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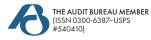
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20 TIRE RACK SOLO NATIONAL **CHAMPIONSHIPS**

FEATURES

The 2016 shootout brought a record number of gearheads to Lincoln

- 24 STREET
- **38 STREET TOURING**
- 46 STREET PREPARED
- 54 STREET MODIFIED
- 58 PREPARED
- 64 MODIFIED
- 72 SUPPLEMENTAL
- **76 RAINING DOWN** The Tire Rack ProSolo Finale featured dramatic weather and skillful driving
- 82 SOMETHING COMPLETELY DIFFERENT Targa Southland combined a range of

events, demanding a unique set of skills

86 **HEATING UP** Trans Am race coverage from Brainerd and Mid-Ohio



DEPARTMENTS

- 8 CLUB LIFE News from around SCCA and the world
- **14 THE CLUB BOARD** Jim Weidenbaum, Area 13 Director, SCCA Board of Directors
- 16 MY SCCA LIFE Oscar Jackson Jr.'s SCCA story
- **18 POBST POSITION** Racing Champ Randy Pobst speaks
- 88 **ON RALLYING** Rick Beattie explains RoadRally
- **90** FRONTLINE Anna Crissman's journey started early
- **92** MARKETPLACE You want it, someone has it
- **98** CARS FOR SALE Your next racecar is here!
- **100** CALENDAR More events then you can shake a stick at
- **104** TOY BOX Essential tools, accessories, and gear
- 106 **CONTACT PATCH** Words to live by ... or something ...

COVER PHOTOGRAPHY **Rupert Berrington**



SIEM

LOWES

Kine

REDIFFERENT

Tord

CAPTURED BY SCOTT SPEED





VIDEO STABILIZATION

WATERPROOF

VOICE CONTROL

SCCA MOMENT

CHASING THE DRAGON

Ken Owens launches his E Production Triumph TR6 for a run through Central Carolina Region's Chasing the Dragon Hillclimb. The 2016 event marked the 10th outing for the event, which takes place in the Joyce Kilmer National Forest.

LOCATION Robbinsville, N.C.

PHOTOGRAPHER Clark McInnis







SPOILER ALERT

The Solo Events Board is seeking input on revised wording for the Street Prepared category spoiler rule, with the October Fastrack providing proposed verbiage. Members are encouraged to submit feedback at www.sebscca.com.





CHAMPIONS CROWNED AT 2016 RUNOFFS

The 2016 SCCA National Championship Runoffs presented by Garmin VIRB wrapped just days prior to this issue going to print, but we just had to tell you who won. This year's championship road racing event took place Sept. 19-25, 2016, at Mid-Ohio Sports Car Course in Lexington, Ohio, with the week ending with a number of new records, plus a few tales that will be told for years to come.

Probably the most notable drive at the

Runoffs was the stellar performance by Formula F competitor Neil Verhagen. At just 15 years of age, Verhagen put his car on the pole and drove to a commanding win, placing his name in the record books as the youngest Runoffs polesitter and winner - a record formerly held by Graham Rahal.

Also of note is that with Derrick Kulach's Touring 3 win in a Nissan 350Z, Nissan claimed its 100th Runoffs win. And, finally, American Sedan has had some wild races in the past, but few are as unbelievable as this one. While the winner was Andy McDermid - no surprise there - what happened on his journey to the top step will be a story told for quite some time.

The December issue of *SportsCar* will contain complete coverage of the week's National Championship races, but in the meantime keep your eye on the Runoffs video link on www.scca.com for on-demand video streams of all 28 races. •



TEAM USA SCHOLARSHIP

Oliver Askew and Kyle Kirkwood (shown with Mike Collins, left) have been named as the most recent winners of Team USA Scholarships. The long-time friends and karting rivals will travel to England to contest both the Formula Ford Festival at Brands Hatch, and the Walter Hayes Trophy at Silverstone. More information can be found at www.teamusascholarship.com.

2016 RUNOFFS NATIONAL CHAMPIONS

CLASS	WINNER/CAR
GT1	Cliff Ebben Ford Mustang
GT2	Trent Hindman BMW M3
GT3	Stacy Wilson Mazda RX-7
GTL	Peter Shadowen Honda CRX
AS	Andy McDermid Ford Mustang
EP	Matt Reynolds Mazda Miata
FP	John Walker Lotus Super Seven
HP	Brian Linn MG Midget
SM	Justin Hille Mazda Miata
STU	Joe Moser Honda Prelude Si
STL	Kevin Boehm Honda Civic Si
TI	Ross Murray Dodge Viper
T2	Kurt Rezzetano Ford Mustang GT
Т3	Derek Kulach Nissan 350Z
T4	Oscar Jackson Scion FR-S
BS	David Daughtery Honda Fit
FA	Ryan Norman Swift 016a/Mazda
FB	Kevin Roggenbuck Firman RFR/Kawasaki
FC	John LaRue Citation Snipe
FE	Scott Rettich Formula Enterprises
FF	Neil Verhagen Mygale SJ11/Honda
FM	Matthew Machiko Formula Mazda
FV	Michael Varacins Veetech Speed Sport AM-5
F500	Steven Thompson TR1 Rotax
P1	Jim Devenport Norma Auto Concept M20/Honda
P2	Jeff Shafer Stohr WF1 Suzuki
SRF	Todd Harris Spec Racer Ford
SRF3	John Black Spec Racer Ford GEN3

American Road Race of Champions

A s the 2016 racing season draws to an end, there's still time to head to the 23rd running of the ARRC, Nov. 3-6, which is positioning itself to provide championship-caliber competition with the fun that Club Racing is all about.

On the Friday, there will be two qualifying sessions for the ARRC Championship Race Groups and one qualifying session for the Carolina Cup Pro Series. Friday's action will conclude with the first of two Carolina Cup Pro Series races. On Saturday, ARRC Championship racing will combine both National and Regional classes and will race for the ARRC medals. Then, on Sunday, there will be a Formula



Enterprise feature race and a Spec Miata 10th anniversary feature race. The weekend will end with a 180-minute Endurance Championship Racing Series race and another 45-minute Carolina Cup Championship race run concurrently. For more information, go to www.atlantascca.org. • ATLANTA ACTION The ARRC returns to Road Atlanta for its 23rd running.

CAM Challenge Indiana

More than 130 cars came out for the third CAM Challenge powered by SCCA event of the year. The Indiana CAM Challenge took place at Grissom Aeroplex in Peru, Ind., and was the largest event in the history of the CAM Challenge.

David Feighner in his 1996 Mustang Cobra, who led from start to finish, conquered CAM-C's 66-car field.

CAM-T had 34 cars in the class, all of which were dominated by Matthew Braun and his 1969 Chevrolet Camaro, which managed a full 3.5sec gap on second-place. And, in CAM-S, it was Jim McKamey with the win in a Chevrolet Corvette ZO6.

CAM Challenge action Sunday saw Braun go on to beat Cody Mason for the win. In CAM-C, Rob Ippolito was the top qualifier in a 1990 Ford Mustang, but in the end it was co-driver Robert Lewis who claimed victory. In CAM-S, McKamey maintained his dominance for the Class win, and went on to claim the overall CAM Challenge win.

Leadership Academy Gets Experienced Dean

ongtime member Jeff Luckritz has been named the first Dean of the newly created SCCA Leadership Academy. In this role, Luckritz will focus on methods for improving the overall Club experience and helping Regions develop strategies to engage members.

To build on momentum from the 2016 National Convention, the SCCA Leadership Academy is being created to merge the various training, educational, and informational sources within the Club. The goal is to unify these resources under one umbrella to bring consistency of tone, purpose, and delivery to aid SCCA's Regions.

One of the first tasks for Luckritz will be to develop curriculum for the Leadership Summit aspect of the SCCA National Convention, and make that training content available for Divisional meetings. He will also be seeking to coordinate a monthly webinar series for SCCA Leaders. ●



DEAN LUCKRITZ The newly created SCCA Leadership Academy will have Jeff Luckritz at the helm.



MX-5 CUP CHAMPION

With a runner up finish in the penultimate round of the Battery Tender Global Mazda MX-5 Cup presented by BFGoodrich Tires 2016 season, Nathanial Sparks clinched the series Championship and the accompanying \$200,000 Mazda Road to 24 scholarship.





U.S. Majors Tour Nationwide Points Champions

MAJOR POINTS

this year, winning

SRF, SRF3, and FE

Championships.

Nationalwide Points

to triple down

Scott Rettich decided

N early 3,000 competitors took part in the 26 race weekends that made up the 2016 SCCA U.S. Majors Tour, and with the season at a close, the Nationwide Points Champions have been crowned.

Throughout the season there were many hard-fought battles, and many stellar drives. Scott Rettich stands out for his efforts in winning Nationwide Championships in Formula Enterprises, Spec Racer Ford, and Spec Racer Ford GEN3.

NATIONWIDE POINTS CHAMPIONS

CLASS	DRIVER	CAR
American Sedan	Brian Himes	Ford Mustang
B-Spec	Chi Ho	Honda Fit
E Production	Matthew Reynolds	Mazda Miata
F Production	Ken Kannard	Mazda Miata
H Production	Jason Isley	Toyota Yaris
Formula 1000	Alex Mayer	JDR F1000
Formula Atlantic	Ryan Norman	Mazda Swift 016
Formula Continental	Danny Weyls	Van Diemen DP-08
Formula 500	Russell Strate Jr.	Rocketech R-2
Formula Enterprises	Scott Rettich	
Formula F	Neil Verhagen	Honda Mygale
Formula Mazda	Matt Machiko	
Formula Vee	Andrew Whitston	Protoform P2
GT1	Michael Lewis	Jaguar XKR
GT2	Dylan Doherty	Porsche 997 GT3 CUP
GT3	Gary Bockman	Mazda RX-3
GT-Lite	Peter Shadowen	Honda CRX Si
Prototype 1	James Devenport	Norma M20FC
Prototype 2	Jake Theilmann	Stohr WF1
Spec Miata	Tyler Kicera	
Spec Racer Ford	Scott Rettich	
Spec Racer Ford 3	Scott Rettich	
Super Touring Lite	Robert Beede	Honda Civic Si
Super Touring Under	Oscar Jackson Jr.	Scion FR-S
Touring 1	Michael Pettiford	Chevrolet Corvette ZO6
Touring 2	Tim Kezman	Porsche 997
Touring 3	Tom Wickersham	Ford Mustang
Touring 4	Tom Wickersham	Mazda RX-8

Seventeen class championships were decided by fewer than 10 points. The open-wheel classes saw four such instances, beginning with Formula 1000 where Alex Mayer won out over Nicholas Vardis by eight points. The Formula Mazda and Formula 500 championships were decided by only four points with Russell Strate Jr. claiming the championship in a Rocketech R-2 over John W. Walbran's Scorpion in F5, and FM driver Matt Machiko beating out Jacob Loomis. Then, in Formula Continental, Danny Weyls took the championship by three points over Charles Moran. Not to be outdone, the Prototype 1 nationwide title was decided by eight points and went to the Norma M20FC of James Davenport who bested Jacek Mucha's JMS 016CP. The Grand Touring classes had

some close finishes, too. The margin of victory was only eight points in GT-Lite, where Peter Shadowen wheeled a Honda CRX Si to victory over Michael Kamalian's Mazda Miata. In GT2, Dylan Doherty drove his Porsche 997 GT3 Cup to the championship over Tom Patton's Sunbeam Tiger by four points. And in GT3, two points separated

winner Gary Bockman in his Mazda RX-3 from the Mazda RX-7 of runner-up George Cichon Jr.

Four points was the victory margin in American Sedan as Brian Himes in a Ford Mustang beat out Daniel Richardson in a Chevrolet Camaro. B-Spec, too, had a four-point difference between Honda Fit competitors with winner Chi Ho edging out David Daughtery. Then it was Tyler Kicera in Spec Miata who took a four-point lead to the Nationwide Championship, beating Jim Drago.

Competition was pretty tight in a few Production classes as well: E Production was won by Matt Reynolds in a Mazda Miata over Breton Williams in a Mazda MX-5 by just six points. And Jason Isley in a Toyota Yaris earned the H Production title by a scant four points over Greg Gauper in a Honda Civic.

SCCA honors 2016 Workers of the Year

D uring the 2016 SCCA National Championship Runoffs presented by Garmin VIRB at Mid-Ohio Sports Car Course, the Worker of the Year winners were announced during the Sept. 22 All Participant Party.

The Emergency Services Worker of the Year is Jason Kepka from the Blackhawk Valley Region. That same Region also produced the year's Scrutineer honoree, Mark Amenda. The Flagging and Communications Worker of the Year is Bill Armitage of the Cincinnati Region. A fellow member of the Region, Jason Briggs, was also recognized for his work in Sound.

Two more Worker of the Year awards went to members of the Washington DC Region. Gayle Lorenz was named Grid/Pit Worker of the Year, and Dennis Dean was celebrated for his performance as a Steward.

Recognition for top-notch Race Administration went to Ceci Smith of Cal Club Region, and acknowledgment for well-run Registration processes went to Peggy Deitz of NeOhio Region. Last but not least, Tobin Schuster of Milwaukee Region received a Worker of the Year award for his dedication to Timing and Scoring at SafeRacer Club Racing events.

From those recognized as Workers of the Year, a name is drawn and the winner receives a free SCCA lifetime membership. This year's winner was Peggy Deitz.

Each Worker of the Year award recipient will be honored in *SportsCar* over the coming year. •



FLAG ON The 2016 Worker of the Year recipients are all at the top of their game.

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NECKED DOWN

Per the October Fastrack, the Club Racing Board is seeking member input regarding the use of alternative valves for Limited Prep cars in Production. The proposed allowance would allow for readily available necked-down valves. Members should provide feedback at www.crbscca.com.



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Trans Am expands for 2017

he Trans Am Race Company has announced a 13-event schedule for the 2017 Trans Am Championship that sees the vast majority of venues return from its 50th Anniversary season with the key addition of Indianapolis Motor Speedway on June 18 alongside the Sportscar Vintage Racing Association.

The Chevrolet Detroit Belle Isle Grand Prix, an invitational exhibition in 2016, will now feature as a full-fledged stop on the 2017 circuit for the TA and TA2 classes, bumping the number of events for class competitors to 13.

Although they will once more feature on the Trans Am schedule, Homestead-Miami Speedway, Road Atlanta, Watkins Glen, and New Jersey Motorsports park will be visited by Trans Am on new dates - changes that bring about a more balanced schedule for the 2017 season.

In addition, Trans Am also announced that after a nearly decade-long absence, Trans Am will make its long-awaited return to the West Coast with an independent West Coast Championship for 2017. "The West Coast has always been core to the spirit of Trans Am," says John Clagett, President of The Trans Am Race Company. "The Trans Am West Coast Championship is the first of many steps toward rebuilding that core competitor base." •

2017 TRANS AM C'SHIP SCHEDULE DATE VENUE

March 5	Sebring International Raceway, Fla.
April 9	Homestead-Miami Speedway, Fla.
May 6	Road Atlanta, Ga.
June 3-4	Detroit Belle Isle Grand Grix, Mich.
June 18	Indianapolis Motor Speedway, Ind.
July 2	Brainerd International Raceway, Minn.
Aug. 12	Mid-Ohio Sports Car Course, Ohio
Aug. 26	Road America, Wis.
Sept. 10	Watkins Glen International, N.Y.
Sept. 24	VIRginia International Raceway, Va.
Oct. 8	New Jersey Motorsports Pak, N.J.
Nov. 4	Circuit of the America, Texas
Nov. 11	Daytona International Speedway, Fla.

2017 TRANS AM WEST COAST C'SHIP DATE VENUE

Feb. 6-7	Sprint Mountain Motorsports Ranch, Nev.
April 29-30	Auto Club Speedway, Calif.
July 29-30	Portland International Raceway, Ore.
Nov. 4-5	Circuit of the Americas, Texas

Enterprises conversion kit update

S CCA Enterprises purchased the Formula Enterprises and Enterprises Sports Racer inventory and tooling of Elan Motorsports. making it possible for Enterprises to offer the ESR conversion kit at a greatly reduced rate. The new \$4,500 price includes everything you need to convert an FE to ESR trim. Additionally, updates to the FE/ ESR for 2017 include a new ECU, throttle body, and wiring harness. New OZ wheels will be available in early November, offered in both black and silver colors.



MIKE COLLINS TO HEAD PRO RACING

S CCA Pro Racing has named Mike Collins as its new president, handing leadership of the sanctioning body to the longtime SCCA member and exhibition industry professional. Collins replaces Derrick Walker, who is resigning after successfully launching the F4 United States Championship powered by Honda in the United States.

A veteran of the United States Marine Corps, Collins brings with him over 20 years of experience in the motorsports and event industries. After running some of the country's largest trade shows and special events, including multiple presidential inaugurations, Collins left the leadership of that company for the opportunity to pursue a full-time motorsport career.

Collins has been a dedicated SCCA member for 15 years, competing in many disciplines, and serving in a number of advisory capacities. 💿





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GLOBAL MX-5 CUP GETS UPDATES

As of Sept. 7, 2016, the price for an Global MX-5 Cup racecar increased to \$58,900 as the result of a series of improvements made during production of the first 100 cars. Mazda has delivered retrofit parts and service for the early build cars as needed to ensure that every MX-5 Cup racecar is maintained at the latest spec.





THE CLUB **BOARD** JIM WEIDENBAUM

AREA 13 DIRECTOR, SCCA BOARD OF DIRECTORS

TOP DEAD CENTER LEADERSHIP

Y ou likely have heard that SCCA's President and CEO, Lisa Noble, resigned her position; you may also have read that Derrick Walker has left SCCA Pro Racing. The reaction from members to these talented individuals resigning has been mixed. As a member of the SCCA Board of Directors, I cannot comment on the specific circumstances leading to their resignations, but I can offer some insight into the direction of the Club.

I have known Lisa Noble for nearly 30 years. I raced against her and her late husband Bill in many seasons of Formula Vee competition, bought engines from Noble Racing, and often sought the wisdom of their shop on all matters "Vee." One factor in my running for the National Board of Directors was the chance to work with the most senior leader of our Club who was "one of us." To say I was an incoming strong supporter of Lisa's would be an understatement. So, what happened?

The challenges of leading the SCCA are many. Simultaneously, our Club President and CEO needs to be a strong proponent of SCCA's 116 Regions, the face of the Club with a variety of current and would-be corporate sponsors, the leader of a small business (which by revenue, SCCA very much is) with expectations of excellence seldom seen in large businesses, always selling the SCCA, and be fully accountable for the financial health of the entire Club - and that's not the hard part of the job!

The challenge of SCCA is running a Club with the support of a passionate membership base, who through their personal generosity, love of the sport, and commitment to their fellow Club members, willingly volunteer their time and expertise, yet who - at least on a national basis - seldom agree on how things should be run. For every group who wants to hold steady, there are an equal number of members who want to move in a different direction. Given that we are competitors through and through, is anyone surprised that our members are equally competitive away from the track?

The challenges at the National level magnify what's happening at the local level. I can give no better example than the acute need for advanced social media communication to pull in new and, yes, younger - members. We have seen the success of Track Night in America and heard from other Regions how social media has helped drive their Regions. At the same time, there are members who are up in arms regarding printed editions of Regional publications becoming fewer and fewer. We literally have members who only read what's on their favorite mobile device, while others who won't read anything not printed on paper. Surely, there's an "Easy Button" to offer both written and web-posted, but that comes at a literal cost, which is not financially feasible.

Another topic near and dear to our hearts: supporting current Club Racing (and Solo) classes versus the need to open competition to new, growing classes and types of on-track activity. How do you build Production racing when they are grouped with much slower Improved Touring cars, while understanding if we do not find a way to pull some of our 70 to 100 per-event Track Night participants into an SCCA race weekend via Time Trials or PDX, we will have effectively trained them for other organizations? Being a leader means making

tough, sometimes unpopular decisions. One thing is true for sure: any leader will eventually upset some of the people some of the time - it just shouldn't be the same "some" every time. The only thing worse is to not make a decision and let things slide or say yes, when the piggy bank says no. The art of compromise is for everyone to be equally grousing about not getting everything they want, but at the same time, the organization getting what it needs to be viable, growing, and strong for years to come.

The SCCA Board of Directors is determined to have a CEO and President willing to step in and lead us as this membership base deserves and needs. While it's untrue that *Unicorn & Diogenes Executive Recruiting* services are being retained, you have your Board's commitment to get the very best person for the job. ●

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 DRIVE REFERRAL LEADERS FOR AUGUST 2016

NAME	DEE	REGION
Brian Ghidinelli	64	San Francisco
Gal Mesika	50	Washington DC
Warren Leach		San Diego
Gayle Jardine	43	Cal Club
Johnathan Burchardt	: 26	SW Louisiana
Yunfan Wu	22	San Francisco
Derrick Taylor	18	Buccaneer
Todd Higgins	15	South Jersey
Darren Gunn	13	Central Florida
Jim Nowlen	12	Milwaukee

There are 1,980 additional members with at least one referral.

REGION LEADERS

(Category based on 2015 year end membership)

REGION	GROWTH
Jumbo Region	is (800+):
Texas	10.1%
Chicago	6.3%
Detroit	2.6%
Large Regions	(401-799):
Northwest	7.4%
South Jersey	5.4%
Ohio Valley	5.0%
Medium Regio	ns (200-400):
Mohawk Hudso	n 37.4%
Utah	24.1%
Northwest Ohio	0 14.4%
Small Regions	(<200):
Puerto Rico	58.3%
Montana	54.8%
Great River	34.1%

CHECKERED FLAG: BRIAN MCCARTHY

SCCA's Area 9 Director Brian McCarthy passed away Sept. 25, after a brief battle with cancer. McCarthy was a longtime fixture in the Formula Vee scene and supporter of the Club. "Brian was a passionate supporter of the SCCA, especially his beloved Formula Vee community, and a valuable member of the Board of Directors," says John Walsh, Chairman of the SCCA Board of Directors. "But most importantly, Brian was my buddy. We didn't always agree in Board meetings, but he always shared his viewpoint, and knew this Club inside and out. It's an understatement to say the Sports Car Club of America will miss Brian."

















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OSCAR JACKSON JR.

MEMBER SINCE 2006 CAL CLUB REGION

raced motocross when I was a kid. When I turned 4, I got a PW50 and started racing. I started running amateur class EnduroCross and managed to get into the top 10 nationally. It was a lot of fun - I even have a lot of friends who race AMA Supercross, but I don't have aspirations to chase a pro motorcycle career. I've seen how some of the kids in these series don't care if they hurt themselves, but I have to go to work on Monday, so cars make a lot more sense.

I'd love to make it to the professional ranks of road racing at some point, and I'm slowly working my way there. But for that, you've got to start at the Club level and work your way up. In the SCCA, you get to race past champions and pro level drivers; it's great for younger drivers like me to get to battle with racers of that caliber. That's the reason I joined the Club.

I've been racing cars for about 10 years - I did my SCCA Driver's School in 2006, and have had some awesome experiences along the way. Getting the Western Conference Majors Championship in Super Touring Lite three times has been very cool. The Super Touring Under Championship in 2016 was great, too. And getting to run Daytona at the 2015 SCCA National Championship Runoffs was a blast! I want to eventually race at Daytona in a pro car, so to have that experience was fantastic."

IMAGE Jason Isley







www.speedcomracing.com 386-760-7110

Z

n 2002, I was racing a street-stock Porsche 911 at VIRginia International Raceway and I knew it had psychotic brakes. The wet track was drying and we had aggressively gone to drys early when pitting for fuel, gambling the rain would quit. The race was coming to us as we moved up fast - even more so knowing the other cars needed to pit to change tires. We were going to win this thing!

But there was some electrical gremlin lurking deep in the bowels of the brake system. Maybe the drier patches overtaxed a faulty ABS controller. As we came screaming into Turn 11, the one before Oak Tree, I went to the brakes and was rewarded with nothing but nothing: hard pedal, no stopping. I actually think maybe one or two instantly locked, couldn't tell. All I knew for sure was that the psycho ghost was back and we were going off at a very high car-and-maybedriver-ending rate of speed, straight on, with just a bit of yaw. 100mph on wet grass into a tire wall - yikes!

I knew the car was about to be destroyed, and I had real concern I could end up in a hospital. Then a strange thing happened. The impact felt like driving into thick pudding. Didn't hurt a bit! If it wasn't for the fragile radiators Porsche hangs in the front corners of the 911, I'm pretty sure I could have downshifted and driven it right back out of there. OK, maybe with a little tire rub. What I'm getting at is the fenders and door were bent, but the suspension looked almost fine.

I unbuckled and climbed out, amazed. My old friend and Mazda teammate at the time,

BETTER BARRI

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 Jeff Altenburg, saw the TV broadcast and gave me some parental lecturing about appearing callous and irresponsible for laughing and smiling in such a situation. "Shoot, Jeff," I countered, "I was just happy to be alive!"

It was a huge off, but I wasn't hurt and even the car wasn't bad. VIR had placed two long freestanding tire walls in front of the Armco, all attached and banded together, so when I came sailing in, they stopped me gradually. But assembling such an arrangement requires a lot of work and money, and tires are neither scientific nor designed for the job. After I hit them, could they be used again as effectively? Who knows?

At a street race in Toronto, tire walls improved upon the brutal concrete, but when a car bounced off them, a flood of water was released on the otherwise dry track, causing another crash the very next lap. There's a better way, people. It's a new century.

I read a groundbreaking article about track barriers in a recent issue of *SportsCar* that piqued my attention, especially following my own recent column about buying guardrail. It was there I first learned of a new product from an old racing buddy of mine, Impact Safety Systems' ProLink Barriers (www.impactsafetybarriers.com). Owner R.J. Valentine saw and lived the same crash environment I did all these years, and took the bull by the horns to make something better for everyone involved. I really admire that.

Racers don't like to think about crashes. I never did, especially in my eager days as a young lion. When I'm at speed on track, my focus is too narrow to include the impact zones outside the racing line. I can still remember the first time I rode a bicycle around Road Atlanta, in the early 1990s. Quite honestly, it was the first time I had ever had much of a look at the walls in the famous Esses. They were much closer and harder than I ever dreamed; not that I had ever dreamed about that.

Even late in my career, after hundreds of races, I never commented or complained about the barriers lining the tracks. My passion for the sport overruled my poorly developed survival instinct. And most of us drivers prefer not to offend tracks, teams, and sanctioning bodies anyway. Well, now I see a better way, and I'm doing what I can to make drivers and tracks aware of the tremendous benefits that are possible.

Whenever I hear of a new racetrack being built, I give a little fist pump and say *yeah*! More chances to feed my speed addiction! More options and interest added to the great classic road courses. Hooray! I *love* racetracks! I know it takes a lot of money to keep these wonderful places alive. I believe this modern hi-tech cushioning barrier is so efficient and effective that it actually saves cash as it saves our necks and our fourwheeled investments of blood, sweat, and tears. With a significant reduction in the blood and tears part being my goal.

Many of the new circuits are in the membership motorsport country club style, a splendid concept. While these are, by nature, as luxurious as possible, as businesses, the costs must make sense in order to survive. The modern ISS ProLink walls are actually less expensive when considering the labor and maintenance necessary with old school tire walls, and so far superior to rock-hard jersey barriers that it seems a no brainer. And these ProLink barriers look as good as they work, and can be easily covered in sponsor logos.

A track can be fully equipped for far less than the price of just one smashed Ferrari, not to mention the precious human cargo on board. Softer, smarter constraints are a boon to the long-term prospects for the success of a racetrack. It won't take too many hospital visits and total losses of high-dollar exotics to disenchant members who are only after a good time. Word gets around quickly.

Another valuable factor to consider is insurance. You think those track insurance companies look at damage potential for each facility? Do Corvettes smell like tranny fluid late in a race? A call to a friend with years in the business brought an emphatic *yes*. Safer, friendlier walls mean lower insurance rates, for tracks, drivers, and organizers. No insurance, no track - that's the bottom line.

I have felt the sting and stiff neck of concrete contact. Imagine a baseball bat against your head. Any bare concrete leaves the door open to serious injury. It's time we move beyond Armco, Jersey barriers, and tire walls into the 21st century of specifically and scientifically designed and tested systems to protect our bodies and our beloved driving machines. The best news is, it makes perfect financial sense. •





CUSHION THE BLOW An off-track excursion is often an unpleasant experience for both car and driver. Anything that softens the impact is appreciated.





STORM TROOPERS

On Sept. 6-9, 2016, more than 1,300 competitors took the Tire Rack Solo National Championships presented by Garmin VIRB to record levels

INTROS, SIDEBARS, AND RANDOM EDITS Rocky Entriken

EVENT COVERAGE David Avard, Paul Brown, Angela Carlascio, Denise Cashmore, Jeff Cashmore, Alan Claffie, PJ Corrales, Charlie Davis, Paul Dornburg, Buck Entriken, Vivek Goel, Tamra Hunt, Warren Leach, John Lieberman, Donna Littlejohn, Ryan Lower, Matt Murray, Jake Namer, Dina O'Donnell, Doug Patterson, Jay Payne, Mat Peck, Susan Puls, Tom Reynolds, Patrick Washburn, and David Webb

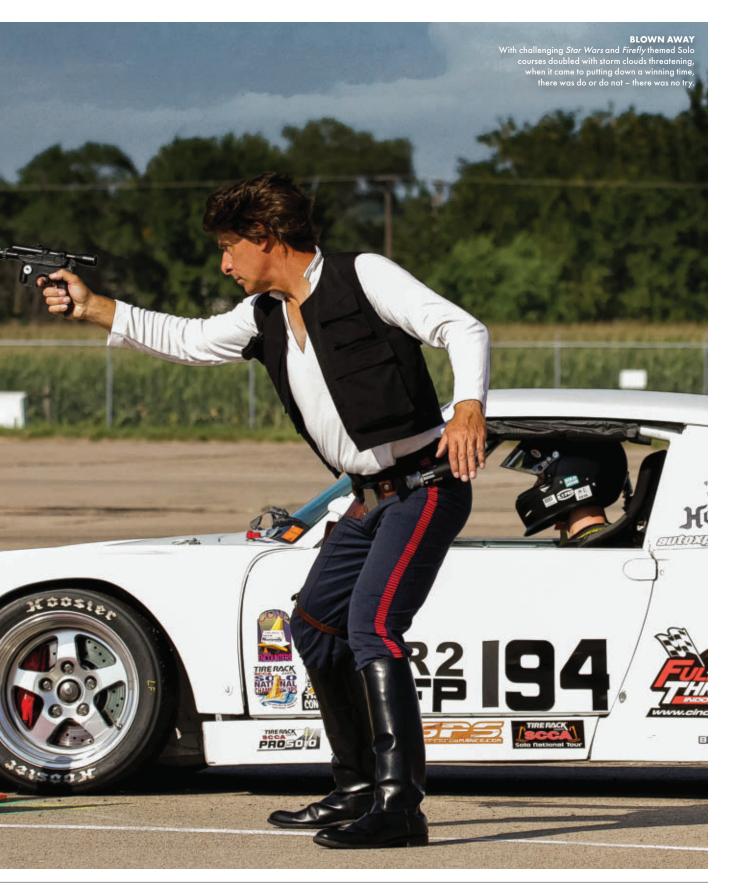
> IMAGES Rupert Berrington MAIN IMAGE Perry Bennett

or 15 years, the entry of SCCA's Tire Rack Solo National Championships presented by Garmin VIRB floated in the 1,100-driver range (as high as 1,157 in 2007 and as low as 1051 in 2013, and including 2001 when 954 competed after the 9/11 attacks but an additional 135 drivers decided their services were needed elsewhere). While a four-figure driver count is impressive, it seemed for a decade and a half we had reached a plateau. In year 2000, an entry cap was announced for the first time, 1,200 that year, and then soon after it was raised to 1,300, but never did the entry count flirt with those numbers. Finally last year, the entry crossed the 1,200-line for the first time. Then, this year...

Boom! One thousand, *three* hundred and two! That's right: 1,302! A new record!



2016 TIRE RACK SOLO NATIONAL CHAMPIONSHIPS LINCOLN AIRPARK | LINCOLN, NEB. | SEPT. 6-9, 2016







EYE ON THE PRIZE

With a record entry of over 1,300, winning one of the highly coveted championship titles became an even more daunting task.

Actually, the entry cap was hit on Aug. 10, 2016, with later entries placed on a wait list. The next day the cap was raised and the entry list showed 1,355 entered. The scheduled opening of paddock space selection was delayed because organizers had to completely restructure the north end of the event site.

Inevitable cancellations dropped the final count to the 1,302 drivers who actually broke a light beam to start a run, but the new standard had been set. The biggest boost in the numbers came from the Street class cars, 468 drivers comprising the highest total ever in Street or Stock classes. For that, credit might go to the 200-treadwear rule; under the old "any DOT tire" rule in the last year of the Stock category, the entry was down to 195. Street Touring classes with the same 200 UTQG standard similarly saw a highest-ever participation of 286 drivers.

C Street alone had 86 drivers, and Street Touring Xtreme had 72, the largest *two* classes ever to compete at a Solo Nationals. Each had a heat unto itself. And, that doesn't include the parallel Ladies classes – add in CSL and that class was only four drivers shy of 100! Classic American Muscle also saw a nice jump, 58 entries, up from 34 last year, mostly from a big boost in CAM Sport entries (hello Corvettes). On the other hand, race tire classes, whether using DOT gummies legal in SP and SM or those on true slicks in Prepared and Modified, mostly saw slightly lower entries.

A new record of 1,143 Open class entries was set, but the Ladies classes "only" had 155, which doesn't even break into the top 10 - largely because of the increased number of female drivers now choosing the Open classes. Seven 100-percenters pushed their collective record to having competed in all 44 Nationals.

The record entry also spawned a number of other record-book marks. With the several monster classes, three of them more than 60 cars and two more beyond 50, both STX and CS posted margin of victory records beyond any that had happened before. Jeff Kiesel won EM for his 11th consecutive win, tying John Thomas at the top of that list. Shawn Kiesel won EML, which boosted the Kiesel family (with son Zak) to 21 wins, second on the "All in the Family" list. Mark Daddio won AS for his 12th championship, tying the mark for second-most in that category. Daddio, who has never failed to score a trophy at Nationals, collected his 25th to stand second for that distinction. Jinx Jordan won SMF for his fourth championship. His first was in 1987, 29 years ago, tying for the longest span between his first and latest National Championship. Frank Stagnaro, 10th in CP, pushed his mosttrophies record to 35.

For the most part, to the casual observer, this massive autocross ran flawlessly under the eye of event chairs Ron and Karen Babb from the Northwest Region. Of course, such a huge undertaking is never truly flawless, but most issues that arose were efficiently resolved by chiefs and workers (as in, everyone, since all drivers are also workers) to the point that the casual onlooker was totally unaware of anything happening except cars being fired onto the courses. That is, at least, for the first 18 heats.

Weather was lovely for first-day runs both Tuesday and Thursday. Wednesday got a late-morning rain, which produced a strange second-heat tableau of C Street cars on their street tires stepping briskly through the puddled West Course while C Prepared cars struggled to get power to the pavement on the East Course.

Many years of Solo National Championships have revealed a pattern. When the event is running smoothly, protests are minimal. This year only two were filed from the first two days, one driver wanting a provisional rerun scored (it wasn't), another questioning the legality of a computer chip (it was). Then the deluge arrived, drowning the last heat on Friday, with lightning causing a two-hour event delay. Water flowed more than an inch deep in places. And the East Course ran out of protest forms.

On the West Course, the last couple of cars were on the line as the rain arrived, so the whole fifth heat ran in the wet. But on the East Course, all of the early numbers

had gotten a run in before the big splash. Someone decided to start the heat over, but then someone else said that wasn't right, and the dry runs were reinstated. Then someone objected to that, and the paper began to fly. Three East Course classes, and half of one from the West side, did not get trophies Friday evening pending iudicial outcomes (in the end, the results remained unchanged). Still, the day was done about 5:30 p.m., despite the delay, further illustrating the efficiency underlying what is probably the largest motorsport event in the world. Ever.

To accommodate the surge of entries, the south end of the Lincoln Airpark site had to be reconfigured. Where last year 20 rows of paddock spaces were marked off, this year took 24 rows, with only a handful of spaces unclaimed. Nebraska Region's Test and Tune event was pushed farther north, far enough one now could actually see the north end of the airport pavement - which also meant additional snow fence had to be erected.

The 2015 Solo National Championships used 91 acres of concrete, according to the Lincoln Airpark. This year the orange snow fence embraced 121 acres.

So, what next? Can the Solo National Championships handle more growth? The basic answer is yes, and the way it may happen is already under discussion at the SCCA offices.

Mark Walker, Nebraska Region's liaison with the Lincoln Airpark, said the north end could potentially be pushed to the north boundary of the pavement, and the east fence could be moved another 150 feet for more course and paddock room. Brian Harmer, SCCA's rally/solo program manager, said possibilities could include a third course with drivers running two of the three, or adding two more days of competition - but the entry would have to push 1,500 for any serious consideration of event expansion to take place. But considering what the last two years have brought, that might not be in a galaxy too far away ...



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EVENT REPORT



Street Classes

Super Street R Ladies 🣥

Super Street R Ladies was an all-Corvette class that almost didn't achieve championship eligibility in 2016. Last-minute changes to driver lineups in SSR Open had a domino effect resulting in Shelly Monfort and Lisa Valera teaming up in the StranoParts Corvette. This brought class participation to a total of four, guaranteeing full jacket-status for the winner. It was a big change for Valera who had, in the past, twice competed in the Open class as a co-driver with her husband.

Thursday's competition began in the first heat on the East Course with Monfort charging to the lead. It was a run that would force her competition into a game of catch up. Which they never did. With Monfort in a different league, three runs steadily dropping to a 60.412, the contest for second place was the hottest matchup. At the end of the first day, Valera held a small 0.2sec edge over Deborah Jarboe.

On day two, Monfort continued to open her lead. On the quicker West Course she again posted three flawless runs for quick time of 54.355, totaling 114.767 for her 10th championship, her eighth in a row, and 29 years after her first one in 1987. Valera, although finishing 5.558 sec behind her co-driver, was finding confidence and managed to increase her gap over Jarboe. She was elated with her second place, earning her first trophy ever at a national event.

Monfort had performed the National Anthem before the assembled crowd of hundreds, and later said, "I couldn't be nervous [driving] after having expended all nervousness singing right before I drove."

Super Street R 📥

This is the last vestige of the old Stock category. Competitors are still allowed the DOT-approved tires with double-digit treadwear



ratings that were phased out when "Stock" was rechristened "Street." Three of the top four competitors, Matthew Braun, G.J. Dixon, and 2015 SSR Champion Grant Reeve, were responsible for every Super-Stock-on-gumballs championship since 2010. There was a Viper, a couple of Porsches, but the trophies all went to Corvettes.

But the big addition was Brian Peters, six-time past champion in six different classes over the past eight years, who last paid a visit to what then was SS in 2009. That year, Peters was victim of a mid-heat rainfall relegating him to a 16th place trophy behind drivers who'd managed to get a dry run before the rain.

Their fourth heat of day one on the airplane side opened with surprisingly aggressive runs leaving several top drivers with penalties. Peters hit three cones, Reeve two, and Braun one. "The course was more compressed and tighter than I expected," Peters reflected. Dixon was clean, but was the only one who coned his second effort.

As Peters crossed the finish on his second run, there was a gasp when the time display updated to a 58.1. He had put himself almost a full second clear of the field. Peters still had another run to make and proved it was no fluke with a 58.004. His closest competitor, Braun, was 0.839 seconds back with Reeve another tenth behind.

As the shark tank of SSR gridded Friday afternoon, the sky was dark and it was a matter of when, not if, it would rain. Luckily, the majority of the class had consistent conditions through their first and second runs and the low numbers enjoyed the same on third runs when both Reeve and Braun posted their best times, Reeve now edging 0.3sec past Braun. Peters and Dixon were in the high numbers. Dixon could not improve on his first run and remained fourth. Peters, however, got all he needed on his second-run 51.284, his 109.288 standing 1.071sec clear of Reeve. It wasn't more than 30 seconds after the final run that the torrential downpour of the fifth heat commenced.

For Peters, with his seventh championship in a seventh different class, this win laid to rest the disappointment of 2009. "It feels great to finally put that behind me," he said. David Webb

Super Street 🣥

On display were various generations of Porsche 911 GT3s, the new Porsche Cayman GT4, and even a 2017 Acura NSX and a turbo Carrera doing exhibition runs, among others assembled on the East Course grid for the midday third heat.

Scott Fraser and Perry Aidelbaum set the pace after first runs as the only two drivers cleanly in the 61sec range. As drivers were dropping time on third runs, Ken Motonishi, who had been battling some understeer, changed his game plan.

"I started out driving way too conservative," said Motonishi, after he upped his aggression on his third run to catapult to second place, a scant 0.072sec behind Fraser, who was in the lead after running a 60.925 final run. "First run, I just tried to be smooth and clean," said Fraser. That strategy worked as he was able to push harder on runs two and three. Aidelbaum ended the day in third place, 0.8sec behind the leader.

The second day's action began with Motonishi setting the pace and claiming the lead after first runs. But Fraser was able to find the pace and set the fastest time in the class on his second run with a 53.473 to retake the lead in commanding fashion.

Drivers were working feverishly to try to remove all the accumulated OPR (other people's rubber) from their front tires before third runs. Said Fraser, "Right before third runs I looked at the front tires and I knew we were done." Most drivers found time on their final runs, including Motonishi and Aidelbaum. Fraser was unable to improve, but with a combined time of 114.398, held on to take the championship, his fifth, by 0.664sec over Motonishi. Aidelbaum remained in third, another 0.5sec back, followed by 2015 Champ Patrick Salerno.

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Super Street Ladies 📥

Super Street Ladies was won by Kristi Brown in a dominating performance. Running a Porsche Cayman GT4, with a pair of 66s and a final time of 65.775, Brown had an almost five second lead at the end of day one over Carol Leuty's Porsche Boxster S. Brown's second-day runs were even more impressive, as she ran three 58s, her best a 58.184, totaling 123.959, and stretching her overall lead to 10.892sec.

Vivek Goel

A Street 🣥

A Street had a sizeable 36 drivers, mostly in Corvettes, but it still ranked only fifth among the Street classes, which included some of monster size. Mark Daddio led from the first run all the way to the end, but the action behind him was extremely hard fought. Starting on the East Course in Tuesday's third heat, Daddio set the mark in the class with a 61.973sec run, to end the day with a half-second lead over Lawrence Casey. But from Casey through John Laughlin, Cam Withell, Jeff Cashmore, and Glen Hernandez to David Hedderick, only 0.3sec covered the next half-dozen drivers. No one could rest easy going into day two.

"The slow sections are really slow, and the fast sections are really fast; uncomfortably fast," said Casey, who said he was working hard to try to keep the accumulating-other-people's rubber off his tires.

Wednesday was much of the same from Daddio, once again setting the pace with a 54.303. He swapped tires after his second runs, preferring to run on stone cold, but clean, tires to set his best time.

"This surface is not normal," said Daddio, referring to the effect the OPR (other people's rubber) pickup and seam sealer has on grip.

Laughlin moved up to second place with a time just 0.3sec slower than Daddio for the day, and Hernandez took the third spot on the podium, pushing Casey to fourth after he coned away a time that would have had him in third. With a combined time of 116.240, Daddio took home the championship by 0.941sec. It is his 12th championship, tying for second-most among male drivers. The 24 years since his first victory stands fourth on that list.

A Street Ladies 📥

The lone Porsche Cayman driven by Rachel Baker claimed the win over four drivers in Corvettes. On Tuesday, they ran on the OPR-sticky East Course in the last heat. After coning her first two runs, Baker said she focused entirely on staying clean on her third run.

"The car was loose, and I botched the two tight turns, and I botched the tight turn again on my second," she said of her first two runs, after setting a classleading time of 64.597 on her third. Denise Cashmore recovered from a first-run DNF to end the day in second, 0.6sec behind Baker.

Next day, Baker set a flyer on her first run with a 55.931, and never needed more. Unable to improve on subsequent runs, her time was good enough to stretch



SUPER STREET-R

Brian Peters Arizona Region ProPartsUSA/Evolution/BWPTowing Chevrolet Corvette Z06





SUPER STREET-R LADIES Shelly Monfort San Francisco Region Stranoparts/Shameless Tea Chevrolet Corvette Z06



SUPER STREET-R				
1.	Brian Peters Corvette Z06	Ariz 109.288		
2.	Grant Reeve Corvette ZO6	NEng 110.359		
3.	Matthew Braun Corvette Z06	Det 110.722		
4.	G. J. Dixon Corvette Z06	NY 111.621		
5.	Joshua Luster Corvette GS	WDC 111.623		
6.	Anthony Savini Corvette Z06	Phil 112.207		
7.	Michael Snyder Corvette ZO6	WDC 113.202		
GT	Learic Cramer/WDC (F 3); 9. Larry MacLeod/S per SRT10); 10. Frank W	agV (Dodge /ietharn/Kan		

John Fink/StCl (Corvette GS);
 Bryan Schafer/Cinc (Corvette ZO6);
 Val Korry/Nwst Porsche 911 GT3;
 Peter Gigliotti/SJy (Corvette ZO6);
 Mark Valera/Phil (Corvette ZO6);
 Anon Babb/Nwst (Porsche 911 GT3).

SUPER STREET-R LADIES

1.	Shelly Monfort Corvette Z06	SanF 114.767
2.	Lisa Valera Corvette Z06	Phil 120.325
3.	Deborah Jarboe/Kar	n (Corvette

Z06); 4. Laura Wall/WDC (Corvette GS).



SUPER STREET

1.	Scott Fraser Porsche 911 GT3	SanF 114.398
2.	Ken Motonishi Porsche 911 GT3	CSCC 115.062
3.	Perry Aidelbaum Porsche Cayman GT4	NNJ 115.553
4.	Patrick Salerno Porsche 911 GT3	NY 116.082
5.	Keith Brown Porsche Cayman	Nwst 116.809
	i orsene caymun	110.002
6.	Brian Conners Porsche 911 GT3	Phil 117.113
	Brian Conners	Phil

9. Charlie Thompson/CFIa (Porsche 911 GT3); 10. Charles Kim/Milw (Porsche 911 GT3); 11. Ken Marion/CFIa (Porsche 911 GT3); #Ryan Clark/Nwst (Porsche 911 Carrera Turbo); 12. Kinch Reindl/Colo (Porsche 911 GT3); 13. Jocelin Huang/Milw (Porsche 911 GT3); 14. Salil Shukla/Colo (Porsche 911 GT3): #Chett Wohlgamuth/NwOh (2017 Acura NSX); 15. Monty Pack/SanF (Porsche 911 GT3): 16. Steve Waters/Atl (Corvette); #Dean Rindler/NwOh (2017 Acura NSX); 17. Bobby Jasan/NeOk (Corvette): 18. C.R. Dutch/SanD (Corvette); 19. Andy Seipos/Chi (Corvette); 20. Rad Delgado/Fla (Corvette); #Wayne Dyck/Nwst (Porsche 911 Carrera Turbo); 21. Mike Leuty/ Nwst (Porsche Boxster S); 22. Von Whitley/RioG (Porsche Cayman S); 23. Grady Wood/Ark (Corvette); 24. Hi Ly/CSCC (Porsche 911 GT3); 25. Kevin Kirchoff/InNw (Porsche Cayman R); 26. James Wilson/RioG (Porsche Cavman S): 27. Bud Bohrer/Nwst (Porsche Boxster S); 28. Bruce Cambern/ Reno (Porsche 911 GT3). # Exhibition, not for placing

SUPER STREET LADIES

 Kristi Brown
 Nwst

 Porsche Cayman
 123.959

 2.
 Carol Leuty/Nwst (Porsche

Boxster S); 3. Mitzi Burrow/Ariz (Porsche Cayman).



SUPER STREET Scott Fraser San Francisco Region Porsche 911 GT3

SUPER STREET LADIES

Kristi Brown Northwest Region TightNtidy Racing Jims Detail Porsche Cayman





"I couldn't be nervous after having expended all nervousness singing right before I drove" SHELLY MONFORT

her overall lead to almost 1.785sec over Cashmore, who held on to second. Baker took the championship, her second, with a combined time of 120.528. **Vivek Goel**

VIVEK GOEI

B Street 🧀

Thursday was a fairly warm 92 degrees F by noon and the third-heat BS guys were concerned about the Bridgestones getting too hot. One fellow had a bucket of ice and lots of guys were hosing down their tires. One competitor and his co-driver were changing tires every run.

Joe Barbato was third car out and his first run of the day, a 55.269 on the West Course, was all he needed to lead the 48-car class into Friday. Dan Bullis, lacked O.2sec. He was also among the first drivers, in a ride borrowed from Dave Finchum after he broke his own car winning the prior weekend's ProSolo.

Soon after, Jerry Centanni challenged to within 0.11sec. As the heat elapsed, Justin Barbry, Brian Johns, Andrew Thomas, and Evan Schickel all threw down times of 55sec but failed to better Barbato's time which led the pack into a closely contested Friday final.

Friday, first run, and Joe coned it! Immediately six guys are ahead of him. Second runs and he's clean with a 63.3. Schickel and Johns get within hundredths.

Third runs, last chance to do it, and Barbato lays down a clean 63.004, leading the class again at 118.273. Bullis responds with a 63.1 - not enough; second place by 0.313sec. Schickel, Johns, and Centanni rounded out the top five with efforts within hundredths. Ten of the first 11 cars were turn of the century 'Vettes.

B Street Ladies 🧀

It is Thursday's fifth heat on the West Course and Kathy Gruenewald is swapping the lead on every run with four-time champion Tara Johns. Grunenwald is 0.023 ahead going into Friday's final with a 57.478. Close behind five ladies are within a half-second of the leader. At 12 entrants, BSL is the largest Ladies class this year.

Asked what it would take to win tomorrow, the ladies all said, "No rain." It was not to be.

On the East Course Friday the crew in the timing trailer has been working feverishly to get in the runs before the looming black clouds start spitting their time-destroying liquid. They were almost halfway through BSL's first runs when the first drops fell. Two minutes later with the last five drivers ready to go, it really started to rain. A couple ran in the downpour, but then the thunder applauded, lightning sparked, and the abandon order went out.

Two hours of deluge and thunder ensued.

Maegan Contreras, who was third on Thursday, was the first one really affected by the rain

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with a DNF, followed by last year's winner Barbara Leroy-Boehme, who turned a 77.3, a full 10 seconds slower than early driver Grunenwald's 67.551.

After the two-hour interruption, competition resumed in a light shower and flooded conditions. Competitors were told they were going to scratch the first runs and restart from the beginning. In drying conditions Tara Johns on brand-new BFGoodrich fully treaded tires (won recently in a raffle) replacing her well-scuffed Bridgestones, eked out a time just ahead of Grunenwald and Contreras for the apparent win, only to learn later that the dry runs would count after all, shuffling the finish to where Grunenwald wins with a 125.029. Johns is 2.042sec behind. Protests fly, as does the subsequent appeal, and when the process finally runs its course the early runs stand and the results are unchanged.

Buck Entriken

C Street 🧀

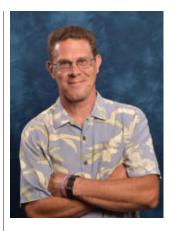
Three-and-a-half pages - that's what it took to print the results for the largest-ever Nationals class with 86 competitors. The class had the second heat, starting Tuesday on the jet fuel side, all to itself. In fact, it was the largest single heat of the 2016 Nationals. The third-largest heat, 71 cars, had run just before and it took eight classes to put that crowd together.

Mostly, CS was Miata vs. FR-S/ BRZ, with a smattering of RX-8s, 350Zs, and a lonesome M3 mixed in. Trophies would go down to Chris Harp's RX-8 in 23rd place. The Mazdas and the Scion/Subarus evenly split, 10 trophies each, but the new ND Miata dominated, taking six of the top seven places.

Tuesday's competition started with runs in the 64- and 65-second range. As the second drivers went to the line it became apparent that a 63 or a 62 was needed to be on the first page of the results. Jason Saini, who has not been to the Solo National Championships in a few years, had a fast run but with a pylon. Eighteen-year-old Julian Garfield - the five-time Formula Junior winner - won over the crowd with the only 62 on the first runs. Second runs carried Daniel

A	STREET	
1.	Mark Daddio Corvette Z06	NEng 116.240
2.	John Laughlin Corvette Z06	NwOh 117.181
3.	Glen Hernandez Corvette Z06	Nwst 117.825
4.	Laurence Casey Corvette Z06	WDC 118.367
5.	Jeff Cashmore Corvette	Milw 118.415
6.	Cam Withell Corvette Z06	Nwst 118.428
7.	David Entz Corvette Z06	Tenn 118.460
8.	David Hedderick Corvette Z06	Hous 118.504
9.	Justin Lau Corvette Z06	NEng 118.675
10	. David Green Corvette Z06	Wich 119.513

11. John Li/Det (Corvette Z06); 12. Kent Kroll/Hous (Corvette Z06); 13. James King/KC (Corvette ZO6); 14. Andrew Francis/Chi (Corvette Z06); 15. Johnny Foesch/Milw (Honda S2000 CR); 16. Nathan Young/ Phil (Corvette Z06); 17. Mark Sarcevicz/NEng (Corvette Z06); 18. Daniel Cummings/CIII (Corvette Z06); 19. Justin Batten/ Tenn (Corvette Z06); 20. Mark Labbancz/NNJ (Corvette 706): 21. William Damhoff/Chi (Corvette C6); 22. Grant Wood/SanF (Corvette ZO6); 23. Ken Mollenauer/SanF (Corvette Z06); 24. Thomas Bracci/NEng (Corvette Z06); 25. Zach Driver/



A STREET Mark Daddio New England Region Daddio's New Auto Parts, Inc. Chevrolet Corvette Z06





A STREET LADIES Rachel Baker New England Region Pixie Posse Racing Porsche Cayman S



Hous (Corvette ZO6); 26. Thomas Lackey/MidS (Corvette ZO6); 27. Jennifer Merideth/Det (Mustang Shelby GT350); 28. Larry Brady/KC (Corvette Z06); 29. Tomasz Grzesiak/Mont (Corvette Z06); 30. John Lawson/ ArzB (Nissan 370Z); 31. Jeffrey Wetzel/GuCo (Corvette ZO6): 32. Martin Montagno/StL (Saturn Sky Red Line); 33. Marcus Merideth/Det (Mustang Shelby GT350); 34. John Foesch/Milw (Honda S2000 CR); 35. Delmar Long/lowa (Corvette): 36, Michael West/MidS (Corvette Z06).

A STREET LADIES

1.	Rachel Baker Porsche Cayman S	NEng 120.528
2.	Denise Cashmore Corvette Z06	Milw 122.313

3. Roberta Wetzel/GuCo (Corvette); 4. Karen Babb/Nwst (Corvette); 5. Janice Rowe/Hous (Corvette Z06).



B STREET

1.	Joseph Barbato Corvette	NNJ 118.273
2.	Dan Bullis Corvette	Ore 118.586
3.	Evan Schickel Corvette	NNJ 118.868
4.	Brian Johns Corvette	Tenn 118.899
5.	Jerry Centanni Corvette	LnSt 119.185
6.	Justin Barbry Corvette	NCar 119.352
7.	Michael Moran Corvette	WDC 119.656
8.	Vivek Goel Honda S2000	LnSt 119.834
9.	Joey Green Corvette	Neb 120.408
10	. Brian Coulson Corvette	Elda 120.571
11.	. Edward Fisher Corvette	TnnV 120.581
12	. Matt Murray BMW 1 Series M Coupe	NNJ 120.716
13	. Jeremy Foley	Tex

BMW 1 Series M Coupe 120.779 14. Jason Kuks/Milw (Honda S2000); 15. Andrew Thomas/WDC (Corvette); 16. Andy Hecox/Colo (Corvette); 17. Paul Kolatorowicz/Chi (Pontiac Solstice); 18. Jeremy Briggs/NwOh (Honda S2000); 19. Matthew Peck/ LnSt (Corvette); 20. Charles Krampert/TnnV (Nissan 370Z); 21. Richard Grunenwald/OhV (Corvette); 22. Tom DeYoung/StL (Corvette); 23. Bret Shillock/CCar (Honda S2000); 24. Gregory Vincent/ NEng (Honda S2000); 25. Kyle Mertens/StL (Corvette); 26. Henry Botkin/SanD (Corvette); 27. Michael Jones/SCar (Volkswagen Golf R); 28. Dave Finchum/Chi (Corvette); 29. Kent Willer/OzMt (Honda S2000); 30. Will King/BIRg (Honda S2000); 31. Kerry Emmert/Ark (BMW 1 Series M Coupe); 32. Ryan Lutze/OhV (Honda S2000); 33. Brian McNamara/Det (Corvette); 34. Paul Lutze/ConD (Honda S2000); 35. Andrew Graul/ WDC (Corvette); 36. Jason Froehlich/ Milw (Corvette); 37. Cal Craner/Elda (Corvette); 38. Clay Johnson/Neb (Corvette); 39. Adnan Kaiser/SJy (Corvette); 40. Jim Hund/Sal (Corvette); 41. Don Kelley/SInd (Honda S2000); 42. Barry Beaman/SInd (Honda S2000); 43. Al Aberson/Atl (Nissan 370Z); 44. Jason Amistadi/ CCar (Honda S2000); 45. Terrence Dye/NwOh (Honda S2000); 46. Justin Arnette/NCar (Volkswagen Golf R); 47. Benjamin Grams/NEng (Corvette); 48. Cassandra Duckert/Milw (Honda S2000).

B STREET LADIES

1.	Kathy Grunenwald Corvette	OhV 125.029
2.	Tara Johns Corvette	Tenn 127.071
3.	Langlee King Honda S2000	BIRg 128.169
4.	Anne Vincent Honda S2000	NEng 129.456

5. Dina O'Donnell/WNY (Honda S2000); 6. Abby Smith/SCar (Volkswagen Golf R); 7. Jessica Black/ CPa (Mitsubishi Lancer Evo MR); 8. Maegan Contreras/ConD (Honda S2000); 9. Barbara Leroy-Boehme/ SanD (Corvette); 10. Donna Littlejohn/ CCar (Corvette); 11. Brittany Edwards/ NCar (Corvette); 12. Tara Arnette/ NCar (Volkswagen Golf R).



B STREET ► Joseph Barbato Northern New Jersey Region Chevrolet Corvette



B STREET LADIES Kathy Grunenwald

Ohio Valley Region The Northend Wrench Chevrolet Corvette



McCelvey to the top, a tenth quicker, and Julian backing up his fast run. On the final runs, McCelvey was quickest at 62.469, Garfield came in at 62.6, and Tyler Kvetko joined also at 62.6. The next nine drivers had 63s. The top five spots were filled with second drivers.

Wednesday morning came with the forecast of morning rain, which arrived on cue. The course was very wet for the first runs on the E85 side. Drivers noted the first two runs were to get a feel for the course and that the final run would be the "keeper." Saini pretty much ignored this mindset and went 1.1sec faster than anyone else on his second shot - a 59.9 when nobody else was below 61.0.

As conditions started to dry out, it became obvious that the last drivers would have a much better surface to run on. Saini was dirty on a 58.9 run but was still leading. Shouts went up as Garfield came in with a 59.908 to take the lead. Kvetko came in with his own 59.9 to move into second. The last two cars, McCelvey and David Ogburn III, each a past champion, had been staging when Garfield upped the ante. They knew what had to be done. McCelvey came home with a 59.0, just enough to clip Garfield by 0.058sec. Odburn's 59.2 was enough for fourth place behind Kvetko. McCelvey, still smarting from last year when he hit a pylon on every run, said he had "refocused himself on getting the car set up and his head in the game." A total of 121.472 produced his second CS championship.

As a side note, the 86th-place finisher was Jim Clark. He'd stopped autocrossing about 20 years ago and returned to his local scene in Colorado three or four years ago. He said he wanted to return to Nationals to see old friends and enjoy the sport.

C Street Ladies 🧀

This 10-car class was a battle for second place. Everyone was chasing Deana Kelly's ND Miata after the first runs in the fourth heat. Her 65.530 was good for more than a 2sec lead over the class. By the close of business Tuesday afternoon, Becca Nell was in second place, Jennifer Vance was 0.4 behind Nell and Linda Duncan another 0.2 back.

Wednesday afternoon, the class ran in dry and warm conditions, the opposite of what the open class had to contend with. Kelly, almost 3sec quicker than the best CS run that morning, continued to dominate CSL and, at the end of the day, the four trophy positions remained the same.

Kelly had fast time again at 56.168, done on her first run, to total 121.698 and leaving Nell 4.418 behind. With the luxury of a large lead, Kelly took the opportunity to try some different ways to attack the West Course, but ended up slower on her last two runs.

Matt Murray

D Street Ladies A single-make battle ensued as all five competitors in DSL piloted

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C STREET

C SIREEI	
1. Daniel McCelvey	Hous
Mazda MX-5 Miata	121.472
 Julian Garfield	WDC
Mazda MX-5 Miata	121.530
 Tyler Kvetko	Ark
Mazda MX-5 Miata	121.631
4. Dave Ogburn III	WTex
Scion FR-S	122.372
5. Jason Saini	LnSt
Mazda MX-5 Miata	122.969
 Andy Nielson	Hous
Mazda MX-5 Miata	123.612
 Brian Garfield	WDC
Mazda MX-5 Miata	123.844
8. Brian Priebe	Atl
Subaru BRZ	124.471
9. Eric Jones	LnSt
Scion FR-S	124.568
10. William Bostic	CCar
Scion FR-S	125.055
11. Chris Harvey	SBnd
Mazda MX5 Miata	125.120
12. Bill Rogerson	Fing
Mazda MX-5 Miata	125.182
13. Adam Ruff	Ore
Nissan 350Z GT	125.201
14. Andy Hollis	LnSt
Mazda MX-5 Miata	125.355
15. John Wolf	CCar
Scion FR-S	125.401
16.Mark Shrivastava	WDC
Scion FR-S	125.410
17. Jared Langenfeld	KC
Scion FR-S	125.515
18. Steven Berrodin	Phil
Subaru BRZ	125.519
19. Matt McGrain	NCar
Scion FR-S	125.749
20.Nicholas Bedell	LOL
Scion FR-S	125.952
21. Eric Janveaux	Fing
Mazda MX-5 Miata	125.997
22.Dan Tonneson	Chi
Nissan 350Z Touring	126.117
23.Chris Harp	ETnn
Mazda RX-8	126.120

24. Jeffrey Bandes/Ariz (Mazda MX5 Miata); 25. Chris Levitz/Hous (Scion FR-S); 26. Joshua Melani/Tenn Nissan 350Z GT); 27. Mathew Leach/Tex (Mazda RX-8); 28. Suraj Pradhan/Colo (Scion FR-S): 29. Brandon Slater/Tex (Scion FR-S); 30. David Melton/Ky (Nissan 350Z GT); 31. Richard Frey/Neb (Mazda MX-5 Miata); 32. Bob Klingler/ConD (Mazda MX-5 Miata); 33. Maurice Velandia/SanF (Scion FR-S); 34. Sean O'Neill/LnSt (Scion FR-S); 35. Hsun Chen/Colo (Scion FR-S); 36. Christopher Higgins/WDC (Scion FR-S); 37. Dominic Arbeitman/KC (Scion FR-S); 38. Jeff Warden/LnSt (Mazda RX-8); 39. Randall Wilkinson/Atl (Subaru BRZ); 40. Mike Bronson/DMV (Mazda RX-8); 41. Ricardo Quinonez/ SanF (Scion FR-S); 42. A.J. Snyder/CCar (Mazda RX-8); 43. Bill Elmore/StL (Mazda MX5 Miata); 44. Mark Wolfe/ SanD (Scion FR-S); 45. Scott Dobler/ Chat (Nissan 350Z GT); 46. Michael Cavanaugh/TnnV (Mazda MX-5 Miata); 47. Jordan Hill/LOL (Scion FR-S); 48. Peter Jaworski/CCar (Scion FR-S); 49. Luke McKee/DMV (Scion FR-S); 50. John Kvetko/Tex (Mazda MX-5 Miata); 51 Nathan Steinke/Ky (Nissan 350Z GT); 52. Randall Prince/Atl (Mazda MX5 Miata); 53. Brian Harmer/Kan (Nissan 350Z Touring); 54. Daniel Berge/LOL (Scion FR-S); 55. Arvind Govindaraj/ SanD (Scion FR-S); 56. Karol Slowikowski/Chi (Mazda MX-5 Miata); 57. Joshua Pertzsch/Indy (Mazda RX8); 58. Bernhard Kaeferlein/LOL (Scion FR-S); 59. Eric Malone/Det (Mazda MX5 Miata); 60. Kai Jones/Colo (BMW M3); 61. Daniel

Heydlauff/ConD (Mazda MX-5 Miata); 62. Michael Razny/Chi (Mazda RX-8); 63. Tim Reinhardt/DMV (Scion FR-S): 64. Christopher Miller/Nwst (Scion FR-S); 65 Jim Zeisler/OhV (Mazda MX-5 Miata); 66. Michael Coolong/CCar (Mazda RX-8); 67. Josh Cavanaugh/TnnV (Mazda MX5 Miata); 68. Jeremy Utterback/KC (Mazda MX-5 Miata); 69. Robert Kammerer/StL (Mazda MX-5 Miata); 70. Jim Rowland/ OzMt (Scion FR-S); 71. Brian Maskrey/ Hous (Scion FR-S); 72. John Souder/ NwOh (Subaru BRZ); 73. Gabriel Hanohano/Haii (Scion FR-S); 74. Gus Jacob/KC (Scion FR-S); 75. Ho Tong Cheung/Hous (Mazda MX-5 Miata); 76. Malcolm Lawson/CFIa (Scion FR-S); 77. David Ogburn Jr./WDC (Scion FR-S); 78. Ryan Buckingham/ETnn (Mazda RX8); 79. Aditya Madhavan/Atl (Mazda MX5 Miata); 80. Joey Jones/Nwst (Scion FR-S); 81. James Rodatus/Atl (Subaru BRZ): 82. Tatsuo Noda/SInd (Scion FR-S); 83. Wes Emerson/NCar (Scion FR-S); 84. Ralph Priebe/WDC (Subaru BRZ); 85. Chris Sarvies/StL (Mazda MX-5 Miata); 86. Jim Clark/ConD (Mazda MX-5 Miata).

С	STREET LADIES	
1.	Deana Kelley Mazda MX-5 Miata	Ariz 121.698
2.	Becca Nell Nissan 350Z Touring	NEng 126.116
3.	Jennifer Vance Mazda MX-5 Miata	NCar 127.446
4.	Linda Duncan Scion FR-S	Kan 128.042
5. Jody Bedell/LOL (Scion FR-S); 6. Jessica Luhn/LnSt (Mazda RX-8); 7. Deborah Inskeep/Atl (Mazda MX5 Miata); 8. Lori Gill/MidS (Mazda MX-5 Miata); 9. Danielle Goulard/CNY (Mazda MX-5 Miata); 10. Jacqueline Lawson/CFIa (Scion FR-S).		



C STREET LADIES Deana Kelley

Arizona Region

Mazda Miata







C STREET Daniel McCelvey Houston Region Karcepts/On The Ledge Racing Mazda Miata

"Three-and-a-half pages – that's what it took to print the results for the largest-ever Nationals class"

Subaru WRXs. First-heat action began on the East Course, with Nebraskan Julie Heaton taking the early lead with a 65.8. Her lead was only challenged once on second runs by Marchell Fletcher, who got down to a lower 65.8, although Heaton came right back with a 65.5 on the same run. Heaton ultimately dropped down to a 65.193 as all others slowed down on their final run.

Wednesday, overcast skies threatened rain. Fletcher took the early lead with a 58sec run while everyone else ran 59s. Heaton coned away her run. Fletcher cut off a tenth on her second run, but now Heaton came through with a 57.865 to take the lead by 1.196sec. Kristen Acharya crossed the line shortly after with a 58.2, but she was a half second shy of Fletcher after having coned her best Tuesday run. Following the second runs, rain began to fall and nobody was able to improve their time on final runs, so Heaton won her second National Championship with a total time of 123.058.

D Street 🣥

As the grid formed for D Street, the class looked to be a rematch of the ProSolo Finale held the previous weekend. With Tom Reynolds moving over to his STR car for Nationals, the remaining four drivers - winner Kit Gauthier, plus Scott Mullens, Dennis Sparks, and Paul Dodd were set to go at it again. The 2015 and 2016 WRX with varying front and rear swaybar setups appeared to be equally matched. The Subarus would take all eight trophy places indeed, 20 of the 31 drivers were in this hot ride - meaning things would come down to a battle of which driver could deliver in three runs.

On the Star Wars course, Sparks led with a quick time of 64.3 only to have it taken away by a cone, which meant Michael Parker held the lead after first runs with a 64.9. On second runs, Sparks successfully cleaned it up with another 64.3, taking the lead with Gauthier, Dodd, and Mullens all narrowing the gap with times in the 64.8sec range. On his final run, Sparks found time and was rewarded with a 64.0 to take a 0.3sec lead into day two over Scott Mullens, who managed a 64.3 on his third run.

The Firefly course developed into an exercise in patience for the WRX drivers. The heat started to build as the day progressed, which was worrying for the Subie swarm. Sparks, an aggressive driver by nature, was hesitant in the first run and found it difficult to dial back without losing his edge. He came in with a 57.4, which wouldn't last long as Dodd nailed his first run with a 56.6 to push Sparks to second place.

Sparks answered with a 56.9 to get the lead back, and Gauthier followed quickly behind with a 56.6. Oscar Ferut joined the party with a 57.0.

Coming into final runs, Sparks had a 0.3sec lead over Dodd and Gauthier. Sparks knew the gap could close at any point, and felt like he needed to find time having made a mistake going into "Lost in Space" on his second run. He made it work on his final run, but the extra speed caused him to overcook the entrance into "Whoa Now!" and he was a tenth slower for his final run, sitting on a 121.027sec total time.

Gauthier was only able to shave off another tenth, the day's fastest at 56.551, but still 0.233sec



THE 86

With 86 drivers in C Street, the previous class record was easily surpassed. When combined with C Street Ladies, entries for the group neared the century mark.

behind Sparks. Dodd and Mullens coned away their final run and Ferut was able to get between them for fourth place.

P.J. Corrales

E Street 🦽

Andrew Canak coned away the 2015 STS title, and his first 2016 run was a clear statement that he had no intention of doing it again. "My goal was to jump on the guys early," he said, and he did just that Thursday on the East Course with an opening 63.7, which he followed with a 63.5 and then a 63.269. Behind him were 11 drivers in the 64s. The class sent 54 drivers to the line, second largest of the Street classes, sharing the second heat with only seven STS Ladies.

Both Michael Ron and Jeff Janzen, soon to be first-time dads, were hoping to get their first championship this year before life gets a bit busier. This year Ron converted his Miata Sport to manual steering in order to drop 20 pounds of weight. Janzen picked up a ride very late in the season with fellow Canadian Joe Premecz in his Toyota MR2 Spyder.

First runs, Premecz found himself with an ill-handling car and a cone. A bad rear shock left the car un-drivable. Competitor sportsmanship kicked in and Paul Brown offered his MR2 Spyder, while Janzen accepted the open seat in Canak's Miata Sport.

When the dust settled, Janzen was able to get down to a 64.1, Ron ended the day in third at 64.2, Stephen Lee and Brown followed at 64.4, and Premecz was at 64.5 in Brown's borrowed ride.

Friday the Premecz car was back in action on the West Course using loaned struts from Brown. Janzen had fastest raw time after first runs with a 55.5, but hit two cones. Canak's 56.2 kept him in the lead while Premecz's 56.5 moved him to second. Second runs, Canak drove a 55.8 while Janzen moved ahead of Premecz with a 55.9.

As they readied for their final runs, Canak was still not comfortable with his lead, saying, "Janzen's first run was fast. He can improve." Canak and Premecz did not improve, but Ron did and moved past Premecz for third. Janzen got a grin and a handshake from his co-driver before his last run, but while his 55.806 was the day's best it still left him 0.763sec behind Canak.

"I was clean on all six runs," Canak exclaimed. "I now have four and a half National Championships!" He counts his 2006 STS supplemental class victory as half a win. His father, Grek Canak, came to watch for the first time this year and said, "I was very proud to hear what people were saying about Andy."

E Street Ladies 📥

On her first run, Meredith Brown said, "I was a bit too excited to drive the course." Running the East side in the fourth heat, she drove in too hot on the first offsets, and then overshot the showcase turn. Reeling it in by her third run, Brown led day one with 65.457 to lead by 0.4sec over Jennifer Bedell, both in MR2 Spyders.

Day two started pleasant but overcast, with radar showing rain imminent. Brown's plan was to get



D STREET

1.	Dennis Sparks Subaru WRX	TnnV 121.027
2.	Kit Gauthier Subaru WRX	Nwst 121.260
3.	Paul Dodd Subaru WRX	RioG 121.342
4.	Oscar Ferut Subaru WRX	GuCo 121.871
5.	Scott Mullens Subaru WRX	CSCC 122.041
6.	Michael Parker Subaru WRX	Tex 122.087
7.	Van Townsend Subaru WRX	Colo 122.202
8.	Chris Dvorak Subaru WRX	Chi 122.333

9. Matthew Luckow/Det (Mini Cooper S); 10. Tim Heaton/Neb (Subaru WRX); 11. Stephen Hui/ Nwst (Mini Cooper S); 12. Jordan Towns/Ala (Subaru WRX); 13. Kaustav Acharya/SanD (Subaru WRX); 14. Fabian Castanon/Colo (Subaru WRX); 15. Steven Clark/Colo (Chevrolet Cobalt); 16. Michael Navdeck/LnSt (Subaru WRX); 17. Robert Springer/Susq (Subaru Impreza WRX); 18. Ian Farrell/Colo (Subaru WRX); 19. Jack Raymond/WDC (Subaru WRX); 20. Mike Phelps/ DMV (Subaru Impreza WRX): 21. Kevin Coyne/Tex (Subaru WRX); 22. David Anderson/Tex (Mini Cooper JCW); 23. Nicholas Wolfgang/WDC (Subaru Impreza WRX); 24. Kenneth Whitford/GuCo (Subaru WRX); 25. Joseph Battista/Haii (Subaru WRX); 26. Philip Elmore/Tex (Mini Cooper JCW); 27. Phillip Osborne/Tex (Mini Cooper S JCW); 28. Daniel Eshleman/WDC (Subaru Impreza WRX); 29. Lawrence Barry/KC (Subaru WRX); 30. Charles Parker/ Tex (Subaru WRX); 31. Zachary Stroman/SCar (Subaru Impreza WRX).

D STREET LADIES

1.	Julie Heaton Subaru WRX	Neb 123.058
2.	Marchell Fletcher Subaru WRX	RioG 124.254
3	Kristen Acharva/SanD	(Subaru

3. Kristen Acharya/SanD (Subaru WRX); 4. Christy Carlson/Wire (Subaru WRX); 5. Jessy Gauthier/ Nwst (Subaru WRX).



D STREET Dennis Sparks Tennessee Valley Region Dixie Audacity Subaru WRX

D STREET LADIES

Julie Heaton Nebraska Region R&S Racing Subaru WRX





"I was clean on all six

runs. I now have four and a half National Championships" ANDREW CANAK

a good first run and she ran a very controlled 58.4. It would be her best for the day. Bedell ran a 58.6, and then improved to a 58.298, leaving her 0.296 out of first.

On third runs, the sky turned dark and light raindrops fell. Mary Lou Holmes finished with her fastest time of 59.4, temporarily moving up to third until Christina Peterson, co-driving with Bedell, crossed the finish with a 59.0. Brown did not improve, but still had the lead. With all first drivers back in grid, Bedell paced around the car, and could only wait and watch the rain increase and her National Championship hopes diminish.

The last driver out, Bedell belted in and with a grin asked her pit crew, "Can someone grab my bad-ass glasses from the truck?" As the last two ESL ladies went to the line, the skies opened up. In a torrential downpour, top down, it took her 84sec to get around the course, while the other triple-digit driver did 93sec.

Avoiding the saturation drama, Brown scored her sixth championship with a total time of 123.865sec.

Denise Cashmore

F Street 🣥

It was a classic battle of Ford vs. Chevy, and, uh, BMW, when 39 FS drivers challenged the Lincoln Airpark concrete. Third heat weather was beautiful both days. On Thursday's East Course it was Courtney Cormier in a Camaro SS who set the early mark with a 63.050 on his first run. Second runs saw Cormier get into cone trouble while Ryan Otis lowered his time to 63.1. Four other drivers also dropped into the 63s on their second runs, and one more joined the group on his final pass, but none could catch Cormier's opening blast, nor Otis' time either.

When the scene shifted to the West Course Friday afternoon, it was an all-Camaro showdown between the top two. Otis' first run time of 55.4 moved him ahead of Cormier, who turned a 55.5. On their second runs, Otis clocked a 55.111 while Cormier had 55.222.

And the action stopped there. Both drivers were marginally slower on their final runs, Otis ending up at 118.215 to win by 0.057sec. Mark Scroggs' Mustang was third, half a sec behind.

"The GM guys [General Motors Performance Driving Team out of Detroit] were here," Otis said, "and out of all of us, somebody had to try to get the Camaro on top. I'm just thrilled to be the guy to do it.

"Cormier is in the 1LE so he's heavier with a little less power but he's got a lot more wheel and tire," Otis added. "The car that Mark's driving is the four-cylinder turbo Mustang so it's lighter. It doesn't really have the power but it sure transitions well. It's really remarkable to see three cars that, from the outside, look almost the same but they really are different animals."

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E STREET

- E	SIREEI	
1.	Andrew Canak Mazda Miata	Milw 119.165
2.	Jeff Janzen Toyota MR2 Spyder	Badl 119.928
3.	Michael Ron Mazda Miata	Chi 120.859
4.	Joe Premecz Toyota MR2 Spyder	Badl 120.923
5.	Paul Brown Toyota MR2 Spyder	RioG 121.024
6.	Jonathan Roberts Toyota MR2 Spyder	Bucc 121.849
7.	John Ryan Toyota MR2 Spyder	AlHi 121.868
8.	Azmath Mohammed Toyota MR2 Spyder	Det 121.913
9.	Mike King Toyota MR2 Spyder	Bucc 121.969
10	. Adam Norton Toyota MR2 Spyder	Ky 122.146
11	. Stephen Lee Toyota MR2 Spyder	Ky 122.164
12	. Wes Jenrich Mazda Miata	Chi 122.226
13	. Eric Peterson Toyota MR2 Spyder	NCar 122.257
14	. Brian Kelly Toyota MR2 Spyder	Colo 122.513
15	. Jim Garton Mazdaspeed Miata	RioG 122.867

Mazdaspeed Miata 122.867 16. Randy Adkins/ETnn (Mazdaspeed Miata); 17. Mark Groseth/Chi (Mazda Miata); 18. Jeffrer Rye/LOL (Mazda Miata); 19. Nicholas Babin/Phil (Toyota MR2 Spyder); 20. Charles Mathews/Chi (Mazda Miata); 21. George Schmitt/SBnd (Mazda Miata); 22. Kevin Gu/Det (Toyota MR2 Spyder); 23. Michael Grosenheider/ LnSt (Mazda Miata); 24. Jeff Smucker/Clll (Mazda Miata); 25. Jonathan Kuo/Colo (Mazdaspeed Miata); 24. Jeff Smucker/Clll (Mazda Miata); 24. Jeff Smucker/Clll (Mazda Miata); 25. Jonathan Kuo/Colo (Mazdaspeed Miata); 26. Stephen Rife/ ETnn (Toyota MR2 Spyder); 27. Jason



E STREET Andrew Kanak

Milwaukee Region Dr. Pepper/Peter Gabriel Racing Mazda Miata





E STREET LADIES

Meredith Brown Rio Grande Region Toyota of Santa Fe Toyota MR2 Spyder



Rucker/SCar (Mazda Miata); 28. Kyle Ray-Smith/SCar (Mazda Miata); 29. Felipe Gonzalez/LOL (Mazda Miata); 30. Sean Mattingly/Colo (Toyota MR2 Spyder); 31. Ed Lange/NNJ (Mazda Miata); 32. David Robinson/TnnV (Mazda Miata); 33. Bill Crawford/Chi (Tovota MR2 Spyder): 34. Kyle Bohling/Neb (Mazda Miata); 35. Craig Boyle/SanF (Mazda Miata); 36. Michael Robinson/Tnnv (Mazda Miata); 37. Ryan Thompson/LOL (Mazda Miata) 38. Bruce Schlaebitz/BgSk (Toyota MR2 Spyder); 39. Shane Donahue/Milw (Mazda Miata): 40. Brian Nixon/SCar (Mazda Miata); 41. Luke O'Hara/CCar (Mazda Miata); 42. Stephen Ducharme/ Neb (Mazda Miata); 43. Christopher Peet/SBnd (Mazda Miata LS); 44. Fred Schaffert/Neb (Mazda Miata LS): 45. Mark Miller/NCar (Mazda Miata); 46. E.L.F. Entriken/Tex (Mazda Miata LS); 47. Bill Bauman/KC (Mazda Miata); 48. Ian Johnson/RioG (Toyota MR2 Spyder); 49. Josue Montoya/Neb (Mazda Miata); 50. Rocky Entriken/Sal (Mazda Miata); Harold Reed/LnSt (Mazda Miata R); 52. Randy Puls/Sal (Mazda Miata); 53. Jerry Cabe/Cinc (Mazdaspeed Miata); 54. Wally Miller/DMV (Mazda Miata).

E	STREET LADIES	
1.	Meredith Brown Toyota MR2 Spyder	RioG 123.865
2.	Jennifer Bedell Toyota MR2 Spyder	NCar 124.161
3.	Christina Peterson Toyota MR2 Spyder	NCar 125.827
4.	Mary Lou Holmes Mazdaspeed Miata	RioG 126.008
Mi	Colleen Cabe/Cinc (Ma ata); 6. Julie Tooth/Hous	(Mażda

Miata); 7. Janet Bauman/KC (Mazda Miata); 8. MacKenzi Crowe/SInd (Mazda Miata); 9. Joanne Ago/NEng (Mazda Miata); 10. Tina Moreau/NEng (Mazda Miata); 11. Susan Puls/Sal (Mazda Miata).

F Street Ladies 🧀

Mother Nature smiled on the Ladies class Thursday afternoon. She had other ideas when Friday's fifth heat rolled around. This time Mustang and BMW were at the front. In Thursday's East Course action, it was Cindy Duncan's Mustang that set the early mark with a 65.6 and never looked back. Six of the 10 FSL drivers hit cones on their first runs. On her second pass, Duncan improved to a 65.476, best run of the day, while Lacey Otis in a Camaro put down a 66.2. Third runs saw Otis improve to a 65.9 and Laney Blume in a BMW M3 moved into third with a 66.8.

Everybody knew that rain was coming as the cars settled into the Heat 5 grid Friday, but before the first car could leave the line, the bottom fell out of the bucket. Torrential rain and lightning forced nearly a two-hour delay.

"That was absolutely the most intensely disturbing run group I've ever been in," said Duncan. "With all of the waiting and the rain coming heavier, it just got really nerve-wracking."

For most classes, the West Course took eight to 10 seconds less time to run than the East. In the wet, once things got going again, West times were about the same as dry runs on the East side.

Duncan didn't let weather or nerves get to her. When competition finally resumed, she went out and laid down her best Friday run on her first pass with a time of 66.2. Second runs saw Carol Kolk's Camaro SS put down a 66.9. Third runs saw Blume improve to a 65.2 for second, Kolk turn in a faster 65.203 for third ahead of Otis in fourth. In the end, Duncan's 131.688 was good enough for a 0.379sec win over Blume and her first championship.

"This year, I had the Wendy Allen Scholarship," said Duncan, "and the people who set that up and keep her legacy going are amazing. I wanted to do it for them. I wanted to do it in her honor. So I kind of had extra pressure on me. I didn't want to let these people down for putting their trust in me, so I'm very proud that I got it done."

John Lieberman

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G Street 🣥

In the West Course grid Tuesday morning, first heat, it was pretty much the consensus that the guy to beat was Andrew Pallotta. The grid was made up of predominantly Ford Focus STs, 14 of the 25 drivers including Pallotta in one. As it turned out, Pallotta did not win on either course, but still won the championship - one of just three drivers to achieve that feat this year. His 0.033sec margin of victory was the smallest of any Open class.

As the drivers started making their first runs, a string of times in the high 57s to low 58s were coming across the timing board. The first driver to really make a dip in the times was Josh McDonough running a 57.0 in a Focus. He held the top spot runs until Kenneth Tsang's VW GTI came up in the second-driver runs. He set a blistering 56.301 that held up through all three runs to carry him to first-day leader spot.

The second runs saw the Fords of Neil Britton and Pallotta into the 56s to take the second and third spots. On third runs, a few more drivers broke into the 56sec range, but could catch the top three of Tsang, Britton, and Pallotta.

"Still worried about Pallotta," Tsang said, "even though I'm carrying a 0.442sec lead into day two over him."

Wednesday morning on the East Course saw dark clouds on the horizon. As the first runs started, it darkened a bit more and before the second drivers could get going it was drizzling pretty well. Tsang was able to turn in a 65.3 to hang on to the lead. By the time second runs started, the drizzle was intensifying. With a low number, Michael Lane was able to find fast time at 64.528.

Pallotta was able to get a 64.6, enough to take the lead on the second runs. With the drizzle still coming down, Tsang went out but found no improvement and slipped back to fourth.

At that point, the finishing order was pretty much locked down. Third runs saw the drizzle turn into rain and nobody was able to better their times.

Pallotta took the top spot, his fourth championship, with a

F STREET

1. Ryan Otis	Ore
Camaro	118.215
2. Courtney Cormier	WDC
Camaro SS	118.272
3. Mark Scroggs	SanF
Mustang	118.825
4. Nathan Sumner	Det
Camaro SS	119.703
5. Matthew Ales	CSCC
BMW M3 Coupe	120.076
6. Terry Tabor	CFla
Mustang	120.155
7. Shaun Bailey	Det
Camaro SS	120.193
8. Jason Kolk	Det
Camaro SS	120.267
9. Chris Kirkland	Colo
Mustang Boss 302	120.938
10.Gregory Shumaker	CFla
Mustang	121.242
11. Matthew Feeney	BIRg
Camaro SS	121.337

12. David Feighner/SagV (Mustang); 13. Alex Doss/Det (Camaro SS); 14. Rod McGeorge/WDC (Camaro SS); 15. Clark Walker/Chi (BMW M3 Coupe); 16. Sean Scott/NeOk (Camaro SS); 17. Matthew Grainger/ StL (BMW M3 Coupe); 18. Christopher Jepsen/Neb (Mustang GT); 19. Michael Feeney/NCar (Camaro SS); 20. Justin Eckles/Neb (Mustang GT); 21. Jason Proksch/Indy (BMW M3 Coupe); 22. Randy Keeton/NeOk (Camaro SS); 23. Keith Roberts/Det (Mustang GT); 24. Brian Meyer/Wich (Mustang); 25. David Williamson/ NEng (Mustang Boss 302); 26. Donald Knop/Neb (Ford Shelby GT); 27. Russell Blume/Wich (BMW M3 Coupe); 28. Kevin Youngers/Colo



F STREET Ryan Otis Oregon Region Stranoparts Chevrolet Camaro





F STREET LADIES

Central Kentucky Region

Andys Auto & Truck/LMS-EFI.com

Cindy Duncan

Ford Mustang

(BMW M3); 29. Des Toups/Nwst (Mustang); 30. Dick Rasmussen/NCar (Mustang); 31. Tyler Potter/Wich (Camaro SS); 32. Eric Forbes/CSCC (BMW M3 Coupe); 33. John LaRandeau/Neb (Mustang GT); 34. Michael Mai/ConD (Mustang Boss 302); 35. Michael Young/Indy (Camaro SS); 36. Joe Hirsch/Indy (Camaro SS); 37. Christopher Sharpe/ Almo (BMW M3 Coupe); 38. Jeff Wagenknecht/GtRv (Mustang); 39. David Lehrschall/SInd (Mustang).

F STREET LADIES

1.	Cindy Duncan Mustang	CKy 131.688
2.	Laney Blume BMW M3 Coupe	Wich 132.067
3.	Carol Kolk Camaro SS	Det 132.420
4.	Lacey Otis	Ore 132 483

5. Lorien Feighner/SagV (Mustang); 6. Kellie Knop/Neb (Ford Shelby GT); 7. Brittany Paris/ Det (Camaro SS); 8. Sharianne Ziola/Det (Camaro SS); 9. Ann LaRandeau/Neb (Mustang); 10. Amanda Minen/WDC (Camaro SS).

scca.com NOVEMBER 2016 35



G STREET

1. Andrew Pallotta	NCar
Ford Focus ST	121.419
2. Josh McDonough	Det
Ford Focus ST	121.452
3. Michael Lane	WDC
Ford Focus ST	121.537
4. Kenneth Tsang	Det
Volkswagen GTI	121.661
5. William Keese	Chi
Ford Focus ST	121.761
6. Neil Britton	Det
Ford Focus ST	121.763
7. Brad McCann	Ariz
Hyundai Genesis	122.368

8. Michael Carpenter/Utah (Ford Focus ST): 9. John Azevedo/Chi (Volkswagen Golf GTI); 10. Jack Burns/NwOh (Volkswagen GTI); 11. Jonathan Rogers/ Det (Dodge Neon ACR SRT4); 12. Kevin Schultz/Utah (Ford Focus ST); 13. Charles Thompson/NEng (Mini Cooper F56); 14. G.H. Sharp/CCar (Volkswagen GTI); 15. Joseph Blaha/ NeOh (Ford Focus ST); 16. Keith Koegler/ NwOh (Ford Focus ST); 17. Dillon Conner/Tenn (Ford Focus ST); 18. Brian Anthony/Det (Ford Focus ST); 19. Clyde Caplan/WDC (Ford Focus ST); 20. Jen Wong/Det (Volkswagen GTI); 21. Trevor Renson/CFIa (Mazdaspeed 3); 22. Jeffrey Sachse/Milw (Ford Focus ST); 23. Jesse Olsen/NEng (Mazdaspeed 3); 24. Reinier Goede/Atl (Mazdaspeed 3): 25. Thomas Simon/Atl (Ford Focus ST).

G STREET LADIES		
1.	Maria Mayorga Ford Focus ST	NCar 125.840
2.	Barbara Seeger Ford Focus ST	NEng 127.942
3.	Melanie Dorsey/Colo (Fo	rd Focus ST).



G STREET Andrew Pallotta North Carolina Region Stranoparts/Evolution Ford Focus ST





G STREET LADIES Maria Mayorga North Carolina Region Ford Focus ST



"I'm excited to be taking the national title, but also disappointed the rain had shortened a great fight" **ANDREW PALLOTTA**

two-day time of 121.419. McDonough held on for second with Lane in third. First-day leader Tsang, the only second driver in the trophies, fell to fourth.

"I'm excited to be taking the national title, but also disappointed the rain had shortened a great fight on track," Pallotta said.

G Street Ladies 📥

The all-Focus GSL class had to wait all day for their turn, running in the fifth heat. The West Course saw all three competitors struggle with cones and a DNF on their first runs. All three came back on their second runs clean. Then Maria Mayorga dropped the hammer to take the day one lead with a 59.588. This left her with almost a 0.7sec lead going into day two. For a day that saw a lot of wet runs, by Heat 5 the course was dry and ready for the GSL fight to continue. Mayorga came out of the grid and set the pace with a blistering 66.252. Her competition again struggled with a DNF and a pylon penalty. They had better runs on the second go, but never got closer than 2.102sec in the overall totals. Mayorga walked away with the National title on a 125.840 final time.

"I had come into the day with a plan of driving my line on course, not worrying about the other ladies," she said.

Jay Payne

H Street A If you were watching this first heat H Street class on Thursday morning you saw the Mini Cooper, Honda Civic/CRX, Ford Fiesta ST, and Mazda 3 compete. But you were probably most surprised to see (but not hear) the BMW i3 Range Extender (electric) take to the course. The car's stealth presence sporting a 650cc scooter engine, piloted by Darren Linders, got a lot of attention and questions in grid even though not a contender.

As the sunny and dry day one competition kicked off for class competitors, the roster was significantly different, full of many new names. Noticeably absent, Greg Reno, champion the past four years. Newbie nerves were shaken off after a few DNFs and coned first runs as competitors settled into the transition-heavy West Course.

Robert Luis, in a Mini, came out on top at the end of day one after putting down the only 57sec times in the class with a 57.365 best. Luis was followed by Nationals rookie Philip Mitchell's Ford Fiesta ST, 0.6sec back.

Only 1.4sec covered the top nine as the drivers' attention turned to how to maximize their available horsepower on Friday's more open East Course.

As day two began in cooler, overcast and dry conditions, Luis proved the Mini was a true contender in HS by posting a quick 65.2. However, Mitchell dug in and posted the only 64sec times in the class. A dirty 64.9 on

his second run led to a clean 64.651 third run.

The day ended with Luis taking his first true National Championship (15 years ago he won Street Modified, then a supplemental class) at 122.613sec, followed oh, so closely by Mitchell, 0.040 back. Another first-time Nationals driver, Jereme Mason, was able to grab on to a third-place finish by virtue of running the fourth-best time each day.

Luis said he favored the East Course, a little afraid of the higher-powered Fiestas but had a solid run day one for a bit of a cushion. He said day two found him pushing a little too hard which he thought led to a few key mistakes, but was happy to be able to take the win. Mitchell, content to get second place, was disappointed that a missed shift on day one likely cost him the win.

H Street Ladies 🦽

The dry and mostly sunny conditions of Heat 3 provided the HS Ladies with a clear view of the twisty, sometimes visually challenging course that was described as punishing if you didn't look ahead and plan. Laura Harbour, three-time National Champion in other classes, led the times in a Civic Si Coupe she just purchased on Craigslist only 20 days before Nationals. With a few tweaks to get the car to her liking, she ended up with the three guickest times of the class, ending with a 59.882, the only run under one minute. Gwen Habenicht's Mini followed, by almost a full second.

On Friday, Heat 3 got under way as the drivers mentally prepped their strategies for the sweeping East Course in dry but cooler conditions. Harbour - again turning in the fastest three runs closed at 68.248, 128.130 for the two days, and extending her lead over Habenicht 1.527sec.

In impound, she playfully noted that she planned to take and send a photo of her newly acquired car to the original owners letting them see the accomplishment of their former humble daily driver.

Donna Littlejohn

H STREET

1.	Robert Luis Mini Cooper	SanF 122.613
2.	Philip Mitchell Ford Fiesta ST	Det 122.653
3.	Jereme Mason Honda Civic Si	RdRv 124.568
4.	Ted Descovich Jr. Ford Fiesta ST	NNJ 124.688
5.	James Harnish Honda CRX Si	Ariz 125.005
6.	Brandon Hagaman Ford Fiesta ST	Det 125.035
7.	Sam Karp Ford Fiesta ST	Milw 125.144
8.	Scott Wright Ford Fiesta ST	Ky 125.297

9 Jeffrey Pierce/RdRv (Honda Civic Si); 10. Michael Casino/CCar (Ford Fiesta ST); 11. Russell Bowlus/SanF (Ford Fiesta ST); 12. Dan Marx/CIII (Mini Cooper); 13. Greg Cheney/KC (Ford Fiesta ST); 14. David Spratte/ NCar (Mini Cooper); 15. Todd Freeman/LOL (Ford Fiesta ST); 16. Roger Milstead/Tex (Mini Cooper); 17. Jim O'Day/SnRv (Ford Fiesta ST); 18. Kia Gharib/StL (Mini Cooper JCW); 19. Dennis Barrett/NwOh (Ford Fiesta ST); 20. William Harris/CCar (Ford Fiesta ST); 21. Ed Runnion/SanF (Ford Fiesta ST); 22. Ben Lynn/Neb (Ford Fiesta ST); 23. James Carr/Mont (Honda Civic Si); 24. J. Douglas Patterson/KC (Ford Fiesta ST); 25. Steve Garniobst/Milw (Ford Fiesta ST); 26. John Qualheim/LOL (Mini Cooper); 27. Don Herrick/Wich (Ford Fiesta ST); 28. Darrin Linders/Nwst (BMW i3 REx); 29. Matthew Jorn/StL (Mazda 3).



H STREET Robert Luis San Francisco Region MINI USA/BP Performance Mini Cooper





H STREET LADIES 1. Laura Harbour

 1. Laura Harbour
 CKy

 Honda Civic Si
 128.130

 2. Gwen Habenicht
 NCar

 Mini Cooper
 129.657

 April Brausen/Milw (Ford Fiesta ST); 4. Sabrina Fiester/LOL (Ford Fiesta ST); 5. Valerie Ball/Nwst (BMW i3 REx).

H STREET LADIES Laura Harbour Central Kentucky Region Unlikely Underdogs/11th Hour Racing Honda Civic Si



EVENT REPORT



Street Touring Classes

STREET TOURING ULTRA

1.	Bryan Heitkotter Nissan 350Z	SanF 114.229
2.	Jeff Stuart Nissan 350Z	CSCC 114.785
3.	John Hale Subaru Impreza WRX STi	LnSt 115.201
4.	Bill Zerr Subaru Impreza WRX STi	Nwst 115.721
5.	Robert Pendergest Subaru Impreza WRX STI	Wich 115.790
6.	Martin Kriz Subaru Impreza WRX STI	WDC 115.827
7.	Lane Borg Corvette	Tex 116.145
8.	Christopher Gladu Subaru Impreza WRX STI	Colo 116.403
9.	Nicholas Barbato Nissan 350Z	NEng 116.751
10.	Scott Steider Corvette	Tex 117.096
11.	Tony Rodriguez	SanF

Mitsubishi Lancer Evo IX 117.154 12. Dan Podhola/Nwst (Subaru Impreza WRX STI); 13. Mark Hill/Kan (Mitsubishi Evo IX); 14. Matt Colley/ CCar (Corvette); 15. Doug Mikko/Nwst (Mitsubishi Lancer Evo IX); 16. Brent Vitolins/Nwst (Mitsubishi Lancer Evo



STREET TOURING ULTRA Bryan Heitkotter

San Francisco Region Stranoparts.com/ProParts USA Nissan 350Z





STREET TOURING ULTRA LADIES

Crissy Weaver Cincinnati Region FattBoyz/TurninConcepts/Toxic Brew Subaru Impreza WRX STI



IX); 17. John Powell/StL (Subaru Impreza WRX STI); 18. Christopher Hammond/StL (Nissan 350Z Touring); 19. Tim Wiedemann/Nwst (Mitsubishi Lancer Evo IX); 20. Dwight Dongog/ Colo (Subaru Impreza WRX STI): 21. Andrew Ramos/Det (Corvette); 22. Kent Weaver/Cinc (Subaru Impreza WRX STI); 23. Glenn Heyse/ NEng (Nissan 350Z); 24. Jacob Kruse/ Chi (Nissan 350Z Touring); 25. Mark DeShon/CSCC (Nissan 350Z); 26. Mark Melchior/Colo (BMW M3); 27. Jonathan Gregory/CIII (Nissan (Nissan 350Z); 29. Norman Rawls/Det (Nissan 350Z); 30. Nickolaus Gruendler III/LnSt (Subaru Impreza WRX STI); 31. Brian Flanagan/Chat (BMW M3); 32. Jimmy Au-Yeung/SanF (Mitsubishi Lancer Evo IX); 33. Wojtek Hajduczek/Phil (Nissan 350Z); 34. Hal Dorton/SanF (BMW M3); 35. Nick Dunlap/WDC (Corvette); 36. Robert Godiciu/Colo (Subaru Impreza WRX STI): 37. David Cosseboom/Neb (Mitsubishi Lancer Evo IX); 38. Mike Erpelding/KC (BMW M3); 39. Mike Kenney/StL (Subaru Impreza WRX STI).

STREET TOURING ULTRA LADIES

- 1. Crissy Weaver Cinc Subaru Impreza WRX STI 126.270
- 2. Gretchen Weidemann Nwst Mitsubishi Lancer Evo IX 126.702
- 3. Tasha Mikko Nwst Mitsubishi Lancer Evo IX 127.808

 Caitlin Dunlap/WDC (Corvette);
 Teddie Alexandrova/SanF (Nissan 3502); 6. Mina Ingraham/Ore (Subaru Impreza WRX STI); 7. Deb Erpelding/ KC (BMW M3); 8. Kati Bianchi/Chi (Nissan 3502).

Street Touring Ultra Ladies

STUL was in the second heat on Tuesday, running the West Course under ideal weather conditions for the eight competitors.

Teddie Alexandrova, in a 350Z, set a blazing fast second run of 55.1 that would have led the field, but unfortunately she coned and could not back it up in her third run. Chrissy Weaver in a WRX grabbed the early lead of 55.417 and kept it at the end of the day.

"The showcase turn was really tough to get the braking zone right," she said.

Day two brought less than ideal drying conditions on the East Course, which favored the Subaru drivers. Mina Ingraham, the defending National Champion, had the fastest scratch of the day with a 69.3 in her WRX, but a first-run DNF and multiple cones on her next two plagued her. Gretchen Weidemann in an Evo would claim fast time, a 70.077 on her last run.

Despite a DNF on Weaver's first run - she said it was only her second time driving the car in the rain - she pulled it together to put in a fast, clean run of 70.8 for a combined time of 126.270 to take the win by 0.432sec over Weidemann.

Weaver was nearly in tears after the competition, her fourth win. "Right before the heat started, I found out that a racer friend of mine passed away," she said. "I raced for him today."

Street Touring Ultra 📥

STU, going in Heat 5, was a 39-car class with a mix of boost buggies, Corvettes, M3s, and 350Zs - that last model being Bryan Heitkotter's weapon of choice as he set the early lead on the West Course.

He did 53.469 on his first run. Even he couldn't beat it in his subsequent runs, as he ended up doing all three laps within 0.098sec. He led by 0.4sec over the rest of the class as no one else could even beat his worst time. All the rest of the 11 trophy places were covered by a single second.

Heitkotter said he was "really

happy to be sitting in the lead after day one, especially since we just put this car together a week ago. We transferred the build from our old 350Z to this one, which is a higher-revving version of the 350Z."

In grid Wednesday, Martin Kriz, whose Subaru was down in eighth place, was doing a rain dance. It was to no avail. By the time the last heat rolled around, the rain was gone. Still, Kriz had a better day, climbing to sixth.

The East Course brought a battle of 350Zs, with defending champion Jeff Stuart closing the gap with a 60.8 on his second run to sit just 0.2sec behind Heitkotter.

Heitkotter said "I was really nervous after second runs when Jeff Stuart dropped so much time, and I was left wondering

"I was left wondering where I could find more time...I just kept my foot on the throttle" BRYAN HEITKOTTER

where I could find more time on my third run. However, I just kept my foot on the throttle and the car stuck it."

He managed to find fast time of 60.760 to increase his lead to 0.556 with a combined time of 114.229, just moments before the skies opened up with rain. Thankfully, the storm passed within minutes and the sun and wind began drying the course quickly. Only Stuart remained to challenge Heitkotter's lead, and he was among the last of the second drivers, giving him dry conditions, but a pylon doomed the effort.

Heitkotter became one of two drivers at these Nationals to win his seventh championship in a seventh different class.

Tamra Hunt

Street Touring Roadster Ladies

The first heat STRL battle was expected to be Jessica Pao, second in DSL last year, vs. Dianna Carris, who'd won STUL her last time at Nationals in

5	TREET TOURING ROAI	DSTER
1.	James Yom Honda S2000 CR	CSCC 115.140
2.	Nicholas Chu Honda S2000 CR	Nwst 115.981
3.	William Koscielny Mazda MX5 Miata	NEng 116.044
4.	Ron Bauer Mazda MX5 Miata	Nwst 116.279
5.	Jed Peterson Honda S2000	Tenn 116.300
6.	Greg Janulis Honda S2000	Chi 116.355
7.	Jim Reyenga Honda S2000	Tex 116.402
8.	Tom Reynolds Mazda MX5 Miata	RioG 116.493
9.	Ricky Crow Honda S2000 CR	Almo 116.506
10	. Brian Karwan Mazda MX5 Miata	WDC 116.517
11.	Shane Chinonn-Rhoden Mazda MX5 Miata	WDC 116.567
12	. Landon Thompson Honda S2000	Hous 116.626
13	. Timothy Kong Honda S2000 CR	NEng 116.670
14	. Kerry Coughlin Honda S2000	Delt 116.682
15	. Michael Yanase Honda S2000	CSCC 116.775
16	. Justin Neal Mazda MX5 Miata	WDC 117.060
17.	Kevin Dietz	Nwst

STREET TOURING BOADSTER

117.135 Honda S2000 18.Colin Fiedler/Milw (Honda S2000); 19. Christopher Carris/Haii (Honda S2000 CR); 20. Lance Keeley/Milw (Mazda MX5 Miata); 21. Dean Chen/ Nwst (Honda S2000 CR); 22. Heidi Ellison/NNJ (Honda S2000 CR); 23. John Rogers/SBnd (Honda S2000); 24. Charly Spyksma/Nwst (Mazda MX5 Miata); 25. David Rock/ ArzB (Toyota MR2 Spyder); 26. Noel Leslie/WDC (Honda S2000 CR); 27. Barry Greenaway/WNY (Mazda Miata); 28. Richard Wayne/NNJ (Honda S2000 CR); 29. Adam Locsi/SBnd (Honda S2000 CR); 30. Eric Davis/Ark (Honda S2000); 31. Robert Horton/ Hous (Honda S2000); 32. Robert Gosda/Chi (Honda S2000); 33. Michael Willman/Almo (Honda S2000 CR); 34. Armstrong Vongsavath/Tex (Honda S2000); 35. James Tatad/NY (Honda S2000); 36. Bob Bailey/Tex (Mazda MS5 Miata); 37. Jacob Ronald/NEng (Mazda MX5 Miata); 38. Kevin Pao/ CSCC (Honda S2000); 39. Joshua Lipman/NY (Honda S2000 CR); 40. Brian Killourhy/Haii (Honda S2000): 41. Joe Calder/Milw (Mazda MX5 Miata); 42. Nathan Gordon/Wire



STREET TOURING ROADSTER James Yon

Cal Club Region Karcepts/Gernby E-tuning/West End Honda \$2000 CR

STREET TOURING ROADSTER LADIES

Arizona Region You Are Here Designs Honda \$2000







(Honda S2000); 43. Paul Kreutzwiser/ Fing (Mazda Miata); 44. Roger Johnson/Hous (Honda S2000); 45. Patrick Barber/Det (Mazda MX5 Miata); 46. Matt Davis/Cinc (Honda S2000); 47. Pablo Laight/RioG (Mazda MX5 Miata); 48. Ryan Weddle/Chi (Honda S2000); 49. Clyde Siazon/NNJ (Honda S2000); 50. Benjamin Zabel/ Milw (Honda S2000); 51. Thomas Jensen/Tex (Honda S2000); 52. Ido Waksman/Det (Honda S2000); 53. Kevin Sheipline/NeOh (Honda S2000); 54. Bradley Walker/Almo (Honda S2000); 55. Douglas Wille/ Hous (Honda S2000); 55. Douglas Will Thompson/LOL (Honda S2000); 57. Craig Donowho/Almo (Honda S2000); 58. Paul Krysiak/NEng (Honda S2000): 59. Jeffrey Janulis/Chi (Honda S2000); 60. Louis Whitehead/Neb (Mazda MX5 Miata); 61. Joshua Brockman/NEng (Honda S2000); 62. Trevor Blackwell/WDC (Mazda Miata); 63. Cullen Murphy/LOL (Honda S2000); 64. David Moellenbeck/StL (Pontiac Solstice).

STREET TOURING ROADSTER LADIES

1.	Kate Fisher Honda S2000	Ariz 120.395
2.	Jessica Pao Honda S2000	CSCC 121.090
3.	Diana Carris Honda S2000 CR	Haii 121,216

4. Michelle Knoll/WDC (Honda S2000 CR); 5. Kerry Gonzales/ArzB (Toyota MR2 Spyder); 6. Casey Coughlin/Delt (Honda S2000); 7. Elayne Man/Haii (Honda S2000 CR); 8. Vanessa Lau/ Almo (Honda S2000 CR); 9. Lacie Edens/Ark (Mazda MX5 Miata).





STREET TOURING XTREME

2		KE/ME
1.	Craig Wilcox Mini Cooper	KC 115.778
2.	David Marcus Subaru BRZ	Fla 117.072
3.	Karlton Lew Subaru BRZ	SanF 117.256
4.	Mike Leeder Subaru BRZ	Milw 117.328
5.	Mack Siu Kei Tsang Subaru BRZ	SanF 117.329
6.	Darrin DiSimo Subaru BRZ	Fla 117.330
7.	lan Stewart Scion FR-S	CFla 117.378
8.	Kyle Herbst BMW 128i	OhV 117.419
	Justin Tsang Subaru BRZ	SanF 117.640
10	. Richard Hayter Subaru BRZ	CSCC 117.731
11	. Terence Chang Subaru BRZ	CSCC 117.802
12	. Adrian Cardenas BMW E36	CSCC 117.960
13	. Brandon Porambo BMW E36	CSCC 118.044
14	. Shea Seefeldt Subaru BRZ	RioG 118.050
15	. Jonathan Lugod Ford Focus ST	SanD 118.055
16	. Matt Jones Subaru BRZ	WDC 118.151
17	. Bart Hockerman Subaru BRZ	Milw 118.224
18	. Raymond Dsouza Subaru BRZ	Ky 118.355
19	. Steve O'Blenes Mazda RX-8	CSCC 118.427
20	Daymon Krotez/Nwst	(Scion FP-S)

20. Davmon Krotez/Nwst (Scion FR-S): 21. Manfred Reysser/Ariz (Scion FR-S); 22. Joe Silva/Sal (Mini Cooper); 23. Robert Strohmeyer/LasV (Scion FR-S); 24. Gordon Maciulewicz/Cinc (BMW 128); 25. Andrew McGibbon/RioG (Subaru BRZ); 26. Matthew Stephenson/ Colo (Scion FR-S); 27. Greg Pollack/WDC (Subaru BRZ); 28. Karl Coleman/Nwst (Subaru BRZ); 29. Guy Ankeny/CSCC (Subaru BRZ); 30. Aaron Buckley/NCar (Scion FR-S); 31. Derek Punch/SanD (Subaru BRZ); 32. Bryan Hertweck/BIRg (Scion FR-S); 33. John Krotez/Nwst (Scion FR-S); 34. Thomas Sotiropoulos/ (Scion FR-S); 36. Sebastian Rios/CSCC (Subaru BRZ); 37. Jonathan Cadiente/ SanF (Mazda RX-8); 38. Chris Thorpe/ Nwst (Volkswagen Golf R); 39. Alex Paraskevas/Ore (Subaru BRZ); 40. Todd Hesskamp/KC (BMW 328is); 41. Scott Dixon/Nwst (Scion FR-S); 42. Marlon Tecson/LasV (Scion FR-S); 43. Robert Porter/Okla (Subaru BRZ); 44. Zeph Uusitalo/Ore (Subaru BRZ): 45. Phil Bedard/Atl (Subaru BRZ); 46. Aaron



STREET TOURING XTREME Craig Wilcox Kansas City Region OSGiken/BFGoodrich/MC2 Mini Cooper

STREET TOURING XTREME LADIES Annie Gill

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





Breitbach/Iowa (Mazda RX-8); 47. Justin Metz/Colo (Scion FR-S): 48. Jacob Ortiz/ RioG (Subaru Impreza WRX); 49. Michael Palero/ArAI (Ford Focus ST); 50. Bob Buxbaum/KC (BMW 328is); 51. Kevin Gleaton/ArzB (Scion FR-S); 52. Charles Wilson/KC (Subaru BRZ); 53. Ryan Davies/Dix (BMW ActiveHybrid X6); 54. Peter Modjeski/Milw (Subaru BRZ); 55. Michael Nakata/CSCC (Mazda RX-8); 56. Jacob Montgomery/StL (Scion FR-S); 57. George Haigh/Nwst (Volkswagen Golf R); 58. Donald Lew/ SanF (Subaru BRZ); 59. Ron McManus/ Iowa (Mazda RX-8); 60. Jaan Sirota/CNY (Subaru BRZ); 61. Charlie Davis/SanF (BMW 325is); 62. Steve Mitchell/WDC (Subaru BRZ); 63. Peter Lier/CFla (Scion (Buble Dirz), 65. Doug Hitchcock/KC (BMW 328is); 66. Hans Villanueva/Iowa (Scion FR-S); 67. Jeffrey Fritz/Iowa (Scion FR-S); 68. Brian Britten/FtWn (Mini Cooper S); 69. Terry Baker/WDC (BMW 128i); 70. Curtis Staples/ODom (BMW 128i); 71. Erik Witkamp/ArzB (Mazda RX-8); 72. Ryan Staub/KC (BMW 328is).

	STREET TOURING XTREME LADIES		
1.	Annie Gill Scion FR-S	Nwst 118.405	
2.	Laura Campbell Subaru BRZ	TnnV 119.233	
3.	Catherine Tran Subaru BRZ	CSCC 121.602	
4.	Jen Fox Subaru BRZ	WDC 122.755	

- Amy Coleman/Nwst (Subaru BRZ); Shauna Rios/CSCC (Subaru BRZ); Mindi Cross/ArzB (Scion FR-S);
- 6. 7.
- Sonja Hitchcock/KC (BMW 328is);
 Melissa Britten/FtWn (Mini Cooper
- S); 10. Alexandra Wester/RioG (Subaru
- Impreza WRX).

"STX set a new benchmark this year with 72 drivers competing, the second largest class of the year"

2009. They didn't count on rookie Kate Fisher. All three were in Honda S2000s.

Pao's 57.1 in Mike Yanase's car led after Thursday's first runs on the corn side. Carris lowered the lead to 56.2 on second runs. But then Fisher dropped that to 55.947 on her third to lead by 0.3 over the trio of Carris, Pao and Kerry Gonzales' MR2 Spyder, all covered by 0.025 sec.

Friday on the plane side, a fast but dirty 64.3 by Pao showed promise, but Fisher remained in the lead until Pao's clean 64.8 on run number two, now ahead by 0.009sec. Carris was just over a tenth back. After Pao coned run number three, Fisher made the best of her final run once again, taking the day's top time down to 64.448. When Carris couldn't improve, Fisher was National Champion at 120.395, followed by Pao 0.695 back, and Carris.

"These ladies are great drivers and the small lead I had evaporated after our first runs today," Fisher said. "I made a huge mistake on my second run and felt a ton of pressure to get a fast, clean run and not make mistakes. and then just hope it was fast enough to stay in the trophies.

"I told my fear that it could come on a ride-along, but it wasn't allowed to drive. That allowed me to focus on driving well, rather than not making a mistake."

Street Touring Roadster 🥖

STR was the third largest class in the event, in fact the thirdlargest Street Touring class ever at 64 entries, and the question was: Honda S2000 or the new fourth generation Mazda Miata?

Competition kicked off Thursday on the West Course with Nicholas Chu's S2000 CR being the fastest on first runs with a 54.1, with Greg Janulis 0.2sec back and Kerry Coughlin,



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STREET TOURING SPORT Jeff Wong Honda CRX Si CSCC 122.590 Milw 122.787 2. Jason Frank Honda CRX Si Adam Barber 3. Milw 123.420 Honda Civic Si 4. Greg Maloy StCt 123.704 Honda Civic Si Ron Williams 5. Kan 123.782 Honda CRX Si CSCC 124.167 Stephen Yeoh 6. Honda Civic Si Michael Snyder WDC 7. 124.293 Honda CRX Si Mark McKnight Milw 8. 124.526 Honda CRX Si 9 John Clark Tex 124.900 Honda Civic Si 10. Sean Greer StL Honda CRX Si 125.311 11. Shane Jensen Nwst 125.463 Honda CRX Si 12. Gerald Terranova Tex 125.473 Honda Civic Si 13. Benjamin Wagstaff NEng 125.481 Mazda Miata 14. Matthew Waich Milw 125.589 Honda Civic Si 15. Kyle Klein Milw 125.642 Honda Civic Si Jay McKoskey/LOL (Mazda Miata); 17. Michael Waich/Milw (Honda Civic Si); 18. Peter Lonev/CSCC (Mazda Miata):

19. Mike Herrick/Wich (Honda Civic Si): 20. John Mensch/Milw (Honda CRX Si); 21. Gary Cameron/SanD (Mazda Miata); 22. Ian Baker/WDC (Honda CRX Si); 23. Manuel Ruiz/SanD (Mazda Miata); 24. Ryan Devlin/Milw (Honda CRX Si); 25. Justin Harbour/CKy (Mazda Miata);



William Koscielny and Ron Bauer covered by another quarter-second.

That is when the normal drama of a tight class became even more dramatic. Bauer had repaired an aftermarket differential that failed during the ProSolo Finale by borrowing parts from Deana Kelley's

CSL-winning Miata but the repair did not last long. After first runs, mechanical woes struck Bauer and co-driver Charly Spyksma yet again, resulting in a mechanical DNF for Spyksma on his second run. The sportsmanship of this group came into play, and both drivers were able to complete

"He expected any of a multitude of drivers could eclipse him, but the fact his first-run time held up made this championship, his fourth, all the sweeter"



STREET TOURING SPORT Jeff Wong

Cal Club Region ProParts USA Honda CRX Si

STREET TOURING SPORT LADIES Nicole Wong Cal Club Region ProParts USA Honda CRX Si



26. Eric Stoltz/SnRv (Mazda Miata); 27. Joshua Kolbach/Milw (Honda CRX Si); 28. Eric Chiang/NEng (Mazda Miata); 29. Dale Kunze/WNY (Honda Civic Si); 30. Brent Glad/Nwst (Honda CRX Si); 31. Benjamin Cort/Ore (Honda Civic Si); 32. Alan Claffie/WDC (Mazda Miata); 33. Brad Czopek/Ore (Honda Civic Si) 34. Samson Creasey/NEng (Honda CRX Si); 35. Cory Tomoyasu/Haii (Mazda Miata); 36. William Wootton/LnSt (Mazda Miata); 37. Chang Kim/NEng (Honda Civic Si); 38. Jimmy Li/Det (Toyota MR2); 39. Steven Darcy/CCar (Mazda Miata): 40. Andrew Krystinik/NEng (Mazda Miata); 41. Todd Cameron/SanD (Mazda Miata); 42. David Avard/Kan (Honda Civic Si); 43. Peter Lindberg/Hous (Honda Civic Si): 44. Derek Jester/CCar (Mazda Miata); 45. Michael White/Neb (Mazda Miata); 46. Keith Klein/Milw (Honda Civic Si) 47. Todd Roppuld/Milw (Honda CRX Si); 48. Damian Huertas/SanF (Mazda Miata); 49. George Hammond/LnSt (Honda Civic Si); 50. Kathleen Claffie/WDC (Mazda Miata); 51. Chuck Anderson/ NwOh (Honda CRX Si); 52. Jack Nguyen/ NEng (Honda CRX Si); 53. David Fink/ Neb (Mazda Miata): 54. Monte Rans/Sal (Honda CRX Si); 55. Andrew DeCristofaro/CCar (Mazda Miata); 56. John Brown/ETnn (Mazda Miata).

STREET TOURING SPORT LADIES

1.	Nicole Wong Honda CRX Si	CSCC 119.793
2.	Michelle Miller Honda CRX Si	Nwst 120.668
3.	Hilary Anderson Frank	Milw

- Honda CRX Si 122.456
- Jessica Podhola/Nwst (Honda CRX 4
- Si); 5. Linda Cox/ETnn (Mazda Miata); 6. Katie Renteria/Milw (Honda CRX Si
- 7. Barbara Bielucki/Susq (Honda CRX Si).

the day in borrowed cars, but never improving.

When third runs came along, James Yom languished near the bottom of the 17-deep trophy list after a dirty first run and a very "safe" 55.1sec run. However, on his third run he burst into the lead with a 53.862 in his Honda, just under 0.3sec ahead of Chu's only clean run.

Yom, the last driver in the class to run, posted Friday's fastest second run, 61.278. Ten other drivers, including Bauer back (with Spyksma) in their own car again, were also in the 61s, at least on raw time.

Yom had to watch the entire class take their last shot at him. First-driver Chu was already in with a 61.8, sitting in second place. Bauer was somewhere in the Kessel Run, and Koscielny was channeling Yoda when Yom started his final run. Both challengers would need high 60s to take the lead. Neither got there, so Yom didn't need the run and sat on his 115.140 total, which was fortunate for him as he caught two cones. Koscielny's ND Miata came home in 61.5 for third, pushing Bauer down to fourth.

Yom won the class by 0.841sec, a monster margin of victory - the second widest ever in a class of 60-plus cars. All the rest of the 17 trophy winners were blanketed by 1.1 sec.

Yom mentioned that he had missed the win in this class in 2011 by 0.012sec, and had promised himself he would return one day for the win. This year, with the introduction of the ND Miata, he wanted to prove the S2000 was still competitive. Early back-to-back tire testing this year convinced him that the BFGoodrich Rival S was his choice, and he never looked back.

Charlie Davis

Street Touring Xtreme Ladies 🥖

It's Tuesday morning, first day of the Solo National Championships, and Annie Gill established herself as the driver to beat on her first run during the first heat on the

THE COURSES: CONE ENCOUNTERS – OF THE SOLO KIND

This year's Solo Nationals theme, "Cone Encounters," was a science fiction theme, and course designers John Hunter and Marcus Merideth took it to heart.

EAST COURSE (The Plane Side or Jet Fuel Challenge)

John Hunter drew his inspiration from the first trilogy of Star Wars movies, its various elements signaled by quotes from the films. The overall rendering, titled by "Sorry About the Mess," a Han Solo quote from Episode IV: A New Hope, gave drivers a course described by more than one competitor as one that walked faster than it drove. Sections looked like they could be third gear screamers, but tricky elements preceding them slowed things down more than anticipated.

- "Never tell me the odds" (Princess Leia, Episode IV): A deep box gave room to do a right turn and get speed up before the lights, then hang a big left and run the first two gates of a slalom.
- "Do or do not; there is no try" (Yoda, Episode V, The Empire Strikes Back): The slalom finished with three curved walls.

- "Would it help if I got out and pushed?" (Leia, Episode IV): A big 180 left sweeper.
- "I have a bad feeling about this." (Solo, Episode IV): A slalom, drawn as a four-cone run with 75-foot separation, but because of the way the entry and exit were designed, it was really a six-cone challenge, with 100-foot spacing to begin and end it.
- "That's no moon..." (Obi-Wan Kenobi, Episode IV): The slalom ended in a curved wall with a slight right bend that was tighter than it looked, which led to...
- "It's a trap!" (Admiral Ackbar, Episode VI: Return Of The Jedi): The showcase turn was a fairly tight 180 right, with a pulled-in cone that sucked drivers to an early apex on the real key cone of the turn.

- "Kessel Run." (Solo, Episode IV): A fast run down the eastern fence line, with just enough interruption to prevent an up shift in many cars. Midway, drivers were forced to move a couple of lanes to the right, and then back left again.
- "Great, kid! Don't get too cocky." (Solo, Episode IV): At the end of the fence line run, a 90 right with plenty of room to go too wide.
- "Stay on target." (Gold Five, Episode IV): A bus stop through the far end of the course, approached with a fast right, then a slower left.
- "Use the Force." (Obi-Wan, Episode IV): A not-so-simple 90 right, with a wide approach to get behind the cone beginning the finish run. A lefthander immediately followed.
- "Exhaust port." (General Dodonna, Episode V): A tiny exhaust port was Luke Skywalker's target to destroy the Death Star, and a tiny thread-the-needle right-left was the target to the flying finish.

WEST COURSE (The Corn Side or E85 Challenge)

Marcus Merideth's design drew references largely from the sci-fi TV series Firefly and its spin-off movie Serenity, plus Spaceballs and a couple of others. Titled "Aim to Misbehave," a line from Serenity, it was quite opposite from the other course. This one was said to drive faster than it walked as competitors found they could maintain speed better than expected.

- "May the Schwartz be with you." (Spaceballs): Very similar to the East Course start, a spacious right turn before the lights.
- "Fully loaded, safety off" (Firefly): A simple pin turn disguising a large sweeping 180-degree lefthander.

May the Schwartz be with youl START Fully loaded, safety off Time For thrilling heraics tota in space tota in space

- "Time for thrilling heroics" (Firefly): Through a bridge, then a right-hand sweeper with no inside cone but a wall on the outside. Swing wide to get lined up for...
- "Hey...you can't park here!" (Spaceballs): a triple gate feeding a threecone slalom with the second cone outset. Looked easy except for...
- "Lost in Space" (Lost in Space): It looked like a funnel but it was really an outside wall and an inside pin turn. Halfway around, a nearly 180 sweeper another near-identical pair of cone rows to define the rest of the turn.
- "Can't stop the signal." (Firefly): A six-cone slalom, slightly diagonal up the middle of the course area. Spacing more than 75 feet meant it was...
- "Coming up a mite fast." (Firefly): Suddenly there was the showcase turn with three sets of walls on the outside drawing attention from the five-cone inside wall. Get on that last inside cone, accelerate out the end of the 215-degree sweeper, and then...

 "Whoa now!" (Star Wars Episode 1: The Phantom Menace): Wham, the door slams shut on a sharp lefthander; and then another of those turns, a right, with no inside cone.

WEST (CORN) COURSE

- "Two by two, hands of blue." (Firefly): A simple two-cone slalom, hard to set up coming from the backside of the first cone.
- "My brain's going into my feet!" (Spaceballs): Giant left-hand 180 sweeper, defined by two bridges at the far south end, the second one way too early to use as a key cone.
- "They've gone to plaid." (Spaceballs): The finish of the sweeper, northbound now heading for the finish.
- "Curse your sudden but inevitable betrayal." (Firefly): Just two more cones, get them right and the finish is a flatfoot screamer which, wisely, had a long exit chute.

bad

have

Great Kid!! Don't get too cock

Would it help if I gout out '---shed?

EAST (PLANE) COURSE

Stay or Target

Use the Force



West Course. Her Scion FR-S runs 55.8, which she improved on her second run to 55.204, securing the lead on day one. Shauna Rios, Subaru BRZ, opens with a 56.5 to put herself briefly in second place, but DNFs her next two laps.

Laura Campbell, always quick, had switched to STXL for Nationals and showed her speed on run two with a 55.7, which placed her BRZ in the second spot after day one. Also on run two, in another BRZ, Cat Tran jumped into the third spot on the strength of a 56.2.

On day two, on the East Course, Gill put down a 64.2 to maintain the early lead. She made it a 63.201 on run two. And that, pretty much, was that. Sitting on a score of 118.405, she'd have her eighth championship, fourth in a row, three straight in STXL.

On the second run, the competitors pushed to get fast times in with skies already threatening. The only driver not to do her best time on her second run was one who caught two pylon penalties. The podium remained unchanged. Campbell was second fastest with a 63.4. Tran would be quicker at 63.3 but, despite a cone, still held onto the final podium position. Then the rain fell and third runs were irrelevant.

"Everyone stepped up their game this year, myself included," Gill said. As for next year, she added. "As of right now, I'm planning to run the FRS in open STX. But, knowing my track record, I can't bet money on that." There's an S2000 CR in the garage.

Street Touring Xtreme STX set a new benchmark this year with 72 drivers competing, the second largest class of the year and the largest Street Touring class ever. Like C Street earlier in the day, it got a heat all to itself.

"The podium rematch ensued on second runs, with all three drivers posting low 64s, Whitener leading" Starting on the West Course during heat four, the class was made up mostly of Subaru/Scion twins, 46 drivers choosing that ride. There also were a dozen in BMWs, six in RX-8s, one Golf, an Impreza, a Ford Focus ST - and then there was Craig Wilcox, impressing us with the fact that a Mini Cooper S was still a righteous vehicle for this class.

On run one, Mack Tsang put down a dirty 54.9 in a BRZ, but Wilcox's clean 55.1 led all drivers. On second runs, Justin Tsang got a clean 54.7 taking the lead after Wilcox coned a 54.9.

For the third runs, Wilcox decided to switch from his recent experiment using 205mm rear tires to go up to 225s all around, which resulted in the day one-leading 54.604.

"It was really loose in the slalom on the West on the first two runs and I knew the only way to potentially settle the rear was to put the 225s on and it worked. It was crazy. The car did everything I wanted," said Wilcox.

David Marcus in a BRZ also made a big final-run move with a 54.9. The 55sec zone embraced 26 drivers who'd vie for the 19 trophies the next day.

On the East Course, Wilcox again dominated the class with a 61.6 first run that would be enough for the win. His 61.174 on run two would make his total 115.778 and his victory margin a mind-boggling 1.294sec. It is the largest ever MOV for a class of more than 60 cars.

Wilcox was the only STX driver to do a 61 on the West Course, and he did it all three times (his victory lap carrying three pylons). Twenty drivers turned times in the 62s.

Marcus scored a 62.1 for a second-place finish. Karlton Lew completed the podium on the strength of a 62.0. With all the close runs the Tsang brothers ended up fifth and ninth. Second through 15th places were separated by less than a second.

Wilcox's fourth championship almost never was. In June, the Mini was stolen. It was later recovered but he'd already assumed the car was gone for good.

"I was already looking at DS and HS Minis thinking the car wouldn't come back and winning after that was just that much more special.

"Another thing that is special was that the day I won this championship, Sept. 7, was the anniversary of my brother [Jeff Wilcox] passing 11 years ago after his battle with brain cancer. A few days before he passed I told him I was going to win the championship for him. Often times when I pull to the line during a high-pressure situation I'll think to myself, this run is for you, Bro." **Tom Reynolds**

Street Touring Sport

Thursday's second heat saw the Ladies of STS take to the East Course. Nicole Wong, with five consecutive championships including STSL last year, showed right away that she had no intent of letting that streak end. Her 64.1 first run would have been enough to hold the lead going into day two, but her second-run 63.897 left her with a solid 0.7sec

A LITTLE FLAIR

Some people let their driving do the talking at the Solo Nationals, while others prefer to go a different route– its all part of what makes the Solo Nationals a must-attend event.



lead over the 64.5 from Michelle Miller, with Hilary Anderson Frank's 65.5 holding the final step on the all-CRX Si podium.

Dry conditions on the West Course greeted the class Friday as Wong led out with a 56.2sec pass. Miller caught a 56.0 on her second run but by then Wong had already run 55.896 to total 119.793 and claim her sixth straight championship. The gap was 0.875sec to Miller, with Anderson Frank rounding out the podium.

One of the secrets to Nicole's speed was swapping the tires front to back between runs to get more heat in the rear tires. She said the CRX was also more well behaved than the Del Sol (affectionately called the "Del No") she'd used to win last year.

Street Touring Sport It wasn't until Heat 5 that the 56 competitors of STS took to the East Course. With all the giant classes of this year's Nationals, it was the fourth of five classes sending 50 or more cars on course, three of them in the ST category.

It didn't take long for Jeff Wong to remind everyone of the speed in his CRX, dropping a 61.6sec first run that he was unable to improve upon. While Wong slowed down on subsequent runs, Jason Frank pushed his CRX to the top of the pack with a 61.475, relegating Wong to second on the day.

Ron Williams in a CRX and Greg Maloy in a Civic joined Frank and Wong in the 61sec bracket, and Mike Snyder led a fistful of drivers in the low 62s. Frank had a chance to put a hurt on the field with his last run, but a late cone call negated his 61.0, leaving him just 0.18sec up for Friday's showdown on the West Course.

Mother Nature decided to shake things up with a massive thunderstorm just before STS action was to resume Friday, delaying the proceedings for nearly two hours.

Once the wet pavement went hot - if we can call it that - it again was Wong leading out with a blistering 60.985sec run. A brief sprinkle left the second runs in damper and slower conditions, meaning drivers would have to make it count on their final runs.

Wong was early on course, with a fairly low number, his 61.0 no improvement. Driver after driver took their best shot, but as the heat wound down and the concrete dried, Wong's time held up, almost. Adam Barber, sitting ninth after day one, put down a day two time 0.002sec faster than Wong to jump his Civic Si onto the final step of the podium.

All eyes turned to Frank, the last driver with a chance in slightly drying conditions, but his 61.3 would leave him 0.197sec short. Wong's 122.590 felt vulnerable, especially since he didn't "win" either course. He expected any of a multitude of drivers could eclipse him, but the fact his first-run time held up made this championship, his fourth, all the sweeter.

Ryan Lower

Street Touring FWD A

of a nine-class grouping opening the 2016 Solo National Championships Tuesday morning. First heat, on the East Course, except nobody entered it. In fact, it was one of 13 Ladies classes that stood empty, and eight of those Open classes had women among the competitors. As a result, the STF cars would not make an appearance until the fifth heat.

STF would be a rematch of the 2015 podium drivers, including returning National Champion David Whitener. Michael Heinitz and Chris Shenefield had taken the second and third steps.

Weather conditions were perfect. Emanuel Martin would put his Mazda 3 into the early lead; with the quick times of Shenefield and Whitener marred by cones and DNFs. Heinitz was a tenth behind. Unfortunately, Martin would collect cones on his subsequent runs, taking him out of the game.

The podium rematch ensued on second runs, with all three drivers posting low 64s, Whitener leading with a 64.0. Only two drivers would see 63s

STREET TOURING FWD David Whitener Texas Region WRS/BlackArmor/TexasTrackWorks Acura RSX Type S





on final runs and it was advantage Heinitz with a fast time of 63.850 for the day. With Whitener only 0.027sec back, and Shenefield a scant 0.169sec, it was a typically tight fight going over to the corn side.

Wednesday kindly offered dry conditions on the West Course, despite earlier rains, with Whitener and Shenfield opening in the mid 56s. On second runs, Heinitz chimed in with a 56.6, but was immediately answered by Shenfield's 56.2 and Whitener, next car in, at 56.1. Matt Hodges made sure no one forgot he was there by nailing what would stand as fast time of the day, a 56.081 good enough for the final trophy.

David Whitener stretched the margin to 0.220sec over Shenfield with a total time of 120.073. Whitener repeats as STF champion, while Shenefield and Heinitz trade places. **Patrick Washburn**

	STREET TOURIN	IG FWD
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	1.	David Whitener Acura RSX Type S	Tex 120.073
	2.	Chris Shenefield Honda Civic DX	NePa 120.293
	3.	Michael Heinitz Acura RSX Type S	SanD 120.490
	4.	Matt Hodges Acura RSX Type S	StL 120.869
 Emanuel Martin/CIII (Mazda 3); Kim Whitener/Tex (Acura RSX Type S); Adam Deffenbaugh/CIII (Mazda 3); Joseph Austin/Dix (Mini Cooper); Robert Miller/Indy (Kia Forte); Mark Prewitt/StL (Acura RSX Type S); Justin Wrighton/Colm (Ford Focus ZX3); Robert Gross/WDC (Mazda 3). 			a RSX Type CIII (Mazda Mazda 3); Cooper); a Forte); ra RSX Type olm (Ford

STREET TOURING FWD LADIES

No Entries

EVENT REPORT



Street Prepared Classes

Super Street Prepared 🧀 SSP started on the East Course on Thursday during the fourth heat. Nobody was entered in SSPL, scheduled for the first heat, but two ladies ran in the Open class. The field included C5 and C6 Corvettes, Porsche 911s, a Lotus Elise, and even an Audi R8. All of that horsepower must be hard to control, even on Hoosiers, since more than half the field hit cones on their first run. Things settled down after that with defending Champion Joe Tharpe setting the top time of the day on his second run, a 57.271. No one, not even his co-driver Andy Hohl in second place, could get within a second of that time.

On the corn side Friday, Tharpe's best run was his first, a clean 50.919 giving him a two-day total of 108.190. This gave him a one-second lead over Hohl, Ryan Johnson, and Alek Tziortzis who moved into the last trophy spot - all in 'Vettes except for Johnson's Elise. Tziortzis may have moved up even farther but second drivers got caught out by a rainstorm at the end of the heat.

"I really enjoyed both courses," Tharpe said. "The East Course seemed a little more challenging with its high-speed corners to the braking events. Andy and I repeated to ourselves over and over that we wouldn't overdrive the showcase/hairpin turn before the long straight heading back south.

"The west side was more mentally challenging trying to picture where I wanted the car on the course with the limited markings. The visuals were challenging. There were three naked corners that you had to be in the right spot and if you didn't curl them right it cost you on the exit. I knew I wouldn't go any faster in the rain but I used the last run as a tire cleaning opportunity," he said with a laugh.

Hohl remarked, "I wish I could have driven yesterday like I did today, we could have had a better battle. Joe just checked out on us yesterday. I liked both courses but in different ways. The East Course gave you places to hang yourself or do things right. The visuals on the West Course were a little odd and there were a couple of pinch points in the wide Corvette that were hard to do but as long as you didn't overdrive the entries, the exits seemed to work pretty well." Jeff Cashmore

A Street Prepared 🧀

When all was said and done, the podium for A Street Prepared was exactly the same as the year before: Tom Berry on the top step, his daughter Christine Grice on the bottom step, and Aaron Miller between them.

The prettiest car on the East Course grid for Thursday's first



Timing problems left people confused as to the leaders on the first runs, but when everything was sorted, Grice was in first with a 58.8, coming in clean while her father and Miller caught cones. Miller jumped into the lead with his second-run 57.8, with Berry again coning. Third-run reruns for both Berry and Miller kept things interesting, with Berry getting his after again hitting a cone on his third run. He made the most of the rerun, although it was his slowest raw time, it was still the day's fastest, and clean, a 57.832 to pull out a slim lead. Grice was guicker on each of her last two runs, but coned them both.

Berry and Miller started out Friday in the low 51s, while Grice and Cory Hockenbury were in the mid-52s. Grice and Hockenbury reached the high 51s with their second runs, while Miller went cone-happy on his second run, collecting four of the orange critters. Berry, third-from-last car out, put down the class-leading 50.849, for a total 108.681 and a 0.333ssec lead.

Miller would find no help on his last run, while Berry took the cone king distinction, outdoing Miller with a five-pylon collection on a 50.1 run. Berry had his eighth championship, and the Berry family - Tom, Theresa, and daughters Lisa and Christine, now have 17 between them and that doesn't include son-in-law Marshall Grice's AM win in the same heat. David Avard

David Avalu

B Street Prepared Four of the five trophy winners from 2015 in BSP returned for another shot, part of the group opening Thursday competition on the East Course. The door was wide open, absent was the

SUPER STREET PREPARED

1.	Joe Tharpe Corvette Z06	DMV 108.190
2.	Andy Hohl Corvette Z06	StL 109.242
3.	Ryan Johnson Lotus Elise	Utah 109.886
4.	Alek Tziortzis Corvette Z06	Chi 110.130
5	Stove Lau/SanE	(Porscho Q11 CT2

5. Steve Lau/SanF (Porsche 911 GT3 RS); 6.Eric Stemler/Chi (Corvette 206); 7. Stan Whitney/Tex (Porsche 911 Turbo); 8. Bill Myers/Chi (Corvette Z06); 10. Tara Shapowal/SanF (Porsche 911 GT3 RS); 11. Ralph Elder/SanF (Audi R8); 12. Su Brude/ Tex (Porsche 911 Turbo); 13. Dave Pape/Neb (Corvette).

SUPER STREET PREPARED LADIES No Entries

SUPER STREET PREPARED

Joe Tharpe Des Moines Valley Region Thanks Joe/Evolution Chevrolet Corvette Z06



"The west side was more mentally challenging trying to picture where I wanted the car" JOE THARPE

immediate past champion. Christopher Edens and Anthony Porta, second and third a year ago, would leave this year's third-place driver well behind. Porta got Edens' attention with a quick first-run 57.3 to Edens' 58.4 in their Mazdaspeed Miatas. Undeterred, Edens came back with a 57.6 on his next time out while Porta caught a cone and then found no help on his final run. Edens' third run was his best, taking a slim half-atenth lead at 57.332.

On the West Course, Porta was 0.2sec quicker on first runs, reclaiming the lead. The next run affirmed the glory, a 51.020 to complete the task of winning BSP Nationals to complete his 2016 Triad, the result of his practice driving the Mazda to deliver his pizza parlor's pies.

"I saw the raindrops after the second run and watched the rain and thought I need to put out a flyer," Porta said. He came close with a 51.6 to Edens' faster 51.3 however at the end of the battle it was Anthony Porta winning with a 108.407 and a 0.318 margin of victory. Way to deliver, Anthony!

Susan Puls

C Street Prepared 🣥

CSP recently has been the Billy Davis show, but starting out on the East Course in Thursday's first heat, it was clear there was something wrong with the Davis Miata. It sounded as if it was running on three cylinders. Despite that handicap, Davis had still managed to run a classleading 57.3, good for a 1.5sec lead over John Hunter.

"I actually had four cylinders for most of that run," Davis said. "It was just when I was heading for the finish that it went down."

Davis skipped his second run while trying to find his gremlin. Meanwhile four other drivers joined Hunter in the 58s with his

A STREET PREPARED

- 1. Tom Berry CSCC Mitsubishi Lancer Evo RS 108.681
- 2. Aaron S. Miller Det
- Mitsubishi Lancer Evo RS 109.014 3. Christine Grice CSCC
- Mitsubishi Lancer Evo RS 110.608 4. Corv Hockenbury NePa
- BMW 1 Series M Coupe 116.285

BMW 1 Series M Coupe 112.513 6. Ryan Pemberton/Neb (Mitsubishi Lancer Evo IX); 7. Matt Butz/NwOh (Nissan 370Z Nismo); 8. Francis Miller/ Det (Mitsubishi Lancer Evo RS); 9. Keith Papulski/Colo (Jaguar F-Type); 10. James Kramer/Iowa (Nissan 370Z); 11. Frank Finks/KC (Nissan 370Z); 12. Darren Kidd/Colo (Jaguar F-Type); 13. Kent Edmonson/KC (Nissan 370Z); 14. Chris Bickford/ NwOh (Mitsubishi Lancer Evolution); 15. Peter Ling/SNY (BMW M235i xDrive); 16. Robert Pingarelli/SNY (BMW M235i XDrive).

A STREET PREPARED LADIES
No Entries



B STREET PREPARED

Anthony Porta Cal Club Region MiataRoadster.com/Mazda/Hoosier Mazdaspeed Miata



LINCOLN AIRPARK | LINCOLN, NEB. | SEPT. 6-9, 2016

2016 TIRE RACK SOLO NATIONAL CHAMPIONSHIPS



A STREET PREPARED Tom Berry Cal Club Region

Cal Club Region Berry Family Racing/OSGiken Mitsubishi Lancer Evo RS



B STREET PREPARED

1.	Anthony Porta Mazdaspeed Miata	CSCC 108.407
2.	Christopher Edens Mazdaspeed Miata	Ark 108.725
3.	Gregory Hahn Honda S2000	Fla 110.589
4.	Hezron Laluces Honda S2000	NNJ 110.766
5.	Michael Bright Nissan 350Z	CCar 110.967
6.	Brian Burdette BMW M3	Almo 111.989
	Lee Piccione/WDC (

 Casey Weiss/Tex (Corvette);
 Heath Maxey/BIRg (Nissan 350Z);
 Frank Likert/Ark (Mazdaspeed Miata); 11. Steve Seguis/NNJ (Honda S2000); 12. Adam Tarnoff/CSCC (Mazdaspeed Miata); 13. Geoff Clark/ Nwst (Nissan 350Z); 14. Sacha Tauber/CFIa (Honda S2000); 15. Jim Kritzler/Hous (Corvette); 16. Ralph Pensel/Utah (Corvette); 17. Kirk Boston/WDC (Datsun 240Z);
 Rodney Derrick/Utah (Corvette); 19. Chase Gordon/NeOk (Nissan 350Z Nismo).

B STREET PREPARED LADIES

No Entries





C STREET PREPARED

1.	Billy Davis Mazda Miata	NEng 107.270
2.	Neal Tovsen Mazda Miata	Milw 108.451
3.	Matt McCabe Mazda Miata	Neb 109.019
4.	John Hunter Mazda Miata	Neb 109.736
5.	Bob Davis Mazda Miata	NEng 109.758
6.	Michael Kline Mazda Miata	WDC 110.220
7.	Danny Kao Mazda Miata	WDC 110.425
8.	Todd Cochran/Milw (Maz	da Miata):

9. Joseph Brennan/NePa (Mazda Miata); 10. Andrew Bower/NePa (Mazda Miata); 11. Charles Sudano/NY (Mazda Miata); 12. Timothy Maxey/BIRg (Mazda Miata); 13. Adrian Willis/NCar (Mazda Miata); 14. Anthony Hodges/NCar (Mazda Miata); 15. Stephen Eberlein/Tex (Mazda Miata); 16. Donald Sattler/Ariz (Mazda Miata); 17. Larry Burrow/Ariz (Mazda Miata); 18. Bob Neff/Tex (Mazda Miata); 19. Bryce Willis/NCar (Mazda Miata); 20. Josh Ostrowsky/NY (Mazda Miata); 21. Michael Toombs/Fing (Mazda Miata); 22. John Walsh/Fing (Mazda Miata).

C STREET PREPARED LADIES 1. Tamra Hunt NEng

	Mazda Miata	111.170
2.	Gretchen Austin Mazda Miata	Milw 113.325
3.	Sue Eckles Mazda Miata	Neb 114.072
Δ	Katio Lacov/Milw (Ma	rda Miata):

- 5. Molly Thore/CCar (Mazda Miata);
- 6. Sharon Eberlein/Tex (Mazda Miata); 7. Suzanne Hodges/NCar (Mazda Miata).



C STREET PREPARED

Billy Davis New England Region MiataRoadster.com/Evo School Mazda Miata





C STREET PREPARED Tamra Hunt

New England Region Thank you Bob, Billy, & Pam! Mazda Miata



"It was good for the top PAX index of the entire Nationals, despite running first heat, and with a wounded car"

co-driver Matt McCabe fastest at 58.0. Neal Tovsen was 18th out of 22 drivers after his first run, which came home carrying four pylons. Despite a sore hand from repairing damage from that run, he jumped past everyone with a 57.006 that would carry him into day two with the lead.

Third runs saw McCabe and Todd Cochran with 57.8s. Danny Kao would have been ahead of them both were it not for a pesky cone.

Overnight, the problem with the Davis Miata had been tracked down to a bent pin on a fuel injector connection. The implications of the fix were felt on Davis's first-run 50.9 that no one else in the class would match. Seven drivers would

eventually post 51sec times, but none could find a 50.

Davis, however, followed with his second-run 49.956 that no other Street Prepared car (and only one Prepared and a handful of Mod cars) would better. Davis' combined 107.270 didn't just win the class by 1.181sec, it was good for the top PAX index of the entire Nationals, despite running first heat, and with a wounded car on day one.

In the all-Miata class, Tovsen held on for second place ahead of teammates McCabe and Hunter, Davis' father, Bob. recovered from two secondday DNFs to grab fifth place on his final run.

C Street Prepared Ladies 🧀

CSPL was one of only two Street Prepared classes to put a Ladies-class contingent on course (FSPL the other). Seven drivers gridded for the third heat, most there to challenge Tamra Hunt, the 2015 Rookie of the Year back to defend.

Hunt was scheduled to share the Davis Miata. Its problems sent her ride hunting and she ended up in Danny Kao's "Oscar," a car in which she previously had only two ProSolo runs. Still, it was good enough to carry her to 59.190 final run, half a second quicker than Sue Eckles.

Friday's threat of bad weather held off, while Hunt decided to remain with "Oscar" to finish out. Gretchen Austin had the fastest first run, 52.8, with Hunt at 52.9, and Eckles back at 54.6.

Hunt cut off half a second on her second run and another half-second on her third to reach 51.980, even with two missed shifts. While Austin didn't improve and Eckles improved, but not enough, the standings did not change.

Hunt's 111.170 total time gave her a 2.155sec margin of victory, standing undefeated in her first two Solo National Championships.

David Avard

D Street Prepared 🧀 Danger! Danger Will Robinson! We have an intruder and he is

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not of the ultimate driving machine. BMW was in four of the five trophy spots for the class, so who was this intruder and how did he get it done? If *Lost in Space* was a major feature of the West Course, the 16 drivers of DSP were not aiming to misbehave when it came to choosing their line.

That line on Thursday, second heat, brought this class of drivers within hundredths of a second from each other for the top three spots. Starting with Doug Rowse's very colorful BMW 330i. Its pulse drive propelled him to a 52.011 first run that held up to the end as time to beat.

"Usually we don't have a lot of courses at Nationals that have entries that are these big wraps that we have to come back for," Rowse said. "Especially with that much space and that much line change."

The course design worked for the "intruder" Mazda RX-8 wheeled by Mike Kuhn who was hot on Rowse's ion trail by

"I had to get a good, clean, but fast run the last time, which is always hard" **MIKE KUHN**

0.029sec. For his car being "down on power" compared to the other cars in class, the course "was all momentum and I was right there with [them]." But tracking him closely, another 0.014sec back, was the BMW 330Ci of Eric Campbell as they headed back into known space, the galaxy of the *Star Wars* universe. No princess warriors ran DSPL in the fourth heat.

On day two, Jawa-sized orange aliens attacked Rowse's ride on every run, knocking him completely out of the trophies.

For Kuhn's "intruder" RX-8, the horsepower course didn't throw him off, only the Jawas. "The first two runs were dirty," he said, "so I had to get a good, clean, but fast run the last time, which is always hard but I made it count."

But it was Campbell who found the wormhole that got him around 0.972sec faster than anyone else. His third-run best of 58.229 brought his total to 110.283. The course, he said, "favored me because I like the transitions and the way the BMW can carry through." While those aliens were bothering several other drivers, Campbell had his tractor beam off and completed all three runs clean.

"I knew today was a new day, anybody could take it. I got all three runs [clean] and I was putting it down. I really felt I was hitting all the corners where I wanted to." Staying on target, not a problem.

For next year, Campbell doesn't have much to do to the car. "Just fine tuning, but no major changes."

As for Kuhn, "I was supposed to be dyno tuned and try to get 15 to 20 more horsepower before this event." Unfortunately, there were issues. So next year the car will receive the tune as well as some other "upgrade disorder" parts. Therefore, a trip to Mos Espa on Tatooine to stop by Watto's shop may be in order. But watch out, that Toydarian doesn't always deal fairly when it comes to needed parts. Use the Force, Mike.

Angela Carlascio



This year 20 participants showed up in the fifth heat Thursday to decide the ESP Champion, with no Ladies choosing to run ESPL in Heat 2. It would be a classic battle of Mustang vs. Camaro vs. Infiniti vs. Firebird.

On the West Course, James Darden set the pace in his Camaro from his first run, a 53 flat. No competitor could match that, while Darden lowered it a further half second to a 52.512 on his last run. He held a solid half-second lead over P.J. Corrales in his Infiniti G35 going into day two. Things looked good for Darden. He believed the East Course favored him more than the West Course. But then a cruel latesummer Nebraska thunderstorm showed up. All the first drivers in ESP, Darden included, got runs in before the event was suspended for lightning. Darden was still atop the chart with his 60.725sec run, sitting on a total of 113.237sec., and, most importantly, no cones.

No second drivers, which included Corrales, got dry runs in. During the two-hour suspension everyone switched to rain tires, but conditions for improving looked grim. In a surprising decision by event staff, it was decided to wipe out all runs in Heat 5 and run the whole group over so all drivers would run in the same conditions. This included ESP, and suddenly the class was starting from scratch in the rain.

Corrales put down a 69.3 on his third run, as the course slowly dried out. It looked like enough to give him his first championship, but multiple protests from different classes threw all the results in doubt. After long deliberation, the protest committee decided that the dry runs would be reinstated. Darden, having top time on both courses, apparently got his first championship after many years of trying - that was, pending appeals. Ultimately, the appeals were heard and denied, affirming Darden's victory.

"I've come to Nationals many times" Darden said, "rain happens every year. I just made sure my first run was clean, you can't hit a cone in those circumstances."

Mark Stevens' Mustang took second place, 0.857sec behind, with Bryan Mancuso's Infiniti on the third step of the podium. All the six trophy winners, in fact the entire top 10, were first or sole drivers. Corrales was the highest-placed second driver, in 11th.

Warren Leach

F Street Prepared A The competition among the souped-up older compact cars in F Street Prepared kicked off the entire 2016 Solo National Championships with action starting Heat One of day one. The East Course was dry and sunny. No rubber had yet been

"I've come to Nationals many times. Rain happens every year. I just made sure my first run was clean" JAMES DARDEN laid down, so the 11 FSP drivers were free to get creative with their race line without concern about picking up tire clag and off-line debris.

A 39-year-old Volkswagen Rabbit dubbed the Lamborbunni came out strong for drivers Steven Duckworth, defending champion, and Geoffrey Zimmer. Sharing the 71-car heat with seven other classes from Street to Modified, Team Lamborbunni found OPR (other people's rubber) became an issue later in the heat and began the ritual of rubber removal in grid between runs. On Duckworth's final run, he took the rusty-orange Rabbit to a 60.2sec lap and watched as the rest of the heat unfolded for second drivers.

It wasn't until the last runs for second drivers when local Nebraska driver Daniel Costello in a Honda CRX Si broke out of his comfort zone and pushed his featherweight machine to its limits. He set fast time for the



D STREET PREPARED ► Eric Campbell Ohio Valley Region Campbell Restoration BMW 330Ci



E STREET PREPARED James Darden

Colorado Region Chevrolet Camaro Z28



D STREET PREPARED		
 Eric Campbell	OhV	
BMW 330Ci	110.283	
 Mike Kuhn	CCar	
Mazda RX8	111.255	
3. John Vitamvas	WDC	
BMW 330Ci	111.966	
4. Christopher Dressler	NePa	
BMW 330Ci	112.523	
 Kevin Henry	WDC	
BMW 330Ci	112.830	
 Doug Rowse/Ariz (BMW 330i); Thomas Bleh/ODom (BMW 325i); Marc Monnar/NEng (Mazda RX8); Doug Keiler/WDC (BMW 323i); Nathan Atkins/WDC (Mazda RX8); Marcus Pyne/WDC (Mazda RX8); 		

12. Tom Pora/Colo (BMW 325is); 13. Marty Janzen/ODom (BMW 325is); 14. Peter Florance/Dom (BMW 325i); 15. Rob Dinwiddie/Wich (Mini Cooper JCW); 16. Glenn Sobrian/CCar (Audi A5).

D STREET PREPARED LADIES

No Entries

E	STREET PREPARED	
1.	James Darden Camaro Z28	Colo 113.237
2.	Mark Stevens Mustang	OhV 114.094
3.	Bryan Mancuso Infiniti G35 Coupe	NEng 114.593
4.	Mark Foley Firebird Formula	OzMt 116.846
5.	Bromley ljem Mustang GT	NY 116.907
6.	Daniel Pinto Ford SVO Coupe R	Almo 117.640
	1	

 Seth Taylor/Det (Mustang Boss 302); 8. Devin Taylor/Det (Camaro Z28); 9. Jeff Cox/ETnn (Mustang Shelby GT5O0); 10. Mark Walker/Neb (Camaro SS); 11. PJ Corrales/NEng (Infiniti G35 Coupe); 12. Michael Lodsin/NEng (Mustang GT); 13. Erik Carlson/NEng (Mustang GT); 13. Erik Carlson/NEng (Mustang GT); 14. Jadrice Toussaint/Atl (Mustang Shelby GT5O0); 15. Meredith Evans/ Okla (Mustang GT); 16. David Heinrich/WMch (Mustang Boss 302); 17. W.B. Sephus/Okla (Mustang GT); 18. Robert Alaniz/Almo (Ford SVO Coupe R); 19. David Gushwa/SBnd (Mustang Boss 302); 20. Sean McElgun/NY (Mustang).

E STREET PREPARED LADIES



F STREET PREPARED

1.	Steven Duckworth Volkswagen Rabbit	CCar 114.244
2.	Daniel Costello Honda CRX Si	Neb 114.448
3.	Geoffrey Zimmer Volkswagen Rabbit	SCar 115.201
4.	Greg Anthony Dodge Neon ACR	Det 115.357
	Scott Hearne/NwOh (Ho	

 Ed Cushing/Colo (Toyota Celica);
 Jason West/Indy (Toyota Corolla GTS);
 B. Justin Tang/NEng (Toyota Corolla GTS);
 Randy Hickman/Colo (Volkswagen Scirocco);
 10. George Schweikle/Cky (Alfa Romeo Spider);
 John Bonvouloir/Colo (Volkswagen Scirocco).

F STREET PREPARED LADIES

1.	Bailey Costello Honda CRX Si	Neb 123.652
2.	Andrea Albin Volkswagen Rabbit	SIII 124.406

3. Jocelyn Locascio/CCar (Volkswagen Rabbit); 4. Dee Schweikle/CKy (Alfa Romeo Spider); 5. Susan Anderson/SIII (Alfa Romeo Spider).



F STREET PREPARED Steven Duckworth Central Carolinas Region

Volkswagen Rabbit





F STREET PREPARED Bailey Costello

Nebraska Region Winding Road Racing Honda CRX Si



"With smart phones in hand, many watched as the green blob of rain on radar passed over the site"

class with a 60.073, nearly a two-second pickup from his previous best.

Costello admitted he needs to work on being faster out of the box but was pleased he was able to "pull it out."

Day two became a two-run race as sprinkling rain eventually made pavement that was too slippery by final runs. First and second runs managed to stay "dry enough." Duckworth nearly protested his own results when he saw his first run a, 54.02, was mistakenly missing a cone penalty. But on his next run he eked another 0.005sec improvement, this time clean despite a "full opposite countersteer" on course. Duckworth took top time at 54.018, totaling 114.244. Costello stood on his first run, a 54.3, to finish 0.204sec behind. Zimmer took the third step of the podium.

With smart phones in hand, many watched as the green blob of rain on radar passed over the site ending all hopes of improvements. All the drivers but two opted to take the wet third runs, closing out their event with big slides and bigger smiles.

F Street Prepared Ladies

The whole day passed before the Ladies of FSP got their turn in the fifth heat, showcased by Bailey Costello in her father Daniel's Honda CRX Si. She drove to a commanding 1.8sec lead on the East Course after a 64.737 on her third run. Jocelyn Locascio, in the VW Lamborbunni, had a quicker 64.5 but coned it away. She was still second fastest with her co-driver Andrea Albin close behind.

Wednesday, Albin drove the Lamborbunni to the fastest time in class, a 57.468, but it would only be enough to pass Locascio for second place. Costello stood on her fastbut-dirty first run: a raw time of 56.9. but with one pylon. It was good enough. It might have been better, however, as she said her "last run was so amazing until I spun out" in the dash toward the finish line of the West Course. She had to settle for a total combined time of 123.652 but it was enough to hold a 0.754sec win over Albin.

Bailey was grateful to her father for allowing her to share his car. "I am here for the ride-along," she said. "I am a college kid. I can't afford this sport."

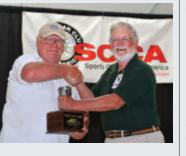
Jake Namer

SOLO AWARDS

Wednesday evening's banquet was the occasion for the presentation of the Solo program's most significant awards, as well as those just emphasizing the fun of Solo. More awards were announced Friday evening, primarily reflecting moments from this year's Solo National Championships.

THE SOLO CUP: THE BERRY FAMILY

Usually awarded to an individual or a couple, not since the first presentation in 1978 has the Solo program's highest award been given to more than two members at one time. The Berry family was cited for their "unrelenting support of Solo," including a key role in the launching of the Formula Junior program. Accepting were Tom Berry, his wife Theresa, and daughter Christine Grice. Also included in the recognition were daughters Heather and Lisa Berry and son-in-law Marshall Grice.



STICK WITH IT Rocky Entriken was presented the Dick Berger Perseverance Award.

DRIVER OF EMINENCE: JINX JORDAN

Presenter Howard Duncan said it was "correcting an oversight" to finally hand this award to long-time member Jinx Jordan, a four-time National Champion also cited as "a leader in helping others win." Later that evening, Jordan returned to the stage to accept that fourth championship, a recordtying 29 years after he'd won his first.

ROGER JOHNSON SPIRIT OF THE SPORT AWARD: ERIC AND LAURIE HYMAN

The cuddly sheep atop a trophy base, embodying "Fun, Camaraderie and Tomfoolery," was presented to Eric and Laurie Hyman with a mention of something about "margaritas for everybody."

DICK BERGER PERSEVERANCE AWARD: ROCKY ENTRIKEN

Like Berger, Rocky Entriken is a 100 Percenter who has competed in all 44 Nationals. Unlike Berger, Entriken has actually enjoyed trophy finishes, the most recent being 40 years ago.

SPORTSMANSHIP AWARD: JASON HOBBS

Learning an F Modified competitor had blown his engine, Jason Hobbs (who later won FM) had his own spare engine shipped from Minnesota and helped the competitor install it in his Formula 500 car. His actions easily won him the Sportsmanship Award.

OUTSTANDING WORKER:

MARI CLEMENTS During Tuesday-

Wednesday runs, Mari Clements worked nine heats, filling in where needed, which did not include her regular work assignment during the Thursday-Friday competition.

HARD LUCK AWARD: NORTHWEST REGION

The litany of misfortunes befalling Northwest Region competitors, mostly broken and malfunctioning car parts was too long to compile, so the distinction went to the SCCA Region as a whole. Which driver will get the free entry to the 2017 Nationals will be determined later.

STRUM ON

Billy Davis (left) earned a Kiesel Guitar for his top PAX-indexed time of the Solo National Championships.



SMALL FORTUNE RACING FTD AWARD: MARSHALL GRICE

With a 1.1sec pickup on his final run, Grice snatched the A Modified victory with a total time of 93.304sec.

KIESEL GUITARS TOP PAX AWARD: BILLY DAVIS

The winner of C Street Prepared received a new Kiesel Guitar with his PAX-indexed time of 93.003sec. It was the second year in a row Davis claimed this accolade.

SILVER CIRCLE

Eight drivers competed in their 25th Solo Nationals this year: Guy Ankeny, Raleigh and Velma Boreen, Mark Daddio, Ralph Elder, Kurt Janish, Mark Madarash, and Gregory Vincent.



GIVING BACK

The Solo Nationals Test N Tune generated a sizeable donation for the SCCA Foundation.

SCCA FOUNDATION

It was announced that 969 drivers toured Nebraska Region's Test N Tune course at the north end of the paddock, producing a \$9,500 donation to the SCCA Foundation.

KELLY CUP

SCCA's Senior Director of Rally/Solo Howard Duncan announced this new award, named for John Kelly, the late editor of North American Pylon and formerly San Francisco Region's The Wheel, and long a promoter of Solo in San Francisco and Northern California. Intended to honor those who "drive the local programs," Duncan asked for nominations saluting those who make things happen in regional programs across SCCA. EVENT REPORT



Street Modified Classes

Super Street Modified 🧀 Two years of building and development paid off for Robert Thorne, who piloted his 2008 "Big Bad Wolf" Honda S2000 to a 0.249sec win over 16 other SSM drivers. It's the same car in which he won STR in 2011 and BSP in 2013. "The car came apart two years ago to be converted to SSM," he said, "and it's taken every minute of time up until this point. We've had the car apart every week leading up to this, and only in the past two weeks did we feel that we got it sorted. It's a very cool car and it was all worth it."

Thorne set the benchmark on his first Thursday run, third heat on the East Course, when he laid down a 56.7. Matthew Glagola was right behind in his Lotus Elise with a 57.0 followed by Eric Anderson with a 57.6 in a Mazda Miata. Thorne's best pass of the day came on his second run with a 55.999 while Glagola dropped in a 56.2. On third runs, Glagola improved to a 56.1 while Randall Wilcox vaulted past Anderson, his co-driver, with a 56.8.

With none entered in SSML, scheduled for the fifth heat, it would be Friday on the West Course before the top-tier Street Mods would battle again.

On the corn side, Thorne retained his lead with a first-run 50.2, following up with a pair of 49s. His best was 49.521 on his final run, just half a tenth quicker than Glagola's third try. Wilcox was the third driver in the 49s to stay on the podium. No other driver even got into the 50s. Thorne's 105.520 gave him his third championship.

"It was amazing having that proven benchmark [Glagola] to really push me every single day and every run," said Thorne. "I'm told that he was chasing me, but for me it seemed the other way around. It was awesome to have the competition," he said, "awesome that it was that close all the way to the last run and that everything counted. I couldn't be happier."

John Lieberman

Street Modified Ladies

There must have been a boom in Street Modified popularity as the Ladies class went from being non-existent last year to 10 drivers this year - the largest Ladies class there has ever been in the whole Street Mod category. SML was among the eight classes, the most in any single heat, which started the event Tuesday morning on the East Course.

"I'm told that he was chasing me, but for me it seemed the other way around" **ROBERTTHORNE**

Amanda Hahn aboard a BMW M3 Coupe started off as the early leader, setting the pace with a 60.4. Hahn coned away her second run while Stephanie Reeve, in the Nissan 240SX known as "Panda," recovered from a first-run DNF to a 61.1. slotting herself into third. On final runs, Hahn improved by 0.3sec with Jodi Fordahl in another 240SX making up ground to take the lead from Hahn by 0.002sec. However, that lead only lasted through first drivers, as Reeve knocked down a 59.513 as the only driver to break the

60-second mark. Wednesday was clouded by impending rain as the ladies scrambled to get dry runs in. Taking a valuable lesson from the previous day, Reeve stayed clean and on-course for her first run, extending her lead with a 53.2 as Hahn started with a 54.0. Hahn improved to a 52.869 on second runs as the impending rain drew nearer, but was still 0.197sec behind Reeve who went slower on her second run. And then the rains came down. Hahn ran a 60. Reeve, last car out, clocked a 70, but with a total of 112.773 already on the board, she had her first National Championship.

Street Modified 📥

Returning after a one-year absence was Eric Hyman's Nissan GT-R, to bring back the Godzilla versus Panda rivalry that has headlined the class in recent years. The Nissan 240SX dubbed "Panda" was driven by the two most recent class champions: David White and Todd Kean. 2010 Champ Christopher Mayfield's BMW M3 also introduced itself to the "big show" this year, after some strong results of its own at earlier National events.

Fourth heat, East Course, Kean, White and Mayfield set the tone with runs of 57.9, 58.1, and 58.3, but all three also carried two cones. Daniel Stainback's clean 58.0 held the early lead with his co-driver, Jake Namer, just 0.6sec back.

On second runs, the Panda pair cleaned up their act to slip in between Stainback and Namer,

SUPER STREET MODIFIED

1.	Robert Thorne Honda S2000	Colo 105.520
2.	Matthew Glagola Lotus Elise	Atl 105.769
3.	Randall Wilcox Mazda Miata	Tenn 106.639
4.	Eric Anderson Mazda Miata	Tenn 108.858
5.	Nicholas Myers Lotus Elise	Indy 110.110
6. Jess Driggers/Colo (McLaren MP4-12C); 7. Robert Lang/NEng (Lotus Elise); 8. Mike Wolf/Guam (Datsun 2402); 9. Paul Dornburg/SInd (Porsche 911); 10. Patrick Heck/NEng (Lotus Elise); 11. Charles Pyanowski/ SCar (Nissan 3002X); 12. James Lockard/Indy (Lotus Elise); 13. Dallas Reed/Indy (Lotus Elise); 14. Michael Natilli/NY (Mazda Miata); 15. Quentin Yarie/WNY (Datsun 240Z);		

CR); 17. O.D. Davis/Sind (Porsche 911). SUPER STREET MODIFIED LADIES

16. J.C. Nieto/LasV (Honda S2000

No Entries



SUPER STREET MODIFIED Robert Thorne

Colorado Region Honda \$2000

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STREET MODIFIED

_	-	
1.	Christopher Mayfield BMW M3	Colo 108.306
2.	Todd Kean Nissan 240SX	NEng 108.389
3.	David White Nissan 240SX	NEng 108.487
4.	Jake Namer Subaru Impreza WRX STi	NY 109.427
5.	Daniel Stainback Subaru Impreza WRX STi	NY 109.898
6.	Jason Merritt Nissan 240SX	Nwst 110.967
7.	Ryan Neff BMW M3	Colo 111.021
8.	Eric Hyman Nissan GT-R	LnSt 111.376
0	Le au Cire /Nuret (Nissan 1	240623

9. Joey Sim/Nwst (Nissan 240SX); 10. Michael Aversa/WNY (Subaru Impreza 2.5RS); 11. Greg McCance/ NwOh (Subaru Impreza WRX); 12. Tyler Faucett/Colo (BMW 328i); 13. Troy Dudley/LnSt (Nissan GT-R); 14. Jonathan Fudge/SanD (Subaru Impreza 2.5RS); 15. Devin Ramsey/ Colo (Subaru Impreza WRX STi); 16. Tim White/CCar (Subaru Impreza WRX STi); 17. Edward Morfe/Hous (Mitsubishi Lancer Evo IX); 18. Michael Faucett/Colo (BMW 328i); 19. Drew Hackett/Iowa (Subaru Impreza WRX STi); 20. Ross Pendergast-Pedersen/ CCar (Subaru Impreza WRX STi): 21. Thomas Seaton/LOL (Mitsubishi Lancer Evolution); 22. Andrew Hahn/Tex (Acura RSX); 23. Chris Weiske/Iowa (Subaru Impreza WRX): 24. Ed George/NwOh (Subaru Impreza WRX); 25. Rudy Ramsey/Colo (Subaru Impreza WRX STi); 26. Bryan Finochiaro/Neb



STREET MODIFIED Christopher Mayfield Colorado Region Centerline Consulting/3R/ZebulonMSC BMW M3





STREET MODIFIED

Stephanie Reeve New England Region G-fab/Street Mommafied Nissan 240SX

(Subaru Impreza WRX STi); 27. Megan Depietro/NeOh (Ford Focus RS); 28. Brian Depietro/StCt (Ford Focus RS).

STREET MODIFIED LADIES

1.	Stephanie Reeve Nissan 240SX	NEng 112.773
2.	Amanda Hahn BMW M3	Colo 112.970
3.	Jodi Fordahl Nissan 240SX	Nwst 114.348
4.	Caitlin Snell Mitsubishi Lancer Evolut 115.428	Nwst tion

 Amy Dilks/NY (Mazda RX8);
 Laurie Hyman/LnSt (Nissan GT-R);
 Theresa Berry/CSCC (Mitsubishi Lancer Evo RS); 8. Jojo Corrales/NEng (Nissan 240SX); 9. Desi Jobin/Nwst (Nissan GT-R); 10. Carmen Rowlands/ NwOh (Subaru Impreza WRX). White within a tenth of the lead. Mayfield's clock showed a 57.8 but it was still dirty. On final runs, Namer cut a flyer, taking the lead by 0.001sec over his co-driver. But it was short lived as first-driver Kean came through with a 57.337. Second-drivers White and Mayfield also scored mid-57s. As for Godzilla, it was standing second after first runs but tumbled down the timesheet after a DNF and a cone call on the next two.

West Course runs began on the wrong foot for Kean, who fell off course in the showcase turn. Mayfield's 51.1 took the early lead as White tagged a cone on a run a tenth quicker. On second runs, Panda stayed true for Kean, whose 51.0 reclaimed the top spot. Mayfield also went quicker but was still 0.02sec short.

Into final runs, Kean was unable to find improvement, leaving the door open for Mayfield and White. Mayfield looked fast on his third run, but was red flagged at the final corner because corner workers were unable to reset the course in time. White, who was supposed to be last car, went quicker but came up 0.098sec short of his co-driver.

Mayfield's team worked quickly to make sure the M3 was ready for its rerun, which was the day's best at 50.597, enough to take the win by a scant 0.083sec over Kean. A combined 108.306 gave Mayfield his third championship, the second for him in Street Modified.

P.J. Corrales

Street Modified FWD Ladies

An 80-degree Tuesday morning and clear skies for the first heat greeted the field of seven SMFL drivers, all in Honda Civic Hatchbacks to take on the East Course. First runs saw Kristell Janusz go to the top of the order, but when second runs were done, her co-driver Jenny O'Maley had taken a 0.8sec lead with a 62.9sec run. Third runs brought another lead change as Shelby Turbeville put down the quickest run of the day, a 61.521.

Wednesday morning dawned overcast with impending rain. Day one leader Turbeville had

cone problems and a DNF, falling out of the trophies. Stephanie Mabrey took over second with a 57.9 while O'Maley and Janusz both had high 58s.

The skies were looking bad as second runs started but first-driver O'Maley came out on a flyer, putting down the quickest run of the day at 55.733. As the rain started to fall, Janusz could muster only a 57.8, enough for second place but 2.697sec behind her seatmate's 117.494.

Most drivers spend all year in their car getting ready for the Nationals. Not O'Maley. "I usually drive an A Mod car," said the former Jenny Williams. "I drove this car for the first time on the Test N Tune course. Jinx Jordan helped me get it. I haven't been this excited in a long time. I was excited [and] nervous after day one and now I'm really excited. I hope I'm not unbearable to my friends. This is great!"

Street Modified FWD

The fifth heat Tuesday on the East Course was a conebattering heat as all the front-runners had cone troubles. Only two of the 12 drivers would escape the day pylon-free. A 60sec run would keep drivers near the lead duo of Jinx Jordan and Brock Clayton, the only ones to have clean 59sec runs. Jordan's 59.187 was good for a half-sec margin going to the West Course.

The weather on day two was about the same as Tuesday's. The rain had passed and the courses had dried by the time the fifth heat began.

First runs saw leader Jordan hit a cone on a 52.7 run. Chris Haydu took the lead followed by Mike Forsythe and Jeff Mabrey with clean 53sec runs. Jordan coned again on his second run, another 52.7, although he said the cone number was way off his line. Now Forsythe got a 53.0 and was leading followed by Haydu and Chris Janusz ahead of Jordan, all within 0.8sec.

It would come down to the third run to decide the winner. Forsythe was up first and coned away a 52.3 so he would have to stand on his second run. Clayton, Mabrey and Janusz took their shots but they weren't enough. Then Jordan was up and turned a time that was exactly the same as his second run, 52.743, but with a significant difference. No cone. Suddenly he was atop the leader board with a 111.930 and Forsythe was 1.119sec behind.

"I can't tell you how much support I had to get me here - you just don't see it," said Jordan, whose fourth championship comes 29 years after his first in 1987. That's the longest first-to-last span among male drivers.

"We've been close for quite a few years," Jordan said, "and I finally got it done!"

Paul Dornburg

"I was excited [and] nervous after day one and now I'm really excited" JENNY O'MALEY



STREET MODIFIED FWD Jinx Jordan New England Region Hoosier/Karcepts/Hasport/Frana Honda Civic DX



STREET MODIFIED FWD LADIES Jenny O'Maley Ohio Valley Region Evans Tuning/Karcepts/Joefis Racing Honda Civic



STREET MODIFIED FWD

1.	Jinx Jordan Honda Civic DX	NEng 111.930
2.	Mike Forsythe Honda Civic Si	Colo 113.049
3.	Chris Haydu Honda Civic	NePa 113.096
4.	Christopher Janusz Honda Civic	NePa 113.394
 Brock Clayton/BIRg (Honda Civic); Jeff Mabry/NwOh (Honda Civic CX); Frederick White/NEng (Honda Civic DX); Shawn Larson/Colo (Honda Civic DX); Shawn Larson/Colo (Honda Civic DX); Gravis Robuck/FtWn 		

(Honda Civic CX); 10. Ryan Dillin/Utah (Mazda MX6 LS); 11. Robert Palmblad/ CFIa (Honda Civic); 12. Arty Gallegos/ Dix (Honda Civic).

STREET MODIFIED FWD LADIES

1.	Jenny O'Maley Honda Civic	OhV 117.494
2.	Kristell Janusz Honda Civic	NePa 120.191
3.	Stefanie Mabry Honda Civic CX	NwOh 120.989

4. Shelby Turbeville/NCar (Honda Civic); 5. Kathleen Barnes/NEng (Honda Civic DX); 6. Ginette Jordan/ NEng (Honda Civic DX); 7. Angela Carlascio/CFIa (Honda Civic). EVENT REPORT



Prepared Classes

X Prepared 📥

XP started on the East Course on Thursday during the fourth heat. XPL, scheduled for Heat One, had no entries. Cone hits were plentiful on first runs but eventually Zachary Sober would put in a clean 56.387 to lead the field after day one. Andy McKee was less than a tenth of a second back in their dueling RX-7s, followed by Vitek Boruvka's Miata, the only driver also in the 56s.

On Friday's West Course, Sober started off with a strong 50.5sec first run but then the motor was noticeably off song on his second attempt. Meanwhile, with rain clouds looming, McKee's only clean run was his second, fast time at 49.948. It put him in the lead by 0.564sec with a 106.401 total. Sober held on to second followed by Boruvka, then it was a 2.2sec gap to fourth Sober's co-driver Thomas Thompson and Mark Mauro in the last trophy spot.

"In general, I thought the East Course was challenging and fun," McKee said, "although, the opening right-left combo was a pretty painful maneuver to start a course with. Good mixture of elements and speeds otherwise. For the West, I liked the sweeper-intensive approach to the course, but the endings of some of those sweepers were major buzz kills. Definitely challenging to stay on throttle in a powerful car, I think I went full-throttle for any duration in only two spots [start and finish].

"I knew the weather was coming on Friday so I tried to get a decent clean run on my first attempt and promptly botched it by hitting two cones," McKee explained. "I kept looking at the radar and figured we'd get at least two dry runs, so I focused on staying clean for my second run. By my third run, the weather had started to hit and it was comical to drive around the course with the chalk lines and debris blowing everywhere."

McKee said he made shock, sway bar, track, tire pressure, and ride height adjustments between runs. "The car started out Thursday very lazy in transition and I had too much understeer. By the end of Friday, it was decent."

Sober, meanwhile, enjoyed the courses because "they were fast as well as technical." As for the rain, "We did not get rain until my very last run when I was in another competitor's car," Sobor said. "Tom Exley let me use his RX-7 after we ran into a problem with our fuel pump. It was cutting out during my first run and I believe it cost me the win in XP and my first National

"He's the one who built the car...I'm just the lucky monkey who gets to drive it" **MIKE MAIER** Championship. I am ready to improve the car further and come back for the win next year." Jeff Cashmore

C Prepared 📥

Mike Maier won his ninth C Prepared National Championship, overcoming a day one effort that found him in second place heading into a rainy day two. He won by 0.758sec over Mark Madarash and Darrel Padberg.

CP started its championship battle on the West Course, Heat 2 on a sunny and warm Tuesday morning. Tommy Pulliam set the early pace, helped by getting a rerun on his second run. Madarash briefly held the lead before Pulliam's rerun, Maier moved to second after his second run but had a big slide on his final run. Bringing his rerun home in 51.444sec, Pulliam held a 0.124sec lead over Madarash, with Maier close behind.

Said Maier, "These guys aren't easy to beat, which is why this is one of the best classes in Solo. I have to get the car to turn better tomorrow. You could say it was pushing a little today, but that's a pretty big understatement."

Madarash said, "The finish was a little too fast for my gearing, and I didn't want to go to third gear because I don't think that transmission will hold third with this motor. [On the East Course] it'll come down to whoever drives best. I don't think there are any straightaways on that side where I'll run out of gear like I did today, and I can turn just as well as anybody."

But then the rain gods threw a wrench into the 40-driver CP field on Wednesday. The second heat began under wet conditions. All the drivers who had rain tires were using them. The rain started letting up after first drivers' first runs, but Madarash, a single driver, had a 71.8 to top the standings after every driver had one shot.

As second runs started, sprinkles began to fall again. Pulliam, mired in ninth with a 79.1 first run, came all the way back to first place with a 70.1.

X PREPARED

	FREFARED	
1.	Andrew McKee Mazda RX-7	SanF 106.401
2.	Zachary Sober Mazda RX-7	Hous 106.965
3.	Vitek Boruvka Mazda Miata	LnSt 107.767
4.	Thomas Thompson Mazda RX-7	Hous 110.036
5.	Mark A. Mauro Mazda RX-7	Colo 110.387
6. Nicholas Zelisko/InNw (Lotus Elise); 7. Teresa Neidel-McKee/SanF (Mazda		

7. Teresa Neidel-McKee/SanF (Mazda RX-7); 8. Kyriacos Panayiotou/SnRv (Lotus Elise); 9. Tom Exley/SanF (Mazda RX-7 Turbo); 10. Mark J. Mauro/Colo (Mazda RX-7); 11. Richard Holden/MidS (Datsun 2802); 12. Gabriel Argenta/InNw (Lotus Elise); 13. Bryan Hayes/SCar (Honda S2000); 14. David Knudsen/ Atl (Mitsubishi Lancer Evo IX); 15. John Sharpe/MidS (Datsun 2802); 16. Tony Giordano/KC (Datsun 2402).

X PREPARED LADIES

No Entries





X PREPARED Andrew McKee San Francisco Region

San Francisco Region Ankeny Racing Enterprises Mazda RX-7

Madarash was called for a DNF. Then Maier hammered down a 67.9 to retake the lead.

The rain had stopped as final runs began. Pulliam was first of the contenders to take to the course, but was scored a DNF, sliding him to fifth place. Padberg's 68.4 briefly took second, but was guickly displaced by Madarash's 68.3. Maier, still leading at 119.281, increased his margin to 0.758sec over Madarash with a day's best 67.713. Robert Lewis found almost two seconds to join the party in fourth. After Maier's Shelby GT350 and Madarash's Trans-Am, the next three were all in Mustangs.

Maier credited co-driver Frank Stagnaro, who finished 10th and won his 35th Nationals trophy, the all-time record. "He's the one who built the car and there are 15 championships in his car. I'm just the lucky monkey who gets to drive it," said Maier, who has now won in his last eight tries.

"To win this in the rain was a pretty epic moment," he said. "You'll be slipping and sliding and hitting puddles just like in any other car. Your tip-in on the throttle has to be mellow, your inputs on the wheel have got to be mellow."

C Prepared Ladies 📥

What was going to be a two-driver battle between Tracy Lewis and daughter Alyssa in the family Mustang grew to a five-driver class before Tuesday's fifth heat got started. Donna Marx and Susan Grunenwald, sharing Jeff Cox's ESP-class Shelby GT500, joined the CPL party, as did Tina Edington in a Camaro.

Mama Lewis won her second CPL championship in 116.670sec, holding off a determined Marx to win by 1.812sec. On the West Course, she set the standard at 54.769sec. Marx was only a halfsecond behind as the class moved east.

On Wednesday, Marx made a bold move on her first run to post a scratch 63.0 that was a couple tenths faster than Lewis, but she hit a cone on that run. Her 63.2

C	PREPARED	
1.	Mike Maier Shelby GT350	SanF 119.281
2.	Mark Madarash Pontiac Trans-Am	Tex 120.039
3.	Darrel Padberg Mustang	BhV 121.240
4.	Robert Lewis Mustang	Dix 121.456
5.	Tommy Pulliam Mustang	Atl 121.588
6.	Chris Cargill Camaro	Hous 122.535
7.	Chad Langley Camaro	Tex 122.634
8.	Fred Pascual Mustang	Nwst 122.654
9.	Wayne Atkins Camaro	Tex 123.178
10	. Frank Stagnaro Shelby GT350	SanF 123.427
11	. Chris Miller	DMV

Mustang 124.771 12. Todd Farris/Hous (Camaro); 13. Jeff Stroh/Hous (Camaro); 14. Derek Latshaw/Susq (Mustang GT); 15. Ethan Bradbury/NwOh (Ford Thunderbird); 16. Jason Felty/Susq (Mustang GT); 17. Rick Ruth/Chi (Mustang); 18. Cody Langley//Tex (Camaro); 19. Albert Hermans/KC (Mustang Cobra); 20. John Bradbury/ NwOh (Ford Thunderbird); 21. Steven Roberts/KC (Corvair); 22. Kurt Janish/ Tex (Pontiac Trans-Am); 23. Charlie Clark/KC (Yenko Stinger): 24. Scott Lewis/FtWn (Camaro); 25. John Williams/Neb (Mustang); 26. Sean Ittner/Atl (Mustang); 27. Aaron Holstrom/KC (Corvair); 28. Michael Fellmer/WMch (Camaro); 29. Jeff Minor/Hous (Chevrolet Malibu);



C PREPARED Mike Maier San Francisco Region Ford Shelby GT350





C PREPARED Tracy Lewis Dixie Region Mod Squad Garage Ford Mustang



30. Russell Hill/Nwst (Mustang); 31. Tracy Sandberg/DMV (Camaro); 32. David Zitzlsperger/Neb (Camaro); 33. Bob Ely/ConD (Mustang); 34. Dick Berger/KC (Corvair); 35. Jeff Seeger/ NEng (Mustang); 36. Arnold Beebe/ MoHu (Mustang); 37. Brian Ither/LOL (Mustang); 38. Ronald Ither/Atl (Mustang); 39. Charles Tate/SagV (Mustang).

C PREPARED LADIES

1.	Tracy Lewis Mustang	Dix 116.670
2.	Donna Marx Mustang Shelby GT500	Tex 118.482
	Alyssa Lewis/Dix (Musta	

Edington/Colo (Camaro); 5. Susan Grunenwald/BIRg (Mustang Shelby GT500).

cone-free second run actually was still just a bit quicker than Lewis'.

A shower further dampened activities as final runs began, but now being a two-driver car worked in Lewis' favor. Running late, she picked up a huge 1.5sec, 61.901 to put the pressure on. Marx ran 63.0 again, with a cone again, and had to be content with second.

"It took three runs until I finally got it together," Lewis said. "This feels fantastic, and it is a huge relief."

"I brought a spork to a knife fight," Marx quipped. "But she's a great driver and my hat's off to her."

Alan Claffie

D Prepared 🧀

D Prepared is a class heavily populated by Mazda Miata roadsters, but the 14 Miata drivers out of 22 entries were shut out from the podium this year. Assuming, that is, the results stand.

Chris Dorsey's Toyota Corolla

D PREPARED

1.	Christopher Dorsey Toyota Corolla GTS	Colo 108.612
2.	Steve Hoelscher Toyota MR2	TnnV 110.853
3.	Ted Lewis Lotus Elan	Ariz 111.116
4.	Mitch Fagundes Mazda Miata	SanF 111.468
5.	Andrew Blasiman Mazda Miata	NwOh 111.760
6.	Bret Dodson Mazda Miata	Nwst 113.095
7.	Henry Bjoin Mazda Miata	CSCC 113.716

 Ward Marshall/Hous (Mazda Miata); 9. Stephen Simonds/Hous (Mazda Miata); 10. Steve Hudson/ LnSt (Mazda Miata); 11. Nick Bjoin/ CSCC (Mazda Miata); 12. Howard Wolf/SanF (Toyota Starlet); 13. Vonn Brockman/NeOk (Lotus Elan);
 14. Todd Roberts/LnSt (Mazda Miata);
 15. Zack Barnes/LnSt (Mazda Miata);
 15. Zack Barnes/LnSt (Mazda Miata);
 16. Andrew Pfotenhauer/NwOh (Mazda Miata); 17. Deanne Caraballo/ SanF (Toyota Starlet); 18. Paul Neal/ GuCo (Datsun 510); 19. Sean Green/ Nest (Mazda Miata); 20. Paula Baker/ Reno (Mazda Miata); 21. Perry Simonds/Tex (Mazda Miata);
 22. Martin Henry/NeOk (Lotus Elan).

D PREPARED LADIES

No Entries

GTS was re-classed from E Prepared to D Prepared in 2015 forcing him to make significant changes to the car to be competitive, but he believed the sweeper-laden West Course played directly to the car's strengths. There were no DPL entries, which had been scheduled for Heat 2, so it was the end of the day before DP finally gathered in grid.

Dorsey's Corolla GTS did respond well to the West Course, recording the fastest time of the day, 50.091sec, on the third run. Steve Hoelscher in his midengine Toyota MR2 tried to hunt Dorsey down, but fell half a second short at 50.5. Todd Roberts was first Miata at 50.8 with Ted Lewis' Lotus Elan 0.01sec behind and Nick Bjoin's Miata the last car below 51sec.

On the East Course, as skies to the west began to darken, Dorsey laid down a 58.521sec time on a precise and careful first run. Hoelscher had a 58.2 but an unlucky pylon meant Dorsey's lead was now 2.241sec. With weather rapidly approaching, these early runs would be the day's fastest. Lucky for first drivers or for only drivers such as Dorsey, Hoelscher, and Lewis. Dorsey was sitting on a 108.612sec time.

Heavy rain and lightning began just before the runs for the second drivers of the two-driver DP cars. After a brief conference, officials decided to restart the heat and remove the previous runs from the scoring record. When the decision was announced during an impromptu driver meeting, there was a mixture of responses from the competitors ranging from the elated to the extremely vexed.

Dorsey was among the vexed. "Knowing that the weather was coming, having raindrops on the windshield," explained the defending champion, "I changed my strategy and I went for a safe run on my first run to make sure I got in a clean run, no DNFs in the book, because I knew the weather was coming."

The legality of the decision was



D PREPARED Christopher Dorsey Colorado Region Roger Kraus Racing/TRD Toyota Corolla GTS

"I changed my strategy and I went for a safe run on my first run to make sure I got in a clean run" CHRISTOPHER DORSEY

immediately challenged, with two protests being filed on the spot.

After two hours of thunderstorm, the course was not just wet, but flooded, making traction a scarce commodity and reducing the visibility of the drivers. The roadster drivers had the best of it. while those with windscreens were momentarily blinded as waves of water sluiced over the cars. Dorsey struggled the most with the water and recorded DNFs for all three of his wet runs. A few other drivers, Fagundes included, chose not to drive in the standing-water conditions, taking a DNS for their abandoned runs.

Ultimately, the Protest Committee upheld the protests and ordered Timing and Scoring to reinstate the previously recorded dry runs. That placed Dorsey atop of the timesheets again, awarding him his sixth straight National Championship title and his second consecutive in D Prepared, pending an appeal decision. Ultimately, the appeals board would agree with the protesters, ratifying Dorsey's championship. It also restored Hoelscher and Lewis to the podium, and Mitch Fagundes to fourth, the first Miata.

Doug Patterson

E Prepared 📥

To the É Prepared class, the West Course was more *Lost in Space* than "Aim to Misbehave." The cone count didn't seem to be real - the drivers who ended the day as the top five all squished at least one of the little orange aliens.

"I don't even think I knew I coned until my co-driver held up the obligatory one finger," said first day leader Allen Kugler. With minimal visual cues on course, the line of choice was whatever the driver chose to be on.

Still, competition ensued. Don and Brian Kuehl, father and son, introduced their new-to-EP Honda Civic, "Smelvin," to five-time



Champ Allen Kugler's CRX, "Fester." The Kuehls found the car easier to drive than their 2015 SMF National Champion CRX.

Coming up from times in the 56s, they wheeled Smelvin into the second and third positions, little more than a tenth apart and 0.4sec out of first where Fester resided.

"There were some areas where you had to risk coning to go fast," Kugler said. "There was a lot of time spent in those big sweepers and I felt that is where I could really maximize speed...and then [I] was just mindful of the cones through the big slalom and through some of the link-y infield stuff." Kugler was sitting on a 51.954, set on his third run.

Moving over to the "Sorry About the Mess..." course, the tin-top competitors felt like this was more their style of layout. "Mess" was right, as the trophy field saw changes.

"There were a lot of rhythm sections, but the rhythm was different everywhere," Kugler said. After three runs he was down to a 58.9 and a total time of 110.858sec.

"Cone Encounters" were no surprise here either but they were heartbreaking. Sitting in the fourth position after day one, Patrick Washburn already had a 58.383 on the board and that was enough to push Brian Kuehl out of second place, but on his final run he comes back with a light-speed fast raw time of 57.910sec. Unfortunately, a cone out of the hairpin took the championship, away.

"My plan was to go [all] out running," Washburn said. "I'm sitting on a good run. I've got nothing to lose. Just throw it down. The cone didn't cost me any time, but it didn't help me either. I just forgot to miss it." Washburn ended up 0.090sec out of first.

E Prepared Ladies 📥

Denise Kugler collected her ninth Nationals trophy running alone. "Last year I ran Open," she said. "I always thought I do better when I have somebody in class pushing me. I told [our co-driver] I would arm wrestle him [for the Open seat next year] and I think he's scared."

She ran a 54.513 on the West Course, 61.041 on the East, for a 115.554sec total.

Angela Carlascio

F Prepared 📥

Most of the carnage that comes with a Prepared-level car was suffered on the first day, Tuesday, with drivetrain issues catching out two FP cars. Dave Montgomery's Porsche 914/6 snapped an axle on the West Course starting line and never even reached the lights, and Jesse Waymire's Honda S2000 destroyed a differential on the first left turn.

"There were a lot of rhythm sections, but the rhythm was different everywhere" ALAN KUGLER



E PREPARED LADIES Denise Kugler Susquehanna Region

Honda CRX

Karcepts/EvansTuning/InMotion





E PREPARED Alan Kugler Susquehanna Region Karcepts/EvansTuning/InMotion Honda CRX



E PREPARED

1.	Allen Kugler Honda CRX	Susq 110.858
2.	Patrick Washburn Honda Civic Si	Milw 110.948
3.	Brian Kuehl Honda Civic	NEng 111.037
4.	David O'Maley Jr. Honda CRX Si	OhV 111.930
 Don Kuehl/NEng (Honda Civic); Brian Levesque/NEng (Ford Focus ZX2); 7 Chris Del av/Milw (Honda Civic) 		

ZX3); 7. Chris DeLay/Milw (Honda Civic Si); 8. Anthony Defiore/Phil (Honda CXX); 9. Matt Tuhro/SagV (Honda CRX HF); 10. Marko Horn/Dix (Honda CRX Si); 11. Andrew Furlong/MoHu (Volkswagen Rabbit GTI); 12. Richard Windberg/LnSt (Volkswagen Scirocco); 13. Myron Steere/NEng (Ford Focus ZX3).

E PREPARED LADIES

1. Denise Kugler Susq Honda CRX 115.554



F PREPARED

1.	Tom O'Gorman Porsche 914-6	OhV 107.189
2.	Erik Strelnieks Porsche Boxster	LnSt 108.077
3.	Dave Montgomery Porsche 914-6	Cinc 108.272
4.	Christopher Raglin Pontiac Solstice GXP	NwOh 109.600
5.	Alex Jones Pontiac Solstice GXP	NwOh 109.866
6.	Tony Acosta Porsche Boxster	LnSt 110.244
7.	Nick Reynolds Honda	TnnV 111.267

 Justin Moore/SanF (Subaru Impreza WRX STi); 9. Samuel Henry/O2Mt (Mazdaspeed Miata); 10. Tom Holt/LnSt (Datsun 280Z); 11. Jesse Waymire/Wire (Honda); 12. Mike Brausen/Milw (Mitsubishi Lancer Evo IX); 13. Michael Parker/Haii (Datsun 280Z); 14. Michael Tews/Milw (Datsun 240Z); 15. Grant Keyser/SanF (Porsche Cayman S); 16. Donnie Bartalone/Chi (Toyota MR2); 17. Zachary Peters/O2Mt (Mazda RX7 GXL); 19. Richard Jones/SanF (Datsun 240Z); 20. Lester Henry/O2Mt (Mazdaspeed Miata); 21. Jonathan Crowe/SInd (Pontiac Solstice GXP); 22. Randy Chase/ Chat (Toyota MR2); 23. Darren Crozier/ KC (Mazda RX7 GSL); 24. Richard Grav/ SInd (Pontiac Solstice GXP); 25. Timothy Peters/O2Mt (BMW 325).

F PREPARED LADIES

 Jennifer Parker
 Haii

 Datsun 280Z
 115.747

 2.
 Charina Jones/NwOh (Pontiac Solstice GXP); 3. Kristen Moore/SanF (Subaru Impreza WRX STi).



F PREPARED Tom O'Gorman Ohio Valley Region Hoosier Porsche 914-6





F PREPARED LADIES

Jennifer Parker Hawaii Region Road Trip Racing Team/Hoosier Datsun 280Z



"Any final-run attacks were for naught as it began to drizzle at the start of third runs, making everyone noticeably slower"

Luckily, an S2000 competitor who was running in STR had an S2000 differential available, and Waymire was able to replace it before dark on Tuesday evening. He had all day, as the class ran in Heat One. While Waymire only got one run in on day one, he ran all three the next day.

Montgomery's pit crew (his father, Mike) was able to change the axle out quickly without the need to call for a mechanical delay, and he and co-driver Tom O'Gorman were back on course. Both did their best times on their final runs, O'Gorman at 50.367 and Montgomery, the 2015 champ, at 50.7. Montgomery said he wished he'd had another look at the course, but that the car felt good. Eric Strelnieks was in third with a Porsche Boxster less than 0.1sec behind Montgomery.

On the East Course, O'Gorman's 56.822 on his second run locked up his second championship at 107.189sec. He'd entered Nationals just the day before as first driver in Montgomery's Porsche and remarked that the 914/6 was his favorite car he's ever driven.

Strelnieks' second-run 57.2 was enough to make up the gap to Montgomery and take second place, 0.888sec behind O'Gorman. Any finalrun attacks were for naught as it began to drizzle at the start of third runs, making everyone noticeably slower. Montgomery, numbered near the end but with third place secure, gave his last run a pass.

F Prepared Ladies 🧀

Jennifer Parker flew in from Hawaii to run F Prepared Ladies in Tim Holt's Datsun 280Z, and flew home with her fourth championship trophy and another jacket on order. But not until after Charina Jones in a Pontiac Solstice GXP and Kristen Moore in a Subaru WRX STi stepped up to challenge her. Parker normally drives a first gen Z car in Hawaii Region. After waiting all day, to the fifth heat, she put a healthy lead on the class with a 54.076 third run taking a 1.7sec advantage over Jones on day one. Her day was not without drama, however, as a modification to the foot support caused the throttle to stick at the finish straight. She was able to get the car stopped after the finish cones and was not charged a DNF.

Parker set fast time Wednesday, 61.671, on her first look at the East Course. Jones got down to 62.5 on her second try. A brief rain shower after second runs meant no change in the running order. Parker's 115.747 was good for a 2.577sec victory.

Mat Peck

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EVENT REPORT /National



Modified Classes

A Modified 🣥

Marshall Grice provided a dramatic finish to A Modified, co-driving 2015 Champion K.J. Christopher's Acme Special to his first-ever Solo Championship. "I really appreciate K.J.'s incredible setup of the car [and] new tires, and I just wanted to shake off the early run cone problems," said Grice, who collected penalties on his first two East Course runs. "The car was ready and I just wanted to build and get momentum to the last run."

Dan Wasdahl and his Phantom posted the day's fastest time on his first run, catching a 50.171 while Grice and Christopher each pegged a cone. The Acme's second runs were dirty with two cones for Grice and a DNF for Christopher. On the final run,

A MODIFIED

1.	Marshall Grice Acme Special	CSCC 93.304
2.	Dan Wasdahl Phantom/BBR	NeOh 93.664
3. K.J. Christopher/CSCC (Acme Special); 4. Robert Barone/NEng (CK/ Dragop); 5. Neal Stapley/SpRy (LRC);		

6. Phil Alspach/OhV (Lola T204-Mazda).

A MODIFIED LADIES

No entries

Grice was finally clean at 50.434, although still struggling to catch Wasdahl, and the car owner was once again DNF.

Christopher came out with a bone in his teeth for his first West Course run - an unsullied 44.5 with Wasdahl at 44.8. Second runs went to Wasdahl's 43.6 with Grice at 43.9 and Christopher improving by 0.3.

Wasdahl was the first car out and Grice third in line, putting both on course at the same time. Grice was somewhere "Lost In Space" when Wasdahl was hammering to the finish in 43.4. Grice needed more than two-thirds of a second to catch him, which he hadn't yet been able to do.

That is, until he did. Spectator whoops filled the air when the clock showed him at 42.870sec. It was the fastest overall time of the 2016 Solo National Championships at 93.304sec, and 0.360sec quicker than Wasdahl. Christopher was out of the trophies in third.

Susan Puls

B Modified 🦽

Tuesday morning's weather was mild and uninteresting for most of the eight classes sharing the first heat, East Course, but the B Modified competitors immediately noted the performance impact of the strong breeze coming up from the south. These aero-rich cars experienced excessive drag heading out, which slowed down the acceleration significantly through the southbound curved-wall slalom. "Do or do not," indeed! Turn 180 degrees to another slalom - something on the course map about "I have a bad feeling about this" - and the slick cars were loose and light with the strong tailwind counteracting the effects of the rear wings.

Tuning their Cheetah around this became a full-time endeavor for the father/son team of Tom and Matthew Ellam, who were "frantically making rebound and ride-height changes" all day to tighten up the car.

While they were dealing with





A MODIFIED **Marshall Grice** Cal Club Region AEM Infinity/AnkenyRacing/OSGiken Acme Special

setup changes, Zachary Moore, described in grid as the "dark horse" in the class, blasted to the lead on his second run with a 51.5. Matthew Ellam, playing it safe after a DNF and a dirty run, turned a 52.6. The jewel on that run was a change in the shifting strategy where he'd hold first gear through the first corner and downshift back to first at the showcase hairpin. He passed his suggestions on to his father, who proceeded to drop 0.8sec on his last run for fastest BM time at 51.4sec. Day two was beset with

deteriorating conditions. Second drivers, Moore and Tom Ellam included, really got only one good, dry run. Ellam senior came out strong and composed with a respectable 46.3. Moore described his car as "flawless," despite having to run with a "ball of Gorilla Tape shoved in [the radiator]" after the radiator cap was lost sometime during his co-driver's run. He fell back a bit, having only a 47.0 on that one dry run.

Matthew Ellam was able to capitalize on being a first driver, getting a second dry look at the course. He set fast time with a 45.7 and making the event an Ellam 1-2, 0.593sec behind his father and 0.2sec clear of Moore. It was the elder Ellam's eighth championship. Among the five trophy winners, that half-second was the widest gap between any two drivers.

B Modified Ladies 🧀

In BML, running Heat Five, Mary Bahr took it down to the final run both days to win her third championship. Tuesday on the East Course, after two runs, Bahr was last after two 59sec runs. Carol Burger had a 58.1 and Mary Ellam was right behind at 58.3. Third shot, Burger takes a cone, Ellam gets a DNF, but Bahr hammers down a 57.37.

Wednesday was more of the same. Bahr takes a DNF, and then smacks two cones and she is dead last again while Burger sits on a 51.2 and Ellam on a 52.0. Third shot, the other two both collect cones. Bahr, meanwhile, is on a mechanical delay that took every

last moment allowed by the grid steward's clock. She was buckling into Burger's LeGrande when her car came back to life and fired up for a final run. Jumping back to her own car she hit the course hard, a shiny 50.306 to total 107.676 and take her third championship by 1.793sec. Jake Namer

Jake Mainer

C Modified 📥

Heat 2's Thursday morning conditions were perfect on the West Course for the 26 CM drivers, with a 70 degree F dry morning. The family team of Mari, Eric, and son Jonathan Clements competed in CM/CML with their American-flag painted, Honda Fit-powered, 22-year-old Van Diemen.

Despite problems with the brakes, Jonathan led the field and won day one with his first run, a 48.803, ahead of Ben Martinez in a 32-year-old Van Diemen by a scant 0.073sec, leaving Brandon Lavender's 31-year-old Van Diemen in third only another 0.003sec back. David Fauth lurked at 48.9 and his co-driver, Barry Ott, led a parade of six drivers in the 49s.

Friday broke to overcast skies, but Heat 2 still had a dry tarmac. The gap widened between the three who would own the podium, as Fauth tumbled out of the trophies, and the rest of the pack.

Jonathan Clements was leading Martinez by 0.7sec after second runs while Lavender had coned his first two attempts, both 55s. On his last run, Martinez broke through to first with a 55.5, putting him ahead of Clements by 0.015sec. When second drivers got their turn, Lavender matched his prior two runs, but this time clean at 55.347. He was now in the top spot.

Clements, chasing Lavender around the East Course, had two 55s of his own on the board and shaved a few more thousandths down to 55.5. It was enough to skin past Martinez by half a tenth, but left him still 0.167 behind Lavender's 104.226

Lavender said the best part of

this year was driving with his wife Krystal in the Open class - last year she ran (and won) CML, but this year they ran together, with their new baby Clara in grid with Brandon's mom.

In 2013, Lavender lost with a last-run spinout. "This was a good opportunity to get that out of the way, put that into the past, and make the last run count for a win," he said. "We had been working on the car each day to make it less of a handful, trying to make it more stable, and I was surprised with the faster time as I was being conservative around some of the cones [because of the two dirty runs]." This makes the third CM National Championship for Lavender. He wins in the even-numbered years.

"The car was ready and I just wanted to build and get momentum to the last run" **MARSHALL GRICE**



B MODIFIED LADIES Mary Bahr Milwaukee Region Prince Racecar, Zebulon MSC LeGrand Mk. 18



B MOD Tom Elle San Fran Roger Kr

B MODIFIED Tom Ellam San Francisco Region Roger Krause Racing Omnifab Cheetah



B MODIFIED

BMODIFIED	
1. Tom Ellam	SanF
Omnifab Cheetah	97.726
 Matthew Ellam	SanF
Omnifab Cheetah	98.319
 Zachary Moore	Milw
LeGrand Mk. 18	98.536
4. Dan Cyr	Chi
Lamm Mark V	98.647
 Clemens Burger	Indy
LeGrand Mk. 18	99.012
LeGrand Mk. 18 99.012 6. Bradley Lamont/Chi (Lamm Mark V); 7. Daniel Stone/Indy (LeGrand Mk. 18); 8. Marshall Moore/Milw (LeGrand Mk. 18); 10. Greg Meier/Chi (Van Dragon); 11. Dave Dunwoodie/ SanF (Darth); 12. Jeff Christiansen (OMS); 13. Kenton Cabiness/Chi (Van Dragon); 14. Lee Hill/CFla (LeGrand Mk. 18); 15. Larry Sharp/SanF (Darth) 16. Glen Minehart/Bucc (Stalker AXR).	

B MODIFIED LADIES

1. Mary Bahr Milw LeGrand Mk. 18 107.676

2. Carol Burger/Indy (LeGrand Mk. 18); 3. Mary Ellam/SanF (Omnifab Cheetah).



C MODIFIED

1.	Brandon Lavender Van Diemen RF85	Indy 104.226
2.	Jonathan Clements Van Diemen RF94-Fit	CSCC 104.393
3.	Ben Martinez Van Diemen RF84	SanF 104.445
4.	Barry Ott Van Diemen RF95-Fit	ConD 105.619
5.	John Engstrom Swift DB1	Chi 105.776
6.	Andrew Howe Reynard 82F	Ore 106.046
7.	Joshua Parker Reynard 85F	NEng 106.311
8.	Eric Clements Van Diemen RF94-Fit	CSCC 106.339

Heyward Wagner/Atl (Reynard 85F);
 Christopher More/SanF (Van Diemen RF84);
 11. David Fauth/Colo (Van Diemen RF95-Fit);
 Loen Grebs-Fit);
 Loen RF95-Fit);
 Christopher RF84);
 Lavender/Indy (Van Diemen RF84);
 Krystal Lavender/Indy (Van Diemen RF85);
 Brent Cary/Indy (Reynard 88F);
 T. Phillip Leavens/Ore (Van Diemen RF85);
 Brent Cary/Indy (Reynard 88F);
 T. Phillip Leavens/Ore (Van Diemen RF85);
 Brent Cary/Indy (Reynard 88F);
 T. Phillip Leavens/Ore (Van Diemen RF88);
 David Flesher/Bucc (Van Diemen RF88);
 David Flesher/Bucc (Van Diemen RF88);
 Son Bod Qualkinbush/KC (Adams Aero);
 Ted Visscher/ETnn (Van Diemen RF88);
 Son Buce Faucett/Ky (Van Diemen RF84);
 Johnny Billingsley/
 Cinc (Caracal);
 Raymond Thomas/Cinc (Reynard 83F).

C MODIFIED LADIES

1. Mari Clements CSCC Van Diemen RF94-Fit 110.740

2. Stacey Strout/NEng (Reynard 85F).



C MODIFIED Brandon Lavender Indianapolis Region Steering Creations Inc Van Diemen RF85





C MODIFIED LADIES Mari Clements Cal Club Region Van Diemen RF94-Fit



"This was a good opportunity to get that out of the way...and make the last run count for a win" **BRANDON LAVENDER**

C Modified Ladies 📥

With only two competitors, CML would not crown a champion. Nonetheless, it was a duel of past winners - Mari Clements in 2014, Stacey Strout in 2006 and since then competing competitively in A Mod - and she ran her own CM car this year because her AM co-driver did not make it to Lincoln.

Despite what she described as an "awful first run," which was a DNF, Clements was able to pull ahead of Strout in Thursday afternoon's fourth heat, ending the day with a time of 51.985, an 0.8sec lead. On Friday, on first runs, they were only a tenth apart, but Clements worked down to 58.755sec by her final shot while Strout was unable to break a minute. Clements increased her lead to 2.531sec with a total of 110.740.

Dina O'Donnell

D Modified 🧀

The usual Huffman-Cashmore duel of the past few years was missing, Jeff and Denise Cashmore having defected to A Street. One might think that left Mark Huffman an easy path to the win. Not so much with the father-son pair of Jeff and Jeremy Ellerby stalking him.

Tuesday afternoon the D Mod cars gridded up on the West Course. Second runs produced major time drops for most of the drivers, especially Huffman, whose Lotus Elan had taken out three cones on his first look. His second run was a clean 48.742 that held for the fast time of the day.

The Ellerbys, in their Chevy-powered Stalker 7, were snapping at Huffman's heels by the end of the third runs. Jeremy was only 0.2sec behind going into the second day, and his dad was less than a second off the lead.

Running the fifth heat on Wednesday was a definite plus for the D Mod folks - the morning's rain had come and gone, and they arrived to a dry East Course. The top three drivers got after it immediately, laying down their fastest runs their first time around. But Huffman's run was otherworldly with a 54.822. He was now 1.849sec ahead.

There was a brief rain shower during the second runs, but it didn't dampen the track much. Going into third runs, the Ellerbys were still trying to catch Huffman, but then a mechanical issue struck their car. During Jeremy's second run, the throttle got caught on a throttle stop installed to limit its travel. As Jeffery was attempting to get the car shut down, a small coolant leak that had been plaquing the car turned into a full-blown car killer. Back in grid, the car was too hot for repairs, ending

their chase of Huffman. Still, they finished second and third, the son ahead of the father.

Huffman had coned his wet run and DNF'd his final shot. Neither Ellerby took a third run. At the end of the day, Huffman had his sixth championship with a final time of 103.564sec.

Jav Pavne

E Modified Ladies 🧀

E Modified Ladies saw the same three drivers as last year, the same three cars as last year, and the same results. It was a warm, late summer morning when EML took to the East Course for Tuesday's first heat. After first runs, Shawn Kiesel in the toothy green Bugeye Sprite had a 57.063 and a foursecond lead over Patty Tunnell's BMW M3. Kiesel made her second run on different tires and killed five cones, which prompted a change back to the tires used on her first run.

Tunnell took advantage of Kiesel's tire troubles and trimmed the lead to 2.3sec with a 59.4. Third runs were cone encounters for both while Krista Minehart, driving a Stalker, moved within range at 60.5.

Under Wednesday morning's overcast skies, Keisel made a good 50.319 on her second West Course run that cleared Tunnell's second run by another four seconds. And then the rains came. Keisel, ahead by 6.469sec, didn't make a third run, Tunnell was a DNF, and Minehart with two prior DNFs could do no better than a 65sec run in the rain.

"I didn't drive very well on Tuesday, but I drove a lot better today" said Kiesel, whose total of 107.382 won her a ninth championship. "Except for the tire change for the second run Tuesday, the car was great because it's taken care of by my great mechanic, Jeff."

E Modified 🦽

Mr. Great Mechanic himself, Jeff Kiesel continued his assault on the Solo National



Championships record book. But E Mod followers who have come to expect a large winning margin from the Kiesel Sprite saw a challenge from Jason Minehart's Stalker. Still, when all the rubber dust had settled and the street sweeper was prepping the pavement for the final two days, Kiesel had his 11th consecutive

championship, tying a legend, John Thomas, for longest men's winning streak, and holding second spot behind Thomas' 12 in men's consecutive winning



D MODIFIED **Mark Huffman** Arizona Region Lotus Elan

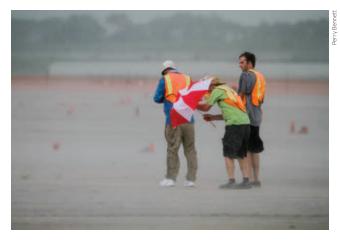


D	MODIFIED	
1.	Mark Huffman Lotus Elan	Ariz 103.564
2.	Jeremy Ellerby Stalker-Chevy 7	lowa 105.413
3.	Jeffrey Ellerby Stalker-Chevy 7	lowa 106.905
4.	Bryan Packingham Sprinto Delong 7	lowa 107.640
5.	Peter Raymond Lotus 7	ConD 107.748
 John Carriere/Det (Lotus Elan); Craig Carr/OhV (Lotus Elan); 8. Leah Julich/lowa (Sprinto Delong 7); Dwayne Komush/SanF (Toyota Starlet); 10. Stephen Brinkerhoff/Indy (Stalker-Honda 7); 11. Darin Long/ Iowa (Stalker-Honda 7); 12. Danny Thomas/Okla (MG Midget); 13. Alan 		

D MODIFIED LADIES

No entries





DETERMINATION While competitors faced uncertainty on grid, dedicated workers took the brunt of Mother Nature.

appearances. The Kiesel family (Jeff, Shawn, son Zak) now own 21 championships between them, second in the "All in the Family" category.

Kiesel did it with a 54.989sec run on the East Course and a 49.248 first run on the West. But when he coned away a faster 54.2 on Tuesday, Minehart was nipping at the Sprite's heels with a 55.3. Wednesday, after posting

quick time, Kiesel uncharacteristically slowed on each subsequent run. He was doing the math on his phone wondering if Minehart could overtake him. Minehart tried, but ended up 0.652sec behind after turning a 49.5 on his last run.

"I really didn't drive well today, at least by my standards," lamented Kiesel, who closed out at 104.237. "This car is really hard to drive, especially on a course with a lot of sweepers like this West Course. The short wheelbase makes the car a real handful. Although I'm not happy with my driving, I'm happy that I won. It would have been a long year if I'd lost."

Paul Dornburg

F Modified *A*

F Mod's 23 competitors - all driving Formula 500s except for two in 5/8-scale dwarf cars with early 1930s Ford bodies - had to be out early and ready for the

"E Mod followers who have come to expect a large winning margin from the Kiesel Sprite saw a challenge" first heat Thursday on the West Course. Dry and sunny conditions made it easy for drivers to concentrate on how to attack the course.

After first runs, the top three drivers were less than 0.8sec apart and the only ones in class to throw down cone-free runs in the 48s. Day one ended with a scorching 47.410 run from the class youngster, 16-year-old Zak Kiesel - a recent graduate of the Junior Kart program.

Teenagers, it turns out, are not so analytical; asked what he did to get his quick time, Kiesel said simply he knew he was behind and just decided to go for it. In his dust were familiar class regulars including last year's Champ Jason Hobbs, 0.3sec in arrears. Then came Scott Nardin, Matt Murphy, Glen Barnhouse, Jeff Blumenthal, and Dan Wheeler. But as Paul Newman was once quoted, age and treachery will beat youth and good intentions.

Day two put drivers on the East Course in cooler, overcast

Scott Minehart/CCar (Stalker

16. Rick Donalson/Atl (Honda

Patty Tunnell/Colo (BMW M3);
 Krista Minehart/Bucc (Stalker AXR).

E MODIFIED LADIES

Shawn Kiesel

Kiesel Sprite

AXR); 7. Sean Minehart/CCar (Stalker AXR); 8. Mark Sawatsky/Badl (MGB); 9. Eric Prill/Kan (BMW M3); 10. Paul Wright/CFla (Honda Scorpion); 11. David Whitworth/StL (Mustang Cobra); 12. Brian Hoover/OhV (Sunbeam Tiger); 13. Briget Sawatsky/ Badl (MGB); 14. Elizabeth Whitworth/ StL (Mustang Cobra); 15. Joshua Morehart/OhV (Sunbeam Tiger);

CSCC 104.257

LnSt 104.889

Colo 108.004

LnSt 108.401

DMV 108.404

CSCC 107.382

E MODIFIED

2.

3.

4.

6

Kiesel Sprite

Jason Minehart Stalker AXR

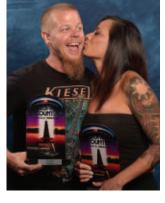
Robert Tunnell

Jason Kupka

Stalker AXR 5. Ron Ver Mulm

Camaro

Scorpion).



E MODIFIED LADIES

Shawn Kiesel Cal Club Region Kiesel Guitars Kiesel Sprite



E MODIFIED

Jeff Kiesel Cal Club Region Kiesel Guitars Kiesel Sprite



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F MODIFIED

1.	Jason Hobbs Novakar J9	LOL 101.904
2.	Scott Nardin KBS Mk. 7	SBnd 102.173
3.	Matt Murphy Novakar J9	LOL 103.025
4.	Glen Barnhouse Dig It Special	BgSk 104.282
5.	Zak Kiesel Raptor	SanD 104.933
6.	Jeff Blumenthal KBS Mk. 7	NeOh 105.352
7.	Will Lahee Red Devil	Indy 105.369

8. Dan Wheeler/KC (Doofwagon); 9. Gary Kramar/Tex (Zink); 10. Ken Trier/CFIa (QRE Shadow); 11. Brad Smith/KC (Doofwagon); 12. Angela Barnhouse/BgSk (Dig It Special); 13. Warren Leach/SanD (Raptor): 14. Alan Hamson/Indy (Red Devil); 15. Tom Buckman/SagV (Invader); 16. Steve Meschke/LOL (KBS Mk. IV/ Zink); 17. James Rose/InNw (1934 Ford Dwarf Car); 18. Steven Ekstrand/ CSCC (Wildcat); 19. William DiGuiseppe/Colo (QRE Invader); 20. Arnold Coleman/ConD (Maverick); 21. Dean Thornburg/Colo (QRE Invader); 22. Radlee Bien/Sal (1933 Ford Victoria Dwarf Car); 23. Gary Hangsleben/LOL (KBS MK. IV/Wildcat).

Jessica Dorn/KC (Doofwagon);

3. Stacey Miller/CSCC (Wildcat).

F MODIFIED LADIES

Michelle Quinn

KBS Mk. VII

1.



F MODIFIED Jason Hobbs Land O' Lakes Region Novakar J9





WNY

105.397

F MODIFIED LADIES Michelle Quinn Western New York Region Thanks Jeff! KBS Mk. VII



"Finally, the Raptor pushstarted and a cheer rang out as the young driver cautiously pulled to the line"

but dry conditions. On first runs, Kiesel clips a cone. So does Murphy while the other contenders run clean. Hobbs' 54.8 takes the lead. Adding to the tension, both Kiesel and Murphy pull DNFs on their second runs. Nardin runs 54.5 to overtake Hobbs.

Final runs made for high drama as the top times tumble into the low 54s. Hobbs hauls in the fastest time of the heat -54.109, and now leads at 101.904sec. Nardin and Murphy follow with a 54.1 and 54.2, respectively. Barnhouse, now fourth, gets a DNF. This quartet ranges in age from 37 to 55. And the teenager, unable to get his machine started, calls a mechanical. A huge crowd of supporters surrounded the grid space where the Raptor F500 sat, young Keisel behind the wheel in high anticipation while hands, tools, and words of encouragement were flying as the 10-minute clock ticked. Finally, the Raptor push-started and a cheer rang out as the young driver cautiously pulled to the line – only to spin before the very first turn!

His disappointment evident, Kiesel still expressed gratitude for all the support of his F Mod competitors. He ended up fifth, while the top two places were a repeat of last year: Hobbs-Nardin, this time by a 0.269sec margin.

F Modified Ladies 🣥

Michelle Quinn put on an expert's showcase for the spectators as her KBS Mk. VII slipped effortlessly through the transitions of the West Course on day one. Quinn's 49.327 on the final run of the third heat gave her a huge lead of 6.2sec. On the East Course, Michelle's second-run time was 56.070. She would total 105.397sec, lengthen her lead by yet another six seconds, and score her sixth championship. **Donna Littlejohn**

Kart Modified 📥

Daniel Wendel ended Paul Russell's seven-year streak of Kart Modified championships. He overcame Russell's first day lead to win the class by nearly a second and a half over Shawn Hill. As the 20 KM drivers suited up for Tuesday morning's runs on the West Course, Russell's domination seemed to be continuing as he was fresh off winning the ProSolo Finale KM class and the Super Challenge. But he DNF'd his first run, which just meant he went last-to-first on second runs, his 46.497 the day's fastest. Wendel stopped for a downed cone and earned a rerun, on which he clocked 46.5. Hill was third at 47.0. None of the three improved on their final run, but Tom Harrington did, passing Hill with his 46.8.

"Today was survival of the fittest, because it was bumpy for everybody," said Russell after the first day. "It wasn't about grip, it wasn't about power, it was all about setting up to float over the bumps to keep on course. Typically, the East Course is smoother, which will let the karts drive the way they ought to."

"The new chassis felt pretty good for me," Wendel said. "The plan for tomorrow is to pay attention to the weather and hopefully it'll stay favorable for all of us."

It didn't. The rain arrived as predicted, starting as the first heat was winding down. All the karts in the second heat grid were wearing treaded tires. Russell was the first kart on course, posting a 70.1 run, but Wendel stormed to the lead with a 63.2. Hill was the last driver to take time, and moved to second at 63.5.

On his second run, Wendel posted a 59.644 on a course where nobody else could get under 61 seconds. Harrington and Hill, both at 61.3, sat second and third. Final runs were still wet and Russell could only get to a 64.7. Wendel kept the hammer down with a 58.6, although it was dirty so he stayed with his 106.229 for the event. A final 60.7 brought Hill to second, 1.486sec behind. Harrington briefly was in second after a 61.0 but Hill's final run pushed him back to third.

"I was actually hoping it would stay dry," Wendel said. "Once it started raining hard, I either wanted all the rain, or no rain nothing halfway between. I don't mind running in the rain. It's wet, but it's fine.

"This is my first championship," Wendel continued. "I've been second twice, last year and the year before. This is my first time on the big step."

Kart Modified Ladies 🧀

For the second year in a row, Kencey Christopher took the top honors in Kart Modified Ladies. Christopher built a big advantage on day one and drove away from the rest of the four-driver field in the rain on day two. Running in the final heat, Christopher was fast out of the gate, the only driver under 50sec on the West Course, taking the first day lead with a fast lap of 48.760sec.

"I got a good feel for the course on my first run, and on the next two runs I figured out how to go faster in the fast sections," Christopher said. "It may be raining when we run tomorrow, so we'll have to see."

Indeed, rain it did on Wednesday, with KML starting in the wet, but conditions improved through the first two runs. As a result, she ran a 56.633 on her second lap, doubling her gap over the field, and winning by 5.729sec.

Alan Claffie

"I've been second twice, last year and the year before. This is my first time on the big step" **DANIEL WENDELL**



KART MODIFIED Daniel Wendell Blue Ridge Region Pinkies Out Racing Praga TMK9





1.	Daniel Wendel Praga TMK9	BIRg 106.229
2.	Shawn Hill Mike Wilson	KC 107.715
3.	Tom Harrington Tony Kart	LnSt 107.933
4.	Jeremiah McClintock Tony Kart	Det 108.132
5.	Ryan Lower CRG Road Rebel	CPa 108.281
6.	Jeremy Salenius Mike Wilson	KC 110.456
	Paul Russell/SanD (To Marc Segal/LasV (Zana	

 Michael McClintock/Det (Tony Kart);
 Michael Nienhuis/Det (Tony Kart);
 Michael Nienhuis/Det (Tony Kart);
 Tin Davis/LoL (Trepid); 12. Ryan Windfeldt/LOL (Trepid); 13. Timothy Routh/OhV (CRG); 14. Cody Pennell/
 StL (CRG Road Rebel); 15. Scott Boito/ ETnn (Tony Kart); 16. Jason Vehige/ SWVa (Gillard SGM); 17. Paul Durr/ LasV (CRG); 18. Lawrence Andrews/ SanF (Gillard SGM); 19. Steven Lower/ CPa (CRG Road Rebel); 20. Thomas Simon/NCar (Birel).

KART MODIFIED LADIES		
1.	Kencey Christopher Energy	CSCC 105.393
2.	Suzanne Segal Zanardi	LasV 111.122
3.	Dana Gill/MidS (CRG):	4. Neva

Hoover/OhV (CRG).

KART MODIFIED LADIES Kencey Christopher Cal Club Region Seventh-gear.com Honda Energy



EVENT REPORT



Supplemental Classes

Formula Junior A 🣥

As Tuesday's first heat opened on a beautifully sunny East Course, Riley Heaton was intent on making his mission known from the start. Charging hard out of the gate, Riley sent his message with a low 59sec run. Trey White had a little message of his own, also becoming part of the 59sec club on his second run, but Heaton was not intimidated. He came right back with the fastest run of the day at 58.496. Kimsoo Gopnik put herself in third place with a nice 60.6.

Wednesday's West Course would present difficult conditions as the rains came after early runs. White was not out of this, and said so clearly with a 53.393 on his first run. Heaton was at 53.5sec and was wondering if White would continue to chop away at his lead. Gopnik's 54.7sec run cemented her place on the podium.

Alas, first runs would be the best for all but two drivers, one who'd kicked a cone and one who scored a DNF.

White watched any championship hopes wash away with the water slowly draining from the concrete. All the youngsters went out to play in the rain, but none posted times that had any further effect on the competition. With a total time of 112.052sec and a 1.094sec margin, Riley Heaton won his second Nationals.

Formula Junior B 📥

Only three drivers returned to run in JB, including the 2015 winner Mason Herrick, who won this virtually spec class a year ago by 5.7sec. This year, the 11-year-old with the devil horns on his helmet was even more dominant, skinning the class by 9.198sec; although, Mother Nature helped.

Tuesday, the Junior Karts were on the plane side course. Herrick's skill and experience showed on his 63.4sec first run on the East Course, with fellow returning driver Carter Heaton getting into early cone trouble. It was game-on for second runs, though, as Herrick caught his own cone, allowing Heaton in the lead with a quick 62.0. Herrick would assert himself on his final run, turning the fastest time of the day at 61.576 as Heaton found no help. A scant halfsecond separated the two going into day two. Ethan Fudge's 63.4 was good for third place.

Wednesday on the corn side course would see rain play into the results in a significant way. Herrick, showed no fear and determined intent, taking advantage with a clean 55.930, posting fast time of the day while six of the 10 youngsters, including Heaton, scored a DNF. Ronald Maunz moved into second place with a 59.7sec run even though two pylons were added. Jared Hyman's 62.4 was good for third.

There were many DNFs and spins as these enthusiastic youngsters, aged 8 to 12, showed great sportsmanship and a "press on regardless" attitude. Fudge may have been the greatest victim. Rooster tails off his front wheels obscured his view enough that he logged a DNF on all three runs.

The rain spoiled any chance for Heaton to make up the deficit. He came back with a 64.6, enough to reclaim second place. However, Herrick's total time of 117.506 and a rain-enhanced margin of victory would seal the repeat victory.

Patrick Washburn



FORMULA JUNIOR A

1.	Riley Heaton Birel AR28	Neb 112.052
2.	Trey White Invader	BIRg 113.146
3.	Kimsoo Gopnik CRG	NEng 115.348
4. Ethan Azzara/Phil (Margay Brava 1.15ck); 5. Victoria Schaible/Phil (CRG Forza): 6. Conner Herrick/Wich (Tony		

1.15ck); 5. Victoria Schaible/Phil (CRG Forza); 6. Conner Herrick/Wich (Tony Kart); 7. Robert Ekstrand/CSCC (Kosmic Mercury); 8. Saraya Okazaki/ Haii (Arrow AX7); 9. Kristina Clark/ Colo (Arrow AX7).

FORMULA JUNIOR B 1. Mason Herrick Wich CRG Santana 117,506

	CRG Salitalia	117.506
2.	Carter Heaton Tony Kart	Neb 126.704
3.	Ronald Maunz Sodi Celesta	Phil 129.260
4.	Jared Hyman Birel	LnSt 129.583

5. Erika McKee/SanF (Emmick); 6. Abigail Dorsey/Colo (Top Kart Mini Magnum); 7. Connor Barnhouse/BgSk (CRG); 8. Zane Hyman/LnSt (Birel); 9. Ethan Fudge/SanF (Tony Kart); 10. Zachary Minehart/CFIa (Kosmic Cadet).

JUNIOR A

Riley Heaton Nebraska Region R&S Racing Birel AR28



Mason Herrick Wichita Region Seventh-Gear.com/R&S Racing CRG Santana

JUNIOR B



Formula SAE 📥

Only two cars with three drivers were in grid for Formula SAE this year. One was the Hardrocker FHR08, the 2008 build from South Dakota School of Mines and Technology. The other was the Jayhawk JMS 16, the current project car from the University of Kansas.

When Wes Snaza was at SDSMT he was the team lead that built the Hardrocker car. Zach Gilmor had been in the FSAE program at Montana State University. After purchasing the car, the two engineers re-assembled and redesigned it, choosing to use six-inch rear tires rather than the standard seven-inch to develop temperature more rapidly. Rachel Saunders, a junior business management major at KU, is a Junior Kart alumna who's been driving her late father's B Modified the past four years.

They ran in Heat 2, Thursday on the West Course. Snaza looked very stable in the sweepers, leading at the end of day one with a 48.503sec third run.

"It was good," said Snaza. "You take this little car and the aero and it's so fun in the big corners."

Saunders struggled with grip owing to a broken front wing support. "I tried to be smoother and smoother [through the three runs]," said Saunders, "and I think I got smoother, but still it wasn't what I wanted to be, and the front wing was oscillating. So, when I'd go over a seam, like in the slalom, I'd just lose all my downforce and I'd kind of get sideways. That was fun, but not really what you want."

The KU team repaired the fractured wing support for the East Course, but a broken left rear toe link hampered their first run. The team completed the repair with a single minute to spare, but Saunders was never able to close the gap.

Snaza continued to dominate the class in spite of wrestling with oversteer in the tight hairpin on the course. Recording a 56.012 on his second run secured the supplemental class win for him with a two-day time of 104.515sec. "The funny thing is, we talked about that every time we walked it," Snaza said of the hairpin. "It's better to be a little bit slow, carry the speed on a little bit bigger radius, and make sure you don't have to oversteer and get around that corner." **Doug Patterson**

Classic American Muscle – Contemporary

Before we get into the event coverage, we need to talk about CAM-C competitor Tony Rietdorf. On the Sunday before Nationals, following the conclusion of the CAM Invitational where he competed, Rietdorf was involved in a non-competitionrelated accident in the paddock, resulting in his hospitalization. His CAM-C Mustang held its honorary grid position during the event and everyone pulled together to support both him and his family; unfortunately, he passed away shortly after the event.



Classic American Muscle has grown quickly, to the point that the three CAM classes comprised the entire third heat, starting Tuesday on the West Course. CAM-C turned out to be a bit of a cone fest. Shawn Meagher posted a clean 57.1 about halfway through the class, which held up for the lead after the first run, but a number of drivers had faster dirty runs. Among those was Brett Madsen who came across with a 54.4 just a couple of cars after Meagher; that would have been an awesome time without the three cones he hit doing it.

Second runs saw clean 55sec runs, first by Rusty Henderson, then Meagher and Roger Kroog, with Meagher's 55.6 the best of that bunch. Henderson's co-driver, Keith Lamming, the inaugural CAM-C winner from two years ago, then had one of the heat's more interesting adventures when the side curtain airbag on the driver's side deployed on course. The car seemed no worse for wear other than needing to have the



FORMULA SAE

1. Wesley Snaza Nwst Hardrocker FHR08 104.515 2. Zach Gilmor/Nwst (Hardrocker FHR08); 3. Rachel Saunders/Tex (Jayhawk JMS16).

FORMULA SAE LADIES

No Entries

FORMULA SAE Wesley Snaza Northwest Region My Awesome Wife!/Honda power Hardrocker FHR08





CAM TRADITIONAL

1.	Robby Unser Camaro	Neb 118.225
2.	Christopher Carmenini Mustang	NNJ 120.862
3.	Stephen Farkas Mustang	NNJ 120.913
4.	Andy Weigel Mustang	NNJ 121.314

5. Feras Oartoumy/Tex (Chevrolet Nova SS); 6. Rich Gregory/Chi (Camaro); 7. Mike Trenkle/Colo (Mustang); 8. Rob Tarrien/Det (Mustang Cobra); 9. Kelley Jaeger/Colo (Mustang); 10. David Wallace/WDC (Camaro); 11. John Neighbors/OhV (Ford Ranchero).

CAM SPORT

1.	Shawn Lambert Corvette Z06	Ky 116.383
2.	Michael Losert Corvette Z06	NwOh 118.116
3.	Michael Johnson Jr. Corvette	BIRg 118.456
4.	David Lousteau Jr. Factory Five Cobra	Ark 119.402
5.	Eric Brown Corvette Z06	Ку 119.877
6.	David Lousteau Factory Five Cobra	Ark 120.086

7. Terry Fair/Tex (Corvette); 8. Kyle Chipps/SagV (Corvette C6); 9. David Howdyshell/Ariz (Corvette Z06); 11. Mark Council/Okla (Corvette); 10. Les Schober/NwOh (Corvette); 13. Kenneth Mitchell/Quam (Corvette); 13. Thomas Kamman/SanD (Corvette); 14. Adam Popp/Cinc (Corvette); 14. Adam Popp/Cinc (Corvette); 15. Kandy Johnson/BIRg (Corvette); 20. Kandy Turner/ConD (Factory Five Roadster); 17. James Boller/Ariz (Corvette); 18. Robert Armstrong/Cinc (Corvette); 20. Vernon Jolley/Utah (Factory Five Cobra); 21. James Green/Neb (Factory Five Cobra).



CAM TRADITIONAL Robby Unser Nebraska Region

Speedway Motors Chevrolet Camaro





CAM SPORT Shawn Lambert Kentucky Region Chick Magnet Racing Chevrolet Corvette Z06



"Many years ago, one of my competitors used narrow tires to win in the rain" CHRISTOPHER COX

airbag cut out to get it out of the way. Both drivers still ended up in the trophies.

Third runs saw Meagher rejoining the fray with a clean 55.8, but Madsen managed a clean 55.169 - not quite on the pace of that dirty 54 on his first run, but seven tenths better than anyone else in the class for the day.

Day two started out fully wet. Meagher set the pace with a 68.2. Madsen was again fast but dirty - his 66.9 would have had him in the lead had he only hit one cone, but he hit two. On second runs in drying conditions, Ryan Finch got into the 64s to take the lead. On his third run, Madsen put down a 62.494 to retake the lead, but as conditions were continuing to improve, that was by no means safe. Finch was nearly the last driver to cross. His 62.484 was 0.001sec quicker than Madsen, but he had been nearly nine tenths behind on Tuesday's course, so the win went to Madsen at 117.663, 0.901 quicker than Finch.

Classic American Muscle - Sport

CAM-S was nearly as cone happy as CAM-C. Shawn Lambert clocked a clean 54.7 on his first run, best in class since David Howdyshell had a cone on his 54.6. Lambert never trailed as he improved on each run, finally ending up with a half-second lead over Michael Losert at 54.280.

Lambert never trailed on Wednesday, either, despite starting with a dirty run. His final 62.103 gave him a 116.383 total and a 1.733sec win over Losert. Lambert said this co-drive with Eric Brown was supposed to be for just a short time while he built his own car, but the build has taken longer than expected. In his first two visits to Lincoln, he was the first driver out of the trophies, so winning on his third try was special.

Classic American Muscle – Traditional

CAM-T had very little drama. Robby Unser posted a clean 55.7 on his first Tuesday run, and could only improve by a tenth to 55.604 on his third run. His closest competitor was Stephen Farkas at 56.3. The wet conditions on day two gave the class some false hope, as Unser's first run was dirty. Improving conditions and a driver who adapts guickly changed things on the subsequent runs, however. Unser put the hammer down on his final run at 62.621 with the rest of the class left in the 64s to take a surprisingly easy win, 2.637sec ahead of Christopher Carmenini.

This is Unser's third visit to the Solo National Championships, and his first win after finishing second and third in the previous years. He said he was impressed with the improvement in the class in just that short time. Despite all the development in the Carson Smith/Team Speedway Camaro,

2016 TIRE RACK SOLO NATIONAL CHAMPIONSHIPS LINCOLN AIRPARK | LINCOLN, NEB. | SEPT. 6-9, 2016

he says it's probably at eight out of 10 in its potential.

Paul Brown

Street Touring Ponycar

A new class arrived at the Solo Nationals this year. Street Touring Ponycar gives an opportunity for the V8s to shine. A provisional class for now, the expectation is the popularity of the modern V8 "Pony" will allow STP to reach championship status.

This year, Street Touring Ponycar might just as well have been Street Touring Mustang, as all eight entries were Mustangs, and no ladies ran STPL. Thursday, Heat Five on the West Course with its sweepers and long slalom, Steve Wynne led the way with a 56.071 on his first run, and nobody was able to match it. Dennis Healy managed to get within a half second on his second run, and Christopher Cox another half-tenth behind that.

This set the stage for a competitive second day on East Course. However, in the last heat at Nationals on Friday afternoon, STP was met with heavy rain and lightning right as the grid workers started sending them to the start line. No STP drivers got their runs before the event was suspended for lightning. As a result, it also was the only one of four classes in the grid not encumbered with weather-related protests.

During the two-hour suspension of the event, most STP drivers (being on street tires) stood pat. But Cox used his experience as a four-time National Champion to switch out to much narrower wheels and tires.

"At a San Diego Tour many years ago, one of my competitors used narrow tires to win in the rain," Cox said. "I have never forgotten, and brought a set with me, just in case." It's a lesson he now has passed on to his fellow competitors.

He was able to dominate the runs in the wet conditions with a 72.972 final run. Only Eric Yee, who would finish third behind Wynne, was able to beat a 75. Cox's combined 129.569 was good for a fifth Nationals victory, 1.642sec clear of Wynne.

Warren Leach

CAM CONTEMPORARY

1.	Brett Madsen Ford Mustang	SanD 117.663
2.	Ryan Finch Mustang Shelby Cobra	NwOh 118.564
3.	Roger Kroog Camaro Z28	Colo 119.719
4.	Shawn Meagher Camaro SS	Det 119.980
5.	Jeffrey Pilson Mustang Shelby Cobra	ETnn 120.498
6.	Rusty Henderson Camaro SS	KC 120.890
7.	Jordan Priestley Camaro SS	Utah 121.541
8.	Keith Lamming Camaro SS	KC 122.147

 J.G. Pasterjak/CFIa (Mustang GT);
 J.J. Mallrich/StL (Camaro Z28);
 J. John Fehring/FtWn (Pontiac Trans-Am);
 Jason Kohler/Det (Camaro SS);
 Alan Schoonmaker/ CCar (Chevrolet Chevelle SS);
 Alan Schoonmaker/ Ib. Raleigh Boreen/Indy (Mustang Cobra);
 T. Richard Verret/OhV (Mustang);
 Robert Stanley/Colo (Mustang GT);
 Moling Agnor/KC (Mustang);
 Adam Schoonmaker/ CCar (Chevrolet Chevelle SS);
 Terrol Brown/Colo (Mustang GT);
 Velma Boreen/Indy (Mustang GT);
 Velma Boreen/Indy (Mustang Cobra);
 Renda Fehring/FtWn (Pontiac Trans-Am);
 Sagv (Mustang GT);
 Golo (Camaro Z28).



CAM CONTEMPORARY Brett Madsen

San Diego Region Jongbloed Wheels/CorteXRacing Ford Mustang





STREET TOURING PONYCAR Christopher Cox San Francisco Region Ford Mustang GT

STREET TOURING PONYCAR

	1.	Christopher Cox Mustang GT	SanF 129.569
	2.	Steve Wynne Mustang	Ore 131.211
	3.	Eric Yee Mustang GT	Almo 132.346
	4	Jay Cryderman/Almo (Mustang	

GT); 5. Denis Healy/Ore (Mustang GT); 6. Jason Rippel/Iowa (Mustang); 7. Larry Vaughn/RioG (Ford Shelby GT); 8. Pilar Miranda/SanF (Mustang GT).

STREET TOURING PONYCAR LADIES

No Entries

NO EIITICS

EVENT REPORT

The 2016 Tire Rack ProSolo National Series came to a dramatic end in Lincoln, Neb., with an unbelievable deluge equaled only by an impressive show of driving skill

WORDS Paul Brown IMAGES Rupert Berrington

hen do we get a biblical downpour when the forecast only calls for a 10-percent chance of rain? When does the next day's 60-percent forecast result in a Chamber of Commerce day? It must be the Tire Rack ProSolo Finale!

Friday, Sept. 2, 2016 - as the more than 1,300 competitors began to arrive and settle in for the 2016 Tire Rack Solo National Championships presented by Garmin VIRB the following week - was as pleasant a day as most of us have experienced in Nebraska, and Saturday's forecast promised more of the same. Other than a brief sprinkle, the morning session offered every driver two good opportunities at each course. Rain came over the lunch break, but once it had fully saturated the surface, it quit. Those of the Formula Junior drivers who had rain tires available took their runs, and the first heat was run in completely wet conditions. Heat Two dried up a bit, but the best times were still a couple of seconds off of the morning times. It finally dried out for a few late third-heat and early fourth-heat drivers to reset class-leading times, but that was a brief reprieve before "the downpour."





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THE CAM INVITATIONAL

The fourth CAM Challenge event of the year was held in Lincoln, Neb., on the Saturday and Sunday prior to the 2016 Tire Rack Solo National Championships presented by Garmin VIRB. The Challenge was an invitational, and the event took place at the same time as the ProSolo Finale. Despite that, 69 drivers spread across the three CAM classes participated.

While not 1,300 entries strong like this year's Solo National Championships, CAM also draws interest from sponsors. The four-event series in 2016 had five presenting sponsors, including Wilwood Brakes, Detroit Speed, Falken Tires, Ridetech, and Speedway Motors, with Pro Touring F-Body.com, Gen II, Good Guys, Hoosier Performance Engineering, Mike Maier Inc., Evolution Driving Schools, SKF, Victory Speed Equipment, Dusold Design, and Vorshlag Engineering coming on as associate sponsors.

The Invitational used a modified Match Tour format with all drivers getting six runs on Saturday, three in the morning and three in the afternoon. Brett Madsen dominated in the morning with a 1.1sec lead in CAM-C, with five drivers in the same tenth behind him. Rain came in the afternoon and the order was shuffled. Dave Feighner had been second in the morning and moved to the lead with a 1.5sec advantage over Madsen. In the end, Dave Feighner won CAM-C with Keith Lamming second. Tony Rietdorf, who sadly passed away a week later from noncompetition-related injuries

sustained in the paddock on Sunday, finished sixth.

In CAM-T, Robby Unser led from start to finish on Saturday. Chris Carmenini, who won CAM-C a year ago, was second. There was also a variety of cars in CAM-T, including a 1970 Camaro, a 1988 Mustang, a 1977 Trans Am, a 1972 Nova, a 1970 Challenger, a 1985 Monte Carlo, a 1972 Skylark, and a 1963 Ford Ranchero.

CAM-S is the sports cars, with Mike Losert winning in his Corvette over other Corvettes, a Solstice, and a Cobra. Shawn Lambert was second, Michael "Jr." Johnson was third, Eric Brown was fourth, and Richard Jung was fifth.

On Sunday, everyone started out even with three runs to qualify for the CAM Challenge. Jordan Priestly, who placed 17th on Saturday, was the number one qualifier, and Marcus Merideth, who finished 10th on Saturday, was the number two qualifier. The final in the CAM-C Challenge saw Keith Lamming, the number six qualifier, winning over Brian Mason, the number five qualifier. In the CAM-T Challenge, the top drivers made it to the final round with the number one qualifier, Robby Unser, beating the number two qualifier, Chris Carmenini. In CAM-S, the top drivers made it to the finals with the number one qualifier Mike Losert beating the number two qualifier Shawn Lambert.

The Shoot Out for the CAM Challenge winner saw Robby Unser beat Mike Losert by 0.105sec, and Keith Lamming coming in third less than 0.5sec behind Unser. **Raleigh Boreen**





FLETCHER CUP Christine Grice eliminated the who's who in Ladies ProSolo

competition on her way to the Ladies 1 and Fletcher Cup titles.

Early in the sixth heat, the weather kicked into high gear. Though the storm didn't include lightning, the sheer amount of water that fell overwhelmed the stage lights and competition halted. Given the conditions, the decision was made to pretend the heat had never started: the STS drivers who had braved the deep water would be given a mulligan.

ProSolo has the luxury of multiple runs over two days on the same pair of courses, so it's not uncommon for the last "Saturday" runs to be completed on Sunday morning. What that usually means is a single run group gets held over - not almost half of Saturday afternoon, as was the case here. Call it a challenge.

Fast forward to Sunday morning. The rain did stop overnight, but the courses were still wet. By the time the eighth heat got to the line, however, the course was nearly dry.

As for the courses themselves, they started out as SCCA's Director of Rally/Solo Howard Duncan's interpretation of a variety of elements he liked in courses through the year particularly Wilmington - with some tweaking by Sam Strano. The courses were generally considered some of the best ProSolo courses ever at a Finale.

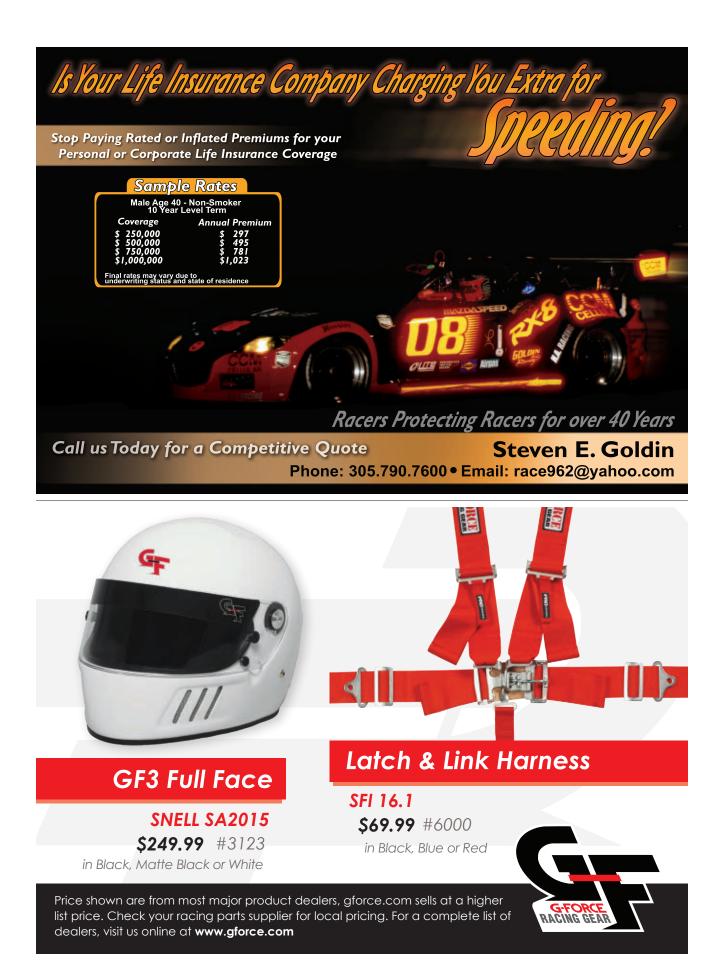
That aside, let's look at how some of the competition went. As is often the case in the

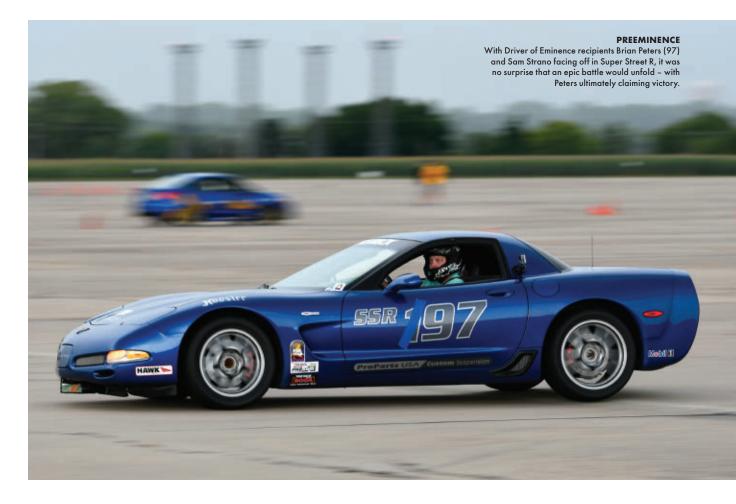
ProSolo points series, the winner of the Finale was also the season class champ. FJ drivers were up first, and were happy to see dry concrete to play on. Riley Heaton edged Robert Ekstrand by a mere 0.067sec in FJA, while Mason Herrick won FJB by over three seconds. Ladies classes then hit the course, and Christine Grice got the clean right-side run she needed to take the lead while Shelly Monfort coned away a winning right side in L1. The Subaru ladies in L2 made up for a lackluster Saturday and got serious, jumping up multiple spots, with Jordan Towns and Julie Heaton leapfrogging Saturday leader Deana Kelley and her ND Miata. Annie Gill took a relatively easy win in L3 in her Scion.

CS was the expected battle of ND Miatas, where Julian



LAUNCH CONTROL Jonathan Clements drove to the R1 win at the Finale, but would have to settle for third in year end points.





Garfield's mastery of the right course was enough to overcome Daniel McCelvey's dominance on the right. Paul Brown pulled off a flyer on the left that was just good enough to beat Eric Peterson, who drove remarkably well for someone dealing with a kidney stone. Ken Motonishi never trailed in SS despite not improving on his Saturday morning runs. Mark Daddio put in an alien-worthy performance winning AS by more than a second. Dan Bullis took BS by nearly nine tenths, but Justin Barbry's second place was good enough to give him the season points win. Philip Mitchell was quick in HS.

The Whitener express continued in STF, with David besting wife Kim. The weeklong battle between Ryan Otis and Courtney Cormier got its start, and Otis took the FS win by just a tenth of a second. Martin Kriz

"They did their part, plowing through their competition to face each other in the final round"

had the rare privilege of beating Bryan Heitkotter, even if it was by a scant 0.015sec in STU.

CSP results were dominated by DNS scores. Some of those were due to the potential event theme, and some no doubt due to Saturday afternoon's rain. Billy Davis started his amazing week by trouncing a deep CSP class despite pretty much getting only his Saturday morning runs due to a list of mechanical adventures. Danny Kao was the best of the rest.

SSR is a class everyone watches. This was also one of the few classes that saw Saturday afternoon improvements, which added to the drama. Brian Peters and Sam Strano had an epic battle. The final margin of 0.107sec was the largest of the weekend in the battle of the Drivers of Eminence as Peters had the speed to take the win in his C5 over Strano's C6.

On and on and on, the competition for all was tough, but out of the battles emerged class winners. When the dust settled, all that was left was for the Ladies and Super Challenges to kick into high gear.

Challenge competition is always a risk vs. reward game. Push the lights and it's either a red light and an instant lost round, or it's a great reaction time and a potential win. Take a more conservative approach - in this case just a tenth of a second on a light - and watch your competitor cut a better light and beat you by less than the difference in reaction times. This is what makes success so elusive in ProSolo. That challenge is also what makes competition so very compelling.

The Finale is all about the JCJ and Fletcher Cups, and this year that came down to the final four results for both cups. On the Ladies side, Christine Grice went through Laura Harbor, Tamra Hunt (who had to hop into Danny Kao's Miata when the Davis Miata wasn't willing to run on Sunday), and Annie Gill before facing Shelly Monfort, who had just taken out top-qualifier Jordan Towns. A Monfort win would have given the championship to Towns, but this was Grice's year and her Challenge win gave her the Fletcher Cup by a single point over Towns.

On the Open side, most of the top 10 in points didn't even qualify to run at the event. There are only 32 slots



THE WINNERS

(CLOCKWISE FROM TOP LEFT) Daniel Stainback cleaned up in SM; Erik Strelnieks showed the way in R2; Ken Motonishi took SS honors; Paul Russell (10) claimed the Super Challenge win along with the season-end overall title over Sam Strano (141); Jordan Towns took the L2 championship.

available, but more than 20 class winners and a whole slew of deep classes means that simply earning a spot in the Super Challenge is an accomplishment in itself. The implication of this is that while it's great to come into the Finale with a points lead, that alone guarantees nothing.

That Kiesel guitar and the JCJ Cup usually goes to a competitor who combines a decent regular season with a trip to the final four at the Finale; a Super Challenge win at the Finale means the margin for error in the regular season is just that much larger.

Paul Russell and Sam Strano were both well down the points list coming in, and really needed all of those in front of them not to have good results at this event - and the two were lucky, as that's what happened. They did their part, plowing through their competition to face each other in the final round. Russell had to change his launch procedure, moving over to find a dirty spot when the line got so sticky he couldn't launch without bogging his kart. That worked, and he took home the guitar. Now he just needs some lessons. 0

TIRE RACK PROSOLO FINALE | LINCOLN, NEB. | SEPT. 2-4, 2016

(top three finishers per class)

SS: Ken Motonishi (Porsche) 82.176; 2. Patrick Salerno (Porsche); 3. Brian Conners (Porsche); AS: Mark Daddio (Chevrolet) 83.237; 2. Glen Hernandez (Chevrolet); 3. Nathan Young (Chevrolet); **BS:** 1. Dan Bullis (Chevrolet) 85.345; 2. Justin Barbry (Chevrolet); 3. Vivek Goel (Honda); CS: 1. Julian Garfield (Mazda) 86.460; 2. Daniel McCelvey (Mazda); 3. Chris Harvey (Mazda); **DS:** 1. Kit Gauthier (Subaru) 86.553; 2. Scott Mullens (Subaru) 3. Tom Reynolds (Subaru); ES: 1. Paul Brown (Toyota) 87.956; 2. Eric Peterson (Toyota);
 3. Stephen Lee (Toyota);
 Chevrol Eric Peterson (Toyota); FS: 1. Ryan Otis (Chevrolet) 85.256; 2. Courtney Cormier (Chevrolet); 3. Matthew Ales (BMW); **HS:** 1. Philip Mitchell (Ford) 90.313; 2. James Harnish (Honda); 3. David Spratte (Mini);

SSR: 1. Brian Peters (Chevrolet) 79.949: 2. Sam Strano (Chevrolet): 3. Grant Reeve (Chevrolet); STU: 1. Martin Kriz (Subaru) 82.502; 2. Bryan Heitkotter (Nissan); 3. Mark Hill (Mitsubishi); STR: 1. James Yom (Honda) 83.647; 2. William Koscielny (Mazda); 3. Kevin Dietz (Honda); STX: 1. Gordon Maciulewicz (BMW) 84.377; 2. Kyle Herbst (BMW); 3. Mack Siu Kei Tsang (Subaru); STS: 1. Kinch Reindl (Honda) 85.048; 2. Jeff Wong (Honda); 3. Greg Maloy (Honda); STF: 1. David Whitener (Acura) 87.623: 2. Kim Whitener (Acura); 3. Matt Hodges (Acura);

SSP: 1. Joe Tharpe (Chevrolet) 78.273; 2. Mitch Fagundes (Audi); 3. Eric Stemler (Chevrolet); BSP: 1. Anthony Porta (Mazda) 80.164; 2. Hezron Laluces (Honda); 3. Lee Piccione (BMW); CSP: 1. Billy

Davis (Mazda) 79.447; 2. Danny Kao (Mazda); 3. Michael Kline (Mazda); DSP: 1. Eric Campbell (BMW) 79.427; 2. John Vitamvas (BMW); 3. Doug Rowse (BMW); ESP: 1. Eric Simmons (Ford) 81.624: 2. James Darden (Chevrolet); 3. David Heinrich (Ford);

SM: 1. Daniel Stainback (Subaru) 81.624: 2. David White (Nissan): 3. Eric Hyman (Nissan);

KM: 1. Paul Russell (TonyKart) 72.757; 2. Jeremiah McClintock (Kart); 3. Larry MacLoed (TonyKart);

B2: 1. Lance Keeley (Volkswagen) 69.040; 2. Michael Lane (Ford); 3. G.H. Sharp (Volkswagen): B4: 1. Tom Berry (Mitsubishi) 67.949; 2. Randall Wilcox (Mazda); 3. Geoff Clark (Mitsubishi);

L1: 1. Christine Grice (Mitsubishi) 68.937; 2. Shelly Monfort (BMW); 3. Tamra Hunt (Mazda); L2: 1. Jordan Towns (Subaru) 68.601; 2. Julie Heaton (Subaru); 3. Deana Kelley (Mazda); L3: 1. Annie Gill (Scion) 69.077; 2. Tasha Mikko (Mitsubishi); 3. Nicole Wong (Honda);

R1: 1. Jonathan Clements (Honda) 66.882; 2. Tom Ellam (Cheetah); 3. Clemens Burger (LeGrand); R2: 1. Erik Strelnieks (Porsche) 67.771; 2. Troy Acosta (Porsche); 3. Justin Moore (Subaru);

JA: 1. Riley Heaton (Birel) 88.416; 2. Robert Ekstrand (Kosmic); 3. Kimsoo Gopnik (CRG); JB: 1. Mason Herrick (CRG) 90.005; 2. Carter Heaton (TonyKart); 3. Erika McKee (Emmick);

Super Challenge: 1. Paul Russell; 2. Sam Strano; 3. Eric Campbell; Ladies Challenge: 1. Christine Grice; 2. Shelly Monfort; 3. Jordan Towns.

2016 TIRE RACK PROSOLO CHAMPIONSHIP STANDINGS

(trophy winners)

SS: 1. Ken Motonishi; 2. Pat Salerno; 3. Brian Conners; Charles Kim; AS: 1. Mark Daddio; 2. Glen Hernandez: 3. Laurence Casev BS: 1. Justin Barbry; 2. Dan Bullis; 3. Vivek Goel; **CS**: 1. Julian Garfield; 2. Daniel McCelvey; 3. Chris Harvey; **DS**: 1. Kit Gauthier; 2. Scott Mullens; **ES**: 1. Paul Brown; 2. Eric Peterson; 3. Stephen Lee; FS: 1. Ryan Otis; 2. Courtney Cormier; 3. Rod McGeorge; 4. Matthew Ales; GS: 1. Lance Kelley; 2. Michael Lane; HS: 1. Philip Mitchell; 2. Jim Harnish; SSR: 1. Brian Peters; 2. Sam Strano; 3. Grant Reeve 4. Matthew Braun: John Hogan; STU: 1. Martin Kriz; 2. Bryan Heitkotter; 3. Doug Mikko; 4. Mark Hill; **STR:** 1. James Yom; 2. Brian Karwan; 3. Kevin Dietz; 4. William Koscielny; 5. Michael Yanase; STX: 1. Kyle Herbst; 2. Criag Wilcox; 3. David Marcus; 4. Justin Tsang; 5. Gordon Maciulewicz; STS: 1. Jeff Wong; 2. Ron Williams; 3. Greg Maloy; 4. Ben Wagstaff; 5. Mike Snyder; **STF:** 1. David Whitener; 2. Michael Heinitz; 3. Kim Whitener; STP: 1. Chris Cox; SSP: 1. Joe Tharpe; 2. Mitch Fagundes; 3. Steve Lau; ASP: 1. Tom Berry; BSP: 1. Anthony Porta;

2. Hezron Laluces; CSP: 1. Billy Davis; 2. Bob Neff; 3. Neal Tovsen;

DSP: 1. Eric Campbell: 2. John Vitamvas; ESP: 1. Eric James Darden:

SM: 1. Daniel Stainback; 2. David White: 3. Fric Hyman: SSM: 1. Randall Wilcox; SMF: 1. Travis Robuck;

KM: 1. Paul Russell; 2. Jeremiah McClintock; 3. Larry MacLeod;

L1: 1. Christine Grice; 2. Shelly Monfort; 3. Tamra Hunt; 4. Su Brude; 5. Laurie Hyman; L2: 1. Jordan Towns: 2. Deana Kelley; 3. Jennifer Bedell; 4. Julie Heaton; 5. Meredith Brown; L3: 1. Tasha Mikko: 2. Nicole Wong: 3. Annie Gill; 4. Laura Campbell; 5. Chrissy Weaver;

R1: 1. Tom Ellam; 2. Clemens Burger; 3. Jonathan Clements; 4. Jeff Kiesel; **R2:** 1. Erik Strelnieks; 2. Troy Acosta; 3. Justin Moore; 4. Andrew McKee; 5. Mark Madarash;

JA: 1. Riley Heaton; 2. Robert Ekstrand: JB: 1. Mason Herrick: 2. Carter Heaton;

CAM: 1. Dennis Healy; 2. Ryan Finch

Super Challenge (year end top 3): 1. Paul Russell; 2. Sam Strano; 3. David Marcus; Ladies Challenge (year end top 3): 1. Christine Grice; 2. Jordan Towns; 3. Shelly Monfort.

SOMETHING COMPLETELY



here's a red-haired instigator with a devilish glint in his eye inventing strange and wonderful new ways to drink the Kool-Aid at SCCA. In this case, his grinning accomplice was my Atlanta racing buddy Jason Owens, who called with an offer: Join me from Aug. 11-14, 2016, for a handful of days of non-stop track and road events all over the southeast, in something with no doors, no top, and no windshield. Rebel hey-yell yay-yus!

The instigator? That creative force of Heyward Wagner and his SCCA Experiential Programs band of madcap fun seekers. The offer I couldn't refuse? Targa Southland - the first of its kind by the SCCA. The "something" with full exposure? An Exomotive Exocet: a Miata-based, tube-framed, minimalist adventure on wheels; an irresistible adventure.

I'm so in, but first on my mind is the reason the southland is so green: rain. I did the math. We're going more than 1,100 miles in the middle of summer, launching from Atlanta (where both Jason and I live) to Charlotte on Thursday, hitting ZMax Dragway for a Solo event, and then to the road course at Charlotte Motor Speedway, followed by a late-night kamikaze run to lap Atlanta Motorsports Park Saturday, and an afternoon real, live RoadRally to Chattanooga to party. Then would come another evening banzai

DFFEREN

What was SCCA's newly imagined Targa Southland all about? Pro racer Randy Pobst decided to find out

WORDS Randy Pobst | IMAGES Jon Krolewicz





EVENT REPORT

blitz to Bowling Green, Ky., for more Solo and Track Trials at the National Corvette Museum circuit on Sunday before bombing it back to Atlanta that night. In the Exocet, we'd be doing it sans windshield and trunk - cool! I stuck my rain gear and a toothbrush in my backpack and off we went in search of SCCA adventures in a brand-new way.

Jason drove the Exocet out Thursday and I met him at the speedway on Friday. Jason handled the first event that morning on his own, a Solo on an enormous site. He had quickest time, too, until the last run of our unlimited-class nemesis, the incredible, brand-new Acura NSX, driven by journalist Mark Baruth and two-time Solo National Champ Jadrice Toussaint. Jadrice smoked us by a couple of seconds, a *forever* gap in Solo, benefitting from a wide-open course with plenty of third-gear time.

I Ubered in just in time for the Track Night in America Driven by Tire Rack at Charlotte Motor Speedway, a course I know well. Its surprisingly hilly infield section is a real roller-coaster

"I had the Weather Channel app on speed dial, looking pretty clear, as we threw our backpacks in and lit her up"

ride, and then it's flat-out all the way around the banking. The Exocet exaggerates the sensation of speed in a wonderful way, and I reveled in redlining the Miata NB 1.8L, well broken in and guzzling oil after 167,000 all-original street miles. Wailing down the back straight, it felt like a 150mph wind buffeting my helmet, but when I looked down at the Miata gauges, it only showed 110. I thought of the NSX's 573hp. Oops. Flat to the floor in fifth through the banking, the little car actually slowed down, but man, it stuck, and it was great in the braking zone for Turn 1.

Track Night offers four 20-minute sessions, and Jason and I split them. Our Exocet is *six hundred pounds lighter* than its donor Miata - imagine that! Reminds me of a front-engine, old-school Formula Ford. Fits like a glove. So responsive, and not much braking required, that's for sure. We tore up the corners - the best part of any track - but it was a long dang way around the NASCAR banking to reenter the twisties. Mustangs, M3s, and even a Spec Miata blew by. The thrills of open wheels and a big wing come with the chills of aero drag at top speed. Just like me, this special loves the turns!

I had the Weather Channel app on speed dial, looking pretty clear, as we threw our backpacks in and lit her up on I-85 South. Unlike the serene comfort of today's cars at 80mph, our little road rocket felt more like a sport bike. I enjoyed feeling so much more intensity on the highway - even at semi-legal speeds - and it was fun watching and dodging those going for a better look at our crazy car. I was excited, and it was still just the beginning of Targa Southland.

It was so warm that we stayed in short sleeves, and when we hit a small shower, I was glad to be at the wheel because the binnacle gives the driver a bit more protection. It was part of the adventure – and it felt so fast.

At Atlanta Motorsports Park, the extreme ups and downs and many varied corners of the track suit the Exocet well, and I knew the wing would be perfect for the tricky fast kink onto the front straight. The greatest challenge was not over slowing because our featherweight was so fast at the apex, even with the street tires on the car (there is a 200-treadwear rule, so we ran the BFGoodrich Rival S in a 225/45-15 size, which held up extremely well. Still looks almost new, actually).

We received two, 20-minute timed sessions, one each, since we both love the AMP circuit. The Exocet was breezy and unencumbered, blitzing the many corners so well that my only clean lap was my very first, because we would catch the street cars so quickly entering the turns. I left frustrated, but drank up the racy feelings our little car dished out.

Next came my very first real RoadRally, including a short time-speeddistance section. I felt intimidated by the unknown, and the stories I'd heard of rally traps and timing. Also, we were having such a great time socializing in the paddock that we were suddenly late and I failed to read what I learned were the all-important rules of the rally. Jason took the wheel, and I grabbed the pen and paper (not easy with the gale force winds).

After a hectic start, we began to get the hang of the RoadRally. Though it is a brain exercise more than driving, the all-paved North Georgia back roads were fabulous in our wide-open

TARGA SOUTHLAND TIMETABLE AUGUST 11, 2016

5 p.m. - 9 p.m.

Welcome party/tech, check-in Charlotte Motor Speedway AUGUST 12, 2016

8 a.m. - 1 p.m. Solo ZMax Dragway

3 p.m. - 8 p.m. Track Night in America Charlotte Motor Speedway

AUGUST 13, 2016

8 a.m. - 12 p.m. Track Trials Atlanta Motorsports Park

1 p.m. - 5 p.m. RoadRally North Georgia Mountains

5 p.m. - 8 p.m. Cookout and car show

AUGUST 14, 2016

7 a.m. - 10 a.m. Solo NCM Motorsports Park

11 a.m. - 3 p.m. TrackCross NCM Motorsports Park

4 p.m. - 4:30 p.m. Awards NCM Motorsports Park









LINE 'EM UP

(ABOVE) Cars of all shapes and sizes showed up for the Targa Southland. (BOTTOM LEFT) The latest iteration of the Acura NSX was on hand, and performed quite well. (TOP LEFT) Randy Pobst (left) and co-driver Jason Owens contemplate the journey to come. Well, Owens contemplates - Pobst practices his game face.

go-kart. I found I really enjoyed the mental gymnastics created by crafty rallymaster Peter Schneider.

The rally led to the official Saturday night Targa Southland party in Chattanooga, and we were really getting to know our *Targanian* colleagues-incrazy. It was cool seeing others on the road and traveling in pods, in a broad array of machinery, and feel a sense of brothers 'n' sisters in arms.

Next was the 3.5-hour interstate blast to Bowling Green, and another shower, which ended the very moment we stopped under a bridge for rain gear. Score! The Exocet feels so alive, unleashing the surly bonds of bodywork, that even the highway is invigorating.

Up early again the next morning for a Solo - and a wide-open course again, rats. Trying to beat that electro-VTEC exotic, I got into race mode. More great autocross flashbacks: picking the line, charging through tight confines. Exhilarating! We beat the hi-tech wonder and grabbed fast time of the day, with the help of a cone, but that's the way the plastic tumbles.

But wait, there's more! It still ain't over. We line up for the TrackCross,

running the back half of the NCM Motorsports Park road course, diving through their sinkhole section – amazing! The "N Excess" kills us on the 0-100mph start (more than 125mph for them), but we tear up the return in our winged wonder, falling short but still proud and pleased, second in a class of two.

Then it rains for trophies, so we push our topless hot rod right into the dining area for cover. A hundred sweaty, tired, elated sports-car fanatics cheer and laugh, take bows, and awards, and can't wait for the next Targa! •



HEATING UP

Trans Am charges into the dog days of summer with fiery racing at Brainerd International Raceway and Mid-Ohio Sports Car Course WORDS Clark Trexler, edited by Philip Royle | IMAGES Chris Clark

he Trans Am Series celebrated Independence Day weekend the best way possible, with some intense racing. On July 3, Gar Robinson and Paul Fix celebrated in style with race victories at Brainerd International Raceway. Steve Streimer and Ernie Francis, Jr., were also victorious with wins in their TA3 and TA4 classes.

The weekend featured two 100-mile Trans Am races around the 2.5-mile competition course: The Ryan Companies Muscle Car Challenge, an independent TA2 race, and a TA, TA3, TA4 multi-class race, the Ryan Companies Independence Day Classic.

For Robinson, the TA2 race saw him start fourth and make his way up to the front of the

field over the first 15 laps, while fending off challenges from Justin Haley, Lawrence Loshak, and Tommy Archer over the second half of a race that saw the top eight cars nose to tail for the vast majority of the time. Robinson would hold the lead until the 35th lap when the course went under yellow for a multi-car incident.

"I've had some better races, but this is up there," says Robinson. "While you would always like to finish under green, I'm not sure how much the car would have had left - a lot of this came down to tire management, the front were going away on us so I ended up having to boil the rears off. Still, there was some great racing today; and I'm happy to



have a clean race with Lawrence [Loshak]. We didn't have an inch between the two of us; I saw our mirrors cover up each other. Also, huge congratulations to Tommy [Archer] on his second-place finish; we're rooting for him in his cancer battle, and we're really happy he's back racing with us."

In TA, Paul Fix started the multi-class race in sixth position and quickly surged through the field claiming second position after only two laps of green racing, settling into a race-long pursuit of pole-sitter Cliff Ebben that lasted until the final lap. With barely a minute remaining in the race, Ebben, who then had a second gap on Fix, began to smoke and slow, leaving Fix to make the

TRANS AM

pivotal pass in Turn Four on the final lap en route to the checkered flag.

Just over a month later, on Aug. 13, Trans Am competitors found themselves at Mid-Ohio Sports Car Course in Lexington, Ohio, for the sixth round of the series.

There, Simon Gregg (TA) and Lawrence Loshak (TA2) emerged victorious from their respective 100-mile Trans Am races, the First Energy Trans Am 100 and the Pura Vida Tequila Muscle Car 100 Presented by ETE Reman Transmissions. Randy Mueller in TA3, and Ernie Francis Jr. in TA4 joined the two in celebration.

While second through sixth positions in the 25-car TA2 field seemed in a state of constant flux, Loshak seemed in a class of his own. Loshak started the race on pole, led every lap, fended off two restarts, and set a new track record on his way to capture his first career Trans Am victory in his 19th career start.

"I'm just lost for words and so relieved because this first win has been tough" LAWRENCE LOSHAK

"I can't praise the whole Mike Cope Racing team enough," says Loshak. "Jason, the head tech for my car, everyone on the crew, Pennzoil. The car was just fantastic. I didn't have to slide around at all - the car was a spaceship this weekend. All weekend we've been fast, but we still had to drive the perfect race. It may have looked easy, but it wasn't. I wanted to make my team proud and I wanted to make my sponsors proud -Pennzoil and ETE Reman, who's been behind me since day one. I'm just lost for words and so relieved because this first win has been tough in Trans Am."

Loshak, a five-time SCCA National Champion and Mark Donohue winner, is no stranger to victory elsewhere, but his win at Mid-Ohio represents something special for the Wisconsin native.

"[Winning] never gets old; they're all sweet," Loshak says. "This has got to be up there. There are so many friends here and the field is just so deep with names that I grew up idolizing, guys like Tommy Archer. Then there's Gar Robinson, a defending champ, Shane Lewis. I never would have met Adam or Shane or Gar if not for the Trans Am Series. I have to thank Trans Am, too - the whole owners' group and the addition of Tony Parella. The future looks really bright in this series." •



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TARGA MEETS ROADRALLY

RoadRally enters the limelight in SCCA's inaugural Targa Southland | WORDS Rick Beattie | IMAGES Peter Schneider

W ith contestants gathering at a quintessential Georgia general store (delaying their trip to dinner) to one-up each other for who had the best story, it's safe to say including a RoadRally as part of SCCA's inaugural 2016 Targa Southland on Aug. 11-14, 2016, was a great idea.

Out-of-state rallymasters Peter Schneider and Bruce Gezon wrote a just-right combination of TSD and gimmick rally to give Targa teams a day of less pressure, but probably not complete relaxation.

After Saturday morning's Time Trial at Atlanta Motorsports Park, 31 teams tested different driving skills on a "RoadRally through the mountains of northern Georgia - home of pig races, racing zip lines, and dueling banjos," quipped Schneider.

He and Gezon wrote the event together over three days by first reworking general instructions from a combination TSD/GTA rally that Gezon had previously staged. There was a TSD section with Monte Carlo controls first, followed by a GTA "gimmick" section looking for the answers to 21 questions through the twisting paved roads of rural Georgia.

The questions were a nearly equal combination of tricky, (based on an exact reading of the General Instructions), easy, and hard to see.

They arrived from northern New Jersey and southwestern Pennsylvania with their own ideas about the best route for the event, and the concluding drive to Chattanooga, Tenn. As they began driving their intended routes, Schneider and Gezon quickly found either numerous unpaved roads (not permitted) or great driving roads without enough signs for the rally format.

Sitting at a diner later that afternoon they were able to compose the first rough draft, and with printer at the ready, had their first stab at route instructions.

Four more runs and two days later they had the event written

and ready for a pre-check by Mark Johnson the following Sunday.

The day of the event, contestants started the course at their out time. The first control, 0.2 miles away, was to be passed one-half minute from the start, the second 4.3 miles and seven minutes from the start, and the third 7.2 miles and 11 and one half minutes from the start. At the BBQ one competitor called it "the most stressful 11 minutes of my life."

With the TSD section completed, the questions started. Some of the trickier included looking for a "yellow and black" bicycle, only to find a black bicycle on a yellow sign, or a staple of rally traps everywhere, a "cemetary." Only one team, with journalist Mark Baruth navigating for Jadrice Toussaint in a 2017 Acura NSX, got that one correct.

At the last control, contestants were to stop for a few minutes to turn in their answers at Bart's Bait and Tackle, which Schneider described as a general store with gas, cold drinks, and ice cream "straight out of the late 1950s." They stayed there swapping yarns until the last team arrived.

Winners were Team ARRRGH competitors Don and Laura Johnson driving a Honda S2000. Don Johnson is the Buccaneer Region RE. They were only six total seconds off at the three TSD controls and missed just three questions for a total of 51 points. Second place went to Team HottieWheels (in a non-airconditioned Honda Civic Si), Laura Adams and Jennifer Mills. They were just three seconds off at the TSD controls, but missed four questions for a total of 63 points.

After a rough start and an off-course excursion down a dirt road, Baruth did admit "about 30 minutes into the rally, after some laughs and some debates about whether or not question 12 was supposed to follow question 11 or if that was just a typo, I looked at Jay and made the following statement: 'I think we can admit we're having fun now, right?'''

Ultimately, a RoadRally placed in the Targa Southland, an admittedly experimental, one-off event hosted by SCCA's National Office, shows that RoadRally has a place in the Club's mainstream programs. When you consider that most Targa entrants had fun on the Rally, it's proof that RoadRally stands even with the likes of Solo and Time Trials, and even adds a flair that the other competitions can't.

TRYING SOMETHING NEW

This year's Targa Southland introduced a number of SCCA members, including pro racer Randy Pobst (TOP) to the curious world of RoadRally (BELOW).



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IN TIME

Anna Crissman's Timing and Scoring journey started at an early age | WORDS James Kearney | IMAGE Courtesy Anna Crissman

C olor Anna Crissman a happy SCCA lifer. Her dad was a racecar builder and the family took long trips from their Greensboro, N.C., home to exotic locals like Lime Rock and Watkins Glen. "In truth, I was too young to get the whole picture but it was almost always interesting and exciting," she recalls. They towed with an older RV, and a certain number of the memories involved sitting alongside the road on a hot summer day while yet another part received attention.

She was about 12 years old when her mom began working in Timing and Scoring, and young Anna was there to help as a tape runner. She remembers going up and down the stairs of the glass-enclosed tower at Watkins Glen and imagining she might fall out of it. She also remembers being part of the T&S squad at the 24 Hours of Daytona and working three to four hour shifts in the middle of the night. "We got to stay up late."

Her dad did some asphalt oval track racing too, and Anna was the team timer at local and later some grass-roots NASCAR events. After a hiatus, she returned to the SCCA when VIR reopened in 2001. Her dad had been there in his youth and she was excited to check it out. She got into T&S on the computer side of things. "If you give me a chance not to tape, I'm going to take it," she laughs. One of her jobs was to push a button as cars went by, and she impressed the chief with both her consistency and accuracy. Anna had been early on the scene with the Internet both in college and in her own fiddling, and gradually took over the computer entry process.

When transponders came on the scene she stepped up to the position of chief, "Probably because a lot of the

folks were fearful of computers and because I came to the track consistently," she muses.

Some people are worried that T&S will be too difficult or that they will mess something up. But, as she explains, "Everybody makes mistakes, and if something gets messed up, we can fix it. All tapers miss things sometimes, even seasoned veterans - that's why we have more than one taper."

And, while Anna is a big fan of technology, she's not a slave to the computer. "They sometimes fail," she explains. "We always need a human eye on the cars to verify things." She talks about good tapers with a special reverence. A good taper gets in a zone and nothing else matters. Sound familiar, drivers? As the cars go by, they note them automatically. Large packs can pose a challenge. "You can't turn your head to follow the action. I call it the 'point of no return." Their focus is completely on the order of the car numbers. Which, of course, brings up the bane of every T&S person in the universe: unclear car numbers. "They have to be readable," she insists. "They can't be hidden within the graphics of the car, and there has to be sufficient contrast. I'd like every driver to do a taper's job for one session."

Anna reports that although not every competitor is always pleased with T&S, she relishes the chance to talk with them. "We'll get drivers saying that we missed their best lap in qualifying or that we didn't score them correctly in the race," she says. "We review the tapes and see if they match the computer records. Most of the time we have it right, but if we're wrong, we'll make an adjustment. Usually the driver is seeing our review process for the first time and they are impressed with how seriously we take our role."

She was thrilled to receive the Timing and Scoring Worker of the Year Award but a tad chagrinned to not be present for the awards party at the 2015 National Championship Runoffs at Daytona International Speedway. "I was at a party on the beach," she laughs. "Nobody warned me to stick around."

Anna was also looking forward to returning to Mid-Ohio for the 2016 Runoffs. When she went there in 2003 it was her very first Runoffs and she was hooked. How badly was she hooked? She's already thinking of Indy.

ATTACK OF THE ZOMBIE MX-5 CUP CARS

In 2016, the

highly successful MX-5 Cup Series went to a new car. The cars are all built by Long Road Racing in nearby Statesville, N.C. Five of the newly constructed cars showed up at VIR at a Club event this March to get testing miles under their belts. All five were bodies in white with black numbers. A snafu with the transponder subscription services meant that none of them had working transponders. They entered multiple classes as well as an enduro to maximize their on-track time - and there was nothing to be done but to manually hand time each car in each event. "The tapers came to the rescue," says Anna. "We even had them say the numbers aloud when one of the MX-5 Cup cars came by, and then we double checked the results each time." Anna notes that they had rental transponders ready for the next appearance of any zombie MX-5 Cup cars.

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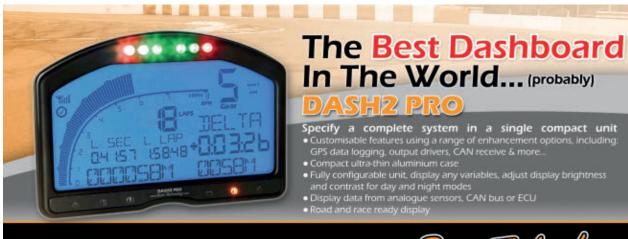
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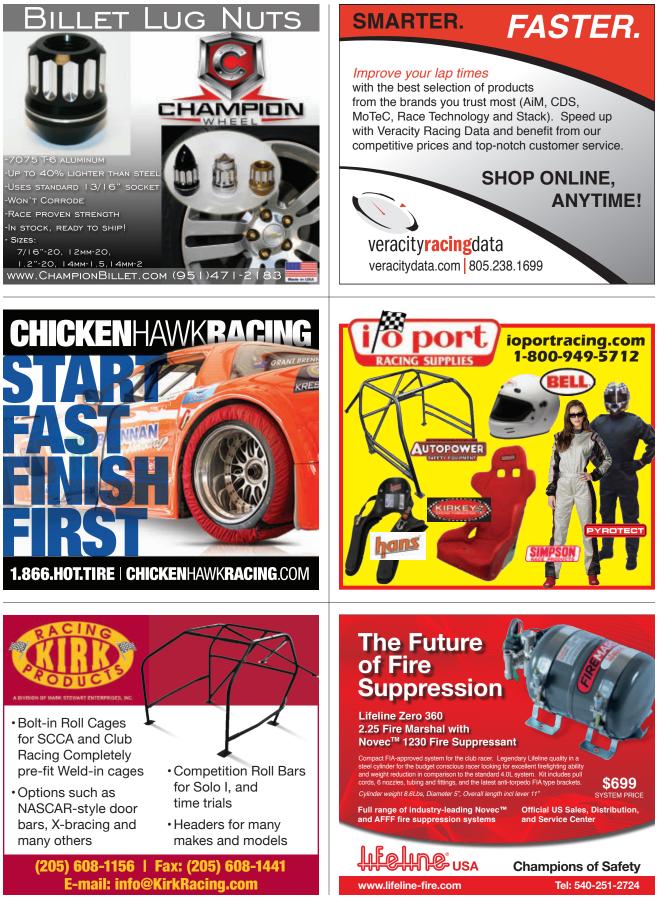


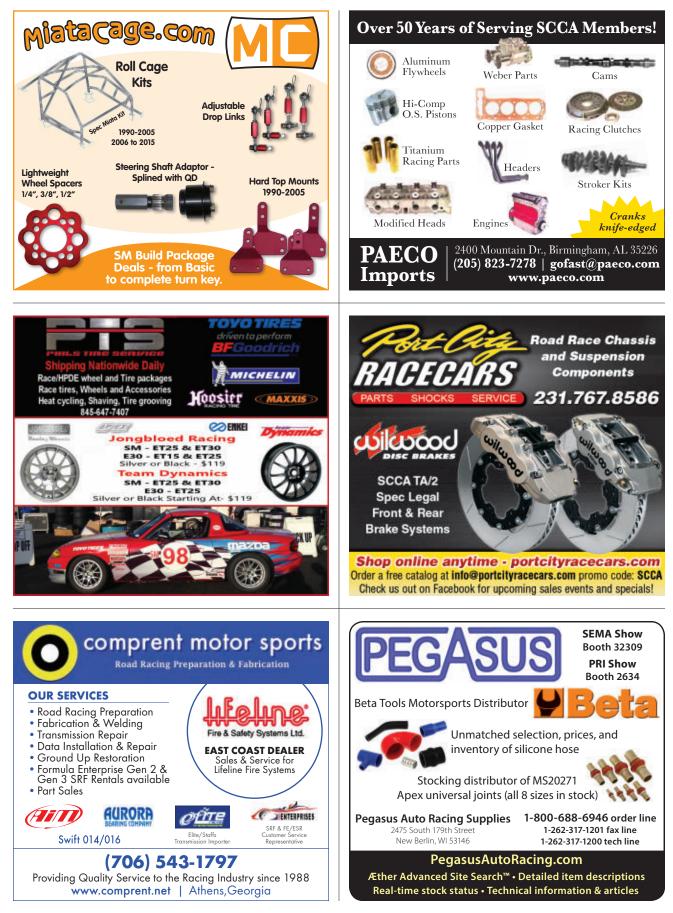












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ADVERTISER INDEX

APEX Performance	49
Bondurant	15
Borg Warner	29
Bridgestone Racing Academy	91
G-FORCE	79
GoPro	5
Harbor Freight Tools	99
HMS Motorsport	33
Intercomp Racing	23
K&K Insurance	91
MAXXIS 102	-103
Motovicity	108
Pagid Racing	87
PRI	107
RACER	55
Sampson Racing	91
SCCA	105
Speedcom	17
Steven E. Goldin Insurance	79
Sube Sports	11
Summit Racing Equipment	41
Tire Rack	2-3
Wilwood Engineering	13





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Tix (TA); Buffomante (TA2); Aquilante (TA3); Francis Jr. (TA4); Kezman (TA5) July 1-3 Brainerd Int'I Raceway, Minn. Fix (TA); Robinson (TA2); Streimer (TA3); Francis Jr. (TA4)

Aug 11-13 Mid-Ohio Sports Car Course, Ohio Gregg (TA); Marcelli (TA2); Mueller (TA3); Francis Jr. (TA4)

Aug 25-27 Road America, Ga. Ebben (TA); Buffomante (TA2); Boden (TA3); Francis Jr. (TA4) Sep 23-24 VIRginia Int'I Raceway, W. Va. Oct 7-9 Homestead-Miami Speedway, Fla. Oct 14-15 NOLA Motorsport Park, La. Nov 3-5 Circuit of the Americas, Texas Nov 10-12 Daytona Int'I Speedway, Fla.



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Mar 3-6 Circuit of the Americas, Texas GT: Long, O'Connell; GTA: Fuentes, Fuentes; GTC: Udell, Urry; GTS: Aschenbach, Sandberg; TC: Kozarov, Grahovec; TCA: Goulart; Wolfe; TCB: Hough, Rodgers Mar 11-13 Grand Prix of St. Petersburg, Fla. GT: Lewis, Lewis; GTA: Fuentes, Fuentes; GTC: Urry, Urry; GTS: Roush Jr., Rousch Jr. Apr 15-17 Grand Prix of Long Beach, Calif. GT: Parente; GTA: Fuentes

April 22-24 Barber Motorsports Park, Ala. GT: Parente, Cooper, GTA: Fuentes, Fuentes; GTC: Udell, Udell; GTS: Buford, Buford May 19-22 Canadian Tire Motorsports

Park, Canada GT: Long, Long; GTA: Schein, Schein; GTC: Udell, Green; GTS: Aschenbach, Riddle; TC: Wittmer, Grahovec; TCA: Goulart, Goulart; TCB: Morse, Rodgers; SprintX: Mills (GT), Mills (GT), Riddle (GTS), Riddle (GTS) May 27-28 Lime Rock Park, Conn. GT: Parente, Parente; GTA: Schein, Fuentes; GTC: Urry, Udell; GTS: Aschenbach, Burford; TC: Wittmer, Geraci; TCA: Goulart, Goulart; TCB: Rodgers, Washay Lung 23-26 Road America, Wis

Jun 23-26 Road America, Wis. GT: Eversley, Eversley; GTA: Schein, Montecalvo; GTC: Udell, Udell; GTS: DeBoer, Sandberg; TC: Rivera, Rivera; TCA: Bickers, Bickers; TCB: O'Gorman, O'Gorman Jul 29-30 Mid-Ohio, Ohio GT: Parente, Cooper; GTA: Scheun, Schein; GTC: Udell, Udell; GTS: Aschenbach Aug 12-14 Utah Motorsport Campus, Utah GT: Heitkotter, Heitkotter; GTA: Montecalvo, Fuentes; GTC: Urry, Udell; GTS: Mantella, Heckert; TC: Poland, Weisberg; TCA: Wolfe, Wolfe; TCB: O'Gorman, O'Gorman, SprintX: Calvert/Lewis (GT); Lewis/Calvert (GT); Allexandridis/DeBoer (GTS); Wilson/ Riddle (GTS) Sep 16-18 Sonoma Raceway, Calif. Oct 7-9 Mazda Raceway Laguna Seca, Calif.



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Mike Bachman10/1/1971San FranciscoClaire Ball10/1/1971ChicagoBruce W. Beaton10/1/1971ChicagoG.N. Blaney10/1/1971AtlantaBruce D. Carlson10/1/1971AtlantaDuane S. Eitel10/1/1971New EnglandMark Gifford10/1/1971New EnglandOban Miklovic10/1/1971ChicagoDan Miklovic10/1/1971ColoradoDan Miklovic10/1/1971ColoradoDan Miklovic10/1/1971ChicagoPatrick Prevenas10/1/1971ChicagoPatrick Prevenas10/1/1971Blackhawk ValleyFrederick M. Rosevear10/1/1971ChicagoJerilyn J. Wilson10/1/1971ChicagoJerilyn J. Wilson10/1/1971ChicagoSoserevear10/1/1971ChicagoJerilyn J. Wilson10/1/1971ChicagoSob Brewer10/1/1971ChicagoBob Brewer10/1/1981ChicagoLarry Hubert10/1/1981San DiegoLarry Hubert10/1/1981Washington DCLizabeth M. Pemberton10/1/1981Nebraska	Robert E. Allen Cecil N. Harris Anton Mallner Karen Mattacotti Tom McCarthy	10/1/1966 10/1/1966 10/1/1966 10/1/1966	Houston Northern New Jersey Milwaukee San Francisco
Michael G. Angus 10/1/1981 Chicago Bob Brewer 10/1/1981 Cal Club Mark Robert Holland 10/1/1981 San Diego Larry Hubert 10/1/1981 Washington DC Elizabeth M. Pemberton 10/1/1981 Nebraska	Mike Bachman Claire Ball Bruce W. Beaton G.N. Blaney Bruce D. Carlson Duane S. Eitel David K. Foote Mark Gifford Charles W. Hilliar Joseph L. Hobbs Dan Miklovic Bill Opperman Ron Pellman Cynthia Pomeroy Patrick Prevenas Frederick M. Rosevear Rick Ruth Lawrence Sammarco Fred Sasser	10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971 10/1/1971	Chicago Central Florida Atlanta Central Carolinas Arizona New England Houston Chicago Colorado Southern Illinois Chicago Central Florida Chicago Blackhawk Valley Land O'Lakes Chicago Cal Club Chicago
	Michael G. Angus Bob Brewer Mark Robert Holland Larry Hubert Elizabeth M. Pemberton	10/1/1981 10/1/1981 10/1/1981 10/1/1981 10/1/1981	Cal Club San Diego Washington DC Nebraska

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10/17/1991

10/9/1991 10/4/1991

10/9/1991

10/7/1991

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10/1/1986 10/21/1986 Glen San Francisco 10/3/1986 10/15/1986 Central Florida Miserv Bav 10/15/1986 Misery Bay 10/7/1986 San Francisco 10/13/1986 Central Carolinas 10/28/1986 Steel Cities 10/3/1986 Atlanta 10/3/1986 Atlanta 10/3/1986 North Carolina 10/7/1986 10/21/1986 Ohio Valley Central Florida 10/3/1986 St Louis Central Florida 10/23/1986 Chicago 10/23/1986 Chicago 10/28/1986 St Louis 10/3/1986 Central Florida 10/13/1986 Atlanta

San Francisco 10/17/1991 10/23/1991 Central Florida Western Michigan 10/14/1991 Buccaneer 10/14/1991 Buccaneer 10/30/1991 North Carolina 10/17/1991 10/17/1991 Neohio Central Carolinas 10/24/1991 10/29/1991 Washington DC Northwest 10/11/1991 10/31/1991 Arizona New England Western Michigan Atlanta Kansas City Des Moines Valley 10/17/1991 10/14/1991 Central Florida 10/29/1991 Texas 10/23/1991 Washington DC Milwaukee

May 6-8 Wilmington, Ohio Spratte (Super); Campbell (Ladies) May 13-15 Washington D.C. Vitamvas (Super); Õdioso (Ladies) May 27-29 Lincoln, Neb. Whitener (Super); Heaton (Ladies) Jun 3-5 Mineral Wells, Texas Kvetko (Super): Kellev (Ladies) Jun 10-12 Swanton, Ohio Karwan (Super); Campbell (Ladies) Jul 15-17 Packwood, Wash. Otis (Super): Mikko (Ladies) Jul 29-31 Wilmington, Ohio Mancuso (Super); Towns (Ladies) Aug 5-7 Blythville, Ark. Hyman (Super); Towns (Ladies)

TIRE RACK SCCA PROSOLO FINALE

2017 event to be announced

TIRE RACK MATCH TOUR. 2017 season to be announced

CAM CHALLENGE 2017 season to be announced

REGIONAL

NORTHEAST nediv.org Oct 29-30 Hershey Park/Susquehanna Susquehanna Brillinger@aol.com

SOUTHEAST sedivracing.org

Oct 22 Michelin North American/ South Carolina Oct 22-23 Atlanta Dragway/Atlanta Nov 5-6 Road Atlanta/Atlanta Nov 6 Spence Field/Dixie Dec 4 Spence Field/Dixie Atlanta randallprince@gmail.com Dixie bbatch@nettally.com South Carolina nixonbt@gmail.com



GO TO SCCA.COM/EVENTS TO FIND MORE!

GREAT LAKES greatlakes-scca.org

Oct 23 RM Auctions/Fort Wayne Oct 23 Tire Rack Test Track/South Bend Nov 6 Walesboro Airport/Columbus Sports Car Club

Nov 6 RM Auctions/Fort Wayne Columbus Sports Car Club

farrd@yahoo.com ft Wayne (260) 452-7804 South Bend solo@sbrscca.org

MIDWEST midiv.org

Oct 30 Remington Park/Oklahoma Nov 5-6 East Crawford Recreation Area/ Salina

Nov 12-13 Columbus Air Force Base/ Mississippi Mississippi georgebpainter@aol.com

Oklahoma ss8em2@gmail.com Salina smnck@att.net

SOUTHWEST sowdivscca.org

Oct 23 Hutchinson Naval Air Base/Wichita Oct 23 Lone Star Park/Texas Nov 5-6 NOLF Waldron Field/South Texas Border

Nov 13 Hutchinson Naval Air Base/Wichita Dec 3-4 NOLF Waldron Field/South Texas Border

South Texas (361) 980-8000 Texas jennifer.maxcy@att.net Wichita cuoncrs@gmail.com

ROCKY MOUNTAIN coloradoscca.org Oct 23 Legacy Event Center/Utah Utah jolleylaw@comcast.net

NORTHERN PACIFIC norpacscca.org Nov 5-6 Expo Idaho/Snake River

Nov 19-20 Fresno Fairgrounds/San Francisco San Francisco (530) 934-4455

San Francisco, Fresno racinric95@comcast.net Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org Oct 22-23 Marana Regional Airport/ Arizona Border Oct 23 Maui Raceway Park/Hawaii Nov 20 Marana Regional Airport/ Arizona Border Dec 11 Marana Regional Airport/Arizona

Border Arizona (480) 563-2496

Arizona Border arizonasanders@msn.com

Arizona Border, Marana (520) 425-1948 Hawaii - Aloha (808) 349-8813

Hawaii - Maui (808) 281-3654 Hawaii - Vidinha (808) 212-6118

ROADRALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL 2017 season to be announced

REGIONAL NORTHEAST nediv.org Nov 5 Covered Bridge RR/New England New England chregan@aol.com



RALLYCROSS

NATIONAL CHAMPIONSHIP 2017 event to be announced

REGIONAL NORTHEAST nediv.org Dec 11 Walczyks Farm/Central New York

Central New York (315) 575-3623

SOUTHEAST sedivracing.org Oct 23 Durhamtown Plantation/Atlanta Nov 12 Byron Racway/Middle Georgia Nov 20 Hollytree Offroad LLC/ Tennessee Valley Dec 4 Durhamtown Plantation/Atlanta Dec 10 Byron Racway/Middle Georgia

Dec 10 Hollytree Offroad LLC/Tennessee Vallev

Atlanta quattros@gmail.com Middle Georgia

topher170@yahoo.com Tennessee Valley leon@dynatorch.com

MIDWEST midiv.org Oct 23 Kincaid, KS/Kansas City, MO Kansas City doug@formula1blog.com

NORTHERN PACIFIC norpacscca.org Nov 13 Dirt Fish Rally School (RallySprint)/Northwest Northwest kito.brielmaier@gmail.com

PLAY HARDER.

VICTRA

205/50ZR15 245/40ZR15 255/40ZR17

205/55ZR16

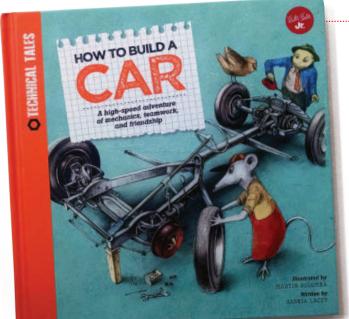
245/40ZR18 265/35ZR18

295/40ZR18* *6/32 Tread Depth(in.) UTQG 140 AA A

UTQG 200 AA A 9/32 Tread Depth(in.)



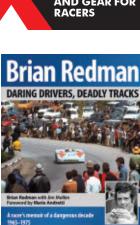
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HOW TO BUILD A CAR

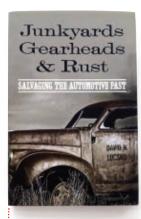
This highly illustrated children's book by Saskia Lacey and Martin Sodomka follows Eli the mouse and his friends as they design and build a car from the ground up. The book makes it easy for a child to follow the process and learn about the various parts of a car, all while enjoying a fun story. www.quartoknows.com

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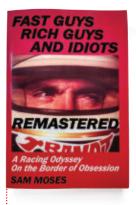
BRIAN REDMAN: DARING DRIVERS, DEADLY TRACKS

Brian Redman's racing memoir covers his wild career in motorsports, covering what many consider one of the most dangerous eras in the sport, the 1960s and '70s. From Formula 5000 to Can-Am to Le Mans to F1 and beyond, as Mario Andretti notes about the book, Redman caps "a pretty terrific racing career with a pretty terrific racing memoir."



JUNKYARDS, GEARHEADS & RUST

David N. Lucsko takes readers on a tour of salvage yards in the United States from the view of the gear head to see what happens to cars after they are taken out of service, but before they are sent to the crusher. This book takes a unique look at the history of the automobile, and it's one you shouldn't miss. www.press.jhu.edu



FAST GUYS, RICH GUYS AND IDIOTS REMASTERED

Author Sam Moses has rewritten his 1985 hit *Fast Guys*, *Rich Guys and Idiots*. With some 20,000 new words, the author has added a number of personal experiences, while keeping period correct to the original story. *The Wall Street Journal* dubbed the original story one of the five best motorsports books, so don't miss out on the next iteration. Order from the website below and receive an autographed copy. www.sammoses.com



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MORE DRIVERS, MORE FUN

t's hard to confirm that this year's Tire Rack SCCA Solo National Championships presented by Garmin VIRB was the largest motorsports event in 2016, but it's easy to believe. From Sept. 6-9, 2016, 1,302 SCCA members turned a wheel on the National Championship courses in Lincoln, Neb. - that number is absolutely astounding, and one that seems destined to grow in the coming years.

Last year, the Solo National Championships saw 1,223 competitors, a record at the time. Back then, we knew it was only a matter of time before the event broke that record, too, but history indicated it might not be until 2017, the 45th running of the Solo Nationals (Solo Nationals participation generally swells at the "O" and "5" marks). But no, the record was not just broken this year, it was smashed.

Why attendance rose so dramatically is not exactly known, but there are several possibilities. As Solo Nationals 100-Percenter Rocky Entriken theorizes in the opening pages of the Solo National Championships coverage in this issue, the introduction of true street tires in "Street" (the category that used to be called "Stock") could be the culprit. While the move from R-compound tires to 200 UTQG rubber and the renaming of the class was controversial at the time, history indicates it to be a positive move. Class participation in Street is up over Stock, and C Street even set record attendance with 86 competitors, besting the old record set not too long ago in a Street Touring class – yet another indication that non R-compound classes are a boon for Solo.

Also helping participation numbers are the supplemental classes. We're used to seeing Junior Karts and Formula SAE holding supplemental status, but we've recently welcomed Classic American Muscle and Street Touring Ponycar. Combined, these muscle-car classes brought 66 competitors to Lincoln. Without those drivers, this year's event would have broken the attendance record, but fallen short of the 1,300 mark.

The last five years have been a little rocky for the Solo community when it comes to rules changes and the introduction of new classes, but with the heavy lifting complete, we're discovering that most of the changes were, indeed, for the better - at least, as viewed from a participation standpoint, which is the only objective way to measure the

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NO CHAMPIONSHIP, NO PROBLEM The Solo National Championships set a new participation record, thanks in part to popular supplemental classes.

success of rules changes. So, let's look at those numbers: Stock was on a downward participation spiral that began around the turn of the century, with entry counts dropping from over 400 to below 200 - the last time Stock had been that poorly attended was the late 1970s, a time when the Solo Nationals as a whole attracted barely 400 competitors. Street reversed the trend.

Will 2017's 45th Solo National Championships push the entry count deep into the 1,300s? Will the 50th Solo Nationals in 2022 see 1,400 - or more - in attendance? If either happens, the SCCA will undoubtedly find a way to let everyone run because, after all, this is (I believe) the largest motorsports event in the world, and we want to keep it that way. ●

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FROM THE ARCHIVES

10 YEARS AGO... November 2006



 In Racing Radios, we looked at car-to-crew communications and how to get the best bang for your buck.
 Street Touring Ultra was the new kid on the block, so we took a look inside Richard Jung's Mitsubishi.

25 YEARS AGO... November 1991



 The Solo Nationals enjoyed a record turnout in Salina, Kan., with 668 competitors on hand.
 David Tenney finished fourth in the Can-Am finale, giving him the championship by a single point.

50 YEARS AGO... November 1966



 The Wonderful World of Car
 Insurance discussed the pitfalls that many sports car owners
 faced at the time.
 Jerry Titus took on, and won, the
 four-hour Riverside
 Trans-Am race solo.



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