.

The first two pairings saw a 0.494 red light by Paul Kozlak, and an impressive come-from-behind win where Jeff Stuart overcame a 0.8sec deficit to take a 0.1sec win. Then it was time for Russell vs. Strelneiks.

The two were nearly dead even on their first side, with Russell taking about a tenth of a second lead when they swapped sides. Strelneiks got a bit out of shape on that second side, hitting a cone, which just added to Russell's additional 0.7sec lead. That was also the last cone hit at the event.

Nick Barbato advanced to the Top Eliminator round by 0.4sec over Mark Hill. Russell took his round by just 0.2sec over Stuart. Those gaps were the same in the next two rounds; Stuart taking the third-place runoff by 0.4sec, and Russell edging Barbato by 0.2sec to take the win at the event and the Johnson/Clark/Johnson Cup for the season. 🏆

BALANCING ACT

(ABOVE) Eric Peterson drove his Toyota to the Street Index RWD win and season ending points Championship.

3. Craig Wilcox (Mini); **STR:** 1. Nick Bjoia (Honda) 73.698; 2. Jonathan Lugod (Honda); 3. Nick Barbato (Honda);

ESP: 1. Greg McCance (Subaru) 69.302; 2. Dave Ogburn III (Chevrolet); 3. Dave Heinrich (Ford);

SM: 1. Eric Hyman (Nissan) 67.733; 2. David White (Nissan); 3. PJ Corrales (Nissan); **SSM:** 1. Erik Strelneiks (Mazda) 67.579; 2. Carter Thompson (Mazda); 3. Jake Namer (Mazda);

KM: 1. Paul Russell (Tony Kart) 63.252; 2. Julian Garfield (CRG); 3. Scott Boito (Intrepid Mod);

Bump Class: 1. Mark Hill (Mitsubishi) 61.467; 2. Peter Bollenbecker (Subaru); 3. Brian Peters (Nissan);

Ladies Class 1: 1. Christine Grice (Mitsubishi) 59.249; 2. Rachel Baker (Honda); 3. Beth McClure-Strelneiks (Porsche); **Ladies Class 2:** 1. Jocelin Huang (Porsche) 61.035; 2. Chris Peterson (Toyota); 3. Kandy Johnson (Chevrolet); **Ladies Class 3:** 1. Kim Whitener (Honda) 60.044; 2. Annie Gill (Scion); 3. Nicole Wong (Honda);

Race Tire Index 1: 1. Darren Seltzer (Raptor) 58.697; 2. Jonathan Clements (Van Diemen); 3. Jeff Kiesel (KFR); **Race Tire Index 2:** 1. Andrew Blasiman (Mazda) 59.703; 2. Troy Acosta (Porsche); 3. Mark Madarash (Pontiac);

Street Index RWD: 1. Eric Peterson (Toyota) 59.989; 2. Glen Hernandez (Chevrolet); 3. Ryan Otis (Chevrolet);

Street Index FWD: 1. Trevor Jones (Ford) 58.677; 2. Mark Scroggs (Ford); 3. Greg Reno (Mini); **Street R Index:** 1. Paul Kozlak (Chevrolet) 60.413; 2. Tony Savini (Chevrolet); 3. Jeff Jacobs (Chevrolet); **SP/SM Index A:** 1. Tom Berry (Mitsubishi) 59.307; 2. Ryan Johnson (Lotus); 3. Joe Tharpe (Chevrolet); **SP/SM Index B:** 1. Brian Kuchl (Honda) 59.587; 2. Doug Rowse (BMW); 3. Brian Garfield (Mazda);

FJA: 1. Zak Kiesel (Tony Kart) 71.706; 2. Kevin Jung (Tony Kart); 3. Trey White (Invader); **FJB:** 1. Johan Yost (CRG) 77.535; 2. Kimsoo Gopnik (CRG); 3. Tyler Cormier (All Kart);

Super Challenge: 1. Paul Russell; 2. Nick Barbato; 3. Jeff Stuart; **Ladies Challenge:** 1. Kim Whitener; 2. Gwen Habenicht; 3. Chris Peterson; **CAM Challenge:** 1. Josh Leisinger; 2. Dave Feighner; 3. Jinx Jordan.

2014 Tire Rack ProSolo Championship Standings (Trophy winners)

SSR: 1. Sam Strano; 2. Vivek Goel; 3. Gary Thomason; **BS:** 1. Lane Borg; 2. Michael Heintz; 3. Mike Eckert; **CS:** 1. Jeff Sturat; 2. Mark Andy; 3. Chris Fenter;

STF: 1. Preston Jordan; 2. Christopher Miller; 3. Lee Chan; **STC:** 1. Kinch Reindl; 2. David Whitener; 3. Andrew Hahn; **STS:** 1. Jason Frank; 2. Ian Baker; 3. Darrin DiSimo; **STX:** 1. Craig Wilcox; 2. Steve OBlenes; 3. Ricky Crow; **STU:** 1. Mark Hill; 2. Brian Peters; 3. Chris Gladu; **STR:** 1. Nick Barbato; 2. David Marcus; 3. Jonathan Lugod;

ESP: 1. Greg McCance; 2. Dave Ogburn III; 3. Dave Heinrich;

SM: 1. Eric Hyman; 2. David White; 3. Troy Dudley; **SSM:** 1. Erik Strelneiks; 2. Carter Thompson; 3. Jake Namer;

KM: 1. Paul Russell; 2. Julian Garfield; 3. Mike McClintock;

L1: 1. Christine Grice; 2. Beth McClure-Strelneiks; 3. Shelly Monfort; **L2:** 1. Jocelin Huang; 2. Chris Peterson; 3. Jennifer Bedell; **L3:** 1. Kim Whitener; 2. Annie Gill; 3. Nicole Wong;

R1: 1. Darren Seltzer; 2. Jeff Kiesel; 3. Jonathan Clements; **R2:** 1. Troy Acosta; 2. Mark Madarash; 3. Andrew Blasiman;

SR: 1. Eric Peterson; 2. Mike Johnson; 3. Ryan Otis; **SA:** 1. David Spratte; **SF:** 1. Trevor Jones; 2. Mark Scroggs; 3. Greg Reno; **SSR:** 1. Tony Savini; 2. Paul Kozlak; 3. Brian Coulson;

SPA: 1. Tom Berry; 2. Joe Tharpe; 3. Ryan Johnson; **SPB:** 1. Brian Kuehl; 2. Doug Rowse; 3. Andy Hollis;

JA: 1. Zak Kiesel; 2. Kevin Jung; 3. Trey White; **JB:** 1. Johan Yost; 2. Kimsoo Gopnik; 3. Cyan Kalman;

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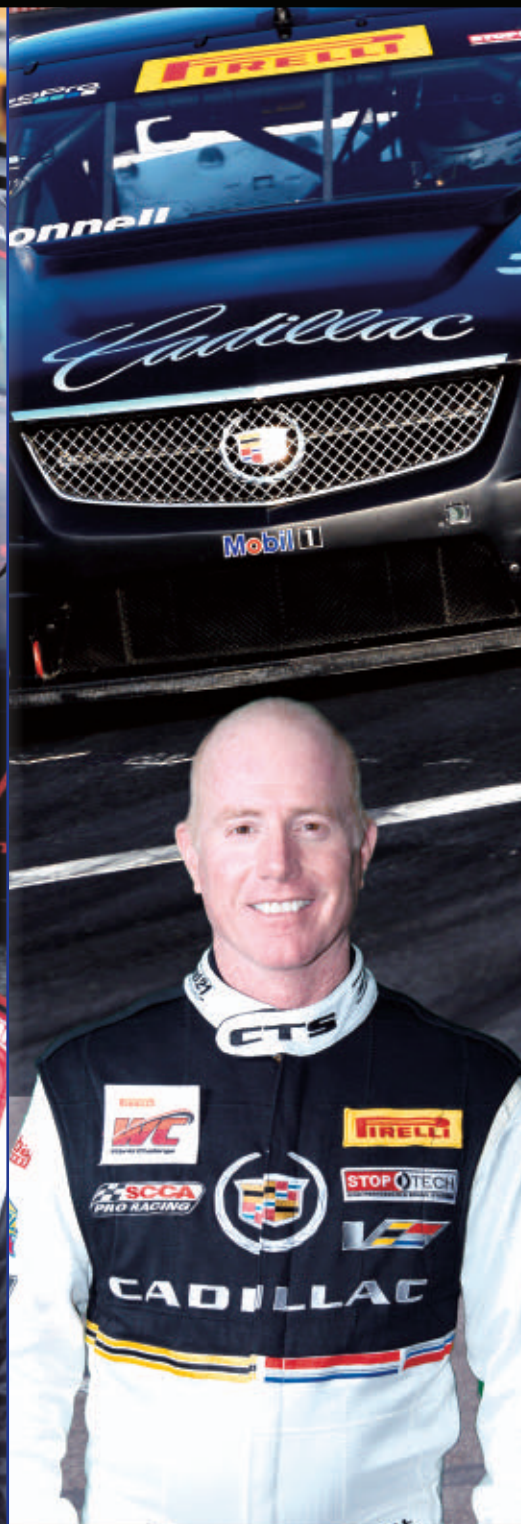
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I became a member at the ripe old age of 12 to watch my daddy race. But as I've grown up, I've stayed with the organization because of the passion I have for racing. My dreams of becoming a professional racecar driver fell short, but I started Club Racing as soon as it was financially possible. My association with the SCCA has led to many opportunities for my career, and most importantly I've made some awesome friends over the years

Currently, I am the Assistant Regional Executive of Club Racing for the Houston Region. When I first started volunteering for the Region, I was in college and took over the monthly newsletter. Soon after I graduated I was asked to help with the pre and post work involved with organizing Club Racing events. That, of course, led to taking over the Race Chairman duties, and I haven't looked back since. Event planning and management isn't something I was originally interested in, but the challenge and satisfaction of pulling off a successful event has definitely changed my tune.

"The professionalism and prestige that is synonymous with the SCCA has opened doors"

In addition to my Regional duties, I also serve as the Scheduling and Website Coordinator for the Southwest Division. My 'real' job is the Director of Events and Schools at the road course MSR Houston, so there's a lot of overlap with the Club, and I really enjoy the collaboration our track has with Houston Region.

The SCCA offers a unique, hands-on experience for drivers and volunteers that you can't find with any other club in the country. The professionalism and prestige that is synonymous with the SCCA has opened doors both personally and professionally for not only myself but also many others. As both the racing world and the Club continue to grow, I see the opportunity for change and adaptation, and I feel the Club is ready and willing to take the necessary steps to keep us on top."

MAIN IMAGE Michael Duval



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DOUBLE-PLAY

Scott Rettich claimed the Nationwide Points Championship in both Formula Enterprises (MAIN) and Spec Racer Ford.



Club Racing

THE NATIONWIDE POINTS CHAMPIONS

WORDS Jim Wheeler, Chairman, Club Racing Board
IMAGE Dennis Wood

Some people may be unaware, but in addition to the four U.S. Majors Tour points championships (Northern, Eastern, Mid-States, and Western Conferences) in the SafeRacer National Racing Series, the Nationwide Points Championship is also on the line. The Nationwide Points Championship title is awarded each year based on U.S. Majors Tour participation in each Runoffs eligible class, and pits drivers against each other coast to coast.

The Nationwide Point Standings count the best seven points races in the same class, regardless of the Conference in which the points were earned. Should a tie occur, tiebreaker rules jump into effect. Then, if needed, the National Championship Runoffs serves as the ultimate tiebreaker. This year, four of the 27 classes

came down to a tiebreaker: FF, GT1, P2, and STU. For the class point winners, there is a very nice SafeRacer Nationwide Champion trophy and \$500 SafeRacer product certificate.

While many are battling for a shot at the National Championship Runoffs, the Nationwide Points Championship also carries a great deal of prestige, and has become a much-sought-after feather in the cap of many racers.

"From the beginning of the year, our goal was to win both the Spec Racer Ford and Formula Enterprises titles," says Scott Rettich. "We knew it wouldn't be easy, with very strong competition in both classes. But with a lot of hard work and determination we were able to come out on top in both SRF and FE. We really enjoyed all of the Majors events this year, and it was nice to visit a couple of tracks we have not been to in a few years." 🍷

CRB UPDATE

The CRB did not have its regular conference call in October, as we were all at the National Championship Runoffs. Four of us were racing and the others were crewing and working with the Chief Steward and the CoA.

The volume of letters to the CRB through www.crbcca.com has tapered off toward the end of the season. There are currently only 33 letters on the CRB agenda; 26 of those are letters supporting the proposal to make all seat belts (SFI and FIA) good for five seasons.

On the Advisory Committee side, there are 133 letters, with most in the Formula classes. The two hot topics are in FF and FV. There is a spirited discussion of the possibility of a spec tire for FF, and the possible approval of a Crower rod for FV. Both of these issues are drawing lots of letters. They will be acted on and presented to the Board of Directors with the CRB's recommendations in time for the CRB and BoD face-to-face meeting in Topeka in late October.

NATIONWIDE POINTS CHAMPIONS

CLASS	DRIVER	CAR
AS	Jim Wheeler	Pontiac Trans-Am
BS	Travis Washay	Mini Cooper
EP	Matt Reynolds	Mazda Miata
FP	Ken Kannard	Mazda Miata
HP	Gregory Gauper	Honda Civic
F500	Timothy Friest	KBS Mk VII/Rotax
FB	Alex Mayer	JDR F1000
FA	Conner Kearby	Swift 016/Mazda
FC	Charles Moran	Van Diemen/Ford
FE	Scott Rettich	Formula Enterprises/Ford
FF	Max Mallinen	Spectrum/Honda
FM	Darryl Wills	Formula Mazda
FV	Michael Varacins	Speed Sport AM-5
GT1	Simon Gregg	Chevrolet Corvette
GT2	Randall Kinsland	Chevrolet Corvette
GT3	Chad Bacon	Toyota Celica
GTL	Jonathan Goodale	Mazda Miata
P1	Jacek Mucha	JMS 016CP/Mazda
P2	Richard Colburn	Nostendo
SM	Voytek Burdzy	Mazda Miata
SRF	Scott Rettich	Spec Racer Ford
STL	Jim Drago	Mazda Miata
STU	Rylan Hazelton	Honda S2000
T1	Joseph Aquilante	Chevrolet Corvette
T2	Preston Calvert	Ford Mustang
T3	Scotty B. White	Ford Mustang
T4	Lee Niffenegger	Honda Civic

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RallyCross

TIGHTENING THAT LOOSE NUT

WORDS Jonathan Olschewski

IMAGES Timeless Memories

Up until last month, I thought I was a fairly accomplished RallyCross driver. I was even able to place third at the RallyCross National Championship last year. But after a few minutes had passed at my first driving practice at Team O'Neil Rally School & Car Control Center in New Hampshire, I realized that while I had been using all the right tools, my technique was completely wrong.

Basically, I flogged my car into doing almost anything I wanted it to do. The only redeeming grace was that I have been driving a car that responded well to my mindless inputs. So there I was, behind the wheel of a Ford Fiesta with 1.6 liters of fury and an open differential - and boy, was I bad. Each time the instructor explained things to me, I would think, "Man you're nuts, that isn't how to get a car to do that." Then he would demonstrate and *boom*, there it was, just like they said. Effortless. It didn't take long before I knew I was in for a very educational week.

Competing at RallyCross events is a great way to feel things out. But it is, in no way, to "learn" the craft. For years, three-time RallyCross National Champion Warren Elliot has been preaching about going to a rally school. He rattles on so much about it that you think he is an old fool. While he *may be* an old fool, he is a reigning RallyCross National



SATISFACTION

Learning new skills, and being able to put them to work, could pay off big for Jonathan Olschewski at the RallyCross Nationals.

Champion old fool. And, it turns out, he's correct; you can improve your skills at events, but it's not the venue for training, learning, or trying new techniques.


There are a number of different racing and driving schools across the country. But there is one that is directly supportive of the SCCA RallyCross program, Team O'Neil. Team O'Neil is a prominent name in the rally community, and I was finally able to make my pilgrimage happen this summer. But be warned: If you are imagining a land of immaculately prepared Group N Subaru's and ample area to play, you will be disappointed. Instead, you need to picture muddy roads with ditches and trees. Then there are the cars. Anyone can seem fast in a fast car. At O'Neil, they work on having you draw masterpieces with crayons. Let me explain.

Going back to the moment when I realized my shortcomings and finally woke up to learning. I was criticizing the cars we were given to drive at the school on day one. Here, we find mediocre snow tires, open differentials,

and hurting-for-power all in a metal shell. Is this what I came to drive? Heck no. But the truth of the matter is I wasn't here to drive an amazing car; rather, I was here to learn to drive a car in amazing ways.

Consequently, Team O'Neil supplies its students with the perfect machine to get all of the fluff out of your head and replace it with real techniques of performance driving. It takes *proper* techniques to make these cars dance. I had been flogging my car around for years, but by the end of day four I was using over 20 techniques I had been able to learn and apply.

O'Neil also has all-wheel-drive and rear-drive cars to learn these techniques while behind the wheel.

I have to admit (even though I don't want to), Warren Elliot was right: There is no better investment for your racing than a proper driving school. So, before you start into the modification game trying to get a leg up on the competition (the route we have all tried), you should first fix the loose nut behind the wheel. 

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BRAINERD

Ron Keith drove his Ford Mustang to his, and the brand's, first TA2 victory.



SCCA Pro Racing

TRANS AM TACKLES MID-OHIO AND BRAINERD

WORDS Clark Trexler,
edited by Philip Royle
IMAGES Chris Clark

Defending TA Champ Doug Peterson came away with the overall SCCA Pro Racing Trans Am victory and TA class win in the 3Dimensional Services Next Dimension 100 at Mid-Ohio Sports Car Course on Aug. 16. And, with 58 cars on the technical 2.58-mile course, this was one of the most crowded races ever for the Trans Am Series.

The session began with Tomy Drissi on the TA pole with teammate Peterson alongside. Amy Ruman began the race just behind the Tony Ave Racing duo, with Simon Gregg in fourth and Cliff Ebben fifth.

At the green, Ruman sprang into action, overtaking both Drissi and Peterson, taking advantage of her home track knowledge. Ruman held that position until the 15th lap when the first full course caution began shortly after contact between Ruman and Drissi, leaving Peterson in the lead with Gregg in second and Ebben third.

The TA2 race began in an eventful fashion as well. Making his first Trans Am appearance, Lawrence Loshak began the day on the pole, with Adam Andretti alongside. Kevin Poiras and Ron Keith marked fourth and fifth.

Loshak's time in the front only lasted three laps, with Andretti capitalizing during the fourth lap; likewise, Ron Keith moved his way forward, settling into second position going into the first caution, while Poiras held third.

When the race restarted, Peterson surged ahead with Gregg and Ebben chasing in TA. Ebben made his move during lap 21, passing Gregg and immediately applying pressure on Peterson and overtaking on the next lap for the race lead.

In TA2, the battle for the lead between Andretti and Keith continued with the two going nose to tail; then, on the very beginning of lap 23, Andretti went off course on the main straight, nearly shearing off the splitter. Keith capitalized, taking the lead and adding several car lengths between himself and Andretti. But Andretti was quick

to recover, reclaiming the lead two laps later just as the track headed into its second full course yellow of the day.

The eventual restart had an impact on the race as well; as Kevin Poiras served a drive-through penalty, seeing Joe Ebben, Cliff Ebben's son, move into third.

Andretti, Keith and Joe Ebben would cross the finish line for the TA2 in that order.

In the TA class, Doug Peterson was able to close the gap on Cliff Ebben, regaining the lead shortly after a restart, then powering ahead to keep Cliff Ebben at bay for the remainder of the race. Likewise, Simon Gregg was able to keep pace with the front two;



MID-OHIO

Doug Peterson came out on top of the 58-car field to take the TA class win.

enough to earn him third place.

In TA3 American Muscle, Ernie Francis Jr., continued his tour de force marking his fourth victory in a row this weekend. TA3 International saw Lee Saunders finish in first position.

BRAINERD BOUND

Doug Peterson once again showcased why he's the defending Trans Am TA-class champion with a green to checkered victory at Brainerd International Raceway on Aug.


"The race finished with the Mustang, Challenger, and Camaro all on the podium"

31, holding off strong challenges from Amy Ruman and navigating traffic on what was an unquestionably slippery course. Ruman finished second, while Cliff Ebben took third.

"The race worked out well for us," says Peterson. "We were going back and forth with setup all weekend and got it right for the race. Tony Ave Racing once again gave me a great car."

Ron Keith captured his first TA2 class victory and the first TA2 win for Ford. The race finished with the Ford Mustang, Dodge Challenger, and Chevrolet Camaro all on the podium, the first time ever in TA2, courtesy of a second-place finish by Tommy Kendall, in a Challenger, and a third place by Adam Andretti in a Camaro.

"It's a good win for Ford," said Keith. "At the beginning of the year, I wanted to be different, and Mike Cope and I went ahead and decided to build a Ford Mustang. It was a great choice - the body is beautiful and the Phil Harper motor has been outstanding. At the same time, the car is only as good as the team, and Mike Cope Racing and the Offsite Image Management team did a great job this weekend, like they always do."

In TA3, Jerry Greene emerged victorious in the International Group, while Todd Naiperalaki took home a victory in the American Muscle Group. 

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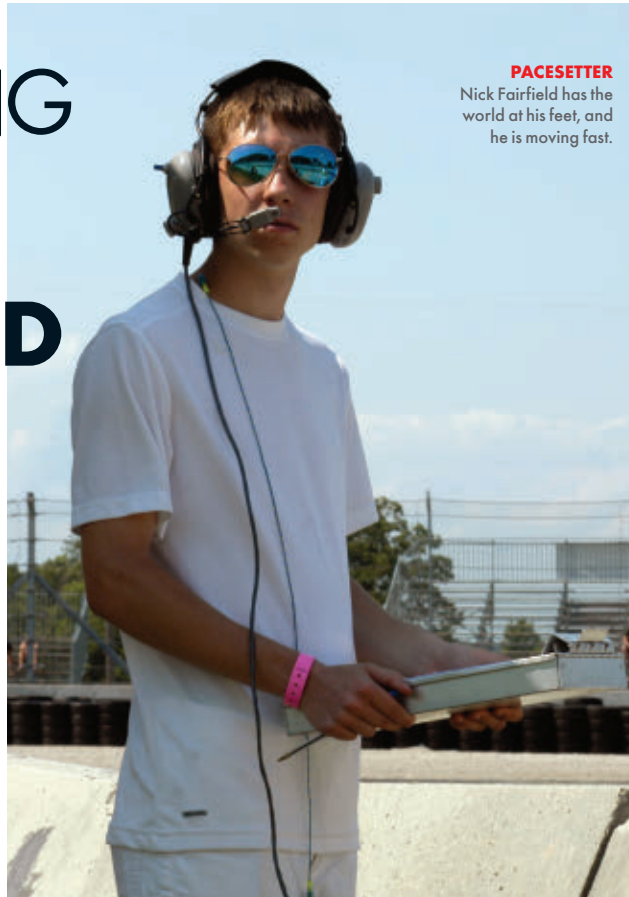
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CATCHING UP WITH NICK FAIRFIELD

WORDS & IMAGE James Heine

We first met Chicago Region's Nick Fairfield at The Hawk with Brian Redman back in July when he was working Flagging and Communications at Road America's Turn 5 on a hot and humid Friday afternoon. Most recently, we caught up with him Sept. 4 as he was preparing for

"The friendships I gain, and the camaraderie, is what makes it special"
NICK FAIRFIELD



PACESETTER

Nick Fairfield has the world at his feet, and he is moving fast.

THE NEXT GENERATION

Some experts in the automotive world and elsewhere contend that today's young people aren't as interested in cars as perhaps the generations before. From Nick Fairfield's vantage point as a Wisconsin high school senior, that may not be the case.

"A lot of my friends are very interested in cars," Fairfield says, even though, he adds, some may not appear as interested in racing or in opportunities such as those offered by the SCCA to participate in motorsports by working races.

"I don't know if they don't know about racing, or if they aren't interested in working," he says. Still, he adds, "We talk about cars all the time."

And, in the end, that is always a good thing for our sport.

the 28th Annual Norski Invitational, a central Wisconsin cross-country meet organized by his hometown's Deforest High School.

"Right now, I run about 45 miles a week," Fairfield says about his cross-country efforts. "Sometimes, I might get up to 50."

A senior at Deforest High School, Fairfield is a busy 17-year-old. He has been named to Deforest's honor roll the past three years, is a member of the National Honor Society, and has lettered twice in cross country and three times in ice hockey, where he plays defense. After graduation next spring, Fairfield intends to attend college and major in accounting or business management.

In between all that, he has managed to become a regular F&C worker for the Chicago and Milwaukee Regions of the SCCA, as well as for pro events at Road America, after

beginning his SCCA career as an assistant to SCCA and Road America race chairs, including 2013 BFGoodrich Tires Worker of the Year winner and 2014 June Sprints Race Chair Mark Bingheim.

"I started by helping my parents [Road America Safety Team members Eric and Tamara Fairfield] with setting up the safety truck," he says. "When I turned 15, I worked race chair and also worked the paddock for ALMS. Once I turned 16, I added F&C to my resume."

His SCCA worker training has been very much "on the job," Fairfield says.

"My parents brought me to the track and introduced me to the idea of volunteering," he explains. "Mark Bingheim took me under his wing when I first started working race chair. I have worked with Charlie Johnson on the corners, and he has taught me a lot about F&C."

Bingheim, who also oversees Race Administration in the Central Division, describes Fairfield as "a fine young man, a good listener, a fast learner," and "a good asset to the SCCA, which could do with several more young people like Nick."

"Although he wasn't an official working member of the SCCA, he was a great help with the specialty [Race Administration] and was a joy to work with," Bingheim wrote in an e-mail. "I was somewhat disappointed when he decided to go work on the corners."


For the present, Fairfield needs to maintain a strict balance between school and SCCA activities. Yet his long-term goal is to advance up the SCCA ladder and expand his worker and specialty efforts beyond Road America and Central Division. Becoming a chief or a steward is a possibility, as is working at some of North

America's other famous racetracks. It's something he's genuinely looking forward to, Fairfield says.

"If I get the money, I'd actually like to try the racing part," he adds.

What does he tell his friends and classmates about his SCCA activities? "I tell them I get to sit no more than five feet away and watch cars go by," Fairfield says. "I just say I get to watch expensive cars race - and I enjoy it."

There are other benefits to working F&C, too, Fairfield adds. "Though the days are long, I find it to be much more interesting working a specialty than being a spectator," Fairfield says. "I enjoy just working, but the friendships I gain, and the camaraderie, is what makes it special."

Oh, yes, the 3.2 mile Norski Invitational run on Sept. 4? Fairfield finished 35th in a field of 190. His time: 19 minutes, 56.9 seconds. Not too shabby. 

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1986 Porsche R/S > 1986 Porsche R/S replica w/todays best of everything equip. 327hp engine (3 hours) PMOs dual ignition, Interch first gear w/pump, fully adjustable susp. \$75,000. **Details (305) 968-2800 or email: hiramcruszr@aol.com** [25089-11]



1992 Acura NSX > 1992 Acura NSX Driving Ambition/Comptech Race car. 2013, 2012 SCCA champion and multiple Time Attack winner. 3.5 liter turbocharged with 500-800 RWHP. Car is in perfect condition and ready to race. Current SCCA Log Book 2014. Over \$250000 invested. **For more info please call Igor Lyustin at (415) 515-1395.** Sale price 65,000. [25060-11]



1994 Camaro LT1 > Extreme Fresh! 383 stroker, dash complete race ready, glass replaced with racing shields, VFN carbon hood and back deck, ARE 3 gal Dry Sump. Hooker headers, Rockland standard gear 6 speed trans, trans cooler, Currie DL rear end, rear end cooler, Spohn sway bars, G2 coilover kit, Penske shocks, Momo quick release steering, full cage, race seat w/ harness. Full race ready with fresh motor. 0 runs other than dyno on new motor, 27540R17, 31535R17. \$21,500. **Contact Dan at (312) 339-3939.** [25082-01]

23 PRODUCTION BASED | GT ▼



Mini Cooper B-Spec Racer > 2011 chassis, pro built, like new car with 6 race weekends. Best of everything, two sets of wheels, slicks, new rains, call for details. \$19,994. **Contact: Wes Holliday, (304) 343-2277.** [25090-12]

27 STREET CARS ▼



1981 BMW 320i > 176000 miles VIN: WBAAG3304B8000016. This is a classic 1981 BMW 320i Coupe VIN#0000016 off the production line. 4cyl Fuel Injected 5 speed. Original interior / original paint. **(316) 213-4004 Wichita, KS** [25095-12]

28 SERVICES ▼



Custom Garages > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact Dan Ferguson at rackandrui racing.com.** [25085-01]

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SCCAMAJORS.COM

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2014 U.S. MAJORS TOUR

CONGRATULATIONS TO OUR CHAMPIONS!

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EP Aaron Downey
F5 Lance Spiering
FA Kenneth Davis
FB Randy Cook
FC Michael Manning
FE Jeff Read
FF David Zurlinden
FM Douglas Nelson
FP Jess Heitman
FV Terran Swanson
GT1 Michael Lewis
GT2 Michael von Quilich
GT3 Collin Jackson
GTL John Bower
HP Tom Tuttle
P1 Chris Farrell
P2 David Ferguson
SM Ken Sutherland
SRF Todd Harris
STL Oscar Jackson Jr
STU Rylan Hazelton
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T2 David Ray
T3 Scotty B. White
T4 Lee Niffenegger

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FF Bill Kephart
FM Darryl Wills
FP Eric Prill
FV Charles Hearn
GT1 David Fershtand
GT2 Jim Valdez
GT3 James Speights
GTL Jonathan Goodale
HP Randall Smart
P1 Kirk Kindsfater
P2 Jack Donnellan
SM Matt Reynolds
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STL Brian Laughlin
STU Anthony Simmers
T1 Michael Pettiford
T2 Steven Coleman
T3 Jim Leithauser
T4 Stan Czacki

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B-Spec Brian Kelm
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FE Scott Rettich
FF Russell Ruedisueli
FM Dale Vandembush
FP Michael Sturm
FV Michael Varacins
GT1 Tom Stanford
GT2 Tom Patton
GT3 Michael Cyphert
GTL Steve Sargis
HP Greg Gauper
P1 Brian Hall
P2 Richard Colburn
SM Voytek Burdzy
SRF Scott Rettich
STL Richard Walke
STU Ronald Pawley
T1 Matthew O'Toole
T2 Matthew Slavens
T3 Aaron Kaplan
T4 Daniel Bender

EASTERN

AS Amy Acquilante
B-Spec Travis Washay
EP Joe Kelly
F5 Russell Strate Jr
FA Gaston Kearby
FB Alex Mayer
FC Chuck Moran
FE Paul Schneider
FF Jason Generotti
FM Stuart Rettie
FP Ken Kannard
FV Jonathan Weisheit
GT1 Simon Gregg
GT2 Randy Kinsland
GT3 Chad Bacon
GTL Kyle Disque
HP Michael Miller
P1 Jacek Mucha
P2 Doug Piner
SM Alex Balanos
SRF Bruce Myers
STL Brian Shanfeld
STU Glenn Bocchino
T1 Joe Acquilante
T2 Preston Calvert
T3 Rob Hines
T4 Christopher Collins



CALENDAR

SPORTS CAR CLUB OF AMERICA **OCTOBER 2014**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 28-30 St. Petersburg, Fla.
Round 1 cancelled due to weather
Enge (GT); Aschenbach (GTS)
Apr 11-13 Long Beach, Calif.
O'Connell (GT); Johnson (GTS)
Apr 25-27 Barber Motorsports, Ala.
Lazzaro (GT); Wilkins (GTS); DiMelo (TC);
Holbrook (TCA); Price (TCB)
Palmer (GT); Baldwin (GTS)
May 16-18 Canadian Tire Motorsports
Park, Canada
DiMelo (TC); Wolfe (TCA); Price (TCB)
DiMelo (TC); Wolfe (TCA); Price (TCB)
DiMelo (TC); Francis Jr. (TCA); Stacy (TCB)
May 30-Jun 1 Detroit Belle Isle, Mich.
O'Connell (GT); Martin (GTS)
O'Connell (GT); Martin (GTS)
May 30-Jun 1 New Jersey Motorsports
Park, N.J.
DiMelo (TC); Holbrook (TCA); Price (TCB)
DiMelo (TC); Holbrook (TCA); Palmer (TCB)
Jun 19-21 Road America, Wis.
(GT, GT-A, GTS, TC, TC-A, TCB double)
Jul 18-20 Streets of Toronto, Can.
Skeen (GT); Jonsson (GTS)
Skeen (GT); Jonsson (GTS)
Doherty (TC); Holbrook (TCA); Holton (TCB)
Poland (TC); Wolfe (TCA); Nixon (TCB)
Aug 1-3 Mid-Ohio Sports Car Course, Ohio
Dalziel (GT); Aschenbach (GTS)
Dalziel (GT); Aschenbach (GTS)
DiMelo (TC); Wolfe (TCA); Palmer (TCB)
DiMelo (TC); Holbrook (TCA); Pelletier (TCB)
Aug 22-24 Sonoma Raceway, Calif.
Skeen (GT); Baldwin (GTS)
Lazaro (GT); Aschenbach (GTS)
Aug 30-31 Brainerd Int'l Rcw, Minn.
Thomson (TC); Francis Jr. (TCA); Schwartz (TCB)
Emich (TC); Francis Jr. (TCA); Schwartz (TCB)
Sep 12-13 Miller Motorsports Park, Utah
Smith (GT); Esayan (GTS); Poland (TC);
Jonsson (TCA); Price (TCB)
Thorne (GT); Baldwin (GTS); Doherty (TC);
Wolfe (TCA); Schwartz (TCB)

PRO RACE

WHAT F2000 C'ship Series

WHEN Oct. 10-12, 2014

WHERE Watkins Glen, N.Y.
The F2000 Championship Series wraps up with a double header at Watkins Glen, sharing the weekend with its sibling series, the F1600 Championship Series.



TRANS-AM SERIES gotransam.com

Mar 2 Sebring Int'l Raceway, Fla.
Peterson (TA); Lawrence (TA2); L.
Saunders (TA3I); Martin (TA3A)
Mar 9 Homestead-Miami Spdw, Fla.
Lopez (TA); Lawrence (TA2);
Camus (TA3I); Martin (TA3A)
May 10 Road Atlanta, Ga.
Peterson (TA); Andretti (TA2);
Snow (TA3I); Napieralski (TA3A)
May 17 Canadian Tire Motorsport Park,
Canada
Fellows (TA); Lawrence (TA2);
Chan (TA3A); Betts (TA3I)
Jun 1 N.Jump, N.J.
Ruman (GT); Lawrence (TA2); Francis Jr.
(TA3A); Berkeley (TA3I)
Jun 21 Road America, Wis.
Peterson (TA); Lawrence (TA2); Francis Jr.
(TA3A); Sawinski (TA3I)
Aug 16 Mid-Ohio Sports Car Course, Ohio
Peterson (TA); Andretti (TA2); Francis Jr.
(TA3A); Saunders (TA3I)
Aug 31 Brainerd Int'l Raceway, Minn.
Peterson (TA); Keith (TA2); Napieralski (TA3A);
Greene (TA3I)
Sep 20 Lime Rock Park, Conn.
Fix (TA); Lawrence (TA2); Francis Jr. (TA3A);
Berkeley (TA3I)
Sep 28 VIRginia Int'l Raceway, Va.
Nov 15 Daytona Int'l Speedway, Fla.



MAZDA MX-5 CUP mx-5cup.com

Mar 12-14 Sebring Int'l Rcw, Fla
Koch; Dean II
May 2-4 Mazda Raceway, Calif.
Dean II; Koch
Jun 27-29 Grand Prix of Houston, Texas
Koch; Koch
Jul 11-13 Canadian Tire Motorsports Park,
Canada
Koch; Koch
Aug 8-10 Road America, Wis.
Copeland; Copeland
Oct 1-3 Road Atlanta, Ga.
(all events double weekends)



F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-13 Road Atlanta, Ga.
Robinson; Minor
May 16-18 Watkins Glen Int'l, N.Y.
Minor; Minor
Jun 6-8 VIRginial Int'l Rcw, Va.
McGregor; Minor
Jul 4-6 Mid-Ohio, Ohio
Larue; Minor
Aug 1-3 Pittsburgh Int'l Race Cmplx, Pa.
Beasley; Beasley
Aug 29-31 Thompson Speedway Road
Course, Conn.
Robinson; Robinson
Oct 10-12 Watkins Glen Int'l, N.Y.
(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga.
Futrelle; Goughary
May 16-18 Watkins Glen Int'l, N.Y.
Goughary; Goikhberg
Jun 6-8 VIRginial Int'l Rcw, Va.
Newey; Bamford
Jul 4-6 Mid-Ohio, Ohio
Agren; Lerch
Aug 1-3 Pittsburgh Int'l Race Cmplx, Pa.
Agren; Mitchell Jr.
Aug 29-31 Thompson Speedway Road
Course, Conn.
Mehan; Chastain
Oct 10-12 Watkins Glen Int'l, N.Y.
(all events double weekends)



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Apr 11-13 Road Atlanta, Ga.
Burkett; Burkett
May 16-18 Watkins Glen Int'l, N.Y.
Burkett; Burkett
Jun 6-8 VIRginial Int'l Rcw, Va.
Simpson; Burkett
Jul 4-6 Mid-Ohio, Ohio
Simpson; Burkett
Aug 29-31 Thompson Speedway Road
Course, Conn.
Ringle; Burkett
(all events double weekends)

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.

DIVISIONAL/REGIONAL NORTHEAST nediv.com

Oct 3-5 * Thompson Speedway
Motorsports Park/New England
Oct 4-5 Summit Point/Wash. DC
Oct 5-6 # Watkins Glen/Glen
Oct 17-18 * NJMP/Jersey Racing Board
Glen (607) 425-4339
Jersey Racing Board (609) 784-5316
New England (508) 561-2188
Washington DC (301) 572-7444

SOUTHEAST sedivrac.com

Oct 18-19 #* VIR/North Carolina
Oct 18-19 Sebring/Central Florida
Oct 24-25 # VIR/North Carolina
Oct 30-Nov 2 # Road Atlanta/Atlanta
Nov 1-2 # PBIR/Florida
Nov 29-30 Sebring/Central Florida
Atlanta (770) 472-0460
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 11-12 * Mid Ohio/Ohio Valley
Oct 18-19 * Pittsburg/Neohio
Neohio (216) 390-2856
Ohio Valley (513) 528-9217

CENTRAL cendiv-scca.org

Oct 18-19 Ro* Bendhawk Farms/Chicago

MIDWEST midiv.org

Oct 25-26 Gateway/St Louis

SOUTHWEST sowdivscca.org

Nov 8-9 Ro* Texas World Speedway/
Texas
Dec 6-7 Ro* MSR Houston/Houston
Houston (281) 373-3960
Texas TBD

SOUTHERN PACIFIC sccasopac.org

Oct 11-12 * Inde/Arizona
Oct 25-26 * Buttonwillow/Cal Club
Arizona (480) 832-1327
Cal Club (661) 304-3468

STREET SURVIVAL SCHOOLS

ROCKY MOUNTAIN coloradoscca.org
Oct 19 Eagle County Regional Airport/
Continental Divide
Continental Divide (719) 310-8281

NORTHERN PACIFIC norpacscca.org

Oct 12 Portland Int'l Raceway/Oregon
Nov 22 Pacific Raceways/Northwest
Northwest (360) 479-6082
Oregon (503) 327-8990

DRIVERS SCHOOLS

NORTHEAST nediv.com

Oct 3 Watkins Glen/Glen

Glen (607) 425-4339

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertl Roos Racing School

(800) 722-3669 racenow.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

The Jim Russell Racing Schools

(707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Skip Barber Racing School

(860) 435-1300 skipbarber.com

REGIONAL ONLY

Allen Berg Racing School

(888) 722-3220

allenbergracing.com

MSR Houston

(281) 369-0677 msrhouston.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Spring Mountain Advanced

Driving School

(888) VET-4FUN

springmountainmotorsports.com

DRIVERS SCHOOLS

BIR Performance Driving School

(866) 511-7606 birperformance.com

FAASST Performance Driving School

EAST: (877) 266-4429,

WEST: (719) 761-1372 faasst.com

Danny McKeever's Fast Lane

Racing School

(888) 948-4888 raceschool.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130

proformanceracingschool.com

Sports Car Driving Experience

(800) 453-5506

corvetteracingschool.com

Waterford Hills Road Racing Inc.

(248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com

Oct 3 (Club Racing Experience) Watkins

Glen/Glen

Glen (607) 425-4339

SOUTHEAST sedivrac.com

Oct 4-5 TT/PDX Talladega/Alabama,

Tennessee Valley

Oct 30-Nov 2 PDX Road Atlanta/Atlanta

Nov 15-16 PDX/TT Roebing Road/
Buccaneer

Alabama, Tennessee Valley

(205) 422-1417 (TVR)

Atlanta (770) 472-0460



JUST CAN'T GET ENOUGH

Was the Runoffs not enough for you?
There's still racing after SCCA's big show, like on Oct. 17-18 at NJMP.



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Sports Car Club of America, Inc.
P.O. Box 19400, Topeka, KS 66619-0400

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Mon-Fri, 8 a.m. to 5 p.m. Central time

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Toll-Free (800) 770-2055
Main (785) 357-SCCA [7222]
Pro Racing (785) 357-7223
Club Racing (785) 232-7229
Solo (785) 232-7656
Rally (785) 357-7259
Licensing (800) 770-2055 or
(785) 357-7222, x357
Club Racing Technical Assistance
(785) 379-8324
SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; scca.com
Pro Racing info/results: sccapro.com

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Area 8: Bill Kephart
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Colorado Springs, CO 80919
(719) 632-8000; bkephart@scca.com

Area 9: Brian McCarthy
1048 Millet Way, Sacramento, CA 95834
(916) 712-5742; bmccarthy@scca.com

Area 10: John Walsh
244 Mendon Center Rd., Honeoye Falls, NY
(585) 624-9289 (h); jwalsh@scca.com

Area 11: Michael Lewis
18781 Heritage Drive, Poway, CA 92064
(760) 291-1261; mlewis@scca.com

Area 12: Terry Pulliam
10 Northwood Springs Dr.
Oxford, GA 30054
(678) 697-9755; tpulliam@scca.com

Area 13: Todd Butler
P.O. Box 607, Yamhill, OR 97148
(503) 754-0988; tbutter@scca.com

All dates/events subject to change

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

HC = Hill Climb v = Vintage

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

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

Club Racing: (785) 232-7229

Solo, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

GREAT LAKES greatlakes-scca.org

Oct 10 Mid Ohio/Ohio Valley
Ohio Valley (614) 846-1228

CENTRAL cendiv-scca.org

Oct 17 FedEx Road America/Milwaukee
Oct 25 PDX Milwaukee Mile/Milwaukee

SOLO

TIRE RACK® SCCA PROSOLO

Mar 22-23 Arkansas Aeroplex, Ark.

David Whitener; Kim Whitener

Apr 12-13 El Toro Base, Calif.

Greg McCance; Christine Grice

Apr 26-27 FedEx Field, Washington DC

James Feinberg; Shelly Monfort

May 3-4 Mineral Wells Airport, Texas

Mark Madarash; Jocelin Huang

May 23-24 Lincoln Airpark, Neb.

Matthew Braun; Jocelin Huang

Jun 7-8 Crows Landing, Calif.

Jeff Kiesel; Annie Gill

Jun 28-29 Toledo Express Airport, Ohio

Jason Frank; Chris Peterson

Jul 12-13 Hampton Mills, Wash.

Kinch Reindl; Annie Gill

Jul 26-27 Wilmington Airpark, Ohio

James Cathers; Laura Campbell

TIRE RACK® SCCA

PROSOLO FINALE

Aug 30-31 Lincoln, Neb.

Paul Russell; Kim Whitener

Challenge Champs: Russell; Whitener

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Oct 17-18 St. George Airport, Utah

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2015 Solo National Championships TBA

TIRE RACK® MATCH TOUR

Oct 17-18 St. George Airport, Utah

REGIONAL

Date Track/Region

Phone numbers are for Region registrars

NORTHEAST nediv.com

Oct 4-5 Brodard Company/NE

Pennsylvania

Oct 5 Jennerstown Speedway/Allegheny

Highlands

Oct 5 Mid-States Regional Airport/Central

Pennsylvania

Oct 5 Moore Airfield/New England

Oct 5 Watkins Glen Int'l Raceway/Glen

Oct 11-12 Pitt Race/Steel Cities

Oct 12 Warminster Community Park/

Philadelphia

Oct 12 McCarty Ave OGS Lot/Mohawk

Hudson

Oct 12 FedEx Field/Washington DC

Oct 19 Regency Furniture Stadium/

Washington DC

Oct 25-26 Hershey Park/Susquehanna

Oct 26 Moore Airfield/New England

Oct 26 Bader Field/South Jersey

Allegheny Highlands

primal2112@gmail.com

Central New York (315) 458-4939

Central Pennsylvania (814) 883-0388

Glen (607) 703-9253

Mohawk Hudson (518) 928-3303

NE Pennsylvania (570) 881-0474

New England (203) 687-8589

New York (516) 724-7743

Northern New Jersey

ea455@optonline.net

Philadelphia (484) 949-4100

Southern Jersey (856) 534-5301

Southern New York (607) 779-5921

Steel Cities (412) 860-8084

Susquehanna (717) 367-7853

Washington DC (410) 529-2338

WDC AutoXinc (240) 508-5335

SOUTHEAST sedivacing.org

Oct 5 Eastgate Towne Center/Tennessee

Oct 12 Pellissippi State Community

College/East Tennessee

Oct 19 Oak Mountain Amphitheater/

Alabama

Oct 25 Spence Field/Dixie

Oct 26 John Hunt Park/Tennessee Valley

Nov 1-2 Cherry Point MCAS/North

Carolina

Nov 2 Eastgate Towne Center/Tennessee

Nov 2 Pellissippi State Community

College/East Tennessee

Nov 9 Oak Mountain Amphitheater/

Alabama

Nov 15 Spence Field/Dixie

Nov 30 Oak Mountain Amphitheater/

Alabama

Dec 7 Eastgate Towne Center/Tennessee

Dec 13 Cape Fear Community College/

North Carolina

Alabama (334) 444-0699

Chattanooga (423) 400-3686

Dixie (850) 219-2059

East Tennessee (865) 966-9055

North Carolina (910) 622-5513

Tennessee Valley (256) 616-2692

CLUB RACING

WHAT ARRC

WHEN Oct. 30-Nov. 2, 2014

WHERE Road Atlanta, Ga.

The American Road Race of
Champions returns for the 21st
installment of the gargantuan
Regional race, where battles are
won or lost by inches.



GREAT LAKES greatlakes-scca.org

Oct 4 Grissom Aeroplex/Indianapolis
Oct 5 Mid-American Air Center/Southern Indiana
Oct 5 LFUCG Training Pad/Central Kentucky
Oct 11 Majestic Star Casino/Indiana Northwest
Oct 11 Walesboro Airport/Columbus Club
Oct 12 UPS/Kentucky
Oct 12 Lucas County Recreation Center/NW Ohio
Oct 12 NCM Motorsports Park/Kentucky
Oct 12 Nexteer Automotive/Saginaw Valley
Oct 15 Wilmington Airport/Cincinnati
Oct 18 National Trail Raceway/Ohio Valley
Oct 19 Grissom Aeroplex/Indianapolis
Oct 19 Wilmington Airport/Cincinnati
Oct 19 Tire Rack Test Track/South Bend
Oct 19 LFUCG Training Pad/Central Kentucky
Oct 25 NCM Motorsports Park/Kentucky
Nov 2 Walesboro Airport/Columbus Club
Central Kentucky (859) 428-8157
Cincinnati (513) 256-0469
Columbus Club (317) 796-0123
Indiana Northwest (219) 713-9148
Indianapolis (765) 366-3870
Kentucky (502) 758-5314
Neohio (216) 659-1179
NW Ohio (734) 244-3133
Oho Valley (614) 946-1017
Saginaw Valley (517) 719-8158
South Bend (574) 277-6016
Southern Indiana (812) 477-5936
Western Ohio (513) 477-4326

CENTRAL cendiv-scca.org

Oct 12 Miller Park/Milwaukee
Oct 12 Hawkeye Tech Truck Driving School/Iowa
Oct 18 Route 66 Raceway/Chicago
Chicago (630) 934-6157
Iowa mholzi@aol.com
Lake Superior (906) 440-8000
Land O' Lakes (608) 785-1773
Milwaukee (414) 688-4893

MIDWEST midiv.org

Oct 5 East Crawford Rec Center/Salina
Oct 12 Yoder Field/Wichita
Oct 12 St. Charles Family Arena/St. Louis
Oct 18 Heartland Park Topeka/Kansas
Oct 18-19 Columbus Air Force Base/Mississippi
Oct 19 Crowder College/Ozark Mountain
Oct 19 Remington Park/Oklahoma
Oct 19 St. Charles Family Arena/St. Louis
Oct 25-26 Millington Regional Jetport/Mid South
Oct 26 Metropolitan Community College/Kansas City
Nov 2 Yoder Field/Wichita
Nov 8-9 Gateway Motorsports Park/St. Louis
Nov 9 East Crawford Rec Center/Salina
Nov 15-16 War Memorial Stadium/Arkansas
Nov 16 Yoder Field/Wichita
Dec 14 War Memorial Stadium/Arkansas
Arkansas (501) 218-3267
Des Moines Valley (515) 243-3942
Kansas (913) 273-6662
Kansas City (816) 356-1445
Mid South (901) 493-2986
Mississippi (601) 441-0088
Nebraska (402) 827-3282
Oklahoma (405) 830-6061
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 Michael Lilley 10/1/1969 Finger Lakes
 Margie McMullen 10/1/1969 Florida
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 Peter Beren 10/1/1979 Kansas City
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 Jay R Jensen 10/1/1979 Iowa
 Timothy S Love 10/1/1979 Indianapolis
 Thomas M Maslin 10/1/1979 Washington DC
 Catherine L Mazoway 10/1/1979 Central New York
 Lorraine R Minor 10/1/1979 Washington DC
 Jennie S Morsch 10/1/1979 Cincinnati
 Richard Nix 10/16/1979 Detroit
 Stephen Oseth 10/1/1979 Washington DC

30-YEAR MEMBERS

Leo S Baker 10/8/1984 San Diego
 Heather Baker 10/1/1984 San Diego
 Raymond D Blethen 10/18/1984 New England
 Philip Capon 10/18/1984 Cal Club
 Joy L Craig 10/24/1984 New England
 Sherman D Engler 10/18/1984 Alabama
 Tonie Brandl Engler 10/18/1984 Alabama
 Constance V Hawk 10/25/1984 Florida
 Grant M Hawk 10/25/1984 Florida
 Thomas M Herbert 10/4/1984 North Carolina
 Philip W Lowe 10/15/1984 Central Florida
 Timothy N Lydon 10/8/1984 Central Florida
 Neil Mark MacEwen 10/17/1984 St Louis

Barbara J Maire 10/3/1984 Central Florida
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 Beau Martin 10/17/1984 Chicago
 Mark W Muddiman 10/30/1984 Detroit
 Ernest Nagamatsu 10/31/1984 Cal Club
 Jim Pace 10/17/1984 Mississippi
 Robert D Paterson 10/30/1984 Cal Club
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 Brian Graham 10/31/1989 Glen
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 James Rainey 10/27/1989 Texas
 Enid Schmitt 10/27/1989 South Bend
 George V Schmitt 10/27/1989 Chicago, South Bend
 Edwin D Tisdale 10/31/1989 New England
 Joseph W Traut 10/24/1989 New England
 Harley D Van De Wege 10/30/1989 Continental Divide
 Douglas White 10/10/1989 New England

LET THE GOOD TIMES ROLL

The Solo National Championships may be over, but keep the hugs coming as the Solo season rolls on. Late October sees not only a Tire Rack Solo Championship Tour, but also a Match Tour.



Perry Bennett



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Dave Green

**A LITTLE HELP
FROM MY FRIENDS**

The 2014 RallyCross National Championship may have wrapped, but there are still plenty of opportunities to meet up with your friends at your favorite RallyCross field.

SOUTHWEST sowdivscca.org

Oct 4 Royal Purple Stadium/Houston
Oct 4-5 NOLF Waldron Field/South Texas Border
Oct 19 Texas Motor Speedway Bus Lot/Texas
Nov 1-2 NOLF Waldron Field/South Texas Border
Nov 8 Royal Purple Raceway/Houston
Nov 16 Texas Motor Speedway Bus Lot/Texas
Dec 6-7 NOLF Waldron Field/South Texas Border
Dec 7 Houston Polica Academy/Houston
Houston (281) 782-7512
South Texas Border (361) 980-8000
SW Louisiana (337) 263-5457
Texas jennifer.Maxcy@att.net
West Texas (240) 446-4710

ROCKY MOUNTAIN coloradoscca.org

Oct 5 Cohen Stadium/El Paso, TX
Oct 12 Pikes Peak Int'l Raceway/Continental Divide
Oct 18 McGee Park/Rio Grande
Oct 18-19 Cohen Stadium/El Paso, TX
Nov 3 Front Range Airport/Colorado
Nov 8 University of New Mexico/Rio Grande
Nov 8-9 Cohen Stadium/El Paso, TX
Colorado (414) 218-1594
Continental Divide (719) 310-8281
Rio Grande (505) 220-0131
Utah (801) 495-1442
Yellowstone (406) 672-4143

NORTHERN PACIFIC norpacscca.org

Oct 4 Expo Idaho/Snake River
Oct 5 Montana Expo Park/Montana
Oct 12 Bremerton National Airport/Northwest
Oct 12 Montana Expo Park/Montana
Oct 18-19 Expo Idaho/Snake River
Nov 1-2 Expo Idaho/Snake River
Montana (406) 788-1735
Northwest (253) 520-1837
San Francisco www.sfrscca.org
Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org

Oct 12 Hilo Drag Strip/Big Island
Oct 18-19 Marana Regional Airport/Arizona Border
Oct 26 Maui Raceway Park/Hawaii
Nov 23 Hilo Drag Strip/Big Island
Nov 23 Marana Regional Airport/Arizona Border
Dec 14 Marana Regional Airport/Arizona Border
Dec 21 Hilo Drag Strip/Big Island
Arizona (520) 425-1948
Big Island of Hawaii (808) 887-0588
Hawaii Aloha www.sccahawaii.org
Hawaii-Maui (808) 281-3654
San Diego (619) 922-1472

ROADRALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Nov 1 NC Highway Robbery/Cal Club
Nov 2 NG Turkey Traps/Cal Club

REGIONAL

NORTHEAST nediv.com

Oct 19 Fall Foliage Fling/South Jersey
Nov 1 Covered Bridge/New England
Nov 22 Bucks County Explorer/South Jersey
New England (860) 620-4839
South Jersey (856) 228-9249

GREAT LAKES greatlakes-scca.org

Nov 8 The Blackie/Milwaukee
Milwaukee (414) 378-6404

CENTRAL cendiv-scca.org

Dec 7 RT Yucatan Winter Safari/LOL
Land O' Lakes (608) 685-6572

SOUTHERN PACIFIC scca-sopac.org

Oct 3 First Friday Niter/Cal Club
Nov 7 First Friday Niter/Cal Club
Dec 5 First Friday Niter/Cal Club
Cal Club (310) 372-7168

RALLYCROSS

NATIONAL CHAMPIONSHIP

Oct 3-5, 2014 I-80 Raceway, Greenwood, Neb.

REGIONAL

NORTHEAST nediv.com

Oct 11 Susquehanna RallyCross/Susq.
Oct 25 Beggar's Night RX/Finger Lakes
Nov 22 Fall Classic RX/Finger Lakes
Dec 13 Winter's on its Way RX/F. Lakes
Finger Lakes (585) 281-2510
Susquehanna (717) 697-1610

SOUTHEAST sediv racing.org

Oct 19 Sweetwater, Tenn./Eastern Tenn.
Oct 25 Hollytree, Ala./Tennessee Valley
Nov 9 Durhamtown, Ga./Atlanta
Nov 16 Sweetwater, Tenn./Eastern Tenn.
Nov 23 Hollytree, Ala./Tennessee Valley
Dec 7 Durhamtown, Ga./Atlanta
Dec 31 Hollytree, Ala./Tennessee Valley
Atlanta quattros@gmail.com
Eastern Tennessee (407) 968-8768
Tennessee Valley (256) 509-3286

GREAT LAKES greatlakes-scca.org

Oct 25 I-96 Speedway/Detroit
Nov 19 Calhoun County Fairgrounds/Det.
Dec 13 Thistle Hill/Detroit
Detroit (517) 515-2990

MIDWEST midiv.org

Nov 2 Omaha, Neb./Nebraska
Nov 8 Greenbriar, Ark./Arkansas
Arkansas (501) 472-5446
Nebraska (402) 416-8693

ROCKY MOUNTAIN coloradoscca.org

Oct 19 Pueblo, Colo./Continental Divide
Nov 1 Carr, Colo./Continental Divide
Continental Divide (720) 299-7315

SOUTHERN PACIFIC scca-sopac.org

Oct 25 Tucson, Ariz./Arizona Border
Nov 22 Tucson, Ariz./Arizona Border
Arizona Border (520) 609-9031

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ITEM 47770
61313

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ART FROM 2014 SOLO NATIONALS

Photographer and *SportsCar* contributor Perry Bennett attended this year's Solo National Championships with the goal of capturing unique photos, making them available as prints. This metallic-printed photo captures a cone under the Milky Way, taken at 1 a.m. on the East Course. www.autoxpix.com/solouniverse



CORSA PERFORMANCE INTAKE

Corsa Performance has extended its line of air intakes to include the Chrysler 300 and Dodge Challenger, Charger, and Magnum. Corsa's air intake systems feature either high-efficiency Pro 5 filters or Donaldson PowerCore filtration technology. The Donaldson PowerCore filter is a 100,000-mile, no-maintenance filter that maximizes airflow, removes submicron particulates, and outlasts conventional media filters. www.corsaperformance.com

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PROTHANE SHIFTER BUSHINGS

These matched component kits from Prothane replace OEM rubber parts with superior urethane bushing inserts on the 2011-13 Ford Mustang. These bushings are designed to provide a firm, positive shift action feel and absorb shock and vibration. www.prothane.com



DINAN M5 SUSPENSION

The new Dinan coilover suspension package for the 2011-14 BMW M5 offers a more aggressive stance and decreased body roll, without sacrificing ride comfort. Dinan's adjustable coilovers keep the factory Electronic Damper Control shocks in place and implements threaded collars to allow the user to change the ride height. www.dinancars.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

NO. 34

NOT JUST A NUMBER. A LEGACY.

Jesse Prather

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When Jesse Prather grew up watching local racing legend John Kelly – a five-time SCCA national champion – he had no idea he'd eventually rebuild and race in Kelly's car with its original number 34. Or that today, he'd be gunning for his fourth national championship, continuing the legacy in his own car. One win at a time.



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ONLY SEMI MONOTONOUS

On Aug. 13, I posted to Facebook: "I think our mail carrier is a fan...our copy of *SportsCar* is always a little late. Having now seen the new and improved Who Will Win [the Tire Rack Solo National Championships], I just have one thing to say: Please bring back the 'semi-monotonous' version. Thanks."

The Who Will Win Solo issue has traditionally served as a great opportunity to hear about racers in other parts of the country. It's been fun to hear who the non-local hot shoes are, and to get a whirlwind tour through classes besides one's own. I was disappointed with the six pages of coverage that covered only 12 of our classes in the text, with some (but certainly not all) other classes covered in brief text boxes listing "Ones to Beat."

Mari L. Clements

Every year I wait with great anticipation for the Who Will Win the Solo National Championships

issue of *SportsCar*, wanting to see if friends and competitors I know made the list. I was caught a little off guard by the new format this year, spotlighting just a handful of individuals. But then looking at the entry list, and seeing the overwhelming number of entries and massive number of classes (due, in part, this year to parallel Stock and Street tire classes), what you did began to make sense. It is certainly a difficult task to try and predict even a small number of classes, and it gets to a point where I am sure you just have to say "forget it" when there are multiple, near-identical classes that parallel each other. Hopefully next year, when we're back to a more reasonable class count, we will see a return to a broader version of the Who Will Win.

Fred Richardson

The new format of the Who Will Win the Solo National Championships was actively debated in the SportsCar office when the new concept was

conceived. As we stated in the Who Will Win introduction, our goal with this year's predictions was to do something different from the semi-monotonous versions of the past, but to do so we were forced to ignore many of the 101 classes offered at this year's Nationals. Next year, we expect to return to a format that covers most of the classes - something that will be easier with the elimination of Street R.

PONY CAR BATTLE

I'm a longtime racer in the San Francisco Region of the SCCA, and we stumbled upon a formula for a new spec class that is working really well (with 18 cars already built) and think it has merit as a National class if we can proliferate beyond San Francisco Region: Spec Mustang (SMG). The Club Racing Board has allowed our group to run in Touring 2 at the National Championship Runoffs, and we have almost half of the field. The rules for the class can be found on San Francisco Region's Website at www.sfrscca.org under the "Road Racing" tab at the top, and then click "Region Only Rules" on the left.

David Ray

ROSE CUP RISES

Being a one-time resident many moons ago of the Pacific Northwest, I remember the Rose Cup races at Portland International Raceway being a big deal. I was delighted to see a mention of them in *SportsCar*, and to see the races are still taking place. Tracking down the results of the Rose Cup races, however, I was sad to see the weekend seems to have lost some of the flash and panache of the past. The track and the city are fabulous, and the event deserves to be so much more. Hopefully the racers can rally together to build the event back into the spectacle I so enjoyed.

Paul Fisher

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:



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



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Porterfield Enterprises is offering a 15-percent discount on Porterfield and Hawk Performance brake pads, and a 10-percent discount on Performance Friction and Raybestos brake pads.

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.

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EDITOR, SPORTSCAR MAGAZINE

Almost There

I have a confession to make: I didn't attend this year's Tire Rack SCCA Solo National Championships. A scheduling conflict made it impossible for me to make it to Lincoln, Neb., that week, although I do have plans to attend next year. I'm also feeling inspired from this year's event where some members from the Board of Directors, as well as SCCA President and CEO Lisa Noble, decided to compete, so I may slide behind the wheel next year, too. The last time I turned a wheel at Nationals was in 2010 and, while I didn't do exceptionally well, I was quite happy with my 16th of 43 finish in STS, especially considering it was only my second time in that car. But I digress...

While there's nothing like experiencing SCCA's National Championship events in person, technology makes it possible for those who can't attend to keep up with the action as it unfolds. This year, I drove to work streaming the live audio feed via my phone through my car's stereo; once at the office, I ate company bandwidth by viewing the live video feed on my computer.

Admittedly, live video streaming coverage from the Solo National Championships leaves something to be desired. For example, if you want to see more than the starting line for each course on the video feed, you're out of luck. But while there are a number of technological challenges with bringing more video coverage to those of us sitting in an office pretending to do work while keeping up with the competition in Nebraska, as technology becomes more attainable, it *will* make its way to Nationals.

I can easily envision a day where all cars at the Solo National Championships carry an on-board camera that broadcasts via an on-site wireless network to the Internet. Then, with the click of a button, viewers can swap from the starting line video feed to an in-car view, riding along almost live. While that concept is more than a handful of years away for the Club, it is something that's not only conceivable, it's possible right now with enough money and technological knowhow.

Once at the office, I ate company bandwidth by viewing the live video feed on my computer"

What I've discovered watching professional racing series online is that Web coverage is, in many ways, superior to TV. For the last couple of years, I've watched nearly all SCCA Pro Racing Pirelli World Challenge races via a live video feed; the races I missed, I watched within a day or two courtesy of on-demand video. Also, for several years, the SCCA National Championship Runoffs has been available online through a live video feed and then later on demand.

As motorsports enthusiasts, instantaneous coverage is exactly what we want and, with time, the Solo National Championships will undoubtedly have a setup that will rival that of any professional series. And, if it happens in time for next year, everyone will be able to see my as-yet-successful "spin it or win it" driving technique as I slide to a stop in a giant cloud of dust. ☺

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **NOVEMBER 1994**

- Extensive coverage of the Solo Nationals from Salina, Kan., and the 728 competitors vying for one of the 50 titles.
- The *Neon Racing Report* covered the successes had in the economical but sporty Chrysler. Soloist Steve Broliar earned more than \$10,000 driving a Neon that year.

30 YEARS AGO... **NOVEMBER 1984**

- 100 degree F temperatures blasted competitors as they took part in the 12th running of the Solo Nationals, taking place at the Salina Airport Park.
- Little known road racer Peter Cunningham showed up with his SSC classed Saab 900 Club Racing car and won the H Stock Solo National Championship.

40 YEARS AGO... **NOVEMBER 1974**

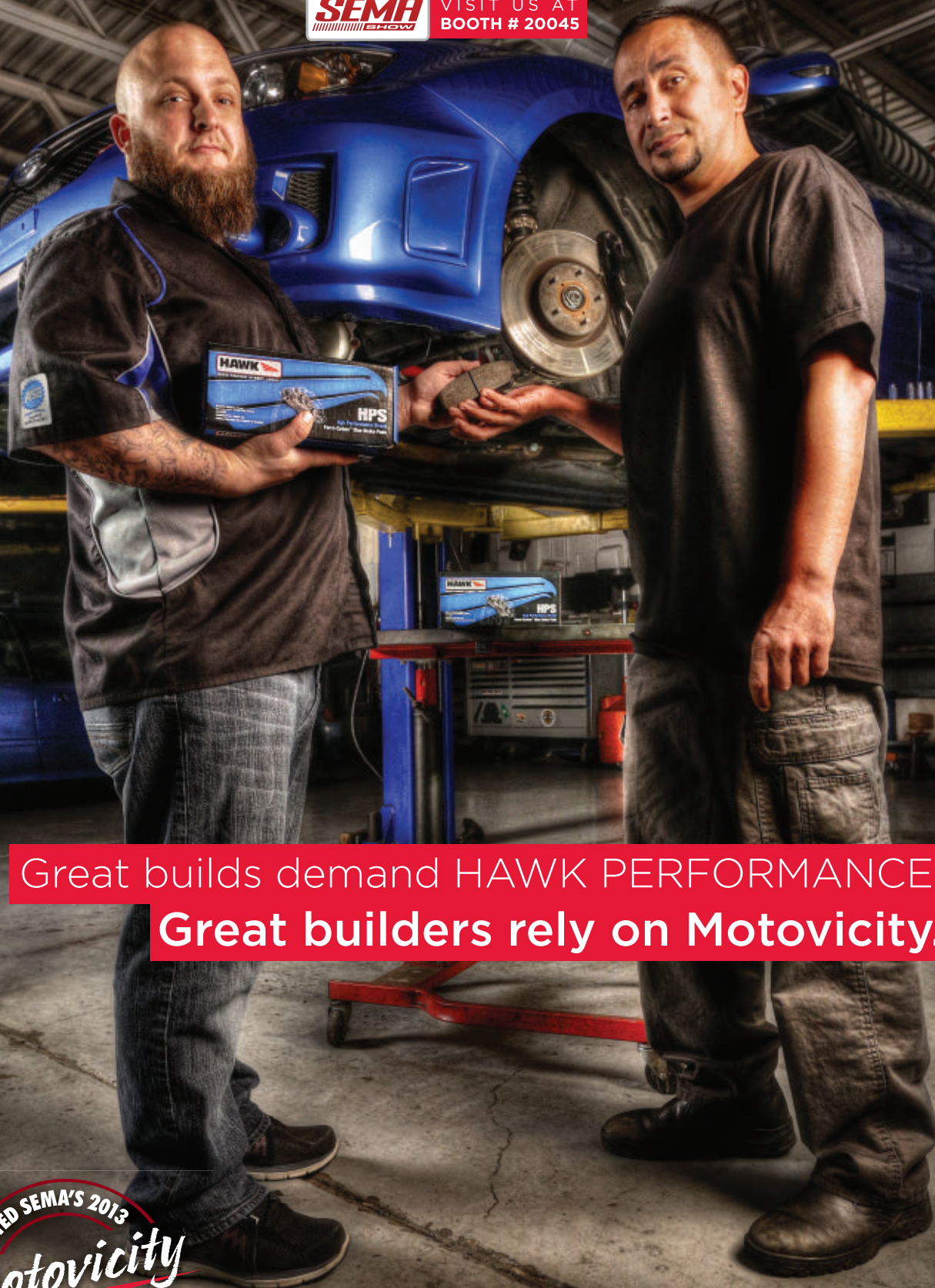
- *The Cunningham Collection* gave us a look inside the 40,000-square foot Costa Mesa, Calif., museum that housed the Briggs Cunningham automotive collection.
- *The Wet Skid Resistance of Car Tires* looked at the impact of rain on lateral and longitudinal grip.

50 YEARS AGO... **NOVEMBER 1964**

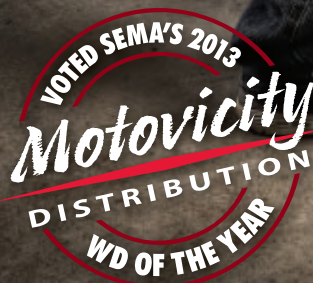
- A list of legendary names graced the 1964 USRRC points standings; Jim Hall, Roger Penske, Hap Sharp, Bobby Unser, John Morton, Dick Thompson, and Dick Guldstrand were a few of the standouts.
- Coverage of the U.S. Grand Prix graced the pages, and Graham Hill drove to victory.



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