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Rupert Berrington



Rupert Berrington

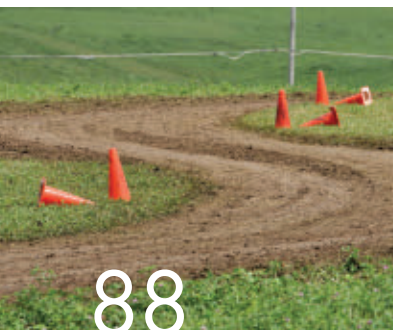
Chris Clark



Courtesy Lucas Oil



Perry Bennett



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Words to live by...or something...

COVER PHOTOGRAPHY Rupert Berrington

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AND PHOTO ILLUSTRATION Sean Rice

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6620 SE DWIGHT ST.
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After a hard-fought battle for the Street Touring Sport title, Jason Frank and Andrew Canak (wearing the helmet) share an embrace. Frank emerged the victor by a scant 0.117sec over Canak.

DATE | Sept. 9, 2015

LOCATION | Lincoln Airpark, Lincoln, Neb.

WHAT | Tire Rack Solo National Championships
presented by Garmin VIRB

PHOTOGRAPHER | Perry Bennett







After securing his fourth consecutive Pirelli World Challenge GT Drivers' Championship in a dramatic final round, Johnny O'Connell takes a moment to celebrate with the Cadillac Racing team.

DATE | Sept. 13, 2015

LOCATION | Mazda Raceway Laguna Seca, Monterey, Calif.

WHAT | Pirelli World Challenge

PHOTOGRAPHER | Bob Chapman/Cadillac

2016 CHAMPIONSHIP DATES ANNOUNCED

Mark your calendars, as dates for a few of SCCA's 2016 National Championship events have been released. The Tire Rack ProSolo Finale will take place in Lincoln, Neb., on Sept. 3-4, 2016, followed on Sept. 6-9 by the Tire Rack Solo National Championships. The National Championship Runoffs will occur at Mid-Ohio Sports Car Course on Sept. 19-25, 2016.



Perry Bennett

The SCCA, in conjunction with the Automobile Competition Committee of the United States, has announced the arrival of FIA Formula 4 competition in the U.S., with SCCA Pro Racing to organize and sanction a five-venue, 15-race professional series starting in 2016.

SCCA Pro Racing will partner with chassis manufacturer Crawford Composites, engine supplier Honda Performance Development, and Pirelli Tire North America to develop the spec chassis, engine, and tire package to be utilized in the new series, which will be homologated in accordance with Federation International de l'Automobile Formula 4 specification.

"Along with the FIA, SCCA Pro Racing sees the cost of racing equipment and operations as significant limiting factors in open-wheel racing participation," says Robert Clarke, President of SCCA Pro Racing. "The model for F4, based on a simple, yet contemporary vehicle, with strict price controls, is designed to entice new young drivers from karting into cars. We are excited about bringing this opportunity to the United States and the aspiring young racer."

THE FIRST STEP

Designed to take young racers from karting to open wheel, the Formula 4 package offers controlled costs and balanced performance.

The F4 United States Championship will join FIA Formula 4 championships already established in Australia, China, Germany, Italy, Japan, Northern Europe, and the United Kingdom; with other new championships soon to be launched in Mexico, Southeast Asia, and Spain.

The series will utilize the new, American-built Crawford carbon-composite chassis and Honda K20 C1 2.0-liter engine, producing the FIA-mandated 158hp. Pirelli PZero racing radial tires complete the package, now undergoing FIA homologation, which will meet the FIA price cap of \$45,000 for the chassis, including paddle shifters, data acquisition, and camera. The Honda engine will carry a one-year lease price of \$6,600. Tires will be priced at approximately \$250 apiece, with a maximum allotment of six tires (three front, three rear) per race weekend.

Intended as the "first step out of karting" for young racers, additional FIA requirements for Formula 4 include consistent organizational standards, technical fairness, stability, and cost containment, with a full season of F4 United States Championship competition anticipated to cost approximately \$115,000 in 2016. ●

FIA Formula 4 comes to America



SCCA ILLUSTRATED

SCCA's own Mary Pozzi is featured in the current issue of *Sports Illustrated*, following her Classic American Muscle – Traditional class win at the Tire Rack Solo National championships. Pozzi is one of six featured in the "Faces in the Crowd" section of the September issue, featuring Ole Miss football on the cover.



Rupert Berrington



Dave Green



Clark McInnis

SIMPLY THE BEST

Workers were celebrated at the SCCA Worker of the Year awards during the 2015 Runoffs.

SCCA's Workers of the Year Awarded

Nine standout volunteers were honored as SCCA Workers of the Year at Daytona International Speedway during the 2015 National Championship Runoffs in September. The award winners represent notable performances among the volunteer positions that make the SCCA SafeRacer Club Racing program possible.

Kevin Cullen (of Newark, Calif.) was honored as the top worker in Emergency services, Jim Hooker (of Gulfport, Fla.) topped the list in Flagging and Communications, Lyn Watts (of Silver Springs, Fla.) took home the award in the Pit and Grid category, Paula Hawthorne (of Monroeville, Pa.) was honored for her work in Race Administration, Sue Green (of Morrison, Illinois) claimed the award for Registration, Tim Lee (of Oakland Park, Florida) was the top honoree of all scrutineers, Marcia Ulise (of Newark, Calif.) received the award for top Starter, Tom Brown (of Lucas, Texas) was honored for his role as race steward, and Anna Crissman (of Pittsboro, N.C.) was awarded for her work in Timing and Scoring.

Each award winner was presented with a plaque commemorating his/her achievement and a jacket with the award logo embroidered on the back. In addition, winners in each discipline were given a \$50 certificate for SCCA Gear. After the presentation, SCCA President and CEO Lisa Noble randomly drew from the pot of winners to award one lifetime SCCA membership. The membership was given to Hawthorne.

Each winner will also be featured in *SportsCar* magazine over the course of the coming year. 🍷

2015 SCCA Runoffs champions crowned

Moments before this issue went to print, the 52nd running of the SCCA National Championship Runoffs presented by Garmin VIRB wrapped. For the first time since 1969, this historic winner-take-all championship road race took place at Daytona International Speedway, on the same course that Rolex 24 competitors contest on. And, to spice things up, this year's Spec Miata race was held on Friday night, under the lights - consequently dubbed Friday Night Lights at the Runoffs - courtesy of Mazda.

Being Daytona, everyone's eyes were on the speed trap to see which classes would post the fastest top speed. Topping the chart was the multi-time GT1 National Champion Michael Lewis, flying past the start/finish at an astounding 197mph. American Sedan also turned heads with some cars dipping clean into the 160mph arena.

Complete coverage of the Runoffs will appear in the December issue of *SportsCar*, but if you want to watch the action now, head to www.scca.com, select the "Videos" link under "Community" and search for the 2015 Runoffs. 🍷

2015 RUNOFFS NATIONAL CHAMPIONS

CLASS	WINNER	CAR
GT1	Mike Lewis	Jaguar XJR
GT2	John Kashadurian	Porsche 911
GT3	Joe Kristensen	Acura RSX
GTL	Jim Dentici	Honda CRX
AS	Andy McDermid	Ford Mustang
EP	Greg Ira	Datsun 240Z
FP	Kevin Ruck	Acura Integra
HP	Brian Linn	Honda CRX
SM	Jonathan Goring	Spec Miata
STU	John Schmitt	Honda Civic
STL	Kevin Boehm	Honda Civic Si
T1	Andrew Aquilante	Ford Mustang BOS 302
T2	Kurt Rezzetano	Ford Mustang GT
T3*	Bob Schader	Nissan 350Z Nismo
T4	Philip Royle	Honda Civic Si
BS	John Heinrich	Chevrolet Sonic
FA	Tyler Hunter	Swift 014a Toyota
FB	J.R. Osborne	Ralph Firman RFR
FC	Yufeng Luo	Van Diemen DPO8
FE	Scott Rettich	Formula Enterprises
FF	Rick Payne	Van Diemen RF99 Honda
FM	Joseph Burton-Harris	Formula Mazda
FV	Michael Varacins	Speed Sport AM-5
F500	Calvin Stewart	NovaKar Blade F600 Suzuki
P1	Gianpaolo Ciancimino	Stohr WF1 Suzuki
P2	Chris Farrell	Dtahr WF1 GDRE
SRF	Cliff White	Spec Racer Ford
SRF3	Kerry Jacobsen	Spec Racer Ford GEN3

* Not a championship class due to low entry count.

The SCCA's National Championships are in the bag, it's time to start planning your 2016 season, and with that comes the 2016 SCCA National Convention. This year's convention will be held Jan. 21-23, 2016, at the South Point Hotel and Casino in Las Vegas, Nev. Register now at www.scca.com.



Courtesy South Point Hotel and Casino

Global MX-5 pricing unveiled

The Mazda MX-5 Miata is the most road-raced production car in the world and the reason is simple: great performance at an affordable price. The new Global Mazda MX-5 Cup racecar follows that formula, and will be the first ready-to-race MX-5 Miata available from Mazda Motorsports. The new racecar will be available at the special introductory price of \$53,000. The racecar ordering process begins on www.mazdamotorsports.com with first deliveries scheduled to begin later this year.

TURN-KEY RACER

The Global MX-5 Cup car is on sale now, and will be race ready for both Pro and Club level events.

Having a turnkey, ready-to-race car removes the effort of engineering and costs of fabrication, enabling the racer to focus on racing. All racers can purchase identically built racecars so that driving talent will be the number one determining factor for on-track performance, rather than budget, engineering capability, or fabrication skills.

Production of the MX-5 Cup racecars starts with street cars that receive motorsports specific modifications for racetrack safety and performance. The MX-5 Cup is also a part of the Mazda Road to 24, which helps promote racers up the ladder to the top levels of sports car racing. 🏁

Al Merion/Petron/Mazda



Brown and Jacobs receive Green Light

A new award was presented at this year's Tire Rack ProSolo Finale: The Green Light Award. Per the trophy, the award is "presented in recognition of sustained outstanding contributions to the Tire Rack SCCA ProSolo Series." This is the first year the award has been presented, and it was co-awarded to Paul Brown and Jeff Jacobs.

"For some years, we have been the Chief Stewards at most events, and when we are both there we usually share the duty," Brown explains. "We also participate in the rules discussions, giving [SCCA's Senior Director of Rally/Solo] Howard Duncan input. Howard makes the final decisions on everything, but he's really good at considering alternate - even conflicting - opinions. It was completely unexpected and rather overwhelming to be one of the first to receive the award." 🏆

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."

MEMBERSHIP REFERRAL LEADERS FOR AUGUST 2015

NAME	REF	REGION
Warren Leach	112	San Diego
Brian Ghidinelli	46	San Francisco
Gayle Jardine	34	Cal Club
J. Burchardt	18	SW Louisiana
Richard Meyers	17	Detroit
Mary Shiloff	16	Detroit
Sydney Davis	15	Houston
Jim Nowlen	15	Milwaukee

There are 2,100 additional members with at least one referral.

REGION LEADERS

(Category based on 2014 year end membership)

REGION GROWTH

Jumbo Regions (800+):

Philadelphia	12.7%
Oregon	10.7%
Milwaukee	10.5%

Large Regions (401-799):

St. Louis	32.9%
Kansas City	16.0%
Indianapolis	12.6%

Medium Regions (200-400):

South Bend	36.2%
Alabama	19.1%
Hawaii	18.1%

Small Regions (<200):

Southern Illinois	59.6%
Lake Superior	57.7%
Wiregrass	33.3%



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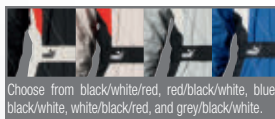
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MX-5 CUP CHAMP

Following another season of fender-rubbing action, the Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires wrapped at Road Atlanta. John Dean captured the first win of the doubleheader weekend, and with it clinched the 2015 season championship, beating John Gallagher by just 13 points.



Richard Colburn

SPORTSCAR

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EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

NATIONAL EDITORIAL COORDINATOR
Reece White

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown, Dee Duncan, Rocky Enriken, James Heine, Peter Hylton, Richard S. James, Jim Kearney, Don Knowles, R.A. McCormack, David Muramoto, Jon Olschewski, Randy Pobst, Tom Schultz

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Doug Berger, Rupert Berrington, Irina Bouzenkova, Ken Brown, Rick Corwine, George Dwinell, Mako Koiwai, Dennis Murray, Barbara Protos, Mark Weber, John W. Wilmoth, Dennis Wood

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

ADVERTISING DIRECTOR Rick Nitti

ADVERTISING MANAGER

Nicole Szawlowski

GLOBAL SALES DIRECTOR

John Chambers

ADVERTISING SALES ASSOCIATE

Sarah Vega

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRINTING R.R. Donnelley, Pontiac, Ill

EDITORIAL CONTRIBUTIONS

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EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
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(949) 417-6700 / Fax (949) 417-6116
E-mail: sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com
Back Issues (949) 417-6700
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JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

That same thing, again!

I love inertia - it's a great thing in racecars, and certainly a great thing in projects that finally find some traction. Maybe I'm a skipping record, but that saying is (apparently) beyond its sell-by date. Appropriate, though, as I'm again talking about our SCCA archives.

This past spring, two tractor-trailer loads of materials arrived in Watkins Glen, as the custody of the Club's archives has been transferred to the International Motor Racing Research Center. Now the detail work begins, but that work needs your support. The SCCA Foundation - our Club's charitable arm - has the task of supporting the maintenance of the SCCA's archives, and that task will take a number of years to complete. We're not envisioning a bunch of dusty old file cabinets; rather, we see a modern, technology-enabled platform for our members (and the general public) to use for access to our archives.

The "support" I mentioned can even be in the form of material. Library shelving, possibly surplus from a records center or library that has converted to electronic files, is desperately needed. Ultimately, the SCCA and the Center hope to have our archives available locally in Watkins Glen, as well as via web access. That takes technology, along with the necessary hardware and software, are on our needs lists.

Support can also be financial. R. David Jones, former Club Governor and Director, as well as past Chairman of the Board, is graciously supporting the work at the Center, initially for archivist components of inventorying and organizing the material. Racer Dick Colburn provided funding for the costs of actually moving the archives from Indianapolis to Watkins Glen. These two critical steps - getting it there and figuring out what's in the boxes - are just the first steps. We need to secure a solid funding stream to ensure this project carries on to completion.

Finally, the goal is to grow the archives. Our members have a treasure-trove of stuff - photographs, results sheets, Regional newsletters, and films - every kind of media imaginable. We also have our memories, and getting those captured as written or oral histories will make the Center's collection complete, as the place where our sports car racing DNA - personal and Club - will permanently reside. Consider this a call to root through your file cabinets, identify your own personal archives, and consider how it can find a future home in Watkins Glen at the Center.

In this issue of *SportsCar* you'll find an ad for an IMRRC raffle of a car, which the Center is using as a fundraiser to support the full range of its activities. I hope you all can be as generous toward the IMRRC's own mission as you are to the SCCA Foundation and our archives. 🍷

Finger Lakes Celebration

Finger Lakes Region made history this year as it celebrated the 60th anniversary of its incorporation in November 1955. Before that time, the geographical region was part of Western New York Region. The anniversary party was highlighted by the presence of four of the Region's original, and now 60-year members: Barry Budlong, Dave Elder, Gary Morgan, and Dave Wild. All four participated in a roundtable discussion of what the Club was like in the early days.

In addition, the Region's newsletter, *Top End*, has been published continually for over 50 years. The Region is looking forward to many more years of outstanding events and activities and wishes to say thank you to all members, past and present, who have made this possible.

— Marilyn (Lynn) Randall, Region Historian

Anthony Bristol



FROM THE BEGINNING

(Left to right) Sixty year Finger Lakes Region members Barry Budlong, Dave Elder, Gary Morgan, and Dave Wild.

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WORLD CHALLENGE CHAMPS

Pirelli World Challenge came to a triumphant finish of the 2015 season with a number of close battles. In the end, the winners were Johnny O'Connell (GT, RIGHT); Frank Montecalvo (GTA); Colin Thompson (GTC); Michael Cooper (GTS); Corey Fergus (TC); Jason Wolfe (TCA); Johan Schwartz (TCB).



Jay Bonvillian



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

Amazing stories and world records

The Tire Rack Solo National Championships, arguably the greatest accumulation of superior event operations anywhere in motorsports, is excellence in execution. This year's 1,223 entries set a new record for the largest motorsports event in the country. It's not just entries that make it so - it is the collaborative team of competitor volunteers, field staff, and SCCA National Office staff that turn the bare airport runway into this world-class event.

Like Camelot, the site appears from a bare expanse of concrete. While it is this particular Mecca of concrete that is the draw that brings us to Lincoln, Neb., the remarkable transformation is one of the reasons I've come to love the event. The fun, friends, and tomfoolery rival the intense competition for the elements that have made it a must-attend event for so many of our fellow members.

Along the way, so many amazing stories develop from the week's activities. Here are four of them:

TRACY LEWIS (TIMES FOUR)

At the end of the day, she did the work of four registration people if you look at the Solo Nationals as an accumulation of four one-day Tire Rack Solo Championship Tour events. And that wasn't all, she also coordinated worker assignments which is a daunting task in itself. Kudos to Tracy!

GEN TWO

Dana Gill, daughter of SCCA staffer Doug Gill, and Kencey Christopher, daughter of SCCA Director K.J. Christopher, both brought a new standard of excellence to "getting it

done." These two multi-tasked their way through the event, working at many stations, including registration, radios, and the banquet. It seemed like they were everywhere making things happen.

GREATER GOOD

Mike Bronson brought a truck and trailer to the Solo National Championships and it had someone else's car in it - nothing extraordinary about that. But Mike's goal throughout the week was just to help out. He worked on other people's cars, welded, wrenched, and advised. And, in the spirit of the greater good and for fun, he was key in getting the Monday night party - Talent and Tacos - both up and running, cleaned up, and packed away.

SPORTSMANSHIP

Neil Toysen in CSP lost his chance for a strong finish in day one, but rather than running his car for fun on the second day, he lent it to another competitor who also had a mechanical issue but still had a chance to win. Reijo Silvennoinen took advantage of Neil's friendship and offer, and piloted the car to the final trophy position in class.

Old friends reunite, new friends are made, rivalries are ignited and resolved, and we work our tails off in the spirit of the greater good. Personally, I have fun from the minute I walk through the gate. It's a blast and I appreciate everyone who makes it possible. What we do at the Solo National Championships is a demonstration of the very powerful intention of the members of our Club to make this event the very best. This is the Club I want to belong to! 🍷



Courtesy IUPUI

HIGHER EDUCATION
IUPUI students have a new learning tool for 2016.

IUPUI expands motorsports program

Indiana University-Purdue University Indianapolis has unveiled plans to expand its Motorsports Engineering program with the addition of a race-prepared 1991 Mazda Miata. This new car will replace the program's historically successful 1968 MGB.

The Miata will provide a more modern platform for the development of race engineering related skill sets and is intended to compete at the highest level of SCCA Club Racing. The MGB will be transformed for a new form of competition as an SCCA Solo Modified racecar.

The Miata will be utilized as an experiential learning opportunity, giving students the chance to utilize their education both in the motorsports lab, where they will be tasked with analyzing and preparing the car, and also at the racetrack.

"Our students conducted a thorough vehicle performance study of all the cars that compete in the SCCA F Production class," explains Chris Finch, who helped facilitate the acquisition of the new Miata. "The Mazda Miata was the clear winner."

IUPUI Motorsports Engineering Director and SCCA Hall of Famer Pete Hylton adds, "This affords us the unique opportunity of taking our older car, which although very successful, is in need of a major overhaul, and targeting it for some very creative design and development work that will prepare it, and our students for a different form of competition." 🍷



Courtesy IUPUI

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STEPHANIE ANDERSEN

MILWAUKEE REGION

SCCA MEMBER SINCE 2010

“My first exposure to wheel-to-wheel racing was attending the June Sprints at Road America 10 years ago. I was there supporting my friend and didn’t know anything about SCCA Club Racing. That exhilarating moment of watching more than 60 Spec Miatas race into Turn 5 on the first lap really sparked something. The fact that every driver had to fight for position – even those at the back of the pack – was inspiring! Standing trackside, I never imagined I could be one of those drivers.

A few years later I had the crazy idea of borrowing a racecar and doing a track day. At that point I understood racing lines, what the flags meant, and felt comfortable on track. I didn’t, however, know how to drive a manual transmission, but I still completed the day in my fiancé’s Spec Miata. I was one of the slowest on track since I stayed in third gear the entire time. He held his breath in the passenger seat, as my instructor, probably more nervous than me! After that day, the idea of being a racer was starting to become real. I immediately started searching for my own Spec Miata. Within a few months, I owned my own racecar, learned how to drive a manual, and had a few more track days and autocrosses under my belt.

I received my competition license five years ago and competed at Regional races in Wisconsin, Illinois, South Carolina, and Alabama. After some podium finishes, racing door-to-door with the person who got me involved in racing, and earning the respect of many of my competitors, I decided to move up to competing in the U.S. Majors Tour.

It’s sentimental to me that my first Majors race was at the track that inspired my passion for racing, and this is why I decided to compete in the 2015 June Sprints. I was surrounded by so many racing friends and familiar faces, and I realized how great it is to be a part of this huge racing community.”

IMAGE Danny Steyn Photography
Adept Studios



“After that day, the idea of being a racer was starting to become real”

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POBST POSITION



SHIFTING GEARS: *a dying art?*

Manual shifting is an art form and, unfortunately, one that is quickly becoming obsolete due to the advances of modern technology.

I wrote about this a while back, in *The Trans, They Are A-Changin'*. The work I have been doing with *Motor Trend* has kept me on the front lines of the latest from the auto manufacturers, including the new Shelby GT350 and R-model Mustangs. They both still use traditional clutch-and-stick gear changes, but hey, they're Shelbys, retro rods, and so it is quite appropriate.

Another recent example that comes to mind is the Cadillac ATS-V. As seen by their involvement in Pirelli World Challenge (aside: congrats Cadillac and Johnny O'Connell on a fourth title; easier without me there, eh, Johnny? A little), they're building truly awesome sports sedans. The new ATS-V is available with three pedals, but includes a rev-match and the first flat-shift option I've seen on a production car. Both work really well, with the plus/minus factor of mixing human and electronic actuation. You can adjust the assists to suit your mood. How involved do you wish to be today? Or maybe your friend cannot heel-and-toe, so engage the auto-blip and save your synchros while sharing with the inept. On track, the 8-speed automatic works very well, especially for a torque-converter style, except that it usually downshifts after getting on the throttle, whereas the nearer perfect Porsche PDK dual clutch always gets the gear beforehand.

Philip Tucker

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



Courtesy Cadillac

THE BIG SHIFT

While some manufacturers are shying away from the traditional manual shifter, others are staying true to the driving experience, like Cadillac in the ATS-V.

For your human-powered shifting to be optimum, think smooth. Shifts must be nigh imperceptible to the tires. Like *buttah*, so to speak. Both up and down. Up shifts are easier because the engine revs fall when you lift, but the driver must time it so the clutch release is exactly at the moment the revs match, with zero clutch slip. Always have the clutch up before you get to the power. If it sounds anything like when you pull away from a stop, that's bad for the clutch. No slip. And, it must be done as quickly as possible, but with no stress on the box.

The synchros will talk to you. Most prefer a slight pause in neutral on the way to the next gear. If notchy, they just take longer to work, or the revs have not fallen enough yet. This is common on newer street cars because throttles no longer close all the way immediately. Slamming it shut causes high vacuum in the intake manifold, sucking oil past the rings and adding emissions - a no-no. Rev your late-model driver and notice how long those revs hang up there. Street cars also have much heavier flywheels than racers, and that keeps the revs up longer, so they demand better rev matching or they will burn your synchros. Synchronizers are just little brakes mounted next to each gear. If you don't rev-match well, they will rub on the next gear when you pull the lever, slowing it down for you but also heating up. I'll bet some codger 60 years ago was probably lamenting how those modern synchronized gears were taking all the enjoyment and challenge from driving. The beat goes on.

Downshifts are much more complicated. For you SCCA First Gear types, let's discuss heel-and-toe. The exact opposite of going

up, on the downshift, the engine revs will need to be higher, one way or another.

Your modern high-dollar ride, your right foot, or the clutch and the drive wheels will be bringing the revs up. Stripped to the bone, heel-n-toe means tapping the gas pedal while you move the shift lever. It should sound like *BARRR-ooooommm*. All engines are different, so you'll have to feel your way. That's the art and magic. Fully clothed, heel-and-toe means revving the engine while braking and downshifting. Using the ball of your right foot to brake, typically your

"It should sound like BARRR-ooooommm. All engines are different, so you'll have to feel your way"

heel to jam on-and-off the gas pedal, your left foot to clutch, and your hand to move the lever. If you can drive a stick, you're already doing all of this except the gas-jam.

When you first try heel-and-toe rev matching, always keep braking your first priority. Get a good purchase on the brake pedal, and then stab at the gas with the side or heel while you move the lever. The clutch push, shift, and stab all happen at the same time. It's a driving art, and I encourage you to learn it. Well-matched gear changes are very rewarding and work best when done quickly.

Double clutching is *really* fading but will make your transmission last forever. Many real racecars have gearboxes with no synchros at all; think Formula F, and this

helps. To your heel-and-toe, add letting the clutch back up when you are in neutral and blipping the throttle. It does an even better job of lining up the gears. Then you put the clutch in again (the double part), and the shift lever will be fairly sucked into the next gear, like a hot spoon in solidified healthy-fat coconut oil. Like this: clutch in, shift to neutral, clutch out, rev engine, clutch in, shift to lower gear, clutch out, gas and go - all while braking smoothly. See why I called it an art?

I've learned that on most non-synched racing gearboxes, just matching revs is enough, and double clutch is overkill. With a quick, firm snap of the lever, it goes right in. Non-synchro racing boxes reward a super fast gear change. Don't baby them like your street tranny. The same with sequentials, like the Porsche 997 Cup; bang it home, fast and true.

Unconvinced? Mount a Garmin VIRB XE action camera (I have a T-shirt and hat from the Tire Rack Solo National Championships they sponsored this year - thanks!) over your shoulder and watch the tach. When you downshift without blipping the gas, the engine drops to idle. Our wheels, meanwhile, are going road speed: 50, 80, 100mph? When you raise the clutch and bring those two together, the force of speeding up that engine tries to lock your tires. Rear-drive cars will try to spin out, like pulling the handbrake (those are going away, too, I've noticed). Front-drives will understeer badly as those front tires slide. All wheel drives (Subaru, anyone?) will nicely load up all four, an advantage at covering up our lack of ability.

Teach your children well, Old-School Shifters, ere the art be lost forever, and all our racers end up in static displays. 🚗



RECORD BREAKER

This September, more than 1,200 competitors flocked to Lincoln, Neb., to compete at the 2015 Tire Rack Solo National Championships presented by Garmin VIRB

WORDS Casey Brown, Paul Brown, Angela Carlascio, Denise Cashmore, Jeff Cashmore, Alan Claffie, PJ Corrales, Charlie Davis, Paul Dornburg, Buck Entriken, Richard Holden, Jocelin Huang, Alex Kang, Charles Kim, John Lieberman, Ryan Lower, Jonathan Lugod, Dina O'Donnell, Joseph Ottofaro, Mat Peck, Karl Shultz, Reijo Silvennoinen, Patrick Washburn, David Webb | **EDITS** Rocky Entriken | **IMAGES** Rupert Berrington | **MAIN IMAGE** Perry Bennett

One thousand, two hundred twenty-three. About time! It only took 17 years to get here. And eight years – the longest stretch ever – to break the prior record for entries at the Tire Rack Solo National Championships presented by Garmin VIRB. In the year 2000 a new line appeared in the supplementary regulations for the event establishing, for the first time, a limit on the number of drivers whose entries would be accepted. A record entry of 920 had been set at the 25th Nationals in 1997. By then, a pattern had seemed to form – a record entry every fifth year, to be broken three years later. 2000 was a third-year-later and, true to form, the record was broken, the first time of more than 1,000 competitors.

The limit, established in the year 2000, was set at 1,200 entries, and raised the following year to 1,250. In 2010, the cap was bumped to 1,350, and then dropped back two years later to the current 1,300. But still, ever since the turn of the century, the actual entry hovered maddeningly between 1,050 and the 2007 (35th anniversary) high mark of 1,157. The 40th anniversary in 2012 came and went without the usual new high. That said, we almost broke it last year when 1,156 drivers took to the course.





PACE SETTER
 The Mazda sweep vehicle pulled double duty flying the American flag during the morning's National Anthem.

Perry Bennett

But this year - the three-years-later occasion - produced 1,223 drivers, 65 more than had ever before crossed the start line of a Solo Nationals course. This is roughly the equivalent of adding a full heat to the competition.

A contributor may well be the Solo Event Board's successful action to stuff the DOT tire genie back in the Stock (or Street) class bottle. Stock class entries (any DOT tire allowed) had been declining in recent years while Street Touring (140+ treadwear) had been growing. Now the renamed Street category required the same higher treadwear rating, 200 now, and the entry broke 400 (401, actually) for the first time since 2008. Meanwhile, Street Touring on the same donuts hit a new high of 279 drivers.

The new high mark created its own issues. The massive paddock afforded by the Lincoln Airpark was filled to maximum, and then some. Nebraska Region's Mark Walker, the Airpark liaison, says there's room to push farther north. Multiple West Course delays Thursday exacerbated by a heavy Heat 5 rainstorm just about used up all the daylight. C Modified Formula Fs making their way in the gloaming back to their paddock spaces through hub-deep rainwater looked more like small boats than racecars.

Well, the event was supposed to be *Return 2 the Concrete Beach*, reprising last year's beach party theme.

They say for a week at Nationals (just as true in Lincoln as it was in Topeka and Salina) you pack two bags, a hot bag and a cold bag. Stay all week you may need both, and it was true this year. Tuesday began on wet pavement. By afternoon the mercury was in the 90s, and hotter on Wednesday. Each overnight brought more rain. Thursday

was overcast, and then came the gully washer followed by one of the most dramatic sunsets ever enjoyed at Nationals. Friday was mild and gorgeous, puffy cumulus dotting an azure sky.

For the compass-challenged, the run-order chart identified the East Course as the "Plane Side" and the West Course as the "Corn Side." Thursday morning a pavement breakup on the West Course required repairs that, in the cool of the morning, took far longer to cure than anticipated. Competition began some 37 minutes late, but the patch held.

Protests were minimal, and even somewhat humorous. Three drivers were dinged with "naughty" protests, mostly driving too fast where they shouldn't. Two drivers found non-compliant (one underweight and one too wide) both happened to be in last place after the first day and so were chided mildly and told to go sin no more. An exotic McLaren road car running in SSP was deemed legal because the rulebook paragraph on not-otherwiseclassified cars being ineligible at Nationals referred only to Street category.

One car not otherwise classified (two models of it actually, one bone stock, one in STR trim) was the new fourth gen ND Mazda MX-5, which attracted considerable attention in the Mazda display. It was taken for exhibition runs by drivers who had already competed, three of them finishing in trophy-territory times, plus a number who were given a shot on Nebraska Region's test 'n' tune course. Next year, it was announced, the ND will be classed in C Street.

The test 'n' tune, by the way, with 580 drivers running it, generated an \$11,500 donation to the SCCA Foundation.

Besides the new Mazda, other celebrities

on the lot included some Solo alumni now competing in Pirelli World Challenge, plus a genuine two-time Indianapolis 500 winner and an eight-time Pikes Peak Hill Climb winner - cousins Al Unser Jr. and Robby Unser, backed by Speedway motors to challenge the CAM-T class. And, they got beat by a girl, Mary Pozzi, on her way to winning her 12th Solo National Championship and also tying the record of 35 years between a first and latest championships. On the other hand, Al ran his first autocross just last April and Robby has been doing this little more than a year.

"It's so precise!" Al said. "And you only get three tries! In a race, if I have a corner where I'm having problems I follow someone through and he'll show me the way. Here you can't follow anyone."

Still, they took the remaining two trophies in CAM-T, with the banquet announcer offering the image of Unser nestling his Nationals award between his two Indy 500 Borg Warner trophies.

Among other record setters, Frank Stagnaro extended his mark for most trophies, winning his 34th for placing ninth in CP. New England Region won seven championships, tying the record for the most by any one Region not named San Francisco. Southern Pacific Division's 18 championships matched the record for most by one Division in a single year. Behind Pozzi's 35-year, first-to-last span, Ginette Jordan moved to second place on the same chart with an SMFL win 30 years after her maiden victory in 1985.

A total of 1,085 Open class drivers is also a new mark, breaking last year's 999, but somehow the Ladies Classes aren't following suit, perhaps because more of them are taking on the Open classes. All seven 100 Percenters returned for their continuing-record 43rd year.

C Street sent the most-ever Street category cars out, 62 this year, not surprising since the category is only two years old but only one Stock class (SS in 2007) ever had more. The event's largest class was STS at 63 cars, the third-largest Street Touring class ever and fifth largest of any category.

Four Area Directors in attendance, including Chairman of the Board John Walsh, took to the course with results similar to last year, but with one glorious exception. Area 11, the Southern Pacific Division, has elected one fast autocrosser to represent them. K.J. Christopher in his Acme Special A Mod went out and posted the second-largest margin of victory ever at 10.385sec. He is just the second Open class driver in the past three years, or ever actually, to top a 10-second mark that was set 40 years ago.

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Street Classes

SUPER STREET-R

1. Grant Reeve	NEng	Corvette Z06	112.447
2. Sam Strano	WDC	Corvette Z06	112.451
3. Matthew Braun	NwOh	Porsche 911 GT3	112.531
4. Josh Luster	WDC	Corvette GS	113.684
5. G. J. Dixon	NNJ	Porsche 911 GT3	113.871
6. Anthony Savini	Phil	Corvette Z06	114.916
7. Ryan Clark	Nwst	Corvette Z06	115.040
8. Laurence Casey	WDC	Corvette Z06	115.186
9. Randy Petschauer	NY	Porsche 911 GT3	115.300

10. Cam Withell/Nwst (Corvette Z06); 11. Michael A. Snyder/WDC (Corvette); 12. Dan Ireland/StCt (Corvette GS); 13. Jeff Jacobs/Phil (Corvette Z06); 14. Michael Figliolia/StCt (Corvette GS); 15. Bryan Schafer/Cinc (Corvette Z06); 16. Eric Simmons/Phil (Corvette Z06); 17. Mark Labbancz/NNJ (Corvette GS); 18. Tom Kotzian/Ore (Porsche 911 GT3); 19. Brendon Bengermine/WDC (Corvette Z06); 20. Justin Lau/NEng (Corvette Z06); 21. Kent Weaver/Cinc (Corvette Z06); 22. Scott Hurley/Scar (Corvette Z06); 23. Michael Murray/SJy (Corvette Z06); 24. Matt Murray/NNJ (Corvette Z06); 25. John Fink/StCt (Corvette GS); 26. Jerry Strobe/Indy (Corvette Z06); 27. Val Korry/Nwst (Porsche 911 GT3); 28. Jim French/Wich (Corvette Z06); 29. Bill Myers/Chi (Corvette Z06); 30. James Harrison/Wich (Corvette Z06); 31. Peter Gigliotti/SJy (Corvette Z06).

SUPER STREET-R LADIES

1. Shelly Monfort	SanF	Corvette Z06	114.838
2. Learic Cramer	WDC	Porsche 911 GT3	116.613
3. Rachel Baker	NEng	Corvette	118.350

4. Stephanie Reeve/NEng (Corvette Z06); 5. Tara Buck/BIRg (Corvette GS); 6. Jessica Withell/Nwst (Corvette Z06); 7. Karen Fink/StCt (Corvette GS); 8. Deborah Jarboe/Kan (Corvette Z06).



SUPER STREET R LADIES

Shelly Monfort

San Francisco Region
Stranoparts/PFTuning/
HumanCann
Chevrolet Corvette



SUPER STREET R

Grant Reeve

New England Region
iRacing.com /
G-Fab Racing
Chevrolet Corvette



Super Street R Ladies

The only remaining Street classes still allowed to run on R compound tires saw 39 drivers turn out to challenge the cones and, at the same time, make a statement that they want to see SSR continued. For the battle itself, it was a tough fight between Corvettes and Porsches all the way.

Eight ladies took to the Lincoln concrete first, in Tuesday's second heat on the West Course, with Learic Cramer, Porsche GT3, setting the quickest first-run time of 64.2. But multi-time National Champion Shelly Monfort, in Sam Strano's Corvette Z06, was right up there with what would have been a 63.9 had she not hit two cones. After that, Monfort cleaned up her second run with a 62.191 for the first day lead. Cramer answered with a 63.2 and Rachel Baker in a Corvette finished with a third-run time of 63.6.


When the action shifted to the East Course, Monfort threw down the gauntlet right away with a 53.9 and never looked back. Her times dropped consistently on runs two and three, and she finished day two with a 52.647 on her third run and a class-winning time of 114.838. Cramer's best second-day run was a 53.3 on her third pass and Baker rounded out the trophies with a 54.6, also on her third pass.

Monfort wasn't even planning to run in SSRL. She originally entered DSP in a BMW but gave up her seat to another driver when one of the other DSP cars broke, and she accepted a ride in the Strano 'Vette.

"I love German cars," she said, "and I wasn't really a Chevrolet person. But now I'm a convert! I love these great-handling and very well-engineered cars. You just have to learn how to manage all of that horsepower and torque."

Strange, because of her now seven consecutive SSL/SSRL championships, the last four were in Corvettes after three with a Lotus Elise. She has nine total, the first coming in 1987, which places her fourth in the record book for longest span, 28 years, between a first and latest championship

Super Street R

 When the men hit the concrete in the fifth heat, it was Sam Strano's Corvette leading the way on the West Course with a 60.8 on his first run. Grant Reeve's 60.9 on his second run followed right behind. Reeve lowered that to 60.319 on his third run, Matthew Braun's Porsche GT3 was next with a 60.4, and Strano was third with a 60.7.

When the action shifted to the East Course on Wednesday, there were some tense moments early on when Strano's car wouldn't start. After going through four jump boxes, he finally found one with enough juice to fire it and then had to re-program all of the electronics. Josh Luster laid down the fastest first-run time of 51.9 while Strano and Reeve both hit cones. Reeve was dirty again on his second run while Strano came back on his second pass with the fastest second-day run of 51.731 to claim the lead.


Reeve came back with a vengeance on his third run to lay down a 52.1, barely enough to take the class win by a scant 0.004sec over Strano. It was the narrowest winning margin of the 2015 Solo Nationals and fifth smallest margin of victory in the history of the Solo Nationals.

"I was totally expecting Sam to run me down," Reeve said, "so I was anxiously waiting and waiting and looking at the times. Then I said, 'Something is wrong with that time.'" But there was nothing wrong with the time and Reeve finally came to the realization that, "Oh, wait - I've won!"

As for the future of the class, Reeve said, "Why would you even want this class to go away? If enough people show up every year, and you've still got the best drivers coming, it's one of the showcase classes. I wouldn't want to win an easy championship. I want to be in this class, specifically, because it challenges me to drive to my absolute best."

John Lieberman


Super Street Ladies

 Thursday morning, first heat on the cold and wet East Course, Jocelin Huang in her Porsche 911 GT3 set the pace early on well ahead of Ann Criqui and Jacqueline Hill sharing a Lotus Elise. On the drying pavement all three posted their best times on their final runs, Huang with the best time of 57.317 and Criqui 2sec behind.

On the West Course, Huang again posted the fastest run with a

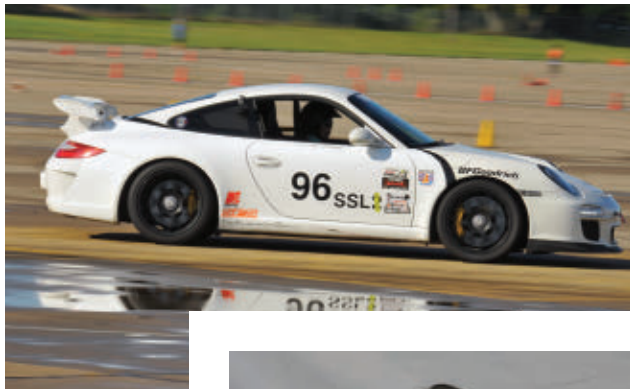
best of 66.946sec. At the end her 124.263 led the class with a 5.229sec victory and her third championship. She was happy with the win but focused more at the end on the "setup of the car" for the open class since she and Charles Kim had been plagued with handling issues during the entire Nationals.

Super Street

 Super Street comprised a dozen drivers, four in Lotus Elises and eight in various iterations of a Porsche 911. On the first day on the East Course, Patrick Salerno leapfrogged into the lead on the final run with a 55.268sec run in the Brian Connors Porsche 911 GT3. Just 0.033seconds back was Charles Kim's 911 GT3 with Connors a scant 0.019sec further back.



SUPER STREET
Patrick Salerno
New York Region
Porsche GT3



SUPER STREET LADIES

Jocelin Huang

Milwaukee Region
The Alignment Guy/
Play 4 Patri
Porsche GT3



SUPER STREET

1.	Patrick Salerno	NY	Porsche 911 GT3	118.403
2.	Jacob Dawson	RioG	Lotus Elise	119.393
3.	Richard Wayne	NNJ	Porsche 911 Carrera S	119.552
4.	Charles Kim	Milw	Porsche 911 GT3	120.012
5. Brian Connors/Phil (Porsche 911 GT3); 6. Bryan Carbon/Atl (Lotus Elise); 7. Adil Abdulali/NY (Porsche 911 Carrera S); 8. Erik Kreamsner/Nwst (Porsche Boxster); 9. William Sapp/RioG (Lotus Elise); 10. Kevin Kirchoff/InNw (Porsche Cayman R); 11. Bud Bohrer/Nwst (Porsche Boxster); 12. Iain Mannix/Colo (Lotus Elise).				

SUPER STREET LADIES

1.	Jocelin Huang	Milw	Porsche 911 GT3	124.263
2.	Ann Criqui/Colo	(Lotus Elise);	3. Jacqueline Hill/NEng	(Lotus Elise).

A STREET

1.	James Yom	Guam	Corvette Z06	118.528
2.	Mark Daddio	NEng	Corvette Z06	118.853
3.	Ryan Otis	Ore	Corvette Z06	119.146
4.	Vivek Goel	LnSt	Corvette Z06	119.827
5.	Michael Johnson Jr.	BIRg	Corvette Z06	120.165
6.	David Green	Wich	Corvette Z06	120.938
7.	Glen Hernandez	Nwst	Corvette Z06	121.046

8. David Howdyshell/Ariz (Corvette Z06); 9. Nelson Antunes/Bucc (Corvette Z06); 10. Todd Roberts/LnSt (Honda S2000 CR); 11. Tom Bracci/NEng (Corvette Z06); 12. Johnny Foesch/Milw (Honda S2000 CR); 13. Jason Kupka/LnSt (Honda S2000 CR); 14. Bill Rogerson/Fing (Corvette Z06); 15. Eric Janveaux/Fing (Corvette Z06); 16. Christian Shipp/Atl (Corvette Z06); 17. Peter Calhoun/Chi (Corvette Z06); 18. William Damhoff/Chi (Corvette C6); 19. James King/KC (Corvette Z06); 20. Andy Seipos/Milw (Corvette GS); 21. Larry Brady/KC (Corvette Z06); 22. Daniel Cross/Hous (Corvette Z06); 23. John Foesch/Milw (Honda S2000 CR); 24. Jeffrey Wetzel/GuCo (Corvette); 25. Christopher Fleming/LnSt (Corvette Z06).

A STREET LADIES

1.	Jami Olerich	Ore	Corvette Z06	123.887
2.	Kandy Johnson	BIRg	Corvette Z06	126.156
3.	Lacey Otis/Ore (Corvette Z06); 4. Roberta Wetzel/GuCo (Corvette); 5. Carla Russo/StL (Corvette Z06).			

**A STREET LADIES****Jami Olerich**

Oregon Region

Chevrolet Corvette

**A STREET****James Yom**

Guam Region

Godspeed Tom McDaniel
Chevrolet Corvette

The top four places were all Porsches, down to Richard Wayne's Carrera S, and within 0.187sec after the first day runs! In fifth was the first Elise, wheeled by Jacob Dawson, only 0.032sec out of the lead.

Kim had managed to hit the finish lights with a first-run spin out of the water trap (groundwater seeping through an opening in the concrete surface). The event delay was slight and damage to his GT3 was minimal. By the end of the day as far as Salerno was concerned that "the game is on!"

On the West Course, Salerno really pulled



one out of the bag on his last run, recording the fastest time of the class with a 63.135, putting some distance between himself and second place. With the only other 63sec run in the class, Dawson in the Elise jumped into the trophies in second place with a 63.8 timing.

"Salerno threw a flyer down," said Kim, "and Jake drove very well."

Dawson said, "dumping it into first [gear] on the tightest turn-around seemed to work."

Wayne pulled past Kim and Conners to take third with a 64.0 clocking while Kim had a 64.7 for the last trophy. Kim discovered after the event that one of his camber-adjusting bolts had come loose, creating a half-inch of toe-in, and was the reason his car was so hard to drive. In the end it was Salerno taking his fourth championship at 118.403, 0.990sec ahead of Dawson.

Reijo Silvennoinen**A Street**

Running in the first heat Thursday meant driving while it was wet and cold under drying conditions. Just two Honda S2000s with four drivers cracked the phalanx of Corvettes in this 25-driver class, and the Z06s monopolized the trophies.

After the first day on the East Course, James Yom's 54.798 was good for a slim 0.017sec lead over Mark Daddio, with Ryan Otis (final event in the car, since he's selling it) in third.

Next day on the West Course, Yom pulled off an amazing run - and his only clean one - on his second attempt with a time of 63.730. This was sufficient to give him the win with a total time of 118.528 and a margin of 0.325sec over Daddio, whose first run 64.0 was also his only clean pass. Otis was cone-free and a shade quicker, 63.9, but it wasn't enough to overtake Daddio.

Daddio said afterwards that he "botched his last run on the first day under drying conditions resulting in virtually a tie for the first

Perry Bennett



THE CALM BEFORE THE STORM


The weather can be your best friend or your worst enemy at the Tire Rack Solo National Championships. Having the right equipment, the driving skill to deal with any conditions, and a little luck makes all the difference.

day. Yeah, a bit disappointed, you can't win them all, but it serves to light a fire and focus to do better the next time."

Yom had fought with car setup during the ProSolo and said he had "almost given up" at that point, but you "just gotta put your head down, focus, get down to your roots. Pressure was huge but that makes the win sweeter!"

Yom from Guam has a nice rhyme to it. Yom was one of three drivers claiming Guam Region as their region of record. But he lives in Los Angeles (the other two are Canadians). Don't know if Yom has ever been to the distant Pacific island - so far beyond the International Date Line they say it's "Where America's day begins." But in winning for a second time Yom is in the book as Guam Region's first Solo National Champion.

A Street Ladies

 The A Street Ladies class, all Corvettes, ran in the third heat with warmer and drier conditions on the East Course. Jami Olerich driving Glen Hernandez's car, kept confident and continued to improve her times resulting in a 57.460sec final run. It was enough for a half second lead over Kandy Johnson.


On the West Course, Johnson could not get out of the 68s while Olerich unleashed a series of 66sec runs - a 66.427 on her second try cementing victory at 123.887.

Johnson, 2.269sec behind, figured she could have done better and is "looking forward to next year."

Olerich said, "I drove a little bit of gas pedal, a little of brake, trying to be patient early."

Reijo Silvennoinen

B Street

 B Street and B Street Ladies both saw a big resurgence in driver count. BS was the second largest Street class

at 53 drivers, and seven in BSL put them among the largest of the Street Ladies. BS in particular was more than twice as large as it had been in the past three years, with a wide variety of cars, but Honda S2000s and C5 Corvettes dominated the trophy places.

BS opened Nationals competition in the first heat of the event on Tuesday morning. Not only were they the first to try the technical, challenging West Course, they also got to do it in damp conditions left over from Monday night's rain. As the morning progressed, the course dried, and Alex Muresan ran a 66.254 to lead Andrew Smedegard by 0.4sec. The two S2000 drivers were about a second ahead of their nearest competitors, Lynne Rothney-Kozlak's Corvette and two Pontiac Solstices from Paul Kolatorowicz and Jeffrey Bandes, all in the 67sec range.

That margin from P2 to P3 would prove critical to the Honda drivers on the faster and entirely dry East Course on Wednesday. The C5 Corvettes of Brian Coulson, Michael Moran, Stephen Hui, and Evan Schickel - all bringing 68sec runs (or more) from the West Course, were into the 55s, Schickel setting fastest time of the day with a 55.465. The Corvette quartet flashed past all but the two runaway S2000s, which both found 56sec runs were the best they could do, to claim the 3-4-5-6 placements.

In the end, a 56.3 was enough for Smedegard to slip past Muresan for his second Solo Nationals win - technically his first championship (he won a Road Tire class in 2012). With a 123.009sec total time he finished a mere 0.152sec ahead of Muresan, who was almost a full second ahead of Coulson.

"I knew I'd have to drive my [butt] off to catch [Alex]," Smedegard said. "If it weren't for the wet West Course, I don't think I would have finished where I did."

B STREET

1.	Andrew Smedegard	Milw	Honda S2000	123.009
2.	Alex Muresan	Atl	Honda S2000	123.161
3.	Brian Coulson	Elda	Corvette	124.112
4.	Michael Moran	WDC	Corvette	124.457
5.	Stephen Hui	Nwst	Corvette	124.510
6.	Evan Schickel	NNJ	Corvette	124.724
7.	Paul Kolatorowicz	Chi	Pontiac Solstice	124.914
8.	Jeffrey Bandes	Ariz	Pontiac Solstice	125.348
9.	Lynne Rothney-Kozlak	NEng	Corvette	125.612
10.	Andrew Thomas	WDC	Corvette	125.682
11.	Nathan Young	Phil	Honda S2000	125.732
12.	Allen Chen	Det	Corvette	125.932
13.	Kenneth Tsang	Det	Corvette	126.171
14.	Saili Shukla	Colo	Subaru WRX STi	126.319

15. Jerry Centanni/LnSt (Corvette); 16. Erick Koehler/Milw (Honda S2000); 17. Hsun Chen/Colo (Subaru WRX STi); 18. Tyler Hathaway/Chi (Honda S2000); 19. Michael Bombard/Phil (Honda S2000); 20. Paul Kozlak/NEng (Corvette); 21. Joseph Green/Neb (Corvette); 22. Andy Hecox/Colo (Corvette); 23. Suraj Pradhan/Colo (Mitsubishi Lancer Evo); 24. John Hale/LnSt (Corvette); 25. Jason Marshall/Almo (Nissan 370Z); 26. Marc Segal/LasV (Corvette); 27. Keith Papulski/Colo (Audi TT Quattro); 28. Gregory Vincent/StCt (Honda S2000); 29. Dat Nguyen/CFIa (Mazda MX5); 30. Jeff Robinson/OhV (Audi TT Quattro); 31. Ryan Lutze/OhV (Honda S2000); 32. Alan Murphy/Chi (Pontiac Solstice); 33. John LaRondeau/Neb (Audi TT Quattro); 34. Keith Miller/OhV (Mitsubishi Lancer Evo); 35. Joshua Brockman/NEng (Honda S2000); 36. Kevin Shepline/NwOh (Honda S2000); 37. Paul Lutze/ConD (Honda S2000); 38. Robert Brady/Colo (Audi TT Quattro); 39. Murray Peterson/Ore (Honda S2000); 40. Dave Finchum/Chi (Honda S2000); 41. Barry Greenaway/WNY (Honda S2000); 42. Jason Froehlich/Milw (Corvette); 43. Matt DiCianni/Chi (Corvette); 44. Tiberiu Muresan/Atl (Honda S2000); 45. Al Abersen/Atl (Nissan 370Z); 46. Larry Sanders/Milw (Porsche Boxster); 47. James Green/Neb (Corvette); 48. Ron Chapman/SanD (Corvette); 49. Cal Craner/Elda (Corvette); 50. Travis Kelley/ArzB (Pontiac Solstice); 51. Brian Ksicinski/LOL (Porsche Boxster); 52. Anne Vincent/StCt (Honda S2000); 53. Jason Kuks/Milw (Honda S2000).

B STREET LADIES

1.	Barbara LeRoy-Boehme	SanD	Corvette	127.840
2.	Maegan Contreras	ConD	Honda S2000	128.640
3.	Megan Solinsky	Milw	Honda S2000	129.563
4.	Suzanne Segal/LasV (Corvette);			
5.	Ann LaRondeau/Neb (Audi TT Quattro);			
6.	Dina O'Donnell/WNY (Honda S2000);			
7.	Jo Peterson/Ore (Honda S2000).			

**B STREET LADIES****Barbara LeRoy-Boehme**

San Diego Region
C2 Motorsports
Chevrolet Corvette

**B Street Ladies**

BSL ran in the fourth heat, in much drier conditions than BS. West Course runs that were both clean and fast were scarce, and Maegan Contreras (S2000) led defending champion Barbara LeRoy-Boehme (Corvette) by a second on the strength of her third run, a 68.825 which was the only clean 68 of the day. LeRoy-Boehme's 67.8 on her second run carried a cone.

And Wednesday? "Nervous," said Contreras about her lead. BSL also ran on a dry East Course. LeRoy-Boehme came out swinging with the fastest first run of the day, and went a second faster on her second with a 58.029 that was 1.4sec faster than the next fastest time of the day from Megan Solinsky (S2000). Contreras struggled to get down to a 60.1

LeRoy-Boehme won her sixth National Championship, and second straight in BSL. Going to Wednesday in P3, she said it "was not a fun place to be. I was a full second out, so I knew I had to be quick. I walked it a lot and gave [some cones] a wide berth."

Karl Shultz**B STREET****Andrew Smedegard**

Milwaukee Region
365Racing
Honda S2000

**C Street Ladies**

Thursday morning dawned cool and wet and drivers found the East Course littered with pools of water to challenge the first heat and part of the second. Rapidly drying spots gave way to an entirely dry course by midway through the second heat but the eight drivers of CSL had to run in the first.

In the damp conditions, reigning Champion Rachel Kerswill opened with 60.9. Amy Dilks answered with a 60.7, but this battle of Mazda RX-8s didn't quite shape up. Kerswill blasted back with a pair of 58s, posting 58.577 on her final run. Nobody else beat 60, as Dilks spoiled a 59.9 with a cone. It became clear the real competition would be for second place.

It was downright cold Friday morning with jackets on many drivers and cold tires on the cars for CSL on the West Course. Kerswill



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C STREET

1.	Dave Ogburn III	WTex	Scion FR-S	122.152
2.	Chris Fenter	Milw	Mazda MX5	122.605
3.	Chris Harvey	SBnd	Mazda MX5	122.816
4.	Mike Ferchak	StCt	Scion FR-S	123.690
5.	Jim Reyenga	Tex	Mazda RX8	123.698
6.	Randy Pearson	StCt	Scion FR-S	124.114
7.	Eric Jones	LnSt	Scion FR-S	124.233
8.	Scotty Dobler III	Chat	Nissan 350Z GT	124.389
9.	Sean Grogan	Det	Scion FR-S	124.417
10.	John Wolf	CCar	Scion FR-S	124.432
11.	Chris Harp	ETnn	Mazda RX8	124.532
12.	Brian Killourhy	Haii	Scion FR-S	124.639
13.	Matthew Leach	Tex	Mazda RX8	124.666
14.	Jason Stroud	CFla	Mazda RX8	124.670
15.	Zack Barnes	LnSt	Mazda RX8	124.752
16.	Scott Dobler	Chat	Nissan 350Z GT	124.958
17.	Maurice Velandia	SanF	Toyota MR2 Turbo	124.986
18. Chris Levitz/Hous (Scion FR-S); 19. Michael Lodsini/NEng (Nissan 350Z); #Andy Hollis/LnSt (2016 Mazda MX5 ND); 20. Manfred Reyser/Ariz (Scion FR-S); 21. Christopher Higgins/WDC (Scion FR-S); 22. Ahren Renner/Reno (Mazda RX8); 23. Mike Bronson/DMV (Mazda RX8); 24. Jordan Hill/LOL (Scion FR-S); 25. Ricardo Quinonez/SanF (Scion FR-S); 26. Adrian Cardenas/CSCC (Mazda RX8); 27. Christopher Vanderwolf/NNJ (Scion FR-S); 28. Timothy Lombardi/Fing (Subaru BRZ); 29. Sean Fenstermacher/CSCC (Scion FR-S); 30. Brian Priebe/Atl (Subaru BRZ); 31. Nathan Atkins/WDC (Mazda RX8); 32. Michael Nakata/CSCC (Scion FR-S); 33. Jonathan Stroud/SanF (Mazda RX8); 34. Drew Tonnesen/Chi (Nissan 350Z); 35. John Souder/NwOh (Subaru BRZ); 36. Andy Neilson/Hous (Mazda RX8); 37. Michael Cavanaugh/TnnV (Mazda MX5); 38. William Crowe/Fing (Subaru BRZ); 39. Bradley Elliott/NwOh (Mazda RX8); 40. Tim Reinhardt/DMV (Scion FR-S); 41. Frankie Lau/WNY (Subaru BRZ); 42. John Lawrence/SanF (Scion FR-S); 43. Johnny Rose/NwOh (Mazda RX8); 44. Carl Kirkegaard/Iowa (BMW M3 Coupe); 45. Adam Tarnoff/CSCC (Mazda RX8); 46. David Ogburn Jr./WDC (Scion FR-S); 47. Kenneth Pike/Colo (Mazda RX8); 48. Erik Acks/Chi (Subaru BRZ); 49. Clyde Caplan/WDC (Mazda RX8); 50. Luke McKee/DMV (Scion FR-S); 51. Isaac Acks/SanF (Subaru BRZ); 52. Evan Markewycz/Utah (Subaru BRZ); 53. Kurt Wong/SanF (Scion FR-S); 54. Malcolm Lawson/CFla (Subaru BRZ); 55. Mark Wolfe/SanD (Scion FR-S); 56. Karl McColl/Colo (Mazda RX8); 57. Joel Geisinger/Nwst (Scion FR-S); 58. Ryan Buckingham/ETnn (Mazda RX8); 59. Gus Jacob/KC (Scion FR-S); 60. Ralph Priebe/WDC (Subaru BRZ); 61. James Rodatus/Atl (Subaru BRZ); #David Wallens/CFla (2016 Mazda MX5 ND). [Exhibition, not for placing]				

C STREET LADIES

1.	Rachel Kerswill	Reno	Mazda RX8	125.555
2.	Eileen Blando	SanF	Mazda RX8	129.864
3.	Becca Nell	NEng	Nissan 350Z	130.154
4. Linda Duncan/Kan (Subaru BRZ); 5. Amy Dilks/NY (Mazda RX8); 6. Linda Ruschak/InNw (Subaru BRZ); 7. Katherine Flater/SanF (Scion FR-S); 8. Jacqueline Lawson/CFla (Subaru BRZ).				

became uncatchable, opening with a 68.8 nobody else could find. She then beat that by almost two seconds to post her winning 66.978 to end up with a 125.555, 4.309sec ahead of Eileen Blando's RX-8, which was a quarter-second ahead of Becca Nell's Nissan 350Z in the final trophy spot. Dilks slipped to fifth behind Linda Duncan.

Kerswill, who has been autocrossing eight years since she was 16, credits her mom with providing the drive to be champion. Equally important is the well-prepared car provided by Ahren Renner. Blando is new to her RX-8, until recently driving a Subaru BRZ. She says she will be more competitive as she gets used to the car.

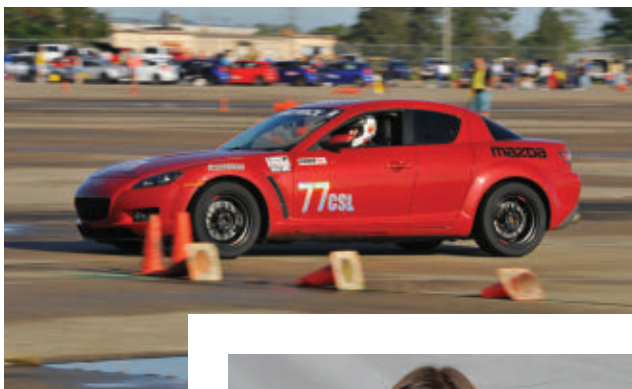
C Street

As cool and damp as it was in the morning, it was hot and humid and fast by Heat 4 on the East Course for CS, its 62 drivers making it the largest Street class of the event (or ever), and second largest overall. The first runs were a parade of 58s and 59s until Maurice Velandia from Colombia in his MR2 Turbo turned the first 57 only to get a late cone call. As the car numbers rose, the times fell. Jim Reyenga's RX-8 spooked the field with a 56.603 on his first run. It was never to be bested on this course.

Chris Harvey and Chris Fenter, sharing an NC Mazda MX-5, and Dave Ogburn III in a Scion FR-S all turned 56.8s on their last runs to

**C STREET****Dave Ogburn III**

West Texas Region
StranoParts.com/
Evolution
Scion FR-S

**C STREET LADIES****Rachel Kerswill**

Reno Region
MazdaMotorsports.com
Mazda RX-8



trail Reyenga by 0.2sec going into Friday's West Course. Reyenga said "threading the needle" at the entry to the finish straight was the trick to a really good time, and though he did it perfectly the first time through, he never got it quite right again.

The West course was smaller and maybe shorter, but took more time, 12 major elements to 10 for the East.

As such, many competitors found it more of a challenge and had to shift or listen to the rev limiter.

John Wolf was the first to break the 66sec barrier on his first run with late runners Harvey, Fenter, and Ogburn turning low 66s and high 65s to

provide competition. First-day leader Reyenga mowed down cones and didn't have a clean run till his last, a 67.0 to hold onto fifth overall behind early runner Mike Ferchak, who'd put a 66.3 on the board.

As the day wound down to last runs, Harvey had a 66.0, then turned another, but hundredths slower, finishing third. Next-to-last driver Fenter ran a 65.1 but a cone left him with his second run 65.7. It still was a leading time for a few brief moments until Ogburn, right behind him on course making the last CS run of the day, came in at 65.282 to total 122.152 and whisk away that top position by 0.453sec from Fenter. Half a second may not seem much, but it is the second-widest victory margin ever posted in a class of 60-plus cars.

Ogburn said he had a three-step plan for this course. First run just do what's natural. Second, stay in second and listen to the rev limiter. Third, hang it out and shift where necessary. This is his second championship, but he had to skip the banquet to catch a flight to Germany. He's a performance driver for Goodyear, scheduled to test at the Nürburgring for a couple of weeks.

Buck Entriiken

D Street Ladies

Jody Bedell's Mini drew first blood in Thursday's DSL battle and set the fastest first-run time on the West Course chased by the two WRX-mounted Kristens - Solano and Acharya. But Acharya was in third only because of a pylon penalty. Clean that up and by second runs she charged into the lead with Jessica Pao's Subie moving to second place and Bedell holding in third.

The day would end with that trio in the top three positions, Acharya now with a 69.047 on her final run. Bedell wasn't certain her Mini had any advantage on the West Course having concentrated on "car placement and braking zones" to remain within reach of her WRX competitors. Pao had spent the heat trying to contain her nerves but felt the narrowness and lack of line choice on the course had actually been beneficial. Acharya was challenged by the tricky nature of the WRX turbo and its inherent lag, but managed to "get the acceleration points right with the boost coming on at the right time."



D STREET

Max Hayter
Cal Club Region
FRSport.com
Subaru WRX



D STREET LADIES

Kristen Acharya
San Diego Region
C2 Motorsports/
Cusco/Winmax/FRS
Subaru WRX

D STREET

1. Max Hayter	CSCC	Subaru WRX	124.048
2. Lee Chhit	TnnV	Subaru WRX	124.761
3. Justin Moore	SanF	Subaru Impreza WRX	124.767
4. Dennis Sparks	TnnV	Subaru WRX	124.807
5. Christopher Morton	Fing	Subaru Impreza WRX	124.866
6. Ron Williams	Kan	Mini Cooper	125.006
7. Chris Dvorak	Chi	Subaru WRX	125.642
8. Ian Stewart/CFla (Subaru WRX); 9. Daniel Berge/LOL (Mini Cooper S); 10. Mike Phelps/DMV (Subaru Impreza WRX); 11. Wayne Onyschuk/Chi (Subaru WRX); 12. Pat McCelvey/Hous (Subaru Impreza WRX); 13. Jayson Woodruff/CSCC (Subaru Impreza WRX); 14. Kaustav Acharya/SanD (Subaru WRX); 15. Joseph Battista/Haii (Subaru WRX); 16. Peter Lier/CFla (Subaru WRX); 17. Kevin Pao/CSCC (Subaru WRX); 18. Trevor Gilmore/GtRv (Subaru WRX); 19. David Anderson/Tex (Mini Cooper JCW); 20. Jordan Towns/Ala (Subaru WRX); 21. Kenneth Lord/CSCC (Subaru Impreza WRX); 22. Kevin Coyne/Tex (Subaru WRX); 23. Philip Elmore/Tex (Mini Cooper JCW); 24. Lawrence Barry/KC (Subaru WRX STi).			

D STREET LADIES

1. Kristen Acharya	SanD	Subaru WRX	128.487
2. Jessica Pao	CSCC	Subaru WRX	128.958
3. Jody Bedell/LOL (Mini Cooper S); 4. Kristen Solano/SanF (Subaru Impreza WRX); 5. Kellyn Bricker/Reno (Subaru WRX).			

E STREET

1.	Andrew Pallotta	NeOh	Toyota MR2 Spyder	124.088
2.	Chris Bailey	Milw	Toyota MR2	124.647
3.	Michael Ron	Chi	Mazda Miata	124.738
4.	Eric Peterson	NCar	Toyota MR2 Spyder	124.864
5.	Robert Carpenter	ETnn	Mazda Miata	125.206
6.	John Ryan	AlHi	Toyota MR2 Spyder	125.674
7.	Azmath Mohammed	Det	Toyota MR2 Spyder	125.750
8.	Paul Brown	RioG	Toyota MR2 Spyder	125.797
9.	Mark Groseth	Chi	Mazda Miata	126.293
10.	Stephen Rife	ETnn	Toyota MR2 Spyder	126.963
11. George Schmitt/SBnd (Mazda Miata); 12. Jeffrey Rye/LOL (Mazda Miata); 13. Bryan Hertweck/BIRg (Mazda Miata); 14. Adam Norton/Ky (Toyota MR2 Spyder); 15. Charles Mathews/Chi (Mazda Miata LS); 16. Wes Jenrich/InNw (Mazda Miata); 17. Mark McCrary/ETnn (Mazda Miata); 18. Sean Grubb/NeOk (Mazda Miata); 19. Aaron Buckley/NCar (Mazda Miata); 20. Thomas Gorman/Atl (Mazda Miata); 21. Matt Posey/Atl (Mazda Miata); 22. Michael Eckert/OhV (Toyota MR2 Spyder); 23. Bill Crawford/Chi (Toyota MR2 Spyder); 24. Dave Bahl/LOL (Toyota MR2 Spyder); 25. Felipe Gonzalez/LOL (Mazda Miata); 26. Ian Baker/WDC (Toyota MR2); 27. Buck Entriiken/Tex (Mazdaspeed Miata); 28. Adam Spence/KC (Mazda Miata); 29. David Steger Jr./Atl (Mazda Miata); 30. Vernon Jolley/Utah (Mazdaspeed Miata); 31. Christopher Peet/SBnd (Mazda Miata LS); 32. Bill Bauman/KC (Mazda Miata); 33. Wally Miller/DMV (Mazda Miata); 34. Larry Ferrell/Bucc (Mazda Miata).				

E STREET LADIES

1.	Christina Peterson	NCar	Toyota MR2 Spyder	127.752
2.	Jennifer Bedell	NCar	Toyota MR2 Spyder	127.848
3. Marchell Fletcher/RioG (Toyota MR2 Spyder); 4. Meredith Brown/RioG (Toyota MR2 Spyder); 5. Janet Bauman/KC (Mazda Miata).				

**E STREET**

Andrew Pallotta
Neohio Region
Toyota MR2



with a final 59.4, taking the win by 0.471sec at 128.487.

"I screwed up my first and second runs with too much braking," Acharya said. "I knew the car had it, but I wasn't sure I could do it." In the end, she overcame any self-doubt to win in her rookie Solo Nationals appearance in only her fourth year of autocrossing.

**E STREET LADIES**

Christina Peterson
North Carolina Region
Atomic Empire
Toyota MR2

**D Street**

Weather was a major factor in D Street on Thursday's West Course. By the time the final heat started, black clouds had formed. Although the Lincoln concrete was still mostly dry, sprinkles had started. The pressure was on to get a clean first run as it was certain to rain with great intensity at any moment.

The result was 18 of the 24 drivers posted their best time on their first run. Of the six who did not, four had hit pylons. In fact, another five had their best time *with* pylons!

Unfortunately for some, a good opportunity never came. First drivers got relatively dry runs but the rain started in earnest between the first and second driver's runs. Every trophy winner was a first (or only) driver. The best-placed second driver, past Champion Ian Stewart, would end up first out of the trophies and on Thursday was 3.5sec behind Christopher Morton's first-run FTD of 66.784. Justin Moore was at 67.0 with Max Hayter, Chris Dvorak, and Lee Chhit following at 0.1sec increments.

Hayter, who, even on his first run, felt the need for windshield wipers, said, "I just wanted to be there for [the second day]," and he "kept it off the cones." Morton, a Nationals rookie, said, "I saw the rain coming on the radar and knew my only opportunity would be on the first, or possibly second run."

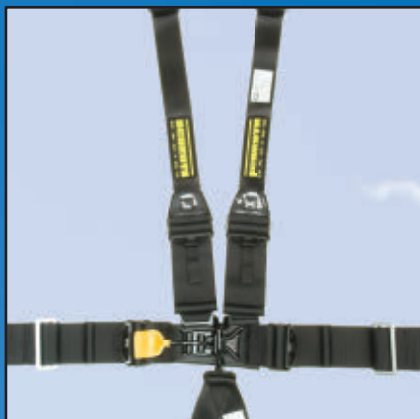
The bright and sunny conditions for the East Course would be a reset button with renewed challenges from the backfield and position changes for the lead. Chhit's 57.4 was first to take advantage and he moved to first place after first runs. Second runs would see more changes with Hayter showing confidence at 56.9 and moving into first, Chhit showing strength in second, and Dennis Sparks breaking into the top three. After third runs it was Hayter convincingly on top by 0.713sec over Chhit with Moore finding a 2sec improvement to claim third.

Ron Williams, who'd coned a potential FTD time on Thursday, got in just one clean Friday run but it was the day's best at 56.705.

Hayter, having won two ProSolo titles in the past, was elated to earn his first Solo National Championship. "I knew I needed a clean run yesterday [before the rains], and that this was my best chance to win a championship. I was able to manage the turbo lag and I hit my marks." Although none of the top three were fastest on either day, Hayter's combined time of 124.048 placed him on top.

David Webb

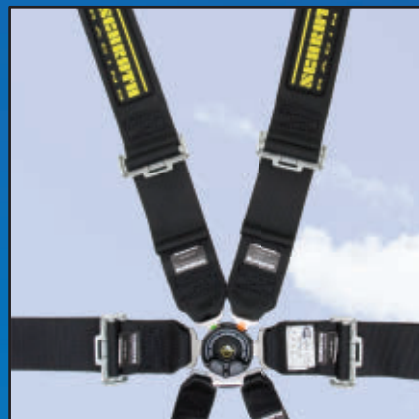
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F STREET LADIES**Teddie Alexandrova**

San Francisco Region


Accent on the 2nd a
BMW M3**F STREET**

1. Bryan Heitkotter	SanF	BMW M3 Coupe	123.485
2. Matthew Ales	CSCC	BMW M3 Coupe	124.838
3. Tom Reynolds	RioG	Mustang	125.684
4. Devin Taylor	Det	BMW M3 Coupe	126.789
5. Clark Walker	Chi	BMW M3 Coupe	126.834
6. Mark Marske	CCar	Mustang	127.306
7. Chris Kirkland	Colo	Mustang Boss 302	127.389
8. Michael Yanase	CSCC	BMW M3 Coupe	127.477
9. Edward Lange	NNJ	BMW M3 Coupe	127.756
10. John Laughlin	NwOh	BMW M3 Coupe	127.759
11. David Corsaro	NNJ	Camaro SS	127.925
12. Christopher Cox	SanF	Mustang GT	127.929
13. Jadrice Toussaint	Atl	Mustang	128.040
14. Douglas Wille/Hous (Camaro SS); 15. Sean O'Boyle/SanF (BMW M3 Coupe); 16. Dan Hawrykiw/Ariz (Mustang GT); 17. Keith Roberts/Det (Mustang GT); 18. Jon Nwanagu/SCar (Mustang); 19. Jackie Mutschler/Hous (Camaro SS); 20. Kevin Youngers/Colo (Mustang GT); 21. Des Toups/Nwst (Mustang); 22. Matthew Feeney/BlRg (Mustang); 23. David Feighner/SagV (Mustang); 24. Donald Knop/Neb (Mustang Shelby); 25. Michael Feeney/NCar (Mustang); 26. Robert Gosda/Chi (Mustang GT); 27. Jason Proksch/Indy (BMW M3 Coupe); 28. Christopher Jepsen/Neb (Mustang GT); 29. Michael Casino/CCar (BMW M3 Coupe); 30. Paul Dodd/RioG (Mustang); 31. Dick Rasmussen/NCar (Mustang); 32. Casey Weiss/Tex (Mustang Shelby); 33. Donny Freise/Chi (Mustang); 34. Eric Yee/Almo (Mustang GT); 35. Shawn Murphy/LnSt (Mustang GT); 36. Jerry Lamb/Nwst (Mustang); 37. Pilar Miranda/SanF (Mustang GT); 38. Jim Hund/Sal (Cadillac CTS); 39. Joseph Wong/NY (BMW M3 Coupe); 40. Alex Jacobson/Cill (BMW M3 Coupe); 41. Michael Mai/ConD (Mustang Boss 302); 42. Tyler Potter/Wich (Camaro SS); 43. Michael Buck/BlRg (Lexus IS300); 44. Radlee Bien/OzMt (Camaro SS); 45. Michael Young/Indy (Camaro SS); 46. Cory Collins/Tex (Mustang GT).			

F STREET LADIES

1. Teddie Alexandrova	SanF	BMW M3 Coupe	125.882
2. Angela Feise	Chi	Mustang	128.040
3. Lorien Feighner	SagV	Mustang	128.962
4. Tammy Breece/Det (Mustang GT); 5. Kellie Knop/Neb (Mustang Shelby); 6. Kati Kiley/Chi (Mustang); 7. Courtney Potter/Wich (Camaro SS); 8. Liza Pancho/Iowa (Camaro LS).			

E Street

 E Street was populated totally by Toyota MR2s and Mazda Miatas - mostly the third gen W30 and second gen NB models. Mazda had almost twice as many combatants, but Toyota won the trophy battle including the top two steps of the podium.

Day one, third heat on the plane side, saw Andrew Pallotta (W30) and Michael Ron (NB) separated by just 0.012sec going into third runs until Ron answered with a 57.611, leaving Pallotta and Chris Bailey (W20 MR2) 0.3sec back at 57.9. Robert Carpenter, Adam Norton, and 2014 Champ Eric Peterson lurked at 58.0 going to the very technical corn side course for day two.

Next to the cornfield, Bailey's second gen Toyota grabbed the early lead on first runs with Pallotta dirty. But Pallotta continued to shave time and execute, firing back with a pair of low 66s, finishing at 66.154. Bailey sat second at 66.9. Ron got in cone trouble on his second run, but clawed back to third place just 0.091sec behind Bailey. Peterson, third quickest on the day, pulled up to fourth place.


**F STREET****Bryan Heitkotter**

San Francisco Region

Bridgestone/StranoParts
BMW M3

When the dust had settled, Pallotta finished as the E Street National Champion (collecting his third jacket) with total time of 124.088, 0.559sec over Bailey. Pallotta felt the West Course suited his "clean, tight and tidy" driving style despite challenges both days with gearing, rev limiters and shifting. A recurring theme from Pallotta, Bailey, Ron, and Peterson was "having fun and executing their drives."

E Street Ladies

 ESL ran fifth heat with four drivers in W30 Toyotas and just one in an NB Miata. The class was populated with past National Champions including defending ESL Champ Jennifer Bedell, her co-driver Christina Peterson also with one prior win, Meredith Brown, and special guest co-driver Marchell Fletcher of Fletcher Cup fame, both five-time winners.

Fletcher was in the lead after first runs with Bedell and Peterson off course, but they came back to lead the class, Peterson with a 58.779, almost a full second ahead of Bedell's 59.7.

On day two, Peterson and Bedell were both in cone trouble on first runs with Fletcher again having the quickest clean run. Second runs saw Bedell throw down the quickest pass at 68.094 to take the lead and Peterson still in cone trouble. With husband Eric working on an ulcer from the sidelines, Peterson tried to get a clean one in the

books without slowing it away. She knew she had some day one cushion, but knowing the tenacity of her co-driver she had to drive the fine line of controlled and safe but aggressive with it all resting on that single run.

She brought it home clean at 68.9, putting her two day total of 127.752 just a scant 0.096sec ahead of Bedell, who had a cone penalty on a 67.6 run.

Charles Kim

F Street

F Street was going to be a tough class, not only with 46 drivers in a grid full of BMW M3s, Mustangs, and Camaros (plus one each Cadillac and Lexus), but also because of the remnants of an overnight rainstorm to greet the first-heat competition. Then a late entry from Pirelli World Challenge driver and multi-time Solo National Champ Bryan Heitkotter would push the field to dig deep for their spot on the podium.

It can be good to be the last driver out, especially when the course is drying throughout the heat. Matt Ales, number 198 on the doors of his BMW M3 Coupe, posted a 58.828 on his final run. Heitkotter, first driver in John Laughlin's M3, had a confident lead for most of the first heat with a 59.5, the only other driver below 60sec.

Ales was "glad it was wet and changing" being the last car on course. His M3 sitting on off-the-shelf Koni yellows transitioned well. He and co-driver Michael Yanase had dialed out the pushiness they'd had in previous years.

Third was Tom Reynolds with the fastest Mustang in F Street, noting, "The car was predictable and easy to catch." Being number 186 helped too, he said. Reynolds had only owned the Mustang for a month and a half. Concerns about the short gearing may have been for naught.

The fantastic lead Ales had from day one would help him secure second overall sitting on a second run, day two. He commented on the West Course being "pretty demanding" and "you really have to be smooth."

On a dry West Course, Heitkotter started off his second day with a small hiccup, but pulled it together quickly on the second run and backed it up on his third with a 63.902. He claimed to be "pretty nervous about coming into [day two] against Matt," but his 123.485 total time earned his sixth championship by a 1.353sec lead over the rest of F Street.

And then Heitkotter had to bug out for the World Challenge finale at Mazda Raceway Laguna Seca, where his first practice session was scheduled for the next afternoon.

"Nationals is a vacation - I love the social aspect of the sport," Heitkotter said. "Road racing has not changed my approach to this sport."

F Street Ladies

Seven of the eight F Street Ladies competitors brought American muscle, but the ringer was Teddie Alexandrova, driving John Laughlin's M3. She took the top spot with a 2.158sec lead over the class with a 58.011 East Course run and a 67.871 on the West. Alexandrova's 125.882sec finish was a "dream come true" for her.

Even with a 0.6sec lead after Tuesday, she "had more faith [Heitkotter] could make up 0.7sec than [I could] keep up my lead," even though she'd actually been 1.5sec quicker on a dry East Course than Heitkotter had been on a damp one. The couple had a friendly bet to see who could win their class. Seems to have ended in a tie.

The three-way fight for the remaining two trophies developed into a cone-killing contest Wednesday. Tuesday had ended with Lorien Feighner at 58.6, Tammy Breece at 58.7, and Angela Freise at 59.8. But on the wicked West Course, only Freise got a clean run,

and just one of those - 68.2 on her first try - to vault into second place. Freise said she was "pleasantly surprised, and just hoped not to be last," while Feighner commented, "I'm pretty competitive; I was happy with second, and not so happy with third."

Alex Kang

G Street Ladies

Heat 1, West Course Thursday morning found the G Street Ladies with some excitement in grid as Maria Mayorga was trying to find a baby rat snake that had crawled into her car. The snake rode shotgun with her all morning - not something you'd want to say hello to during a run.

Despite, or maybe because of, the excitement, Mayorga ended up in fourth at the end of day one, two seconds behind last year's winner Laura Harbour, who took the lead right from the start with her first run, posting the day's best GSL time at 69.968.

"I'm not usually the kind of person who can do that; I guess I've



BALANCE

A large part of the Tire Rack Solo National Championships is the competition, but a good balance of social activities makes the event that much more memorable.

Perry Bennett

G STREET

1. Mark Scroggs	SanF	Ford Focus ST	122.895
2. Matt Jones	WDC	Ford Focus ST	124.517
3. David Entz	Tenn	Mazdaspeed 3	124.657
4. Brian Burdette	WDC	Ford Focus ST	124.852
5. John Azevedo	Chi	Volkswagen Golf GTI	124.951
6. Josh McDonough	Det	Ford Focus ST	125.239
7. Ryan Leach	Phil	Ford Focus ST	125.834
8. William Keese	Chi	Ford Focus ST	125.934
9. Andy Weigel/NNJ (Ford Focus ST); 10. Darrell McVey/SnRv (Ford Focus ST); 11. David Spratte/NCar (Ford Focus ST); 12. Nicholas Babin/Phil (Ford Focus ST); 13. Clay McCool/Ala (Dodge Neon ACR); 14. Joseph Blaha/NwOh (Ford Focus ST); 15. Keith Koegler/NwOh (Ford Focus ST); 16. Jen Wong/Det (Volkswagen GTI); 17. Randall Wilkinson/Atl (Ford Focus ST); 18. Brian Anthony/Det (Ford Focus ST); 19. Matthew Grainger/StL (Chevrolet HHR SS); 20. Rodney Hardiman/Ala (Dodge Neon ACR); 21. Richard Verret/OhV (Volkswagen GTI); 22. Lee Staton/Atl (Ford Focus ST); 23. Karl Shultz/NCar (Ford Focus ST); 24. Christian Nissen/Fing (Ford Focus ST); 25. Alan Hamson/Indy (Volkswagen GTI); 26. Jeffrey McVey/SnRv (Ford Focus ST); 27. Christopher Sharpe/Almo (Chevrolet HHR SS); 28. Chris Hund/Sal (Dodge Charger).			

G STREET LADIES

1. Laura Harbour	CKy	Toyota Celica GT	130.307
2. Barbara Seeger	NEng	Ford Focus ST	130.757
3. Maria Mayorga/NCar (Ford Focus ST); 4. Gwen Habenicht/NCar (Ford Focus ST); 5. Rachel Sims/Phil (Ford Focus ST); 6. Arden McDonough/Det (Ford Focus ST).			

**G STREET****Mark Scroggs**

San Francisco Region
Stranoparts.com/
Bridgestone Tires
Ford Focus



turned over a new leaf," Harbour said. "The course was very technical. It made you think. It definitely punished you if you let the car come out in certain spots."

All the other drivers in GSL were driving the 2014 Ford Focus, with the larger wheels and more horsepower. "I am the only one at this entire event in a Toyota Celica," said Harbour of her Underhood Underdog entry.

The rat snake was apparently gone by the start of Heat 1 on the East Course, and a

**G STREET LADIES****Laura Harbour**

Central Kentucky Region
Underhood Underdogs
Toyota Celica




much-relieved Mayorga responded with the day's fast time of 59.613 on her final try. But it was not quite enough to erase the first-day deficit.

Harbour led through first and second runs, but on her last run Barbara Seeger found a huge 1.8sec improvement to 60.2 to take the lead away. Harbour was the last driver in the class, and came through in the clinch with a 60.3 run, winning the class over Seeger by a combined 0.450sec. Mayorga ended up third in the two-trophy class.

"I knew Barbara had jumped ahead of me and I knew I had to get it done," Harbour said. "This is my third win and this is the way the other two have gone, but they were even closer if you can believe that...it's always been last run, last day."

G Street

 The Ford Focus ST dominated the grid with 18 out of the 28 G Street entries, running Heat 4 on the West Course. Last year's winner Mark Scroggs provided drama during third runs, as a bit of rain made the course just slippery enough that few drivers improved, Scroggs among the exceptions. He ran the day's quickest time of 66.111 to take a 0.1sec lead over John Azevedo's Volkswagen Golf GTI, the leader after two runs. Matt Jones also improved, but just a tenth, to finish the day in third place.

Scroggs said, "Conditions felt good for me. Typical of this course, people are really trying to challenge it on their third runs, and overdrive it."

Friday opened with Azevedo coning away his first run on the East Course, which took him out of the top three. Scroggs improved his lead to almost a full second over Jones on his first run. David Entz in

a Mazdaspeed 3, who found a full second on his last run, jumped up into third place. Scroggs managed to extend his healthy lead to 122.895 on his last run with the day's fastest time of 56.784, giving him a 1.622sec win over Jones.

"I was a little nervous, everyone is really fast and it was such a small lead after day one," Scroggs said. "I had a lot of confidence in the East Course. It flows a lot like what I'm used to at home, and the setup of the car is unbelievable, it's so easy to drive. When I saw the time I thought it was a 57.7, I couldn't believe it when I saw it was a 56.7, I didn't think that was possible."

Dina O'Donnell

H Street

Starting the third heat off Tuesday was the 27-strong HS field, fully two-thirds comprising Ford Fiesta STs with five of the remaining nine cars being Mini Coopers. Greg Reno, reigning three-time HS champion driving a Mini, set the West Course pace for day one with a string of 67s ending at 67.311. But the racing was close as his two nearest competitors, both in Fiestas, trailed by less than 0.3sec. Darren Seltzer ran a 67.4 while Stephen Lee scored a 67.6. With a gap of 1.3sec from Lee to fourth place, it seemed likely the 2015 HS champion would be one of these three gentlemen.

Reflecting on day one, Reno said, "I think I executed, for the most part. I was having a hard time late apexing and I finally got it right on my third run. The sweepers kept pulling me in for some reason. I was trying to take the short line and I don't think that was the way to do it."

Wednesday, Reno showed his quick consistency again, the only driver to turn three 58s on the faster East Course. Seltzer did drop into the zone on his third run with a 58.6, but by then Reno had done 58.539 for an uncatchable 125.850. A mere 0.232sec separated them.

"I just went out there, drove everything the fastest I could drive it," Reno said, about to be fitted for his fourth consecutive HS Champion's jacket. "In this car, it's just pretty much pedal to the metal and yank the wheel; and it stuck."

H Street Ladies

HSL, which ran in Heat 5, had four entrants led by defending HSL Champion Holly Schwedler, who went out and did it again. Also driving a Mini, she was never seriously challenged for her 69.949 day one time, and took a 3.871sec lead off the West Course.

"I'm familiar with the car," Schwedler said of her big lead. "I've

been driving Minis for a long time, [and] I drove this car last year - I love the car. [Tim Carritte's] car is great, it's really easy to drive fast."

She enjoyed similar success on day two as her 60.257 was quickest by exactly three seconds. With a total of 130.206 and a margin of victory of 6.871sec, Schwedler enjoyed a wire-to-wire victory.

Casey Brown



H STREET

Greg Reno

Kansas Region

MiniUSA/Baron

Mini/Bridgestone

Mini Cooper



H STREET LADIES

Holly Schwedler

Northwest Ohio Region

Greyhound Pets of

America/MS P

Mini Cooper



H STREET

1. Greg Reno	Kan	Mini Cooper	125.850
2. Darren Seltzer	CFla	Ford Fiesta ST	126.082
3. Stephen Lee	Ky	Ford Fiesta ST	126.965
4. Todd Freeman	LOL	Ford Fiesta ST	128.290
5. Johnathan Lawson	CFla	Ford Fiesta ST	128.534
6. Tim Carritte	NwOh	Mini Cooper	128.600
7. Sam Karp	Milw	Ford Fiesta ST	128.694
8. Daniel Costello	Neb	Mini Cooper	128.976
9. Ed Runnion/SanF (Ford Fiesta ST); 10. Greg Cheney/KC (Ford Fiesta ST); 11. Navid Kahangi/SanF (Ford Fiesta ST); 12. Joshua Salvage/SanF (Ford Fiesta ST); 13. Chi Ho/Fla (Ford Fiesta ST); 14. James Harnish/Ariz (Honda CRX Si); 15. Kia Gharib/StL (Mini Cooper JCW); 16. Dan Marx/Clll (Mini Cooper JCW); 17. Ryan Thompson/LOL (Ford Fiesta ST); 18. Ted Descovich Jr./NNJ (Ford Fiesta ST); 19. Jonathan Kuo/Colo (Ford Fiesta ST); 20. John Willett/Ky (Ford Fiesta ST); 21. Jason Fair/NEng (Ford Fiesta ST); 22. Aaron Loyd/Colo (Ford Fiesta ST); 23. Paul Krysiak/NEng (Ford Fiesta ST); 24. Steve Garnjobst/Milw (Ford Fiesta ST); 25. Steven Stanford/SBnd (Chevrolet Sonic RS); 26. Brian Britten/FtWn (Toyota Corolla XRS); 27. Bruce Smith/GuCo (Acura TLX).			

H STREET LADIES

1. Holly Schwedler	NwOh	Mini Cooper	130.206
2. Melissa Britten	FtWn	Toyota Corolla XRS	137.077
3. Sabrina Fiester/LOL (Ford Fiesta ST); 4. Stacy Loyd/Colo (Ford Fiesta ST).			

Street Touring Classes

STREET TOURING FWD

1.	David Whitener	Tex	Honda Civic Si	122.636
2.	Michael Heinitz	SanD	Acura RSX Type S	123.806
3.	Chris Shenefield	NePa	Honda Civic DX	123.846
4.	Preston Jordan	LOL	Ford Focus ZX3	124.634
5.	Kim Whitener	Tex	Honda Civic Si	124.847
6.	Michael Carpenter	Utah	Honda Fit	124.931
7.	Jeremy Salenius	KC	Mini Cooper	124.954

8. Jeff Smucker/CIII (Mazda 3); 9. Adam Deffenbaugh/Chi (Mazda 3); 10. Justin Tilus/LOL (Ford Focus ZX3); 11. Daniel Gross/WDC (Mazda 3); 12. Christopher Miller/Nwst (Mini Cooper); 13. Brandon Davis/Utah (Honda Fit); 14. Arnel Aradanas/SanD (Acura RSX Type S); 15. Bob Day/Fing (Mazda 3); 16. Andres Rodriguez/LOL (Mazda 2); 17. Colin Kingsley/Fing (Mazda 3); 18. Joseph Austin/Dix (Mini Cooper); 19. Robert Gross/WDC (Mazda 3); 20. Andrew Harrison/NwOh (Honda CR-Z); 21. Justin Wrighton/Colm (Dodge Neon SXT); 22. Terrance Dye/NwOh (Honda CR-Z).

STREET TOURING FWD LADIES

1.	Michelle Miller	Nwst	Mini Cooper	129.731
2.	Jessica Dorn	KC	Mini Cooper	139.746

3. Jessica Podhola/Nwst (Mini Cooper); 4. Deborah Inskeep/Atl (Mitsubishi Lancer).



STREET TOURING FWD LADIES

Michelle Miller

Northwest Region
TC Kline Racing/
DirtFish/Acme T
Mini Cooper



STREET TOURING FWD

David Whitener

Texas Region
BlackArmorHelmets/
WhitenerRa
Honda Civic



Street Touring FWD

STF started in the first-heat dampness on the plane side course on Thursday. Many competitors spun or coned early runs in their highly sprung cars while dealing with the difficult conditions, and the leader board changed frequently.

David Whitener, Honda Civic Si, put a healthy lead on the class by his second run, his 56.801 would be the fastest time of the day. Whitener said he was going to focus on the fundamentals and look ahead as the corn side course for day two was a highly transitional layout. Preston Jordan, Ford Focus ZX3, sat in second by the end of day one, and was pleased with his performance. He had not been to a National event in his car since last year's National Championship, and the car had been set up to run on Hankooks. Minimal changes were needed to run on its new Bridgestones.

Only two tenths separated second through fourth place going into day two, with everyone chasing Whitener's Civic. Michael Heinitz in an Acura RSX-S was dirty his first two runs, but kept it together for a one tenth lead over Chris Shenefield's Civic DX, which was just enough for second place overall. Shenefield ran the fastest scratch time by almost three tenths on the West side, but a late cone call would leave him in third. Shenefield was disappointed that he coned his fast run, but was pleased with his performance at his first national event.

Whitener once again set the day's fast time on his second run, posting 65.835 for a two-day total of 122.636. He said going back to the basics, looking ahead, and getting a clean run early were crucial for his National win; 1.170sec clear of Heinitz.

Street Touring FWD Ladies

STF's ladies waited all day, after the Open class ran, for the fifth heat competition under ideal weather conditions. Three cars with four drivers made up the STFL grid, two Minis and a Mitsubishi Lancer.

Michelle Miller's consistent runs in the Mini she shared with Jessica Podhola opened up an impressive lead on day one, and three clean runs on Friday gave her a commanding 10.015sec win for her third national title. She turned 60.578 on the first day, 69.153 on the second for a 129.731sec total time.

Podhola sat in the second-place spot on day one, but Jessica Dorn was only a tenth behind. Dorn's Mini opened up nearly a one sec lead on the second day for the second-place trophy.

Mat Peck

Street Touring Sport

At 63 cars, the largest class of the 2015 Nationals, the third-largest Street Touring class ever and fifth largest of any

category, drying conditions for the second heat Tuesday was the story as overnight showers left the pavement damp and questionable. The drying continued over first and second runs and time was dropping fast throughout the run group – perfect conditions for being a second driver.


There were constant lead changes throughout the first two East Course runs, but at the end of the day, 2014 Champ Andy Canak took the top time for day one in his Mazda Miata with a blistering 55.791 for the lead over fellow Milwaukee Region driver Jason Frank's 56.1 in his Honda CRX Si. Close behind were Shane Jensen with a 56.2 and Kinch Reindl with a 56.3 in their respective Honda Civics.

Day two came down to patience on the West Course. The course was tidy and really required precise car placement as well as incredible patience with regard to aggression. The quickest time for STS came down to Frank's second-run 63.917. His following run was a tick slower and he had to stand on that second run for the day.

The pressure was on for Canak, gridded right beside Frank. It came down to his final run to try and steal the lead back. Unfortunately, the Mazda carried three cones home, leaving Canak standing on his first-run 64.3, 0.117sec behind Frank's winning 120.061.

This is Frank's third National Championship. He said he was glad everything worked out as they only have a month to actually prep the car. He said the constant competition he has back home with Canak and the Milwaukee Region keeps him on his toes.

Street Touring Sport Ladies

 As with the Open class, the 13 drivers in STSL made it the event's largest Ladies class, not to mention the largest ST Ladies class ever assembled. Little surprise, then, that it produced one of the closest Ladies competitions in Nationals history.

By the fifth heat, the East Course for STSL was dry. After first runs, it was clear the battle was going to be between Nicole Wong in her

Honda Del Sol and Hilary Anderson in her Honda CRX Si. Wong, who'd won the now-discontinued STCL class last year, posted her fastest time on her second run with a 57.589. Anderson also was quickest on her second run with a 58.4. Wong had what felt like a commanding 0.817sec lead going into day two competition. She needed every bit of it.

On the West Course it was clear that Anderson was pushing herself harder than ever. After first runs, she was quickest by almost 0.8 sec over Wong. Once again the two ran their best times on their second runs. Wong posted a 67.5, but Anderson responded with a blistering 66.728.

On the final runs, Wong hit two cones on a 67.4 run. The door was open, but Anderson fell a couple of tenths short, the scoreboard showing her 0.022sec behind. Wong's 125.112 was her fifth championship.

Jonathan Lugod

Street Touring Xtreme

 Street Touring Xtreme has been one of the most highly attended classes at Nationals the past few years, and yet with 58 drivers it was only the third-largest Street Touring class of the 2015 Nationals. Which perhaps suggests something about the popularity of classes using 200 treadwear-rated tires.

Featuring a wide variety of cars – the Scion FR-S/Subaru BRZ twins, multiple models of BMWs, Mazda RX-8s, and the odd Mini and Integra – 2015 was no exception. Taking to the tight West (corn side) Course, first heat on Thursday, David Marcus, in a BRZ, immediately stated he would be one to beat. He put down a first-run time of 63.427 neither he nor anyone else would be able to replicate, likely because he was able to do a tight and tidy run without getting too aggressive, something he felt was key to the West Course. Mack Tsang (another BRZ) and David Santel (FR-S) were next closest, both managing 63.8sec runs.

REMEMBERING 9/11

Sept. 11, 2001, was the day the Solo National Championships fell silent, and this year marked only the fourth time since that day that Solo Nationals competition was conducted on 9/11. On that fateful day 14 years ago, something more important, more urgent than dodging cones, was happening. Terrorists had attacked the World Trade Center in New York and the Pentagon in Washington D.C. But the events of that day and week had a profound effect on the Nationals, and when the event resumed it was with a determination both to complete the competition and to not let the acts of terrorism abrogate our freedom to do so.

Now the new World Trade Center construction is almost complete, with massive waterfall fountains where the bases of the original twin towers stood. SCCA member Max Hammond's name is carved there.

Near Shanksville, Pa., the Flight 93 memorial was dedicated this past Sept. 10, honoring the 40 passengers and crew that overcame the terrorists to bring down the fourth hijacked aircraft – among them SCCA members Joe DeLuca and Linda Gronlund.

Mid-morning on Sept. 11, 2001, the

North Course at Topeka's Forbes Field stood empty, only two heats having been run. Beyond the site border, the Air National Guard had drawn a line of large trucks and armed Humvees guarding against any intrusion. On the South Course, drivers were permitted to finish the third heat. Then competitors were all instructed to remove their vehicles – racecars, tow vehicles, trailers, everything – from the paddock. They could be left in any parking space in the Forbes Field industrial area.

Steve Johnson, then SCCA's President, had just left on a flight from Kansas City to a sponsor meeting. The plane was turned back and Johnson quickly returned to Topeka. Later it was learned that SCCA had not been asked to leave the site. The Federal Aviation Administration had grounded all aircraft, but did not have authority over ground operations. Rather it was the Club's decision to suspend the competition while officials sorted out the confusion, removing one aspect of their problems.

But Johnson also met with Forbes and National Guard officials, learned their concerns, and together they came up with a plan. The Nationals' Wednesday night banquet was held as scheduled, although no awards were made. Emcee Roger H. Johnson

stirred the crowd with his "We must persevere" speech, and it was announced that Nationals would resume on Thursday.

It would become a one-course event. Everyone who had already run Tuesday, 285 drivers, was done. Thursday would be six heats and Friday nine heats. All would be on the South Course, the empty North Course standing as a buffer. Still, National Guardsmen patrolled the paddock in their desert camouflage Humvees with large guns mounted.

At the time, conventional wisdom held that cars should be sent off about every 25 seconds. Any faster would overload both cone chasers and timing crews. But now cars were fired into the course 16 or 17 seconds apart, everyone bringing steely focus to getting the event done quickly and efficiently. Reruns were few.

People jumped in to do two or three jobs, whatever was needed. 669 cars were sent through the one course in those final two days. It was a masterful exercise in cooperation, determination, and dedication.

What SCCA's autocrossers did in those days in 2001 may have been relatively unimportant in the grand scheme of things during that week. What was important was exercising our freedom to do it.

STREET TOURING SPORT

1.	Jason Frank	Milw	Honda CRX Si	120.061
2.	Andrew Canak	Milw	Mazda Miata	120.178
3.	Shane Jensen	Nwst	Honda Civic Si	121.085
4.	Kinch Reindl	Colo	Honda Civic Si	121.264
5.	Michael Snyder	WDC	Honda CRX Si	121.425
6.	Adam Barber	Milw	Honda Civic Si	121.661
7.	Thomas Watkins	Tex	Honda CRX Si	122.115
8.	John Brown	ETnn	Mazda Miata	122.170
9.	Gerald Terranova	Tex	Honda Civic Si	122.378
10.	Jeff Wong	CSCC	Honda Del Sol VTEC	122.430
11.	Stephen King	ArzB	Mazda Miata	122.435
12.	Eric Stoltz	SnRv	Mazda Miata	122.513
13.	Sean Greer	StL	Honda CRX Si	122.514
14.	Greg Maloy	StCt	Honda Civic Si	122.520
15.	Blanton Payne	Tex	Honda CRX Si	122.708
16.	Jay McKoskey	LOL	Mazda Miata	122.751
17.	Stephen Yeoh	CSCC	Honda Civic Si	122.755

18. Neil Marvin/SanF (Honda Civic); 19. Matthew Waich/Milw (Honda Civic Si); 20. Heyward Wagner/Atl (Honda Civic Si); 21. Brandon Blaga/WNCh (Mazda Miata); 22. Jon Krolewicz/SCar (Honda Civic Si); 23. Mark McKnight/Milw (Honda CRX Si); 24. Michael Waich/Milw (Honda Civic Si); 25. Jeff Mabrey/NwOh (Honda Civic Si); 26. Jeffrey Eng/NCar (Honda Civic Si); 27. Jesse Caudill/Colo (Honda Civic Si); 28. John Mensch/Milw (Honda CRX Si); 29. Kyle Klein/Milw (Honda Civic Si); 30. Kevin Gu/Det (Honda CRX Si); 31. David Avar/Kan (Honda Civic Si); 32. Manuel Ruiz/SanF (Mazda Miata); 33. Jay Yost/Colo (Honda Civic Si); 34. Dale Kunze/WNY (Honda Civic Si); 35. Tim Stake/Nwst (Honda Civic Si); 36. Alan Claffie/WDC (Mazda Miata); 37. Steven Ekstrand/CSCC (Honda Civic Si); 38. Peter Loney/CSCC (Mazda Miata); 39. Ryan Devlin/Milw (Honda CRX Si); 40. Chuck Anderson/NwOh (Honda CRX Si); 41. Dan Wheeler/KC (Honda Civic Si); 42. Steven Darcy/CCar (Mazda Miata); 43. Donald Sattler/Ariz (Mazda Miata); 44. Cory Tomoyasu/Haii (Mazda Miata); 45. Bob Neff/Tex (Mazda Miata); 46. Greg Pollack/WDC (Mazda Miata); 47. Stephen Eberlein/Tex (Mazda Miata); 48. Garrett Grove/NCar (Honda Civic Si); 49. Will Hornseth/Milw (Honda Civic Si); 50. Brent Glad/Nwst (Honda Civic Si); 51. Eric Brown/Ky (Honda Civic Si); 52. Samson Creasey/NEng (Honda CRX Si); 53. Shaun Hallam/Fing (Mazda Miata); 54. Jim Perrin/WNY (Mazda Miata); 55. Jon Fisher/Det (Mazda Miata); 56. Michael White/Neb (Mazda Miata); 57. William Diederich/Milw (Honda Civic Si); 58. James Snyder/Susq (Honda CRX Si); 59. Damian Huertas/SanF (Mazda Miata); 60. Eric Bertrand/Milw (Mazda Miata); 61. Jack Nguyen/NEng (Honda CRX Si); 62. Reece White/Kan (Honda Civic Si); 63. Terry Hanushek/NNJ (Mazda Miata).

STREET TOURING SPORT LADIES

1.	Nicole Wong	CSCC	Honda Del Sol VTEC	125.112
2.	Hilary Anderson	Milw	Honda CRX Si	125.134
3.	Jamie Yost	Colo	Honda Civic Si	127.427
4.	Stacey Miller	CSCC	Honda Civic Si	127.705

5. Hailey Malone/Tex (Honda CRX Si); 6. Sharon Eberlein/Tex (Mazda Miata); 7. Kathleen Claffie/WDC (Mazda Miata); 8. Lori Gill/MidS (Honda Civic Si); 9. Julie Avar/Kan (Honda Civic Si); 10. Jen Fox/WDC (Mazda Miata); 11. Janice Rowe/Hous (Mazda Miata); 12. Andrea Albin/SIII (Honda Civic Si); 13. Linda Cox/ETnn (Mazda Miata).

**STREET TOURING SPORT LADIES**


Nicole Wong
Cal Club Region
ProParts USA
Honda Del Sol



On the East Course, it was Tsang throwing down the early gauntlet with a 55.4sec blast. Marcus replied with a 55.3 on his second lap to retake the lead. Marcus, running about six drivers behind Tsang in the order, expected to hear Tsang's final time before he went out, but instead saw Tsang stop for a downed cone and secure a rerun.

"There's no defense in autocross," Marcus said. Knowing Tsang still had one more shot, he had to do the only thing he could - go out and throw down a monster run. Unfortunately, the 55.1sec run he brought home was carrying a cone, so all he could do was sit on his 118.793 while he waited and watched. Tsang's run looked fast, and proved to be the quickest in class for the day, but the 55.048 would leave Tsang yet 0.076sec behind Marcus as he claimed his first National Championship.

Street Touring Xtreme Ladies

 On the Ladies side, the driver to watch was Annie Gill in an FR-S, running the same class two years in a row for the first time in her 15 trips to Nationals, and she'd won almost half of those, including last year.

She established herself as top dog on her first run during the third heat on the West Course with a 65.7, a time only she could match with a 65.545 on her second run (and a faster, but dirty, 65.1 third run, where the car "really drifted" due to a major air pressure change). Catherine Tran and Kristen Rosenthal, both running BRZs, posted best times of 66.6 and 66.7, respectively, making this look like another Annie Gill runaway heading to the insanely fast East Course.

**STREET TOURING SPORT**

Jason Frank
Milwaukee Region
DEI/Exedy/Black
Armor/SSC
Honda CRX



Any assumption, however, of a runaway victory would be quite wrong. Gill, battling car setup issues her first two runs, could not stay clean, while Tran would throw down a 56.259sec pull on her second run that would prove to be the fastest of the day.

Knowing she needed a clean run, Gill made a major suspension change and also slowed down to make sure the run was clean, and while the 57.3 didn't set the course ablaze, it totaled up a 122.855 to secure her seventh championship by a scant 0.028sec margin.



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STREET TOURING XTREME LADIES

Annie Gill

Northwest Region
Drift Office/
ChaseRace/FRSport
Scion FR-S



STREET TOURING XTREME

David Marcus

Florida Region
Death Grip Racing
Subaru BRZ



STREET TOURING XTREME

1.	David Marcus	Fla	Subaru BRZ	118.793
2.	Mack Siu Kei Tsang	SanF	Subaru BRZ	118.869
3.	David Santel	NwOh	Scion FR-S	119.484
4.	Adam Benaway	CCar	Subaru BRZ	119.917
5.	Kyle Herbst	OhV	BMW 128i	120.174
6.	Mike Leeder	Milw	Subaru BRZ	120.513
7.	Eric Kutil	Fing	Acura Integra Type R	120.846
8.	Lance Keeley	Milw	Subaru BRZ	120.898
9.	Justin Tsang	SanF	Subaru BRZ	120.933
10.	Bart Hockerman	Milw	Subaru BRZ	121.462
11.	Alex Valencia	CSCC	Subaru BRZ	121.485
12.	Craig Wilcox	KC	Mini Cooper S	121.688
13.	Derek Punch	SanD	Subaru BRZ	121.777
14.	Joe Silva	Sal	Mini Cooper S	122.093
15.	Terence Chang	CSCC	Subaru BRZ	122.135
16.	David Thomas	NEng	Mazda RX8	122.195

17. Shawn Lambert/Ky (Mazda RX8); 18. Charly Spyksma/Nwst (Subaru WRX); 19. Carl Coleman/Nwst (Subaru WRX); 20. Andrew McGibbon/RioG (Subaru BRZ); 21. David Webb/ArzB (Scion FR-S); 22. Mark Stevens/OhV (Toyota FR-S); 23. Shea Seefeldt/RioG (Subaru BRZ); 24. William Bostic/CCar (Mazda RX8); 25. Jim Fossum/Atl (Mazda RX8); 26. Todd Kunze/WNY (Acura Integra Type R); 27. Tom DeYoung/STL (BMW 328is); 28. Aaron Breitbach/Iowa (Mazda RX8); 29. Greg Paine/Colo m (Scion FR-S); 30. Jacob Ortiz/RioG (Subaru WRX); 31. Scott Dixon/Nwst (Scion FR-S); 32. Terry Baker/WDC (BMW 128i); 33. Matthew Harrell/Almo (Subaru BRZ); 34. Mike Herrick/Wich (Subaru BRZ); 35. Ron McManus/Iowa (Mazda RX8); 36. Kyle Mertens/STL (BMW 328is); 37. Justin Metz/Colo (BMW 325is); 38. Christopher Heady/Nwst (Subaru BRZ); 39. Nicholas Trettel/Nwst (Subaru BRZ); 40. Bob Buxbaum/KC (BMW 328is); 41. Brandon Porambo/CSCC (BMW 325is); 42. Charles Sizemore/NY (Subaru WRX); 43. Kent Edmondson/KC (BMW 328is); 44. Rich Hughes/Indy (Mazda RX8); 45. Randall Prince/Atl (Scion FR-S); 46. Charles Wilson/KC (Subaru BRZ); 47. Curtis Staples/WDC (BMW 128i); 48. Adam White/Almo (Subaru BRZ); 49. Steve Mitchell/WDC (Subaru BRZ); 50. Douglas Hitchcock/KC (BMW 328is); 51. Nicole Stanley/Colo (Scion FR-S); 52. Hans Villanueva/Iowa (Scion FR-S); 53. Karl Tronnes/Milw (BMW 325is); 54. Chris Belsjoe/Almo (Subaru BRZ); 55. Lee Mabae/Neb (Scion FR-S); 56. Gordon Maciulewicz/Cinc (BMW 128i); 57. Erik Witkamp/ArzB (Mazda RX8); 58. Andrei Kramer/GtRv (Scion FR-S).

STREET TOURING XTREME LADIES

1.	Annie Gill	Nwst	Scion FR-S	122.859
2.	Catherine Tran	CSCC	Subaru BRZ	122.887
3.	Kristen Rosenthal	Fla	Subaru BRZ	125.241

4. Amy Coleman/Nwst (Subaru WRX); 5. Mindi Cross/ArzB (Scion FR-S); 6. Brianne Green/Nwst (Subaru WRX); 7. Erika Robinson/Almo (Subaru BRZ).

While lamenting that the suspension change “made the car really pushy,” she was quick to praise her competition, saying Tran “drove exceptionally well. She made me earn it.”

Ryan Lower, Alan Claffie

Street Touring Ultra

A diverse field of 36 drivers competed for the STU championship with four manufacturers represented. The strengths of the rear-wheel-drive Nissans and Chevys and the all-wheel-drive Subarus and Mitsubishi's couldn't be any more different than the fast, sweeping East and tight, technical West courses.

Competition began Thursday in the third heat on the high-speed plane course, with the early leaders representing in all-wheel-drive cars. The early quick time came from Mark Hill's Mitsubishi, setting the bar at 55.5. The answer from the RWD heavy hitters came with Nicholas Barbato's 350Z with a 54.9, followed by Jeff Stuart's 350Z finding a dirty 54.1.

Second runs brought a few position changes, but it was not until the final laps that things really took shape. The top pairing of Barbato and Stuart, one behind the other in the run order, pulled away while fighting for the top spot. Barbato, fighting setup issues on his 350Z, dropped time to a 54.2, but Stuart answered right back with a 53.997, the only STU driver to get into the sub-54 range. The Corvettes of Jonathan Lugod and Lane Borg also dropped into the 54s, Lugod less than 0.1sec quicker. Hill, never able to improve, slipped to seventh.

On the corn side, the duel of the 350Zs continued with Barbato making the first move to a 63.7, getting him to the top spot as Stuart coned away his 64.0. On second runs, Barbato increased the pace to a 63.4, but Stuart, next through the lights at 63.5, reclaimed the lead by 0.222sec.

On the final run, both of the top two coned 63sec runs while Lugod laid down the fastest clean time of the class with a blazing 63.206.

That time held on to the third step of the podium, behind Stuart's 117.514 and ahead of Borg and Hill, who'd clawed back to fifth.

Stuart, winning his second championship, gave credit to his co-driver/car owner Mark DeShon for preparing and setting up the car through the year.

Street Touring Ultra Ladies

Things started off rocky in STUL, with three of the five drivers coning and spinning away runs. This left the door open for Crissy Weaver in her Subaru STi to take the initiative with a 58.0. On second runs, Caitlin Dunlap in a Corvette challenged for the lead with a 57.6, but Weaver responded with a 57.4. Meanwhile Mina Ingraham had been doing quicker times but killing cones. On her final pass in her Subaru STi, Ingraham finally found a way through clean to leap to the top spot at 57.173. Dunlap found a 57.4 to nudge Weaver to third.

On Friday's technical West Course, which had become notorious for pylon penalties, all the top three ladies put in clean first runs. Dunlap's 67.6 placed her within a tenth of Ingraham, who'd done 67.8. Weaver was at 68.9 and never could get out of the upper 68s all day.

On second runs, Ingraham's 66.433 let her pull away by another 0.4sec as Dunlap coned an equally quick run. On the final run, Dunlap risked everything to clock a 65.6, which would have been good enough for the win if not for the three cones she'd collected. Ingraham also caught cone but it didn't matter. She had her final time of 123.606, a commanding 1.437sec lead over Dunlap.

P.J. Corrales

Street Touring Roadster

Nick Bjoin had to put down a winning run on his last shot of the second day of the Solo Nationals in order to win Street Touring Roadster, but he did just that as he eclipsed Kevin Deitz by just 0.060sec to win the 60-driver class.

Opening runs Thursday on the West Course in Heat 2 hinted at things to come as Bjoin was fast out of the box. Christopher Lin, Ricky Crow and Ken Motonishi also showed speed, but cone trouble struck many drivers. Deitz, with a fast time of 63.742sec, finished day one with a 0.078sec lead over Bjoin, with Lin just 0.024sec behind in third.

Bjoin lamented losing a 63.3 on his last run. "I coned away a good time," he said that day, "but it's all about just staying in it today. With all these guys in the class, I'm just happy to be in striking range, and we'll see what happens tomorrow."

Moving to the more open East Course, Crow struck first with a 55.3 that put him in the lead. Bjoin put up a fast 54.9



STREET TOURING ULTRA

Jeff Stuart

Cal Club Region

Berry Family Racing
Nissan 350Z



STREET TOURING ULTRA LADIES

Mina Ingraham

Oregon Region

Fluffy Unicorn Racing
Subaru WRX



STREET TOURING ULTRA

1.	Jeff Stuart	CSCC	Nissan 350Z	117.514
2.	Nicholas Barbato	NEng	Nissan 350Z	117.736
3.	Jonathan Lugod	SanD	Corvette	118.073
4.	Lane Borg	Tex	Corvette	118.937
5.	Mark Hill	Kan	Mitsubishi Evo IX	119.627
6.	Robert Pendergest	Wich	Subaru Impreza WRX STI	119.641
7.	Scott Steider	Tex	Nissan 350Z	120.021
8.	Jimmy Au-Yeung	SanF	Mitsubishi Lancer Evo IX	120.788
9.	Patrick Lipsinic	NeOk	Mitsubishi Lancer Evo RS	120.868
10.	Jason Dailly	CIll	Nissan 350Z	120.969
11. Matt Colley/CCar (Corvette); 12. Michael Lawson/CFIa (Nissan 350Z); 13. Raymond Wise/CIll (Nissan 350Z); 14. Glenn Heyse/NEng (Nissan 350Z); 15. Jonathan Rogers/Det (Corvette); 16. Dan Podhola/Nwst (Subaru Impreza WRX STI); 17. Cody Pennell/STL (Subaru Impreza WRX STI); 18. Mark DeShon/CSCC (Nissan 350Z); 19. Andrew Ramos/Det (Corvette); 20. Joshua Morgan/Chat (Subaru Impreza WRX STI); 21. Shane Donahue/Milw (Nissan 350Z); 22. Nick Dunlap/Corvette; 23. Doug Francis/Tenn (Corvette); 24. Luke Williamson/LnSt (Subaru Impreza WRX); 25. Richard Jones/SanF (Mitsubishi Lancer Evo IX); 26. Thomas Hardy/LnSt (Subaru Impreza WRX STI); 27. Jason Bucki/LOL (BMW M3); 28. Alex Bahl/LOL (BMW M3); 29. Robert Godiciu/RioG (Subaru Impreza WRX STI); 30. Daniel Boatman/Haii (Subaru Impreza WRX STI); 31. Michael Naydeck/LnSt (Subaru WRX STI); 32. Mile Erpelding/KC (BMW M3); 33. David Salas/Milw (Nissan 350Z); 34. Matthew Peck/LnSt (Subaru WRX STI); 35. Brian LaRose/ETnn (Subaru Impreza WRX STI); 36. David Cosseboom/Neb (Mitsubishi Lancer Evo RS).				

STREET TOURING ULTRA LADIES

1.	Mina Ingraham	Ore	Subaru Impreza WRX STI	123.606
2.	Caitlin Dunlap	WDC	Corvette	125.043
3. Crissy Weaver/Cinc (Corvette); 4. Deb Erpelding/KC (BMW M3); 5. Katelyn Johnson/Tex (Corvette).				

STREET TOURING ROADSTER

1.	Nick Bjoin	CSCC	Honda S2000	119.050
2.	Kevin Dietz	Nwst	Honda S2000	119.110
3.	Ricky Crow	Almo	Honda S2000 CR	119.196
4.	Christopher Lin	WDC	Toyota MR2 Spyder	119.288
5.	Brian Karwan	WDC	Honda S2000	119.506
6.	Eric Chiang	NEng	Honda S2000	119.756
7.	Ken Motonishi	CSCC	Honda S2000	119.856
8.	Colin Fiedler	Milw	Honda S2000	119.909
9.	William Koscielny	NEng	Honda S2000	120.374
#.	Erik Strelnieks	LnSt	Mazda MX5 (2016 ND)	120.457
10.	Jed Peterson	Tenn	Honda S2000	120.490
11.	Greg Janulis	Chi	Honda S2000	120.512
12.	Jon Caserta	Phil	Honda S2000 CR	120.539
13.	Jonathan Pomrenke	LnSt	Honda S2000	120.585
14.	Daniel Stainback	NY	Honda S2000 CR	120.598
15.	Luke Oxner	Ark	Honda S2000	120.629
16.	Timothy Kong	NEng	Honda S2000 CR	120.664
#.	Ron Bauer	Nwst	Mazda MX5 (2016 ND)	120.826
17.	John Rogers	SBnd	Honda S2000	121.151

18. Robert Irish/LnSt (Honda S2000 CR); 19. Michael Wootton/LnSt (Mazda Miata); 20. Shane Chinonn-Rhoden/WDC (Honda S2000); 21. Eric Davis/Ark (Honda S2000); 22. Luke Testerman/WDC (Honda S2000); 23. Kerry Coughlin/Delt (Honda S2000); 24. Jason Rhodes/SanD (Nissan 370Z); 25. Joseph Ottofaro/NNJ (Mazda MX5); 26. John Li/Det (Mazda MX5); 27. Ryan Davies/Dix (Honda S2000); 28. David Crusoe/ODom (Honda S2000); 29. Alex Kang/SanF (Mazda MX5); 30. Elliott Speidell/Ariz (Mazda MX5); 31. Kevin Schultz/Utah (Honda S2000 CR); 32. David Rock/ArzB (Toyota MR2 Spyder); 33. Dean Rhodes/StL (Honda S2000); 34. Dean Chen/Nwst (Honda S2000 CR); 35. Tim Heaton/Neb (Mazda MX5); 36. Benjamin Zabel/Milw (Honda S2000); 37. Bob Bailey/Tex (Honda S2000); 38. Ido Waksman/Det (Mazda MX5); 39. William Gravely/Bucc (Toyota MR2 Spyder); 40. Larry Burrow/Ariz (Mazda MX5); 41. Joshua Lipman/NY (Honda S2000 CR); 42. Kerry Gonzales/Ariz (Toyota MR2 Spyder); 43. Andrew Krystinik/NEng (Honda S2000 CR); 44. Jeffrey Janulis/Chi (Honda S2000); 45. Phillip Osborne/Tex (Mazda Miata); 46. Rod Derrick/Utah (Honda S2000 CR); 47. James Kramer/Iowa (Nissan 370Z); 48. Matthew Luckow/Det (Porsche 911 Carrera); 49. Randy Sams/DMV (BMW Z3); 50. David Thompson/LOL (Honda S2000); 51. Cullen Murphy/LOL (Honda S2000); 52. Roger Johnson/Hous (Honda S2000); 53. Patrick Barber/Det (Mazda MX5); 54. David Bailey/Tex (Mazda MX5); 55. Enderson Moua/LOL (Honda S2000); 56. Craig Donowho/Almo (Honda S2000); 57. Stephen Ducharme/Neb (Mazda Miata); 58. James McAdams/Tex (Honda S2000); 59. Carlos Latorre/StCt (Honda S2000); 60. Josue Aleman/Neb (Mazda Miata). [#Exhibition, not for placing]

STREET TOURING ROADSTER LADIES

1.	Kyung Wootton	LnSt	Mazda Miata	122.824
2.	Heidi Ellison	NNJ	Honda S2000 CR	123.089
3.	Victoria Benya	Phil	Honda S2000 CR	123.190
#.	Tara Johns	Tenn	Mazda MX5 (2016 ND)	126.140
4.	Michelle Knoll	WDC	Honda S2000	126.193

5. Angie Rogers/SBnd (Honda S2000); 6. Julie Heaton/Neb (Mazda MX5); 7. Dawn Ammirata/NNJ (Mazda MX5); 8. Casey Coughlin/Delt (Honda S2000); 9. Caitlin Brown/NY (Mazda MX5); 10. Jean Clayton/Nwst (Honda S2000); 11. Vanessa Lau/Almo (Honda S2000). [#Exhibition, not for placing]

but two cones put him deep in the scoring order. Lin was also dirty on his first two tries.

Dietz had a 55.3 going into the final runs to lead by 0.368sec over Bjoin, who was just 0.047sec ahead of Crow. Dietz ended with a spin through the finish lights and five cones added. Lin briefly moved up to second with a clean 55.4, but was passed by Crow whose 54.999 would be FTD but still left him 0.086sec behind Dietz. The last of the contenders to run was Bjoin, whose clean 55.2 brought the class win with a total of 119.050.

"I went out for my first run and I could tell I was nervous right away because I ran over one of the first cones," he said. "It all came down to the third run and getting what I needed. I just said, 'Forget it, whatever; forget strategy.' I just tried to run the fastest run that I could."

Street Touring Roadster Ladies

Thursday found 11 STRL drivers on the West Course under threatening skies. Kyung Wootton was the early pacesetter, opening up a 0.8sec advantage over Ellison after two runs. A brief sprinkle as the third run was about to start proved to be no factor, as Wootton's Miata chopped off another half-second to close at 65.047. Improving to second was Victoria Benya, at 66.0. Ellison was third at 66.4.

With the action shifting to the East course for Friday, Ellison was the first to break into the 57s, within a quarter-second of the lead. Wootton was still not quite up to the pace of the S2000s on second



STREET TOURING ROADSTER

Nick Bjoin

Cal Club Region
OS Giken/bjoinfilms
Honda S2000



runs, but maintained her lead while Benya and Ellison swapped second place behind her. Ellison posted a 56.642 final run to solidify second place. Wootton could only manage a 57.7, but thanks to her first-day advantage, she held on for the win at 122.824sec. Benya wound up third, just a tenth of a second behind Ellison.

"I'm happy that we did the West Course first, because it was very technical over there," Wootton continued. "If I had the pressure to do well over there, today would have been worse. I'm just relieved."

Alan Claffie



STREET TOURING ROADSTER LADIES

Kyung Wootton

Lonestar Region
Black Armor Helmets
Mazda Miata



THE COURSES: BACK TO SCHOOL

Helping out a newbie autocrosser doing the Solo National Championships in his first year, eventually I broke down the course-following issues to him this way: big sweep, then wiggles, then another sweep, then wiggles, and so forth. Both courses followed this basic pattern, but there any vague similarity ends other than the back-to-school themes adopted by designers Roger Johnson and Alex Jones.

WEST COURSE

Dubbed "Skool Pranks," Johnson's course on the "corn side" of the Lincoln Airpark pavement built on a theme of middle school bully pranks. After a left turn from the start line came "Poke in the Eye," a simple dodge around the left side of a cone on the way to the first major right-turn sweeper, "Starting a Swirly." Again, he stuck a single cone in the driver's path heading into a funnel labeled the "Swirling Wallom of Death," the walls feeding a slalom that sailed into the "Atomic Wedgie," a right-hander 180. The next basic slalom, "The Purple Nurple," (with a subtitle we blush at) led to a giant sweeper titled "Teddie's Ring of Hell Fire."

We don't know who Teddie is, but this showcase turn, right in front of the spectator stands, was a full 270-degree carousel with cones alternating on either side as if a slalom, but it wasn't, except for those who got off line. Several cars managed to exceed traction limits, ending up eastbound – and down? – on the westbound course.

From there it was a jink ("Pants'd in the Hallway") and a dive ("Pink Belly") to the southwest corner of the lot. Right turn, right turn ("Pickin' the Scab"), slalom and 180-right ("The Wet Willy"), and back to the southeast corner for one last sweeper ("The Circle Game").

Do the right-left-right ("The Spit Ball") just right because you needed to come up the right edge of the final chute to the finish line, laid diagonally across the course so anyone crossing the lights on the left side added time to his run ("Short Sheeted Again").

EAST COURSE

For this course, called simply "Coneology 301, The Study of Solo Triumphs, Failures and Excessively Long Course Titles," Jones, on the "plane side" of the lot, took his theme to the collegiate level. CAM-T winner Mary Pozzi said it "was the most fun I've had on a Nationals course ever," so we're going to let her tell you about it:

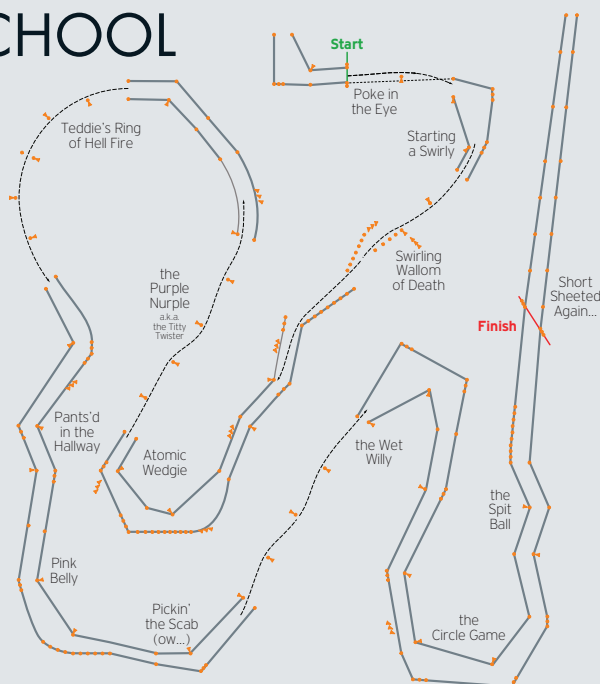
"I looked at the East Course analytically during my several walk-throughs and realized creating straightaways, speed maintenance, and car placement was key to turning in a quick time.

"The clocks were barely 20 feet away and angling my approach to the first turn was important. From there, the first element ["The Syllabus"] required the left side of the Camaro to almost brush up against the cones before snaking through a little opening to full-throttle down ["Pop Quiz"] to the first 180-degree sweeper ["Chapter Two"].

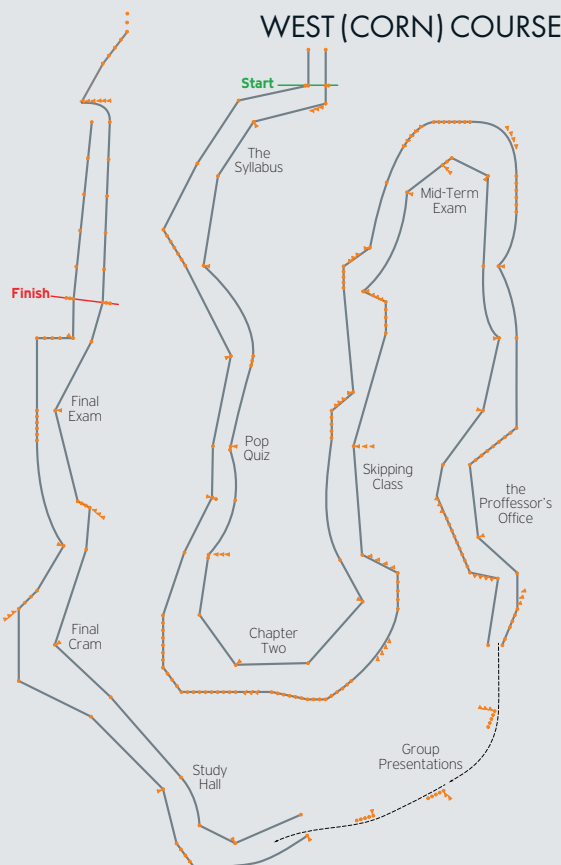
"Around the sweeper under part throttle had me feeling the traction limits on the sticky BFGoodrich Rival S tires, tapping the brakes and rotating the car through the decreasing radius exit gate, on up to a couple more short transitional gates ["Skipping Class"] and then another pointed 180 right-hander ["Mid-Term Exam"]. This turn was key as, if you entered a bit slower you could exit a bit sooner and then make the run down to the bottom of the course with minimal braking in between.

"These walloms ["The Professor's Office"] met me at the bottom, and after threading my way through them it was mat time for the accelerator pedal ["Group Presentations"] past a set of fencerows, "Study Hall" a sharp right kink, "Final Cram" another right kink] up to the final right hander leading to the finish where a little river of water crossed the kink ["Final Exam"] right before the clocks.

"Negotiating this little river meant the car had to be straight. Any angle at all would kick the tail out and the finish clock and its wall of protective cones meant that additional pylon penalties would be awarded with almost certainty," Pozzi concluded.



EAST (PLANE) COURSE



WEST (CORN) COURSE

Street Prepared Classes

SUPER STREET PREPARED

1. Joe Tharpe	DMV	Corvette Z06	110.405
2. Alek Tziortzis	Chi	Corvette Z06	112.102
3. Courtney Cormier	WDC	Corvette Z06	112.561
4. Ryan Johnson	Utah	Lotus Elise	112.662

5. Mitch Fagundes/SanF (Audi R8); 6. Rod McGeorge/WDC (Corvette Z06); 7. Christopher Gladu/Colo (Lotus Exige S); 8. Jess Driggers/Colo (McLaren MP4-12C); 9. Keath Marx/Tex (Corvette Z06); 10. Ralph Elder/SanF (Audi R8); 11. Marc Portanova/ODom (Corvette Z06); 12. Eric Stemler/Chi (Corvette Z06); 13. David Gladu/Colo (Lotus Exige S).

SUPER STREET PREPARED LADIES

1. Donna Littlejohn	CCar	Corvette Z06	129.295
2. Donna Marx/Tex (Corvette Z06); 3. Amanda Minen/WDC (Corvette Z06).			



SUPER STREET PREPARED LADIES

Donna Littlejohn

Central Carolina Region
Team Jester Racing
Chevrolet Corvette



Super Street Prepared Ladies

The three SSPL competitors encountered challenging wet-to-drying first heat conditions on the East Course Thursday. Donna Littlejohn was co-driving Donna Marx's Z06 Corvette with Amanda Minen, which put her out amongst the second flight of drivers. She was able to capitalize on the fast-drying surface with a third-run time of 64.601sec. for a 2.2sec lead over Marx.

It worked out that nobody was driving her own car. Marx had been driving the ex-Minen/McGeorge 2004 'Vette all season but welcomed Littlejohn to compete in her car for



SUPER STREET PREPARED

Joe Tharpe

Des Moines
Valley Region
Chevrolet Corvette



Nationals. Then to make a three-car class to crown a champion, Minen (originally entered in CSL) also was brought into the team while Marx stepped into Rod McGeorge's 2006 Z06.

On day two, first runs for all three drivers were plagued by cone penalties given the challenging visuals on the Roger Johnson-designed West Course. Third runs were best for everyone. Marx posted the fastest time of 63.965sec but it was not enough to offset the deficit from Thursday's wet conditions. Littlejohn secured the win (total time 129.295sec) with a tremendous 3.395sec lead over Marx. She felt "humbled" with her second National Championship and grateful to Marx for the opportunity to drive her car.

Super Street Prepared

Just nine cars for 13 drivers sat on the SSP grid, but they represented three-quarters of a million dollars of rolling stock. Among them were exotics such as a McLaren MP4-12C, an Audi R8 5.2 V10, and an Exige and an Elise from Lotus, but in the end it was America's Sports Car, the Corvette - three Z06s - that owned the podium.


Joe Tharpe's 2003 Corvette worked down to a 51.048 by his third run, taking the early lead after day one by a half-second margin over Courtney Cormier's 2006 'Vette, followed closely by Alek Tziortzis in a 2002 Z06. Quickest of the exotics was Mitch Fagundes, fourth in the Audi, definitely in the hunt at 51.9.

Tharpe's plan was to drive the visually busier West Course as neatly and precisely as he had performed on the East. With laser focus, he not only managed to keep all three runs clean but elevate his second run with an untouchable time of 59.357sec, totaling 110.405sec for his third SSP championship.

All the rest of the competitors fought cone trouble but Tziortzis was able to clean up his third run to claim second place, 1.697sec in Tharpe's wake, followed by Cormier in third. The 2014 SSP Champion Ryan Johnson slipped the Elise past Fagundes to grab the fourth trophy.

Jocelin Huang

A Street Prepared Ladies


 With defending Champ Christine Grice moving to the Open ASP class, mama Theresa Berry was the lone Berry Family Racing driver in the ASPL Mitsubishi Evo. Caitlin Snell and mom Jill also competed in the class in different cars - Caitlin driving the Geoff Clark Mitsubishi Evo. Between them the Berry family owns 15 National Championships while the Snell clan (which took a 20-year hiatus from Nationals before returning in 2010) has five.

ASPL ran Tuesday in the second heat by which time most - not all - of the morning dampness had dried. Caitlin said she considered Berry her main competition, and it was evident watching first runs on the East Course that the second gen Snell was focused and meant business. She led all three runs, with a 55.346 being her best, followed by Berry's 56.823.

On the West Course, Caitlin said, "I concentrated on not getting behind." And her first run of 64.402, was the day's quickest. Unfortunately for Berry, her car broke during Tuesday afternoon's ASP competition, so she got a ride in Aaron Miller's Evo. Berry was able to get down to a 64.9 on her second run, enough to hold on to the second spot.

So, Caitlin added her name to the Snell family champions list, her first, the family's sixth, on her second try. A combined time of 119.748 meant her sophomore-year win was by a margin of 2.004sec.

A Street Prepared

 ASP in the fourth heat resumed the Berry/Snell duel, and maybe for this year including Aaron Miller since he lent his car to mother Berry Wednesday morning.

After first runs, the top four spots were Mitsubishi Evos. Geoff Clark led with a 51.8, followed by Tom Berry with a 51.9, then Berry's co-driver and daughter Christine Grice and Miller both with 52.2s. On second runs, none of the top four improved and Berry threw a balance shaft belt - leaving the car undriveable for his and his daughter's third runs. Miller, the only one of the four to find time on the third run, took the lead with a 51.722.

For day two, West Course, the Berry Evo was fixed and after first runs, Berry was in first, Grice in second. Clark was DNF and Miller had ABS sensor issues, taking out four pylons.

"The car felt like a rubber-band, snapping from corner to corner," Miller said. He continued to have issues on his second run, while Berry improved his lead with the class' only sub-60 time, 59.651. Grice stayed second with a 60.3 while Clark moved to third.

The Miller camp frantically worked to get the brake issue resolved. His third-run 60.0 was enough to bolt him past Grice to second place, but not enough to catch her father, whose 111.640 kept him 0.115sec ahead.

"The real story is about Aaron and what a



A STREET PREPARED LADIES

Caitlin Snell
Northwest Region
GeoffClarkRacing
Mitsubishi Evo



A STREET PREPARED

Tom Berry
Cal Club Region
Berry Family Racing/
OS Giken
Mitsubishi Evo



A STREET PREPARED

1. Thomas Berry	CSCC	Mitsubishi Lancer Evo RS	111.640
2. Aaron S. Miller	Det	Mitsubishi Lancer Evo RS	111.755
3. Christine Grice	CSCC	Mitsubishi Lancer Evo RS	112.675
4. Geoff Clark	Nwst	Mitsubishi Lancer Evo	113.094
5. Cory Hockenbury	NePa	BMW 1 Series M Coupe	116.285
6. Mark Snell/Nwst (BMW M3); 7. Stan Whitney/Tex (Porsche Cayman S); 8. Ryan Hockenbury/NePa (BMW 1 Series M Coupe); 9. Su Brude/Tex (Porsche Cayman S); 10. Gareth Campbell/Nwst (BMW M3); 11. Robert Springer/Susq (Subaru WRX); 12. Francis Miller/Det (Mitsubishi Lancer Evo RS); 13. Matt Butz/NwOh (Nissan 370Z Nismo); 14. Frank Finks/KC (Nissan 370Z).			

A STREET PREPARED LADIES

1. Caitlin Snell	Nwst	Mitsubishi Lancer Evo	119.748
2. Theresa Berry	CSCC	Mitsubishi Lancer Evo RS	121.752
3. Ashley Zywusko/Susq (Subaru Impreza WRX); 4. Jill Snell/Nest (BMW M3).			

B STREET PREPARED

1. Steve O'Blenes	CSCC	Mazdaspeed Miata	112.024
2. Chris Edens	Ark	Mazdaspeed Miata	112.985
3. Anthony Porta	CSCC	Mazdaspeed Miata	113.525
4. Frank Likert	Ark	Mazdaspeed Miata	114.143
5. Michael Bright	CCar	Nissan 350Z	114.353

6. Hezron Lalluces/NNJ (Honda S2000); 7. Justin Mitchell/CCar (Nissan 350Z); 8. Daniel McCelvey/Hous (Corvette); 9. Tony Rivera/SanD (Nissan 350Z); 10. Steve Seguis/NNJ (Honda S2000); 11. Kathryn Nicholls-Rivera/SanD (Nissan 350Z); 12. Jim Kritzler/Hous (Corvette); 13. Ralph Pense/Utah 9Corvette); 14. Kirk Boston/WDC (Datsun 240Z); 15. Hal Dorton/SanF (Datsun 240Z).

B STREET PREPARED LADIES

1. Jodi Fordahl	Nwst	Mazdaspeed Miata	118.424
2. Lauren Kane/CSCC (Mazdaspeed Miata); 3. Brenda Barnes-White/SanF (BMW E36).			

**B STREET PREPARED****Steve O'Blenes**

Cal Club Region

MiataRoadster.com/


Mazda/Hoosier

Mazda Miata



true competitor he is," Berry said while collecting his seventh victory, the 16th for Berry Family Racing.

Denise Cashmore**B Street Prepared Ladies**

 Veteran autocrosser Jodi Fordahl jumped into the O'Blenes/Porta Mazdaspeed Miata as a late BSPL entry for the third heat when her original SSML ride suffered mechanical issues. Dropping time on each run as she got used to the car, Fordahl ran a 54.679s time for a commanding 5.348sec lead on the East Course Tuesday.

Brenda Barnes-White was in second, but her E36 BMW broke down and was unable to run on Wednesday, which left Fordahl and co-driver Lauren Kane alone on the grid. Fordahl's West Course 63.745 gave her a runaway win for her 13th championship with 118.424sec in total time.

**B STREET PREPARED LADIES****Jodi Fordahl**


Northwest Region

Miataroadster.com/

Mazda/Hoosier

Mazda Miata


**B Street Prepared**

 Steve O'Blenes held the early East Course lead in his Mazdaspeed Miata with a 51.797 on his second run in the day's last heat. Christopher Eden in another Mazdaspeed had a dirty second run that had the pace to put him at the top, but he had to be satisfied with a 52.5 from his last try. O'Blenes' co-driver, Anthony Porta also would have been within striking distance if not for a cone and so stood on his second-run 52.9. All that let Eden's co-driver Frank Likert slip into second place with a 52.1.

On the Roger Johnson West Course, O'Blenes continued his game plan of "first run clean, second run more aggressive, third run - go for it!" With his day one advantage allowing him the freedom to extend his lead, O'Blenes had the fastest times in class both days, finishing Wednesday at 60.227 for a total time of 112.024 and a 0.961sec margin of victory for his fifth championship.

Each of the top four ran clean around a course that would become notorious for cone count. Eden's 60.4 and Porta's 60.5 moved them back to the podium steps while Likert ended up fourth.

Charles Kim**C Street Prepared Ladies**

 CSPL action began on the East Course Tuesday, the five-car, all-Miata class bringing out three past champions with six wins between them, all to fall before rookie Tamra Hunt who was at the top of the pack both day one and day two. Setting quick times of 59.776 on the plane side and 60.668 on the corn side, she won the event with a combined time of 120.444 and a 3.251sec victory margin. From her first run, never was she out of first place, not even when she caught a cone on her first Wednesday run.

In second place on day one, two-time Champion Katie Lacey said she was "looking forward to a second chance" on the West Course. She was able to hold onto her second-place trophy by a margin of 2.7sec over third.

The ladies were competing in Heat 1 on the first day of the event. The day started out wet and CSPL competed in drying conditions. Some of the competitors used their Hoosier wets for day one, while

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C STREET PREPARED

1. Billy Davis	NEng	Mazda Miata	110.088
2. Julian Garfield	WDC	Mazda Miata	112.054
3. John Hunter	Neb	Mazda Miata	113.386
4. Matt McCabe	Neb	Mazda Miata	113.448
5. Mike Kline	WDC	Mazda Miata	113.473
6. Reijo Silvennoinen	CSCC	Mazda Miata	113.587

7. Brian Garfield/WDC (Mazda Miata); 8. Bob Davis/NEng (Mazda Miata); 9. Charles Sudano/NY (Mazda Miata); 10. Danny Kao/WDC (Mazda Miata); 11. Timothy Maxey/CCar (Mazda Miata); 12. Todd Cochran/Milw (Mazda Miata); 13. Nick Sabatino/NY (Mazda Miata); 14. Anthony Hodges/NCar (Mazda Miata); 15. Neal Tovsen/Milw (Mazda Miata); 16. Michael Toombs/Fing (Mazda Miata); 17. John Walsh/Fing (Mazda Miata); 18. Tim Aro/WDC (Mazda Miata).

C STREET PREPARED LADIES

1. Tamra Hunt	NEng	Mazda Miata	120.444
2. Katie Lacey	Milw	Mazda Miata	123.695

3. Shelby Turbeville/NCar (Mazda Miata); 4. Sue Eckles/Neb (Mazda Miata); 5. Lisa Garfield/WDC (Mazda Miata).

**C STREET PREPARED LADIES****Tamra Hunt**

New England Region

Thank you Bob,
Billy & Pam!
Mazda Miata



some - including the champ - stuck with their slicks.

Asked about strategy, Hunt said simply, "Use my right foot as much as possible!" While damp pavement slowed the class' first day runs, on the second day Hunt's fast time would have been top five in the Open class

C Street Prepared

During Heat 4, CSP took to the East Course, now entirely dry, which leveled the playing field for a class that also was all Miatas. Repeating his 2014 triumph, Billy Davis thumped the class with blazing times that ended up indexed as top PAX among all 1,223

**C STREET PREPARED****Billy Davis**

New England Region

Miataroadster.com
Mazda Miata



drivers in the event. He won with a combined time of 110.088 and a margin of victory of 1.966sec from individual FTD runs of 59.922 on the East Course and 59.166 on the West.

"There hasn't been a back-to-back CSP National Champ since the late '80s," Davis said (Elliott Harvey, 1988-'89).

Runner-up Julian Garfield said he was "focusing on that second spot," and not on chasing last year's winner who was "on top of everything and an excellent driver." Indeed, there was a battle going on for second. Day one ended with Reijo Silvennoinen in second above Garfield with a margin of 0.024sec. Garfield, unbeaten in five Junior Kart appearances, impressively completed day two with more than a one-second margin over 2013 winner John Hunter in third.

Both of the top two drivers agreed on the Roger Johnson course. Davis called it "unbelievably technical," while Garfield said it was "a lot busier" although he changed nothing of his setup for it. Davis' strategy was about getting "a nice decent clean run" to preserve his gap from day one.

Joe Ottofaro

D Street Prepared

D Street Prepared started out on the West Course, second heat on Tuesday. Eric Campbell's BMW 330Ci had clutch problems after the ProSolo Finale so he co-drove with John Vitamvas for Nationals. He obviously liked the 330Ci coupe as he set the fast time for the class with a 61.516 on his third run. Vitamvas had a faster 61.2sec raw but coned all three of his Tuesday runs leaving him one place out of the trophies.

Mike Kuhn's Mazda RX-8 - the only not-a-BMW in the class - was in second followed by defending Champ Doug Rowse in a 330i and Kevin Henry in an older 325i. Rowse was dirty on his first two runs but managed to get a clean third run in.

Nobody entered in DSPL, so the Beemers-plus-one group was not

Perry Bennett



FIND THE PRIZE
The only way to get the gold in Lincoln is to be the quickest on course.

seen again until Wednesday over on the East Course. Now Rowse was fast right from the first run. His third run of 51.948 would be the only one breaking the 52sec barrier giving him a 113.868 total. Campbell was dirty on his first two runs and his final 53.1 would leave him 0.813sec behind Rowse. Vitamvas' second-quick 52.6 wasn't enough to get him past Kuhn and Henry for the final trophy.

After winning his fourth DSP title since 2008 Rowse said, "The

[East] course was fast and had a good flow to it. You could link a lot of features together and I think the sight lines were a lot easier than what we ran yesterday. It was a fun course - I really liked it.

"I took out some shock compression and a pound of air out of the tires after my first run just to soften it up. It's mainly a grip course; there aren't a whole lot of transitions, so slowing the car down transitionally didn't hurt it much at all. There were also a few bumps coming out of some of the corners."

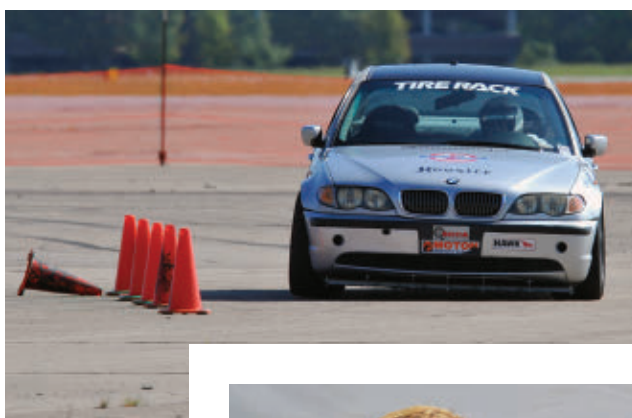
Campbell comically lamented, "This is my 60th second-place finish in DSP! [Actually his fourth in a row.] I didn't notice any bumps but I wish the river at the finish wasn't there as it cost me time on every run."

Jeff Cashmore

E Street Prepared Ladies

The ladies of ESP were among the first competitors of the 43rd Nationals, taking to the West Course in the first run group of Tuesday's competition. It was clear from the start that this would be a morning of drying conditions.

Carol Kolk, the second driver in a 2007 Mustang with Cynthia Duncan, served notice from first runs that she was a force to be reckoned with. She led every round of day one, concluding with a



D STREET PREPARED

Doug Rowse

Arizona Region
Evo Schools/Hoosier/
Cortez Comm
BMW 330i



D STREET PREPARED

1. Doug Rowse	Ariz	BMW 330i	113.868
2. Eric Campbell	OhV	BMW 330Ci	114.861
3. Mike Kuhn	CCar	Mazda RX8	114.998
4. Kevin Henry	WDC	BMW 325i	115.897
5. John Vitamvas/WDC (BMW 330Ci); 6. Christopher Dressler/NePa (BMW 325is); 7. Lee Piccione/WDC (BMW 325is); 8. Michael Lane/WDC (BMW 325i); 9. Doug Keiler/WDC (BMW 323i); 10. Tom Pora/Colo (BMW 325is); 11. Peter Florance/ODom (BMW 323i); 12. Garrett Farmer/CCar (BMW 318is).			

D STREET PREPARED LADIES

No Entries

E STREET PREPARED

1. Brian Peters	Ariz	Mustang GT	112.469
2. Britt Dollmeyer	Ariz	Mustang GT	115.124
3. PJ Corrales	NEng	Infiniti G35	115.221
4. Dennis Healy	Ore	Mustang GT	115.586
5. Roger Kroog	Colo	Camaro	115.856
6. Ryan Finch	NwOh	Camaro Z28	115.985
7. Kit Gauthier	Nwst	Mustang Boss 302	116.193
8. Jason Kolk	Det	Mustang GT	116.197
9. Jeffrey Pilson	ETnn	Mustang Shelby	116.324
10. David Heinrich/WMch (Mustang Boss 302); 11. Tim Bergstrom/Ariz (Mustang GT); 12. Joshua Heinrich/WMch (Mustang Boss 302); 13. Bryan Mancuso/NEng (Infiniti G35); 14. Adam Ruff/Ore (Mustang GT); 15. Erik Carlson/NEng (Mustang GT); 16. Jeremiah McClintock/Det (Mustang Cobra); 17. James Darden/Colo (Camaro); 18. John Hogan/Ariz (Mustang GT); 19. W.B. Sephus/Okla (Mustang GT); 20. J.J. Mallrich/StL (Camaro Z28); 21. Justin Eckles/Neb (Mustang Cobra); 22. Michael Nienhuis/Det (Mustang Cobra); 23. Jeff Cox/ETnn (Mustang Shelby); 24. Kent Kroll/Hous (Mustang GT); 25. Derek Latshaw/Susq (Mustang GT); 26. Jennifer Meredith/Det (Mustang GT); 27. Dennis Latshaw/Susq (Mustang GT); 28. Casey Brown/NEng (Mustang GT); 29. Chris Bolt/NwOh (Camaro Z28); 30. David Gushwa/SBnd (Mustang Boss 302); 31. Marcus Meredith/Det (Mustang GT); 32. Meredith Evans/Okla (Mustang GT).			

E STREET PREPARED LADIES

1. Carol Kolk	Det	Mustang GT	121.497
2. Laura Campbell	TnnV	Mustang Shelby	122.088
3. Cynthia Duncan/CKy (Mustang GT); 4. Jessica Gauthier/Nwst (Mustang Boss 302); 5. Deana Kelley/Ariz (Mustang GT); 6. Alison Lamb/Nwst (Mustang Boss 302).			

**E STREET PREPARED****Brian Peters**

Arizona Region
ProParts USA/Evolution
Ford Mustang



65.967 and going into day two with a 1.2sec lead over Laura Campbell's 2010 Mustang.

Cones on Kolk's and Campbell's first runs Wednesday put Duncan into the lead, but a clean second-run 55.5 took it back for Kolk, as Campbell coned again. Duncan and Campbell, running one after the other, were both very quick on their third runs. Duncan clocked 54.9 and Campbell followed at

**E STREET PREPARED LADIES****Carol Kolk**

Detroit Region
BrainTrainers
Ford Mustang




54.870, but despite having the fastest two runs on the day they could not catch Kolk.

Kolk's third run was slower and had two cones attached, but it was a victory lap. The second-place trophy went to Campbell.

Kolk, now a two-time champion, said it was anyone's game on Wednesday. She complimented her competitors on their 54sec runs, and cautioned ESP's Open class drivers to "keep it straight through the river" at the finish.


E Street Prepared

 E Street Prepared was a 32-car mix of several generations of Mustangs and Camaros with a solitary Infiniti G35 Coupe thrown in as potential spoiler. Five-time Champion Brian Peters came out of the box with an opening West Course run of 61.2 that would never be bettered by any of his competitors. He would lower this to 60.695 in a 2011 Mustang, to lead Britt Dollmeyer's 2006 Mustang by just more than a second. Dollmeyer was the only car in the 61s, but the next eight drivers were all in the 62s.

On Wednesday, Peters set sail again, starting with a 52.4 and lowering it to a 51.774. Second quick on the day was Roger Kroog's 2001 Camaro at 52.6 to move up to the fifth-place trophy. Meanwhile Dollmeyer's 53.4 was enough to hang on to second place, less than a tenth clear of the Infiniti wheeled by P.J. Corrales.

This was the sixth championship for Peters since 2008, and fourth in a row, no two of them in the same class. His total time of 112.469 was 2.655sec ahead of Dollmeyer.

Charlie Davis**F Street Prepared Ladies**

 Five drivers in three cars comprised the F Street Prepared Ladies class, which took to the West (corn) Course first heat on Thursday. Four of the five all hail from the same area in the Carolinas and, as the competitors all agreed, "anyone can put down two blistering runs."


It would be Nikki Edwards (listed in the results with her "real" first name, Brittany, for contingency purposes), driving a Minion-themed Mazda 323 known as "Evil Steve," who would throw down Thursday's blistering run - a 64.239. First run, right out of the box. No one else would come close. Jennifer Vance, driving a Volkswagen Rabbit dubbed "Lambobunny," would be closest at a 65.9.

Edwards' mindset for day two was "Just drive it." After a rocky

start on her first run on the East (plane) Course, she managed to get the fast and clean run she needed on lap two with a 56.4. Vance nearly matched it on her final run but then Edwards managed to squeak out another tenth on her last lap for a blistering 56.309, taking 1.836sec victory over Vance.

This was her second FSPL championship, and when she declared, "I've got nothing - I cried a little after the second run today," she showed it meant just as much as the first one in 2012.

F Street Prepared

 The FSP Open class showcased a wide variety of cars as 10 different make/model combinations (none newer than 1995), were represented by the 17 drivers vying for the National Championship. The first and second runs found no less than half a dozen drivers swapping the lead amongst them, but after the dust (smoke?) cleared from the final runs, it was still "Evil Steve" vs. "Lambobunny" plus a Honda CRX accounting for all five trophies.

Nobody named Steve drove "Evil Steve," but two Steves topped the chart. It was Steven Duckworth piloting the Lambobunny who emerged with the first day lead, a best time of 61.798. Steven Mieritz in the CRX took second on the day with a 62.5. Justin Barbry and Michael Jones, the pilots in Evil Steve, and Geoffrey Zimmer in Lambobunny all were within two-tenths of Mieritz.

Duckworth's day two strategy for the East Course was simply, "Don't screw up." However, his 54.8 opening run was quickly eclipsed by both Mieritz and Barbry, running 54.0 and 53.9, respectively. Duckworth's 54.6 tilt on run two would be enough to put him back into the lead for keeps.

Barbry would eventually put down the fastest run in class on the day with a 53.876 final run, but it would be Mieritz bringing the drama. He conceded after day one that he thought something was wrong with his car, and after his second-day opening run, his fears were proven true. Mark Sommer offered Mieritz a chance to run his

VW Rabbit for the final two runs, but two turned into three as Mieritz got a rerun for an issue on course. A broken B Modified car heightened the drama as Duckworth, Mieritz, and the rest of the class waited for 20 minutes while the B Mod was retrieved.

"There was nothing I could do except sit here and wait and pace back and forth," Duckworth said. Ultimately, Mieritz was unable to improve on his first run, leaving a surprised Duckworth 0.206sec in front for his first National Championship at 116.403. "I never thought I would become a champion. Zimmer built a hell of a car," he said. "I can't say anything else about it. It's absolutely amazing."

Ryan Lower, Alan Claffie



F STREET PREPARED
Steven Duckworth
Central Carolina Region
Volkswagen Rabbit



F STREET PREPARED LADIES

Brittany Edwards
North Carolina Region
Mazda 323



F STREET PREPARED

1. Steven Duckworth	CCar	Volkswagen Rabbit	116.403
2. Steven Mieritz	FtWn	Honda CRX	116.611
3. Justin Barbry	NCar	Mazda 323	116.672
4. Michael Jones	SCar	Mazda 323	117.105
5. Geoffrey Zimmer	SCar	Volkswagen Rabbit	117.291
6. Sir Gregory Anthony/Det (Dodge Neon); 7. Mark Sommer/NwOh (Volkswagen Rabbit); 8. Nicholas Myers/Indy (Toyota Corolla GTS); 9. Van Townsend/Colo (Chevrolet Sprint); 10. Randy Hickman/Colo (Volkswagen Scirocco); 11. Ed Cushing/Colo (Toyota Celica); 12. George Schweikle/Cky (Alfa Romeo Spider); 13. Jason West/Indy (Toyota Corolla GTS); 14. John Bonvoulior/Colo (Volkswagen Scirocco); 15. Theodore Skinner/SanD (BMW 318ti); 16. Todd Skinner/SanD (BMW 318ti); 17. Stacey DeSpelder/FtWn (Honda CRX).			

F STREET PREPARED LADIES

1. Brittany Edwards	NCar	Mazda 323	120.548
2. Jennifer Vance	NCar	Volkswagen Rabbit	122.384
3. Laura Sizemore/NCar (Volkswagen Rabbit); 4. Abby Smith/SCar; Mazda 323); 5. Dee Schweikle/Cky (Alfa Romeo Spider).			

Street Modified Classes

SUPER STREET MODIFIED

Jake Namer

New York Region
Hamfist Racing/
JAXE/SJF/Able
Mazda RX-7



Super Street Modified

The 2015 Solo Nationals was a rematch of 2014 in SSM, the same three drivers atop the pile. Last year they were separated by a third of a second; this year it was less than a tenth.

The class is made up of a variety of cars including Corvettes, Miatas, RX-7s, MR2s, and Elises. Considering the horsepower in these cars it was surprising that the majority of Tuesday's West Course runs were clean. Up front it was a two-horse race between defending Champ Matthew Glagola's Lotus Elise and Randall Wilcox's Mazda Miata. They were the only drivers in the 58sec range, just 0.019sec apart with Matthew's 58.358 leading the field. Behind them were Steven Ruschak (Elise), Jake Namer (RX-7), and Martin Valent (MR2), rounding out the top five.

On day two over on the East Course, Namer (runner-up a year ago) made it a three-horse race once again by breaking the 50sec barrier with a second-run time of 49.623. After going slower on his final run, he had to wait to see if second drivers Glagola and Wilcox would beat his time. With a pair of 50.3s both would get within a tenth but Namer's combined time of 108.650 would be enough to post his first championship. The 1-2 finish of 2014 was reversed, and once again Wilcox took the bottom step of the podium. The gap from Namer's 108.650 was 0.069sec to Glagola, and another 0.025sec back to Wilcox - 0.094sec covering the trio.

"The [East] Course was fast but it actually required a little more patience than it walked," Wilcox said. "It looked more open than it drove so it was easy to get greedy."

Glagola commented, "It was pretty frantic out there, a lot of speed maintenance; don't brake too early, don't get behind and don't get jammed up."

After coming in a close second last year, Namer was clearly emotional. "The car was broken all last month. I had to pick it up from the tuner on the way to Nebraska. The ECU was grabbing numbers randomly, I'd start it up and all the settings were changed. The shifter fork broke at the last event before Nationals, three days before I was supposed to leave. Team Hamfist Racing helped me pull the transmission and put everything back together. The car is just a complete animal in high-speed sweepers, it rips your face off!"

SUPER STREET MODIFIED

1.	Jake Namer	NY	Mazda RX7	108.650
2.	Matthew Glagola	Atl	Lotus Elise	108.719
3.	Randall Wilcox	Tenn	Mazda Miata	108.744
4.	Steven Ruschak	SBnd	Lotus Elise	109.538
5.	Martin Valent	SWVa	Toyota MR2	109.751
6.	Carter Thompson	Tenn	Mazda RX7	109.912
7.	Marc Osgood	Atl	Lotus Elise	110.621
8.	Bob Bundy	Nwst	Mazda Miata	110.672
9.	Erik Strelnieks	LnSt	Mazda RX7	110.986
10.	Duke Langley	Ore	Corvette Z06	111.245
11.	Mark Andy	StCt	Toyota MR2	111.634

12. David deRegt/Nwst (Lotus Elise); 13. Robert Thorne/Colo (Honda S2000); 14. Charles Koulik/NePa (Mazda Miata); 15. Joseph Brennan/NePa (Mazda Miata); 16. Eric Anderson/Tenn (Mazda Miata); 17. Brian Johns/Tenn (Mazda RX7); 18. Matt Zyskowski/Nwst (Mazda Miata); 19. Paul Dornburg/Slnd (Porsche 911); 20. Chad Langley/Tex (Corvette Z06); 21. Jonathan Leith/NEng (Mazda Miata); 22. Russell Mayer/Nwst (Lotus Elise); 23. Alexandra Zust/ArzB (Lotus Elise); 24. Chang Kim/NEng (Mazda Miata); 25. Charles Pyanowski/SCar (Nissan 300ZX); 26. Devin Ramsey/Colo (Subaru Impreza WRX STI); 27. Cody Langley/Tex (Corvette Z06); 28. Mike Wolf/Guam (Datsun 240Z); 29. James Lockard/Neb (Mazda RX7); 30. Dallas Reed/Indy (Lotus Elise); 31. Josh Ostrowsky/NY (Mazda Miata); 32. Paul Kreutzweiser/Fing (Mazda Miata); 33. Robert Armstrong/Cinc (Corvette); 34. Les Schober/NwOh (Corvette Z06); 35. Grady Wood/Ark (Corvette Z06); 36. Adam Daly/WMch (Mazda MX5); 37. Quentin Yarie/WNY (Datsun 240Z); 38. O.D. Davis/Slnd (Porsche 911); 39. Jim Thompson/Tenn (Mazda RX7).

SUPER STREET MODIFIED LADIES

1.	Tara Johns	Tenn	Mazda RX7	117.608
2.	Jojo Corrales-Kean/NEng	(Nissan 240SX).		



SUPER STREET MODIFIED LADIES

Tara Johns

Tennessee Region
Jungle Cat Racing/
Mazda/OS Giken
Mazda RX-7

Haul Asphalt.

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STREET MODIFIED

1. David White	NEng	Nissan 240SX	110.027
2. Todd Kean	NEng	Nissan 240SX	111.649
3. Aaron Shoe	Phil	Mitsubishi Lancer Evo IX	112.341
4. Christopher Mayfield	Colo	Subaru Impreza WRX STI	112.567
5. Tyler Faucett	Colo	BMW 328i	113.040
6. Mike Simanyi	CSCC	Mitsubishi Lancer Evo IX	113.090
7. Tim White	CCar	Subaru Impreza 2.5 RS	113.957

8. Mike Brausen/Milw (Mitsubishi Lancer Evo IX); 9. Marshall Grice/CSCC (Mitsubishi Lancer Evo IX); 10. Jason Merritt/Nwst (Nissan 240SX); 11. Mark Melchior/Colo (BMW M3); 12. Ryan Neff/Colo (BMW M3); 13. Michael Aversa/WNY (Subaru Impreza 2.5 RS); 14. Robert Stangarone/SanD (Scion FR-S); 15. Jay Storm/NwOh (Subaru Impreza 2.5 RS); 16. Michael Faucett/Colo (BMW 328i); 17. Tashko Sarakinov/Guam 18. Rudy Ramsey/Colo (Subaru Impreza WRX STI); 19. Bryan Finochiaro/Neb (Subaru Impreza WRX STI); 20. Mark Atterbury/Neb (Alfa Romeo GTV6); 21. Joey Sim/Nwst (Nissan 240SX); 22. Buddy Simons/Milw (Subaru BRZ); 23. Jerry Simons Jr./Milw (Subaru BRZ).


STREET MODIFIED LADIES

No Entries

**STREET MODIFIED****David White**

New England Region
G-Fab Racing
Nissan 240SX

**Super Street Modified Ladies**

 Five drivers pre-entered SSML, but by the time the fourth heat rolled around only two were left. The other three had all changed to other classes, everyone claiming a trophy finish and two collecting championships.

With only two drivers, SSML would not crown an official champion. Remaining were Jojo Corrales-Kean in a Nissan 240SX and 2012 SSML winner Tara Johns driving the Strelnieks Mazda RX-7, both cars highly modified.


By the fourth heat on Tuesday the relatively tight West Course had gained a reputation for ruining fast runs with pylon penalties and it was no different for SSML.

Only Johns got even one clean run, her third, a safe 63.591, after two faster laps were marred. Corrales-Kean never managed a clean run.

On Tuesday's more open East Course, Johns extended her lead with a final run time of 54.017 for a 117.608 total, taking her fourth win by 5.444sec.

"Earlier in the year, Erik asked my husband Brian if he would like to co-drive at Nats with him," she said. "I was offered the ride as well and Beth told me how great the car was doing. It likes to be thrown around and I feel that I was able to do that on the West Course. I had some cone troubles and had to get a safe, clean run on the last run. I definitely liked the West Course the best; it suits my driving style better."

Jeff Cashmore**Street Modified**

 There were no entries in Street Mod Ladies so the Street Mod cars were not seen until Thursday's last heat, running the fast East Course.

What started as a beautiful warm day on Thursday turned threatening for the fifth heat as the skies became cloudy and rain was nearby according to radar. Drivers in the grid were tense, thinking they may get only one dry run but the day on the plane side had run mostly without incident and the heat was completed before the deluge arrived.


Still, the anxiety showed as many drivers hit pylons while pushing for a fast run on cold tires. David White in a Nissan 240SX was the only driver to get into the 50s on first runs, but he coned it. Even then he was in first place including the cone. On second runs, drivers settled down and ran clean. White turned another 50.9, followed closely by his co-driver and last year's Champion Todd Kean, who turned a 51.1. Aaron Shoe in a Mitsubishi Lancer rounded out the top three with a 51.7.

The Nissan 240SX driven by Kean and White lost the alternator during early runs and after running off the battery, it died. White took a mechanical delay while a battery out of a street car was installed for his third run. He dropped his time to a class best of 50.410 to lead Kean by 0.7sec going into day two.

Friday was a clear, sunny day, but much cooler. White and Kean had repaired the alternator by putting in a Nissan Quest part sourced from a local auto parts store. White retained the lead after first runs and was the only driver in the 50s with a 59.6. Kean would hold second with a best of 60.5 on his second run. Shoe remained third by virtue of a 61.1 on his third run after coning his first two. White again set the fastest time in class with a 59.617 on his final run and claimed the 2015 Street Mod National Championship with a total time of 110.027, winning by 1.622sec over his co-driver.

White said he'd had the same problem with the alternator on his third run, but was able to complete the run on the battery. His G-Fab Racing Team doused him with several spray bottles of water after being named the 2015 Street Mod National Champion. It is his third - he does this every odd-numbered year now.

Richard Holden**Street Modified FWD Ladies**


 Overnight rains left wet pavement to greet first-heat competitors Tuesday, and SMFL - all Honda Civics - had to take on the speed of the East Course. Ginette Jordan, an 11-time champion, said she was "intimidated by the weather and not trusting the car."

First runs were pretty much a throwaway. Fast times came on third runs and the day concluded with Kristell Janusz in first place with a 62.002, more than a one-second margin over Jordan.

Both Jordan and Janusz called the West Course "tricky." Each went a little cone crazy, getting just one clean run, but Jordan's on her second try was a 65.410 while Janusz's best of 68.5 included a penalty. Jordan, who won with a combined time of 128.504, said her strategy was to stay "smooth and fast, look ahead, and get one clean

run." Janusz's strategy was to "try to stay off cones" and "hope the car holds together." Unfortunately, she was unable to stay off the cones, and so was 2.021sec behind. Even had she run clean it was still Jordan's championship, 30 years after her first win - the third widest gap between a first and latest championships.

Street Modified FWD

 Brian Kuehl was the man to beat in SMF, not needing competitors' pylon problems to open up nearly a two-second victory. His combined time of 112.665 was enough to make him champion by 1.892sec over Andy Hollis, the defending champ, who said Kuehl "deserves it so much; he worked hard all year on driving and setup with his father."

Hollis' goal was to "hold on to second and stay up on the podium." The five-time champion had his own challenges holding off three-time Champ Jinx Jordan and 2013 SMF winner Chris Haydu, the next two in the final standings.

After day one, Kuehl and his co-driver/dad Don Kuehl did have the cross-member come off their CRX in two pieces. They were able to borrow a welder from the always-prepared P.J. Corrales and had the car back in working order for day two. Hoping "the car held together and put in good runs to keep up the gap," Kuehl found the West Course to be much busier, which caused him to "get behind with his hands a lot."

Hollis said he had the same problem this year as last year: "The car jumped out of gear three times on the second run," which led to a DNF for that run. Hollis' car was the only car in the class that had manual steering, because of it normally being a track car. With the transitions on what he called a "more traditional" course, Hollis said the manual steering was more of a challenge and thus harder for him.

Joe Ottofaro



STREET MODIFIED FWD LADIES

Ginette Jordan

New England Region
Hoosier/Karcepts/
Hasport/Frana
Honda Civic



STREET MODIFIED FWD

Brian Kuehl

New England Region
Whitener Racing
Shocks/KARCE
Honda CRX



STREET MODIFIED FWD

1.	Brian Kuehl	NEng	Honda CRX	112.653
2.	Andy Hollis	LnSt	Honda CRX	114.545
3.	Jinx Jordan	Atl	Honda Civic DX	115.003
4.	Chris Haydu	NePa	Honda Civic	116.490
5.	Andrew Bower	NePa	Honda Civic	116.807
6. Don Kuehl/NEng (Honda CRX); 7. Bret Norgaard/SanD (Acura TL); 8. Christopher Janusz/NePa (Honda Civic); 9. George Hammond/LnSt (Honda CRX Si); 10. Brock Clayton/BlRg (Honda Civic); 11. Heath Maxey/BlRg (Mini Cooper JCW); 12. Frederick White/NEng (Honda Civic DX); 13. Neil Alexander/SanD (Acura TL); 14. Derek Jester/CCar (Mini Cooper JCW).				

STREET MODIFIED FWD LADIES

1.	Ginette Jordan	NEng	Honda Civic DX	128.504
2.	Kristell Janusz	NePa	Honda Civic	130.525
3. Kathleen Barnes/NEng (Honda Civic DX); 4. Angela Carlascio/CFIa (Honda Civic).				

Prepared Classes

X PREPARED

1. Fred Züst	ArzB	Lotus Elise	107.281
2. Andy McKee	SanF	Mazda RX7	108.206
3. Zachary Sober	Hous	Mazda RX7	108.410
4. Teresa Neidel-McKee	SanF	Mazda RX7	111.087
5. Vitek Boruvka	LnSt	Mazda MX5	111.140
6. Thomas Thompson	Hous	Mazda RX7	113.037

7. Michael Willman/Almo (Mazda Miata); 8. Nickolaus Gruendler/LnSt (Mazda Miata); 9. Mark Mauro/Colo (Mazda RX7); 10. Jeremy Foley/Tex (Mazda Miata); 11. Nicholas Zelisko/InNw (Lotus Elise); 12. Richard Holden/MidS (Datsun 280Z); 13. Kevin Gleaton/ArzB (Lotus Elise); 14. Darren Kidd/Colo (Mazda RX7); 15. Han Henze/Tenn (Porsche 914); 16. David Skelton/MidS (Datsun 280Z); 17. Brian Harmer/Kan (Datsun 280Z); 18. Austin Kirk/Indy (Lotus Elise); 19. Tony Giordano/KC (Datsun 280Z).

X PREPARED LADIES

No Entries



X PREPARED

Fred Züst

Arizona Region
Blackwatch Racing
Lotus Elise



X Prepared



No entries in X Prepared Ladies meant the highly prepped X cars didn't have to deal with the morning's damp. All was dry and clear by the time they showed up in the fourth heat. The key players shaped up as six-time Champion Fred Züst, 2012 Champion Andy McKee, Zachary Sober (who was second to Züst last year), and four-time Champion Teresa Neidel-McKee.

West Course cones under Züst's Lotus Elise

and the RX-7s of McKee and Sober would show Neidel-McKee in the lead by 0.3sec over Vitek Boruvka's MX-5 after first runs. Züst got in his only clean run his second time around, what would prove an unbeatable 57.347. Sober, also with his only clean run, moved into second as McKee and Boruvka caught cones. Neidel-McKee, the only driver in trophy territory to run pylon-free all day both days, was now third.

McKee blazed to a screaming 57.0 on his last run, which even though he'd coned it again, was still good enough to move ahead of his wife. Boruvka closed to within a tenth of Neidel-McKee.

The faster East Course was supposed to be friendlier to the speedy X cars, but McKee had to wonder if this pylon jinx was going to continue. He had the class' only first-run 49 but killed it with three cones. Sober's 50.3 was quickest but Züst's 50.5 kept him in the lead.

Second runs *finally* saw a clean run for the McKee Mazda and the day's FTD at 49.123. But still a shade off Züst, who whittled his time down to a 50.3. McKee ran a tenth slower on run number three, so Züst's final tour was a victory lap. Just to ice the cake, Züst dropped more than 0.4sec to 49.9 on his final run to post a 107.281 and win by 0.925sec over McKee, who was followed by Sober, Neidel-McKee, and Boruvka.

This was XP championship number seven in the past eight years for Züst, McKee being the only interruption of that string.

Charlie Davis

C Prepared



There's always something special about hearing the CP grid firing up. Promises of thunderous excitement, high drama, and a raucous good time are embedded in the throaty, rough and ready rumbles. The class of 2015 did not fail to deliver with flying wheels, engine replacement road trips, and grid spot rebuilds.

Thursday's Heat 2 East Course held high hopes for favorites, each representing one of the iconic pony car nameplates - Mark Madarash in a Pontiac Trans-Am, Robert Lewis in a Mustang, Todd Farris in a Camaro, and defending Champ Mike Maier in a Shelby GT350 that has been wheeled to 14 championships by six different drivers.

Lewis jumped out to the lead on the first runs, but Maier would come back to assume the lead by only thousandths of a second after second runs. Looking like it was going to take something in the 51s to be a front-runner, Lewis would reassert himself by doing just that with a 51.709. Maier had no answer on his third run. Tommy Pulliam, Mustang, found 1.1sec on his third run after some early cone trouble, and slotted himself into second place by less than 0.2sec.

Friday, the West Course presented sunny, but quite cool conditions. All of the drivers were visibly tentative on first runs as they struggled to find grip on the cold tarmac. Madarash, wishing his primary motor hadn't exploded, made a good fourth-place move on his first run, and Lewis was quick at 61.5, but Maier would immediately retake the lead with a very quick 60.9.

After an unplanned break to clean up an oil spill, second runs commenced. Pulliam pulled into the mid 61s for second place, but Maier pulled off the course on his second run with a broken driveshaft. Lewis, right behind, got another chance but failed to capitalize on the rerun.

In the Maier/Stagnaro grid slot, the Shelby's gang thrashed on the broken driveshaft. Cheers went up when Frank Stagnaro stormed off the line without missing a beat. But wait - he stopped on the backside of the course! Did the car break again? No, it was a downed cone. Pulliam, gridded right behind him, also got a rerun, fortunate since he'd just hit a cone.

Pulliam's rerun would net him a 61.4, falling less than a tenth behind Lewis and into third place. With the two leading cars on course at the same time, it was game on! Maier came in first with the fast time of the day at 60.555. Lewis' banzai run would result in a 61.1, falling just 0.242sec off the win. Mike Maier repeats as champion, his



C PREPARED
Mike Maier
San Francisco Region
Mike Maier
Ford Mustang


C PREPARED LADIES
Brianne Maier
San Francisco Region
Mike Maier Inc/JRI/
Wilwood/K&N
Ford Mustang



eighth, fourth in a row, with a total time of 112.637 and a 0.242sec margin of victory.

"My eyes were on Gene Hanchett's record eight CP victories," he said. "The hard work and dedication of Frank Stagnaro made this all possible. This is what it takes to win in CPI!"

C Prepared Ladies

 C Prepared Ladies gridded up to run the fourth heat for their East Course fun. The weather was warm and dry, but with a threat of rain. Defending Champ Tracy Lewis, encouraged by the open class results, knew she would have her hands full not only with Brianne Maier in the Shelby but also her own co-driver, daughter Alyssa.

First runs were encouraging as Tracy jumped out to a 1.2sec lead with a 56.0. The un-intimidated Maier laid down a clean 54.942 on her second attempt. Tracy was now in the mid 55s and Alyssa was doing a nervous 5-minute wait for a rerun with heavy clouds rolling in. But the wet held off and she came in with her best time of 55.7.

Friday the Lewises would both experience early cone trouble on the West Course, allowing Maier to maintain her leading position after one run. With everyone in the 66s and 67s, Alyssa would bust a move on her second run with a class-leading 65.9, taking the lead away from Maier.

The scene set for a third-run shootout, Maier fired right back with a class quick 65.404 and regained the lead at 120.346. Alyssa picked up four cones, so she was done; 1.385sec back and watching her mother take the last CPL run. A 63.8 would have been a winning time, but then the cone call came in. Plus two.

It was Maier's fourth championship, and the Shelby is now on 16 wins and counting.

Pat Washburn


C PREPARED

1. Mike Maier	SanF	Shelby GT350	112.637
2. Robert Lewis	Dix	Mustang	112.879
3. Tommy Pulliam	Atl	Mustang	113.319
4. Todd Farris	Hous	Camaro	114.075
5. Jeff Stroh	Hous	Camaro	114.997
6. Mark Madarash	Tex	Pontiac Trans-Am	115.528
7. Fred Pascual	Nwst	Mustang	116.021
8. Chris Cargill	Hous	Camaro IROC-Z	116.699
9. Frank Stagnaro	SanF	Shelby GT350	116.759
10. Adam George	WDC	Mustang GT	117.498
11. Chris Miller	DMV	Mustang	117.593
12. Wayne Atkins/Tex (Camaro IROC-Z); 13. Kurt Janish/Tex (Pontiac Trans-Am); 14. Ethan Bradbury/NwOh (Ford Thunderbird); 15. Samuel Vassallo/WDC (Mustang GT); 16. Scott Lewis/FtWn (Camaro); 17. Brett Madsen/SanD (Roush Mustang Stage 2); 18. Darrell Padberg/BhV (Mustang); 19. Michael Fellmer/WmCh (Camaro); 20. Jeff Minor/Hous (Chevrolet Malibu); 21. Rick Ruth/Chi (Mustang); 22. John Williams/Neb (Mustang); 23. John Bradbury/NwOh (Ford Thunderbird); 24. Bob Ely/ConD (Mustang); 25. Jeff Seeger/NEng (Mustang); 26. Kyle Martinez/Wich (Pontiac Trans-Am); 27. Anthony Espinosa/Hous (Mustang); 28. Sean Ittner/Atl (Mustang); 29. Arnold Beebe/MoHu (Mustang); 30. Charlie Clark/KC (Corvair); 31. Chuck Tate/SagV (Mustang); 32. Tracy Sandberg/DMV (Camaro); 33. Albert Hermans/KC (Mustang Cobra); 34. Art Martinez/Wich (Pontiac Trans-Am); 35. Brian Ittner/LOL (Mustang); 36. Dick Berger/KC (Corvair); 37. Ronald Ittner/Atl (Mustang); 38. Sean Tate/SagV (Mustang).			

C PREPARED LADIES

1. Brianne Maier	SanF	Shelby GT350	120.346
2. Alyssa Lewis	Dix	Mustang	121.731
3. Tracy Lewis/Dix (Mustang); 4. Alison Hill/Atl (Mustang); 5. Laraine Wilkinson/Atl (Mustang).			

D Prepared

 D Prepared has been the home of Mazda Miatas and Toyota MR2s since the turn of the century. Indeed, of the 28 Open and Ladies class DP championships contested in this millennium, only one was not taken by either of the Japanese two seaters - until now.

Classing changes moved Christopher Dorsey's rear-wheel-drive Toyota Corolla - EP champion the past four years - to DP where Dorsey had to add 100lbs of weight, and make room for 12-inch-wide wheels. Did it slow him down? Probably not much. He still waxed the rest of the DP cars by about the same margin he'd have won EP.

DP Ladies had no entrants, so the Tuesday morning dampness was well evaporated and the courses dry and fast by the time the slick-tired DP cars rolled to the East Course grid for the fourth heat. On first runs, six-time Champ Steve Hoelscher (two in DP) and Dorsey DNF'd, while 2014 winner Ron Bauer hit cones. With that apprehension out of the way, each cleaned up his second run but the contest would go to the third. Hoelscher in an MR2, with a low car number and no tire warmers, caught a cone and had to sit on his 52.3. Dorsey, also driving solo, banged out a 51.168. Bauer in an MX-5, the only second driver among the contenders, came home in 51.9.

Coming off the West Course on the second day, Dorsey called it "the

D PREPARED

1. Christopher Dorsey	Colo	Toyota Corolla GTS	110.588
2. Ron Bauer	Nwst	Mazda MX5	112.254
3. Steve Hoelscher	TnnV	Toyota MR2	112.965
4. Andrew Blasiman	NwOh	Mazda Miata	114.695
5. Ron Baker	Reno	Mazda Miata	114.831

6. Steve Hudson/LnSt (Mazda Miata); 7. Howard Wolf/SanF (Toyota Starlet); 8. Sean Green/Nwst (Mazda MX5); 9. Andrew Pfothenhauer/NwOh (Mazda Miata); 10. Paula Baker/Reno (Mazda Miata); 11. Ted Lewis/Ariz (Lotus Elan); 12. Gilbert de los Reyes/SanF (Ford Escort Mexico); 13. Noel de los Reyes/SanF (Ford Escort Mexico); 14. Dwayne Komush/SanF (Toyota Starlet); 15. Perry Simonds/Tex (Mazda Miata); 16. Paul Neal/GuCo (Datsun 510).

D PREPARED LADIES

No Entries

E PREPARED

1. Tim Smith	Atl	Honda Civic	112.756
2. David O'Maley Jr.	OhV	Honda CRX Si	114.001
3. Allen Kugler	Susq	Honda CRX	114.192
4. Patrick Washburn	Milw	Honda Civic Si	114.780
5. Darren DiSimo	Fla	Honda CRX	115.564

6. Rob Heiser Jr./Atl (Honda Civic); 7. Chris DeLay/Milw (Honda Civic Si); 8. Bryan Rawlins/NwOh (Honda Civic Si); 9. Matt Tuhro/LSup (Honda CRX HF); 10. Denise Kugler/Susq (Honda CRX); 11. Dean Rindler/NwOh (Acura RSX Type S); 12. Marko Horn/Dix (Honda CRX Si); 13. Andrew Furlong/MoHu (Volkswagen Rabbit GTI); 14. Robert Chrismas/NwOh (Honda Civic Si); 15. Chett Wohlgamuth/NwOh (Acura RSX Type S).

E PREPARED LADIES

No Entries

**E PREPARED****Tim Smith**

Atlanta Region

Tim Smith

Honda Civic



autocross version of a 10K!" Like a 10-kilometer footrace, after every turn there seemed always more course stretched out ahead. He was the only driver to get into the 59s, with a 59.7 on his first run, and a 59.420 on his second. Bauer ran a 60.2 on his first, but did not improve after that. Hoelscher had cone trouble his first and second runs, then ran a 60.6 on his third to hang onto third place.

**D PREPARED****Christopher Dorsey**

Colorado Region

Roger Kraus Racing/TRD

Toyota Corolla



Dorsey's 110.588 gave him his sixth championship, fifth in a row, by 1.666sec.

Denise Cashmore**E Prepared**

There were no EPL entries this year, so 14 guys and one gal waited to chase down the EP title in the fifth heat Tuesday and Wednesday. There was one Acura and one Volkswagen in the class while the rest of the cars – and all the contenders – were Hondas.

Tim Smith had run his first two Nationals in EP, but then went to Street Touring where he'd won STS in 2008. In 2012, he returned to EP and has been runner-up twice. Time to move up a step.

Smith set the early mark with a 61.2 on his first Tuesday run and then followed that up with a 60.7 and finally a 60.220 to take the first-day lead on the West Course. Allen Kugler finished the first day with a 61.2 on his third run for second place and David O'Maley ended the day in third with a 61.3 on his third pass.

When day two rolled around, it was O'Maley who laid down the gauntlet with a 52.6 on his first East Course run, but then disaster struck when O'Maley's CRX expired. His co-driver, Marko Horn, was able to get in his second Wednesday run before the car developed engine problems they were never able to fix.

In the meantime, Smith laid down a 52.536 on his second run to clinch the win with a total time of 112.756. With just the one run, O'Maley was still able to hold onto second, 1.245sec behind Smith, while Kugler's second-run 52.9 rounded out the podium.


"The East Course was much more intense," said Smith, "with higher sustained speeds and more sweeping motions. But it was also really tricky with gearing. It wasn't long enough to go into sustained third gear but it was too long for second. So, I had a lot of rev limiter bouncing. None of my runs were the same when it came to shifting."

John Lieberman**F Prepared Ladies**

Charina Jones was the only entrant in FPL, but her Pontiac Solstice GXP already had two Open class drivers so she drove

alone in the second heat. She turned a best time of 55.877 on Thursday's East course. Friday she could not stay off the cones so a West Course best of 65.002 became a 67 for a total time of 122.879.

F Prepared

 F Prepared ran fifth heat on the East Course Thursday and West Course Friday. As if the impending rain for fifth heat on Thursday wasn't enough, last year's Champion Dave Montgomery driving a Porsche 914-6 had switched from the Avon tires he had been running all year to Hoosiers for Nationals. Hoosiers like heat and the cloud cover had cooled off the surface considerably.

Nonetheless, Montgomery laid down a 52.3 on his first run and dropped a full second to 51.301 on his second run ending his concern over tire choice. Montgomery would drop into the 50s on his third run but carried a cone.

Alex Jones and Chris Raglin driving the Pontiac Solstice GXP were only able to manage 52s, Jones the quicker, while Tom Holt and Bryan Hayes also had 52s but were dirty and had to be satisfied with 53s. The good news was they were done before the rain began.

Friday's West Course was greeted with bright sunshine but much cooler temps as a cold front followed the overnight rain. Montgomery's apprehension about tire choice rose again. Also, Jones and Raglin had found a crack in the Solstice's intercooler that apparently had hurt their performance on the East Course. The crack was repaired, and they felt the additional horsepower would give them a shot at Montgomery.

On first runs, Jones moved into the lead followed by Raglin while Montgomery's cold tires caused him to wipe out the first turn tire wall. Montgomery got it together for his second run turning a 60.2. He improved another 0.3sec on his third run to 59.914 setting top time in class both days. Jones and Raglin got into the 60s, while a low 61 moved Hayes past Holt. But none could catch Montgomery, who repeats as the F Prepared National Champion with a two-day total of 111.215, leading the class by 2.109sec.

Montgomery said the first-run mistakes put a lot of pressure on him, but he was able to get it together and recover.

Richard Holden

Perry Bennett



PLUS TWO

Chasing cones is an essential, and sometimes maddening, work assignment at the Tire Rack Solo National Championships.



F PREPARED LADIES

Charina Jones

Northwestern
Ohio Region
Cooper Tire/Avon Tyre
Pontiac Solstice



F PREPARED

Dave Montgomery

Cincinnati Region
Full Throttle/Matco Tools
Porsche 914



F PREPARED

1.	Dave Montgomery	Cinc	Porsche 914-6	111.215
2.	Alex Jones	NwOh	Pontiac Solstice GXP	113.324
3.	Christopher Raglin	NwOh	Pontiac Solstice GXP	113.524
4.	Bryan Hayes	SCar	Honda S2000	114.727
5.	Tom Holt	LnSt	Porsche Boxster	114.922
6. Mark Allen/Atl (Porsche Boxster); 7. Jesse Waymire/Wire (Honda S2000); 8. Jeff Mellow/Wire (Honda S2000); 9. Federico Del Toro/Almo (Porsche Boxster); 10. Michael Tews/Milw (Datsun 240Z); 11. Donnie Bartalone/Chi (Toyota MR2); 12. Darren Crozier/KC (Mazda RX7 GXL); 13. James Bricken/Almo (Porsche Boxster); 14. Eric Tucker/Chi (Toyota MR2).				

F PREPARED LADIES

1.	Charina Jones	NwOh	Pontiac Solstice GXP	122.879
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Modified Classes

A MODIFIED

1. K.J. Christopher	CSCC	Acme Special	98.948
2. William Goodale	NEng	Dragon F1	109.333
3. Robert Barone/NEng (CK Dragon); 4. Stacey Strout/NEng (Dragon F1); 5. S. Peter Smith/OhV (Proto S/S); 6. Phil Alspach/OhV (Lola T204).			

A MODIFIED LADIES

No entries



A MODIFIED

K.J. Christopher

Cal Club Region
Dauntless/Ankeny
Racing/OS Giken
Acme Special

A Modified

Imagine a powerful, twitchy, fat-tired A Mod in the wet. Wait, no need. A Mod Ladies, scheduled in Tuesday's first heat with its damp pavement, was bereft of competitors for a fourth straight year. So, move on to a fully dried third heat for A Modified. If K.J. Christopher's Acme Special could be acquired by Wile E. Coyote, he'd catch the Road Runner.

The Acme put down times of 45.770 on the East Course, 53.178 on the West, for a total of 98.948sec and a victory margin of 10.385sec. That's the widest Open class margin of victory of the event and the second widest Open class gap in the history of the Solo National Championships.

Still, A Modified had its drama in the second and last trophy spot. But it's the type of drama that makes autocross so friendly and exciting. Bill Goodale's Dragon F1 broke its transmission on his last run Tuesday leaving him and co-driver Stacey Strout out of a car for

Wednesday. Although Goodale was sitting in second place after day one competition, third-placed Robert Barone offered his car to his competitors to finish the event. Barone believes "It's something we can do and it's a tradition to do it."

Even in Goodale's 41st Nationals, he was ecstatic to be able to compete. "Everyone offered us a ride, even K.J. offered to work all night on [our car]. Bob said 'Drive my car.' He's a real gentleman." Goodale held on to his runner-up trophy with a 109.3 total time while Barone remained in third. Strout jumped into S. Peter Smith's Proto S/S and took fourth with Smith fifth.

This is Christopher's fifth year in A Modified and he'd finished in second place the past four. Now, finally the champion, he sighed an "incredible relief, and the weight off [his] shoulders." The car had undergone big changes over time with the front, rear, and engine. This year it all paid off.

Alex Kang

B Modified

Tom and Matt Ellam, father and son, are best known in the solo community for their meticulously prepared Mazda RX-3 (seven championships for Tom in Street Prepared classes and EP). This year they're converts to B Mod in an ex-Kiesel Omnifab Cheetah.

Thursday's third-heat runs on the West Course were under perfect cool and sunny conditions. The Ellams were among the quickest on first runs with Dan Cyr's Lamm Mark V splitting the pair, all in low 54s. However, reigning BM Champion Clemens Burger in his LeGrand Mk. 18 served notice with a 53.8 flawed with a pylon. Burger responded with a second-run 53.075 to move ahead of Matt Ellam's 53.2. Tom Ellam and Cyr, never able to improve, remained third and fourth. With none going quicker on final runs, that remained the order going to the second day. The margin between first and second was only 0.19sec.

"The West Course suits my style," Burger said. "I like slaloms. I won't touch the car for tomorrow but I have a plan, go fast and execute."

Matt Ellam attributed his first-day speed to "not over-braking, and trusting the aero [downforce]." Tom Ellam, proud of the performance, "hoped I would be a little closer to my son, but I'm still getting caught up to speed on this car."

Matt Ellam was fastest on his first Friday run with a 45.6 to move ahead of Burger, who'd run 46.7, and dad trailing in third. Second runs were completed with same running order. On third runs Matt Ellam, being first driver of the father-son pair, solidified his lead with a 45.230. However, Burger, who ran as a second driver, still had his third and final run to make knowing the time he needed to beat to move ahead.

When his time came, Burger set out on his third run with what could have been a championship-winning effort. However, the run came to an abrupt end when a rear control arm broke sending him into a violent spin.

"I only had three more turns to go," he said, plaintively. The mechanical failure cemented Matt Ellam's first National Championship, with Burger holding second and Tom Ellam finishing third.


A congratulatory dad said, "I didn't want to put pressure on Matt by saying so, but I was hoping for him to finish in first place." For Matt, his elation was tempered by his sense of sportsmanship and desire for a heads-up fight as he commented on the Burger mechanical failure with sincere empathy: "That sucks."

B Modified Ladies

The lone contestant of BML, Carol Burger, was forced to run a different car on Friday after the mechanical failure during Open class runs took her car out of competition. She'd run 71.372 on the West Course, and drove Daniel Stone's car, also a LeGrand Mk. 18, to 58.669 on the East for a total run of 130.041.

David Webb

C Modified Ladies


 Thursday Heats had started late on the "Skool Pranks" West Course because of the need to patch broken concrete, thereby fulfilling its name. So Heat 3 CML started on a dry course and Heat 5 CM - not so much.

The theme: all the awful things school bullies (cones) do to classmates. Those things being pylon penalties. The course walked like a textbook and Heather Howe agreed, "I think the course is predesigned for us. There is no room to hang yourself. You drive the line or you hit cones."

While Howe totally avoided the bullies, unfortunately Mari Clements never did and, well, Krystal Lavender avoided most of them. Lavender's Van Diemen fell victim to a hole in the clutch line so run two was a push start. Her car said no to run three, so with a few adjustments she took the wheel of Clements's ride and managed to drop another 0.4sec to 60.124, taking a 3.582sec lead to Friday.

Lavender said her struggle this year was "looking ahead" and to recover from Friday's DNF on run one, "just told myself to look ahead for the second and it helped." She watched her video and talked the course through with her husband. Unfortunately, her third run was not to be (a DNS) so she stood on her 53.830. Enough to keep the lead of 4.252sec and win the class with a 113.954 total.

C Modified

 Because of the day's delays, by the time the fifth heat was called to the line on the West Course, the fifth on the East was done but the rain was coming. The equation for this: low car number plus quick time equals trophy.

There wasn't standing water for first runs so only a few cars changed tires. No. 14 Josh Parker, the second car out, didn't even disconnect the sway bar as he had been instructed. "Luckily I got a fairly dry run at first. So I just went out and tried not to do anything stupid." That worked as his first run of a 60.582 gave him the lead going into Friday. Second was John Engstrom (sixth car out) and third was Brent Cary (fourth car out), both with 61s.

Then the rain hit. The next two cars after Engstrom ran a DNF and hit a cone, and nobody after that bettered a 65 including defending champion Brandon Lavender.

Rain, rain, go away, because I need course walks for the next day. Yeah. No. The East Course "Study of Solo Triumphs, Failures, and" - well, you know the rest - was said to not run like it walked. It was better.

CM had its chance at a dry cool course on Friday. It was a split competition - those in the trophies and those who'd run in the rain. Fast time was a 49.496 by David Fauth, 14th after the first day and able to pull up only to ninth.

Low-number Parker found the course "drier and faster." To go faster he found the course and then repeated, "Don't brake!" which worked because where he would "usually screw something up in day two," he didn't. Standing on his second run of 50.6, sixth quickest for the day, he totaled



B MODIFIED LADIES

Carol Burger
Indianapolis Region



B MODIFIED

Matthew Ellam
San Francisco Region
Omnifab Cheetah



B MODIFIED

1. Matthew Ellam	SanF	Omnifab Cheetah	98.495
2. Clemens Burger	Indy	LeGrand Mk. 18	99.848
3. Tom Ellam	SanF	Omnifab Cheetah	100.478
4. Dan Cyr	Chi	Lamm Mark V	102.941
5. Daniel Stone	Indy	LeGrand Mk. 18	103.731
6. Bradley Lamont/Chi (Lamm Mark V); 7. Zachary Moore/Milw (LeGrand Mk. 18); 8. Rachel Saunders/Tex (LeGrand Mk. 18); 9. Bill Gendron/NEng (Dragon SR2); 10. Marshal Moore/Milw (LeGrand Mk. 18); 11. Jeff Christianson/Iowa (OMS); 12. Rick Donalson/Atl (Jeep YC-J); 13. Lee Hill/CFIa (LeGrand Mk. 18); 14. Dale Seeley/Atl (Jeep YC-J).			

B MODIFIED LADIES

1. Carol Burger	Indy	LeGrand Mk. 18	130.041
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C MODIFIED

1. Joshua Parker	NEng	Reynard 85F	111.224
2. John Engstrom	Chi	Swift DB1	111.552
3. Brent Cary	Indy	Reynard 88F	112.720
4. Brandon Lavender	Indy	Van Diemen RF85	115.341
5. Barry Ott	ConD	Van Diemen RF95-Fit	117.118
6. Jonathan Clements	CSCC	Van Diemen RF94-Fit	117.370

7. Eric Clements/CSCC (Van Diemen RF94-Fit); 8. Robert Qualkinbush/KC (Adams Aero); 9. David Fauth/Colo (Van Diemen RF95-Fit); 10. Chris Pruett/SagV (Swift DB1); 11. Vernon Maxey/KC (Lynx B); 12. Andrew Howe/Ore (Reynard 82F); 13. Raymond Thomas/Cinc (Reynard 83F); 14. Colin Faucett/Indy (Van Diemen RF84); 15. Bruce Faucett/Indy (Van Diemen RF84); 16. John Powell/StL (Reynard 85F); 17. Benjamin Cort/Ore (Reynard 82F); 18. Charlie Davis/SanF (Reynard 85F); 19. Collin Moore/Okla (Vanguard).

C MODIFIED LADIES

1. Krystal Lavender	Indy	Van Diemen RF85	113.954
2. Heather Howe/Ore (Reynard 82F); 3. Mari Clements/CSCC (Van Diemen RF94).			

**C MODIFIED LADIES****Krystal Lavender**

Indianapolis Region
Steering Creations Inc.
Van Diemen FF1600



111.224 and won his first National Championship by 0.328sec. Engstrom's 50.1 was fifth-quick but pulled him past Cary for second place.

Angela Carlascio

D Modified

For the ninth consecutive year, the D Modified Championship was a competition between Jeff Cashmore and Mark Huffman. Everybody else fights for third place, but Peter Raymond was close.

The class started its week in the second heat on a warm Thursday on the East course. Running at the end of their class Cashmore drove his recently sold Lotus 7 to a 49.2sec lap on his first run. Defending

**C MODIFIED****Joshua Parker**

New England Region
Stacey is the best girlfriend
Reynard



Champion Huffman's Lotus Elan collected five cones. Second runs saw Cashmore a tick slower at 49.3 while Huffman laid down a 49.4, his best run. Last runs saw Cashmore put up a best-in-class 49.101. The two were the only drivers in the 49s but the next five were in a tight group of low 50s led by Raymond's 50.0.

Competition resumed on a crisp, sunny Friday morning. Cashmore zoomed through the West Course finish lights on his first run with a 57.4 and a trail of oil and smoke. With the Lotus dead in the water and Cashmore looking for a ride the door was open for Huffman to take the lead. His first run of 57.4 cut into Cashmore's lead but still left him in second place. Meanwhile Cashmore turned to Del Long for a ride in his new Jeep CJ.

Cashmore had driven the car earlier in the week on the test and tune course to help fix some new car problems. His second run was a slower 58.5 and Mark slowed to a 57.9, so it looked like the last run would determine the champion. On his last run, Cashmore got two thirds of the way around the course when the Jeep stopped with failed bolts on a rear locating link. Huffman, right behind on the course, was red flagged because of the Jeep's breakdown, but was unable to use the rerun for a quicker time.

Cashmore remarked, "We sold the car to Tom Walgamuth earlier this year and co-drove it with him. The car went well all year and I was disappointed when it broke. I'm thankful that Tom understands about Mod cars. I want to thank Del for loaning his car to me. Despite its teething problems it went fast."


Raymond had the quickest Corn Side run with a 57.047 but it was too little too late and he finished third in the 29-car class.

An infusion of 11 drivers in "Heritage Classic" cars heralding SCCA's formative years made DM the largest Modified class of the event. Rather than run in DP or other classes where they feel totally uncompetitive, the group - mostly small 1960s-era roadsters and coupes - elected to compete together in DM and even presented their own trophies - won by Steve and Kim Bollinger as the first HC and HCL winners.

After working to craft a rule set proposal which is now included on

SCCA's website Solo rules page and accepted for Solo Championship Tour events, they had appealed to the Solo Events Board to let HC run as a supplemental class in the Nationals, but were turned down. They decided to compete anyway. The group is hoping that the Board will appreciate their efforts and let them run as their own class next year as they don't plan to go away.

D Modified Ladies

 Six drivers in D Modified Ladies, including two in Heritage Classic cars, started their competition Thursday in Heat 5 on the East course. Weather threatened but did not affect the completion.

Denise Cashmore, in a Lotus 7, set the pace. She steadily improved with each run until she had a 2.29sec lead over Leah Julich by virtue of her class-leading 51.863 third lap.

A sunny day two on the West Course brought some drama. The Cashmore Lotus's failure in the D Mod heat meant she would now be driving Del Long's Jeep. Allie Rader was in Don Salyers's HC Sprite after the clutch gave out in her father's machine and Susan Anderson was now the second driver in the Bollinger family sprite as her initial ride, Craig Straub's Lotus 7, experienced oil pump problems.

Friday was Julich's day as she worked down to a 61.621. Cashmore DNF'd her first run and had a 65.4 on her second in the Jeep, and the pressure was on to take back the lead in the unfamiliar car. A 62.9 was fast enough to take her sixth win by 0.942sec with a total of 114.832.

"I saw Leah's time when I was at the start line and knew I had to go faster," Cashmore said. "I just tried to get little bits of time here and there. I can't thank Del enough for letting me use the car. I'm glad we called him some time ago and asked if we could use his car as a backup."

Paul Dornburg




D MODIFIED

Jeff Cashmore

Milwaukee Region
Schultz Walgamuth
Building
Honda Lotus 7



E Modified Ladies

 E Modified Ladies, running in the second heat, had just three entries, but that's enough to crown a National Champion. This one was never in doubt from the first run.

Shawn Kiesel started with a 61 flat on her first Thursday look at the West Course. Patty Tunnell, in the recently LS-equipped family M3, answered with a 62.9. Kiesel took advantage of warmer tires for her second run. Her 58.783 gave her more than three seconds on the class when Tunnell followed



D MODIFIED LADIES

Denise Cashmore

Milwaukee Region
Schultz Walgamuth
Building
Jeep CJ



D MODIFIED

1. Jeff Cashmore	Milw	Lotus 7-Honda	106.586
2. Mark Huffman	Ariz	Lotus Elan	106.839
3. Peter Raymond	ConD	Lotus Super 7	107.135
4. Jeffrey Ellerby	Iowa	Westfield RC1.4T	107.855
5. Jeremy Ellerby	Iowa	Westfield RC1.4T	108.118
6. Steve Eymann	Ariz	Lotus Elan	108.777
7. Bryan Packingham	Iowa	Sprinto GC1	109.896
8. Norman Beaver	WDC	Lotus Super 7	111.605
9. Karen Babb/Nwst (Lotus Elan); 10. Scott Lentz/WDC (Lotus Super 7); 11. Craig Carr/Ohv (Lotus Elan); 12. John Wiseman/NwOh (Lotus Elan); 13. Ron Babb/Nwst (Lotus Elan); 14. Stephen Brinkerhoff/Indy (Ultralite XR7); 15. Steve Bollinger/SBnd (Sprite); 16. David Gott/NEng (Triumph TR4); 17. Delmar Long/Iowa (Jeep CJ); 18. Ross Bollinger/SBnd (Sprite); 19. Craig Straub/StL (Lotus Super 7); 20. Alan Rae/Nwst (Caterham Super 7); 21. Tom Walgamuth/Indy (Lotus 7-Honda); 22. Danny Thomas/Okla (MG Midget); 23. Donald Salyers/CSCC (Sprite); 24. Bo Rader/Kan (Sprite); 25. Philip Gott/NEng (Triumph TR4); 26. Derek Sivret/NEng (Fiat 850 Spyder); 27. Bill Cutrer/Kan (Fiat 850 Spyder); 28. Rocky Entriiken/Sal (Sprite); 29. John Lieberman/RdRv (Austin Mini).			

D MODIFIED LADIES


1. Denise Cashmore	Milw	Jeep CJ	114.832
2. Leah Julich	Iowa	Sprinto GC1	115.774
3. Deanne Caraballo/SanF (Toyota Starlet); 4. Kim Bollinger/SBnd (Sprite); 5. Allie Rader/Kan (Sprite); 6. Susan Anderson/SIII (Sprite).			

with a 61.9. Neither improved on her third attempt for the day.

Kiesel was even better on Friday, putting an additional eight seconds on the class with her 51.7 first run while her competitors struggled with cold tires. She improved to 50.795 on her second try, while the competition got into the 56s. Her foot got stuck underneath the pedals on her third run, resulting in a DNF, but she didn't need it to take her sixth championship in a row and eighth overall at 109.578sec, this one by 7.860sec.

"I just love coming here," she said, for the confidence she feels when the Kiesel Sprite works so well on the Lincoln Airpark surface.

E Modified

 E Modified was among the classes that had damp first runs in the fifth heat on Thursday, followed by a downpour that reduced everyone's attempts to fun runs. Jeff Kiesel found it was a good year not to have a co-driver this year. His usual number of 143 would have had him missing any opportunity to drive his Sprite before the deluge. Instead, he rolled to the line as number 43, the fourth car out.

As it was, he coned his 58.1, leaving Jason Minehart's 59.173 (seventh car out) as class FTD for the day in an LS-powered Stalker. Kiesel was out of the lead at the Solo Nationals for the first time in many years.

And then the skies opened. Of the 17 drivers, 13 set their best time on their first runs, and everyone with a "one-plus" number placed eighth or worse. As an example of how bad it was, Eric Prill was running as first driver for multi-Champion Bob Tunnell. He was fifth quickest at 62.3; Tunnell, the last car on course, splashed home 10 seconds behind his co-driver. On Friday, Tunnell was a full second quicker than Prill.

Kiesel opened Friday with a clean 49.6 to Minehart's coned 50.8 that would have had him just a tenth behind the champ had it been clean. Kiesel improved to 49.3, while Minehart's 50.8 was clean. Kiesel now had a lead of about half a second, finding himself in the unaccustomed


position of not having the class sewn up well ahead of his last run.

He did improve on that last run, to a blazing 48.899. Had he not improved, Minehart's 50.2 would have taken back the lead by 0.003sec. But he did improve, to 109.039, and won by a close 0.431 sec. This was win number 10 for Kiesel - that's 10 years in a row (nine in EM).

What may be most surprising about the result is how close someone came to beating him in a commercially available car, as E Mod has come to represent lovingly hand-built cars like the Kiesel Sprite. The Sprite does continue to evolve, getting some new aero and a relocated oil cooler this year. Kiesel said he left a differential rebuild just a little too long this time. They are good for about 40 runs, and this one had more than that on it for this event.

Paul and Meredith Brown

F Modified Ladies


 In the second heat Tuesday, FML had damp but drying East Course conditions for its three Formula 500 drivers. The day started a bit rough with cones for Alicia Feder and a DNF for Angela Barnhouse. Michelle Quinn got a nice 56.2 but then went DNF on her next run while Barnhouse scored a 53.9.

Barnhouse took the lead after day one on her third run with a 52.985 while Quinn had a 54.8.

The West Course created a much different battle between the top two drivers. Quinn charged hard to a fast 59.9 on her first run while Barnhouse had another DNF. Both ran clean on their second runs but Barnhouse was four seconds back.

After third runs it was clear Quinn was in a zone, improving after each run to a final 58.236. Her 113.114 earned her fifth national championship jacket in the past six years by 3.759sec.

F Modified

 The guys in FM lucked out by running last heat of both days - 21 of them in Formula 500s and one in an interesting dwarf car based on a 1934 Ford sedan. Early damp conditions had become



E MODIFIED LADIES

Shawn Kiesel

Cal Club Region
Kiesel Guitars
Kiesel Sprite

E MODIFIED

Jeff Kiesel

Cal Club Region
Kiesel Guitars
Kiesel Sprite



E MODIFIED

1.	Jeff Kiesel	CSCC	Kiesel Sprite	109.039
2.	Jason Minehart	LnSt	Stalker AXR	109.470
3.	Ron Ver Mulm	DMV	Camaro	111.256
4.	Jesse Seeley	Atl	Jeep YC-J	112.803
5.	Eric Prill	Kan	BMW M3	115.032
6. Alejandro Klagges/StCt (Mazda RX7); 7. Brian Hoover/OhV (Sunbeam Tiger); 8. Steve Brueck/Ati (Jeep YC-J); 9. Scott Minehart/CFla (Stalker AXR); 10. David Hedderick/Hous (Mazda RX7); 11. Elizabeth Whitworth/StL (Mustang Cobra); 12. Bernard Cooley/WDC (Fiat 600); 13. Robert Tunnell/Colo (BMW M3); 14. Gene Cooley/WDC (Fiat 600); 15. Glen Minehart/Bucc (Stalker AXR); 16. David Whitworth/StL (Mustang Cobra); 17. Michael McClintock/Det (Sunbeam Tiger).				

E MODIFIED LADIES

1.	Shawn Kiesel	CSCC	Kiesel Sprite	109.578
2.	Patty Tunnell/Colo	(BMW M3); 3.	Krista Minehart/Bucc (Stalker AXR).	

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F MODIFIED

1. Jason Hobbs	LOL	Novakar J9	105.820
2. Scott Nardin	SBnd	KBS Mk. 7	106.081
3. Glen Barnhouse	BgSk	Dig It Special	106.419
4. Chris Mosley	LOL	Beelzebub	106.963
5. Will Lahee	Indy	Red Devil	107.905
6. Matt Murphy	LOL	Novakar J9	108.220
7. Gary Kramar	Tex	Zink	108.942

8. Ken Trier/CFla (QRE Shadow); 9. Jeff Blumenthal/NeOh (KBS Mk. 7); 10. Keith Beumer/LOL (Demon); 11. Craig Hudson/Indy (Red Devil); 12. Greg Zimmer/OhV (Red Devil); 13. Philip Penner/Tex (Zink); 14. J.G. Pasterjak/CFla (KBS Eclectus); 15. Bruce Schlaebitz/BgSk (Dig It Special); 16. Brad Smith/KC (Red Devil); 17. Mark Yakich/Ariz (Demon); 18. James Rose/InNw (1934 Ford Dwarf Car); 19. Stephen Martin/CFla (QRE Shadow); 20. Tom Buckman/SagV (Red Devil); 21. Arnold Coleman/Cond (Maverick); 22. Dan Moulin/LOL (Beelzebub).

F MODIFIED LADIES

1. Michelle Quinn	WNY	KBS Mk. 7	113.114
2. Angela Barnhouse/BgSk (Dig It Special); 3. Alicia Feder/Colo (Maverick).			

**F MODIFIED LADIES****Michelle Quinn**

Western New
York Region
Thanks Jeff!
KBS Mark VII

**F MODIFIED****Jason Hobbs**

Land O' Lakes Region
Thanks Jason!
Novakar J9



ideal towards the end of the day. Last year's champion had moved to another class so the drivers finishing 2-3-4-5 in 2014 ended up 1-2-3-4 this year.

The battle Tuesday was between Jason Hobbs in his Novakar J9 and Glen Barnhouse's Dig It Special. Barnhouse set the pace by laying down a blistering 49.2 on his first run but he had to settle for that time, failing to improve on runs two and three. Hobbs coned his first run, eked past Barnhouse with his own 49.2 on the second, the squeezed out a few more thousandths to run 49.208 on his third. Chris Mosley had a 49.4 and Scott Nardin a 49.5.



Day two certainly became quite interesting with quite a bit of lead changing going on between Hobbs and Nardin in a KBS Mark VII. Nardin shot himself into the lead after his second-run 56.580, the day's best. Barnhouse topped out at 57.1 and Mosely would get a 57.4.

Hobbs needed to pull together a fast third run in order to regain the lead. He was able to put together a 56.6 to go up 0.261sec while he waited for Nardin's final run. Nardin's clock again stopped at 56, but with a nine at the end - no improvement. The championship belonged to Hobbs at 105.820sec.

Jonathan Lugod**Kart Modified Ladies**

The Christopher family went home with two championship jackets from Lincoln this year. Kencey claimed the second one in KML two days after her dad, K.J., had won the A Modified National Championship.

Course workers and drivers waited Thursday morning for West Course repairs to be completed before the heat could get under way. The delay allowed the tarmac to dry from the previous night's rain. By the time the five KML drivers took their first runs, the line was completely dry.

Kencey Christopher finished the day in first place, with the fastest time of 57.866 on her last run. 1.2sec behind was Dana Gill, co-driving with Canadian Briget Sawatsky, who finished third. Gill was competing for the first time in the class, having only a few runs in the kart on the practice course.


Thursday night it rained again, leaving a water feature at the end of the East Course for heat one drivers the next morning. There were many spins right at the finish lights as drivers tried to tuck in around the last gate.

Sawatsky opened with a clean 53.6 to take the first-run lead. On

second runs, she spun in the showcase sweeper for a DNF, while Gill posted a 52.3. On the last runs, Christopher drove the fastest time of the day, a 51.550, winning by 2.044sec over Gill, two teenaged graduates of the Junior Kart program topping the KML chart.

"I just tried not to get nervous and hit anything or spin out at the end where the water was," Christopher said.

Kart Modified

 The blackening sky was threatening to turn the Thursday heat four West Course into a first run, git 'er done competition - especially for the karts with their MG slicks.

Paul Russell, the only K Mod champ there has ever been since they renamed the Formula 125 class in 2012, started off the heat by taking a hacksaw to a frozen kingpin on his Tony Kart moments before co-driver Eric Nelson, running No. 1, had to take the line. There were lots of spins on the first runs, with the drivers pushing all out to beat the rain on the bumpy West Course.

The rain held off until the start of third runs, when it sprinkled enough to make the third runs full of struck cones and spins, but the precipitation didn't slow Russell, who turned fast time of 54.621 on his final shot. He held a half second lead over Larry MacLeod. Nelson finished the day in third.

As heat four Friday got underway on the East Course, the weather in Lincoln was dry, mild and perfect. At 70 degrees with a light breeze, it was the nicest weather of the week, which suited Russell just fine. He opened with a blistering 48.0, which nobody would ever beat. Except himself. Daniel Wendel almost matched the run to jump into second place, then Russell finished up with a 47.7 and then a 47.355, 1.744sec ahead of Wendel, while MacLeod slipped to third. Russell's 101.976 was good for his seventh win in a row, eight championships altogether. Asked about the bugs from day one, he

said, "The course worked it out. The East Course was smooth and so much easier, it flowed and wasn't as rubbered in, so you could pick a line. It was nice.

"I had to keep an eye on Daniel Wendel who matched my time on second runs, but I had a second over him from day one. By third runs it was academic, so I was able to take a fun run and lay it down. I really enjoyed the last run."

Next year, he said, he might take a run at F Street, which is his old class from 25 years ago.

Dina O'Donnell



KART MODIFIED

Paul Russell

San Diego Region

Seventh-gear.com

Honda Tony Kart



KART MODIFIED LADIES

Kencey Christopher

Cal Club Region

Seventh-gear.com

Honda Energy Kart



KART MODIFIED

1. Paul Russell	SanD	Tony Kart	101.976
2. Daniel Wendel	BlRg	Top Kart	103.720
3. Larry MacLeod	SagV	Birel	103.963
4. Tom Harrington	LnSt	CRG Road Rebel	104.115
5. Eric Nelson	CSCC	Tony Kart	104.454
6. Ryan Windfeldt	LOL	Intrepid	104.726

7. Mark Sawatsky/Badl (CRG DD2); 8. Sean Murphy/Det (Energy); 9. Ryan Lower/WDC (CRG Road Rebel); 10. Tim Davis/LOL (Intrepid); 11. Bartek Borowski/Chi (CRG KaBoom); 12. Christian Hubbell/Det (Energy); 13. Jackson MacLeod/SagV (Birel); 14. Alan Sheidler/Det (Renspeed); 15. Timothy Routh/OhV (Haase); 16. Hubert Borowski/Chi (CRG KaBoom); 17. Paul Durr/LasV (CRG); 18. Steven Lower/CPa (CRG Road Rebel); 19. Aditya Madhavan/Atl (Renspeed); 20. Srdjan Ortiz/Sal (Monaco GP6); 21. William Schmidt/KC (Intrepid).

KART MODIFIED LADIES

1. Kencey Christopher	CSCC	Energy	109.416
2. Dana Gill	MidS	CRG DD2	111.460
3. Briget Sawatsky/Badl (CRG DD2); 4. Neva Hoover/OhV CRG (Road Rebel); 5. Janet Schmidt/KC (Intrepid).			

Supplemental Classes

FORMULA SAE

1. Wyatt Langston	Tex	UTA F14	102.270
2. Erick Kohler	Tex	UTA F07	102.916
3. Caleb Stogsdill/Tex (UTA F14); 4. Bob Woods/Tex (UTA F07); 5. Kash Budd-Felix/Wich (Jayhawk JMS14); 6. Andy Sundeen/KC (Jayhawk JMS14).			

FORMULA SAE LADIES

No Entries




FORMULA SAE

Wyatt Langston

Texas Region
Arnold E. Petsche
FSAE



Formula SAE

 There hasn't been an FSAEL entry since 2011, so once again it was all up to the guys to make it happen with these college-built rockets in FSAE. The traditional rivalry between the University of Texas at Arlington and the University of Kansas quickly fizzled when the Jayhawks car lost an engine early on the first day. It was all up to the two UTA cars from then on.

SCCA competition in FSAE is not limited to students nor to current cars, so the older 2007 UTA car was driven by four-time FSAE champion and UTA graduate Erick Kohler and team mentor Dr. Bob Woods. Kohler set the mark early with a 55.2 on his first

Tuesday run around the West Course in the school's 2007 car, but never improved. Current student Wyatt Langston in the 2009 car wouldn't stand for that and answered with a 54.973 on his third run to take the first day.


Same story Wednesday on the East Course. Kohler again set the early mark with a 47.6 on his first run, and again never improved. Langston, again quicker every time out, turned a 47.297 on his final run for a two-day total of 102.270 and a 0.646sec win over Kohler.

"I finally got him," Langston said, having a hard time standing still in the grid. "He's beaten me every time we've run against each other this year." Langston also was awarded the Dr. Bob Woods Cup as the top student driver.

"We were actually planning on bringing the 2014 car," he said, "until it developed some cracks in the frame. So, we brought the 2009 car instead. The 2009 car is probably the most powerful one we have but it also has a little bit of rear tire lift because of the wing so it's harder to put the power down on tighter turns."

John Lieberman

Formula Junior A

 Hooray, no school for a week because I'm going racing! Wait. The course titles this year are what? For the Junior Karts, school was still in session - just on open concrete. Karting - like school - can be intense. Teams with stopwatches, radar guns, and even mechanics with full-size shop toolboxes. It's quite the experience. As for the drivers some are found in groups with friends and others are going through the course in their heads getting ready for the third heat. These kids are resilient and amazing.

Homework assignment for Junior A: Study the course. Kevin Jung

OUR BEST AND BRIGHTEST...AND

The Tire Rack Solo National Championships are also an occasion for presenting the sport's most prestigious awards, and perhaps one or two that don't quite meet that definition. The Wednesday and Friday banquets spotlight not only the class trophy winners but also some of SCCA's best and brightest.

Solo Cup

The sport's highest award for dedication and service to SCCA and the Solo program went to a couple that presenter Howard Duncan also deemed among the "best parents" - Mari and Eric Clements. The Cal Club Region members have served on a number of committees, including a stint by Mari on the Solo Events Boards, and also chaired Nationals three times from 2010-'12. This year, Mari was one of the operating stewards (son Jonathan was a sound steward).

Driver of Eminence

Brian Peters won his sixth championship this year, no two in the same class and, Duncan stated, often in the "wrong car." Starting in 2008 he has claimed titles in CSP in a Mazda MX-5, DSP in a BMW 330i, FS in a Mustang, STR and STU in a Nissan 350Z, and now ESP again in a Mustang.

Roger Johnson Spirit of the Sport

Celebrating the qualities of "fun, camaraderie, and tomfoolery," the award this year went to a non-

WALK THE WALK

Effective course walks are key to winning, and many at the Solo Nationals use every available second of light to walk and learn.



FASTEST

competitor, Perry Bennett, Atlanta Region. Three prior winners got up and did a karaoke to Billy Joel's *The Longest Time* by way of extolling Bennett's character. He'd shot a stunning photo last year of a battle-scarred pylon under a starlit sky that was used on this year's awards.

Dick Berger Perseverance Award

A new award this year celebrates those who, undaunted by any lack of success, continue to play this sport. Two were presented, the first to namesake Dick Berger, Kansas City Region, who has competed in all 43 Solo National Championships and has never once won a class trophy. He's been seen wearing a T-shirt proclaiming himself a "no-time Solo Champion." Rendered uncharacteristically speechless by the recognition, Berger finally declared, "You guys [fellow competitors] are the reason I keep coming."

The first recipient (after Berger) was Jim Murphy, Atlanta Region, who has driven in 25 Nationals but was physically unable to compete this year. Still he was at the event, with his Jeep YC-J with four drivers

in it. "I told the guys I could not get the Jeep ready this year," he said, "and they told me to sit down and stay out of the way - they'd take care of it." Jesse Seeley and Steve Brueck drove it in EM (Seeley trophied in fourth), while Rick Donalson and Dale Seeley ran it in BM.

Sportsmanship Award

Neil Tovsen, Milwaukee Region, gave up his ride in his CSP Mazda Miata so that trophy contender Reijo Silvennoinen, who had car troubles, could have a shot. Silvennoinen grabbed the last trophy, sixth in CSP as a result of Tovsen's generosity.

Chiefs Award

Tracy Lewis, Dixie Region, was saluted by event chairs, Ron and Karen Babb, for taking on two chiefs jobs; not the first time she's worn two hats. Lewis was chief of check-in (on-site registration) as well as chief of workers responsible for assigning all 1,223 competitors to their worker duties. The Babbs also cited chief of broadcast Kevin Dietz, Northwest Region, as a runner-up.

Worker Award

Mike Brausen, Milwaukee Region, was recognized by the Babbs for taking on multiple worker duties during the week.

Fastest on Index

Billy Davis, New England Region, won the Carvin guitar for having the best finish of the event on the PAX index. He won CSP in a Mazda Miata. Despite every car in the class being a first- or second-gen Miata, Davis won it by 1.966sec and an index of 94.785 (by comparison, the car that set FTD had an index of 94.949).

Small Fortune Racing FTD Award

Matthew Ellam, San Francisco Region, set the overall fastest time of the event at 98.495sec, winning B Modified with an Omnifab Cheetah.

Silver Circle

Competing in their 25th Nationals this year were Val Korry, Northwest Region, competing in SS-R, and Darrel Padberg, Blackhawk Valley Region, running in CP.

JUNIOR A

1. Zak Kiesel	SanD	Kiesel Kart	113.701
2. Kevin Jung	CSCC	Tony Kart	114.945
3. Riley Heaton/Neb (Birel); 4. Tom Regganie/Chi (Margay); 5. Kaila Kiesel/CSCC (Kiesel Kart).			

JUNIOR B

1. Mason Herrick	Wich	CRG Santana	119.374
2. Robert Ekstrand	CSCC	Cosmic Mercury	125.134
3. Johan Yost	Colo	Tony Kart	125.690
4. Kimsoo Gopnik	NEng	All Kart	126.882
5. Carter Heaton/Neb (Tony Kart); 6. Kash Langley/Ore (Langley Special); 7. Hunter Snell/Nwst (Cosmic Rookie) 8. Conner Herrick/Wich (Tony Kart); 9. Erika McKee/SanF (Emmick); 10. Oscar Hubbell/Det (Birel); 11. Connor Barnhouse/BgSk (Dig It Special); 12. Katherine Howe/Ore (Sodi Celesta).			

**JUNIOR B****Mason Herrick**

Wichita Region
Seventh-Gear.com/
Hyper Racing
CRG Kart

**JUNIOR A****Zak Kiesel**

San Diego Region
Kiesel Guitars/
Seventh Gear
Kiesel Kart



thought Thursday's West Course was "technical enough for a kart." For Friday's East Course he predicted, "There are a lot of areas you really have to set up well for those long straights." You're correct!

Thursday's exam Results: Zak Keisel got it done on his third run, a 59.956. A lead of only 0.704sec over Jung and it was tight from there. With no changes to the kart, Kiesel said, "I was able to open more time in the transitions and the slaloms" on what he thought was going to be a tighter course than it actually was.


Friday's exam Results: Keisel knew his competitors were close, "I was really



nervous while they were out there" because sweepers aren't his best subject. While they kept the pressure on, he said, "I found through all the turns I could just [push]." Run three was a 53.745 and an A+ grade. Jung also made the honor roll 1.248sec behind.

Graduation: So where does JA go from here for the two 15-year-olds? A possible stint in S2000 for young Kiesel, but by 2016 Nationals he wants to be with the family in the Modified class. Jung said it could be a year in Kart Modified or his dad's 1968 Corvette being currently built for the CAM class; or maybe something in Street Touring. Whatever the route, he wants to see his future in Modified. No surprises here. Class Dismissed!

Formula Junior B

 Homework assignment for Junior B: same thing, study the course. For Thursday's Skool Pranks course, the walks ranged from five to eight. Katherine Howe was ready to walk before the course was open. Mason Herrick walked the course in sections, "I thought it would be pretty hard on the back side [from Pickin' the Scab into the Wet Willy], but it turned out it was pretty fun." For Friday, the collegiate-themed course would be an Advanced Placement study for the pre-teen drivers.

Thursday's exam results: Herrick aced it from the drop of the green flag for his first run, a 63.254. He led day one with 1.482sec in hand over Robert Ekstrand.

Friday's exam results: Ekstrand recognized the Coneology 301 course being uphill and that speed was a requirement. Johan Yost agreed but the bumps had his foot finding the brake. For Herrick, it was all about the speed: "I had a pretty good run [on the first run, a 56.9 with the rest of the class in the 60s], but I knew there were still spots to improve, so I focused on those."

Honor Roll: Herrick's third run was a blazing 56.120, quick total of 119.374 and a runaway victory by 5.760sec.

Angela Carlascio

INTERNATIONAL MOTOR RACING RESEARCH CENTER

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CAM TRADITIONAL

1. Mary Pozzi	SanF	1973 Camaro	122.695
2. Al Unser Jr.	RioG	1965 Camaro	123.348
3. Robby Unser	Neb	1965 Chevrolet Nova SS	125.095

4. Thomas Kamman/Sand (1965 Mustang); 5. Jason Smith/Neb (1970 Camaro); 6. Adam Schoonmaker/CCar (1969 Camaro); 7. Richard Trujillo/SanD (1969 Mustang); 8. Alan Schoonmaker/CCar (1969 Camaro).

CAM SPORT


1. Scott Fraser	SanF	1966 Shelby Cobra 427	118.877
2. Clay Turner	ConD	Factory Five Roadster	123.380

3. Richard Jung/CSCC (1968 Corvette); 4. Bruce Cambern/Reno (1966 Shelby Cobra 427).

**CAM TRADITIONAL****Mary Pozzi**

San Francisco Region
Chevrolet Camaro

**Classic American Muscle – Traditional**

 The CAM-T class was arguably the biggest spectator draw of the 2015 Nationals as a result of celebrity drivers Al Unser Jr. and Robby Unser. But the Solo community had its own celeb, 11-time Champion Mary Pozzi, back to Nationals for only the second time after dominating the sport (as Mary Rice) through the 1980s. All eight entrants were driving 1960s or '70s cars, the three fastest of which were Mary's beautiful 1973 LS-swapped Camaro, Al Unser Jr.'s 1965 Camaro, and Robby Unser's 1965 Chevy Nova SS.

Luckily for competitors in Tuesday's third heat, increasing winds and sunshine had completely dried the Lincoln Airpark pavement before their first runs after the

**CAM SPORT****Scott Fraser**

San Francisco Region
CSX3170
Shelby Cobra 427



thunderstorm, which had stalled over Lincoln Monday night. As a result, Tuesday's Heat 3 on the tighter West Course was the first truly dry heat of the 2015 SCCA Solo Nationals – perfect for CAM.


Pozzi and the Unsers took over immediately, all with 67sec runs, Mary quickest, leaving everyone else in the 70s or beyond. On second runs, all three dropped into the 66s, only this time Al was half a tenth quicker than Mary. Robby coned away a 65.9 on his third run to remain in third place after day one; Al went a shade slower, Mary on a rerun was a shade quicker for FTD at 66.134.

Day two was all about Al and Mary as they separated themselves from Robby with first runs in the 57s while Robby ran consistent 58s. On his first run, Al immediately brought the pressure by running a 57.2. When Mary turned 57.7, Al was back in first place. During second runs, Mary narrowed the gap, running 57.4 to Al's 57.1.

When Al failed to improve during his third run, Mary needed a low 57.2 to take the class. She shattered that with a hero third run, turning in a time of 56.561, totaling 122.695 and winning the class by 0.653sec.

Mary was rewarded in grid with a big hug from Al as the two enjoyed the moment. "Al Jr. told Raleigh Boreen early on that, 'This is a lot harder than it looks,'" Mary said. "He also said that every autocross run was like qualifying, and he's right on both counts."

Classic American Muscle – Sport

 Scott Fraser, last year's CAM-S winner, was again driving Bruce Cambern's original-owner 1966 Shelby Cobra 427. Fraser's 63.3 on his third West Course run gave him a likely insurmountable lead of almost 3.7sec over Clay Turner, who was driving a Factory Five Roadster.

Fraser tells how he got the co-drive: "Bruce said, 'I heard you can set up a Miata. [The Cobra] is a 90-inch wheelbase, you should be able to do pretty well.' We've been working on the car nonstop for over a year – changing springs. We have a full binder page of changes we've made over the last year."

Then he spilled the beans on the motor – an aluminum 498 running 15:1 compression with 297 degrees of cam duration. It has 850hp at 7,600rpm and 632lb-ft of torque at 5,700rpm. "We're coming across the finish line at 88mph and still spinning the tires," he said. "Everyone told me, 'Wait until you walk the [East Course].'"

Unfortunately, Fraser didn't get to take all three runs on day two as



CAM CONTEMPORARY

Christopher Carmenini

Northern New Jersey Region
Sif performance,
Hamfist Racing
Ford Mustang



the car lost a steering arm bolt toward the end of his second run. However, his first-run 55.577 easily won the class at 118.877sec. With Fraser's lead at 4.503sec, he and Cambern elected to retire the car rather than scramble to find a replacement bolt.

CAM CONTEMPORARY

1.	Christopher Carmenini	NNJ	1988 Mustang	123.079
2.	Stephen Farkas	NNJ	1988 Mustang	123.769
3.	Jacob Meuth	Ariz	2003 Mustang Mach 1	123.895
4.	Jeffrey Darbig	NNJ	1988 Pontiac Firebird	123.944
5.	Rob Ippolito	Dix	1990 Mustang	124.847
6.	Christopher Collucci	NNJ	1988 Pontiac Firebird	124.884
7.	Micah McElravy	SanF	2014 Mustang	125.504
8.	Jim Garton/RioG	(2007 Mustang GT);	9. John Fehring/FtWn	(2000 Pontiac Trans-Am);
10.	Mike Trenkle/Colo	(1982 Mustang);	11. Raleigh Boreen/Indy	(1998 Mustang Cobra);
12.	Keith Lamming/KC	(2011 Camaro SS);	13. Bromley Ijem/NY	(2014 Mustang GT);
14.	Robert Stanley/Colo	(2013 Mustang GT);	15. Mary Lou Holmes/RioG	(Mustang GT);
16.	Kelley Jaeger/Colo	(1982 Mustang);	17. Christopher Price/Neb	2015 (Dodge Challenger);
18.	Lance Hamilton/KC	(1985 Chevrolet Monte Carlo);	19. Terrol Brown/Colo	(2002 Mustang GT);
20.	Rhonda Fehring/FtWn	(2000 Pontiac Trans-Am);	21. Robert Thomas/Colo	(2015 Camaro);
22.	Velma Boreen/Indy	(1998 Mustang Cobra).		

Classic American Muscle - Contemporary

Twenty-two drivers competed in the increasingly popular CAM-C class, populated by late-model pony cars, of 1980s and later manufacture. This "run what ya brung" class had four drivers in the 66s during day one. By the end of the day, Jacob Meuth's 2003 Mustang Mach 1 was quickest at 66.139, followed by Christopher Carmenini's 66.4 and Stephen Farkas with 66.6 in the same 1988 Mustang, and Jeffrey Darbig's 66.7 in a 1988 Firebird.

Meuth had a DNF on the second run. "I just forgot that there was a slalom there. Literally, I came out of the turn, I go 'Oh, crap, it's a slalom!' and I just missed it. [A friend was] giving me a hard time at the line about DNFing. He goes, 'Don't do that anymore!' I said, 'OK, I won't.'"

Day two saw a much tighter field as the wide-open East Course suited the pony cars well. Ten of the CAM-C competitors ran a 57.9 or better by the day's end, but only Carmenini would be in the 56s. He turned it on his second run, 56.585, to tally 123.079 and opening up what would be a 0.690sec margin over his co-driver.

"I tried to stay conservative, stay close as we could," Carmenini said. "We had our rear bar disconnected all day yesterday which, in retrospect, we probably shouldn't have done that because, today, the car was dialed in. Got rid of some of the push we had on corner entry and it was beautiful. It's not my car, by the way. Steve's built this car over the years." So, would Farkas ever let him drive the car again? Carmenini smiled and replied, "Probably not."

Casey Brown

MIDNIGHT OIL

Competition can be fun, but for every victorious story there are dozens of tales of wrenching through the night just to make it to the starting line.



Perry Bennett



MAXING OUT

Competition was hot, heavy, and overly abundant at the 2015 Tire Rack ProSolo Finale in Lincoln, Neb., on Sept. 4-6, as the final round saw a number of surprise victories

WORDS Paul Brown | MAIN IMAGE Rupert Berrington



THE SPOILS
(RIGHT) The ProSolo Finale Super Challenge saw last year's winner Paul Russell (10) congratulating Challenge winner Andrew Pallotta following a close battle. (LEFT) Post-Challenge celebrations see winners from both the Finale and previous events spraying champagne.

It seems fitting that a record-setting week of Solo competition at the 2015 Tire Rack Solo National Championships kicked off with a record setting Tire Rack ProSolo Finale. But it wasn't all cupcakes and rainbows, as with about a hundred more qualifying competitors than there were available slots in the Finale, the resulting land rush and unexpected registration glitches resulted in a registration meltdown. With some quick thinking and fast action, however, the entry cap was raised, timesaving changes were implemented, registration was reopened, and everything went back to plan.

By the event, 253 competitors ran in the Open classes, 41 in the Ladies classes, and another 10 in Formula Junior. That's an impressive 304 drivers being offered a dozen runs each on a pair of Mike Brausen-designed courses. That doesn't include the 36 CAM competitors who had their own competition over the two days. Not too shabby.

The courses were one of the timesaving elements, utilizing a minimum number of cones. Brausen also created courses that did not attract a lot of cone penalties. A 15-second shot clock made for minimal time between starts, no lunch breaks either day allowed for hot swaps between every work heat, and scheduling the first cars to hit the course at 8 a.m. saved about an hour on Saturday. And the plan worked!



“The strong turnout resulted in a 16-driver Ladies Challenge, twice what we normally see at events”

With so many entries, class competition was fierce. Nearly every class had at least two drivers coming in with perfect points (40, for a pair of 20-point class wins during the season). Many had three, and E Street had four. Including another 30 points for a win at the Finale, most classes were won with a perfect 70-point score for the season. Pat Salerno (SS), Mark Daddio (AS), Evan Schickel (BS), Dennis Sparks (DS), Andrew Pallotta (ES), John Laughlin (FS), Mark Scroggs (GS), Trevor Jones (HS), David Whitener (STF), Ben Wagstaff (STS), Ricky Crow (STR), Tom Berry (ASP), Steve O’Blenes (BSP), Billy Davis (CSP), Eric Campbell (DSP), Brian Peters (ESP), Sir Van Townsend (FSP), Randall Wilcox (SSM), Brian Kuehl (SMF),

Jeff Kiesel (R1), Christine Grice (L1), and Kim Whitener (L3) all managed that feat.

Several classes had drivers win the Finale itself, giving them enough points to overcome a deficit coming in, like Chris Fenter (CS), Kyle Herbst (STX), Mark Hill (STU), Ryan Johnson (SSP), Paul Russell (KM), and Jordan Towns (L2). Others won by having a large enough points margin to come out on top despite finishing second at the event. In every case, this was a single-point victory: Sam Strano (SSR) over Matthew Braun, David White (SM) over Aaron Shoe, and Chris Dorsey (R2) over Fred Zust.

Ladies classes were huge, so those class wins were tough to come by. The strong turnout resulted in a 16-driver Ladies



HEAVY METAL

(TOP) Scott Fraser made it look easy, qualifying in the top spot and knocking competitors off one by one to claim the CAM Challenge win. (ABOVE and LEFT) Al Unser Jr. is adapting quickly to the sport, earning third place in the CAM Challenge.

CLASSIC AMERICAN MUSCLE’S CHALLENGE

The increasingly popular CAM Challenge made a repeat appearance at the Tire Rack ProSolo Finale, with all three classes (CAM Traditional, CAM Contemporary, and CAM Sport) being well represented. The cream rose to the top in each class – the Mustang of Steve Farkas and Chris Carmenini looked (and performed) an awful lot like a good CP car, albeit on 200 tread wear tires. The three second-generation Camaros of Jared Leisinger, Al Unser Jr., and Mary Pozzi were all beautifully prepared and extremely well driven, and Scott Fraser showed just what a multi-time Solo champ can do in a fast Cobra (a real one, not a clone), crushing last year’s overall champ by over three seconds.

In conventional ProSolo fashion, class competition was also Challenge qualifying. Fraser’s huge margin made him the top qualifier. After the ProSolo Super Challenge finished on Sunday afternoon, the CAM Challenge commenced, again seeing considerable spectator interest.

Competition saw more than a few red lights mixed in with a variety of reaction times, as expected in a group that includes a lot of people not familiar with the format. Unser Jr. showed some adaptability as he whittled away at his reaction times in the Speedway Camaro, eventually finding some times in the low 5s that would have made any ProSolo competitor (or drag racer) proud. Top qualifier Fraser, meanwhile, made this all look like a foregone conclusion, running consistent times despite some conservative early lights, taking out each foe in turn to take the overall win. Chances are he could have broken out if needed, but he was never pushed.

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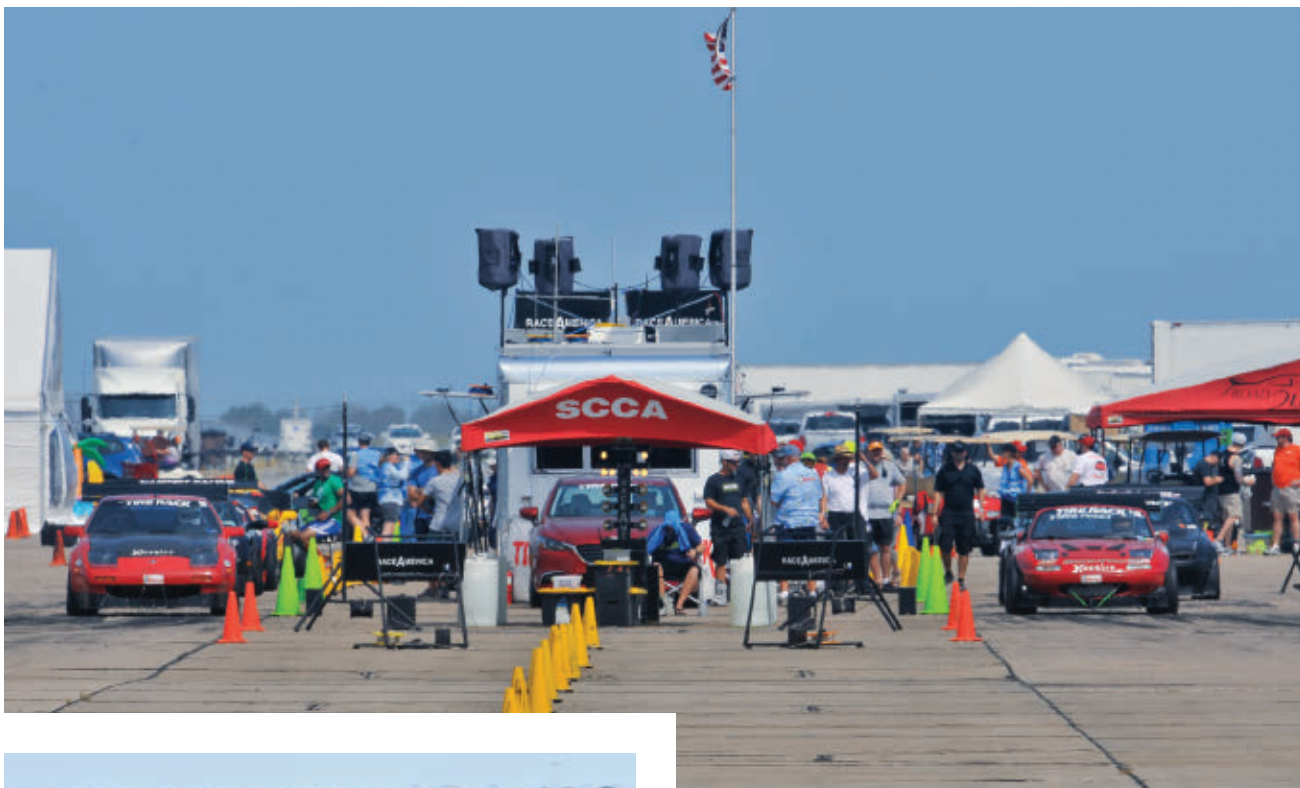
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MANO A MANO

(ABOVE) The heads-up element of ProSolo gets cars and drivers revved up. (LEFT) Jeff Kiesel claimed the win in Race Tire Index 1 on his way to the year-end class championship. (RIGHT) Mark Daddio wrapped up the A Street season title with his Finale win.



Challenge, twice what we normally see at events, meaning the winner would have to survive four rounds, not just three.

When the Ladies Challenge bracket was set, there were a number of contenders for the overall win. Shelly Monfort had an additional handicap - the BMW she was driving broke a flange on its differential during Sunday morning's competition. She was able to find a ride in a different DSP BMW, but those cars are tuned very differently, and she had no opportunity to familiarize herself with the new car beyond driving to the starting line. She did survive the first round, but her season ended there.

Kim Whitener survived a bit of a stumble in the first round - the electric steering on the later-model Civic the team has campaigned this year experienced a hiccup, but after that problem she had smooth

"Those 25 Open classes left precious few Challenge slots for anyone other than class winners"

sailing. She faced Christine Grice in the final round for all the marbles, and she won. Whitener's victory earned her the Fletcher Cup for the fourth straight year.

Twenty-four Open classes reached their minimum participation level of five, leaving just ASP, BSP, DS, and FSP to fight things out in a Bump class. Those 25 Open classes left precious few Challenge slots for anyone other than class winners. That explains why so many of the top Super Challenge points earners for the season ended up watching and hoping rather than driving on Sunday

afternoon. Just three of the top 10 were still driving after the lunch break. Coming into the event, Paul Brown had 99 points, but he wasn't going to add to that. Second was Michael Heinitz, who wasn't going to be improving on his 85-point total. Third was Brian Peters, who would be gaining at least eight points, putting him a point behind Heinitz by qualifying for the Super Challenge. Of the others who could move up, Ben Wagstaff and Mark Daddio would each have at least 64, but would need to survive several rounds to challenge the top three.

Given that the 30-second qualifier was just a couple of tenths off of his class winner, there were no easy rounds - everyone was that close to their dial-in. Reaction times could more than make up for that small difference.

As luck would have it, Peters and Daddio faced each other early in the first round. Had

"He made it look easy, ignoring the oppressive heat and plenty of pressure to put in another flawless round"

Peters advanced, he would have moved to the top of the points chart (perhaps permanently), but it was not to be. Daddio ran his first pair of many mistake-free runs in his Corvette, so Peters finished the year a single point behind Heinitz.

As the rounds continued into the final four, only Mitch Fagundes and Daddio remained with any chance of taking the JCJ Cup. When both were relegated to the consolation round, only Daddio had a chance. He made it look easy, ignoring the oppressive heat and plenty of pressure to put in another flawless round, and the JCJ cup was his, joining an even more elite group of repeat winners. Brown and Heinitz held on for the other season podium positions. 📍

GETTING IT DONE
Tom Berry (BELOW) converted a Bump Class 2 win at the Finale into the A Street Prepared season championship. Jordan Towns (BELOW, MIDDLE) took a commanding win in Ladies Class 2, and the point's title. (BOTTOM) David Whitener dominated Street Touring FWD at the Finale, locking up the class championship.



Tire Rack ProSolo Finale

Lincoln, Neb. | Sept. 4-6, 2015

SSR: 1. Matthew Braun (Porsche) 66.184; 2. Sam Strano (Chevrolet); 3. Grant Reeve (Chevrolet); **SS:** 1. Pat Salerno (Porsche) 70.141; 2. Brian Connors (Porsche); 3. Charles Kim (Porsche); **AS:** 1. Mark Daddio (Chevrolet) 70.510; 2. Mike Johnson (Chevrolet); 3. Ryan Otis (Chevrolet); **BS:** 1. Evan Schickel (Chevrolet) 71.834; 2. Alex Muresan (Honda); 3. Brian Coulson (Chevrolet); **CS:** 1. Chris Fenter (Mazda) 72.823; 2. Dave Ogburn III (Scion); 3. Chris Harvey (Mazda); **ES:** 1. Andrew Pallotta (Toyota) 73.623; 2. Adam Norton (Toyota); 3. Eric Peters (Toyota); **FS:** 1. John Laughlin (BMW) 72.621; 2. Kevin Youngers (Ford); 3. David Corsaro (Chevrolet); **GS:** 1. Mark Scroggs (Ford) 73.439; 2. Matt Jones (Ford); 3. Timothy Whalen (Ford); **HS:** 1. Trevor Jones (Ford) 75.161; 2. Navid Kahangi (Ford); 3. Ed Runnion (Ford);

STF: 1. David Whitener (Honda) 73.271; 2. Jeremy Salenius (Mini); 3. Adam Deffenbaugh (Mazda); **STS:** 1. Ben Wagstaff (Mazda) 72.139; 2. Gerry Terranova (Honda); 3. Kinch Reindl (Honda); **STX:** 1. Kyle Herbst (BMW) 71.309; 2. David Marcus (Subaru); 3. Eric Kutil (Acura); **STR:** 1. Ricky Crow (Honda) 70.351; 2. Jon Caserta (Honda); 3. Daniel Stainback (Honda); **STU:** 1. Mark Hill (Mitsubishi) 70.467; 2. Nick Barbato (Nissan); 3. Jeff Stuart (Nissan);

SSP: 1. Ryan Johnson (Lotus) 66.241; 2. Mitch Fagundes (Audi); 3. Andy Hohl (Chevrolet); **CSP:** 1. Billy Davis (Mazda) 66.697; 2. Neal Tovsen (Mazda); 3. Julian Garfield (Mazda); **DSP:** 1. Eric Campbell (BMW) 67.568; 2. Doug Rowse (BMW); 3. John Vitamvas (BMW); **ESP:** 1. Brian Peters (Ford) 68.427; 2. James Darden (Chevrolet); 3. Joshua Heinrich (Ford);

SM: 1. Aaron Shoe (Mitsubishi) 66.021; 2. David White (Nissan); 3. Todd Kean (Nissan); **SMF:** 1. Brian Kuehl (Honda) 67.623; 2. Chris Haydu (Honda); 3. Bret Norgaard (Acura); **SSM:** 1. Randall Wilcox (Mazda) 64.833; 2. Erik Strelnieks (Mazda); 3. Mark Andy (Toyota);

KM: 1. Paul Russell (Tony Kart) 60.799; 2. Larry MacLeod (Honda Birel); 3. Tom Harrington (Honda CRG);

B2: 1. Tom Berry (Mitsubishi) 57.292; 2. Steve O'Blenes (Mazda); 3. Marshal Grice (Mitsubishi);

L1: 1. Christine Grice (Mitsubishi) 57.736; 2. Shelly Monfort (BMW); 3. Learic Cramer (Porsche); **L2:** 1. Jordan Towns (Subaru) 59.263; 2. Jocelin Huang (Porsche); 3. Laura Campbell (Subaru); **L3:** 1. Kim Whitener (Honda) 59.812; 2. Heidi K. Ellison (Honda); 3. Tamra Hunt (Honda);

R1: 1. Jeff Kiesel (KFR Sprite) 56.730; 2. Clemens Burger (LeGrand); 3. Glen Barnhouse (Dig It Special); **R2:** 1. Fred Züst (Lotus) 57.761; 2. Christopher Dorsey (Toyota); 3. Andy McKee (Mazda);

FJA: 1. Zak Kiesel (Tony Kart) 70.992; 2. Kevin Jung (Tony Kart); **FJB:** 1. Mason Herrick (CRG Kart) 74.131; 2. Johan Yost (Nelson Tony Kart); 3. Robert Ekstrand (Kosmic);

Super Challenge: 1. Andrew Pallotta; 2. Paul Russell; 3. Mark Daddio; **Ladies Challenge:** 1. Kim Whitener; 2. Christine Grice; 3. Taylor Towns.

2015 Tire Rack ProSolo Championship Standings (Trophy winners)

SSR: 1. Sam Strano; 2. Matthew Braun; 3. Josh Luster; 4. Grant Reeve; 5. Tony Savini; **SS:** 1. Pat Salerno; 2. Brian Connors; **AS:** 1. Mark Daddio; 2. Mike Johnson; 3. Ryan Otis; 4. Glen Hernancez; **BS:** 1. Evan Schickel; 2. Brian Coulson; 3. Alex Muresan; 4. Stephen Hui; **CS:** 1. Chris Fenter; 2. Dave Ogburn III; 3. Chris Harvey; 4. Adrian Cardenas; 5. Maurice Velandia; **DS:** 1. Dennis Sparks; 2. Max Hayter; **ES:** 1. Andrew Pallotta; 2. John Ryan; 3. Paul Brown; **FS:** John Laughlin; 2. David Corsaro; 3. Sean O'Boyle; 4. Kevin Youngers; **GS:** 1. Mark Scroggs; 2. Matt Jones; 3. David Omaley; 4. Ryan Leach; **HS:** 1. Trevor Jones; 2. Navid Kahangi;

STF: 1. David Whitener; 2. Adam Deffenbaugh; 3. Michael Heinitz; 4. Jeremy Salenius; **STS:** 1. Ben Wagstaff; 2. Kinch Reindl; 3. Gerry Terranova; 4. Mark McKnight; 5. Thomas Grant Watkins; **STX:** 1. Kyle Herbst; 2. David Marcus; 3. Craig Wilcox; 4. Karl Coleman; 5. Justin Tsang; **STR:** 1. Ricky Crow; 2. Christopher Lin; 3. Jon Bjoen; 4. Nick Bjoen; 5. Randy Petschauer; **STU:** 1. Mark Hill; 2. Jonathan Lugod;

SSP: 1. Ryan Johnson; 2. Mitch Fagundes; 3. Joe Tharpe; 4. Andy Hohl; **ASP:** 1. Tom Berry; 2. Stan Whitney; **BSP:** 1. Steve O'Blenes; 2. Tony Rivera; **CSP:** 1. Billy Davis; 2. Neal Tovsen; 3. Julian Garfield; **DSP:** 1. Eric Campbell; 2. Doug Rowse; 3. John Vitamvas; **ESP:** 1. Brian Peters; 2. James Darden; 3. Dave Heinrich; 4. Erik Carlson; **FSP:** 1. Sir Van Townsend;

SM: 1. David White; 2. Aaron Shoe; **SSM:** 1. Randall Wilcox; 2. Erik Strelnieks; 3. David Regt; 4. Jake Namer; 5. Mark Andy; **SMF:** 1. Brian Kuehl; 2. Bret Norgaard; 3. Chris Haydu;

KM: 1. Paul Russell; 2. Larry Macleod; 3. Tom Harrington

R1: 1. Jeff Kiesel; 2. Clemens Berger; 3. Glen Barnhouse; 4. Jason Hobbs; **R2:** Christopher Dorsey; 2. Fed Züst; 3. Andy McKee; 4. Chris Raglin; 5. Mark Madarash;

L1: 1. Christine Grice; 2. Shelly Monfort; 3. Su Brude; 4. Learic Cramer; 5. Rachel Baker; **L2:** 1. Jordan Towns; Jocelin Huang; 3. Laura Campbell; 4. Meredith Brown; 5. Kandy Johnson; **L3:** 1. Kim Whitener; 2. Tamra Hunt; 3. Heidi K. Ellison; 4. Michelle Miller; 5. Catherine Tran;

JA: 1. Zak Kiesel; **JB:** 1. Mason Herrick; 2. Robert Ekstrand.

Super Challenge Year End: 1. Mark Daddio; 2. Paul Brown; 3. Michael Heinitz;

Ladies Challenge Year End: 1. Kim Whitener; 2. Christine Grice; 3. Shelly Monfort.

CORE SUPPORT

The Miata has been a fixture on the Solo scene for 25 years, and Mazdaspeed Motorsports Development plans to continue that success with the next generation MX-5 | WORDS SportsCar staff | IMAGES Perry Bennett





It didn't take long for the Solo community to notice the first-generation Mazda Miata. Even with the original 1.6L, 115hp motor, there was more than enough to propel the car to victory. Over the years, the Street Prepared, Prepared, and even Modified categories became home to various generations of the MX-5, and more recently Street Touring embraced the svelte roadster. The bar has been set very high by the previous generation MX-5s, but Mazda expects the new fourth-gen platform (dubbed the ND) to elevate the brand even more.

Similar to the turnkey Global MX-5 Cup professional racecar, Mazda plans to make race ready parts available to Solo competitors, and *SportsCar* was honored to be part of the process. Shortly before the 2015 Tire Rack Solo National Championships, the Director of Motorsports at Mazda North American Operations John Doonan and Mazda's Business Development Manager David Cook met with us to discuss the potential of developing the ND for Solo. Soon, the idea was born to bring an ND to Lincoln, Neb., during the Solo Nationals as both a demonstration and to gain valuable data.

Step one was determining the level of prep and the ultimate goal of the project. "We would like to develop the 2016 MX-5 into a Solo machine that will fit into three classes: CSP, STR, and C Street," says Cook. "We also want to engage Solo champions as brand ambassadors, and have them assist with the development."

Heading the project on behalf of *SportsCar* was Associate Editor Jason Isley, a four-time Solo National Champion. Isley's thought was to take a top-down approach, building for the highest level of prep with the tools at hand. "It's easy to take items away if the end user elects to compete in a class with a lower level of prep," Isley points out.

Cook then assembled a focus group with a number of top Solo drivers, garnering valuable

input. Vehicle prep was handled by Long Road Racing, which is developing and building the Global MX-5 Cup cars that will replace the SCCA Pro Racing MX-5 Cup cars starting in 2016.

While the dream was to prep the 2016 MX-5 for CSP, reality set in. To make a proper assault on Street Prepared, a number of items needed to fall into place, but 15-inch wheels that would clear the factory brakes, gearing options, and the lack of ECU tuning at the time mandated a change in direction. Weighing the options, the project headed to STR.

Preparation was fairly simple for the Long Road Racing team as they were able to start with a number of the test pieces from the Global MX-5 Cup cars. "We had the Multimatic Dynamic Suspension shocks on

the car with a 300lb rear, 500lb front spring," says Long Road Racing's Glenn Long. "We used the complete Long Road Racing stainless steel exhaust system, with a catalytic converter. We have an aftermarket strut tower brace directly out of the Global MX-5 Cup car. We have an adjustable sway bar. We rolled the fenders and ran 245/40-17 BFGoodrich Rival S tires on a set of 17x8 Rays wheels with a 15mm spacer."

Alignment settings were kept conservative with -2.4 degrees of camber up front and -2.8 in the rear. Toe was set 2mm out in the front and left at zero in the rear. While it was not put on the scales, Long estimates the car in this spec weighed 2,250lbs.

Taking into consideration Solo Nationals run order and the fact that the ND would be





BUILDING BLOCKS

To help tune the Street Touring Roadster ND Miata at the Solo National Championships, we called upon Solo Champs Erik Strelnieks (BOTTOM LEFT), Ron Bauer, and Tara Johns (LEFT, center and left). (BELOW) On hand at the Solo National Championships was Long Road Racing's team tuning the ND Miata based on input from our team of experts.



making exhibition runs only, we chose Solo Champions Ron Bauer, Erik Strelnieks, and Tara Johns as test drivers.

Prior to the competition days, our trio was able to test the ND on the practice course, and a number of other past Mazda champs - like Rachel Kerswill - also took the opportunity to familiarize themselves with the ND.

"We did some practice runs on Sunday with Erik and Ron, two of the nicest guys and best candidates we could have ever dealt with," says Long, who makes his career in professional racing and consequently is new to the National Solo scene. "They had a tremendous amount of respect from other competitors who were there, and they were able to provide very clear and concise feedback. It was wonderful."

Testing revealed that, while not ideal for Solo, the road race setup was not far off target. "When I drove it the first time through the transitions, [the ND] was really twitchy on input - it was wanting to snap out of shape, but was still a little pushy in the sweeper," says Strelnieks, noting that a rear toe change

might have been all that was needed.

However, "After the sway bar change Ron wanted, it felt better," he says.

Since parts are still being developed for this brand-new platform, tuning at Nationals was limited. "We got capped on adjustments we could make," says Bauer. "We went up 50lbs [with the springs], but that was it. For the quick transitions in Solo, you need the stiffer springs."

After some tuning, the car was close to our team's liking, but still showed there was room for improvement. "It appears that it could be competitive for a top spot based on the little bit of development that was actually done [at the Solo Nationals]," says Bauer.

The gearing of the ND is short by Solo standards, with second gear topping out under 60mph, but it did not seem to hold the car back. "The car shifts extremely well from second to third," Bauer explains, who tried one of his runs holding it in third gear. "It was only two tenths off versus downshifting to second," he says.

Johns also noted how well the ND shifted. "The gearbox is so smooth - I was shocked at how well it shifted."

Time and development will certainly bring more speed to the ND. "I think we may want to look at a 16-inch wheel and use second and third gear in place of the conventional first-second," says Long, agreeing that the car's 54mph second gear top speed is a limiting factor. "I think we could have placed better in STR had we not had that gear split."

Speaking of competition runs, Strelnieks posted times quick enough for a 10th-place finish in the 62-car STR field, with Bauer a few tenths of a second back. "It can be competitive with a little time," says Strelnieks. "It's a nice stiff chassis to work with. It has crisp input. It's going to be course dependent against the S2000 - its acceleration is down, but gosh it's pretty darn light!"

On the Ladies side, Johns would have recorded a fourth-place finish based on her times. "By the end, it was great - it's a blast to drive," she says.

Encouraging data to say the least for a car that was put together in about a week. "We learned a lot," says Long. "I've talked to John Doonan and David Cook and said we need to keep going - let's come up with the right spring sets and damping for the car [for Solo competition]."

"Glenn [Long] is going to take the car back from this event and build on what is learned," says Cook, and if all goes to plan, it won't be long before Soloists can call Mazdaspeed Motorsports Development and order Solo-specific items for the ND - parts that have been engineered by the same team that's building the Global MX-5 Cup cars and tested by some of Solo's top talent. 🍷





UPHILL BATTLES

The 2015 RallyCross National Championship took place Aug. 7-9 at the National Balloon Classic in Indianola, Iowa, and the competition didn't disappoint

IMAGES Rupert Berrington

At 102, the entry count for this year's RallyCross National Championship proved that no class title would go without a fight. The event itself, held early August at a new location - the National Balloon Classic grounds in Indianola, Iowa - also proved to be a solid foundation for the scene. "There were minimal course issues and plenty of solid ground left to run on," noted Chris Ealer, who played his part in making Stock Front Wheel Drive one of the toughest battles all weekend.

The 2016 RallyCross National Championship is already in the planning stages, but specifics have yet to be released. "There's no final decision yet on the 2016 location or date," says RallyCross Board member Keith Lightfoot, "but it is likely to return to the Iowa site next year." When prodded, Lightfoot could only say that the RallyCross Board is shooting for a date between August and October, and that it will not conflict with the Tire Rack Solo National Championships or National Championship Runoffs.

But that's a year away. Right now, let's find out what happened at this year's title bout, and who now lays claim to the coveted title of SCCA National Champion...



NEW DIGS

The 2015 RallyCross National Championship was held - for the first time - at the National Balloon Classic in Indianola, Iowa. The event proved successful by all counts, and there is a chance the event will return there in 2016.

AWARDS AND ACCOMPLISHMENTS

RallyCross is a little different from other SCCA competition sports, and so are the awards, as you'll see.

Richard Lawrence's 1991 Subaru Legacy took first in the "Best Horn" category, which he managed to use quite a lot on Sunday. Kevin Dobrowski's 2002 Subaru WRX earned the prize for "Quietest Subaru" at the event. Alicia Feder, co-driving Dan Quiet's 1992 Legacy, managed a narrow 0.116sec victory over Bianca Rogers co-driving a 2005 Mitsubishi Evo VIII to take the coveted "Fastest Female in Modified" title. Bee Thao was a shoo-in for the "This Can't be Happening" prize when he sat spinning his tires for over 30 seconds halfway up a muddy hill in his 1999 Mazda Miata.

Brent Blakely won the prize for "Car Most Likely to Blow Away in the Wind" with his stripped Suzuki Swift GTI. Bret Hunter easily took the "Craziest Driver Who Is Somehow Also Quick" and "#1 Hater of Grass" awards in his 1990 Honda Civic. Eric Adams earned the un-coveted "Three 360s in one Event" and "Cone Killer" awards in his 2013 Scion FR-S.

Warren Elliot, Max Lawson, Charles Wright, and Bryan Rogers jointly won the "Helping Subaru Stay Afloat" charity award by saving Subaru from paying out \$4,500 in contingencies with their Mitsubishi Evos. The "Biggest Bummer" award, unfortunately, went to Mike and Angel Miller when their efforts to fix a snapped knuckle on their 1992 DSM (it broke on a practice run) didn't pan out.

And, finally, Mother Nature and her vast amount of rain once again won the prize of "Crusher of Hopes and Dreams" award for showing up before and during the event multiple times.

Max Lawson

STOCK FRONT WHEEL DRIVE

The day started off slick and progressed to tacky quickly as 11 SF competitors took to the field. Donald Carl took the lead from the first run, and by the time the morning session was over had a 3.5sec lead over former PF Champ Chang Ho Kim. Right behind him was Christopher Ealer.

The afternoon brought a more wide-open, faster, and grippier course, and rumor has it that Carl switched to street tires instead of snows to take advantage of the available traction. Carl then pounded out fast time after fast time to end the day some 14sec ahead of Kim. Ealer wrapped Saturday 3sec back, with Ron Foley another second behind.

Sunday brought fast conditions for the last three runs. Carl clinched the championship in style with 15 seconds to spare, so the real battle ended up between second and fourth. Kim was losing a little bit of time with each run, allowing the hard-charging Ealer to grab second place on his very last run,

sliding in with a slight margin of 0.836sec over Kim. Foley's consistent driving put him in a solid fourth some 2.5sec farther back.

There's an appeal pending over a competitor who had euro retreaded rally tires with a DOT stamp. It did not affect the top drivers. It will be interesting to see how that shapes up.

STOCK REAR WHEEL DRIVE

In Stock Rear Wheel Drive, two Miatas entered with a total of four drivers, one team from Georgia (Charles Davis and Matt Davis) and the other hailing from Colorado (Tim Hardy and Ken Heaps). In Friday night's class inspection, the Colorado team was found to be non-compliant due to the use of adjustable shocks and having no roof. The situation was remedied by changing shocks and borrowing a top.

Saturday brought some rain, but the surface was drying up and getting tacky for the competitors running last. The session saw fast runs by Hardy, Matt Davis, and Charles Davis, with Hardy taking the lead by four seconds over Matt Davis, and Charles Davis only three more behind.

The afternoon brought a faster, wider, open course, and the top three were all running close. Matt Davis picked up a cone on his third run and dropped to third.

The final three runs on Sunday were fast

STOCK WINNERS

Donald Carl (BELOW) won Stock Front, Charles Davis (BOTTOM) took the Stock Rear title, and Charles Wright (BELOW RIGHT) claimed victory in Stock All Wheel Drive.



and furious. Hardy and Charles Davis ran within half a second of each other for the three runs combined. In the end, Hardy won by six seconds over Charles Davis, with Matt Davis four more seconds back.

The plot thickens, however, due to a protest brought up right before the Saturday parade lap regarding rims that were a half inch too narrow on the Colorado team's Miata. That protest resulted in a 20-second penalty, making Charles Davis the champion with his co-driver Matt Davis in second.

STOCK ALL WHEEL DRIVE

Thirteen competitors contended SA: 12 Subarus and a solitary Mitsubishi Evolution



PREPARED WINNERS

In Prepared Front, Greg Cheney (RIGHT) led the pack, while Patryk Matecki (ABOVE) won Prepared Rear with 41sec to spare. Prepared All Wheel Drive went to Max Lawson (LEFT).



(driven by 2013-'14 Champion Charles Wright). On the tight, slippery course, Wright took a nearly 4sec lead over Gonzalo San Miguel on the first run; last year's MR Champ Evan Arthur was right on the heels of San Miguel. By the end of the morning runs, former Champ Jan Gerber drove his way back to third while Wright maintained his 4-second lead. The top three, however, all carried a pair of cones for the morning session.

The fast afternoon course saw Wright extend his lead to almost 8sec over San Miguel, with Gerber some 4sec back. There was also a battle going on for the final trophy position between Arthur and Karl Sealander.

Sunday saw another fast and open course. Wright extended his lead to win his third National Championship by an incredible 12sec. San Miguel was second followed by Gerber 3sec back in third. Meanwhile, the first run for Sealander and Arthur was almost a draw, but in second runs, Sealander gained a pair of seconds to move into the final trophy spot and held it to the end.

Bret Hunter

PREPARED FRONT WHEEL DRIVE

This year, you either had a car fresh off the showroom floor or a car that predated Y2K if you wanted to contend Prepared Front Wheel Drive. Our previous National Champ did not return to keep his streak going, and

thus left the title up for grabs. Greg Cheney in a 2014 Ford Fiesta ST got off to a very commanding start, taking the lead by 12sec on his first run. In the end, it made all the difference against Robert Seelig, who for the second year in a row placed second in the class.

Seelig was consistently putting down leading times, having quickest lap times for six of the nine runs, but it just wasn't enough to beat out Greg, coming in just 5.558sec behind. Justin Andrews rounded out the trophy positions in his 1999 Dodge Neon, pulling in 29.398sec behind Cheney.

"Saturday brought some rain, but the surface was drying up and getting tacky for the competitors running last"

PREPARED REAR WHEEL DRIVE

Patryk Matecki brought the pain straight out of the gate in Prepared Rear. Putting down top times for the entire morning session on Saturday and landing him 44sec ahead of second place. Top course times shuffled around but, in the end, Shawn Roberts was the one who got the second-place spot, coming in 41.009sec behind Matecki.

SHOWING TRUE GRIT

This year the "True Grit" award was presented to Ron Foley. Foley has been a member of the Rallycross program since its inception in 2006 and has been on the RallyCross Board for four years. He started in a Subaru and followed that with a Neon ACR. More recently, we are familiar with his white Civic in SF. Foley owns a pair of second-place Nationals trophies, earning his most recent one in 2013.

Foley has been there for every RallyCross National championship event, but this year that was in doubt as he suffered a blood clot in the spring, temporarily putting an end to many of his activities. It was only two weeks before Nationals that he got his doctor to clear him to drive again.

Foley not only drove from Georgia to Iowa, but competed and trophied in fourth place showing some true grit along the way.

Leon Drake

EVENT REPORT

PREPARED ALL WHEEL DRIVE

Max Lawson in his Prepared All Wheel Drive 2006 Mitsubishi Evolution proved he could come out swinging and stay on top, taking fastest run honors for six of his nine runs; for two of the three he didn't lead, he was only within a second of the fastest time. This was domination, plain and simple.

It soon became apparent the only battle for position was happening for the other four trophy spots. Chris Regan in his 2006 Mazdaspeed6 managed to get to the top of that fight, coming in just over 22sec behind Lawson. Kenneth Little finished third, 3sec behind Regan, in his 2003 Subaru WRX, providing for a fairly diverse podium. The final two trophies were claimed by Edwin Cunill and Clifton Kangas; and while that battle was taking place some 6sec behind Little, that didn't make it any easier for the two. In the end, Kangas edged out Cunill by 0.312sec, despite Kangas clipping a total of five cones, compared to Cunill's solitary pylon punt.

Chris Ealer

MODIFIED FRONT WHEEL DRIVE

The first class running in the first heat of the event, Modified Front Wheel Drive competitors faced a course that could be best described as wet and sloppy. The lone Alaskan Kent Hamilton took advantage of his early spot in the run order to grab some traction from the grass to firmly put him in the lead (his ice racing experience surely didn't hurt, either). The closest driver to match Hamilton's first run, Shaun Bailey, was more than seven seconds slower. Worsening conditions had most competitors slowing down on their second runs, but Randy Patten was the exception with a four-second improvement. By the third run

on the drying course, times dropped but the grip left a lot to be desired.

With the sun out, the drivers assaulted the tacky afternoon course with Bailey consistently putting in the quickest times. Brent Blakely was also fast in his feather-light Suzuki Swift GTI, but a DNF caused by a suspension failure on his final run took him out of trophy contention. In a battle of unique vehicles, Leon Drake in his 1983 Volkswagen Rabbit truck and Kito Brielmaier in his huge winged 1987 Toyota EL31 swapped quick times. Jesse Lang no doubt would have liked to take back his three cones as he finished Saturday just out of the trophies.

Day two began with Kent Hamilton putting down a smooth 67.800 followed next by Bret Hunter's 67.774, despite his wildly contrasting driving style (audible gasps were heard during his runs). Then, as the course dried from morning rains, the times dropped universally. Aaron Miller overcame a seven-second deficit from Saturday to snatch third from Bailey.

"Early rain on Sunday made for slippery first runs, which had Bee Thao...stuck spinning his tires"



Class competition ended with old Hondas sweeping the trophies. Hamilton repeated last year's first-place finish followed by Colorado natives Hunter and Miller, and then Bailey from Michigan.

MODIFIED REAR WHEEL DRIVE

The wet, hilly terrain and off-camber turns were a challenge for the Modified Rear Wheel Drive class. John Lambert put down the fastest first run in his supercharged 1991 Mazda Miata but was caught (along with several others) going too fast on one particular greasy left and the dreaded reverse gear had to be utilized to avoid gating his second run. But having an engine over the rear wheels proved to be beneficial to Doug Leibman in his 1971 Volkswagen Super Beetle who commanded first place after the morning runs with a six-second lead.

The sun-dried afternoon course was a relief to drivers who set about laying down progressively quicker times. After a rough morning, Matthew Olson unleashed his 1988 Ford Mustang 5.0 - unfortunately, spinning on his first run. Despite a dearth of course cones, Dustin Kirk's 1985 Toyota Corolla GT-S managed to find several to hit, which ultimately pushed him out of trophy contention. The day ended with Lambert taking first place from Leibman.

Early rain on Sunday made for slippery first runs, which had Bee Thao in his 1999 Mazda Miata stuck spinning his tires. Kyle Nilson followed Bee, but opted to back up and try again when his Miata lost forward momentum. Jake Blevins, piloting a 1998 Subaru Impreza 2.5 RS (sans front wheel power), was unable to overcome an earlier spin and finished just out of the trophies in fifth place. Both Will MacDonald, co-driving the Blevins Subaru, and Nick Reynolds, in his 1994 Miata, put down impressive times



MODIFIED WINNERS

Kent Hamilton (LEFT) ran to a commanding win in Modified Front. Mod Rear's tight competition ended with John Lambert (ABOVE) taking the win. In Modified All Wheel Drive, Warren Elliott (TOP) claimed his familiar position at the top of the results sheet.



surpassing Leibman to take second and third, respectively; Doug trophied in fourth place. Lambert held first place by a mere 3.33sec in more than 12 minutes of driving.

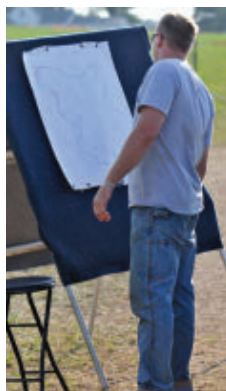
MODIFIED ALL WHEEL DRIVE

Mostly made up of powerful turbocharged weapons, the Modified All Wheel Drive class was the largest at the event at 19 strong. This power was largely wasted on the sopping Saturday morning course as patience and traversing the shortest line were key to speed. Christopher Almon in his 2002 Subaru WRX had the fastest first run and went on to be the third quickest of the morning, less than a second behind Scott Banes in his 1996 Subaru Impreza. Overcoming an uncharacteristic mistake on his first run, Warren Elliott surprised no one with a six-second lead over the class in his 2006 Mitsubishi Evo IX when the heat concluded.

The grip offered by the afternoon conditions was appreciated by the drivers who attacked the course. Bryan Rodgers in his 2005 Mitsubishi Evo VIII was fastest in class on each of his four runs and moved up three positions to finish the day in fifth place. A broken brake line in Ryan Hammond's and Preston Jordan's Mitsubishi Eclipse unfortunately ended their event early.

The top six drivers were decided on Saturday, though the order changed on Sunday. The ground quickly dried from the morning rain with run times dropping by as much as 24sec between the first and third runs. In the end, Elliott earned his fifth RallyCross National Championship by a humbling 23.550sec margin over Bryan Rodgers, who squeaked into second place on his final blistering run. Close behind came Christopher Almon in third and Scott Banes in fourth. W. Orion Fairman was plagued by cones in his 2000 Subaru 2.5 RS and finished in fourth. Dan Quiet held on to sixth to earn his fourth trophy in as many years.

Max Lawson



TOOLS OF THE TRADE

(TOP) A lot of work goes into hosting the RallyCross National Championship, and this year everything went about as smoothly as possible. (ABOVE) Course maps were posted as a refresher for competitors.

SCCA RALLYCROSS NATIONAL CHAMPIONSHIP

National Balloon Classic | Indianola, Iowa | Aug. 7-9, 2015

STOCK FRONT WHEEL DRIVE (Provisional)			
1. Donald Carl	MGa	Plymouth	518.002
2. Christopher Ealer	MGa	Mazda	533.005
3. Chang Ho Kim	NEng	Honda	533.841
4. Ron Foley	Ala	Honda	536.485
5. Karter Bollmann (Ford); 6. Kim Hapgood (Honda); 7. Dustin Etheredge (Nissan); 8. Bryan Tippens (Mazda); 9. Tim Ealer (Mazda); 10. Joseph Hanna (Nissan).			

STOCK REAR WHEEL DRIVE			
1. Charles Davis	MGa	Mazda	549.551
2. Matt Davis	MGa	Mazda	553.474
3. Tim Hardy (Mazda); 4. Ken Heaps (Ford).			

STOCK ALL WHEEL DRIVE			
1. Charles Wright	Tenn	Mitsubishi	510.333
2. Gonzalo San Miguel	Utah	Subaru	522.474
3. Jan Gerber	Neb	Subaru	525.660
4. Karl Sealander	Utah	Subaru	537.159
5. Evan Arthur (Subaru); 6. Z.B. Lorenc (Subaru); 7. Charles Stuckey (Subaru); 8. Bryan Meeks (Subaru); 9. Michael Phelps (Subaru); 10. Michael Geronime (Subaru); 11. Cory Chandler (Subaru); 12. Howard Duncan (Subaru); 13. Stephen Ducharme (Subaru).			

PREPARED FRONT WHEEL DRIVE			
1. Greg Cheney	KanC	Ford	667.536
2. Robert Seelig	Okla	Honda	673.094
3. Justin Andrews	Ore	Dodge	696.934
4. J. Douglas Patterson (Ford); 5. Stephen Hyatt (Mazda); 6. Dmitry Beliaev (Ford); 7. Jim Rowland (Nissan); 8. Stan Bell (Dodge).			

PREPARED REAR WHEEL DRIVE			
1. Patryk Matecki	Colo	Mazda	680.122
2. Shawn Roberts	WDC	Mazda	721.221
3. Roger Staples (Mazda); 4. Eric Adams (Scion); 5. Katie Orgler (Mazda).			

PREPARED ALL WHEEL DRIVE			
1. Max Lawson	ConD	Mitsubishi	620.778
2. Chris Regan	NEng	Mazda	643.443
3. Kenneth Little	CFla	Subaru	646.583
4. Clifton Kangas	NEng	Subaru	652.708
5. Edwin Cunill	Ala	Mazda	653.020
6. Harold Denham (Mitsubishi); 7. Mark Macoubrie (Subaru); 8. Keith Lightfoot (Plymouth); 9. Mark Hill (Mitsubishi); 10. Peter Remner (Subaru); 11. John Jacobs (Subaru); 12. Susan Lawson (Mitsubishi); 13. Christian Retterer (Mitsubishi); 14. Mike Coons (Subaru); 15. Bob Poling (Subaru); 16. Linda Duncan (Subaru); 17. Tere Pulliam (Subaru).			

MODIFIED FRONT WHEEL DRIVE			
1. Kent Hamilton	AAla	Honda	671.309
2. Bret Hunter	ConD	Honda	685.115
3. Aaron Miller	ConD	Honda	694.248
4. Shaun Bailey	Det	Honda	696.200
5. Kito Brielmaier (Toyota); 6. Brent Blakely (Suzuki); 7. Jesse Lang (Honda); 8. Leon Drake (Volkswagen); 9. David Capesius (Ford); 10. Randy Patten (Ford); 11. Alex Hunter (Honda); 12. Brian Chabot (Honda).			

MODIFIED REAR WHEEL DRIVE			
1. John Lambert	CFla	Mazda	735.994
2. Will MacDonald	ConD	Subaru	739.324
3. Nick Reynolds	Tenn	Mazda	740.206
4. Doug Leibman	Neb	Volkswagen	743.822
5. Jacob Blevins (Subaru); 6. Dustin Kirk (Toyota); 7. Dave Restko (Mazda); 8. Nathan Rood (Porsche); 9. Kyle Nilson (Mazda); 10. Theresa Thao (Mazda); 11. Scott Parrott (Porsche); 12. Bee Thao (Mazda); 13. Matthew Olson (Ford).			

MODIFIED ALL WHEEL DRIVE			
1. Warren Elliott	NEng	Mitsubishi	669.337
2. Bryan Rodgers	Iowa	Mitsubishi	692.887
3. Christopher Almon	MGa	Subaru	693.750
4. Scott Banes	Det	Subaru	694.123
5. W. Orion Fairman	OhioV	Subaru	702.347
6. Dan Quiet	Colo	Subaru	713.251
7. Brian Ballinger (Subaru); 8. Richard Lawrence (Subaru); 9. Alicia Feder (Subaru); 10. Bianca Rodgers (Mitsubishi); 11. Peter Schaefer (Subaru); 12. Dillon Dunphy (Mazda); 13. Kevin Dobrowolski (Subaru); 14. James Sherman (Subaru); 15. Zachery Lumsden (Mitsubishi); 16. Craig Lumsden (Mitsubishi); 17. Joshua Kropp (Subaru); 18. Preston Jordan (Mitsubishi); 19. Ryan Hammond (Mitsubishi).			

CRUNCH TIME

As the Trans Am season hits the homestretch, the competition gets tight – and slightly crazy

WORDS Clark Trexler and Philip Royle
IMAGES Chris Clark

August marked two key races for the Trans Am series as the championship kicked into overdrive on its way to the final round at Daytona International Speedway in November. But while the racing is usually tight in Trans Am, nothing could have prepared the competitors for what went down at Mid-Ohio Sports Car Course on Aug. 15.

While TA's Paul Fix emerged victorious in a tightly contested Next Dimension 100 presented by FirstEnergy, the

craziness revolved around current series frontrunner Amy Ruman and her run-ins with one-time series regular Tomy Drissi.

Drissi, who had already served a stop-and-go penalty for on-track contact, became embroiled in a conflict with Ruman on lap 23. Leading the TA class, Ruman caught Drissi, then a lap down after serving his penalty, when Drissi's strange on-track behavior caused contact between his car and Ruman, causing both cars, and Doug Peterson, to move off course. Heavily damaging the bodywork of Ruman's Corvette and puncturing her front left tire, forced Ruman to pit for repairs. She later re-entered the race but was never able to regain position.

As a penalty for his actions during the race, the Trans Am Chief Steward stripped Drissi of all points and standings from the race and was he struck from the results.

In the hotly contested TA2, series rookie Gar Robinson pulled off the win, while in TA3 Michael Camus took the International Group Victory and Ernie Francis Jr., won the American Muscle Group.

Two weeks later, the Trans Am series hit the historic Road America in Elkhart Lake, Wis. In a race where competitors were faced with a variety of elements, including fog, mist, and an already damp track, Jim McAleese (TA), Tony Ave (TA2), Ernie Francis Jr. (TA3-A), and Steve Streimer (TA3-I) emerged with their cars and victories intact

from what can be labeled a survivor's race, the Next Dimension 100.

The race was checkered under a full course yellow as officials determined that the session would not be able to restart in the allotted

time due to cars stranded off course, mostly in the area of Turn 6 where a multiple car collision occurred. Still, McAleese emerged from the incident in the TA class lead and subsequently led the field past the finish line for his first Trans Am victory.

"I'm still shaking, but I'm finally relaxing," said McAleese. "The key to success here was listening to the voices on the radio and looking into every corner, because it bought me so much time. It was slippery as heck for the first nine or 10 laps; that's when most of

"It was slippery as heck for the first nine or 10 laps"
JIM MCALEESE

the carnage happened. Once we got through that, the track just came alive."

TA2's Ave was followed across the finish line by two-time defending TA2 Champion Cameron Lawrence. Lawrence led TA2 for most of the race and opened up a large gap during the initial laps under green, only to see it reined back in by several full course yellows.

Results for the late September VIRginia International Raceway and early October NOLA Motorsports Park rounds of the Trans Am Series should already be available on www.gotransam.com by the time you read this, with coverage appearing in the next issue of *SportsCar*. 📍



HIGHS AND LOWS

(BELOW) Amy Ruman's dream season came crunching to an end at Mid-Ohio in a bizarre series of circumstances. (RIGHT) Jim McAleese collected his first TA win at Road America.

(FAR RIGHT) Tony Ave (center) claimed the TA2 win at Road America, with season front-runner Cameron Lawrence (left) finishing second.





COMBATING CORROSION

With ethanol-based fuels being commonplace, what can you do to battle their increased levels of corrosion? | WORDS Jason Isley

In an effort to reduce dependence on foreign oil and minimize emissions output, much of the gasoline pumped in the United States contains some ethanol. But while the ethanol-based E85 fuel has become popular due to its ability to increase a motor's power output at a fraction of the cost of race-bred fuels, it's the more common E10 and E15 ethanol blended fuels that might catch you unprepared.

If your racecar was built with E85 in mind, you likely took steps to ensure its compatibility with fuel system components. But as you go about your busy day, you might not even notice that your local service station is serving up E10 or E15; over time that ethanol-blended fuel could wreak havoc on your daily driver or tow rig.

"The risks basically center around increased corrosion in the fuel system and engine, as well as chemical attack on rubber and plastic components in the fuel system," says Greg Hewgill, Technical Director at Lucas Oil Products. "Ethanol is a mildly corrosive fluid to many metal parts. What's more, ethanol tends to absorb moisture from the air, which contributes further to corrosion risks. There is also an increased occurrence of fuel and combustion deposits." Hewgill points out, however, that automotive engineers have been working on this problem for many years, "so these problems are mitigated in modern vehicles."

If you have an older vehicle, or you simply want to play it safe with your street car or truck, a simple step can help keep this corrosive material from ruining your day: ethanol stabilizers. There are a number of products on the market, and a few ounces at each fill up can protect your investment. "Lucas Safeguard Ethanol Fuel Treatment addresses these concerns in the fuel and induction system," says Hewgill. "Safeguard inhibits corrosion, stabilizes the fuel in the fuel tank, and contains fuel detergents that clean internal engine parts, like injectors, intake and exhaust valves, as well as the combustion chamber." ●

16 OUNCES OF PREVENTION

Ethanol might be a great power adder in racecars, but it can wreak havoc on some stock fuel systems. To fight that, there are fuel additives.



Courtesy/ Lucas Oil

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FLAT OUT

Avoiding the dreaded flatto batto takes a minimal amount of effort, yet many of us still ignore battery maintenance

WORDS Philip Royle | IMAGE iStockPhoto.com/Jorgenmac | PRODUCT SHOTS Courtesy Battery Tender

When it's time to go, it's time to go, and a dead battery in your competition car can mean your day ends before it begins. No go, no compete, no win - it's as simple as that. But while we all know a dead car battery is one of the worst avoidable nightmares on race day, surprisingly few of us make the effort to ensure our battery is up to snuff.

Over the last year, Battery Tender has become more involved with the SCCA, but while selling battery chargers and their lightweight lithium ion batteries is a priority, their goal is also one of education. You see, the company's CEO, Mike Prelec Sr., is also a racer competing in his third-generation MX-5, and he hates to see anyone miss a race because of battery woes; and, as he points out, the steps to keeping a battery healthy are simple.

"If you don't move the vehicle, the battery's going to go dead," Prelec explains. "There's a certain amount of parasitic loss that will kill the battery." That loss also applies to competition cars with kill switches.

"With a kill switch, you still have the self discharge of the battery itself," says Battery Tender's Vice President of Engineering Larry Gordon. "Even with a kill switch, if the battery's going to be sitting long enough you should still have a charger on it."

How long is long? "Any time you're not driving the car for any length of time," says Gordon, "even for a couple of days. The battery should be connected to a charger if you want to keep the battery in top condition."

"Your battery has a certain number of cycles in its life, and if you let it completely discharge when sitting, then when you recharge it you just used up one of its cycles," Prelec says. "If you keep it topped off then you're not using up those cycles."

For competitors utilizing a total loss system where the alternator has been removed, minimizing discharge cycles is of vital importance. "Any time you get the opportunity, throw a charger on the battery," says Gordon. "And, if you notice it's getting discharged quicker or if you're not getting as much power out of it, then the battery's probably getting toward the end of its life."

So what kind of charger should you use? Obviously, Battery Tender recommends its own, but Gordon notes that most chargers will get the job done. "Look for a maintenance-type charger if

you're going to leave your battery charging for a couple of weeks or a month - 99 percent of modern chargers switch down to a lower voltage when the battery reaches capacity." However, Gordon warns, "Some of the shop chargers still don't have a maintenance mode."

A good weight-saving option, and one that's becoming very affordable, are lithium ion batteries. With Li-ion, a sub-four-pound battery can do the job of a conventional 20 pounder, but there are advantages beyond that. "A lithium ion should get about double the life of a lead acid battery," Prelec says. "If your car has a kill switch, lithium ion battery's don't have the parasitic loss of lead acids, so you could leave the lithium battery without charging it for a year and it should still be at 80-percent charge."

The flipside is Li-ion batteries are very temperature sensitive. "If it gets down to about 40 degrees F or less, then you're going to start having a problem with lithium - they don't like cold weather," explains Prelec, noting that simply keeping the Li-ion battery warm and then connecting it to the racecar in the morning can minimize that problem. Prelec also notes that Battery Tender's Li-ion batteries can be treated like any standard battery, even using the standard Battery Tender charger on them.

So, before you close the garage door on your racecar for a month, take that extra minute to hook your racecar's battery to the charger - it could be the key to winning (or even making) your next race. 🏁

A GLOBAL TEST

In what is a surprisingly good fit for race series sponsorship, Battery Tender recently stepped into the lead role of the SCCA Pro Racing-sanctioned MX-5 Cup, making the series the Battery Tender Mazda MX-5 Cup presented by BFGoodrich Tires. Starting next year when the Global MX-5 Cup series launches with the new fourth-generation racecars, each MX-5 Cup car will be powered by a lightweight Battery Tender lithium ion car battery, putting these batteries to the test on a global scale.



IN CHARGE
Whether you're running a lead acid battery or a lightweight Li-ion (left), a modern maintenance charger (below) is a necessity.



SPEC'ING TIRES

Formula F's tire proposal sparks interest from beyond the class

WORDS Jim Wheeler, Chairman, Club Racing Board | MAIN IMAGE Jeff Loewe

The Formula F spec tire issue has generated a considerable letter count, with almost all letters supporting a spec tire for 2016. The Club Racing Board made a recommendation to the Board of Directors, which will have voted on it by the time you read this. The FF tire initiative took a slightly different path than previous spec tire contracts as it was initiated by the racers in the class. The request worked its way through the Formula Advisory Committee, a "What Do You Think?" in *Fastrack*, and an e-mail poll before making its way to the CRB. The SCCA staff then sent out requests for proposals to various tire manufacturers.

While the FF spec tire proposal was working its way through the system, the FV drivers also began sending in letters requesting a spec tire for their class. Just before the Runoffs, there were about 50 letters regarding FV tires, most in favor of a spec tire. That request will also result in a survey or poll that you should see sometime after the Runoffs.

On a separate note, several weeks

before the 2015 Runoffs Presented by Garmin VIRB, the CRB received a number of rule-change requests aimed at the issues presented by the unique Daytona International Speedway circuit. Although the venue was announced more than a year ago, some racers waited until after the August Divisional races to make their requests. Since the new Runoffs system was announced, moving the event every

season, the CRB decided that we would not "chase" the event by writing new rules specific to each location. That being said, we could have probably recommended some of the requested changes had they been submitted

early in the season. Certainly, we could do nothing one month before Daytona.

What is to be learned from all of this? Mostly, the Advisory Committees and CRB welcome suggestions and recommendations - and we love to get them in a timely manner. So, if you have any concerns pertaining to the 2016 Runoffs at Mid-Ohio, start writing letters now. 🗨️

"The CRB decided that we would not 'chase' the event by writing new rules"

STICKY SITUATION

What started as a Formula F spec tire proposal led to the Formula Vee community considering something similar.

REMEMBERING BOB SEIVERT

I lost one of my best friends last month. He passed away at his home in Green Mountain Falls, Colo. I met Bob Seivert when filming the Pikes Peak Hill Climb in 1971. We became immediate close friends and raced Baja, the Mint 400 and the High Desert Series, Pikes Peak, and stadium races together. He built my SCCA Pro Rally car and my first American Sedan. He also crewed for me at the Runoffs at Mid-Ohio and Heartland Park Topeka. Bob was a total racer who won the Baja 500 in 1969-'70 driving the Dirty Dan's Topless Review Jeep. He also holds the all-time utility class record on Pikes Peak. Bob also worked on all of my automotive and racing film shoots, including several at Daytona International Speedway. He drove the camera car when we rented the track to film Derrick Cope in the No. 10 Purolator Pontiac. There is a Hertz Mustang somewhere in Florida with paint on the side from the Pontiac, as Bob and Derrick traded paint while filming.



Jim Wheeler



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Jim Dettinger, president of Mad City Mini Club

MAKING RESULTS

Successful RoadRally events don't just happen; they're planned, developed, and obsessively executed | **WORDS** Rick Beattie | **IMAGES** Jim Dettinger

The Roads Scholar RoadRally held in Madison, Wis., on June 7 this year certainly produced interesting results. Mike Thompson driving for Fred Rosevear took first overall and first in Class E with six points. They were able to find the correct "cruddy troll" on a road sign, rather than the one driving the 1923 blue Bugatti pictured in the route instructions.

Jason Kuks driving for Cassie Duckert took Stock Class honors with 454 points while Alex Fadeev drove himself and Katelyn Goodwin to the NTS Class win with 335 points. NTS is the abbreviation for "New to The Sport," which makes much more sense than "Novice," but that wasn't all that was new.

Rallymaster Jim Crittenden brought a traditional promotional campaign into the 21st century with the end result being 32 teams spending an enjoyable day on a RoadRally.

In the beginning, Crittenden, on two separate occasions, e-mailed nearly 200 people who had competed in a previous Wisconsin RoadRally. Not content with just that, he started a Facebook page in late December, nearly six months before the event, and made sure the event was listed on six online sites of things to do in Madison, Wis.

The promotion also included flyers, a traditional method. There were three types: one for experienced rallyists, e-mailed to previous rally participants; one for those new to the sport; and a third tri-fold publication placed in brochure holders. By meeting with the service manager or advisor at nine dealerships and

repair shops, the racks were distributed five months in advance.

Crittenden also contacted eight local car clubs, sent a story for their club newsletter and offered to speak at their monthly meeting. He obtained sponsorship from Mini of Madison. Ultimately, two local Mini clubs were especially important as eight Minis entered the event.

In all, Crittenden estimates 1,000 people saw at least one of the promotions for the event. Of the 35 original entries, seven first saw it on the e-mail list from other events, five on Facebook, 13 were car club members, seven picked up a flyer, one each saw it on the things to do, Region or Motorsports Reg websites.

That work turned out to be almost too effective, however, and they nearly had to turn contestants away. The restaurant at the end of the RoadRally could only accommodate about 85 people. Counting the workers, there was only room for about 70 contestants. Crittenden started a waiting list, and as folks decided it was not for them, he could accept the late entries. Everyone who wanted a spot finally got one.

All of that could still have been for nothing if the event itself wasn't tailored to the audience. Seventeen people helped in that effort; 10 of those people, with a wide range of experience, pre-checked the route.

Pre-registration was required. Each entry received an e-mail thanking them for entering and explaining a bit more about the rally. The general instructions were mailed two weeks before the event.

STARTING LINEUP

At the Roads Scholar 2015 starting line was Jim Crittenden's daughter Laura (left) and granddaughter Caty.

The entry fee was \$15 per person, a more familiar way of stating it for people new to the sport. There was also a 30-minute rally school the morning of the midday event after the route instructions were issued, but the route instructions themselves were simply written with a few photos to explain the route. The legs slip contained detailed information about the leg just completed including pictures of the signs that may have led contestants astray. And, to keep teams from going astray on the 110-mile event, emergency signs were erected.

Contestant evaluation forms were handed out at the end and anyone who completed the form was entered in a raffle for a \$10 gift certificate to a local restaurant. The average "like" on a scale of zero to 10 was 8.7.

Crittenden emphasized that, "Our goal from the outset was to make this event a friendly, welcoming experience for everyone."

The next Roads Scholar is Sunday, June 5, 2016. The cruddy troll will be there. 🍷

THE DAY JOB

Jim Crittenden's promotional prowess probably had little to do with his mechanical engineering background, but he was team leader for Team Mojavatton, the Colorado entry that placed 13th out of 195 teams that applied for the \$2,000,000 DARPA Grand Challenge to build an autonomous car able to complete a 132-mile course.



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READY FOR ACTION

Julie Winslow is SCCA's Pit and Grid Worker of the Year

WORDS James Kearney IMAGE Therese Lombardi

She remembers screaming. She and her husband Dave were about to have dinner in their home in Portland, Ore. The phone rang – it was a steward she knew. There was a lot of noise in the background. The voice told her that she had just been selected as the SCCA Pit and Grid Worker of the Year. “I was in shock,” Julie Winslow says. “I had no clue that something like this might happen!”

Julie Winslow's husband, a 30-year member, was not in on it either. “We had no clue,” she says. “This is just such an incredible honor. Now I walk the talk in my new SCCA jacket and my award is proudly on display in our living room.”

Her SCCA journey began on the Oregon coast in 2004 where she was crabbing. She met a man wearing a NASCAR hat and the talk turned to racing. He turned out to be the son of the Oregon Region Chief of Emergency Services, and soon invited her to check out Portland International Raceway. She did just that and first tried Emergency Services, but the position wasn't a fit for Julie. “I'm a people person,” she says. “I need a lot more activity.” Someone suggested she try the grid and it was an instant hit. “I just fell in

love with it,” she explains. “There's always something going on. I love the people. We are a great family out here. We don't do handshakes, we do hugs.”

Julie is not phoning it in. She proudly speaks of all the things her grid family does to better serve the drivers. They have “black flag water” to give to drivers in the event they are pulled back into the pits to wait. “We have straws for them so they can drink the water without removing their helmets.”

She cares deeply that every driver be released to the track in as safe a condition as possible. They use a white board to warn drivers of any special conditions on track. “At first, I thought it was just a matter of simply looking at the car,” she says, but over

time she has developed all but x-ray vision. “I'll catch drivers with cotton socks on. Sometimes they forget their gloves.” A common catch now is the [head and neck restraint] straps are unattached. And, of course, there are always window nets not in place and missing tech stickers.

Julie works in food wholesale. She is on the go all day buying and selling. She thinks on her feet every day, and this skill serves her well on the grid. They once had an entire

field gridded when it was discovered the grid sheet contained multiple errors. It would be time consuming and cumbersome to rearrange things by moving cars around on the grid, so Julie made the snap decision to clean house and have every car exit the false grid and re-present where it would be assigned its proper grid slot. “It did cost us some time, but it was much quicker than trying to do it car by car.”

When asked what drivers can do to make the grid worker's job easier, she didn't hesitate. “Get there earlier,” she says. “Drivers tend to think that we just need to see them from a distance. In fact, we are giving them a close visual check. It takes some time to do it right. It can be maddening when a lot of drivers arrive at the last minute. We run around as fast as we possibly can, but if we don't get to check them out, we have to hold them until we do – and nobody likes that. Drivers are all about getting out there, but safety has to come first.” She genuinely worries about the day when a driver gets hurt because she and her crew did not catch something. “There are times when it can't be avoided, like when they are doing repairs on their car. But when a lot of cars arrive late, it is a real burden on us.”

The grid family also keeps an eagle eye on one another. “It has been incredibly hot this year and we pay a lot of attention to taking care of ourselves,” she says. “We use cool wraps and hydrate like crazy.” When Julie sees a forecast for a hot weekend, she sends out alerts as much as three days early to get her team hydrating in advance. During the event, everyone keeps an eye on one another. “I want them to always be able to come to me if they aren't feeling 100 percent.” The family that works grid together, stays together. ☺

“Drivers tend to think that we just need to see them from a distance”
JULIE WINSLOW

WHAT'S IN THE BOX?

There is a bawdy old joke about game show contestants trying to guess the mystery object in a box. Working grid can be a bit like that sometimes. “I'll find tools such as ratchets sitting there loose in the car,” Julie tells us. “I looked in the passenger side of one car and found a dozen razor blades loose on the floor.” They never did figure out what had been going on there, but a grid worker with gloves carefully gathered them all up. Another time a car arrived with a pool of gasoline covering the floor pan. “All I could smell around this car was gas, and when I looked inside I couldn't believe it. It was like a bomb waiting to go off.” Needless to say, he didn't get released on track.

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FAMILY GUY
Young Scott Huffaker notes that much of his Club Racing success has come thanks to the support and encouragement of his family.

A NATURAL

When it comes to SCCA Club Racing, 15-year-old Scott Huffaker certainly gets it | **WORDS** James Heine **MAIN IMAGE** Courtesy Scott Huffaker

Perhaps the first thing we need to establish is that 15-year-old San Francisco Region member Scott Huffaker is no relation to veteran SCCA racer and multi-time National Champion Joe Huffaker. Same general part of California? The same extended Huffaker family? Well, no. However, by virtue of the SCCA's motorsports family, the families have crossed paths. That happened officially in 2013 when Scott's family acquired a Van Diemen RF97 from longtime SCCA racer Ethan Shippert, Joe Huffaker's son-in-law.

Still, the actual crossing of paths for the families was a long time in the making. "I was first introduced to the SCCA when I went to the San Francisco car show and saw Joe Huffaker's Mini racecar," Scott Huffaker says. "I still have a picture of my dad holding me next to it, with the SCCA banner hanging right behind it. I was about 2 years old at the time. Later on, I found out about the SCCA from a friend in go-karts. I knew that this would be the next step for me in my racing career."

But we are getting ahead of ourselves.

"I started racing in BMX bicycles when I was 5," explains Scott, who turns 16 in

December. "I placed top three at the Grand Nationals and, at age 7, I won the Grand Nationals. At age 9, I started racing go-karts, where I won several championships including junior rookie driver of the year in 2010."

At 13, Huffaker obtained a competition license from another sanctioning body. "I was able to compete in a few races until I turned 15, when I got my SCCA license," he says.

Along the way, Huffaker was named a 2013 Top 10 Skip Barber Shootout driver, acquired three Skip Barber podiums in 2014, and this year, as of mid-July, had recorded two Majors FF wins and five Pacific Formula 1600 podiums, including four race victories.

William "Bill" Margraf, owner of Auburn



California's Margraf Racing, sees a lot of potential in Huffaker. "Scott has a lot of talent and race craft for his age and experience," he says. "Scott and his father, Greg, are great to work with. They are what Club Racing is all about."

What does Huffaker love about racing? "I love everything there is about racing," he says, "the smell, the sound of the engine, the feel of the car, the competition, and the family that I have when we are at the track."

"What makes the SCCA its people," he says, pointing to a recent experience at Mazda Raceway Laguna Seca, where "I wouldn't have been able to race the last race because of a computer issue. A competitor made sure I had what I needed so I was able to race."

As for his own family, they have been his biggest supporters. "My dad has been the biggest help. He has been my engineer at every race since karts. He has given up every single spare minute that he has and put it into my racing. He has stayed up until three and four in the morning making sure my car is ready to go. My mom has been there, too, with driving and making sure I get what I need so I can even make it to the races."

The family support he receives extends to the rest of his family as well. "I have a huge family support team," he says. Among his extended racing family, Huffaker points to Shippert, John Block, Bill Margraf, and Peter West as mentors. "I make sure I listen to what they say," he says, "because without them, I don't think I would be doing as well as I am."

While many of his friends today are racers as well, his friends and classmates at school have a harder time understanding exactly what he does, Huffaker says. "It's hard to explain to them that I actually do race a car that goes 130mph, because none of us even have a driver's license yet." 📍

ETHAN SHIPPERT ON SCOTT HUFFAKER

"I finally got to work with Scott on a race weekend at [Mazda Raceway] Laguna Seca this past June," says Ethan Shippert, "[and] I was quite impressed. Scott is a talented young racer. He has many attributes that will carry him far in life. He is incredibly attentive. He was able to give me a high-level track map after only one session. He is tidy and rarely puts a wheel off, he is very patient with his passes, and he works out all the angles and strategies to make his moves count. And, best of all, he has a good sense of humor. Most young guys get so wrapped up in trying to be fast that they forget this is supposed to be fun. Scott gets it."

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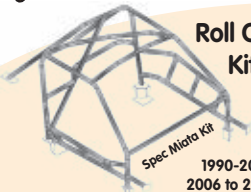


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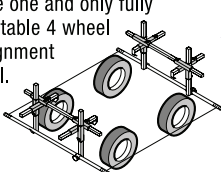


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(1) _____ (2) _____ (3) _____ (4) _____ (5) _____

(6) _____ (7) _____ (8) _____ (9) _____ (10) _____

(11) _____ (12) _____ (13) _____ (14) _____ (15) _____

(16) _____ (17) _____ (18) _____ (19) _____ (20) _____

(21) _____ (22) _____ (23) _____ (24) _____ (25) _____

(26) _____ (27) _____ (28) _____ CATEGORY # _____

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MAIL TO: RACER Media & Marketing
17030 Red Hill Avenue, Irvine, CA 92614

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We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

SCISSOR SUPER COUPON

20% OFF

ANY SINGLE ITEM

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, extended service plan, gift card, open box item, 3 day parking lot sale item, compressors, floor jacks, saw mills, storage cabinets, chests or carts, trenchers, welders, Admiral, CoverPro, Daytona, Diablo, Franklin, Hercules, Holt, Jupiter, Predator, Stik-Tek, StormCat, Union, Vanguard, Viking. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 2/19/16.



36760167

SCISSOR SUPER COUPON

FREE

WITH ANY PURCHASE
3-1/2" SUPER BRIGHT
NINE LED ALUMINUM
FLASHLIGHT



LOT 69052 shown
69111/62522/62573

\$6.99
VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores. HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one FREE GIFT coupon per customer per day.



36741024

SCISSOR SUPER COUPON

**3 GALLON, 100 PSI OILLESS
AIR COMPRESSORS**

SAVE UP TO \$59

STYLE	LOT	COMP AT
A. HOT DOG	69269	\$99.88
B. PANCAKE	60637/61615	\$89
	95275 shown	

YOUR CHOICE
\$39.99

36705158

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**7 FT. 4" x 9 FT. 6"
ALL PURPOSE WEATHER
RESISTANT TARP**

LOT 69249/69115/69137
69129/69121/877 shown

SAVE 57%
\$3.99

comp at \$9.38

36663226

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

WOW SUPER COUPON

SAVE \$182

**US GENERAL PRO
30" 5 DRAWER
TOOL CART**

LOT 95272 shown
69397/61427

\$167.23 **\$189.99**
comp at \$349.99

36683941

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**12" SLIDING COMPOUND
DOUBLE-BEVEL MITER SAW
WITH LASER GUIDE**

NEW

LOT 69684 shown
61776/61969/61970

SAVE \$264
\$134.99

comp at \$399

36696173

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

WOW SUPER COUPON

**2500 LB.
ELECTRIC WINCH
WITH WIRELESS
REMOTE CONTROL**

SAVE \$200

\$599.99 **\$799.99**
comp at \$259.99

LOT 61258 shown
61840/61297
68146

36744578

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

WOW SUPER COUPON

**32 PIECE
SCREWDRIVER SET
PITTSBURGH**

LOT 61259/90764 shown

SAVE 59%
\$5.99 **\$8.99**
comp at \$14.97

36687816

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH AUTOMOTIVE

• 1500 lb. Capacity

LOT 60343
67338 shown

SAVE \$50
\$49.99

comp at \$99.99

36693363

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**POWDER-FREE NITRILE GLOVES
PACK OF 100**

HARDY

SIZE	LOT
MED	68496/61363
LG	68497/61360
X-LG	68498/61359

5 mil. thickness

YOUR CHOICE
\$6.49 **\$14.97**

comp at \$14.97

36678420

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SCISSOR SUPER COUPON

**RAPID PUMP® 3 TON
LOW PROFILE
HEAVY DUTY STEEL
FLOOR JACK**

SAVE \$85

• Weighs 73 lbs.

LOT 61282 shown
68049/62326
62670/61253

\$84.99 **\$169.99**
comp at \$169.99

36686892

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 2/19/16. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

**3-IN-1 PORTABLE POWER PACK
WITH JUMP STARTER
CENTECH**

SAVE 33%
\$39.99

comp at \$59.99

LOT 38391
62306/62376
60657 shown

36701907

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SCISSOR SUPER COUPON

WOW SUPER COUPON

**4000 PEAK/3200 RUNNING WATTS
6.5 HP (212 CC) GAS GENERATORS**

SAVE \$230

TYPE	LOT	COMP AT
EPA	69729/69676	\$529.99
EPA/CARB	69675/69728	\$469
CARB	CALIFORNIA ONLY	

70 dB Noise Level!

\$299.99 **\$339.99**
comp at \$339.99

Item 69676 shown

36703951

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SCISSOR SUPER COUPON

**CENTRALPNEUMATIC
HIGH SPEED METAL SAW**

SAVE 74%

LOT 60568/62541/91753 shown

\$12.99

comp at \$49.99

36726120

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CALENDAR

SPORTS CAR CLUB OF AMERICA NOVEMBER 2015
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU



TRANS-AM

gotransam.com

Mar 1 Sebring Int'l Raceway, Fla.
Ruman (TA); Lawrence (TA2); Saunders (TA3I); Napieralski (TA3A)
Apr 12 Homestead-Miami Speedway, Fla.
Ruman (TA); Lawrence (TA2); Streimer (TA3I); Ellis (TA3A)
May 9 Road Atlanta, Ga.
Ruman (TA); Lawrence (TA2); Francis Jr. (TA3A); Saunders (TA3I)
May 23 Lime Rock Park, Conn.
Fix (TA); Ave (TA2); Francis Jr. (TA3A); Mueller (TA3I)
Jun 14 New Jersey Motorsports Park, N.J.
Ruman (TA); Andretti (TA2); Francis Jr. (TA3A); Aquilante (TA3I)
Jul 5 Briarcliff Int'l Raceway, Minn.
Ruman (TA); Machavern (TA2); Fichter (TA3A); Lux (TA3I)
Aug 15 Mid-Ohio Sports Car Course, Ohio
Fix (TA); Robinson (TA2); Francis Jr. (TA3A); Camus (TA3I)
Aug 29 Road America, Wis.
McAleese (TA); Ave (TA2); Francis Jr. (TA3A); Streimer (TA3I)
Sep 27 VIRginia Int'l Raceway, Va.
Fix (TA); Lawrence (TA2); Francis Jr. (TA3A); Mueller (TA3I)
Oct 11 NOLA Motorsports Park, La.
Nov 8 Circuit of the Americas, Texas
Nov 14 Daytona Int'l Speedway, Fla.



WORLD CHALLENGE

world-challenge.com

Mar 6-8 Circuit of the Americas, Texas
Beretta (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS); Elsworth (TC); Rivera (TCA); Schwartz (TCB); Elsworth (TC); Rivera (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Schwartz (TCB)
Mar 27-29 St. Petersburg, Fla.
Eversley (GT); Fogg Jr. (GTC); Martin (GTS); Beretta (GT); Thompson (GTC); Pumpelly (GTS)
Apr 17-19 Long Beach, Calif.
Beretta (GT); Thompson (GTC);
Apr 24-26 Barber Motorsports Park, Ala.
Davison (GT); Thompson (GTC); Wilson (GTS); Estre (GT); Thompson (GTC); Wilson (GTS)
May 15-17 Canadian Tire Motorsport Park, Canada
O'Connell (GT); Thompson (GTC); Heitkotter (GTA); O'Connell (GT); Trefethen (GTC); Heitkotter (GTA); Rezzetano (GTS); Baldwin (GTS); Francis Jr. (TC); Goulart (TCA); Nixon (TCB); Fergus (TC); Holton (TCA); Schwartz (TCB); Fergus (TC); Merjeh (TCA); Schwartz (TCB);

May 29-31 Detroit Belle Isle, Mich.
Estre (GT); Cisneros (GTA)
Jun 26-28 Road America, Wis.
Enge (GT); Heitkotter (GTA); Dyson (GT); Montecalvo (GTA); Thompson (GTC); Davison (GT); Montecalvo (GTA); Thompson (GTC); Gigliotti (GTS); Aquilante (GTS); Kozarov (TC); Rivera (TCA); Nixon (TCB); Kozarov (TC); Rivera (TCA); Washay (TCB); Altenburg (TC); Rivera (TCA); Nixon (TCB); Francis Jr. (TC); Rivera (TCA); Nixon (TCB)
Jul 31-Aug 2 Mid-Ohio Sports Car Course, Ohio
Dalziel (GT); Udell (GTC); Montecalvo (GTA); Dalziel (GT); Heitkotter (GTA); Thompson (GTC); Cooper (GTS); Wilson (GTS)
Aug 21-23 Miller Motorsports Park, Utah
O'Connell (GT); Thompson (GTC); Wilkins (GTS); O'Connell (GT); Thompson (GTC); Cooper (GTS); Kozarov (TC); Wolfe (TCA); Schwartz (TCB); Kozarov (TC); Wolfe (TCA); Jordan (TCB)
Aug 28-30 Sonoma Raceway, Calif.
Estre (GT); Udell (GTC); Lee (GTS); van der Zande (GT); Thompson (GTC); Cooper (GTS)
Sep 11-13 Mazda Raceway Laguna Seca, Calif.
Balzan (GT); Thompson (GTC); Wilson (GTS); Poland (TC); Wolfe (TCA); Jordan (TCB); Fergus (TC); Holton (TCA); Jordan (TCB); Francis Jr. (TC); Wolfe (TCA); Jordan (TCB)
Champions: O'Connell (GT); Montecalvo (GTA); Thompson (GTC); Cooper (GTS); Fergus (TC); Wolfe (TCA); Schwartz (TCB)



MAZDA MX-5 CUP

mx-5cup.com

Mar 18 Sebring Int'l Raceway, Fla.
Kemper; Dean
Apr 10 NOLA Motorsports Park, La.
Dean; Dean
May 1 Mazda Raceway Laguna Seca, Calif.
Dean; Gallagher
Jul 10 Canadian Tire Motorsport Park, Canada
McCumbee; Gallagher
Aug 28 Road America, Wis.
Dean; Bender
Oct 1 Road Atlanta, Ga.
Dean; Gallagher
Champion: John Dean



SEASON'S END

Trans Am hits the high banks of Daytona for the final round of its season on Nov. 14.



F1600 CHAMPIONSHIP

f1600championshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)
Kasemets
Apr 10-12 Road Atlanta, Fla.
Kirkwood; Andrews; Mitchell Jr.
May 15-17 Watkins Glen, N.Y.
Mack; Andrews; Andrews
Jun 5-7 VIRginia Int'l Raceway, Va.
Andrews; Andrews; Bamford
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Andrews; Cane; Andrews
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Robinson; Cane; Cane
Aug 28-30 NJMP, N.J.
Cane; Robinson; Robinson
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.



F2000 CHAMPIONSHIP

f2000championshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)
Lall
Apr 10-12 Road Atlanta, Fla.
Grant; Beasley
May 15-17 Watkins Glen, N.Y.
Bamford; Beasley
Jun 5-7 VIRginia Int'l Raceway, Va.
Beasley; Beasley
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Beasley; Beasley
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Beasley; Beasley
Aug 28-30 NJMP, N.J.
Beasley; Beasley
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.



ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Feb 12-14 Palm Beach Int'l, Fla. (non-points)
Kasemets
Apr 10-12 Road Atlanta, Fla.
Grant; Kearby
May 15-17 Watkins Glen, N.Y.
Andres; Andres
Jun 5-7 VIRginia Int'l Raceway, Va.
Andres; Grant
Jul 3-5 Mid-Ohio Sports Car Course, Ohio
Kearby; Grant
Jul 31-Aug 2 Pittsburg Int'l Race Complex, Pa.
Grant; Grant
Aug 28-30 NJMP, N.J.
Andres; Andres
Oct 16-18 Pittsburg Int'l Race Cmplx, Pa.

All dates/events subject to change

* = Double Event # = Enduro
Ro = Runoffs qualifier r = Restricted
+ = Addition/Change v = Vintage
HC = Hill Climb T = Tentative
CT = Club Trial TT = Track Trial
PDX = Performance Driving Experience
RR = Regional Road Rally R = Regional
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



FORMULA LITES

formulalites.com

May 29-30 Thompson Speedway, Conn.
Neri; Paparelli
Jun 13-14 NJMP, N.J.
Paparelli; Paparelli
Jul 24-25 VIRginia Int'l Raceway, Va.
Ding; Neri
Aug 15-16 Carolina Motorsports Park, S.C.
Paparelli; Paparelli
Sep 4-5 Pikes Peak Int'l Raceway, Colo.
Paparelli; Paparelli
Sep 19-20 MSR Houston, Texas



Date Track/Region
Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com

2016 season to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 19-25, 2016 Mid-Ohio Sports Car Course, Ohio

DIVISIONAL/REGIONAL

NORTHEAST nediv.com

Oct 24-25 NJMP/South Jersey
South Jersey (609) 784-5316

SOUTHEAST sediv.com

Oct 17-18* VIR/North Carolina
Oct 17-18 Sebring/Central Florida
Oct 24-25* VIR/North Carolina
Oct 30-Nov 1* Road Atlanta/Atlanta
Nov. 14-15* Palm Beach Int'l Raceway/Florida

Nov 28-29* Sebring/Central Florida
Alabama, Tennessee (256) 426-0672
Atlanta (770) 472-0460
Buccaneer (912) 897-1944
Central Carolinas (828) 684-2696
Central Florida (407) 568-6902
Florida (561) 654-3396
North Carolina (800) 342-7390
SEDiv (561) 654-3396
South Carolina (704) 575-5960

MIDWEST midiv.org

Oct 24-25* Gateway Motorsports Park/St Louis
St Louis (314) 249-6571

SOUTHWEST sowdivscca.org

Dec 5-6* Ro MSR Houston/Houston
Houston TBA

NORTHERN PACIFIC norpacscca.org

Oct 24-25* Ro Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Oct 17-18 Auto Club Speedway/Cal Club
Dec 5-6* Ro Chuckwalla/Arizona, San Diego

Arizona, San Diego (602) 616-4598

STREET SURVIVAL SCHOOLS**SOUTHEAST** sedivrracing.org

Nov 14 Seminole State College/Central Florida

Central Florida (407) 324-1874

NORTHERN PACIFIC norpacscca.org

Oct 18 Portland Int'l Raceway/Oregon
Oregon (503) 327-8990

SCCA ACCREDITED SCHOOLS**FULL COMPETITION LEVEL****Bertil Roos Racing School**

(800) 722-3669 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bonduant School

(800) 842-7223 bonduant.com

Bridgestone Racing Academy

(905) 983-1114 race2000.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itsservices.com

Porsche Sport Driving School

(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center

(800) 733-0345 jimrussellusa.com

Skip Barber Racing School

(800) 221-1131 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT**Allen Berg Racing School**

(888) 722-3220
allenbergdrivingschools.com

Pro Drive Racing School

(503) 285-4449 prodrive.net

ProFormance Racing School

(253) 630-5130
proformanceracingschool.com

NOVICE PERMIT / SCHOOL CREDIT**Bobby Cee's Racer's Edge High**

Performance Driving School
 (562) 714-1799

bobbyceesracerseedge.com

Danny McKeever's Fast Lane

Racing School
 (888) 948-4888 raceschool.com

FAASST Performance Driving School

East: (877) 266-4429,
 West: (719) 761-1372 faasst.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 24-25 CT/PDX Summit Point/
 Washington DC

Washington DC (301) 572-7444

CLUB RACE**WHAT** Divisional Club Racing

WHEN Dec. 5-6, 2015

WHERE Desert Center, Calif.

SoPac Division road racing comes to a close in December with the Arizona and San Diego Region co-sanctioned race at Chuckwalla.



DE Baer

SOUTHEAST sedivrracing.org

Oct 30-Nov 1 PDX Road Atlanta/Atlanta

Nov 14-15 PDX/TT Roebeling Road/
 Buccaneer

Alabama, Tenn. Valley (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (912) 897-1944

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

CENTRAL cendiv-scca.org

Oct 24 PDX Milwaukee Mile/Milwaukee

Milwaukee (414) 678-9679

MIDWEST midiv.org

Oct 24-25 PDX/CRE Gateway

Motorsports Park/St Louis

St Louis (314) 249-6571

SOUTHWEST sowdivscca.org

Dec 4 PDX MSR Houston/Houston

Dec 5 CT MSR Houston/Houston

Houston TBA

SOLO**TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS**

Sep 6-9, 2016 Lincoln Airpark, Neb.

TIRE RACK® SCCA PROSOLO

(2015 season results)

Mar 28-29 El Toro Airfield, Calif.

Brian Peters; Shelly Monfort

Apr 25-26 Crows Landing Air Facility, Calif.

Brian Coulson; Christine Grice

May 9-10 Met Life Stadium, N.J.

Mark Daddio; Stephanie Reeve

May 22-23 Lincoln Airpark West, Neb.

Dennis Sparks; Shelly Monfort

May 30-31 Wilmington Airport, Ohio

Kyle Herbst; Kim Whitener

Jun 6-7 Mineral Wells Airport, Texas

Paul Brown; Meredith Brown

Jun 27-28 Toledo Express Airport, Ohio

Brian Connors; Jocelin Huang

Jul 18-19 Hampton Mills, Wash.

Paul Brown; Mina Ingraham

July 31-Aug 2 Wilmington Airport, Ohio

Ben Wagstaff; Laura Campbell

TIRE RACK® SCCA PROSOLO FINALE

Sep 3-4, 2016 Lincoln Airpark, Neb.

REGIONAL**NORTHEAST** nediv.com

Oct 18 Central Pennsylvania Institute of
 Technology/Central Pennsylvania

Oct 24-25 Bader Field/South Jersey

Nov 1 Moore Airfield/New England

Nov 7-8 Bader Field/South Jersey

Central Pennsylvania (814) 669-4995

Finger Lakes (585) 455-9607

New England kjbarnes22@gmail.com

Northeast Pennsylvania (570) 881-0474

Northern New Jersey

autox4u@gmail.com

Philadelphia (484) 949-4100

South Jersey (856) 534-5301

Western New York dale@thekunzes.com

SOUTHEAST sedivrracing.org

Oct 24-25 MCAS Cherry Point/North

Carolina

Nov 8 Cleveland Reg'l Airport/Chattanooga

Nov 15 Henderson Stadium/Middle

Georgia

Nov 21 Cape Fear Community College/
 North Carolina

Nov 22 Seminole State College/Central

Florida

Dec 5 Cape Fear Community College/
 North Carolina

Dec 6 Deland Airport/Central Florida

Dec 6 Cleveland Reg'l Airport/Chattanooga

Atlanta randallprince@gmail.com

Blue Ridge (540) 290-2797

Central Florida chuck.lutz@gmail.com

Chattanooga (423) 883-4548

Middle Georgia raybrake@comsouth.net

North Carolina (910) 622-5513

GREAT LAKES greatlakes-scca.org

Oct 17-18 NCM Motorsports Park/
 Kentucky

Oct 18 Grissom (MCEDA)/Indianapolis

Oct 18 Wilmington Airport/Cincinnati

Nov 1 Walesboro Airport/Columbus Club

Cincinnati solochair70@gmail.com

Columbus Club (317) 796-0123

Indianapolis indysccasolo@yahoo.com

Kentucky kyscca@gmail.com

Southern Illinois (618) 530-1147

Southern Indiana (812) 853-2875

CENTRAL cendiv-scca.org

Oct 25 Hawkeye Comm. College/Iowa

Iowa mholzi@aol.com

MIDWEST midiv.org

Oct 25 Family Arena/St. Louis

Oct 25 Hutchinson Naval Air Base/Wichita

St. Louis (618) 581-9061

Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

Nov 7-8 NOLF Waldron Field/South TX

Border

Dec 5-6 NOLF Waldron Field/South TX

Border

Delta (504) 831-0724

Red River (318) 469-0303

South TX Border (361) 980-8000

Southwest Louisiana (409) 727-0158

SOUTHERN PACIFIC scca-sopac.org

Oct 17-18 Marana Reg'l Airport/Arizona

Border

Oct 25 Pana'ewa Drag Strip/Big Island

of Hawaii

Oct 25 Maui Raceway/Hawaii Maui

Nov 22 Marana Reg'l Airport/Arizona

Border

Nov 29 Pana'ewa Drag Strip/Big Island

of Hawaii

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President & CEO **ERIK SKIRMANTS**

SCCA DIRECTORS

Area 1: **Dick Patullo**

370 Chapin Road, Hampden, MA 01036

(413) 566-3643; dpattullo@scca.com

Area 2: **Terry Hanushek**

22 St. Johns Lane, Mullica Hills, NJ 08062

(856) 223-0807; thanushek@scca.com

Area 3: **Lee Hill**

4607 Ridgecliff Dr., FL 33511

(813) 684-4741; lhill@scca.com

Area 4: **Stephen Harris**

1619 Chartwell Dr., Dayton, OH 45

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBERS

Gus Chofre	10/1/1960	San Francisco
Buzz Marcus	10/1/1960	Florida
Theodore H. McNabb	10/1/1960	Life Members
Carl Stringfellow	10/1/1960	Alabama

50-YEAR MEMBERS

Karl L. Danneil	10/1/1965	Mohawk Hudson
Jeffrey Hume	10/1/1965	Finger Lakes
Douglas L. Jones	10/1/1965	Oregon
James Kuhns	10/1/1965	Cal Club
Robert E. Lenz	10/1/1965	Central Florida
Peter W. Quenet	10/1/1965	Detroit
Frank T. Stoddard	10/1/1965	Dixie
Norman N. Swanson	10/1/1965	New England
Cecilia Turner	10/1/1965	Cal Club

45-YEAR MEMBERS

Mary Berchak	10/1/1970	Ohio Valley
Patricia Buell	10/1/1970	Nebraska
Ann K. Burke	10/1/1970	Detroit
Jim Comer III	10/1/1970	Central Carolinas
Patrick McCarthy	10/1/1970	Milwaukee
T. Craig Miller	10/1/1970	Washington DC
Earl J. Myers	10/1/1970	Ohio Valley
Douglas Ruth	10/1/1970	Ohio Valley
Lee Seureau	10/1/1970	Houston
Glenn Seureau	10/1/1970	Houston
Ed Smith	10/1/1970	St Louis
Mark Weber	10/1/1970	St Louis

40-YEAR MEMBERS

Alan S. Rae	10/1/1975	Northwest
Robert H. Hellebuyck	10/1/1975	Kansas City
Marlene M. McCoin	10/1/1975	Indiana Northwest

35-YEAR MEMBERS

Bruce Ackerman	10/1/1980	San Francisco
Madeline Averett	10/1/1980	Lone Star
James H. Averett	10/1/1980	Lone Star
Amy Frances Burke	10/1/1980	Central Carolinas
Michael David Byington	10/1/1980	St Louis
Arnold R. Carbaugh	10/1/1980	Glen
Bill Chin	10/1/1980	Cal Club
Richard L. Crites	10/1/1980	San Diego
Diana L. Crites	10/1/1980	San Diego
Jim Dentici	10/1/1980	Milwaukee
Michael Jeffords	10/1/1980	Milwaukee
John Norris	10/1/1980	Cal Club
Mark Silverberg	10/1/1980	Detroit
Bob Sonntag	10/1/1980	Southern Indiana
Cynthia Straub	10/1/1980	Southern Illinois
Kenzo Sudo	10/1/1980	San Francisco

30-YEAR MEMBERS

Elizabeth E. Ames	9/10/1985	New England
Robert W. Andersohn	9/16/1985	St Louis
Bob Antoine	9/24/1985	Ohio Valley
W.C. Dentinger	9/18/1985	Milwaukee

William E. Dupree	9/5/1985	Philadelphia
Nancy L. Eubel	9/26/1985	San Francisco
Douglas Fehan	9/16/1985	Detroit
June E. Frank	9/6/1985	Cincinnati
Ted Grieshaber	9/26/1985	Central Florida
Don Alan Himes	9/16/1985	Washington DC
Robert Houser	9/9/1985	Central Carolinas
William C. Kaiser Jr.	9/19/1985	Northern New Jersey
Anthony Lee	9/5/1985	Houston
Kathy Lee	9/5/1985	Houston
Alain Matrat	9/18/1985	Washington DC
Douglas B. Mitchell	9/25/1985	Detroit
Robert A. O'Brien	9/25/1985	Detroit
Bob Reynolds	9/16/1985	Cal Club
Nick Scirocco	9/18/1985	Northern New Jersey
Sara F. Snider	9/19/1985	Central Carolinas, North

25-YEAR MEMBERS

David Stephens	9/5/1985	Tennessee Valley
David R. Stevens	9/19/1985	Kansas
Nancy S. Stimola	9/9/1985	New York
John Stott	9/10/1985	Cal Club
Jim Wallar	9/27/1985	Blackhawk Valley
Todd A. Walrich	9/16/1985	Washington DC
Susan B. Walrich	9/16/1985	Washington DC
Robert G. Woolston	9/5/1985	Land O' Lakes

25-YEAR MEMBERS

Judy Alexander	10/19/1990	Glen
Ralph Alexander	10/19/1990	Glen
Andrew T. Bettencourt	10/25/1990	New England
Steven Bordwell	10/25/1990	Milwaukee
John Burkhard	10/10/1990	Washington DC
Eric Cirks	10/30/1990	Des Moines Valley
Stanislas T. Czacki	10/9/1990	Lone Star
Chas Martin Dawson	10/26/1990	Central Florida
Norman L. Dively	10/9/1990	Saginaw Valley
Jan Maurice Echeverry	10/31/1990	San Francisco
Dennis C. Garehan	10/10/1990	Washington DC
Thomas Healy	10/25/1990	Northern New Jersey
Robert J. Hengen	10/16/1990	Ohio Valley
Jeffrey Hubbell	10/31/1990	New England
Alexander McEachern	10/16/1990	San Francisco
Scott Mencacay	10/11/1990	San Francisco
Ali Naimi	10/11/1990	Oregon
Patrick D. Pegues	10/9/1990	Washington DC
Gerald A. Pell	10/11/1990	North Carolina
Rockland L. Poole	10/31/1990	Ohio Valley
Medina Poole	10/31/1990	Ohio Valley
Ray B. Qualls	10/31/1990	Washington DC
Thomas J. Quinlan	10/31/1990	Delta
Lorraine Sangiorgi	10/12/1990	Mohawk Hudson
Benny Sangiorgi	10/12/1990	Mohawk Hudson
James R. Schings	10/19/1990	Central Kentucky
Gregg D. Schlaman	10/29/1990	San Francisco
David C. Sleeth	10/16/1990	Central Florida
Wade E. Witmer	10/12/1990	Washington DC

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:



Prize Possessions

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



Fairfield Inn & Suites Millville/Vineland is offering a 30-percent discount off regular rates to SCCA members.

Worldwide Hotel Discounts

SCCA members receive special access to a worldwide inventory of hotels at exclusive discounted rates at **Worldwide Hotel & Car Rental Discounts**.



Receive a complimentary issue and special discounted rates from **Grassroots Motorsports**.



Mazda is offering the Mazda Employee Pricing S-Plan to SCCA members looking to purchase or lease a new Mazda.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.

Dec 13 Marana Reg'l Airport/Arizona Border
Dec 20 Pana'ewa Drag Strip/Big Island of Hawaii

Arizona Border (520) 425-1948
Big Island of Hawaii fdorrhi@gmail.com
Hawaii (808) 349-8813
Hawaii Maui (808) 281-3654
Las Vegas (775) 727-8733

ROADRALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

2016 season to be announced

REGIONAL

NORTHEAST nediv.com

Oct 18 Fall Foliage Fling/South Jersey
South Jersey (835) 228-9249
Washington DC
mgobrallymaster@gmail.com

SOUTHERN PACIFIC scca-sopac.org

Nov 6 First Friday Niter/Cal Club
Dec 4 First Friday Niter/Cal Club
Cal Club ean21@juno.com

RALLYCROSS

NATIONAL CHAMPIONSHIP

2016 event to be announced

SOUTHEAST sedivacing.org

Nov 22 Hollytree Offroad/Tennessee Valley
Dec 12 Hollytree Offroad/Tennessee Valley
Tennessee Valley leon@dynatorch.com

GREAT LAKES greatlakes-scca.org

Oct 24 I-96 Speedway/Detroit
Nov 14 Oakshade Raceway/Detroit
Detroit (517) 515-2990

MIDWEST midiv.org

Oct 18 SW 700th Road/Kansas City
Oct 18 I-80 Speedway/Nebraska
Nov 11 I-80 Speedway/Nebraska
Kansas City doug@formula1blog.com
Nebraska spducharme@mac.com

ROCKY MOUNTAIN coloradoscca.org

Nov 7 Colorado Off Road Extreme/
Continental Divide
Continental Divide ryolse@gmail.com
Utah gonzalo1975@msn.com

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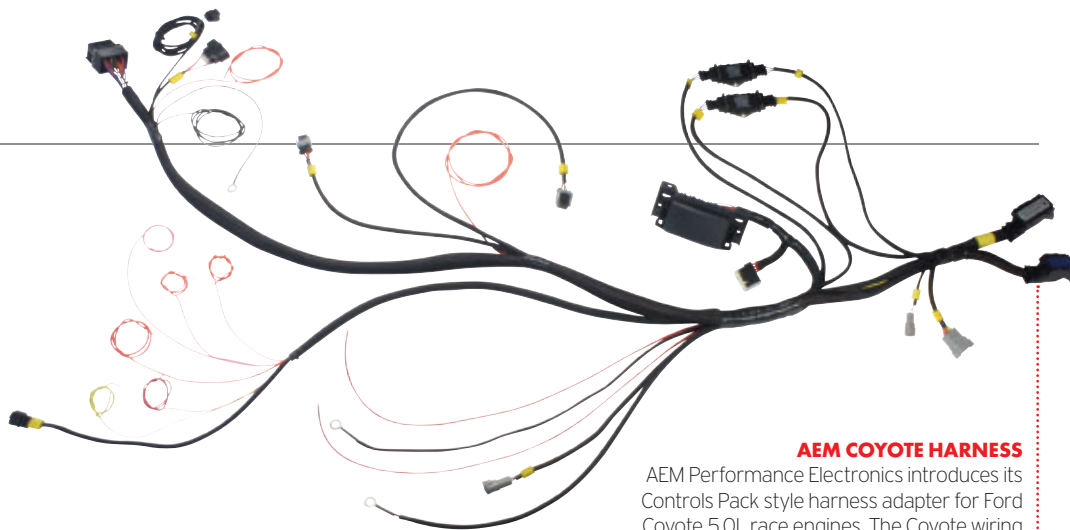
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www.mothers.com



AEM COYOTE HARNESS

AEM Performance Electronics introduces its Controls Pack style harness adapter for Ford Coyote 5.0L race engines. The Coyote wiring harness connects to the Coyote's factory engine wiring harness for quick and easy installation of an Infinity-8 standalone programmable EFI unit onto a Coyote race engine. www.aemelectronics.com



WILWOOD POWERLITE

Wilwood's new Powerlite PL2R/ST competition series caliper features offset bores in a forged-aluminum body with a durable Quick-Silver nickel-based finish. Wilwood's Thermlock insulated pistons, high-temperature square section seals, internal damping springs, stainless steel bridge abutment plates, internal fluid passages, and two-piece bleed screws. www.wilwood.com

BURNS STAINLESS CAYMAN EXHAUST

Burns Stainless introduces its No Holds Barred (NhB) exhaust for the first generation Porsche Cayman. Constructed from ASTM269 304 stainless steel 18-gauge tubing for both weight savings and durability, the base system weighs in at 22.5lbs, utilizing a pair of 4.5-inch OD mufflers.

www.burnsstainless.com



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CONTACT PATCH

PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

We keep coming back

What a spectacular start to SCCA's National Championship season! Between the RallyCross National Championship and Tire Rack Solo National Championships, both of which are covered in this issue, we saw unrivaled title performances. From a RallyCross 40-some-second margin of victory in Prepared Rear Wheel Drive to Solo's B Street 0.15sec win, some titles were won by a mile while others were clinched by a whisper. Regardless of the gap, however, I have yet to see evidence that anyone gave up.

The fight goes beyond preparation, car setup, and driving prowess. This year's RallyCross and Solo title bouts witnessed fits of inclement weather that wreaked havoc on the competition and mandated drivers to maintain nerves of steel. In E Modified, weather just about flipped the results on their head with reigning E Mod king Jeff Kiesel nearly sliding down the results sheet

when clouds turned sour. But with experience and determination, Kiesel pulled out the win despite the mounting pressure. For others, like multi-time Champ Bob

Tunnell, the weather forced such a time deficit that even he couldn't overcome. Facing that, did Tunnell give up? Of course not.

For those competing at these winner-take-all events, we spend the entire season preparing for the National Championships

knowing full well that something as simple as rain could bring our dreams crashing to an end. But it doesn't stop us, because competing alongside hundreds (or in the case of this year's record-breaking Solo National Championships, 1,200-plus) of our friends is often reward enough - and with each subsequent year, our circle of friends grows. I seriously doubt anyone at any of SCCA's National Championship events left without making at least one new friend; equally, I doubt anyone left without being

"I doubt anyone left without being offered help from a fellow competitor, new friend or old"

offered help from a fellow competitor, new friend or old.

It's these relationships that keep us coming back, and - in many cases - it's these same relationships that enable us to fix our cars in time to get back on course. In turn, the relationships build a stronger and more determined community, and this culminates in the most spectacular battles for National Championship titles - friend against friend - that are decided by double digits or fractions of a second. Afterward, we get out of our cars and relive the moments with those friends. Often, who won becomes less significant than the story of the journey written that day.



Perry Bennett

WHAT IT'S ALL ABOUT

Friends are not hard to find at SCCA events, with some of those friendships continuing for a lifetime.

Without a doubt, the majority of those with incredible stories from this year's RallyCross or Solo National Championship events will return next year to write more incredible tales. Will they win? Statistically speaking, nope. Do they know that? You betcha. Will that stop them? No way. We're here for the competition, but if it weren't fun, and if we weren't surrounded by our friends, we wouldn't come back. But it is and we are - that's why we're here, and that's why we keep coming back.

That, and most of us are in denial about the "not winning" part. 🍷

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FROM THE ARCHIVES

10 YEARS AGO... NOVEMBER 2005



- The 2005 Solo National Championships was the last one held at Forbes Field in Topeka, Kan. After an 11 year stint, the event moved down the road to Heartland Park Topeka.

20 YEARS AGO... NOVEMBER 1995



- 1995 marked the first Solo National Championships at Forbes Field, and also the first year with Tire Rack as the title sponsor. SCCA's close relationship with Tire Rack continues to this very day.

30 YEARS AGO... NOVEMBER 1985



- The Solo National Championships saw 608 competitors take to the Salina, Kan., concrete in 1985. Thirty years later we've more than doubled that count. What will another 30 years bring?

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kia.com/motorsports | world-challenge.com

Competition GTS-class turbocharged Optima, TCA-class Forte Koup, and B-Spec Rio 5-Door shown.