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CONTENTS

FEATURES

18 SOLO NATIONAL CHAMPIONSHIPS

The cream rose to the top at this year's National Championship spectacular

- 22 STREET
- 34 STREET TOURING
- 42 STREET PREPARED
- 50 STREET MODIFIED
- 54 PREPARED
- 60 MODIFIED
- 68 SUPPLEMENTAL

74 PROSOLO FINALE

Season-long battles were sorted during the packed ProSolo Finale

80 EVERYTHING IN ONE

Targa Southland rides again, and this year the fun was even funner

86 ENGINEERING SUCCESS

Formula SAE Lincoln saw engineering students battle on the tarmac

88 ESSENTIAL MAINTENANCE

Race weekends are no fun if your tow rig's transmission gives out

DEPARTMENTS

8 CLUB LIFE

News from around SCCA and the world

12 A CORNER VIEW

SCCA President and CEO Mike Cobb

14 THE CLUB BOARD

Board of Directors Chairman Lee Hill

16 POBST POSITION

Racing Champ Randy Pobst speaks

90 INSIDE SCCA

90 CLUB RACING

From CRB Chairman Jim Wheeler

92 NATIONAL SOLO

Inside the world of Solo with Paul Brown

94 ROADRALLY

Rick Beattie explains RoadRally

96 FRONT LINE

Celebrating our stellar volunteers

98 FIRST GEAR

Up-and-coming young members

100 MARKETPLACE

You want it, someone has it

106 CARS FOR SALE

Your next racecar is here!

108 CALENDAR

Thousands of events you need to attend

113 TOY BOX

Essential tools, accessories, and gear

114 CONTACT PATCH

That's what he said...

113



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18

SPOKES BIERGARTEN

The Austin-based Texas Spokes Sports Car Club brings its Biergarten to the Tire Rack Solo National Championships, offering visitors a chance to catch up and take part in refreshments. Truly embodying the “fun with cars” mantra of the SCCA, the Spokes Biergarten is easy to spot, day or night, thanks to its lighted marquee.

DATE Sept. 7, 2017

LOCATION Lincoln, Neb.

WHAT Tire Rack Solo National Championships

PHOTOGRAPHER Perry Bennett





MAJORS CONFERENCE CHAMPS DECIDED

With the 2017 Club Racing season wrapped, all six of SCCA's U.S. Majors Tour Conferences have concluded their seasons, crowning their overall winners. For a complete list of Conference class champions, head to www.scca.com/majors. While there, keep an eye out for the 2018 Conference season schedule announcement.



D.E. Baer



Rick Corvino

2017 RUNOFFS NATIONAL CHAMPIONS

	DRIVER	CAR
GT1	David Pintaric	Cadillac CTS-V
GT2	Andrew Aquilante	Chevrolet Corvette
GT3	Collin Jackson	Nissan 240SX
GTL	Christopher Bovis	Honda CRX
AS	Bryan Long	Ford Mustang
EP	Kip Van Steenburg	Porsche 944S2
FP	Eric Prill	Mazda Miata
HP	Jason Isley	Toyota Yaris
SM	Preston Pardus	Mazda Miata
STU	Max Gee	Honda Prelude
STL	Adam Roberts	Honda CRX Si
T1	Andrew Aquilante	Ford Mustang
T2	John M. Buttermore	Chevrolet Corvette
T3	Derek Kulach	Nissan 350Z
T4	Darren Seltzer	Scion FR-S
BS	David Daughtery	Mini Cooper
FA	Keith Grant	Swift 016a Mazda
FB	Alex Mayer	JDR Suzuki
FC	Austin McCusker	Van Diemen RF02
FE	Elliot Finlayson	Van Diemen FE
FF	Matthew Cowley	Mygale Honda
FM	Melvin D. Kemper Jr.	Star Formula Mazda
FV	Michael Varacins	Speed Sport AM-5
F5	Wiley C. McMahan	Scorpion S1 Suzuki
P1	Jonathan Eriksen	Stohr WF1 Suzuki
P2	Jeff Shafer	Stohr WF1 Suzuki Swift
SRF	Mike Miserendino	Spec Racer Ford
SRF3	Tray Ayers	Spec Racer Ford Gen3

2017 RUNOFFS BREAKS RECORDS

VICTORY

(ABOVE) A very excited David Pintaric scores the Runoffs win in GT1.

The 2017 National Championship, held Sept. 25-Oct 1 at Indianapolis Motor Speedway, obliterated the previous Runoffs participation record. This year's National Championship event officially had 969 entries take to the track; 260 more than the previous record of 709 set in 2004 at Mid-Ohio Sports Car Course.

"The 54th running of the SCCA

National Championship held at Indianapolis Motor Speedway was not only the biggest Runoffs in Club history, but based on feedback from drivers, workers, stewards, staff, and partners, it may very well have been the best Runoffs to date," says Mike Cobb, SCCA President & CEO. "This year's event was more than a National Championship - it was a motorsports experience. There

were nearly 1,000 talented drivers, and more than 550 workers, volunteers, and staff who supported over 50,000 miles of racing."

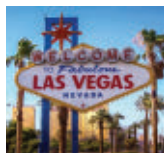
Eric Prill, SCCA's Vice President & COO, notes that while challenges were faced in order to put on this epic event, the Club banded together to make it happen. "An event of this size wouldn't have been possible without a lot of cooperation from all our participants," Prill says. "Early in the year, we started communicating the unique challenges that the biggest-ever Runoffs would present, from the event schedule to fitting the teams into the paddock. There were sacrifices made along the way and, in the end, our members worked as if they were one big team to not only make the paddock plan work, but also to make the on-track elements work as well."

"This is a proud moment for all of SCCA, and special thanks goes out to our specialty chiefs, workers, drivers, and the IMS staff for making it happen," adds Deanna Flanagan, SCCA's Director of Road Racing.

Compete coverage of the Runoffs will appear in the December issue of *SportsCar*. 📍

Register now for the 2018 SCCA Nat'l Convention

The SCCA National Convention is headed back to Las Vegas, Nev., on Jan. 18-20, for more than 40 planned educational sessions at the South Point Hotel and Casino. A tentative convention schedule is now available online, with a few seminar highlights including a Critical Incident Management discussion led by Kathy Barnes; information about changes to the Junior Karting program; and Leadership presentations delivered by Chris Robbins, an SCCA autocrosser and former Senior Program Lead with Southwest Airlines University. A host of other Leadership Summit seminars on the Friday and Saturday will provide SCCA members with opportunities to further develop leadership



skills and acquire specific SCCA training, plus there will be plenty of networking opportunities throughout the weekend.

Other convention elements planned for 2018 include the traditional Annual Meeting and Welcome Party on Thursday evening. The SCCA Hall of Fame and Awards banquet on Saturday night will cap the festivities.

For more information and to register, head to www.scca.com/convention. 📍



© Google Earth

LOOKING FORWARD: 2018 RUNOFFS

With the 2017 Runoffs at Indianapolis Motor Speedway in the record books, the Club now looks ahead to the 2018 National Championship, which will be held Oct. 16-21 at Sonoma Raceway in Sonoma, Calif. This will be the first time the Runoffs championship event has visited the Northern California track.

SCCA Foundation Raffle Winners!

The 2017 SCCA Foundation Triple Play raffle resulted in more than 3,000 ticket sales, providing approximately \$25,000 in funding for SCCA Foundation's programs. The drawing for this year's raffle was conducted on Aug. 18, with Adam Janosek of Pine Bush, N.Y., claiming the two-day Porsche High Performance Driving Course at Barber Motorsports Park; Gilberto Pinzon of Weston, Fla., winning the trip for four to the Bank of America 500 NASCAR race at Charlotte Motorsports Park along with a tour of Hendrick Motorsports; and Kerry Klotzman of Solon, Ohio, laying claim to the three-day driving course at the DirtFish Rally School in Snoqualmie, Wash.

SCCA Foundation's raffles raised funding for a variety of initiatives, including the Tire Rack Street Survival program, Formula SAE involvement, and most recently, the SCCA Archives. For more information about the SCCA Foundation and its raffles, head to www.sccafoundation.com. 📍

RallyCross sports two new classes

The SCCA's RallyCross Board has approved the creation of two new car classes that will be accepted at all Regional competitions starting immediately, and will be added to 2018 National RallyCross events. The new "Open Category - Two-Wheel Drive" and "Open Category - All-Wheel Drive" classes are intended for vehicles altered in excess of Modified category allowances, such as dune buggies, sand rails, tube frame/chassis vehicles, kit cars and similar types of custom-built vehicles.

Open category engines must be internal combustion, passenger car or light truck-based, and with no more than four cylinders or two rotors. Motorcycle, ATV, UTV, and similar engines are not allowed. A roll cage is required that meets or exceeds current SCCA GCR requirements for Showroom Stock/Improved Touring roll cages.

The rules state a minimum track width of 42 inches is required for both new classes. Open category vehicles can have a maximum height that is 90 percent of the average track width measured at the highest

point of the roll cage. The minimum wheelbase is 72 inches.

Each wheel/tire must have a fender/mud flap assembly that covers half the tire's circumference. When viewed from above, the fender must cover the entire width and diameter of the tire. The fender/mud flap assembly must cover the width of the tire when viewed from behind and extend to the rear of the tire with the bottom edge of the assembly no more than four inches from the ground.

Exterior body panels of metal or other fire-resistant material must cover the top of the chassis. Body panels must also cover each side of the vehicle between the front roll bar hoop

and the rear roll bar main hoop, excluding any side window areas, and such panels may also serve as driver's compartment panels if made of metal. Additional body panels are allowed, as well as vents and openings to accommodate engine cooling, air intake, and exhaust. In addition, all Modified category modifications are allowed.

"[The Open category] gives competitors the freedom to create, but is restrictive enough to keep our safety record," says Stephen Hyatt, Chairman of the RallyCross Board.

The full set of rules for the new Open Category can be reviewed at www.scca.com/rallycross. 📍



Rupert Bermington



Philip Royce

LEADING ROLE

Mike Cobb, SCCA's President, presents an enthusiastic Dwain Panian (right) with his award.

2017 Workers of the Year Celebrated at Runoffs

From the Runoffs to the Hoosier Super Tour, Majors, and Regional weekends, SCCA road races are made possible thanks to the tremendous effort of SCCA workers. And, each year, a handful of workers are recognized for their enormous contributions. Those individuals are bestowed with Worker of the Year honors, presented by Mazda.

Award recipients have shown dedication throughout the

season to their specialty, events, Region, competitors, fellow workers, and the SCCA; exhibited strong skills, good leadership, and a willingness to go above and beyond what is expected; and provide excellent customer service to everyone encountered. SCCA members submitted Worker of the Year nominations, and the winners were then selected by the SCCA National staff with input from Division leadership. 📍

SPECIALTY: Worker of the Year (Region)

Emergency Services:

William Carter (Colorado)

Flagging and Communications:

Tiffany Stiller (Milwaukee)

Grid/Pit: Dennis Bednar (Chicago)

Race Administration: Mark Smith (Cal Club)

Race Data Technician:

Glen Thielke (Milwaukee)

Registration: Rosa Lee Smart (Houston)

Scrutineer:

Matt Wojtkowiak Sr. (South Jersey)

Sound: Michael Holz (Milwaukee)

Starter: Dwain Panian (Oregon)

Steward: Kevin Coulter (Chicago)

Timing and Scoring: Bill Skibbe (Houston)

F3 COMES STATESIDE

SCCA has revealed that it will bring Formula 3 to the United States. This new open-wheel series will build off of SCCA Pro Racing's successful U.S. F4 series that launched in 2016, with the F3 cars being propelled by 270hp turbocharged K20 Honda motors out of the Civic Type R (U.S. F4 cars use naturally aspirated K20s).



Michael Duval

CHECKERED FLAG: SUE ROETHEL

Sadly, longtime member, SCCA Hall of Fame member, and irreplaceable stalwart of the Club Sue Roethel passed away on Aug. 11 at the age of 91. A Club member since 1961, Sue was one of only two members who earned three of the top SCCA awards: The Woolf Barnato Award for outstanding long-term contributions to the Club, the David Morrell Memorial Award presented to National Chief Stewards who exhibit outstanding performance and dedication to the sport, and The John McGill Award presented to those who made significant contributions to the Club Road Racing Program.

"Sue was always a steady presence at the track," says Lee Hill, SCCA Board of Directors Chairman. "There was never any question about her commitment to the Club - and her membership in the Hall of Fame is well deserved. She was a mentor to many and her impact on the Club will be lasting."

Sue served as a Regional leader, a Divisional leader, an SCCA Runoffs Chief Steward, and as a National Office staff member. The Washington D.C. Region, Sue's Region of record, created the Sue Roethel Award, which is presented from time to time to a member of the Region whose lifetime record of service to the Region reflects dedication to the Region, its members, and its programs; who is always cheerful and ready to work, regardless of the nature of the job; and who displays excellence in everything he or she undertakes for the Region.

"Her attitude and approach to Club involvement was one we all should strive to emulate," says SCCA President and CEO Mike Cobb. "As a community, we were so very, very lucky to have Sue in our lives. She will be missed, but her legacy will be felt for a long, long time."

Our thoughts and prayers go out to all of Sue's family and friends. 🍷

Solo Spec Coupe Class Unveiled

At the Tire Rack Solo National Championships, SCCA announced the creation of a new Solo Spec Coupe (SSC) class for autocross competition. The new supplemental class for 2018 National and Regional events was developed to be unique in that it primarily focuses on a competitor's driving skill by having racers participate in nearly identical cars.

The base platform selected for SSC by the Solo Events Board is the 2013-'16 Subaru BRZ and Scion FR-S. Howard Duncan, SCCA Rally/Solo Senior Director, says the BRZ and FR-S were selected because the cars are modestly priced, rear-wheel drive, late model enthusiast vehicles useful as both a daily driver and for autocross competition. "These cars offer aftermarket modifications embraced by enthusiasts who enjoy the driving experience," Duncan says. "The vehicles are readily available and modifications fairly simple. The cars have shown reliability, which should help with cost containment. And a street ride can be maintained for daily use while also allowing for fun autocross performance. It's a very positive package all around."

Stock vehicles will be able to compete, but upgrade options will exist. For more information, visit scca.com/autocross and click the Solo Spec Coupe link. 🍷



Courtesy Subaru

ERNIE FRANCIS JR. CLINCHES TRANS AM TITLE

Trans Am action has been hot and heavy throughout the summer, most recently with the series heading to Mid-Ohio, Road America, Watkins Glen, VIRginia International Raceway, and NJMP in August, September, and early October.

Notably, Ernie Francis Jr. has been on a tear all year, and that continued through the later portion of the season. Francis Jr. won the TA class three times out of these five rounds, missing the top step by one spot to Martin Ragginger at Road America. Watkins Glen proved difficult for Francis Jr., however, with him dropping out of the race early, allowing Andy Lally to claim the win. Regardless, the dominant season allowed Francis Jr. to clinch the overall TA title prior to the final two rounds of the season.

Other class winners from the Mid-Ohio



Chris Clark

AGAIN, FOR THE FIRST TIME

Ernie Francis already owns Trans Am titles, but this is his first in the TA class.

to NJMP rounds include Tony Buffomante (TA2), Sheldon Creed (TA2); Gar Robinson (TA2), Mark Boden (TA3), Jason Daskalos (TA3), Tim Kezman (TA3), Cindi Lux (TA3), Neal Walker (TA3), Steven Davison (TA4), and Brian Kleeman (TA4). 🍷

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- Textured rubber outsole for optimum grip
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- Sizes: 39-47 (7-13US)



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The SEB and Street Touring committees have been developing programmable ECU rules for the ST category. This rule conversation has run the gamut from proprietary re-tunes to standalone management systems. The proposal has recently been revised, so all ST competitors are advised to check out *Fastrack* and the latest *Solo Rules* before heading into the 2018 season.



Jeff Loewer



MIKE COBB
PRESIDENT & CEO, SCCA INC.

#FUNWITHCARS = A GREAT EXPERIENCE!

"Racing isn't about how long it takes you to get from the start to the finish, it's the adventure you have along the way, the people you meet and the unique moments you share." - Heyward Wagner

SCCA Nation, I'm writing this as my co-driver is driving us home after a long week in Lincoln, Nebraska. This week I ran my first CAM Challenge, witnessed the frenetic pace of the Tire Rack ProSolo Finale, drove my first shifter kart, and participated in my first Tire Rack Solo National Championships. A flood of thoughts come to mind as I play back this last week, but before I say anything else, I want to thank all of the partners, chiefs, stewards, staff, workers, and drivers who contributed so greatly to these events - they

make the largest event in amateur motorsports an experience to remember.

The sights, the sounds, and the emotions run the gamut of highs and lows that you might see at any motorsports

"Rarely does any other event cover more than 100 acres of concrete and exceed 1,300 drivers"

event, but rarely does any other event cover more than 100 acres of concrete and exceed 1,300 drivers. Events like this seem to bring out the best in us. There are countless stories of selflessness from this year's event, where folks shared their cars when a fellow competitor had mechanical issues; where a team of competitors stayed up well into the early hours of the morning helping wrench on a competitor's car, replace a broken turbo, or even swap an engine. And, if you missed Tacos and Talent, the Beer Garden, or the Big Wheel Solo Challenge, you really missed a fun part of the overall Nationals experience.

With this said, we have areas of opportunity to improve the overall event experience. From a technology perspective, we can do better with setting up and executing the paddock and with live timing and event notifications. From a touch perspective, we have an opportunity to show up more fully as a house united vs. a house divided. To illustrate what I'm talking about, here are a couple of comments I overheard while working or walking the paddock:

"I like running 'ABC' because the people here are not snobs and full of attitude like those guys..."

"You ran 'ABC?' I'm glad they have a separate event so they are not running with us..."

Granted, these comments came from just a handful of participants, but to be honest, I have heard or experienced this same kind of disdain from the road racing folks directed to the Solo community, from Solo participants directed to the road racing community, from road racing and Solo directed to the rally community, and so on. This kind of division among the tribes is obviously not healthy, nor is it an attitude that attracts or retains members.

Here's the bigger point: *No one leaves the SCCA because they stop loving cars - they leave because it stopped being fun.*

To enhance the SCCA member experience across the entire Club, we must pivot our collective persona and stop throwing shade toward those who might prefer a different motorsports experience than we do. This is a BHAG* to be sure, but if we want to be relevant today and going forward (especially to those who are not "the typical SCCA prospect"), we must work collectively to try and achieve this end. Each of us - members, Regional leaders, staff, Board members, and myself - must all work together to deliver an enjoyable, supportive experience across all Club activities. If done right and consistently across the Club, I think the odds are better of getting more people to experience #morefunwithcars and enjoy a great SCCA experience. Let me know what you think at president@scca.com. 🍷

**BHAG: big, hairy, audacious goal (courtesy of Jim Collins)*



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PARELLA ACQUIRES TRANS AM CONTROLLING STAKE

The Trans Am Race Company, LLC (TARC) has announced Tony Parella, by way of Parella Motorsports Holdings, has acquired controlling interest in the TARC ownership group. Through his additional investment, Parella now controls the majority of TARC shares while David Jans, John Claggett, and Simon Gregg retain minority ownership stakes.



Chris Clark

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LEE HILL

CHAIRMAN, SCCA BOARD OF DIRECTORS

SOLO NATIONALS AND IRMA

I'm sitting here in Tampa listening to the generator running out back. That trusty generator provides just enough power to support three rooms in the house, so at least we have lights, Internet, fridge, and microwave use during the hurricane - plus (thank heavens) a small air conditioning unit that keeps one room reasonably comfortable. No hot water, no power for laundry or stove - and worst of all, no power in the garage, which has put a dent in my engine rebuild project (1973 Jensen Healey). We're on our fourth powerless day at the moment and there's no telling when it will be restored. OK - no more whining.

In the days prior to hurricane Irma, I was in Lincoln, Neb., at the Tire Rack Solo National Championships. This was my third time at the event, and each time I've been, I've come away more impressed with our national Solo program and its competitors. Anyone who thinks these folks aren't serious needs to make the trip to Lincoln. The pace of the event is incredible, and with more than 1,300 competitors, it has to be. After all, there's only four days to get everything done.

In order to run 300 or so competitors on each course each day, drivers are divided by class into five competition heats, with each driver being assigned to work one heat each day as well. For the most part, it runs like clockwork.

Once again, I was invited to co-drive with Clemens Burger in his B Modified LeGrand (which ran Thursday-Friday this year), and once more, I occupied my now-traditional spot of last place in that class.

However, this year I was only last by a half-second, and I gained two seconds on Clemens - I'm very proud of that! My brain is finally beginning to accept the fact that the LeGrand has twice the grip of my SRF3. At this rate, I might actually make it to mid-pack in another decade.

While in Lincoln, I kept a close eye on the progress and forecasted path of Irma and decided to return to Tampa on Friday evening rather than waiting for Saturday. I missed the Friday night banquet, but I did make it home by midnight.

Saturday was spent boarding up the windows on the house and collecting loose lawn furniture - you really find out just how much stuff you have hanging around when it all has to be collected and secured. Irma arrived Sunday with winds building to 90mph at about 9 p.m. and lasting until 1 a.m., at which point the western part of the eye passed over us, and it got very quiet.

Monday dawned breezy and cool. A quick trip down the street showed that we were not going to be leaving the neighborhood anytime soon - trees were down across the road in several places. We live on a cul-de-sac and it was great to see how everyone pitched in and cleaned up our part of the street. It was a block party atmosphere with everyone pitching in to help each other - not unlike the paddock camaraderie I'd just witnessed at the Solo National.

Oh, boy - the power just came back on! Now to get things ready to leave for Indy and the Runoffs! ☺

"My brain is finally beginning to accept the fact that the LeGrand has twice the grip of my SRF3"



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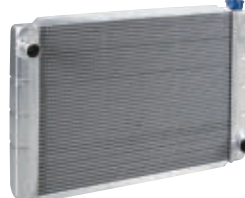


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Philip Tucker

RANDY POBST

4-TIME WORLD CHALLENGE CHAMPION
 2-TIME RUNOFFS CHAMPION
 2-TIME SOLO AND
 4-TIME PROSOLO CHAMPION
 2-TIME ROLEX 24 GT WINNER

I FOUND MY MUSE AT THE TAIL OF THE DRAGON...BUT DON'T GET BIT

On that blessed holy day when I first got my driver's license, and for the next 30 years of frustration, I lived in Central Florida near the coast - the land of flat, straight roads. And, while the fabulous Tail of the Dragon schwag touts "318 curves in 11 miles," I've seen another T-shirt that says, "I-95: 11 curves in 318 miles." So sadly true.

"Keep your eyes and mind ahead, crank your head in, watching the inside edge of the road, which often is out the side windows"

To feed my powerful craving for lateral g-forces, I would venture more than 500 miles to the nearest real, live, mountain roads, in the Appalachians of East Tennessee, Western North Carolina, and North Georgia, in whatever I could get my desperate teenage hands on, including my big sister's Renault R16, a 1967 Dodge van with a 318 between the seats, chrome-slotted mags, dual exhaust, and a nice AMC Pacer that belonged to the mother of a girl I knew in Anderson.

I've been there 50 times since, I betcha - many times on bikes - and it has lost none of its allure, except for burgeoning summer weekend crowds and that universal safety anathema, lower speed limits. When I first passed through, it was 55mph, and with all you got, you couldn't maintain that average. It was a beautiful thing. Now, it's 25mph. Civilization arrived, also known as the party poopers.

It's best by far to go on a weekday, or better yet, in the spring, fall, or even winter - it will be all yours. No tourists and few cops; a pavement playground paradise. You could also go during Central Carolina Region's Chasing the Dragon hill climb that covers a two-mile stretch of this road in a closed-circuit format.

Formerly known as Deal's Gap, this section of U.S. 129 is quite isolated, a good 20 miles either way from any human settlement, bordered by The Great Smoky Mountains National Park on one side and Alcoa Aluminum land on the other. A funky old hotel called The Crossroads of Time, and an Esso gas station with gift shop that clung to

life for years on the North Carolina end, but since the Tail of the Dragon cottage industry has sprung up, it's now The Deal's Gap Motorcycle Resort. It's the Disney World of winding mountain roads! Seriously, adventurers come from all over the world. I've seen sweaty palms and shaky hands on those who are about to take it on. Strikes me funny, because to me, it's just what people like us call the twisties: A public amusement park ride. Seems I'm not the only one who sees a great road as first-class entertainment.

The Tail of the Dragon crosses the spine of an ancient range, at Deal's Gap on the Tennessee-North Carolina border. It's laid on an old forest path, across which were driven the Cherokee Indians when they were "moved" to Oklahoma. The road developed with the dams on the nearby Little Tennessee River, but because of the tiny amount of traffic pre-Dragon, it was never straightened, flattened, and civilized like so many others. While the pavement is kept in excellent shape, the curves are raw. They do *not* make



them like this any more. Most of Tail of The Dragon is run low in second or third gear: tight, relentless, heavily cambered, and never ending.

Approach the road relaxed and focused. After all, it is a public highway, not a racetrack (unless, like I said, you're participating in Central Carolina Region's event). Keep your eyes and mind ahead, crank your head in, watching the inside edge of the road, which often is out the side windows. Smoothly apply the power, because you are in your lower gears, and your car will dig hard. Watch and wait for the road to open up. Most importantly, treat that double yellow line like a concrete wall: don't even touch it.

The rigorous onslaught can toast your brakes, so have mercy on your pedal pressure, but stay on them easy the whole time the turn is getting tighter (yes, trail brake, SCCA'ers). Be always wary of the decreasing radius - it's there that The Dragon will bite you. Brake lightly into the curves to help it turn and to keep your lead foot from going to the gas too soon. Be patient with your horsepower. Feel the harmony of opposites: more

steering equals less throttle; less steering equals more throttle. The constant curves are more about the driver than the car, about focus and reading the road - and for car folks like us, the feeling is divine.

I discovered Deal's Gap in 1978, taking the shortcut straight through the mountains, because I-75 leans west to tag third base before cutting back east to collect Knoxville on second. It was raining, and I was in a fast 'n' ratty Datsun 2000 Roadster, sights set on Detroit and my brother's adorable ex-girlfriend Marie. With every right turn, a trickle of rain would get me right atop my head. I was working the Gillette Golden Bear Special 175-75/14s for all they were worth when one of those tricky 90s turned out to be a 120, and I still clearly remember sliding across that double yellow. No one coming for miles around (fortunately) and we lived to tell the tale - but yikes! Lesson learned: always watch and wait for the decreasing radius.

Later this trip I found an SCCA autocross in Saginaw, and on the way back, stumbled upon the wonderful

Waterford Hills racetrack in a Detroit suburb with a crude plywood sign saying "Sports Car Races, Today!" and pointing at a tiny, unlikely, potholed trail into the woods.

Returning south toward the flatlands it was dry, and I found U.S. 129 again, attacking the writhing serpent with verve. Stopping to catch my breath above the Cheoah dam on the east end, my brakes were smoking. I felt a mild sense of accomplishment, marveled at the route, and then turned around to do it again - insatiable then, as now, for curvy side loads. A favorite feature was a ford, where rather than run a culvert under the road they just run the stream over it. Motorboat! Right through it. Always loved that, ever since I was a kid, steering the Fury III wagon in Mom's lap, aiming for puddles.

A sporty roadster on a winding snake of asphalt is the very essence of what created the Sports Car Club of America. It was the love I discovered for sweeping through these bends that led me to Solo and road racing, to push the limits in a safer environment. I found my muse at the nascent Tail of the Dragon. 📍

GRAB LIFE BY THE TAIL
(ABOVE) The Tail of the Dragon is a popular road to drive - a fact Central Carolina Region capitalizes on with its *Chasing the Dragon* hillclimb.

MAY THE COURSE BE WITH YOU





Sporting its Cone Wars theme, the 45th Tire Rack Solo National Championships blasted into action

WORDS Nick Babin, Paul Brown, Angela Carlascio, Denise Cashmore, Jeff Cashmore, Alan Claffie, PJ Corrales, Charlie Davis, Paul Dornburg, Buck Entriken, Jim Garry, Vivek Goel, John Hunter, Charles Kim, Ryan Lower, Matt Murray, Jake Namer, Dina O'Donnell, Gary Patrick, Jay Payne, Mat Peck, Lauren Kane Porta, Manfred Reysser, Dennis Sparks, David Webb and Mark Yakich

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MAIN IMAGE Perry Bennett

Pg.	COVERAGE
22	STREET CLASSES
34	STREET TOURING CLASSES
42	STREET PREPARED CLASSES
50	STREET MODIFIED CLASSES
54	PREPARED CLASSES
60	MODIFIED CLASSES
68	SUPPLEMENTAL CLASSES

WINNING BIG

(LEFT) Despite hurricane Harvey's flooding of his Houston home, Daniel McCelvey made the trek to Lincoln, Neb., at his wife's insistence, bested the competitive 46-car C Street field, and left a National Champion.

Not even the destructive forces of Hurricanes Harvey and Irma could keep dedicated autocrossers from the 45th running of the SCCA Tire Rack Solo National Championships, which took place Sept. 5-8, 2017, at Nebraska's Lincoln Airpark. With Harvey in their rearview mirrors, 23 drivers from the Houston Region made the trip to Lincoln; tuning in the Weather Channel for local forecasts, competitors were inundated all week with dire warnings for Florida from Irma, yet 29 drivers from the Florida and Central Florida Regions came to the starting line.

They were part of a record 1,319 entries for the Solo National Championships. Originally it seemed the entry count could be much higher. At one point online entries reached 1,360, exceeding the announced entry cap, but some late cancellations are always expected. Because of Harvey, SCCA announced that any from the Houston area who felt they needed to stay home would have no late penalty for cancellation. More than a dozen did so, including West Course designer Roger Johnson, entered in Street Touring Roadster. Irma had an effect also; Floridian J.G. Pasterjak was on hand Monday night to host the *Grassroots Motorsports*-sponsored Tacos & Talent show, but Thursday his Mustang was absent from the CAM-Contemporary grid.

However, most stayed. "From a couple of Houston folks I talked with," SCCA Rally/Solo Manager Brian Harmer says, "they had the opinion that the mess would be there waiting for them when they got back, so they may as well enjoy themselves now."



Perry Bennett

RELAXATION

(LEFT) The Solo National Championships isn't all about the competition. It's also about portable swimming pools.

And the weather in Lincoln? Couldn't have been nicer. Puffy cumulus early in the week gave way to clear blue skies.

Temperatures, perhaps a bit chilly for first heats, warmed to the 70s and 80s later in the day.

Even with an entry organizers boasted as the largest motorsports event in the world, for the most part it hummed along with minimal problems. Tuesday things got a little behind with timing issues on the East Course, and at least one oil-down, so it was nearly 5 p.m. when the last heat began. But Wednesday, everything was done early enough that all had time to get back to their hotels, clean up and make their way to the banquet

hall on the far-east side of Lincoln. Thursday and Friday, unless you were an official dealing with a problem, you were probably unaware there were any.

A big entry makes for big heats. The average heat size was 66 drivers, but starters were punching cars out on course 16-18 seconds apart, and cone chasers were sprinting smartly after displaced pylons. The sheer size of the Lincoln Airpark enables course designs that no matter where a car is, it is safely distant from any other possible vehicle.

This year saw the largest Street Touring class ever at 76 cars, big enough to have a heat all by itself. It was joined by 18 cars in STRL, the largest Ladies

class of any category in 22 years. The largest Classic American Muscle class also came - 54 in CAM-Contemporary, more than double the previous record set by CAM-C last year.

The decision by the Solo Events Board four years ago to impose a 200 UTQG tread-wear rule on the Stock-rules automobiles, changing the category name to Street, continues to prove its success. In the last year of the Stock category (with its anything-goes DOT tire rule), there were 195 cars in 2013, the smallest number in 37 years. This year, 502 drivers ran in the Street classes.

Among individual records set, Jeff Kiesel won his 12th consecutive championship,

breaking a 14-year-old Open-class mark set by John Thomas in 2003. His 12 wins also now join a four-way tie for the most total championships, but he'll have to keep winning beyond the golden anniversary of the Solo Nationals to break Thomas' record of 17 wins.

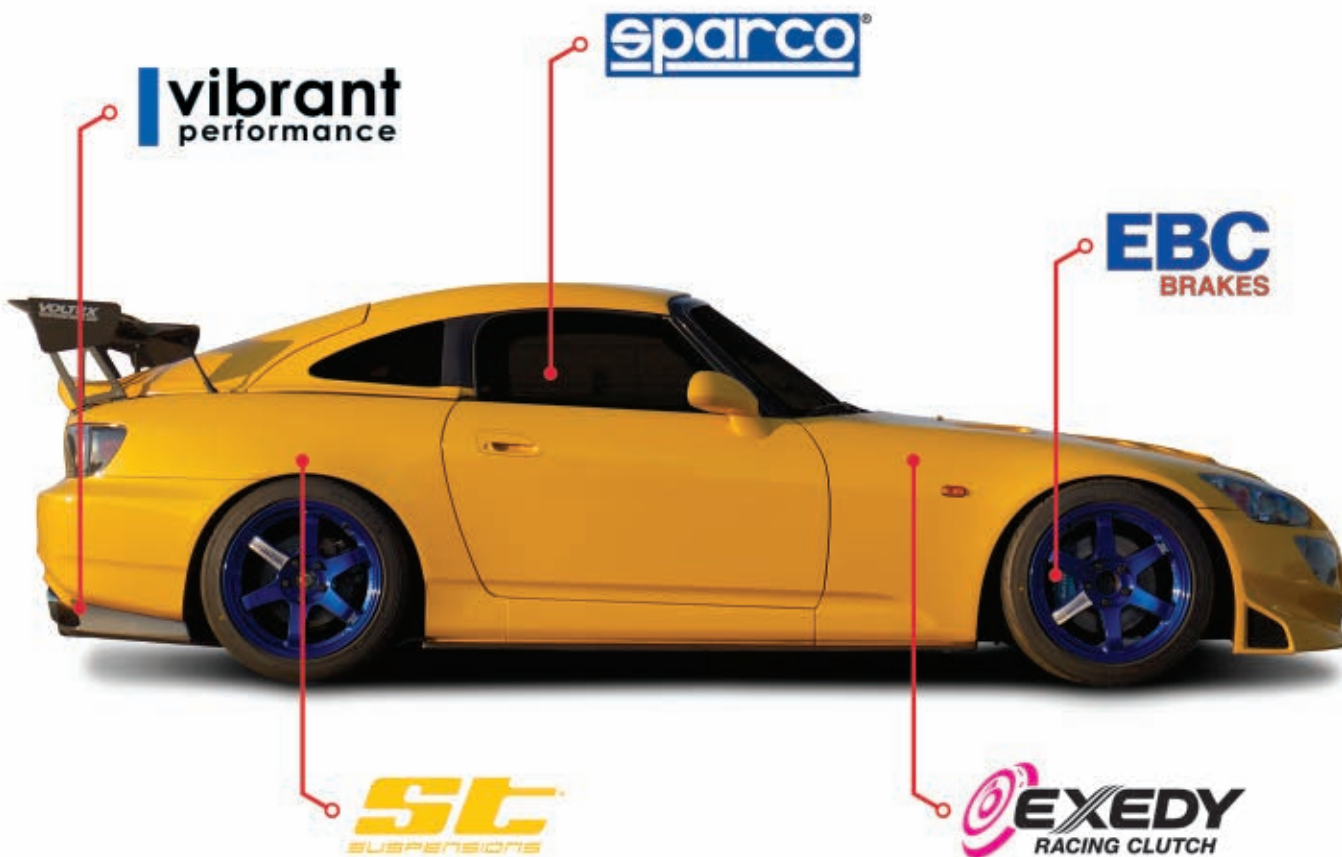
Frank Stagnaro, eighth in CP, scored his 36th trophy finish, further stretching his record in that category. Mark Daddio got his 26th trophy in 26 tries, joining Gary Thomason atop the roster of drivers who have never failed to take home some hardware, but he needs to extend his winning streak to the 50th Nationals to catch Paul Kozlak's mark.

Michael Ron won the 64-car E Street class by 1.5sec, a massive margin that now stands as the largest for any class over 60 cars.

Event Chairs Ron and Karen Babb from the Northwest Region finished their third year, continuing last year's sci-fi theme to take on the *Star Wars* universe. A Millennium Falcon was seen flying through the paddock atop a golf cart, while another cart bore a placard bearing the hopeful wish, "May the course be with you." Han Solo was seen walking through the grid, while Obi-Wan Kenobi made an appearance on the Wednesday evening trophy platform. Yoda there too, he was, appropriately, in the Information tent.

Next year, Scott Dobler of Chattanooga Region and Jeff Cox from Eastern Tennessee take over. They plan to bring a new theme to the Lincoln Airpark - get ready to explore the world of Westeros.

Rocky Entriiken



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Street Classes

SUPER STREET-R

SSR was sure to be a show - 10 past national champs among the 39 drivers in the grid, with an astounding 25 jackets in their closets, fighting for the win. It certainly did not disappoint.

The battles began Tuesday, second heat, on the West Course before the first car even left the line as the Sam Strano Corvette dealt with some last minute tire pressure monitoring system issues in grid. A brief swap to rains was necessary to satisfy the car's safety nannies before switching back to A7s for competition.

Josh Luster - who does *not* have a championship on his résumé - went out with first drivers and set the pace with an early second run 57.4. Strano, with the second drivers, nearly matched it before Alex Muresan found a 57.2 with his Porsche GT3. G.J. Dixon stopped on course behind him having fuel

starved his GT3 and brought out a red flag, forcing everyone to worry about tire temperatures in the cool morning air.

Luster came roaring back on his third run with a 57.1, but Muresan responded with 57.042 to win the day and carry a 0.145sec lead to the East Course. Strano found another tenth to get down to a 57.3 and stay in the hunt. Matthew Braun was next at 57.5, with four more drivers in the high 57s.

On the East Course, Luster, Muresan, and Strano were all fast right off the bat, but Muresan extended his lead another couple of tenths after first runs. Strano threw down the gauntlet on his second run, putting in a stunning 52.6 to take the overall lead by a mere 0.018. Muresan couldn't find time on his second run and Luster ruined a 52.4 with a cone. On third runs, Luster was clean but too cautious and found no help.

Knowing his margin was nowhere near safe in this deep field, Strano began his third run and finished with a 52.271, to audible gasps from the crowd. This extended his lead to 0.399sec and put a mountain of pressure on Muresan in the GT3 who was sitting at the line. Muresan coned the run, but was unable to find time anyway.

Behind him, Braun found a zinger, running 52.6 to step ahead of Luster for third place behind Muresan. All of that left Strano on top at 109.573, awarding him his long-awaited SSR jacket (after three in ESP and four in FS) and keeping the fastest Street class in Corvette hands for a third straight year.

Strano couldn't help but feel like he'd finally gotten the monkey off his back. "After a whole bunch of seconds and thirds in SS/SSR, a transmission failure in Bristol, the flaking TPMS, and starting out with a

SUPER STREET-R

1. Sam Strano Corvette Z06	WDC 109.573
2. Alex Muresan Porsche GT3	SanF 109.972
3. Matthew Braun Corvette Z06	Det 110.189
4. Josh Luster Corvette GS	WDC 110.357
5. G. J. Dixon Porsche GT3	NY 110.423
6. Jason Rhoades Dodge Viper	SanD 110.810
7. Evan Schickel Corvette Z06	NNJ 111.250
8. Grant Reeve Corvette Z06	NEng 111.480
9. David Green Corvette Z06	Wich 111.701
10. Dan Ireland Corvette GS	StCt 112.905
11. Jeff Jacobs Corvette Z06	Phil 112.910

12. Tony Savini/Phil (Corvette Z06); 13. Joshua Lipman/NY Porsche 911 GT3; 14. Nick Barbato/NEng Dodge Viper SRT10; 15. Jason Kolk/NwOh (Corvette Z06); 16. David Entz/Tenn (Corvette Z06); 17. Jon Caserta/Phil (Dodge Viper); 18. Charles Kim/Milw (Porsche GT3); 19. Michael Figliolia/StCt (Corvette); 20. Jason Ruggles/Fla (Corvette Z06); 21. Michael Snyder/WDC (Corvette Z06); 22. Charlie Thompson/CFla (Porsche GT3); 23. Ken Marion/CFla (Porsche GT3); 24. Chris Larson/Milw (Corvette Z06); 25. Kevin Gu/Det (Corvette Z06); 26. Tristan James/CFla (Corvette Z06); 27. John Fink/Atl (Corvette GS); 28. Nick Dunlap/WDC (Corvette Z06); 29. Jeff Williams/Ariz (Corvette); 30. Frank Wietharn/Kan (Corvette Z06); 31. Tiberiu Muresan/SanF (Porsche GT3); 32. Brian DePietro/StCt (Corvette); 33. James Harrison/



Wich (Corvette); 34. Mark Valera/Phil (Corvette Z06); 35. James Boller/Ariz (Corvette); 36. Larry Brady/KC (Corvette Z06); 37. Rod Derrick/Utah (Corvette Z06); 38. Matt Murray/NNJ (Corvette Z06); 39. Edward Young/Fla (Lotus Elise).

SUPER STREET-R LADIES

1. Stephanie Reeve Corvette Z06	NEng 114.379
2. Caitlin Dunlap Corvette Z06	CFla 116.443
3. Jocelin Huang Porsche GT3	Milw 116.475

4. Victoria Benya/Phil (Dodge Viper); 5. Megan DePietro/NwOh (Corvette); 6. Deborah Jarboe/Kan (Corvette); 7. Lisa Valera/Phil (Corvette Z06); 8. Karen Fink/Atl (Corvette GS).



SSRL
Stephanie Reeve
iRacing.com/
G-Fab Racing
Chevy Corvette



SSR
Sam Strano
Stranoparts.com/
Shameless Tea
Chevy Corvette



fast but dirty run in day one, I'm just relieved. This year is almost overwhelming, maybe more than when I pulled off the ProSolo overall win in '09."

SUPER STREET-R LADIES

In SSRL, Heat 4, there were three different chassis in the mix: Viper, Z06, and GT3, and each would figure at the sharp end of the list.

Victoria Benya set the early West Course pace in her Dodge until being reeled in on second runs by Jocelin Huang's Porsche and Stephanie Reeve's Corvette. Reeve put an exclamation point on it with a blistering 59.054 on her final run, extending her lead to almost 1.5sec over Benya, who had reclaimed second from Huang by a tenth.

Reeve added to her cushion on the East Course with a class-leading 55.325, extending her margin of victory to 2.064sec and earning a second jacket, added to a previous win in

SML. Caitlin Dunlap, also in a Z06, stormed to a mid 55, leaping to second place past Huang. Benya, with a string of 56s, dropped to fourth in the three-trophy class.

"It was nice to win it in our car," Reeve said, having won her previous jacket in SML. Her husband Grant, she said, "is my benchmark, and I was closer to him here than at any other event this year."

Nick Babin

SUPER STREET

For Scott Fraser in a Porsche GT3, the West Course was great. "A lot fun," he said, although noting, "There were a couple places where my driving could have been better." Given that his 59.8 was one of only three first-run times in the 59s in a 26-car field, he continued his hunt for more time. The other drivers were Monty Pack and Bryan Carbon, both at 59.9s.

"Everyone wants more of a lead," said Fraser, who ran 59s all three runs. His second-run 59.119 led Perry Aidelbaum's Porsche GT4 by 0.4sec, with Karlton Lew another half a tenth back. Neither Pack nor Carbon improved, but everyone else was in the 60s.

On the East Course, tipping the throttle was Aidelbaum, putting the pressure on Fraser while having Lew still hot on his tail. "I didn't want to throw it away," said Fraser. "I tried to have a game plan to get a clean run and then build on it."

Aidelbaum, and then Fraser, on course together with one car between them, laid down their

fastest runs. Lew was already in with a 55.0. Coming back to grid with a 55.2, Fraser didn't see any celebrations. Everyone was around Aidelbaum's Porsche, which had put down a 54.960. It wasn't until he got the thumbs up from a friend that he realized his time was enough for the win - 114.339 was just 0.146sec quicker. Lew held onto third with Carbon fourth.

Fraser, a champion for the sixth time - two straight in Super Street - admitted, "I just needed to drive."

SUPER STREET LADIES

It was quite a different story in SSL, Heat 3, for Laraine Wilkinson in Bryan Carbon's Corvette, who kept off the sololive.com until the end. "I just get really nervous," she said. "I knew my times and knew what I needed to do."

This method was good because, were it not for a cone



SS
Scott Fraser
Porsche GT3

SUPER STREET

1.	Scott Fraser	SanF	Porsche GT3	114.339
2.	Perry Aidelbaum	NNJ	Porsche GT4	114.485
3.	Karlton Lew	SanD	Porsche GT3	114.603
4.	Bryan Carbon	Atl	Corvette Z06	115.794
5.	Ambrose Fung	Nwst	Porsche GT3	116.001
6.	Monty Pack	SanF	Porsche GT3	116.021
7.	Jason Kohler	Det	Corvette GS	116.462
8.	Keith Brown	Nwst	Porsche Cayman GT4	116.651
9. Eric Lam/SanF (Porsche GT3); 10. Mike Brausen/Milw (Porsche GT3); 11. Bart Hockerman/Milw (Nissan GT-R); 12. Adil Abdulali/NY (Porsche GT4); 13. Brian Connors/Phil (Porsche GT3); 14. Dean Rindler/NwOh (Acura NSX); 15. Steve Waters/Atl (Corvette); 16. Randolph Petschauer/NY (Porsche 911 GT3); 17. Jon Nwanagu/CCar (Corvette C7GS); 18. Chett Wohlgamuth/NwOh (Acura NSX); 19. Salil Shukla/Colo (Porsche GT4); 20. Jeff Hurst/NY (Porsche 911 GT3); 21. Mark Melchior/Colo (Porsche GT4); 22. Stefan Frick/Det (Corvette GS); 23. Jay Zelazo/Nwst (Porsche GT3); 24. Andre Piernot/Milw (Nissan GT-R); 25. Bruce Cambern/Reno (Porsche GT3); 26. Juliette Harrington/Colo (Porsche Cayman S).				



SSL
Laraine Wilkinson
Thanks BCPower!
Chevy Corvette



SUPER STREET LADIES

1. Laraine Wilkinson	Atl
Corvette Z06	122.774
2. Kristi Brown	Nwst
Porsche Cayman GT4	122.821
3. Sharianne Ziola/Det (Corvette GS);	
4. Orieta Zelazo/Nwst (Porsche GT3); 5.	
Wendy Gulick/Nwst (Porsche Cayman	
GT4); 6. Brittany Paris/Det (Corvette GS).	

A STREET

1. Jason Frank Corvette Z06	Milw 116.253
2. Mark Daddio Corvette Z06	NEng 116.693
3. Matt Jones Corvette GS	WDC 116.951
4. Mike Johnson Corvette Z06	BIRg 117.008
5. Cam Withell Corvette Z06	Nwst 117.051
6. Landon Thompson Corvette	Hous 117.394
7. John Wolf Corvette Z06	CCar 118.326
8. Mark Sarcevicz Corvette Z06	NEng 118.448
9. Eric Carlson Corvette Z06	NEng 118.449
10. Nathan Atkins Corvette Z06	WDC 118.555
11. Chris Harvey Corvette Z06	SBnd 118.578
12. Kent Kroll Corvette Z06	Hous 118.742
13. Rex Ayers Corvette Z06	Nwst 118.791
14. Jacob Hunt Corvette Z06	WDC 118.792
15. Rusty English Corvette Z06	WDC 118.801

16. Matthew Leach/LnSt (Corvette); 17. Laurence Casey/WDC (Corvette); 18. William Bostic/CCar (Corvette Z06); 19. Jim Reyenga/Colo (Corvette Z06); 20. Ryan Davis/Dix (Corvette); 21. Glen Hernandez/Nwst (Corvette Z06); 22. Dan Simms/Chi (Corvette Z06); 23. Jim Fossum/Atl (Corvette C5); 24. Johnny Foesch/Milw (Corvette Z06); 25. Hank Wallace/NEng (Corvette Z06); 26. Mark Labbanz/NNJ (Corvette Z06); 27. John Rogers/SBnd (Corvette Z06); 28. Matt Lucas/Tex (Camaro 1LE); 29. David Corsaro/NNJ (Camaro Z28); 30. Zach Driver/Hous (Corvette Z06); 31. William Damhoff/Chi (Corvette Z06); 32. Stephen Fehr/ODom (Porsche Boxster S); 33. Alex Dalglish/Hous (Corvette); 34. Robert Ritchey/CCar (Corvette Z06); 35. Rick Martinez/LnSt (Corvette Z06); 36. Stephen Hui/Nwst (Corvette Z06); 37. Aaron Breitbart/Iowa (Corvette Z06); 38. Kamran Bakhtian/WDC (Corvette Z06); 39. Michael Cobb/Tex (Camaro 1LE); 40. James King/KC (Corvette Z06); 41. Tom Pora/Colo (Corvette Z06); 42. Jennifer Merideth/Det (Mustang GT350); 43. Michael Rockford/Ariz (Corvette); 44. Marcus Merideth/Det (Mustang GT350); 45. Andrew Francis/Chi (Corvette Z06); 46. Ron McManus/Iowa (Corvette Z06); 47. Christopher Heinzen/Det (Camaro Z28); 48. Marcellus Smith/Det (Camaro Z28); 49. Martin Montagno/StL (Corvette Z06); 50. Christian Retterer/Atl (Corvette Z06); 51. John Foesch/Milw (Corvette Z06); 52. Andy Seipos/Chi (Corvette Z51); 53. Chris Sarvies/StL (Corvette Z06); 54. Nicholas Yanchik/WDC (Corvette Z06); 55. Deborah Inskeep/Atl (Corvette Z06).

A STREET LADIES

1. Kandy Johnson Corvette	BIRg 119.365
2. Lana Tsurikova Corvette Z06	NEng 120.321
3. Jess Withell Corvette	Nwst 124.236
4. Carla Russo/StL (Corvette Z06); 5. Melanie Pora/Colo (Corvette Z06); 6. Stacy Ritchey/CCar (Corvette Z06).	

on 2016 Champ Kristi Brown's third run in her Porsche Cayman GT4, Wilkinson's first-day lead would have been significantly less than half a second.

The following day, Wilkinson had to fend off Sharienne Ziola's Corvette GS, which, on her second run, temporarily slid into second place with a 58.5.

"I did see her come up, and again I got super nervous and really focused and tried to figure what I was doing wrong, said Wilkinson, sitting on a 59.0. "I needed to get [the showcase turn] right or I would have no chance at all," Wilkinson said.

Having one last run to get it done, both Wilkinson and Brown laid down their fastest runs. Brown found a full second, a fast time of 58.475sec. For Wilkinson, it was doing what she had done right, doing it faster and not hitting cones. Her time of 58.9sec scored a total 122.774sec and eked out the

win over Brown by 0.047sec, the smallest Ladies class victory margin of the 2017 Nationals.

"Hey, I just got it done," she said after her run.

Angela Carlascio

A STREET LADIES

A Street Ladies started on the West Course during Heat 1 on Thursday. All six drivers were in Corvettes, making glorious engine notes to wake up to. Curiously, none of last year's ASL competitors were in this year's field.

Kandy Johnson took the lead in her silver C6 after first runs and kept improving on every attempt until her final 62.085 gave her a half-second edge over Lana Tsurikova.

On Friday's East Course, Tsurikova's first run was faster than Johnson's but it included a cone. Johnson dropped time every run while Tsurikova went DNF her second run, putting

pressure on herself to get it done on run number three. But when she came in with a 57.6, Johnson was already home with a 57.280. Tsurikova's final effort fell 0.956 short of Johnson's 119.365 two-day total.

"Our week started out pretty shaky with our clutch master cylinder failing during the Pro Finale," Johnson said. "Luckily, Mark Daddio had a spare and, after installing it, we took some runs on the test-n-tune course to make sure it was working correctly. I got plenty of seat time, got used to the clutch again and just had a couple of good days." She takes home her second championship.

A STREET

The A Street open class didn't run until the fourth heat. The warmer temps and other people's rubber laid down by various classes made for an uncertain level of grip.



ASL ▶

Kandy Johnson
EvoSchool
Chevy Corvette



AS

Jason Frank
Bridgestone/Exedy/
SSC Tint & Graphics
Chevy Corvette

Defending champion Mark Daddio was fast out of the box and kept chipping away at his time until his final run of 60.524 would lead the field. Jason Frank's times were right there but he had cones on his first two runs. He finally got a clean run in on his final try, coming in 0.2sec behind. Five more drivers were all within six-tenths of the lead so their times were far from settled.

Said Daddio, "I had two reruns today, which isn't good because you pick up a lot of junk on the tires when you're not at full speed. I can clean the rears by spinning them at the start line, but we had to scrape the fronts before my second run and

"I had the shakes for the first time when I got out of the car. I hoped it would be good enough"
JASON FRANK

I actually swapped the front tires before my final run. Cold, clean tires are better than warm but dirty, at least on the fronts."

Friday started out with a lot of drivers in the mid-56sec bracket, Daddio's run carrying a cone. When Frank came in with a 55.5 there was a collective pause in the grid.

Matt Jones and Mike Johnson would get into the high 55s but Daddio's final 56.1 would keep him in second place. Frank backed his time up on third runs with a slightly faster 55.510 giving him a 116.253 total for a 0.440sec win, his fourth title but his first in something other than a four-cylinder, front-drive Honda.

Daddio picked up his 26th trophy finish in as many Nationals, tying him with Gary Thomason for No. 1 on the chart of drivers who have never failed to take home a Nationals trophy. Their trophy streaks stand second only to Paul Kozlak's 31.

"My week didn't start out well," Frank said. I hit a deer on the way to Lincoln, blew out a trailer tire, had a check engine light, and then the battery on the Corvette died. So I didn't see this coming.

"I liked the Corn Side, it's more my style - decreasing radius turns and then a bunch of elements that make you pay if you get it wrong," he continued. "I was a little worried about the Plane Side, but obviously that turned out better than I thought. My first run on the East [Course] was my best run ever in the car. I had the shakes for the first time when I got out of the car. I hoped it would be good enough, but there were a lot of good drivers yet to go."

Jeff Cashmore

B STREET

The 54 drivers of B Street had the unenviable task of serving

B STREET

1.	Ryan Clark Porsche Cayman S	Nwst 117.293
2.	Jeremy Foley BMW 1M	Tex 117.434
3.	Brian Johns Corvette	Tenn 118.455
4.	Justin Barbry Corvette	NCar 118.705
5.	Eric Campbell BMW M2	OhV 118.712
6.	Alex Shchepkov BMW M2	MoHu 118.806
7.	Dan Bullis Corvette	Ore 119.438
8.	Jerry Centanni Corvette	LnSt 119.469
9.	Danny Kao Ford Focus RS	WDC 119.681
10.	Tom DeYoung Corvette FRC	StL 119.681
11.	Brian Coulson Mazda MX5	Elda 119.780
12.	Jacob Dawson Ford Focus RS	SanF 119.864
13.	Joey Green Corvette	Neb 120.137
14.	Yuri Kholondryev BMW M2	NY 120.202
15.	Chung Ying BMW M2	Hous 120.204
16.	Greg Paine/Colo (Ford Focus RS); 17. Ben Pullen/Cky (Honda S2000); 18. Paul Kolatorowicz/Chi (Pontiac Solstice); 19. Steven Umholtz/Neb (Ford Focus RS); 20. Donour Sizemore/RioG (Ford Focus RS); 21. Brad Herley/Nwst (Honda S2000); 22. Steffen Clark/BIRg (Subaru WRX STI); 23. Rachel Baker/NEng (Porsche Cayman S); 24. Jason Kuks/Milw (Honda S2000); 25. Wayne Dyck/Nwst (Porsche Cayman S); 26. Kerry Emmert/Ark (BMW 1M); 27. Jim Perrin/WNY (Corvette); 28. William Petrow/NNJ (BMW M2); 29. Mat Peck/LnSt (Corvette); 30. Richard Grunenwald/OhV (Corvette); 31. Keith Papulski/Colo (Audi TTS); 32. Alan Hamson/Indy (Honda S2000); 33. Kent Willer/OzMt (Honda S2000); 34. Robert Browning/LnSt (Corvette); 35. Joseph Capriotti/WDC (Corvette); 36. Andrew Graul/WDC (Corvette); 37. Andrew Harrison/NwOh (Honda S2000); 38. Jeff Robinson/OhV (Audi TT); 39. David Johnson/LOL (Ford Focus RS); 40. John LaRondeau/Neb (Audi TT Quattro); 41. Andrew Hille/NwOh (Honda S2000); 42. Jason Stockton/Wich (Corvette); 43. Brent Stoner/Det (Camaro 1LE); 44. Steve Lower/CPa (Corvette); 45. Barry Beaman/SInd (Honda S2000); 46. Randy Puls/Sal (Corvette); 47. Rob Wilson/NwOh (Honda S2000); 48. Don Kelley/SInd (Honda S2000); 49. Jason Froehlich/Milw (Corvette); 50. Kyle Fitzpatrick/NwOh (Honda S2000); 51. Stan Howard/Mont (Corvette); 52. Adam Pessetto/KC (Honda S2000); 53. Trevor Howard/WMch (Corvette); 54. Marcia Haynes/Neb (Corvette).	

B STREET LADIES

1.	Tara Johns Corvette	Tenn 122.196
2.	Kathy Grunenwald Corvette	OhV 124.267
3.	Barbara LeRoy-Boehme/SanD (Corvette); 4. Ann LaRondeau/Neb (Audi TT Quattro); 5. Cassie Duckert/Milw (Honda S2000); 6. Susan Puls/Sal (Corvette).	



◀ **BS**
Ryan Clark
Porsche Cayman S



BSL ▶
Tara Johns
Horsepower Homes
Chevy Corvette



as first heat East Course sweepers Tuesday. Cool temperatures and dusty pavement meant drivers would likely not be standing on their initial efforts, but a slew of timing issues granted many first drivers a second chance at their first run.

Taking the most advantage of this was Brian Johns in his Corvette, as the 56.1 he posted on his first official run would prove his best for the day - good enough for second place. On the other end of the spectrum, Jeremy Foley, piloting a beautiful Gulf-liveried BMW 1M, had a game plan laid out to have his first run on cold tires be his best, and while we may never know if it would have been (because of the timing issues), he felt like it would have been faster than the 56.4 he stood on for his second official run that left him in third on the day.

Another driver who reaped the benefits of the timing issues,

albeit slightly less directly, was Ryan Clark. As second driver in his Porsche Cayman S, his Bridgestones were already at near-optimal temperature when he took to the course for his actual first run, and his 56.142sec pass would hold up for the remainder of the heat. Eric Campbell, switching into a virtually brand-new, bone-stock (save for tires and wheels) BMW M2 after electrical gremlins left his DSP BMW 330Ci sidelined, was fourth with a 56.6, leading a sizeable pack of drivers hovering within striking distance.

Day two brought slightly warmer temperatures and, more importantly, an already cleaned West Course. Right out of the box, Foley and Clark established utter disinterest in letting anyone else into the battle for the top step of the podium, as they were the only drivers to run clean 61sec times on their first run.

Although nervous from the outset, never having held a first-day lead at Nationals, and despite watching Foley throw down a 61.028sec run that would prove to be the fastest in class on the day, Clark remained composed on course to answer with a 61.1 that would stand as his best. When he coned a 60.3 on his last run, it didn't matter; his 117.293 had already won. It only meant his margin of victory was 0.141sec instead of something larger.

Despite only running the ninth fastest time in class on day two, Johns' 62.2 was enough to maintain the final step on the podium, with the Corvette of

Justin Barbry and Campbell's BMW rounding out the top five. Clark's car had been for sale earlier. Fortunately for him, no one jumped on it.

B STREET LADIES

The six competitors in BSL, in the third heat, benefitted from fresh course walks in the scheduled break after Heat 2 and a surface no longer completely green.

Last year's victor Kathy Grunenwald wasted little time staking her claim with a 60.0 first run in her Corvette, a time she (and her heavy right foot still transitioning from an STS Civic) could only manage to improve to a 59.4 by third run. Tara Johns, also in a Corvette, coned her first two runs but another driver's spin gave her a second chance at her third try. Taking advantage of the extra tire heat and the confidence it inspired, on her rerun she managed to stay off the cones just enough to lay

"I made new mistakes, so I had no idea when I crossed the line what my time was going to be"

ANNE ROBINSON

C STREET

1.	Daniel McCelvey	Hous	Mazda MX5 Miata	117.388
2.	Robert Carpenter	ETnn	Mazda MX5 Miata	118.685
3.	Julian Garfield	WDC	Mazda MX5 Miata	118.709
4.	Brian Garfield	WDC	Mazda MX5 Miata	118.804
5.	Rick Cone	Atl	Mazda MX5 Miata	118.972
6.	Dave Ogburn III	WTex	Mazda MX5 Miata	118.975
7.	Tyler Kvetko	Tex	Mazda MX5 Miata	119.008
8.	Andy Nielson	Hous	Mazda MX5 Miata	119.392
9.	Chris Harp	ETnn	Mazda MX5 Miata	119.441
10.	Mark Shrivastava	WDC	Mazda MX5 Miata	119.503
11.	Maurice Velandia	SanF	Mazda MX5 Miata	119.777
12.	Bill Rogerson	Fing	Mazda MX5 Miata	119.855
13.	Mike Lawson	CFla	Scion FR-S	119.863

14. Andrew Cordeiro/WNY (Mazda MX5 Miata); 15. David Alessandrini/NeOh (Mazda MX5 Miata); 16. Jason Saini/Chi (Mazda MX5 Miata); 17. Kenneth Baker/Tex (Mazda MX5 Miata); 18. Joe Goeke/Nwst (Mazda MX5 Miata); 19. Eric Janveaux/Fing (Mazda MX5 Miata); 20. John Kvetko/Tex (Mazda MX5 Miata); 21. G.H. Sharp/CCar (Mazda MX5 Miata); 22. Sean Velandia/SanF (Mazda MX5 Miata); 23. Michael Jeffries/Cinc (Mazda MX5 Miata); 24. Richard Frey/Neb (Mazda MX5 Miata); 25. Jacob Kruse/Chi (Nissan 350Z); 26. Mike Bronson/DMV (Mazda RX8 R3); 27. Tracy Ramsey/Chi (Mazda MX5 Miata); 28. Christopher Higgins/WDC (Scion FR-S); 29. Nick Babin/Phil (Mazda MX5 Miata); 30. Mike Cavanaugh/TnnV (Mazda MX5 Miata); 31. Greg Meier/Chi (Mazda MX5 Miata); 32. Kevin Childers/LnSt (Mazda MX5 Miata); 33. Chris Sparks/TnnV (Mazda RX8); 34. Robert Clark/Indy (Mazda MX5 Miata); 35. Bob Klingler/ConD (Mazda MX5 Miata); 36. Von Whitley/RioG (Porsche Boxster S); 37. Josh Cavanaugh/TnnV (Mazda MX5 Miata); 38. Joshua Pertsch/Indy (Mazda RX8); 39. Eric Malone/Det (Mazda MX5 Miata); 40. Bill Elmore/STL (Mazda MX5 Miata); 41. Jacob Witt/LOL (Mazda MX5 Miata); 42. Dennis Barrett/NwOh (Mazda MX5 Miata); 43. David Ogburn Jr./WDC (Mazda MX5 Miata); 44. Gus Jacob/KC (Scion FR-S); 45. Tonda Lawson/Fla (Scion FR-S); 46. Ben Raglin/NwOh (Mazda RX8).

C STREET LADIES

1.	Anne Robinson	Chi	Mazda MX5 Miata	123.460
2.	Deana Kelley	Ariz	Mazda MX5 Miata	123.830
3.	Linda Duncan/Kan	(Mazda MX5 Miata); 4. Laurie McCelvey/Hous (Mazda MX5 Miata); 5. Lori Gill/MidS (Mazda MX5 Miata); 6. Lisa Garfield/WDC (Mazda MX5 Miata).		



CS
Daniel McCelvey
Karcepts
Mazda MX-5



CSL
Anne Robinson
Team BlenderBlaster
Mazda MX-5

down a clean 58.626. No other competitor managed to run sub-61sec, so this had the makings of a high noon showdown on the West Course.

Johns chose to play it safe and get in a clean first run Wednesday while Grunenwald charged to a 64.8, and briefly into the class lead. Unfortunately, she was never able to go quicker, though it was enough to hold onto second, but 2.071sec behind.

Tipped off by her husband, Brian, about a spot on course that sent the Corvette into ice mode on his best run, Johns threw down a 63.570 on her second pass through the course to take a 122.196 time and a fifth National Championship.

Ryan Lower

C STREET LADIES

After Thursday's East Course runs, former DPL Champion Anne Robinson held off the

2016 CSL Champion Deana Kelley with a 0.18sec lead going into day two. It was the first heat and Robinson's best time of the morning was on her second run with a 59.349.

Everyone was in the new Mazda MX-5 ND, except for one outlier NC. On Friday, Kelley was able to jump ahead of Robinson with her second run, but Robinson came through on her last lap to win with a best time of 64.111, a two-day total of 123.460, finishing 0.370sec ahead of Kelley.

"My typical MO is that I'm not faster on the second day, and I knew that I didn't have much of a lead and Deana's a really good driver," Robinson said. "On my second run, I made mistakes that I fixed on my third run, but I made new mistakes, so I had no idea when I crossed the line what my time was going to be."

Robinson only started driving the ND this year after taking

two years off, co-driving with owner Tracy Ramsey. She did a few local events this year to try out the car, then the Toledo Tour, and came to Nationals to see what she could do - which was to win her fifth National Championship.

C STREET

Two weeks before Nationals, Daniel McCelvey wasn't going to Lincoln. He'd won this class a year ago but his home in Houston was flooded during Hurricane Harvey.

"We got four inches of water in the house and it sat for a week," McCelvey said. "The day that we could go back to the house was the day I had to leave to get here for Nationals. So my wife loaded up the trailer, and said 'Go.' She stayed behind for two days and demo'd the house, ripped out the drywall and got the mold treatment on so it could sit for

D STREET

1.	Mark Scroggs Camaro 2.0T	SanF 117.715
2.	Dennis Sparks Subaru WRX	TnnV 119.209
3.	Steven Berrodin Subaru BRZ	Phil 119.566
4.	Chris Dvorak Subaru WRX	Chi 120.292
5.	Des Toups Camaro 2.0T	Nwst 120.294
6.	Chris Levitz Scion FR-S	Hous 120.351
7.	Brian Priebe Subaru BRZ	NwOh 120.380
8.	Sean Grogan Mini Cooper S	Det 120.426
9.	Matt Luckow Mini Cooper S	Det 120.775
10.	Jaik Ortiz Subaru BRZ	RioG 120.943
11.	Tim Weidemann Scion FR-S	Nwst 121.219
12.	Eric Jones Scion FR-S	LnSt 121.242
13.	Jordan Towns Subaru WRX	Ala 121.246
14.	David Thomas Scion FR-S	NEng 121.259
15.	Jonathan Stroud Scion FR-S	SanF 121.451
16.	Alex Artayet Subaru WRX	StCt 121.602
17. Luke McKee/DMV (Scion FR-S); 18. Chris Kavka/StCt (Subaru WRX); 19. John Rappa/NEng (Scion FR-S); 20. Riley Heaton/Neb (Subaru WRX); 21. Peter Luu/WNY (Scion FR-S); 22. Michael Parker/CSCC (Subaru WRX); 23. Suraj Pradhan/Colo (Scion FR-S); 24. Jason Stroud/CFla (Scion FR-S); 25. Brian Killourhy/Colo (Scion FR-S); 26. Max Hayter/CSCC (Scion FR-S); 27. Brent Vander Werf/NEng (Scion FR-S); 28. Tim Heaton/Neb (Subaru WRX); 29. Ian Farrell/Colo (Subaru WRX); 30. Michael Phelps/DMV (Subaru WRX); 31. Timothy Luporini/Milw (Subaru BRZ); 32. Zach Lemoine/SwLa (Subaru BRZ); 33. Daniel Berge/LOL (Scion FR-S); 34. Peter Ling/SNY (Subaru BRZ); 35. Joey Jones/Nwst (Scion FR-S); 36. Carl Kirkegaard/Iowa (BMW M3); 37. John Souder/NwOh; 38. Rick Levitz/Hous (Scion FR-S); 39. Chad Lipscomb/Colo (BMW 128i); 40. Mike Young/SNY (Subaru BRZ); 41. David Knudsen/Atl (Subaru BRZ); 42. Peter Jaworski/CCar (Scion FR-S); 43. Jason Wright/Iowa (Subaru BRZ); 44. Jon Mobley/SwLa (Subaru BRZ); 45. Michael LeVeque/Indy (Subaru WRX); 46. Fabian Castanon/Colo (Subaru WRX); 47. Kurt Wong/SanF (Scion FR-S); 48. Terry Baker/WDC (Scion FR-S); 49. David Clemens/BIRg (Subaru WRX); 50. Ricardo Quinonez/SanF (Scion FR-S); 51. Yarko Thomas/Colo (BMW 128i); 52. Jeff Wright/ArzB (Subaru WRX); 53. Curtis Staples/ODom (Scion FR-S); 54. Malcolm Lawson/CFla (Scion FR-S); 55. Curt Luther/CSCC (Scion FR-S); 56. Ralph Priebe/WDC (Subaru BRZ); 57. Charles Parker/Tex (Subaru WRX); 58. Steven Bright/KC (Audi TT Quattro).		

D STREET LADIES

1.	Julie Heaton Subaru WRX	Neb 122.953
2.	Eileen Blando Scion FR-S	SanF 123.657
3. Haley Oosterhof/Milw (Subaru BRZ); 4. Alex Wester/RioG (Scion FR-S); 5. Jody Bedell/Milw (Scion FR-S); 6. Jacqueline Lawson/CFla (Scion FR-S).		



DS ▶

Mark Scroggs
stranoparts.com
Chevy Camaro



▶ DSL

Julie Heaton
R & S Racing
Subaru WRX

E STREET

1. Michael Ron	Chi
Mazda Miata	119.107
2. Matt Waldbaum	Neb
Mazda Miata	120.643
3. Wes Jenrich	Chi
Mazda Miata	121.053
4. Jeff Stuart	CSCC
Mazda Miata	121.151
5. Tony Rodriguez	SanF
Toyota MR2 Spyder	121.161
6. Paul Brown	RioG
Toyota MR2 Spyder	121.345
7. Jonathan Roberts	Bucc
Mazda Miata	121.574
8. Ivan Austin	Milw
Toyota MR2	121.587
9. Christopher Vreeland	Utah
Toyota MR2	121.677
10. Charles Mathews	Chi
Mazda Miata	121.719
11. Trevor Renson	CFla
Toyota MR2 Spyder	122.101
12. Azmath Mohammed	Det
Toyota MR2	122.476
13. Joe Gerdorn	Indy
Toyota MR2 Spyder	122.535
14. Matt Groseth	Chi
Mazda Miata	122.867
15. Stephen Rife	ETnn
Toyota MR2 Spyder	122.922
16. Brian Kelly	Colo
Mazdaspeed Miata	123.551
17. Jeff Janzen	Susq
Toyota MR2	123.554

18. Kai Hur/Guam (Toyota MR2); 19. Thor Groseth/Chi (Mazda Miata); 20. Sean Minehart/CCar (Toyota MR2 Spyder); 21. Dennis Hubbard/SanF (Mazda Miata); 22. David Spratte/NCar (Toyota MR2 Spyder); 23. Chris Bolt/NwOh (Toyota MR2); 24. Gary Cameron/SanD (Mazda Miata); 25. Michael Eckert/OhV (Toyota MR2 Spyder); 26. George Schmitt/SBnd (Mazda Miata); 27. Ed Lange/NNJ (Toyota MR2); 28. Adam Norton/Ky (Toyota MR2 Spyder); 29. Zack Barnes/LnSt (Toyota MR2 Spyder); 30. Brian Maskrey/Hous (Toyota MR2 Spyder); 31. Stephen Miller/NCar (Mazda Miata); 32. Michael Grosenheider/LnSt (Toyota MR2 Spyder); 33. Edward Tsui/CSCC (Toyota MR2 Spyder); 34. Jesse Shapiro/Colo (Toyota MR2 Spyder); 35. Ryan Cirillo/SanF (Toyota MR2); 36. Jim Garton/RioG (Mazdaspeed Miata); 37. Carson Orud (Mazda Miata); 38. Mike Robinson/TnnV (Mazda Miata); 39. Bruce Schlaebitz/BgSk (Toyota MR2 Spyder); 40. David Robinson/TnnV (Mazda Miata); 41. Brian Haynes/RioG (Toyota MR2 Spyder); 42. Sean Grubb/NeOk (Mazda Miata); 43. Ed Runnion/SanF (Mazda Miata); 44. Mark Wolfe/SanD (Mazda Miata); 45. Charlie Davis/SanF (Mazda Miata); 46. James Green/Neb (Toyota MR2 Spyder); 47. Bud Bohrer/Nwst (Porsche 944); 48. Mark Miller/NCar (Mazda Miata); 49. Terrance Pearson/ArAl (Mazdaspeed Miata); 50. Chris Peet/SBnd (Mazda Miata LS); 51. Peter Lindberg/Hous (Mazda Miata); 52. Vernon Head/SanF (Toyota MR2); 53. Craig Boyle/SanF (Toyota MR2); 54. Richard Grav/Sind (Mazda Miata); 55. Jonathan Crowe/Sind (Mazda Miata); 56. Steve Ducharme/Neb (Mazda Miata); 57. Harold Reed/LnSt (Toyota MR2 Spyder); 58. Clark Benton/Ark (Toyota MR2 Spyder); 59. Eric Peterson/NCar (Toyota MR2 Spyder); 60. Buck Entriken/Tex (Mazdaspeed Miata); 61. Ian Johnson/RioG (Toyota MR2 Spyder); 62. Rocky Entriken/Sal (Mazda Miata); 63. Bill Bauman/KC (Mazda Miata); 64. Henry Brillhart/Wich (Mazda Miata).

a week, and then she caught a flight later on. Without her, I would not be here at all. It's been a very long two weeks."

Somehow McCelvey was able to put the damage at home aside to focus on driving to a dominating victory over a field of 46 drivers. Check the numbers: McCelvey won by a margin of 1.297sec over Robert Carpenter. There were 13 trophies given in the class. The other 12 trophy winners were all covered by a spread of 1.178sec.

CS, in the fourth heat, was "just" 46 drivers this year, about half of the record-breaking 86 drivers in 2016 after the re-org of the "Toyobaru" twins to DS. CS is now all but a Mazda MX-5 ND spec class, with those cars taking the top 12 trophies.

McCelvey, Carpenter, and father/son Brian and Julian Garfield battled all afternoon on the East Course for the top position, with Carpenter in the

lead for the first two runs.

Carpenter missed a shift at the start of his third run, which gave McCelvey the chance to move ahead with a best time of 56.498 and a scant 0.002sec lead. Julian Garfield jumped ahead of his dad on his last run to round out the top three. After day one, the spread covering the 13 trophy positions was only one second.

Day two on the West Course, the top four positions did not change but McCelvey slowly opened up a huge lead over the rest of the field. With a 0.7sec lead after two runs and a final run of 60.890, he built a two-day total of 117.388.

"The burning question on every D Street competitor's mind... just how good is the Chevrolet Camaro"

This year was indeed a driver's class, with eight past champions and the new CS ProSolo champ in the field, three of whom couldn't even break into the trophies.

Dina O'Donnell

D STREET

The burning question on every D Street competitor's mind, as Heat 1 started on Thursday was, "Just how good *is* the Chevrolet Camaro 4-cylinder turbo?" They were to find out in short order.

The car was vastly outnumbered. Of 58 drivers entered, 36 were in "twins" and 14 more in WRXs to the one lone bowtie in the hands of Mark Scroggs and Des Toups. But Scroggs didn't waste any time in making that answer very clear.

On his first run through the fast and flowing Plane Side, he laid down a 56.6 in the Camaro, which was almost a half second faster than his nearest challenger, Chris Levitz in a Scion FR-S. And,



ES
Michael Ron
Mazda Miata

E STREET LADIES

1. Jennifer Bedell	NCar
Toyota MR2 Spyder	123.280
2. Chris Peterson	NCar
Toyota MR2 Spyder	123.443
3. Meredith Brown	RioG
Toyota MR2 Spyder	124.362
4. Marchell Fletcher/RioG (Mazdaspeed Miata); 5. Mary Lou Holmes/RioG (Mazdaspeed Miata); 6. April Brausen/Milw (Mazda Miata); 7. MacKenzi Crowe/Sind (Mazda Miata); 8. Sharon Brillhart/Wich (Mazda Miata); 9. Janet Bauman/KC (Mazda Miata).	



ESL
Jennifer Bedell
AtomicEmpire.com
Toyota MR2 Spyder



while Levitz coned out the rest of his day, Scroggs was able to push his lead to 0.6sec with his second-run 56.509. His third would have been faster yet but for a cone. Steve Berrodin rounded out the day one podium in his BRZ, with a 57.3, followed by Toups at 57.5.

On day two, it was more of the same - Scroggs once again posting a jaw dropping time right out the gate, the first (and slowest) of his three 61sec runs. He just continued to drop time on every run, with his third being the fastest at 61.206, to total 117.715.

In a battle for the best of the rest, the WRXs gained some traction on the tighter, more technical Corn Side course. 2016 DS Champion Dennis Sparks was the only other driver to find a 61, and not until his final run, but the 61.5 helped him to claw his way up from fifth to second, 1.494sec behind.

Berrodin's BRZ would hold on for the final podium spot, while Chris Dvorak's WRX squeezed past Toups by 0.002sec for fourth place.

D STREET LADIES

Last year, the entirety of the DSL grid was made up of WRXs. This year, the six-driver grid was all FR-S and BRZ, except for one holdout: the WRX of last years' champion, Julie Heaton.

Cones were flying on the Plane Side early on in the Heat 3 DSL battle, with corner workers chasing every car but one. As a result, Heaton, even carrying a cone, had a six-second lead. Half the field coned the second run - Heaton didn't and posted a 59.3; Haley Oosterhof did and still took over second place with the gap cut in half. Finally, on third runs, everyone settled down and ran clean, the corner crews all caught their collective breath as Heaton posted a

58.814 and Eileen Blando closed within a second.

On the Corn Side, the cones got a break. Only one was scored in the entire heat by a DSL car.

Blando wasn't going down without a fight. On her first run she knocked half a second off of Heaton's lead with a scorching 64.024. Heaton responded with a 64.1 on her next run. And there it stood, neither going any better on final runs, Heaton had Blando 0.704sec behind and secured her third championship with a total time of 122.953.

John Hunter

E STREET LADIES

Nine drivers assembled in the East Course's grid Tuesday morning for the second heat, twice as many Miatas as MR2s. Final score: Toyota 3, Mazda 0.

At the top of the results page, one car was dominant - an MR2 shared by Chris Peterson and Jennifer Bedell. Peterson set the

early mark with a 60.7, but after second drivers had run it was Bedell in the lead at 60.2.

Ditto for second runs. Peterson was first to break the 60-second barrier, turning 59.3; Bedell countered with a 59.1. Peterson was only able to muster a 59.2 final run; Bedell took the opportunity to extend her lead with a blast at 58.985. Meredith Brown was third at 60.1

On the West Course, Peterson was caught out by the lower grip and had a spin while Bedell put a clean 64.4 on the board. Second runs were Peterson 64.5, Bedell 64.2. Brown had an even quicker 64.2, solidifying her hold on third place.

Peterson, hoping to put pressure on her co-driver, posted the fastest time of the day on her final run. The 64.144 wasn't enough, however, as it left her 0.163sec behind Bedell's 123.280. Still in grid, Bedell realized she had secured her



FS
Jeff Cashmore
Badger Meter
BMW M3

F STREET

1.	Jeff Cashmore	Milw	BMW M3	118.217
2.	Courtney Cormier	WDC	Camaro	118.411
3.	Mike Leeder	Milw	Camaro	119.277
4.	James Paulson	Ore	Mustang GT	119.348
5.	Jeremy Anderson	LOL	BMW E90 M3	119.840
6.	Christopher Jepsen	Neb	Mustang GT/PP	120.023
7.	Jimmy Vajdak	Det	Camaro SS	120.078
8.	Jason Bucki	Ariz	BMW M3	120.137
9.	Michael Feeney	NCar	Camaro	120.236
10.	Justin Eckles	Neb	Mustang GT	120.251
11.	Philip Mitchell	Det	Camaro SS	120.296
12.	Clark Walker	Chi	BMW M3	120.456
13.	Brad Moore	Milw	BMW M3	120.698
14. Chris Kirkland/Colo (Mustang Boss 302); 15. Dave Bahl/LOL (BMW M3); 16. Chris Hammond/STL (BMW M3); 17. Rod McGeorge/WDC (Camaro); 18. Sean Scott/NeOk (BMW M3); 19. Matt Feeney/BlRg (Camaro); 20. Matthew Grainger/StL (BMW M3); 21. Shawn Lambert/Ky (Camaro); 22. Kevin Youngers/Colo (Mustang GT); 23. Brian Flanagan/Chat (BMW M3); 24. Marshall Moore/Milw (BMW M3); 25. Denise Cashmore/Milw (BMW M3); 26. Chuck Hanson/RioG (BMW M3); 27. Clay Brubaker/Almo (Mustang GT); 28. Jacob Crow/LnSt (Mustang GT); 29. Dan Hawryliw/Ariz (Mustang GT); 30. Jason Proksch/Indy (BMW M3); 31. Devin Duran/Colo (Mustang GT); 32. Scott Dobler II/Chat (BMW M3); 33. Sam Eddy/SagV (Camaro SS); 34. Jonathan White/Colo (Mustang GT); 35. Dan Sabol/StCt (Mustang GT); 36. Tyler Potter/Wich (Camaro 1LE); 37. Donald Knop/Neb (Ford Shelby GT); 38. Michael Young/Indy (Camaro); 39. Jacob Lynn/Wich (Mustang GT); 40. Shane Donahue/Milw (Camaro SS); 41. Michael Mai/ConD (Mustang Boss 302); 42. Dave Lehrschall/SInd (Mustang GT); 43. Luis Urrutia/Kan (Mustang GT); 44. Nate Langford/OzMt (Camaro); 45. Ron Jochum/SInd (Mustang GT).				

F STREET LADIES

1.	Amanda Minen	WDC	Camaro	140.019
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FSL
Amanda Minen
Chevy Camaro

second ESL championship well before she strapped into the car for a throwaway final run.

Afterward, Bedell gave a shout-out to “the incredible coaching and support I get from Chris and Eric Peterson, and all the folks who come with us from North Carolina.”

E STREET

Mazda got its piece of the pie when the Open class came to the East Course. With a 64-driver class and 17 trophies available, the MR2 contingent got its share, but Miatas owned the podium. Delays in the early heats Tuesday pushed the fifth heat start past 5 p.m., but the high-reliability cars meant the heat’s 200-plus runs were completed about as quickly as could be wished.

With relatively cool ambient temperatures, early drivers struggled to find grip. Wes Jenrich in his 1999 Miata Sport

coned away his first run re-run, but his co-driver, Michael Ron, took full advantage of the warm tires to lay down a first-run time of 57.5 that would be untouched by anyone but himself for the rest of the heat.

On his second run, Ron was the recipient of a re-run himself. He stunned the field with 56.868, taking nearly a 1.2sec lead.

Matt Waldbaum, also in a 1999 Miata, was the only one of the top contenders to improve on his third run. His 57.7 was the only other sub-58 run of the day, but still 0.9sec behind Ron.

Weather conditions were optimal for the ES competitors on the West Course Wednesday, at least two hours earlier than the day before. While several drivers flirted with the low 63s on their first runs, including Ron who was plus one, it was Waldbaum who set the early standard and moved into the lead with a 62.8.

Jenrich, who’d slipped to eighth on day one, tripped the beams with an impressive 62.4 on his second run, moving up to third position. When Waldbaum failed to improve, attention shifted to Ron, who was on a clean and solid run when he was red flagged in the final corner. A collective groan could be heard from the grid, where the other challengers bemoaned the day one leader getting yet another free look at the course. On his re-run, Ron posted a clean 63.1, which was off the pace of his co-driver, but enough to regain a comfortable lead.

Jenrich, reaching a little too far for a heroic run, needing a little more than a full second, bobbled a corner and DNF’d. Waldbaum failed again to improve. Ron could have coasted but he went for it, getting FTD at 62.239. His final two-day total was 110.107, and his margin an impressive 1.536sec – more

than the spread covering the next 10 drivers.

“The car felt great all week,” Ron said. “Once I won the ProSolo Finale, I knew I just needed to let it keep rolling, and not let anything get into my head too much.”

Gary Patrick

F STREET

F Street (and before that, F Stock) has traditionally been the home of Detroit Iron but BMW has also had a say for the past few years. This year was no different as 45 drivers entered in a diverse field of both fifth and sixth generation Camaros facing off against the ever-popular Mustang and a handful of E90 M3 BMWs.

Jeff Cashmore was dominant in D Modified so long – six wins in eight years through 2015 – some may forget his first four championships were in Stock classes. Well, he’s back. He

G STREET

1. Doug Rowse Ford Focus ST	Ariz 120.887
2. Jen Wong Volkswagen Golf GTI	Det 121.092
3. William Keese Ford Focus ST	Chi 121.157
4. Kenneth Tsang Volkswagen GTI	Det 121.344
5. Josh McDonough Ford Focus ST	Det 121.689
6. Neil Britton Ford Focus ST	Det 122.399
7. Daniel Cochran Ford Focus ST	Chi 123.247
8. Brian Anthony/Det (Ford Focus ST); 9. Keith Koegler/NwOh (Ford Focus ST); 10. Jack Burns/NwOh (Volkswagen GTI); 11. John Azevedo/Chi (Volkswagen Golf); 12. David Howdyshe/Ariz (Ford Focus ST); 13. Clyde Caplan/WDC (Ford Focus ST); 14. Brian Kscinski/LOL (Ford Focus ST); 15. Ryan Thompson/Milw (Ford Focus ST); 16. Tim Reinhardt/DMV (Volkswagen GTI); 17. Jeffrey Westfall/Colo (Volkswagen GTI); 18. Phil Osborne/Tex (Ford Focus ST); 19. David Anderson/Tex (Ford Focus ST); 20. Mikaila Conway/LOL (Ford Focus ST); 21. Chris Hall/Hous (Mazdaspeed 3); 22. Davin Kubo/Haii (Ford Focus ST); 23. William Hammac/CFla (Ford Focus ST).	

G STREET LADIES

1. Barbara Seeger Ford Focus ST	NEng 129.091
2. Lin Cox/ETnn (Ford Focus ST); 3. Melanie Dorsey/Colo (Ford Focus ST).	



GSL
Barbara Seeger
Ford Focus ST



GS
Doug Rowse
Howdy! Bieber
Motorsports-Baby
Ford Focus ST

originally entered a brand-new Camaro but couldn't get it ready, so he showed up with an M3.

On Tuesday, Phillip Mitchell appeared to take a commanding early lead with a 56.5sec opening run on the fast East Course, only to have it taken away when audit sheets revealed two cones that had gone unreported to timing and scoring. Meanwhile, Cashmore and Courtney Cormier, running a fifth gen Camaro, put in solid first runs to slot in at the top of the leader board.

Second runs saw James Paulson's Mustang stepping up with a 56.8 that put him in the lead and assured him a spot among the contenders for day two. Second drivers saw Cormier overtake Paulson while Cashmore slid back to third place. On final runs, Cormier did a 56.6 that briefly was fast time until four cars later Cashmore ended the day

at 56.592. Paulson was a DNF while Mike Leeder came in with a 57.0 to slot into fourth place as the top sixth gen Camaro in the field.

The tight and technical West Course was Wednesday's challenge for the wide and heavy vehicles of F Street. Cormier thought his Camaro with its wider tires could match the Cashmore BMW in spite of the width advantage on that car. First runs suggested he could be right, with his 62.1sec run - as he came through the finish Cashmore was just about to go out - but by the time Cashmore came in with a clean 62.4, Cormier learned he'd

"I knew I just needed to let it keep rolling, and not let anything get into my head too much"
MICHAEL RON

tagged a cone. Michael Feeney was the day's early leader with a 62 flat.

Cashmore settled the matter on his second run with a 61.625sec time. Of course, no one was just rolling over - Cormier closed it down on his third run with a 61.7, only 0.194sec behind. Leeder and Paulson also ran their best times, 62sec runs that anchored them in third and fourth.

Cashmore ended up with a combined time over the two days of 118.215 to take his 11th championship. "I did everything I had wanted to on my second run, so for my final run I just went out to see what the car could do," Cashmore said. It came close to being an expensive experiment as he revealed accidentally grabbing first gear nearing the finish on his final run but was able to disengage the clutch before fully executing the "money shift."

F STREET LADIES

Amanda Minen was alone in FSL on the Heat 4 grid in Cormier's Camaro, but kept corner workers busy with pylon penalties on every run. She had raw times of 62.789 (plus one) on the East Course, 69.230 (plus three) on the West, with a combined time of 140.019sec.

Dennis Sparks

G STREET LADIES

The three ladies who made up this year's GSL field, wheeling a Ford Focus each, were close and competitive. Barbara Seeger, a software engineer and tester, led the pack with a 68.2 early. Lin Cox, a surgical RN, answered by firing up a 67.5 on her second run only for Seeger to respond with a 67.159. Melanie Dorsey, a sixth grade teacher, was lurking about a second behind.

Friday on the East Course, Seeger was hot, setting the time to beat on her second run, a



HS
Mike King
Bridgestone/
HomePro Realty
Ford Fiesta ST

H STREET

1.	Mike King	Bucc	Ford Fiesta ST	122.798
2.	Greg Reno	Kan	Mini Cooper	122.860
3.	Russell Blume	Wich	Mini Cooper JCW	123.546
4.	Preston Jordan	LOL	Honda Civic Si	123.702
5.	Ken Houseal	Phil	Ford Fiesta ST	124.105
6.	Steve Broliar	TnnV	Honda Civic Si	124.242
7.	Tyler Francis	STL	Honda Civic Si	124.836
8.	Andy Thomas	WDC	Honda Civic Si	124.894
9.	Van Townsend	Colo	Honda Civic Si	125.007
10.	Ted Descovich	NNJ	Ford Fiesta ST	125.112
11.	Brandon Hagaman	Det	Ford Fiesta ST	125.142
12.	Scott McHugh/CSCC	(Honda Accord);	13. Alex Piehl/AIHi	(Ford Fiesta);
14.	Roy Handoko/Chi	(Ford Fiesta ST);	15. Sam Dougherty/CCar	(Honda Civic Si);
16.	Ian Baker/WDC	(Ford Fiesta);	17. Justin Tilus/LOL	(Honda Civic Si);
18.	Tim Sholar/Cinc	(Ford Fiesta ST);	19. Josh Jones/DMV	(Ford Fiesta ST);
20.	Todd Freeman/LOL	(Ford Fiesta ST);	21. Dan Marx/CIII	(Ford Fiesta ST);
22.	Josh Kolbach/Milw	(Ford Fiesta ST);	23. Jason Fair/NEng	(Ford Fiesta ST);
24.	Sam Lee/StL	(Mini Cooper);	25. Eric Fredricks/GtRv	(Fiat 500 Abarth);
26.	Jack Nguyen/NEng	(Mini Cooper);	27. Paul Crane/Ark	(Mazda 3);
28.	Daryl Beck/NEng	(Honda Del Sol);	29. Chang Ho Kim/NEng	(Honda Del Sol);
30.	James Carr/Mont	(Honda Civic Si);	31. Don Green/CSCC	(Honda Accord);
32.	Gary Patrick/CIII	(Ford Fiesta);	33. Josh Brockman/NEng	(Mini Cooper);
34.	Don Herrick/Wich	(Ford Fiesta ST);	35. Steve Schaffer/Neb	(Ford Fiesta ST);
37.	Tony Mitera/Neb	(Mazda 6);	38. Brent Cary/Indy	(Honda Fit).

H STREET LADIES

1.	Laney Blume	Wich	Mini Cooper JCW	127.443
2.	Gwen Habenicht/NCar	(Honda Civic Si);	3. Tina Moreau/NEng	(Mini Cooper).



HSL
Laney Blume
Mini USA/
///M Power
Mini Cooper





61.9. Cox and Dorsey's battle for second went to Cox in the first lap, Dorsey in the second and then back to Cox in the third lap with best time of day in GSL, a 61.908. It was not, however, enough to overcome the deficit from Thursday.

Seeger won with a 129.091, 0.307sec ahead of Lin, after which they all did a group hug.

G STREET

It's the last heat of the day on Thursday's West Course and it's getting hotter. Ford engineer Bill Keese, in a Focus, was intent on getting a clean first run to build on and said his only problem was that the car likes "ice" mode. His second-run time of 62.430 was enough to put Doug Rowse, Josh McConnough, Jen Wong, and Ken Tsang all between 0.3sec and

0.8sec behind - a sizeable lead toward Friday's championship. The announcer noted that there was a seemingly large amount of cone calls for such small cars.

Come Friday and the East Course, it seemed that those pesky cones were indeed altering many times. Except for Rowse's Focus ST with six clean runs. His second run of 58.1 was enough to snag first and then hold off Jen "not a girl" Wong (per the announcer, who'd used female pronouns for his first two runs until, apparently, someone clued him in).

Wong's third-run 57.869 and Ken Tsang's 57.9 moved them both up, but Bill Keese's 58.7 lost him two places, dropping him between Wong's and Tsang's second- and fourth-place finishes in the same Volkswagen GTI.

Rowse said Friday was a "good challenge," and being 0.3sec down from Keese on Thursday let him know he had to "get back to basics, focus, get accurate, and calm down." A former racer, he said RallyCross really helped him steer the front-wheel-drive car and apply power accurately.

Wong said he "didn't want to make the car look bad." Keese in third reported he was, "too cautious after that second-run cone" which cost him the title. Rowse's time totaled 120.887 to claim his fifth championship, 0.205sec ahead of Wong.

Buck Entriiken

H STREET

Greg Reno, after a year's hiatus, wasted no time in his quest to reclaim the H Street jacket.

Going out as one of the earlier drivers in Tuesday's third heat on the East Course, Reno took his Mini to the lead after first runs and further improved to a 58.876 on his second, fastest for the day. Mike King was just 0.011sec off that time on his Fiesta's first run but hit a cone and then lost traction control on for his second run. Forced to be conservative, King still ended the day only 0.2sec adrift of Reno in second place.

Audit issues plagued the end of the heat, leaving everyone unsure of the state of play in the class. Preston Jordan briefly assumed a 0.02sec lead as a cone was removed from his last run, and then added back dropping him to fourth behind Russell Blume's Mini. King's first run changed from DNF to no



FOOT PATROL

The mid-day course walk at Lincoln is an essential tool, giving drivers a chance to scope out the clean line.

penalty under protest, then back to a cone. With no video evidence, "I decided to drop it and use the two-tenths gap as motivation," King said.

It worked. On the West Course, King cut Reno's edge in half after first runs and assumed the lead with a 63.721 on his second run. With nothing left to lose, Reno went all out on his third run but fell short by a mere 0.062sec. Blume and Jordan would remain in the third and fourth spots.

"I was pedaling as hard as I could," said Reno of his run up the finish chute, "but I know some of these guys were leaving me behind there."

King's day gave him a total two-day time of 122.798. "That felt good to put in the books," he beamed, having waited nine

years to win his second jacket after taking STS2 in 2008. Actually, it was his third win - he also won STS2 in 2007 as a supplemental class.

H STREET LADIES

Three women ran HSL in the fifth heat, all with car numbers in the 90s. Somebody had to be first, but all three would be out on the East Course together so nobody would know who'd done what until the run was over.

First out would be Tina Moreau's Mini, No. 91, which brought home a pylon and was far off the pace. Next was Laney Blume's No. 97 Mini JCW returning in 62.4, and still cruising to her grid slot when Gwen Habenicht's No. 99 Civic Si came in at 62.1. So it was game on.

Quickly wrapping her head

"Audit issues plagued the end of the heat, leaving everyone unsure of the state of play in the class"

around the course, Blume dropped 1.6sec on her second run to take the lead despite Habenicht's own improvements. In textbook style, both drivers saved their fastest runs for last, with Blume's 60.702 good for a 0.3sec lead going to the West Course.

"It was a good course for the Mini," said an elated Blume, "Slaloms were good, and sweepers were good."

Habenicht apparently had set a harder challenge for herself, having never driven the Civic

before a trip to the practice course mere hours earlier. "I do wish it rotated better," she said.

To that end, Habenicht made a shock adjustment for the first run on day two but yielded another tenth to Blume. Unhappy with the car, Habenicht went back to the original settings and found some aggression, posting a would-be winning time were it not for the two cones she barely rolled over with the rear tire. Meanwhile, a jittery Blume posted her own scorching scratch time helped by a shortcut, which left her DNF.

Third runs for both were separated by just 0.037sec, but Blume's was the quicker at 66.742. She claimed the winner's jacket at 127.443, winning by 0.338sec.

Manfred Reysser

Street Touring Classes

STREET TOURING ULTRA LADIES

Teddie Alexandrova, a native of Sofia, Bulgaria, was a runway model in Europe and Miami who came to America to study finance and stayed for the people of SCCA. She is one of those amazingly tactile drivers who can feel their way around an autocross course like most of us wish we could.

In Thursday's second heat she ran a flawless 61.378 last lap on the West Course to put herself 0.008sec ahead of the formidable past Champion Mina Ingraham, who can make a Subaru STi dance like few others can. Both had almost identical 61.3s, four seconds clear of the rest of the field.

Friday, the fierce battle resumed with Alexandrova - in the bright blue 350Z - throwing down a first-run 57.8, besting Ingraham's rev limiter-limiting 58.0. Next time out, Ingraham's

answer was a third gear shift and a 56.880, beating Alexandrova's 57.0 for the win and a second championship with a time of 118.266. The margin was just 0.203sec, the two trophy winners six seconds clear of everyone else.

Ingraham knows her car well, having bought it new 13 years ago. "I knew I had to go faster and third gear was the answer," she said.

Alexandrova says she is "process oriented, as opposed to results oriented," and "loves the experience all the time, even when it's hard or when you lose."

Ingraham, a former Formula SAE driver, is "used to having to fight to place," she said. "It is an honor," she added, to battle the other girls in STUL. Her Subaru has about 12 little stuffed animals, including unicorns, belted up in the back seat. None were wearing helmets. They didn't look scared.

STREET TOURING ULTRA

Brian Heitkotter did something he's never done before - he won a national championship, again, but this time in the same class. It was his eighth championship, but the first time he'd won the same class twice.

The defending STU champion, in the immaculate 350Z he shares with Teddie Alexandrova, was probably the most consistent (as well as fastest) driver in the STU class. His Thursday times spanned 0.142sec and were the only sub-60 times posted by any of the 29 drivers. Bill Zerr in his Subaru came close with a 60.1; a faster final run being nullified by a cone. John Hale's last run, also 60.1 in a Subie, put him in the chase and comfortably ahead of Lane Borg and Ryan Finch in Corvettes, almost a full second back.

On Friday, STU was the last class running on the last heat of the day, and temperature could have been a problem on what

STREET TOURING ULTRA

1. Bryan Heitkotter SanF 114.409
Nissan 350Z
2. John Hale LnSt 115.767
Subaru WRX STi
3. Bill Zerr Nwst 115.818
Subaru Impreza WRX STi
4. Lane Borg Tex 116.952
Corvette
5. Ryan Finch NwOh 117.248
Corvette FRC
6. Andrew Ramos Det 117.464
Corvette
7. Wojtek Hajduczek Phil 117.588
Nissan 350Z
8. Chris Gladu Colo 117.598
Subaru Impreza WRX STi
9. Jonathan Rogers/Det (Corvette); 10. Jimmy Au-Yeung/SanF (Mitsubishi Lancer Evo SE); 11. Mark Hill/Kan (Mitsubishi Evo IX); 12. Dan Podhola/Nwst (Subaru Impreza WRX STi); 13. Nick Gruendler/LnSt (Subaru WRX STi); 14. Jason Daily/CIII (Nissan 350Z); 15. Mark DeShon/SCC (Nissan 350Z); 16. Drew Tonnesen/Chi (Nissan 350Z); 17. Kai Jones/Colo (BMW M3); 18. Matt Davis/Det (Corvette); 19. Norman Rawls/Det (Nissan 350Z); 20. Hal Dorton/SanF (BMW M3); 21. Ezra Kelderman/Colo (BMW M3); 22. Clyde Siazon/NNJ (Subaru STi); 23. David Cosseboom/Neb (Mitsubishi Evolution); 24. Evan Markewycz/Utah (Nissan 350Z); 25. Paul Tibbals/SanF (Subaru STi); 26. Thom Hardy/Tex (Subaru WRX STi); 27. David Gladu/Colo (Subaru Impreza WRX STi); 28. Aaron Lippert/LnSt (Subaru STi); 29. Skip Cruse/Neb (BMW M3).

STREET TOURING ULTRA LADIES

1. Mina Ingraham Ore Subaru WRX STi 118.266
2. Teddie Alexandrova SanF Nissan 350Z 118.469
3. Lauren DiRuzzo/Fla (Subaru STi); 4. Katherine Flater/SanF (Mitsubishi Evo); 5. Kelly Gladu/Colo (Subaru Impreza WRX STi).



STU

Bryan Heitkotter
ProParts USA/
stranoparts.com/
Nexen Tire
Nissan 350Z



STUL

Mina Ingraham
Fluffy Unicorn
Racing
Subaru WRX STi



was becoming a very rubberized East Course. It looked like the Corvettes might have an edge on this more open track. Yet Heitkotter again showed uncanny steadiness, the only driver with a trio of 55s, the last an unbeatable 55.048 for a winning total of 114.409.

Zerr and Hale resumed their Subaru battle for the other two podium steps. Zerr held onto second place until the final runs when Hale found almost a full second improvement to finish 0.051sec ahead of Zerr but 1.358sec behind Heitkotter. Hale said he thought he drove terribly on Thursday and needed to stop overdriving and slow down to go faster. "I hit third twice on my last run," he said.

Heitkotter said his dominant performance was a result of "years of autocrossing, and racing for Nissan from 2011-'16 had a lot to do with it." The 350Z is relatively new, with all the

suspension transferred from his last National Championship car. "I'm obsessed with driving as fast as I can," he said.

Buck Entriiken

STREET TOURING ROADSTER

With 76 Open-class drivers, STR had the third heat all to itself. It was the second-largest class ever at the Solo Nationals (CS had 86 last year) and the largest Street Touring class on record. STR was a pretty even split of Honda S2000s and Mazda MX-5s, but

despite relative parity in car choice, the field competed Tuesday with uncharacteristically low cone casualties on the tighter West Course, to the relief of the course workers who had to chase 456 timed runs

Kevin Dietz led with a first-run 59.5 until Ian Stewart's 58.9 on his second run. Stewart backed it up with a slightly leaner 58.908 to be the only STR driver to break 59sec. He had a half-second lead over David Marcus and defending Champion James

Yom to finish day one. The top 11 drivers had run within a one-second spread.

Stewart said Roger Johnson courses "really suited his eye," and that he felt comfortable with the layout and visuals of the 2017 Nationals courses.

On the East Course, Ron Bauer clung to an early lead on the strength of a 54.7 first run until David Marcus turned 54.593 on his second. Pylons were more at hazard on Wednesday, with two drivers collecting batches of six.

STREET TOURING ROADSTER

1. Ian Stewart	CFla	Mazda MX5 Miata	113.723	14. Justin Neal	WDC	Mazda MX5 Miata	115.525
2. David Marcus	Fla	Mazda MX5 Miata	114.046	15. Michael Yanase	CSCC	Honda S2000	115.533
3. Brian Karwan	WDC	Mazda MX5 Miata	114.412	16. Tom Reynolds	RioG	Mazda MX5 Miata	115.838
4. Kevin Dietz	Nwst	Honda S2000	114.421	17. Mark Ayers	Nwst	Mazda MX5 Miata	116.232
5. Ron Bauer	Nwst	Mazda MX5 Miata	114.492	18. James Yom	CSCC	Honda S2000 CR	116.259
6. Mark Dudek	NEng	Mazda MX5 Miata	114.497	19. Eric Simmons	Phil	Honda S2000	116.266
7. William Koscielny	NEng	Mazda MX5 Miata	114.651	20. Ken Motonishi	CSCC	Mazda MX5 Miata	116.292
8. Kerry Coughlin	Delt	Honda S2000	114.872	21. Jed Peterson/Tenn (Honda S2000 CR); 22. Nathan Young/Phil (Honda S2000); 23. Heidi Ellison/NNJ (Honda S2000 CR); 24. Lance Keeley/Milw (Mazda MX5 Miata); 25. Nicholas Chu/Nwst (Honda S2000 CR); 26. Matt Cwieka/NEng (Mazda MX5 Miata); 27. Nathan Gordon/Wire (Honda S2000); 28. Darren DiSimo/Fla (Mazda MX5 Miata); 29. Jim Daniels/Ore (Mazda MX5 Miata); 30. Jay Balducci/ArzB (Honda S2000); 31. Greg Janulis/Milw (Honda S2000); 32. Jacob Ronald/NEng (Mazda MX5 Miata); 33. Piotr Szarkowicz/Nwst (Honda S2000); 34. Daniel Howard/CSCC (Mazda MX5 Miata); 35. Michael Willman/Almo (Honda S2000 CR); 36. Trevor Blackwell/WDC (Mazda MX5 Miata); 37. Eric Davis/Ark (Honda S2000); 38. Theron Langel/Nwst (Mazda MX5 Miata); 39. Todd Hesskamp/KC (BMW M3); 40. Ed Vogt/CFla (Mazda MX5 Miata); 41. Joe Calder/Milw (Mazda MX5 Miata); 42. Noel Leslie/WDC (Honda S2000 CR); 43. Armstrong Vongsavath/Tex (Honda S2000); 44. Barry Greenaway/WNY (Mazda Miata); 45. Gordon Kuhnley/LOL (Honda S2000); 46. Charlie Morales/Nwst (Mazda MX5 Miata); 47. Alan Claffie/WDC (Mazda MX5 Miata); 48. Kevin Pao/CSCC (Honda S2000); 49. Benjamin Zabel/Milw (Honda S2000); 50. Kevin Schultz/Utah (Honda S2000); 51. Paul Kreutzweiser/WDC (Mazda Miata); 52. Dean Rhodes/STL (Honda S2000); 53. Alberto Pizzato/Colo (Honda S2000); 54. Taylor George/Miss (Honda S2000); 55. David Thompson/LOL (Honda S2000); 56. Ryan Lutze/Colo (Honda S2000); 57. Paul Dodd/RioG (Mazda MX5 Miata); 58. Emilio Rescigno/LOL (Honda S2000); 59. Will King/BIrg (Honda S2000); 60. Kevin Buchholz/Colo (Honda S2000); 61. Rob Pingarelli/SNY (Mazda MX5 Miata); 62. Bob Buxbaum/KC (BMW M3); 63. Brady Loretz/Ark (Honda S2000); 64. Brett Rhodes/STL (Honda S2000); 65. Craig Donowho/Tex (Honda S2000); 66. Paul Lutze/Colo (Honda S2000); 67. Enderson Moua/LOL (Honda S2000 CR); 68. Jason Amistadi/Ccar (Honda S2000); 69. Carlos Vega/Kan (Mazda MX5 Miata); 70. Cullen Murphy/LOL (Honda S2000); 71. William Harris/Ccar (Honda S2000); 72. Mike Erpelding/Neb (BMW M3); 73. Skip Abadie/Tex (Mazda MX5 Miata); 74. Jeff Janulis/Chi (Mazda MX5 Miata); 75. Rolando Espinoza/Kan (Mazda MX5 Miata); 76. Bob Bailey/Tex (Mazda MX5 Miata).			

STR
Ian Stewart
Maitland
Importers Inc.
Mazda MX-5



STRL
Laura Campbell
Team Marbell
Mazda MX-5



STREET TOURING ROADSTER LADIES

1. Laura Campbell	TnnV	Mazda MX5 Miata	118.114
2. Kate Fisher	Ariz	Honda S2000	118.644
3. Carol Wong	Nwst	Honda S2000 CR	118.999
4. Evelyn Lee	Nwst	Honda S2000 CR	119.344
5. Casey Coughlin	Delt	Honda S2000	120.750
6. Langlee King	BIrg	Honda S2000	121.558
7. Maria Mayorga/NCar (Mazda MX5 Miata); 8. Michelle Knoll/WDC (Honda S2000); 9. Maegan Contreras/Colo (Honda S2000); 10. Jessica Pao/CSCC (Honda S2000); 11. Deb Erpelding/Neb (BMW M3); 12. Tami Daniels/Ore (Mazda MX5 Miata); 13. Lynn Ayers/Nwst (Mazda MX5 Miata); 14. Vanessa Lau/Almo (Honda S2000 CR); 15. Alyson Bauer/Nwst (Mazda MX5 Miata); 16. Emily Brown/Colo (Honda S2000); 17. Olga Bogdanova/MoHu (Mazda MX5 Miata); 18. Michelle DiGiacomo/SNY (Mazda MX5 Miata).			

STREET TOURING XTREME

1. Jonathan Lugod	SanD
Subaru BRZ	116.119
2. Craig Wilcox	KC
Mini Cooper S	116.305
3. Kyle Herbst	OhV
Scion FR-S	116.616
4. Jeff Wong	CSCC
Scion FR-S	116.690
5. Justin Tsang	SanF
Subaru BRZ	116.745
6. Annie Gill	Nwst
Scion FR-S	116.957
7. Mack Tsang	SanF
Subaru BRZ	117.002
8. Terence Chang	CSCC
Subaru BRZ	117.036
9. James Tatad	NY
Subaru BRZ	117.061
10. Steve O'Brien	CSCC
Mazda RX8	117.073
11. Shea Seefeldt	RioG
Subaru BRZ	117.089
12. Andrew McGibbon	RioG
Subaru BRZ	117.135
13. Timothy Moyer	Det
Subaru BRZ	117.210
14. Alan Salnikov	NEng
Scion FR-S	117.598
15. Justin Metz	Colo
Subaru BRZ	117.706
16. Thomas Smith	LasV
Scion FR-S	117.722
17. Manfred Reyser/Ariz (Scion FR-S);	
18. Raymond Dsouza/Ky (Subaru BRZ);	
19. Derek Punch/SanD (Subaru BRZ);	
20. Marlon Tecson/LasV (Scion FR-S);	
21. Adrian Cardenas/CSCC (Mazda RX8);	
22. Michael Carpenter/Utah (BMW 128i);	
23. Matt Hugenschmidt/CCar (Subaru BRZ);	
24. Aaron Buckley/NCar (Scion FR-S);	
25. Adam Tarnoff/CSCC (Mazda RX8);	
26. Terry Tabor/CFla (Subaru BRZ);	
27. David Webb/ArzB (Scion FR-S);	
28. Joe Silva/Sal (Mini Cooper S);	
29. Peter Modjeski/Milw (Subaru BRZ);	
30. Pablo Laight/RioG (Scion FR-S);	
31. Evan Clavijo/NEng (Scion FR-S);	
32. Kevin Gleaton/Chi (Scion FR-S);	
33. Chris Thorpe/Nwst (Volkswagen Golf R);	
34. Brandon Slater/Tex (Subaru BRZ);	
35. Zeph Uusitalo/Ore (Subaru BRZ);	
36. Gregory Pollack/WDC (Subaru BRZ);	
37. Alex Paraskevas/Ore (Subaru BRZ);	
38. Guy Ankeny/CSCC (Mazda RX8);	
39. Rad Tatis/NNJ (Subaru BRZ);	
40. Marcus Pyne/WDC (Subaru BRZ);	
41. Matt Stephenson/Colo (Subaru BRZ);	
42. Les Davis/CFla (Scion FR-S);	
43. Chad Parker/SCar (Scion FR-S);	
44. Jeffrey Fritz/Milw (Scion FR-S);	
45. Douglas Hitchcock/KC (BMW 328i);	
46. Hans Villanueva/Iowa (Scion FR-S);	
47. Brian Fipps/NeOk (Mazdaspeed 3);	
48. Elliot Loo/Haii (Scion FR-S);	
49. Erik Witkamp/ArzB (Mazda RX8);	
50. Bradley Walker/Tex (Subaru BRZ);	
51. Bryan Blackwell/WDC (Subaru BRZ);	
52. Steve Mitchell/WDC (Subaru BRZ);	
53. Travis Kelley/ArzB (Mazda RX8);	
54. Eric Hunter/NeOk (Mazdaspeed 3);	
55. James Repech/SCar (Scion FR-S);	
56. Nathan Repech/SCar (Scion FR-S);	
57. Sonja Hitchcock/KC (BMW 328i);	
58. Gregory Shumaker/CFla (Subaru BRZ).	

STREET TOURING XTREME LADIES

1. Nicole Wong	CSCC
Scion FR-S	120.204
2. Mindi Cross	ArzB
Scion FR-S	120.614
3. Jen Fox/WDC (Subaru BRZ);	
4. Jessica Podhola/Nwst (Volkswagen Golf R);	
5. Elayne Man/Haii (Scion FR-S).	

One was Yom, who tumbled far down the timesheet, but with 20 trophies at stake, he still took one home.

Stewart had been well off the pace and was out on his third run when he made an error in the first slalom and spent the rest of the run thinking, "I just blew the whole thing." But his aggressive attack was able to claw out a 54.8sec time; good enough for the STR win by 0.323sec. In his wake, and all finishing in the same one second behind were Marcus, Brian Karwan, Dietz, Bauer, Mark Dudek, and William Koscielny.

Stewart credited friends who told him to refocus and just drive - no small feat considering

"My last win was in 2012 so it's been five years, but it feels just like the first one"

JONATHAN LUGOD



STXL ▶

Nicole Wong
Bridgestone/
ProParts USA
Scion FR-S



Hurricane Irma was threatening his home in Orlando. But 113.723sec on course under Lincoln's sunny skies brought him the comfort of a second championship.

STREET TOURING
ROADSTER LADIES

STRL was also a record setter for sheer class size, doubling the nine cars that competed a year ago. The 18 drivers formed the fifth-largest Ladies class ever, the largest ST Ladies ever, the largest Ladies of any category more than 15 drivers in 21 years, and together with STR the 84 drivers are the second largest Open/Ladies entry ever after last year's 86 in CS/CSL. STRL also outnumbered 20 of the Open classes.

And the ladies put on a show. Defending STRL Champion Kate Fisher (Honda S2000) and 2014 STRL Champion Laura Campbell (Mazda MX-5) ran the West Course in a near dead heat with

the 0.008sec edge to Fisher's 61.629sec over Campbell's time.

Now Campbell had the motivation of "coming from behind, even though the day one times were close." She had been working on "putting down solid, usable first runs instead of parade-lapping" on her first look at a course.

Campbell led from the first run, starting with a high 56 to Fisher's low 57. The margin increased with a second-run 56.477 for a 118.114sec total, while Fisher could do no better than a pair of 57.0s. Campbell had her second championship. Carol Wong and Evelyn Lee both also ran mid-56s, quicker than Fisher, to claim third and fourth place.

Charles Kim

STREET TOURING
XTREME LADIES

Nicole Wong won her seventh consecutive SCCA National Championship, coming from



◀ STX

Jonathan Lugod
OS Giken/
Bridgestone/
MANN
Engineering
Subaru BRZ

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behind to win the STX Ladies title. She has now won in four different STX classes, but this was her first in a rear-wheel-drive car.

Mindi Cross, the first car out, set the pace on the East Course, running the second heat on Thursday. Her second-run 57.208 was just a shade quicker than Wong's 57.3, both in Scions.

"I think I did what I wanted to do," Cross said. "I hit my marks and I tried not to pay any attention to what my fellow competitors were doing, just playing my own game. The car's great."

For Wong, changing to a set of 225mm Bridgestones was key, she said. "I went out on a set of tires that I hadn't run yet this weekend, and the car wasn't turning for me," she explained. "For my last run, I switched back to my ProSolo tires. I was on cold tires, but the car felt a lot better to me. I thought it was me, but we watched some video and saw that the car just was not turning. I was

sliding past everything. After we changed tires, I could tell at the first slalom that the car was working, so it was good that we went with our little 225 tires."

On the West Course, Wong's first run decided the contest. Her 62.831 grabbed a 0.410sec lead with a 116.119sec total. Cross ran a 63.4. After that, there was no more improvement for either of the top two drivers.

"I went out on the tires I ended up with [on day one] and, unfortunately, the course just got greasier and greasier so I couldn't pick up any time," Wong said. "I'm glad I had a good first run. Usually I sit on my second run because I'll make a mistake on my first that I have to fix on my second run. I tried to improve, but the car was getting harder and harder to drive."

STREET TOURING XTREME

Experienced autocrossers know it only takes one good run on

each day to win. In the 58-driver STX class, Jonathan Lugod proved the point as he only had two clean runs - his first on Thursday and his last on Friday. But those were enough to win a second championship for the Subaru driver.

STX ran in the last heat. Lugod's 55.084 would stand up as FTD all day. Ten other drivers would finish in the 55s, but the closest was his co-driver, Terence Chang, almost half a second back.

"We knew that it was going to get greasy out there so it was important to get a good first run and build off of it," Lugod said. "That's pretty much what our game plan was, and it worked out. For tomorrow, we'll do the same thing even though it's going to be hotter. I hope to keep the mental game up, try to nail it early on, and build off it."

Friday, on the West Course, Lugod's plan failed. "The plan was to try and get it done on the

first run, and I made it very hard for myself," he said. "I DNF'd on the first run, and that rattled me for the second run." On that run, he tagged a cone.

Jeff Wong, 10th on day one, ran 60.7 to hold the lead after first runs. Craig Wilcox, in a Mini - one of the last drivers out - set the day's fast time on his second run at 60.633, rising to the top of the timesheet. On the second day, six drivers posted times in the 60s. Lugod was not one of them.

"I knew there was a mid-60 on that last run," Lugod continued. "I tried to stay off the cones as much as I could and that cost me time, but in the end I just wanted a clean one."

He got it, a 61.0 to total of 116.119 - just enough to eclipse Wilcox by 0.186sec.

"It was nerve-wracking as hell. It's an awesome feeling," Lugod said. "My last win was in 2012 so it's been five years, but it feels just like the first one. It's amazing."

STREET TOURING SPORT

1. Ron Williams	Kan	Honda CRX Si	115.826
2. David Whitener	Tex	Mazda Miata	115.851
3. Andrew Canak	Milw	Toyota MR2	115.907
4. Eric Stoltz	SnRv	Mazda Miata	116.325
5. Andrew Hahn	Tex	Mazda Miata	116.948
6. Sean Greer	STL	Honda CRX Si	117.089
7. Kinch Reindl	Colo	Honda Civic Si	117.249
8. Adam Barber	Milw	Honda CRX	117.258
9. John Clark	Tex	Honda Civic Si	117.734
10. Kyle Klein	Milw	Honda Civic	117.759
11. Jeffrey Rye	LOL	Mazda Miata	117.847
12. Chris Bailey	Milw	Toyota MR2	118.107
13. Todd Kunze/OhV (Honda Civic Si); 14. Gerry Terranova/Tex (Honda Civic Si); 15. Jay McKoskey/LOL (Mazda Miata); 16. Mark McKnight/Milw (Honda CRX); 17. John Mensch/Milw (Honda CRX); 18. Shane Jensen/Nwst (Honda CRX Si); 19. Mike Herrick/Wich (Honda CRX); 20. Stephen Yeoh/CSCC (Honda CRX Si); 21. Matthew Hodges/STL (Mazda Miata); 22. Jimmy Crawford/Milw (Honda CRX Si); 23. Michael Waich/Milw (Honda CRX); 24. David Barkley/Ark (Mazda Miata); 25. Darrell McVey/SnRv (Mazda Miata); 26. Brent Glad/Nwst (Honda CRX Si); 27. Thomas Jensen/Tex (Mazda Miata) 28. Dave Salas/Milw (Mazda Miata); 29. Art Hodge/Milw (Honda Civic Si); 30. Mark Prewitt/STL (Mazda Miata); 31. Dale Kunze/WNY (Honda Civic Si); 32. A.J. Snyder/CCar (Mazda Miata); 33. Tim Stake/Nwst (Honda CRX Si); 34. Will Ostrowski/Milw (Honda Civic Si); 35. Todd Roppuld/Milw (Honda CRX); 36. Sam Creasey/NEng (Honda CRX Si); 37. Adam Mehl/LOL (Mazda Miata); 38. Monte Rans/Sal (Honda CRX Si); 39. Keith Klein/Milw (Honda Civic Si); 40. Kent Sklarow/LOL (Mazda Miata); 41. Jeffrey Tattershall/Colo (Honda CRX); 42. Steve Pertzsch/Milw (Mazda Miata); 43. Kerry Anderson/Milw (Honda CRX).			

STREET TOURING SPORT LADIES

1. Kim Whitener	Tex	Mazda Miata	119.204
2. Neelu Yeoh	CSCC	Honda Civic	120.782
3. Katie Renteria/Milw (Honda CRX Si); 4. Kate McGregor/WDC (Mazda Miata); 5. Angela Carlascio/CFla (Honda CRX Si); 6. Lexie Murray/CCar (Mazda Miata).			



STS

Ron Williams
Southwest Auto
Service
Honda CRX Si



STSL

Kim Whitener
Whitener Racing
Shocks/Black
Armor Helmets
Mazda Miata



Wilcox said, "I felt like I drove as well as I probably have at Nationals, but the time just wasn't there. I came in every time and it was just short of the top time in class. Lugod is a heck of a driver, and to finish second to him, I can live with that."

Alan Claffie

STREET TOURING SPORT

The nostalgic Japanese sport compact cars of an earlier millennium riddling the West Course grid for Street Touring Sport come in all shapes and flavors. From the mid-engine, rear-wheel-drive Toyota MR2, to the front-engine, rear-drive NA Miata, to the front-drive hot hatch Hondas - both CRX and Civic Si. Forty-three of them gathered Tuesday for the opening heat of Nationals. At the end of it all, one of each make was on the podium, all within the same tenth of a second after two days.

In the end, it was Ron Williams' CRX Si with his sixth Nationals victory in as many different classes. David Whitener's Miata was 0.025sec behind - the narrowest victory margin of the 2017 Nationals. Andrew Canak's MR2 was third, and the timesheet read 115-something for all three of them.

Williams was at the top of the leader board day one with the fastest run of the class, 60.365 on the West Course, despite coning a faster scratch time on his second run. Eric Stoltz in a Miata was in the number two spot with a 60.4sec pass while Whitener settled into third at 60.5 after coning away 60.3 on

"My second run was a tank slapper, but it let me go for it [during] the second half of the run"
DANIEL GROSS

his last run. Canak slipped into fourth with another 60.5 ahead of a slew of Hondas rounding out the remainder of the trophy spots for the day.

On day two, the upper podium came under fire when Canak took his MR2 briefly into first place on a 55.3 third run. Stoltz, sitting on a 55.8, fell to a cone. Now it was time for Williams and Whitener at the end of the staging line.

Both kept cool under the pressure from Canak. Williams eked out a 55.4 on his last run for a final combined time of 115.826. He wondered, "Was it fast enough?" Then Whitener uncorked the fastest East Course time on his final run, a 55.342, sliding ahead of Canak but just that one-quarter of one-tenth short.

"It was so close," Williams later remarked in relief. "It came down to the end of the line."

STREET TOURING SPORT LADIES

In an odd bit of scheduling, STS Ladies immediately followed STS, running in the second heat, which had never happened before since the Nationals went to a four-day format in 1982, but everyone involved from competitors to grid workers to impound officials made it work.

In the battle between Kim Whitener and Neelu Yeoh for the two trophy spots, Whitener would ultimately win her fourth championship in an NA Miata. Yeoh was driving a borrowed Civic Si since her CRX Si had developed rod knock from the abuse of the ProSolo Finale the weekend prior.

Yeoh ran a 63.1 on her second run, and then Whitener coned a 61.6. Yeoh took mental note of Whitener's dirty run noting, "It was crazy fast. I know she can do it again."

Although leading, Yeoh felt the pressure and overdrove her last run where she "tried to speed up her turns," but in the last giant sweeper she "went in too hot, hit a cone, and went into the marbles." Whitener shaped up and cleaned up, running a conservative 62.492, for the fastest West Course time

On the East side, Whitener took control early posting a 57.0 out of the gate and eventually ran a 56.712 final run for a combined overall time of 119.204. Yeoh worked the borrowed Honda to her best run, a 57.6, but it still left Whitener's victory margin at 1.578sec.

"The car works so well. David (her husband, shock builder extraordinaire) puts so much attention into the shocks," Whitener said.

Jake Namer

STREET TOURING FWD

With STF Champion David Whitener moving to STS and none of last year's other podium finishers competing, the class was wide open. Mini Coopers and Ford Focus' were on the grid, but Mazda 3s would own the podium. There were nine drivers in the grid for STF in Heat 2 on Thursday, but none were entered in STFL for Heat 4.

After Thursday's runs on the wider, more open East Course, Daniel Gross emerged at the top of the pack. Gross's third run of 57.771 earned him a 0.746 lead over David Hedderick, who'd edged out Adam Deffenbaugh by a mere 0.062sec.

"My first run was fast, clean, and 90 percent," Gross declared. "My second run was a tank slapper, but it let me go for it [during] the second half of the run. I then put it together on the third run."

The day-one results would have been drastically different if Hedderick hadn't coned his fastest run, which would have placed him just 0.151sec behind Gross. However, with the nearly eight-tenths advantage heading into day two, Gross found time on each of his three runs, ultimately finishing with a 62.885 on the tighter West Course. That run extended his lead in the class to 0.939sec, giving him his first National Championship with a 120.656 two-day total.

"I kept the same rules from the first day: have fun, stay clean, and go for it," Gross said. "I treated Friday like any other autocross."

Deffenbaugh's second run on



▲ STF
Daniel Gross
Mazdaspeed
Motorsports
Mazda 3

STREET TOURING FWD

1. Daniel Gross	WDC
Mazda 3	120.656
2. Adam Deffenbaugh	CIII
Mazda 3	121.595
3. David Hedderick	Hous
Mazda 3	121.683
4. Raymond Wise/CIII (Mazda 3); 5. Justin Wrighton/Det (Ford Focus); 6. Joe Austin/Dix (Mini Cooper); 7. Crissy Weaver/Cinc (Mazda 3); 8. Jeffrey McVey/SnRv (Mini Cooper); 9. David Telles/RioG (Ford Focus SVT).	

STREET TOURING FWD LADIES

No Entries

day two was one-tenth faster than Hedderick's fastest run, which moved him up into the second trophy spot. Raymond Wise, also in a Mazda 3, had the fastest West Course run at 62.774, but he'd coned a 58.5 on Thursday and ended up fourth, one step out of the trophies.

Lauren Kane Porta

STREET TOURING PONYCAR LADIES

In just the second year of the new ST Ponycar class, the entry count was more than two-and-a-half times last year's, and for the first time there would be an STPL winner.

It all started on a cool and windy Tuesday morning, first heat on the West Course. STPL had three entries, two of the ladies sharing a car, but between them they owned eight previous trophy finishes and three championships.

It would be a classic Camaro vs. Mustang battle. First on track

was Laurie Hyman to set the pace for Lacey Otis, her co-driver in the Camaro, and Catherine Tran driving the Mustang. Tuesday was all Otis, going faster on every run to finally reach 63.172. Neatly spaced behind her, Tran had a 64.1 and Hyman a 65.1.

"The car felt really good and the course was great to drive," said Otis, smiling ear to ear as she climbed from the car.

Wednesday morning was pretty much a repeat of Tuesday, with cool and windy conditions on the East Course to start the first heat. From the very first run, Otis was in control of her own destiny. She started at 59.4, then went quicker and quicker each run to a final 58.010. At 121.182, Otis claimed her second Nationals victory over Tran by 1.844sec.

"It felt great to take the win - and I want to give a shout out to say STP is a keeper," Otis said. "It was the most fun I ever had."

STREET TOURING PONYCAR

By the fourth heat on Tuesday, the clouds had parted and the sun had warmed the West Course for the 18 STP drivers, but the wind was still hanging around. It was a lopsided battle of Mustangs vs. one lone Camaro driven by Ryan Otis and his co-driver Wagner Acuna. The equine herd would not run Otis down.

As the action started, the quickest cars were posting 64s and 63s. Reed Gibson was the first to crack 62. Then Otis came in with a 60.0, although with a cone. But wait - it was still quick time. On his next run, Otis duplicated the time to the thousandth, including hitting another cone - only this time Gibson had run a 61.5 and Scott Steider was at 61.7.

So, there was nothing left for Otis but to slow down and miss that dang pylon. He did, taking the day's lead at 60.658. Gibson

improved to 61.4. Otis said he was happy to be leaving day one with the lead.

Day two brought STP to the East Course. It was obvious right away the Plane Side was going to be much quicker for the competitors. The first runs produced a slew of 57 to 59sec runs, but Otis stamped his claim with the only 56 in the opening round, and it was a low one.

He would never look back or be challenged after that. On his second run, he posted a 55.893 to an aggregate 116.551 taking the win by 2.096sec. "It felt great to win in such a wonderful class," Otis said. "It was great competition."

The closest anyone else got was Steider at 56.9. Reed also ran a 56.9 but coned it - in fact, he coned all three runs and ended up taking fourth place. Joshua Holsworth slipped past him for third.

Jay Payne

STREET TOURING PONYCAR

1. Ryan Otis Camaro	Ore 116.551
2. Scott Steider Mustang GT	Tex 118.647
3. Joshua Holsworth Mustang GT	KC 119.973
4. Reed Gibson Mustang Boss 302	CSCC 120.378
5. W.B. Sephus Mustang GT	Okla 120.664
6. Robert Gosda Mustang	Chi 120.799
7. Scott Mullens/CSCC (Mustang Boss 302); 8. Eric Yee/Almo (Mustang GT); 9. Jay Cryderman/Almo (Mustang GT); 10. Jonathan Warlof/LOL (Mustang); 11. Charlie Holt/OzMt (Mustang GT); 12. Brandon Garcia/Almo (Mustang); 13. Corey Pettett/Ark (Mustang); 14. Lenard Holsworth/KC (Mustang GT); 15. Dave Williamson/NEng (Mustang Boss 302); 16. Meredith Evans/Okla (Mustang GT); 17. John Williamson/NEng (Mustang Boss 302); 18. Wagner Acuna/Kan (Camaro).	

STREET TOURING PONYCAR LADIES

1. Lacey Otis Camaro	Ore 121.182
2. Catherine Tran/CSCC (Mustang); 3. Laurie Hyman/LnSt (Camaro).	



STPL
Lacey Otis
Stranoparts/
Adrenaline
Racing/MCS
Chevy Camaro



STP
Ryan Otis
Stranoparts/
Adrenaline
Racing/MCS
Chevy Camaro

THE COURSES

While East Course designer Brian Hayes took the event's *Star Wars* theme to heart, over on the West Course, Roger Johnson drew his inspiration from a Stephen King horror movie, and the fact that two years ago the course areas gained the designations of "Plane Side" (East) and "Corn Side" (West). Both courses could be broadly described as a series of slaloms connected by giant sweepers. With about 60-second run times, the West Course ran about five seconds longer than the East.

EAST COURSE: SCOUNDRELS AND FREIGHTER CAPTAINS

Over on the Plane Side, Hayes named the elements of his design with quotes alternating between the *Firefly* television series or its spinoff movie *Serenity*, mostly from *Serenity* captain Malcolm Reynolds, and the original trilogy of *Star Wars* films, all from that scoundrel Han Solo (so labeled by Princess Leia). The course featured several instances where a turn's key cone was deceptively placed some distance from the true apex.

- **"Everything's shiny, Cap'n"** (*Serenity*'s brightly optimistic mechanic Kaylee Frye): After the start, the first right turn needed to be several feet beyond the cone to set up for a fast slalom down the fence line.
- **"Sometimes I amaze even myself"** (Solo, *Episode IV*): The first big 180, a right-hander, but don't turn in too early.
- **"They're not going to see this coming"** (Reynolds): Basically just a three-cone slalom, but fed from a chute that made it really easy to enter too fast.
- **"No reward is worth this"** (Solo, *Episode IV*): Possibly the tightest 180, a left-hander, on the whole course, where several competitors found themselves going too wide.
- **"Mighty fine shindig"** (Reynolds): A seven-cone slalom including the gates at both ends, slightly inset with a big speed-inducing gap at the end.
- **"I don't know, fly casual"** (Solo to Chewbacca, *Episode VI*): A left-hand 90 that hooks back a little more to the left approaching the next element.
- **"This here is a recipe for unpleasantness"** (Reynolds): A 180 right, but wait on the end of the turn to set up for the little left-right chicane that follows.
- **"Laugh it up, fuzzball"** (Solo to Chewbacca, *Episode V*): Exit the right-hander to set up on the left side of a six-pack, but don't push too hard through the little right-hand bend that follows.
- **"Faster would be better"** (Reynolds): Two cones on the left and a wall on the right, clip that second cone for a fast run to the finish.

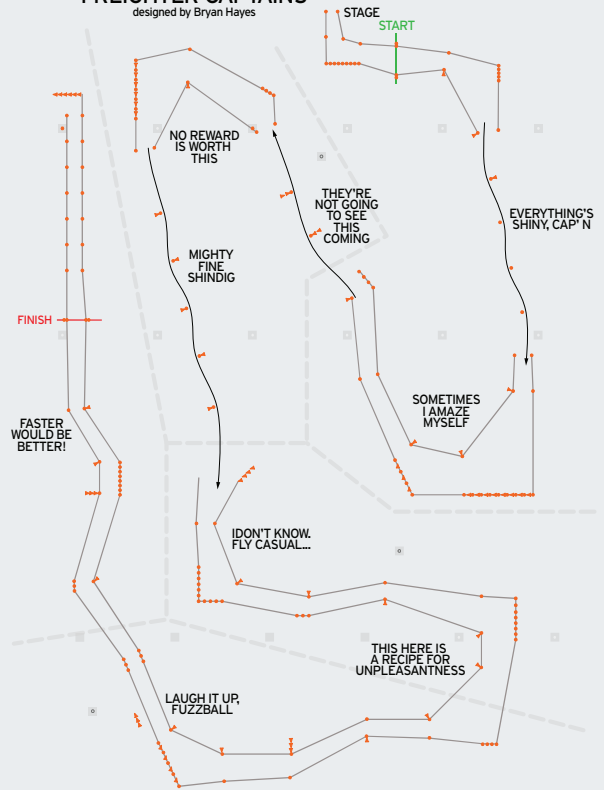
WEST COURSE: CONES OF THE CORN

The layout drawn by Roger Johnson wrapping inside themselves, giving drivers six trips up and down the West Course concrete. The beginning was very similar to that on the other course, but Johnson had his own little tweak.

- **Planting the seed:** The starting light ran diagonally across the course, leading to much debate among course walkers about which side to drive; start the clock early (left) or late (right). In the end, most went right down the middle, leading to a 90 right feeding a gated slalom.
- **Jimmy crack corn and I don't care:** A 180 right with an early apex cone, then a fast zig and zag up to the showcase turn.
- **Knee high by the 4th of July:** Right in front of the spectator area, a simple left-hand sweeper produced a number of entertaining spins.
- **Gonna get the corn:** Two three-cone slaloms with an extra two-cone slot between them that forced the car off to the left.
- **Separating the corn from the chaff:** Just a nice left-hand sweeper with a late apex cone.
- **Flowers in the corn:** Five-cone slalom, get behind that first one!
- **The corn plow:** Tightest turn on the course, a right-hand 180.
- **So much corn, so little time:** Get up a bit of speed and this left-right chicane slams the door.
- **If this were food, it would be corn:** And now a giant left-hand roundabout, 300 feet across; how fast do you dare?
- **Straight to bourbon:** Three more slalom cones, 90 feet apart, and some were banging the rev limiter going through the finish lights.

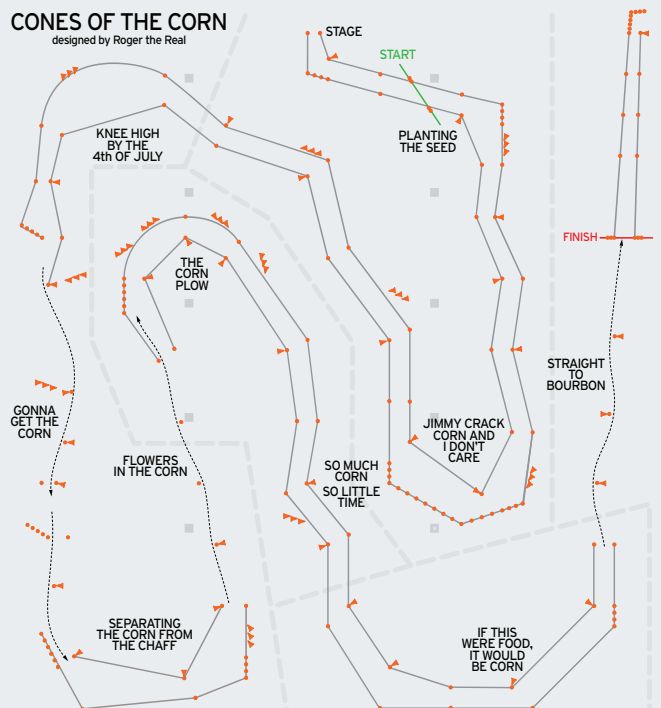
SCOUNDRELS AND FREIGHTER CAPTAINS

designed by Bryan Hayes



CONES OF THE CORN

designed by Roger the Real



Street Prepared Classes

SUPER STREET PREPARED

SSP was a 14-driver class in four tweaked Z06s, and single models of the Porsche GT3RS and Turbo 911, Audi R8, Acura NSX, and McLaren 12C. But as it turned out, if you were not in a Z06 then you weren't in the battle.

Last year's Champ Joe Tharpe and co-driver Andy Hohl returned in Tharpe's Corvette. The class ran in Thursday's second heat on the high-speed East Course in warm conditions. After day one, Tharpe led with a 52.126 followed by Alek Tziortzis with a 52.2 in his Z06. Hohl was third with a 52.5, and Mike Casino's

'Vette was fourth at 52.9. The top car that wasn't by a 'Merican manufacturer was Steve Lau's GT3 at 53.0. And, there were the trophy winners; it only remained to determine the order.

Tharpe said the car felt good and he was happy with his clutch - he installed a different brand after a mid-year clutch

failure, and had made minor shock adjustments.

With no entrants in SSPL, the SSPs were not seen again until day two on the West Course. Hohl ran a 57.3 to start. Tharpe's run looked good - on the gas early after the exits - but no time was displayed.

This led to some confusion when a few different times showed up late on the non-official Solo Live website for Tharpe's first run. A time of 58.1 was finally recorded after a number of second runs had gone out; the math showed Hohl in the lead by a half second. Tziortzis DNF'd, and Lau ran a 58.4 to move less than a tenth ahead of Casino.

Hohl and Tharpe coned their second runs, Casino improved to a

57.0 moving him into third, and Tziortzis got a safe 58.1 time on the books to move ahead of Lau.

On the last runs, Hohl did not improve and said he felt conflicted when his teammate went out for his final run - if Tharpe ran clean it would likely mean defeat for Hohl.

"The West Course, combining speed with slower maneuvers, was challenging," Tharpe said. "The finish was rewarding if you were able to power through it."

Tharpe nailed the finish, and was rewarded with a final time of 56.854 for a total 108.980 and a 0.916sec margin over Hohl, duplicating their 2016 finish. It was a fifth SSP championship for Tharpe, including the last three in a row. Neither Casino nor Tziortzis improved, their second-run times leaving Tziortzis in fourth, down two places from Thursday. Lau remained in the final trophy spot.

Denise Cashmore

"The West Course, combining speed with slower maneuvers, was challenging"
JOE THARPE

SUPER STREET PREPARED

1. Joe Tharpe	DMV
Corvette Z06	108.980
2. Andy Hohl	StL
Corvette Z06	109.896
3. Mike Casino	CCar
Corvette Z06	110.012
4. Alek Tziortzis	Chi
Corvette Z06	110.347
5. Steve Lau	SanF
Porsche GT3 RS	110.956
6. Bret Norgaard/SanD (Audi R8);	
7. Rad Delgado/Fla (Acura NSX);	
8. Stan Whitney/Tex (Porsche 911 Turbo);	
9. Jonathan Kuo/Colo (McLaren 12C);	
10. Tara Shapowal/SanF (Porsche GT3 RS);	
11. Jess Driggers/Colo (McLaren 12C);	
12. Eric Stemler/Chi (Corvette Z06);	
13. Su Brude/Tex (Porsche 911 Turbo);	
14. Neil Alexander/SanD (Audi R8).	



SSP

Joe Tharpe
R and S Racing/Loctite
Chevy Corvette

SUPER STREET PREPARED LADIES

No Entries

A STREET PREPARED

1. Tom Berry	CSCC	Mitsubishi Evo IX RS	110.037
2. Aaron S. Miller	Det	Mitsubishi Evo VIII RS	111.463
3. Christine Grice	CSCC	Mitsubishi Evo IX RS	111.622
4. Cory Hockenbury	NePa	BMW 1M	111.907
5. Ryan Pemberton/Neb (Mitsubishi Evo IX);			
6. Matt Butz/NwOh (Nissan 370Z Nismo);			
7. Ryan Hockenbury/NePa (BMW 1M);			
8. Bill Pemberton/Neb (Mitsubishi Evo IX);			
9. J.J. Kramer/Iowa (Nissan 370Z);			
10. Brent Seaton/Iowa (Nissan 370Z);			
11. Francis Miller/Det (Mitsubishi Evo VIII RS);			
12. Frank Finks/KC (Nissan 370Z);			
13. Kent Edmondson/KC (Nissan 370Z).			

A STREET PREPARED LADIES

No Entries



ASP

Tom Berry
Berry Family
Racing
Mitsubishi
Evo IX RS



A STREET PREPARED

The only person who has been able to push Tom Berry for the past few years in ASP has been Aaron Miller. They tangled again Thursday in the midday heat on the East Course.

First runs had this one looking like an interesting Evo battle, with Miller's Evo VIII clocking a 53.1 to Berry's dirty 52.9 in an Evo IX. Second runs had Berry clean at 53.3, but Miller showed a DNS as his head gasket chose an inopportune time to give out. He would get just the one run for the day.

Berry twisted the screw even tighter with a 52.858 final run to take a first-day lead by more than three tenths, with daughter Christine Grice threatening a one-two Berry Family Racing finish, less than a tenth behind Miller. She was the only lady driver running ASP this year, with no ASPL entries.

On Friday, Miller again could

only get in one useful run, this one a 58.2 trailing a noticeable cloud of steam so Berry's opening 58.3 would take a lead he would never relinquish. Grice's second-run 58.3 got her down to within 0.15sec of Miller, but that was as close as she would get. Miller switched to the Matt Butz 370Z Nismo to take his third run, but that wasn't a recipe to challenge.

Berry chipped away at the time each run, eventually getting down to a 57.179 for a total time of 110.037, 1.426sec faster than Miller who, with essentially just one shot at each course, still held on to second place. "When the pressure is all off, it's easier," Berry said of his last-run victory lap for his ninth championship, his third ASP run in a row. But for Miller, it was his fourth straight time finishing second in the class. The final result was the same as a year ago with Cory Hockenbury's BMW finishing fourth behind Grice.

Berry's ninth championship looked awfully easy, but the preceding six weeks were not. Six-and-a-half years on the original motor were all it had in it, and a rod knock put the team in pre-Nationals thrash mode. The rebuild was completed a couple of weeks ahead of time, but the crank sensor decided to short out and burn up the original ECU. Since that's an obsolete part, they had an opportunity to upgrade to the newer version. Another rod knock resulted in another quick rebuild, an oil pan replacement, and finally some good oil pressure. The ProSolo Finale was the first opportunity to run the car in anger in quite some time.

Paul Brown

B STREET PREPARED

Sixteen B Street Prepared drivers in an unusually eclectic collection of vehicles faced off in ideal competition conditions Thursday

afternoon, starting on the East Course. Added to the usual mix of drivers was alien Tom O'Gorman, who accepted an offer of a seat in Steve Seguis' Honda S2000. Last year's Pirelli World Challenge TCB class champion (and Solo Nationals FP champ) found time in his busy racing schedule to return to Lincoln to try his hand at a new class.

Several early drivers managed runs in the 53s, but things got interesting with second drivers. Chris Edens put in a dirty 52.7 just before O'Gorman showed a 52.3, also dirty. Defending Champ Anthony Porta took the lead with a clean 52.6. Second runs, everyone was clean. Edens got down to 52.2, but O'Gorman set a completely new standard at 51.5. Porta stayed in the hunt at 52.1.

Edens made it interesting with a 51.4 on his last shot on the course, but O'Gorman came in 0.024sec better than that at 51.425, and when Porta was



BSP
Tom O'Gorman
Honda
Performance
Development
Honda S2000



BSPL ▶
Kristen Rosenthal
Team Peculiar/
Hoosier/Urge
Designs/Karcepts/
OS Giken/Apex
Alignment
Honda S2000



B STREET PREPARED

1.	Tom O'Gorman	OhV	Honda S2000	107.308
2.	Christopher Edens	Ark	Mazdaspeed Miata	107.968
3.	Anthony Porta	CSCC	Mazdaspeed Miata	109.404
4.	Frank Likert	Ark	Mazdaspeed Miata	110.575
5.	Michael Bright	CCar	Nissan 350Z	111.066
6. Timothy Maxey/CCar (Mazdaspeed Miata); 7. Gregory Hahn/CFIa (Honda S2000); 8. Heath Maxey/BIRg (Mazda Miata); 9. Casey Weiss/Tex (Corvette); 10. Steve Seguis/NNJ (Honda S2000); 11. Brittany Edwards/NCar (Nissan 350Z); 12. Sacha Tauber/CFIa (Honda S2000); 13. Lee Piccione/WDC (BMW M3); 14. Noah Feldstein/StCt (Mazdaspeed Miata); 15. Jim Kritzier/Hous (Corvette); 16. Kirk Boston/WDC (Datsun 240Z).				

B STREET PREPARED LADIES

1.	Kristen Rosenthal	Fla	Honda S2000	114.386
2.	Lauren Kane Porta/CSCC	(Mazda Miata);	3. Lacie Edens/Ark	(Mazdaspeed Miata).

slower on his third run, the class was left with an extremely close two-driver battle.

Second-day runs started out mostly in the 58s, including a 58.0 from Edens, but when O'Gorman chased him through the lights, announcer Steve Ekstrand could only say, "Are you kidding me?" The clock showed a 56.5. Without that run, Porta's 57.2 would have been impressive.

The rest of the day was somewhat anticlimactic. Edens chipped away at his time eventually to clock a 56.5 of his own, but O'Gorman did his own chipping, working down to a 55.883 and a two-day total of 107.308sec, which indexed as the top time for all the Thursday/Friday classes. Edens ended 0.660sec behind and Porta remained in third, never able to find quicker time.

O'Gorman, winning his third championship, only needed a couple of runs on the practice

course to get comfortable with the Seguis S2000, and made no setup changes on the car. He says it reminded him of his former FP Porsche 914-6 on bias tires - it has to be driven on the edge.

B STREET PREPARED LADIES

B Street Prepared Ladies ran in the last heat starting Thursday on the East Course, so the pavement was as rubbered up as it would get. There might have been a disadvantage had any of the three drivers been sharing a car, but none was.

Kristen Rosenthal's Honda S2000 was the class of this field. Her first run had her in the lead, even including a pylon penalty, and

"There is a laundry list of things that broke...they really worked hard to keep the car running"

KATIE LACEY

she cleaned it up and went faster on her second and third runs to pretty much lock in the win.

She took a 54.691 to the West Course for a 1.6sec lead. After a couple of runs in the 61s, she put together an impressive 59.695 on her last shot to win by 3.971sec at 114.386.

Paul Brown

C STREET PREPARED LADIES

It was a nice 70-degree Tuesday morning when five ladies in three Miatas - two 1990 NA models and an NC 20 years newer - took to the West Course for CSPL in Heat 2.

Katie Lacey took the top spot after first runs some 2.7sec faster than her next competitor, Jodi Fordahl in the other NA, who had a 61.6. Even when Lacey slowed on her second run she was still clear of her co-driver, Gretchen Austin. Lacey's third-run 58.560 cemented her lead at a solid 1.3sec.

Day two wasn't much different. Lacey threw down a 55.292 on her first run some 2.3sec quicker than Sharon Eberlein, Fordahl's teammate, while the rest struggled with DNFs or cones. Austin's second run was a good 55.3 but it was bracketed by DNFs. Lacey coned away runs two and three, but her first brought her total to 113.852, enough for the win over Austin by 1.351sec and her third National Championship.

"I really have to thank my husband and co-drivers for all the work they did to keep the car running the last couple of days," said Lacey. "There is a laundry list of things that broke since we got here. They really worked hard to keep the car running. And I want to say hi to Mike Kline; we miss him and hope he's doing well."

C STREET PREPARED

By the time the 10 NA and NB Miata drivers of C Street Prepared lined up for the fifth

C STREET PREPARED

1. Billy Davis	NEng
Mazda Miata	106.376
2. Neal Tovsen	Milw
Mazda Miata	107.301
3. Bob Davis	NEng
Mazda Miata	109.302
4. Stephen King	ArzB
Mazda Miata	109.456
5. Todd Cochran/Milw (Mazda Miata); 6. Bob Neff/Tex (Mazda Miata); 7. Steve Eberlein/Tex (Mazda Miata); 8. Larry Burrow/Ariz (Mazda Miata); 9. Hector San Nicholas/CFIa (Mazda Miata); 10. Oliver Licul/CFIa (Mazda Miata).	

C STREET PREPARED LADIES

1. Katie Lacey	Milw
Mazda Miata	113.852
2. Gretchen Austin	Milw
Mazda Miata	115.203
3. Jodi Fordahl/Nest (Mazda Miata); 4. Sharon Eberlein/Tex (Mazda Miata); 5. Kate Claffie/WDC (Mazda MX5 Miata).	



CSP

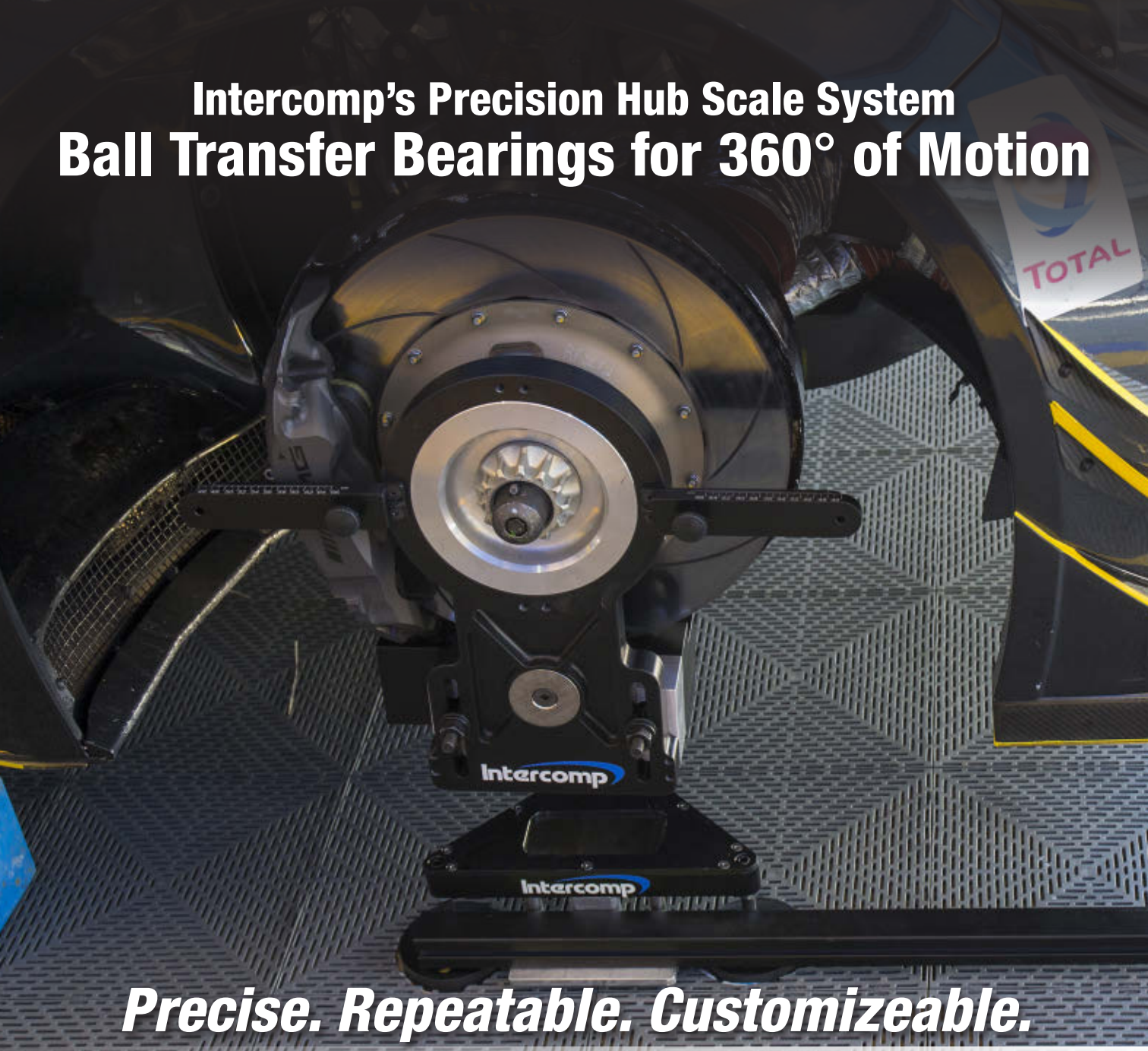
Billy Davis
MiataRoadster.com/
Evoschool.com
Mazda Miata



CSPL

Katie Lacey
ConeCoach
Mazda Miata

Intercomp's Precision Hub Scale System Ball Transfer Bearings for 360° of Motion



Precise. Repeatable. Customizeable.

Intercomp's Industry Leading, Field-Proven Weighing Technology



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SW787RFX™ PC Wireless Scale System
Part# 170154-PC



SW650RFX™ Quik Weigh Scale System
Part# 170126-W



SW777RFX™ Professional Scale System
Part# 170127-WPC



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heat of day one, the weather was a sunny and windy 71 degrees. All were eager to unseat three-time Champ Billy Davis. Last year Davis battled an engine problem but didn't have those worries this year - his biggest problem was Neal Tovsen, who hounded Davis each run.

Davis' first run of 56.0 in his second-gen car was a half-second better than Tovsen's 56.6 in an NA. Tovsen took the lead for about 15 seconds on run two with a 55.6, but before he could get back to his grid slot, Davis had clocked a 55.491 to hold a 0.09sec lead after day one. Neither improved on their third runs and everybody else was two seconds behind.

Day two, first runs saw Tovsen take a 1.1sec lead after Davis added a cone to a 50.9. Davis responded with a 51.0sec run to reclaim the point. Under the gun, Tovsen coned away his third run while Davis put down a clean 50.885 to cement the win at 106.376 and a margin of victory of 0.925sec. And, for the third year in a row, he indexed as the top time of the Tuesday-Wednesday heats while claiming a fourth consecutive championship.

"We had a battle this year," Davis said. "We made a setup mistake yesterday and Neal was all over us. We didn't like the way it was handling, it was tight, so we went back to the setup we had been using all year and just drove. Today, my first run on cold tires was one of the best runs I've made in a while except for that cone, which was a silly mistake. It was just a little slower than my final run."

Paul Dornburg

D STREET PREPARED

Fourteen drivers lined up for the DSP competition Tuesday in the second heat. The class would end up a four-car battle, unique in that two of them were high-talent female drivers with a dozen ladies-class championships between them. The ladies didn't disappoint. No surprise, then, that nobody was entered in DSPL later in the day.

DSP also ended up a BMW vs. Mazda duel - John Vitamvas and Shelly Monfort sharing a BMW 330Ci, Tamra Hunt and Michael Kuhn in a pair of Mazda RX-8s. Monfort and Kuhn would go out with the first drivers, Vitamvas and Hunt as second drivers.

Hunt took the first round on the East Course with Kuhn and Monfort 0.2sec behind. Michael Feldpusch stuck his BMW 325is into the mix, slightly quicker than Vitamvas - all five in the 54s. Monfort laid down a fast 53.7 on her second run, dropping seven tenths of a second only to see her co-driver go 0.008sec quicker and then be nearly matched by Hunt. Feldpusch, although he went quicker, dropped to fifth to stay. Third runs saw Vitamvas extend his lead to 53.570sec, while Kuhn matched the ladies with a 53.7sec run of his own.

On Wednesday, the gloves were off. Again, Hunt was fast out of the

gate with a 57.6 that only Monfort's 57.8 could approach. The two women were now 1-2 in the class, leaving the guys back in third and fourth with low 58s.

The two women were never able to beat their first-run times, but they still held up through the second runs. Kuhn managed a 57.9 that pulled him past Vitamvas into third place - anticipation began to build. There have been four female Open-class winners in the history of Nationals, but never a female 1-2.

Third runs: Monfort still unable to improve. Kuhn slips past her by a tenth. Hunt runs her third straight 57sec run, but still a shade slower than her first.

Now it was Vitamvas on the line, sitting in fourth place. Only two of the top 12 drivers had found any third-run improvement, and for both (including Kuhn) the gain was just 0.2sec. Vitamvas needed three times that.

And he found it.

On his third run, Vitamvas was able to lay down a 57.565 effort, gaining 0.9sec to lead the class for the day and take the overall win with a combined time of 111.135sec. Hunt finished 0.316sec behind, leaving Kuhn in third place by 0.032sec. Monfort was a tenth behind in fourth - the top four covered by less than half a second.

Vitamvas said he was "strangely calm" heading to the line for his final run, but once on course every noise the car made became an imaginary cone in his mind. "I had a couple of scary moments, but I just focused on calm hands and staying tight," he said.

Hunt was extremely happy with her second-place overall finish in an Open class, despite losing the distinction of being undefeated after CSPL wins the past two years. But she traded that for an indelible entry as the first winner of the new Rothney-



D STREET PREPARED

1.	John Vitamvas	WDC	BMW 330Ci	111.135
2.	Tamra Hunt	NEng	Mazda RX8	111.451
3.	Michael Kuhn	CCar	Mazda RX8	111.483
4.	Shelly Monfort	SanF	BMW 330Ci	111.589
5.	Michael Feldpusch	Colo	BMW 325is	113.611
6.	Kevin Henry/WDC (BMW 325i); 7. Doug Keiler/WDC (BMW 323); 8. Andrew Krystinik/NEng (Mazda RX8); 9. Tim Kong/NEng (Mazda RX8); 10. Eugene Yen/Colo (BMW 325is); 11. Mike Razny/Chi (Mazda RX8); 12. Peter Florance/ODom (BMW 323i); 13. Sam Vassallo/WDC (BMW 325i); 14. Darrell Moskowitz/SanF (Honda Prelude).			

D STREET PREPARED LADIES

No Entries



▲ DSP
John Vitamvas
Stranoparts/
PFTuning/
Burntwoods
BMW 330Ci

"I had a couple of scary moments, but I just focused on calm hands and staying tight!"
JOHN VITAMVAS

Kozlak Cup as the female Open-class driver who finished closest to the class winner.

Dennis Sparks

E STREET PREPARED LADIES

A couple of Mustangs, a Camaro, an Infiniti G35 coupe, and a Mazdaspeed 6 rounded out a diverse set of ESPL cars with seven drivers in the West Course grid for Tuesday's second heat. Becca Nell, who took the early lead in the Infiniti after first runs, said, "The car feels great and the course is a ton of fun." But as the other drivers cleaned up their runs and found time, the day ended with Jessica Gauthier's Mustang holding less than an 0.2sec lead over Nell with a 60.999sec run, with Johanna Foege, in the Mazda four-door, another tenth back, having coned away a blistering 60.2sec run that would have given her 0.7sec over the class. Cindy Duncan's Shelby Cobra

sat fourth at 61.8 - less than a second blanketing the top four.

On Wednesday, the East Course shuffled the standings. Nell missed her first run with mechanical issues plaguing her borrowed G35, and then coned her second which was yet her best, so she tumbled to fifth place. Instead this was Duncan's day. On her second run she laid down the fastest time of the day with a 55.521 to take the lead.

Gauthier went 56.0 on her final run, quick enough to take a 0.372sec win over Duncan with a total time of 117.032. Foege in the Mazdaspeed held on to third place, the last trophy, 0.2sec behind Duncan.

"Having Pallotta that close always makes you nervous, in any class and any car"
JOHN LAUGHLIN

E STREET PREPARED

Running in the fifth heat, the ESP drivers were doing everything they could to keep their tires cool and clean of OPR (other people's rubber). The usual array of American muscle cars were joined by Devin Taylor's Chevy, P.J. Corrales' G53 coupe, and Clint Griest's Mazdaspeed 6, which was shedding various parts on the course during its runs.

John Laughlin's Mustang took the West Course lead after first runs and never let go of it. He finished the day with a time of 57.919, almost a six-tenths lead over Andrew Pallotta's GT500. Taylor's Silverado ended the day in third, another 0.6sec behind, with Kit Gauthier just one more tick back, setting the stage for a tight battle on day two.

The East Course had similarly warm conditions Wednesday afternoon and again times were close. This time it was Gauthier

who came out of the gate flying, a 53.8 on his first run and an unbeatable 53.753 his next time out. That moved him to third place, 0.3sec behind Pallotta.

After two runs, Laughlin was still in the lead by half a second. "Having Pallotta that close always makes you nervous, in any class and any car," he said.

His plan for his last run was to improve in the showcase turn where he thought he had been braking too early. "I'm going to try to drive into the showcase a little deeper, and hopefully not end up in the marbles."

The plan worked. He stretched his lead by two more tenths, taking the win by 0.784sec with a combined time of 111.764. Pallotta hit a cone but held onto second place, while Taylor knocked out a 53.8, just enough to squeeze past Gauthier by 0.007sec for the last podium position.

Vivek Goel



◀ **ESP**
John Laughlin
StranoParts
Ford Mustang

E STREET PREPARED

1. John Laughlin Mustang	NwOh 111.764
2. Andrew Pallotta Ford Shelby GT500	NCar 112.548
3. Devin Taylor Chevrolet Silverado	OhV 112.864
4. Kit Gauthier Mustang	Nwst 112.871
5. James Darden Camaro	Colo 113.991
6. PJ Corrales/NEng; (Mustang); 7. Bryan Mancuso/NEng (Mustang); 8. Tim Bergstrom/Ariz (Mustang); 9. Mark Foley/OzMt (Pontiac Firebird); 10. Keath Marx/Tex (Camaro); 11. Jeff Cox/ETnn (Ford Shelby GT500); 12. Robert Stanley/Colo (Mustang GT); 13. Clint Griest/StL (Mazdaspeed 6); 14. Stuart Maxcy/Tex (Mustang); 15. Doug Maxcy/Tex (Mustang).	

E STREET PREPARED LADIES

1. Jessica Gauthier Mustang	Nwst 117.032
2. Cindy Duncan Ford Shelby GT500	CKY 117.404
3. Johanna Foege Mazdaspeed 6	StL 117.636
4. Carol Kolk/DeT (Ford Shelby GT500); 5. Donna Marx/Tex (Camaro); 6. Becca Nell/NEng (Infiniti G35); 7. Tina Edington/Colo (Camaro).	



ESPL ▶
Jessica Gauthier
Brads Custom Auto
Ford Mustang



F STREET PREPARED

Geoffrey Zimmer brought back his 1977 Volkswagen "Automobili Lamborbunni" Rabbit with a new limited slip differential in hopes that co-driver/defending Champion Steven Duckworth could make another title run for a third year in a row. Dan Costello returned in his 1985 Honda CRX with 255mm front tires, a new intake manifold, and co-driver/past CSP Champ Matt McCabe. The two cars would monopolize the four trophy places.

Day one, Heat 2 on the East Course was about being fast and clean. The top three drivers - McCabe, Costello, and Duckworth - did it on their second runs, but none could improve on their third. McCabe led the day with a 53.682, with half-second spacing through the next three down to Zimmer.

McCabe felt good about his first day results. He said the

reason for the intake change was, "We felt out-powered. Now with the manifold, [the car] feels competitive."

On the West Course, day two was about keeping the Hoosiers free of tire clag. On first runs, McCabe had cone trouble, and Costello and Duckworth jumped into the top two positions. Second runs, McCabe got a clean 58.6, reclaiming the lead, but Costello had a faster 58.3 - leaving him just 0.041sec back from first.

For his last run, Costello said, he concentrated on "keeping the far sweeper entry tighter, charging back for the hard left, and barely lifted." The strategy worked. He ran a 58.029, enough to move him ahead of McCabe by 0.246sec and take the win with a total of 112.125. The Rabbit finished third and fourth, Duckworth leading Zimmer.

Back in grid, Costello gave daughter Bailey (last year's FSPL champ) a big hug. "It's been so long." He said of his National Championship quest. "Now I'm Uno."

F STREET PREPARED LADIES

FSPL in the fourth heat was a rematch of last year's top two contenders in the same two cars - cars that had also dominated the Open class. Defending Champion Bailey Costello was in her dad's CRX while Andrea Albin (who works at the SCCA National Office) was driving the Lamborbunni.

Albin came out immediately in competition mode - her first run of 55.504 was fastest of the day, giving her almost a four-second, first-day lead over Costello, who said she had trouble getting the power down in the Honda, blaming it on "not looking far enough ahead."

Wednesday on the West Course, Albin was cool and calm. Albin's first run was dirty, although still a 60.1sec raw-time screamer. Costello ran a 62.6 but couldn't improve after that. Albin settled down to a clean 61.545 on her next try, giving her a total time of 117.049sec, earning her first National Championship jacket with a commanding 5.104sec margin of victory.

Coworker and fellow competitor Heyward Wagner commented on Albin's outcome with a large grin: "She is going to be insufferable!" Sorry Heyward.

Denise Cashmore

"We felt out-powered. Now with the manifold, [the car] feels competitive"

MATT MCCABE

F STREET PREPARED

1. Daniel Costello	Neb
Honda CRX	112.125
2. Matt McCabe	Neb
Honda CRX	112.371
3. Steven Duckworth	Ccar
Volkswagen Rabbit	112.904
4. Geoffrey Zimmer	SCar
Volkswagen Rabbit	113.669
5. Gregory Anthony/Det (Dodge Neon ACR); 6. Jesse Caudill/Cond (Honda Civic); 7. Jason West/Cond (Toyota Corolla GTS); 8. Theodore Skinner/SanD (BMW 318ti); 9. Mark Sommer/NwOh (Volkswagen Rabbit GTI); 10. Todd Skinner/SanD (BMW 318ti); 11. Randy Hickman/Colo (Volkswagen Scirocco); 12. George Schweikle/CKy (Alfa Romeo Spider); 13. John Bonvoulior/Colo (Volkswagen Scirocco).	

F STREET PREPARED LADIES

1. Andrea Albin	SIII
Volkswagen Rabbit	117.049
2. Bailey Costello	Neb
Honda CRX	122.153
3. Lauren Keach/CKy (Volkswagen Rabbit); 4. Dee Schweikle/CKy (Alfa Romeo Spider); 5. Susan Anderson/SIII (Alfa Romeo Spider).	



FSPL
Dan Costello
R & S Racing
Honda CRX



FSPL
Andrea Albin
Automobili
Lamborbunni
VW Rabbit



SOLO AWARDS

At each of the two evening banquets, Wednesday and Friday, a number of awards were presented before the class trophy winners had their moments marching across the stage. The awards included Solo's most prestigious honors and also those just recognizing the fun of the sport and memorable moments from this year's event.

THE SOLO CUP: PAUL BROWN III, RIO GRANDE REGION

"You can't win it twice," said Howard Duncan, who then noted his surprise that a member who has had such long-term impact on the sport was not yet won it once. "It's about service more than competition," Duncan continued, noting Brown's 30-year involvement including time on the Solo Events Board as well as its advisory committees. He has been a Chief Steward at the Solo National Championships several times, and is a contributing editor to *SportsCar* magazine. He also is the first name on the ProSolo Greenlight Award for service to that series.



DRIVER OF EMINENCE: MIKE MAIER, SAN FRANCISCO REGION

Maier (ABOVE) has dominated the always heavily populated C Prepared class in the past decade, winning nine times, including eight straight appearances from 2008-'16 (he was unable to attend in 2011). Usually he was driving Frank Stagnaro's iconic white Shelby GT350, but when the Shelby was out of commission on two occasions they had another yellow Mustang in the shop that was also up to the task.

ROTHNEY-KOZLAK CUP: TAMRA HUNT, NEW ENGLAND REGION

This new award was introduced Friday evening by its namesake, Lynne Rothney-Kozlak who, after winning five Ladies-class championships, moved to compete in the Open classes, leading a trend which this year saw more than 30 women follow suit. The award recognizes the female driver winning an Open class by the greatest margin, or if there is none it goes to the woman who finishes closest to the class winner. Hunt, 2016 Solo Rookie of the Year as the CSPL champion, this year ran DSP and placed second, 0.316sec behind the winner.

ROGER JOHNSON SPIRIT OF THE SPORT AWARD: TIM WHITE, CENTRAL CAROLINAS REGION

With a reputation for his "trasharita" recipe, created in mass quantities, White (BELOW) has become known as one who enjoys creating an environment of fun and good times, as well as jumping in to help competitors fix what's broken.



SMALL FORTUNE RACING FTD AWARD: MARSHALL GRICE, CAL CLUB REGION

Grice won this award for the second year in a row with a final A Modified total time of 91.866sec. But unlike last year when a final-run blast grabbed the victory, this year he dominated from the first run, winning the class by 2.396sec.

KIESEL GUITARS TOP PAX AWARD: BILLY DAVIS, NEW ENGLAND REGION, AND TOM O'GORMAN, OHIO VALLEY REGION

Award sponsor Jeff Kiesel decided to double up, giving a Kiesel Guitar to the top PAX on each of the two days of competition. Wednesday winner Davis, in CSP, set the mark for the third year in a row. Friday winner O'Gorman stood atop the BSP class.

DICK BERGER PERSEVERANCE AWARD: CHARLIE DAVIS, SAN FRANCISCO REGION

In 36 Nationals appearances, Davis (ABOVE) has competed in 17 different classes in around two dozen different cars seeking that elusive trophy finish – he has three, the most recent in 1999. But always involved, he takes on multiple duties at the Solo National Championships and recently accepted a call to fill out a term on SCCA's Board of Directors.

SPORTSMANSHIP AWARD: TINA EDINGTON, COLORADO REGION

Edington stepped out of her car to give the ride to a trophy contender.

OUTSTANDING WORKER: KENCEY CHRISTOPHER, CAL CLUB REGION

The confusion with the paddock-renumbering situation caused much consternation among competitors. It fell to Christopher to explain the changes, doing so with a bright and cheerful demeanor as she helped people learn where to go.

HARD LUCK AWARD: DAVID HEDDERICK, HOUSTON REGION

Hedderick blew an engine at the ProSolo. While announcing the award, event chairs Ron and Karen Babb also gave a nod to the hurricane-hammered competitors from the Houston and Florida Regions.

THE SILVER CIRCLE

Ten drivers competed in their 25th Solo Nationals this year: Tom Berry, Cal Club, in ASP; Chris Dvorak, Chicago, in DS; Jeffrey Ellerby, Iowa, in DM; Andy Hollis, Lone Star, in SMF; Eric Jones, Lone Star, in DS; Gary Kramar, Texas, in FM; Ted Lewis, Arizona, in DP; Marcus Merideth, Detroit, in AS; Scott Nardin, South Bend, in FM, and Teresa Neidel-McKee, San Francisco, in XP.

SCCA FOUNDATION FUNDRAISERS

It was announced 1,004 runs were taken on Nebraska Region's Test and Tune course at the north end of the paddock, producing a \$10,000 donation to the SCCA Foundation. In addition, the tire cleaning area added another \$747 to the Foundation's fund.

Street Modified Classes

SUPER STREET MODIFIED LADIES

Jenny Dunlap came to drive her Toyota MR2 Spyder and to enjoy the car, the courses, and the event. It was her first Nationals and her husband Kirk was at his second. She was among the group that went out right after the National Anthem on Tuesday morning on the West Course, turning a 67.678sec best run. On Wednesday, she ran a 61.472 on the East side for a 129.150sec total. She knew there was no champion's jacket for the one-car class, but there was still a winner's trophy and she had a great time.

SUPER STREET MODIFIED

Everyone who would end up top 10 in the class started out on the West Course with a pylon or a DNF on their first runs with the exception of two teammates in a Mazda RX-7 - Jake Namer, who ran fast and clean to a 56.2, and Hezron Laluces,

whose 58.5 put him in third. Randall Wilcox had a plus one in a Miata, but his raw 56.0 was a portent of things to come.

It was a matter of letting the tires wake up and get familiar with the course. It was the fourth heat, mostly sunny and somewhat breezy - great autocross conditions. On second runs, most contenders were able to stick down times in the mid 50s if they wanted to be in the trophies, except Laluces who found his cone. Carter Thompson laid down fast run among first drivers, 55.9 in an Elise, good only until the second drivers had their chance. Wilcox went a half second faster. Then Thompson's co-driver, Matt Glagola, ran an almost uncatchable 54.7 to vault into first place. On the final runs, Glagola found another 0.007sec to take the first-day lead at 54.706. Wilcox was lurking at 54.9. Thompson, in third, was almost a full second back of the leader.

Pylons again took a toll on some top competitors as the class made its first East Course runs - Wilcox, his co-driver Eric Anderson, and Namer all catching cones. Of note was Dallas Reid and Ryan Johnson, who had an issue with their Lotus Elise and "had to run" a McLaren from SSP instead. It was a handful but gave them the opportunity to take their runs, and although out of the trophies they held on to their top-10 finishes.

On the second runs, Namer ran very quickly, but he was right behind Wilcox, who laid down the day's only 50sec runs.

On the final runs, Glagola had a 50 on the timer that would have put him in the lead, but a pylon took that outcome into the trash and Glagola into second place. But on Wilcox's second run, the car just before him spun and he was flagged and received a re-run. Running out of order, he knew that by

SUPER STREET MODIFIED

1. Randall Wilcox Mazda Miata	Tenn 105.086
2. Matthew Glagola Lotus Elise	Atl 106.182
3. Jake Namer Mazda RX7	NY 107.269
4. Carter Thompson Lotus Elise	Tenn 107.422
5. Hezron Laluces Mazda RX7	NNJ 109.821
6. Eric Anderson Mazda Miata	Tenn 110.642
7. Ryan Johnson/Utah (Lotus Elise); 8. Mitch Fagundes/SanF (Audi R8); 9. Brian Cairns/LnSt; 10. Dallas Reed/Indy (Lotus Elise); 11. Mike Wolf/Guam (Datsun 240Z); 12. Paul Dornburg/SInd (Porsche 911T); 13. Ralph Elder/SanF (Audi R8); 14. Jordan Priestley/Utah (Corvette C7 GS); 15. Carl Wener/NEng (Porsche GT3); 16. Kirk Dunlap/Colo (Toyota MR2 Spyder); 17. Bruno Lajoie/NEng (Porsche GT3); 18. Quentin Yarie/Guam (Datsun 240Z); 19. Ed George/NwOh (Subaru WRX); 20. Vernon Jolley/Utah (Mustang); 21. O.D. Terry Davis/SInd (Porsche 911T).	

SUPER STREET MODIFIED LADIES

1. Jenny Dunlap Toyota MR2 Spyder	Colo 129.150
--------------------------------------	-----------------



SSM

Randall Wilcox
Greyhound Pets of America/ Top End Fabrication/ DIY AutoTune/ Run Cool
Mazda Miata



SSML

Jenny Dunlap
Lucky Kitty Racing
Toyota Spyder



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Glagola collecting the pylon, he already had the win. With the pressure off, he went on a victory lap and set the day's quick time at 50.132sec.

Wilcox said he and Anderson had been developing the Miata for five years, making it faster and better. The result was a 105.086 final time and a 1.096sec margin of victory. He was absolutely elated on winning his first championship, especially when the next three drivers behind him – Glagola, Namer, and Thompson – had all been SSM champions in the class during the past four years.

Matt Murray

STREET MODIFIED

Street Modified has always been part innovation, part speed, and part survival. This year was no exception, with a few cars suffering drivetrain issues in both the preceding ProSolo Finale as well as during

competition Thursday and Friday in the midday third heat.

For Todd Kean and Dave White, the troubles started right from the get-go as they found their Nissan 240SX, dubbed “Panda,” with a lack of oil pressure while testing before the ProSolo Finale even started. A quick diagnosis led to finding a paper towel in the sump of their recently built engine and, luckily for them, no damage beyond that. With two-dozen cars in the class, they'd need all the motor they could get.

Competition started on the East Course with Kean setting the early pace at 52.1 after Daniel Stainback added three cones to a 52.0 in his Subaru STI and White whacked two cones. Stainback took the lead on second runs by breaking into the high 51s as White cleaned up to a 52.0. On final runs, Stainback held nothing back as he brought his time down to a blistering

50.7, but he'd tagged two cones in the opening slalom. This opened the door for Kean to take the lead with a 51.7 until White finished the day's runs with a 51.559.

On Friday, the battle for the lead moved to the West Course where it was déjà vu for Stainback, a quick 56 spoiled again by a triple pylon penalty. Kean coned his own 57.0, and White ran clean on a 57.2 to secure his lead. On second runs, Stainback was clean on a 57.1 to move into second place as Kean ran into more cone trouble. White, last driver out, improved on his time to a 56.330 to extend his lead, now at a total of 107.889.

On the final run, Stainback moved into the 56s, closing to within 0.673sec of the lead. Kean cleaned up his final run, also a 56, but fell a tenth short of Stainback for third.

With the remaining competition farther back, White ran his final

run as a victory lap to claim his fourth Street Mod title. He seems to have a thing for odd-numbered years, having won in 2011, 2013, 2015, and 2017.

STREET MODIFIED LADIES

The battle of Street Mod attrition reached to the Ladies class as well. Christy Carlson's Subaru Impreza suffered a transmission failure during the ProSolo Finale, leading to car owner Tim White installing a backup with less than ideal ratios. This created the potential to need extra gearshifts, which could make or break a run at this level of competition.

First car out on the East Course, Carlson was unfazed, setting the early pace with a 55.1, and then going 54.5 on her second run. Diane Bollenbecker coned a 54.3, but then ran a clean and quicker 54.330 on her second run in a Subaru STI.

On the West Course, Carlson

STREET MODIFIED

1. David White	NEng
Nissan 240SX	107.889
2. Daniel Stainback	NY
Subaru STI	108.562
3. Todd Kean	NEng
Nissan 240SX	108.700
4. Aaron Shoe	Phil
Mitsubishi Evo MR	110.242
5. Tim White	CCar
Subaru Impreza	110.504
6. Mike Aversa	WNY
Subaru Impreza 2.5 RS	110.983
7. Peter Bollenbecker	SanD
Subaru STI	111.562
8. Eric Hyman/Nwst (Nissan GT-R); 9. Chuck Pyanowski/SCar (Subaru Impreza); 10. Troy Dudley/Tex (Nissan GT-R); 11. Greg McCance/NwOh (Subaru Impreza 2.5 RS); 12. Jay Bullington/Milw (Audi S4); 13. Dana Basinski/Milw (Audi S4); 14. Drew Hackett/Iowa (Subaru Impreza WRX STI); 15. Joseph Battista/Haii (Subaru STI); 16. Ben Levy/Fla (Subaru Impreza WRX STI); 17. Chris Weiske/Iowa (Subaru WRX STI); 18. Randall Prince/Atl (Mitsubishi Evo MR); 19. Zachary Baumgardner/Okla (Nissan 240SX); 20. Brian Fox/Iowa (Subaru Impreza); 21. Brian Harmer/Kan (Toyota Celica Supra); 22. Carmen Rowlands/NwOh (Subaru); 23. Devin Ramsey/Colo (Subaru Impreza STI); 24. Rudy Ramsey/Colo (Subaru Impreza STI).	

STREET MODIFIED LADIES

1. Christy Carlson	Wire
Subaru Impreza	112.732
2. Diane Bollenbecker	SanD
Subaru STI	114.370
3. Theresa Berry/CSCC (Mitsubishi Evo IX); 4. Lacie Ewing/SanD (Subaru STI); 5. Jojo Corrales-Kean/NEng (Nissan 240SX).	



◀ SM

David White
g-fab
Nissan 240SX



◀ SML

Christy Carlson
OS Giken/Thanks
Tim!/Bad Panda
Subaru Impreza



rocketed to 58.6 as Bollenbecker dropped to second on a 60.9. On second runs, Carlson improved to a 58.208 while Bollenbecker cut down to a 60.0.

And there it stood. Issues with her car forced Bollenbecker into Theresa Berry's Mitsubishi Evo IX for her last run, but she tagged a cone. Carlson also coned her final run, so her 112.732 stood as the winning time with Bollenbecker 1.638sec back. It is Carlson's third National Championship, her first in Street Modified Ladies.

P.J. Corrales

STREET MODIFIED FWD

A crisp, autumn-like morning greeted the first heat drivers of SMF as they prepared to tackle the fast and flowing East Course on Thursday. While the grid included the usual suspects such as Chris Haydu, Mike Forsythe, and last year's SMF Champion Jinx Jordan, there were a few

who were new, or had come back after a year off. Both Andy Hollis and Andrew Bower played the prodigal son role, while last year's SSM Champion Robert Thorne took the persona of new kid on the block.

Thorne, co-driving Forsythe's car, would immediately set a high bar - and then successively raise it as the competition went on. Consistently in the 52s - nobody else bettered 53.4 - his second-run 52.292 would lead the class by 1.1sec into day two. That left Hollis, Haydu, and Jordan to battle it out for the other three podium spots. Hollis, fighting his short gearing, was able to shift his way past Haydu on his second run, with Haydu nearly matching Hollis' time on his third run, bumping Jordan to fourth.

On the more technical West Course, Thorne was again Mr. Out-of-reach, Hollis was Mr. Consistent running three laps within a couple of tenths spread,

Haydu was Mr. Conekiller getting just one clean run. Thorne's eventual 56.987 again led the class by 1.1sec, resulting in a margin of 2.255sec over Hollis with a total time of 109.279.

The next three drivers' best times nicely stair-stepped in finish order - Hollis had 58.1, Haydu was third at 58.2, Bower grabbed the final trophy at 58.3, and Forsythe just missed at 58.4. Jordan also had just one clean run, falling to sixth.

SMF, says the rulebook, stands for Street Modified Front-wheel-drive. But according to Hollis, it might stand for So Much Fun. "I had forgotten how much fun these cars were," he said at the end of the heat.

STREET MODIFIED FWD LADIES

Last year's SMFL runner-up, Kristell Janusz, didn't have an easy go of it. With the third heat sun high overhead, Janusz had

cone troubles on her last two runs on Thursday's East Course and had to stand on her first time of 55.450, watching and waiting to see if either Ginette Jordan or Monique Forsythe would be able to leap past her. In the end, the time held for the day's best, as both Jordan and Forsythe turned 56s.

It didn't get easier for Janusz on day two. After taking out two cones on her first run, Janusz saw Jordan trip the lights with a 61.9 to take the lead. Both ran their best time on the second run, but Janusz's 60.332 would stand as the day's best. Jordan's 60.5 held up for the runner-up trophy - her 20th, ranking her fifth on the most-trophies list among the ladies.

But the first-day lead Janusz built proved too much to overcome. Jordan was 0.888sec behind the winning total time of 115.782.

John Hunter



◀ **SMF**
Robert Thorne
Mike Forsythe
Honda Civic

STREET MODIFIED FWD

1. Robert Thorne	Colo
Honda Civic	109.279
2. Andy Hollis	LnSt
Honda CRX	111.534
3. Chris Haydu	NePa
Honda Civic	111.684
4. Andrew Bower	NePa
Honda Civic	112.439
5. Mike Forsythe/Colo (Honda Civic Si); 6. Jinx Jordan/NEng (Honda Civic); 7. Adam Koback/NePa (Honda Civic); 8. Chris Janusz/NePa (Honda Civic); 9. Brock Clayton/BlRg (Honda Civic); 10. George Hammond/LnSt (Honda CRX); 11. Johnathan Burchardt/SwLa (Honda Civic); 12. Paul Krysiak/NEng (Honda Civic).	

STREET MODIFIED FWD LADIES

1. Kristell Janusz	NePa
Honda Civic	115.782
2. Ginette Jordan	NEng
Honda Civic	116.670
3. Monique Forsythe/Colo (Honda Civic Si); 4. Molly Thore/CCar (Honda Civic); 5. Kathleen Barnes/NEng (Honda Civic Si).	



SMFL ▶
Kristell Janusz
Evans Tuning
Honda Civic



X PREPARED

XP began Thursday this year on the West Course in the first run group. Temperatures in the low 50s for the early morning heat were not ideal for the slick-tread tires of the class on first runs. The 13 first drivers on the cold tires littered the corn-themed Corn Side course with cones - 17 in all plus two DNFs; only three ran clean. The half-dozen second drivers knocked just one cone out of its box.

Zachary Sober in a Mazda RX-7 set the day one pace with a 54.041, declaring himself a contender in a class that has known just two winners since 2008 - Fred Zust and Andy McKee, and both were lined up behind him.

McKee, also in an RX-7, followed in second 0.3sec back, with Zust and his Lotus Elise in third just over half a second behind Sober. All three were second drivers and all three did it on their final runs.

"That's a really fun course," Sober said. "Everywhere was technical, it was challenging - it was a real thrill. My hands were shaking every time I got out of the car."

Zust said he'd "struggled with the front end grip the whole time and couldn't get the car not to push." He expected Friday to be warmer, "but we start an hour earlier so we're just kind of equally screwed, I think."

On Friday's East Course it all came down to the final runs when all of the top seven contenders gained more time, except Sober, sitting on a 50.1. Sober left the line holding more than a half-second advantage on Zust and 1.8sec over McKee, but found no joy. McKee ran 1.5sec better to slot in just behind Sober.

Zust, the last XP car to run, needed half a second to catch Sober and did exactly that. He executed an exceptional run,

coming through the lights with a clean 49.524, enough to slip past Sober by 0.078sec with a total time of 104.131.

"I think the West Course was fine," said Zust, relishing his eighth National Championship. "It's just that the car wasn't. If the car isn't working, the course just isn't any fun - third run group or later I think we would have been on fire." On the East Course, Zust said, "I liked it a lot! It was cool because it had a lot of places that required bravery and precision and a lot of speed changes - a lot of looking ahead. It was more technical than I think people gave it credit for in their commentary."

Day two, Zust said, "was such a big dig, and [Sober] drove so well. I said...well, maybe there's a shot, and then he put down a 50.1 and I put down a 50.1 and said it's not gonna happen. I didn't want to come in going coulda, shoulda, woulda, so [on

Prepared Classes

X PREPARED

1. Fred Zust	ArzB
Lotus Elise	104.131
2. Zachary Sober	Hous
Mazda RX7	104.209
3. Andrew McKee	SanF
Mazda RX7	104.490
4. Alexandra Zust	ArzB
Lotus Elise	106.853
5. Teresa Neidel-McKee	SanF
Mazda RX7	107.709
6. Vitek Boruvka	LnSt
Mazda RX8	108.198
7. Thomas Thompson/Hous (Mazda RX7); 8. Mark Mauro Jr./Colo (Mazda RX7); 9. Brian Tefft Jr./Sal (Mazda Miata); 10. Nicholas Zelisko/InNw (Mazdaspeed Miata); 11. Gabe Argenta/InNw (Mazdaspeed Miata); 12. Mike Nakata/CSCC (Mazda RX7); 13. Mark Mauro/Colo (Mazda RX7); 14. Steve Bollinger/SBnd (Mazda Miata); 15. Bryan Hayes/CCar (Honda S2000); 16. Ivan Pandev/SanF (BMW 323Ci); 17. Brian Tefft Sr./Kan (Mazda Miata); 18. Tony Giordano/KC (Datsun 280Z); 19. Jeff Jenkins/KC (AC Cobra).	

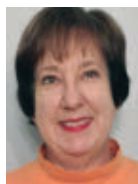
X PREPARED LADIES

1. Kim Bollinger	SBnd
Mazda Miata	119.895
2. Emily Langley/Tex (Camaro).	



X P

Fred Zust
Blackwatch Racing
Lotus Elise



X P L

Kim Bollinger
Mazda Miata



the last run] I just hammered down and dodged everything the best I could."

Mark Yakich

X PREPARED LADIES

The XPL class came into the Nationals week with one entrant, which bloomed to five and ended up with two. After the post-event protest dust had settled, Kim Bollinger was credited with the victory - her 12th - in a tricked out Miata, with Emily Langley, who'd moved over from CPL in a Camaro, in second place. (Neither was involved in the protest; the decision is subject to appeal.)

Of the two, Bollinger set fast time each day - 61.649 on the

West Course, 58.246 on the east, a total of 119.895sec. Her previous championships had come mostly in the DP Sprite she shared with her husband, Steve. The Miata is the newest project car for the Bollingers.

"It's an unfinished project, a work in progress," she said. The Nationals was the first time she'd driven it on the new suspension. It went "better than expected," she added, because of a "lack of familiarity with the car. The suspension was actually behaving really well. So, I've got to learn how to drive it. This is a surprise, honestly, that I'm running so well. I'm happy, really happy - better than expected."

Initial results had Tracy Lewis as the class winner with her daughter Alyssa second. Both had originally entered in CPL. Also on the results was a pseudonym, "Duchess P. Langley," actually Sandi Brown, the National Solo Operations

Manager and Chief of Workers. The protest averred the Lewises had changed classes after the published deadline (5 p.m. Wednesday), and Brown's was a new entry, also post-deadline.

Because XPL had run in the last heat of the last day (and Alyssa Lewis had a minor injury in impound), the official Protest Committee decision was deferred and not announced until Sept. 19. The ruling was that the Lewises should be returned to CPL, where they'd been properly entered, and that Brown's entry would be "excluded from the event results completely."

Rocky Entriiken

C PREPARED

Mike Maier has nine National Championships under his belt, all in CP, including last year's. Last year's runner-up, Mark Madarash, was looking to add a CP title to his eight ESP championships. Brian Peters

was at seven, each in a different class, and 42 other drivers were quite eager to spoil their plans.

Maier and car owner Frank Stagnaro had made some changes to the iconic 1965 Shelby GT350. Really? What changes, Mike? "Oh - everything."

Wednesday evening Maier had been made part of the elite group honored as a Solo Driver of Eminence - three of them were on the CP grid Thursday. The others: Madarash (2013) and Peters (2015).

First runs on the West Course showed Peters, Maier, Tommy Pulliam, and Robert Lewis all in the 57s. Then Maier turned a 56.510 on his second run. When Maier failed to improve on his third, Peters moved into striking range with his own 56.5. The pair had now pulled clear of the field with Todd Farris a full second behind.

Madarash was suffering from a lack of power and hovered

"It was cool because it had a lot of places that required bravery and precision"

FRED ZUST



CP
Brian Peters
ProParts USA/
Evolution
Ford Mustang



CPL
Tracy Lewis
Mod Squad Garage
Ford Mustang



C PREPARED

1. Brian Peters	Ariz	Mustang	108.629
2. Mike Maier	SanF	Shelby GT350	108.727
3. Tommy Pulliam	Atl	Mustang	111.036
4. Robert Lewis	Dix	Mustang	111.143
5. Todd Farris	Hous	Camaro	111.526
6. Ethan Bradbury	NwOh	Ford Thunderbird	112.479
7. Wayne Atkins	Tex	Camaro	112.484
8. Frank Stagnaro	SanF	Shelby GT350	112.598
9. Frederick Pascual	Nwst	Mustang	112.704
10. Chris Cargill	Hous	Camaro	113.104
11. John Hogan	Ariz	Mustang	113.128
12. Scott Lewis	FtWn	Camaro	114.046
13. Chris Miller/DMV	(Mustang Turbo)		
14. Darrel Padberg/Dix	(Mustang)		
15. Bob Ely/ConD	(Mustang)		
16. Kurt Janish/Tex	(Pontiac Trans-Am)		
17. Albert Hermans/KC	(Mustang Cobra)		
18. James Cahill/Kan	(Mustang Cobra)		
19. Sean Tate/SagV	(Mustang)		
20. Mike Fellmer/WMch	(Camaro)		
21. Derek Latshaw/Susq	(Mustang GT)		
22. Jeff Minor/Hous	(Camaro)		
23. Kyle Martinez/Wich	(Pontiac MSE Trans-Am)		
24. John Bradbury/NwOh	(Ford Thunderbird)		
25. Dennis Latshaw/Susq	(Mustang)		
26. Jeff Seeger/NEng	(Mustang)		
27. Donna Bartling/Hous	(Mustang GT)		
28. Aaron Holstrom/KC	(Corvair)		
29. Bryan Finocchio/Neb	(Mustang)		
30. Anthony Espinosa/Hous	(Mustang GT)		
31. Rick Ruth/Chi	(Mustang II)		
32. Bill Gelinas/Mont	(Oldsmobile Hurst/Olds)		
33. Arnold Beebe/MoHu	(Mustang)		
34. Sean Ittner/Atl	(Mustang)		
35. Russell Hill/Nwst	(Mustang GT)		
36. Charlie Clark/KC	(Corvair)		
37. Chris Price/Neb	(Mustang)		
38. Art Martinez/Wich	(Pontiac MSE Trans-Am)		
39. Dick Berger/KC	(Corvair)		
40. Tracy Sandberg/Iowa	(Camaro Z28)		
41. Charles Tate/SagV	(Mustang)		
42. Kevin Ittner/LOL	(Mustang)		
43. Brian Ittner/LOL	(Mustang)		
44. Ron Ittner/Atl	(Mustang)		
45. Mark Madarash/Tex	(Pontiac Trans-Am)		

C PREPARED LADIES

1. Tracy Lewis	Dix	Mustang	117.806
2. Alyssa Lewis/Dix	(Mustang)		

around the lower trophies. Fuel delivery was suspected. The discovery of broken ring gear teeth forced him to miss his Friday runs. The Lewis/Pulliam "Sledgehammer" Mustang broke a rear shock and shock mount during Ladies class competition; a trip to Speedway Motors yielded a pair of R&D shocks from a T-bucket roadster, and springs to fit them. Lewis did a scientific "push and pull adjustment" on the shocks of unknown valving, and "run what ya' brung" took on new meaning.

Maier was first into the 52s on the fast East Course, but Peters had a dirty 51.9. Could he do it clean? Not quite, but enough. Their second runs were virtually identical 52.5s, putting Peters half a tenth behind. Maier's final run shaved another 0.3sec and all eyes were on Peters. He was going to have to come really close to his first-run scratch time.

A 52.067 sealed the deal for Peters - he was at 108.629. Maier was only 0.098sec behind. In third, Pulliam was more than two seconds adrift. Lewis and Farris rounded out the top five. Stagnaro's eighth-place finish extended his most-trophies record to 36.

The Peters Mustang is for sale - he'll be looking for his ninth title in his ninth class in 2018.

Charlie Davis

C PREPARED LADIES

CPL was scheduled for Heat 4. Its two drivers, mother/daughter Tracy and Alyssa Lewis, ended up competing in Heat 5 in the Mustang nicknamed "Sledgehammer," because it has all the subtlety of that device.

Unusual circumstances developed after the Lewises, finding themselves a non-championship, two-driver class in CPL, moved the Mustang to XPL. After the XPL competition was complete on Friday, a Protest Committee ruling determined the move was improper because it was done after the 5 p.m.

Wednesday deadline. It was mandated the results should simply show the car back in CPL with its Heat 5 times.

Whatever class letters may have been on the car, the battle between the two was fierce. Alyssa was the day one leader with a 60.627 on her only clean run and Tracy was at 61.7 after mechanical issues on her last two runs. On the East Course, both opened with 57s but Alyssa's 57.2 would be her only clean run. Then she picked up cones for the last two, faster, raw times - but ultimately no help. Tracy still was in second going into her final run, needing just over half a second to catch her daughter. The car had to be push started, but mom came in with a 56.096 to pass her daughter by 0.074sec, scoring 117.806 for her third CPL victory.

Postscript: Attempting to push-start the car again after its weigh-in, Alyssa slipped and her

foot went under a rear tire. Paramedics were called. At the hospital she was diagnosed with a broken big toe, but was released in time for the awards banquet. "Not only did my mom beat me," she said, "then she ran me over with the car!"

Mark Yakich

D PREPARED

With the Lincoln weather curveball this year being the unseasonably cool and windy conditions experienced by Tuesday/Wednesday competitors, this year's contest for D Prepared's cadre of lightweight cars turned into a story about tire temperatures. DP ran in the third heat, there were no DPL entries for the fifth heat.

Chris Dorsey, the defending champion in a Toyota Corolla GTS, cruised out to a 1.3sec lead after first runs with a 52.489 on the East Course. He was the only driver to run 52s, and did it all

three runs, but his second and third yielded slower times.

"That was uncharacteristic for me," he said, adding his Avon slicks liked the cool conditions but would lose grip if they got too hot.

By third runs, Steve Hoelscher's Toyota MR2 on Hoosier A7s was still struggling with a lack of heat for the tire. "I'm down on horsepower, down on tire temperature," he said, glancing enviously at those who had co-drivers to generate extra heat. Nevertheless, Hoelscher cut Dorsey's lead to half a second, coming home in second for the day. Bret Dodson finished the day third in his Mazda Miata - the most popular pick for the class - just half a tenth shy of Hoelscher, having been forced to abort his final attempt on course and overheating his Avons on the re-run. It was another half a tenth to Todd Roberts' Miata in fourth.

With day two came tension: Dorsey's nerves, wound tightly



D PREPARED

1.	Christopher Dorsey	Colo	Toyota Corolla GTS	108.998
2.	Todd Roberts	LnSt	Mazda Miata	110.486
3.	Steve Hoelscher	TnnV	Toyota MR2	110.827
4.	Bret Dodson	Nwst	Mazda Miata	111.529
5.	Sean Green	Nwst	Mazda Miata	113.084
6.	Ron Baker/Reno (Mazda Miata); 7. Ted Lewis/Ariz (Lotus Elan); 8. Steve Hudson/LnSt (Mazda Miata); 9. Nathan Poffenbarger/SanF (Toyota Starlet); 10. Stephen Simonds/Hous (Mazda Miata); 11. Perry Simonds/Tex (Mazda Miata); 12. Paula Baker/Utah (Mazda Miata); 13. Dwayne Komush/SanF (Toyota Starlet); 14. Danny Thomas/Okla (MG Midget); 15. Philip Snodgrass/Ore (Mazda Miata); 16. Paul Neal/GuCo (Datsun 510).			

D PREPARED LADIES

No Entries



▲ DP
Christopher Dorsey
034 EFI/3Rauto.
com/Cobalt Friction/
Apikol/TRD/Roger
Kraus Racing
Toyota Corolla

"Dorsey's nerves, wound tightly enough to make him skip breakfast, were almost his undoing"

enough to make him skip breakfast, were almost his undoing. He relinquished the lead after first runs by skipping the very first gate on the West Course. On his second run, a red flag left him worried about overheating his tires.

"It was pretty stressful at that point," he said, hustling the car back to grid to cool the tires before his five-minute clock ran down. On the re-run he took care of business, reassuming the lead, then knocking down a 56.509 on his last run. His total time of 108.998 ran his winning streak to seven, his last three in DP, and his championship total to eight. He had a 1.488sec margin of victory over Roberts, whose tire temp was helped by the marginally warmer conditions and a timely rerun. Roberts was a half-second quicker than Hoelscher, who slipped to third with Dodson fourth.

Manfred Reysser

E PREPARED LADIES

Denise Kugler, a nine-time champion, was the only entrant in E Prepared Ladies, alone on the Heat 2 grid Tuesday on the West Course. She could not do the common move of going to EP because Fester, the family CRX, already had two drivers there. "I'm doing reconnaissance for my co-drivers in EP," she said. She had a best run of 59.586 Tuesday followed by a 54.867 on Wednesday on her way to a 114.533.

E PREPARED

E Prepared took to the West Course in Heat 5 Tuesday afternoon with 15 drivers, what the announcer called "lots of old Hondas driving really fast." (Plus two VWs.)

In first runs, Brian Kuehl's Civic had the fastest raw time, 58.9, but carried a cone.

2016 Champ Allen Kugler in

Fester turned a 58.8 to put himself in second. Second runs saw Kuehl get his quickest run, a 57.234 and no cones, closely followed by Kugler with a 57.3 and Pat Washburn at 57.4. Kuehl couldn't improve on his third run, but no one could catch him either. Washburn and Kugler were 0.001sec apart at 57.30.

Wednesday on the East Course, Kuehl was quickest in run one with a 52.8 and quicker yet on run two at 52.232. Washburn and Kugler started at 53.5s, and kept shaving time but could never reach 52.

After Kuehl ran a slower 52.2 on his last run the door

was open but Washburn could only do a 53.0, which was enough to get second ahead of Kugler's 53.2. Kuehl's second run was enough to give him a 0.849sec win and his second National Championship.

"[Tuesday] was pretty much a dead heat as we were all within a tenth," Kuehl said. "The car was working great and the engine was strong. I just had to focus, hit my marks, and I managed to get it done."

Paul Dornburg

F PREPARED

Location: West Course. Planet: Saleucami. Time: Early morning Thursday. Much like the droid army the clone warriors would need to fight off, the competitors of FP took off in their machines of modified metal to start their fight for the win.

David Montgomery led the charge with his Porsche 914-6

"The car was working great...I just had to focus, hit my marks, and I managed to get it done"
BRIAN KUEHL



EP ▶

Brian Kuehl
Racetek/WRS/
Karcepts/GFab/BBR
Honda Civic



◀ EPL

Denise Kugler
Karcepts/
InMotion/
EvansTuning
Honda CRX

E PREPARED

1. Brian Kuehl Honda Civic	NEng 109.466
2. Patrick Washburn Honda Civic Si	Milw 110.315
3. Allen Kugler Honda CRX	Susq 110.558
4. Brian Levesque Honda CRX	NEng 112.436
5. Andrew Blasiman Honda Civic Si	NwOh 112.484
6. Chris DeLay/Milw (Honda Civic); 7. Don Kuehl/NEng (Honda Civic); 8. Anthony DiFiore/Phil (Honda CRX); 9. Matt Tuhro/LSup (Honda CRX); 10. Robert Christmas/NwOh (Honda Civic Si); 11. Andrew Furlong/MoHu (Volkswagen Rabbit); 12. Scott Hearne/NwOh (Honda CRX); 13. Rich Windberg/LnSt (Volkswagen Scirocco); 14. Alex Jackson/NEng (Honda CRX); 15. Michael Hearne/ NwOh (Honda CRX).	

E PREPARED LADIES

1. Denise Kugler Honda CRX	Susq 114.553
-------------------------------	-----------------

with a clean run into the 56s while co-drivers Chris Raglin and Alex Jones in a Pontiac Solstice GXP maybe had their targeting system set on the same three drones, uh, cones. Jones got two clean runs with a 56.6 best, while Raglin's only cone-free trip was 57.1.

"The car has just been exceptional - [my father Mike and I] did a ton of work in the off-season," Montgomery said. "We were kind of nervous about running first heat with the colder temps," he added, but the car "was the best it's been all year." He ended his day with a best time of 55.437.

As for Jones: "The Avon tires were gripping amazingly out there - we couldn't go quick enough."

Location: East Course.
Hyperspace Coordinates: Kessel Run, Friday. Target: It was a day of the second run getting it done for all the top four drivers except

Raglin, who needed his third to move past his teammate and take second place.

Montgomery found the 45-year-old Porsche to be a "little skate-y. I think it was the surface temp."

Run two captured a 51.555 but he felt there was more. "I really laid it on the line for my third run...and I carried some big oversteer. It wasn't like big mistakes - it was like trying to work the car, and it wasn't faster."

But he ended the day at 106.992, 2.080sec clear of Raglin in the Solstice, he was "over the moon" to have won his third championship.

F PREPARED LADIES

The tight rows of cones on the West Course were no match for Hilary Anderson Frank in the Erik Strelnieks Boxster. Anderson Frank, coming from STS, said, "I wasn't getting on

the power early enough for the car. Coming out of an STS car, if you get on the power too hard, too early, the car pushes way too hard."

For Amy Dilks in Jesse Waymire's Honda S2000, Thursday's course was more to her driving style. "I could really just lay into the throttle - kind of saw the car in and get the line that I wanted," said Dilks. Coming from road racing, time attacks, hillclimbs, and previous Nationals with a DSP car entered in SML, Dilks said, "This is actually the first [Nationals] that I am driving a car that is prepped for the class...and it's a blast to drive."

After the first day, Anderson Frank was on top at 59.117 to get the 59.2 of Dilks.

Friday, Dilks opened at a 55.2 but coned her second run as she turned a 54.339. Dilks was at the line when the Honda's third run was flagged. Thinking Anderson Frank would get a re-run - needed because of her dirty second run - Dilks went out with a fast run in mind, but also coned. The re-run ended up a DNF.

"I never want that for a fellow competitor," Dilks said. "I want to drive against them instead of fate."

Advice from a friend paid off for Dilks: "Nationals isn't where you come to make a driving breakthrough. Nationals is a result of all the practice and seat time you've built up over the year."

Who knew cones could cause so much trouble in space?

Angela Carlascio

"It wasn't like big mistakes - it was like trying to work the car, and it wasn't faster"

DAVE MONTGOMERY

F PREPARED

1. Dave Montgomery	Cinc
Porsche 914-6	106.992
2. Chris Raglin	NwOh
Pontiac Solstice GXP	109.072
3. Alex Jones	NwOh
Pontiac Solstice GXP	109.153
4. Erik Strelnieks	LnSt
Porsche Boxster	110.020
5. Jesse Waymire	Wire
Honda S2000	110.677
6. Troy Acosta/LnSt (Porsche Boxster);	
7. Tom Holt/LnSt (Datsun 280Z); 8.	
Michael Parker/Haii (Datsun 280Z); 9.	
Federico del Toro/Almo (Porsche Boxster	
S); 10. Marcus Kroll/Fing (Honda	
S2000); 11. Leeds Gulick/Nwst (Porsche	
914/6); 12. Lynne Rothney-Kozlak/NEng	
(Porsche 914/6); 13. Paul Kozlak/NEng	
(Porsche 914/6); 14. Michael Tews/Milw	
(Datsun 240Z).	

F PREPARED LADIES

1. Amy Dilks	NY
Honda S2000	113.573
2. Hilary Anderson Frank	Milw
Porsche Boxster	114.355
3. Jennifer Parker/Haii (Datsun 280Z);	
4. Holly Schwedler/NwOh (Pontiac	
Solstice); 5. Charina Jones/NwOh	
(Pontiac Solstice); 6. Jessica Luhn/LnSt	
(Datsun 280Z).	



FP
Dave
Montgomery
Porsche 914-6



FPL
Amy Dilks
Race all the things!
Honda S2000



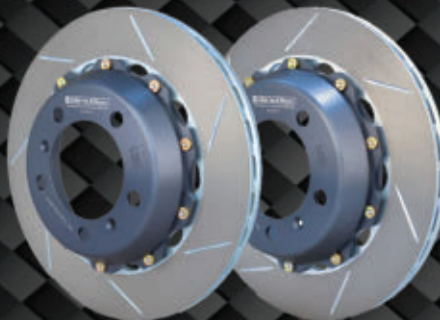
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Modified Classes

A MODIFIED

Marshall Grice won his first national championship in 2016 co-driving the Acme Special owned by K.J. Christopher. He also earned fastest time of the event, doing it with a final-run zinger after being behind for all his previous five runs. As the heavy favorite for 2017, Grice didn't disappoint, but this time leading from his first look at the East Course in the second heat.

The road to Grice's second championship included a twist, however. Grice and Christopher started the year as co-drivers both living in Redondo Beach, Calif. By mid-year, the Christopher family and the Acme Special had moved to Texas, leaving Grice months without seat time in the wickedly fast vehicle.

It didn't seem to make a difference Thursday morning, though, as Grice's first run on the East Course was faster than anyone else's best run of the day.

His second run of 43.973sec was almost half a second faster, and his third run was 1.5sec faster yet, but with a cone.

Christopher's clean second run placed him 0.7sec behind Grice after the first day, with Bernard Cooley a distant third.

On Friday, Grice extended his lead over the nine-driver A Mod field. Again, his slowest run was quicker than anyone else's best, and his final-run 47.893 put up a total of 91.866 and a 2.396sec gap to Christopher, with Cooley remaining in third, 7.7sec behind.

"I was trying to build on clean runs from the start, but I was not successful," said Grice of his first Friday run. "Bumps on the course made the car do funky things. For my second run, I was trying to do what I should have done on my first run, which was to be clean. I then had a real solid third run."

The difference in the wide East Course on Thursday compared to the tight West

Course on Friday affected the Acme Special's strengths. "There were design flaws in the car that showed on the West Course versus the East Course," Christopher explained. "We couldn't use the car's strength on the second day. Marshall adapted better to the limitations of the West Course, and I couldn't. He was the better driver because he was able to adapt."

A MODIFIED LADIES

There is a reason no more than two drivers are allowed to share the same car in the same class, and teenager Kencey Christopher illustrated it nicely. Had she also run in the Open class, the Acme Special would have swept the podium.

Instead, she returned in the fourth heat to run AML as the lone entrant. Cutting her teeth in Junior Karts, and then winning Kart Mod Ladies twice, she experienced her first Nationals in

A MODIFIED

1. Marshall Grice Acme Special	CSCC 91.866
2. K.J. Christopher Acme Special	CSCC 94.262
3. Bernard Cooley Tui FSV	WDC 101.991
4. Gene Cooley/WDC (Tui FSV); 5. Stacey Strout/NEng (Dragon F1); 6. William Goodale/NEng (Dragon F1); 7. Phil Alspach/OhV (Lola T204-Mazda); 8. Matthew Gendron/NEng (CK/Dragon); 9. Robert Barone/NEng (CK/Dragon).	

A MODIFIED LADIES

1. Kencey Christopher Acme Special	CSCC 97.203
---------------------------------------	----------------



AM
Marshall Grice
AEM
ACME Special



AML
Kencey Christopher
AEM Infinity/Ankeny
Racing/OS Giken
ACME Special



the ACME Special, turning times of 45.894 on the East Course and 51.311 on the West. Her total time of 97.203sec was just three seconds back from her dad.

"My main competition this year was my dad and Marshall, and I have been getting closer to them," she said. "Lately, I've been trying to get aggressive on the first run and then figure out where to make changes. Not being afraid of the gas and learning about downforce has been key for me."

Lauren Kane Porta

B MODIFIED

Absent this year was half the father-son duo of Tom and Matthew Ellam. Unfortunately, son Matthew's new job curtailed his race schedule leaving Tom without a co-driver at Nationals for the first time since 1995. Tom was last year's champion and his son won the year before.

Ellam was the first car out on the East Course in Thursday

morning's second heat and led the field through the conclusion of first runs. It was clear he was comfortable on the fast sweepers and immediately up to speed. Ellam's strategy was to pull out a lead on the East Course in his longer and wider Omnifab Cheetah. His fear was the smaller and more maneuverable cars like the LeGrand Mk. 18s of Clemens Burger and Dan Stone/Will Lahee would have an advantage on the tight West Course.

The competition for positions behind him was a scramble of challengers trying to keep in touch. Jim Garry would hold onto second place briefly, with Lahee managing third. Ellam improved on his second run with Burger pulling into second place and Stone, Lahee's car owner and co-driver, taking third.

Nothing anyone did on their third runs would catch Ellam. His final 45.635 won the day

by a large margin, nearly 1.5sec, ahead of Lahee and Burger, who were in a virtual tie for second place.

Lahee, normally an F Modified driver, said he was still adapting to the layout and character of the little sports racer, although he was almost gleeful when describing the thrill of taking corners nearly flat-out. Burger was confident that he would improve on day two, stating, "I'm always better on the busier West Courses."

By Friday, competitors were buzzing with speculation about the surface conditions and how they would affect performance and strategy. Hot weather and lots of rubber deposits would be

a challenge, and other class competitors had complained about greasiness and difficulty adapting.

Ellam gave his competitors hope when his first run was a DNF, apparently having missed a gate. Lahee pounced, leading Burger and Stone into the top three. Ellam showed vulnerability again on his second run when all three of the LeGrand drivers went quicker than he did (although Stone caught cones). He would discover a partially detached belly pan was a factor. Still, he was quick enough to crawl back into the lead, but entirely due to the gap carried over from the first day.

On third runs, it was clear that Ellam, having hastily repaired the belly pan crucial to aerodynamic downforce, was back in charge. He dropped nearly two seconds with a 50.198 no one would match. His 95.833 was 1.894sec ahead of

"I almost snatched defeat from the jaws of victory, but I pulled it off"
TOM ELLAM



BM
Tom Ellam
Roger Krause Racing
Omnifab Cheetah

B MODIFIED

1. Tom Ellam	SanF
Omnifab Cheetah	95.833
2. Will Lahee	Indy
LeGrand Mk. 18	97.727
3. Clemens Burger	Indy
LeGrand Mk. 18	98.173
4. Daniel Stone	Indy
LeGrand Mk. 18	99.748
5. Jim Garry/MoHu (Cheetah SR1); 6. Rich Grupp/Atl (Nova Blade); 7. Bill Gendron/NEng (Dragon SR2A); 8. Mike McMullen/MoHu (Cheetah SR1); 9. Soter Slomski/NEng (Dragon SR2A); 10. Kenton Cabiness/Chi (VanDragon); 11. Jeff Christianson/Iowa (OMS); 12. Lee Hill/CFla (LeGrand Mk. 18).	

B MODIFIED LADIES

1. Carol Burger	Indy
LeGrand Mk. 18	108.924



BML
Carol Burger
LeGrand Mk 18



Lahee, with Burger and Stone finishing the trophy list.

Burger said he had a long list of off-season items to address on his car to match Ellam's equipment, but vowed to return next year. Lahee wasn't disappointed with second place, but said he plans to return to F Mod next season. Ellam, recounting his second-day difficulties, said, "I almost snatched defeat from the jaws of victory, but I pulled it off."

B MODIFIED LADIES

Rule 4.4.B, the maximum drivers per car, per class limit, also meant Carol Burger would have to be the sole competitor in BML. Her husband had a co-driver in the LeGrand for the Open class. So Burger followed the solitary AML driver in the fourth heat, posting bests of 50.777 on the East Course and 58.147 on the West for a total time of 108.924sec and her second BML trophy.

David Webb

C MODIFIED LADIES

Driving a 1983 Reynard Formula F recently purchased from a longtime C Mod competitor, Sue Eckles drove to a solid National Championship win against four other skilled competitors. Eckles took the lead on her first run Tuesday morning and, except for a DNF on her initial Wednesday run, never fell behind. Her runs were tight and tidy with good speed - clocking 52.657 on Tuesday's East Course, 57.930 on the West side.

Finishing second, former CML Champion Krystal Lavender co-drove Heather Howe's 1985 Van Diemen. She had never driven this car prior to the Nationals and indeed, hadn't driven a Formula F at all in 2017, prompting a wish for "one more run" both days. Nevertheless, she turned in a solid drive to finish 2.104sec behind Eckles' 110.047 win, less than a second behind on Wednesday's runs.

After the win, Eckles hoped the former owner would be pleased. "I love this car!" she exclaimed.

C MODIFIED

On both days of competition this year the battle came down to fast runs late in the day, some spoiled by cones, evoking groans and maybe relief, too, from the drivers and spectators viewing the action.

Tuesday afternoon, the fourth heat started with seven drivers in the 51sec range. By the end of the day, the top five drivers were in the 50s, four of them separated by little more than a tenth of a second. Problem was, the fifth one, David Fauth co-driving Barry Ott's 1995 Van Diemen, was at 50.238, almost 0.6sec ahead of Greg Maloy. But had it not been for cones, Ben Martinez would have been in the lead of five drivers clustered in a 0.3sec spread.

Drivers in tight classes know

there is no time to be given away with wide berths to cones. But the need to stay tight is a risk that often results in perfect runs being not so perfect. The class was marked by much "if only" and shaking of heads.

Three examples: Ott had cones on critical runs both days; Maloy gave away about half a second on Tuesday with his cone; and Martinez, whose 1984 Van Diemen is a model previously believed uncompetitive in C Mod, drove to fastest time of the day on Wednesday at 53.979sec, and was lamenting the Tuesday cone that cost him a championship.

But the glory goes to those who drive fast and clean. Fauth, whose own fast first run on Tuesday was marred by a cone, opened up Wednesday's runs with a relatively slow 56, which a number of drivers bettered. Maloy's quick 55.4 propelled him into an overall first for the time being. But Fauth came back with

C MODIFIED

1. David Fauth Van Diemen RF95-Fit	Colo 104.519
2. Greg Maloy Dulon MP15	Det 105.752
3. Ben Martinez Van Diemen RF84	SanF 105.953
4. Joshua Parker Reynard 85F	NEng 106.500
5. Barry Ott Van Diemen RF95-Fit	ConD 106.629
6. Jonathan Clements Van Diemen RF94-Fit	CSCC 106.741
7. Corey Dyck Citation 85F	Badl 106.824
8. Heyward Wagner/Atl (Reynard 85F); 9. Andrew Howe/Ore (Reynard 82F); 10. Steven Goldine/SanF (Van Diemen RF84); 11. Eric Clements/CSCC (Van Diemen RF94); 12. John Becker/Neb (Reynard 83F); 13. John Ryan/AlHi (Dulon MP15); 14. Chris Pruett/SagV (Swift DB1); 15. Jon Krolewicz/SCar (Reynard 82F); 16. Ted Visscher/ETnn (Citation 85F); 17. Dave Melton/Ky (Royale RP33M); 18. Nathan Steinke/Ky (Royale RP33M); 19. Robert Qualkinbush/KC (Adams Aero); 20. Vernon Maxey/KC (Lynx B); 21. Bruce Fitzgerald/CLa (Zink).	

C MODIFIED LADIES

1. Sue Eckles Reynard 83F	Neb 110.047
2. Krystal Lavender Van Diemen RF85	OhV 112.151
3. Mari Clements/CSCC (Van Diemen RF84-Fit); 4. Heather Howe/Ore (Reynard 82F); 5. Deanne Caraballo/SanF (Van Diemen RF84).	



C M

David Fauth
Lucky Dog Racing
Van Diemen RF95



CML

Sue Eckles
Reynard 83F



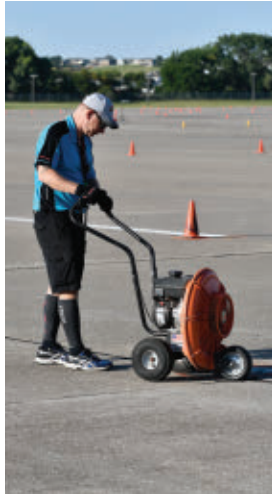
a 54.6 during second runs to regain the position and posted 54.2 on his last turn. His total time of 104.519 gave him a winning margin of 1.233sec over Maloy with Martinez in third. The margin felt a lot closer and belied the intensity and excitement of this class.

This was Fauth's sixth National Championship, his first in C Mod. Despite his past success and veteran status, he returned to grid with hands shaking on several runs and recounted feeling intense pressure after the first runs on Wednesday when Maloy moved into first. Recalling past experiences of driving to protect a lead, this time he "focused, put it on the line, and drove to extend it."

Jim Garry

D MODIFIED

After an axle failure led to massive body damage early in the year, would the Mark Huffman Lotus



KEEP IT CLEAN
Efficient site prep and maintenance is crucial when trying to field more than 1,300 entries - even the smallest of delays compound problems.

Elan be ready to compete? The car was out of the body shop several months ago, but would not run. Injectors were found blocked, then a mass airflow sensor replaced, and Bondo dust cleaned out of electrical connections. The car was brought to Lincoln not really completed with final repairs done at the site.

Six-time Champion Huffman would face drivers with nearly 40 combined National Championships in Peter Raymond, Jeff Ellerby, Ron and Karen Babb, and Craig Carr. The contest began in Tuesday's second heat on the West Course. Nobody was entered for DML in the fourth heat.

Huffman, with no co-driver, was last car out among the first drivers and the Elan was the first car into the 54s. He only managed to run 0.1sec quicker on his second run, but that was FTD at 54.531. Ellerby would come in less than a tenth behind on his third run, passing son

run the class in 2016, and in 2015, with the exact same result: Shawn Kiesel wins, Patty Tunnell second, Krista Minehart third.

Kiesel was competing for her 10th straight Solo Nationals title this year, eight straight in EML, in the green bug-eyed KFR Turbo Sprite. But she had not driven the car since February going into Thursday morning's first heat competition on the East Course. The car had undergone a lot of changes this year, and short of some practice runs before Nationals, she had not had a chance to drive the car with all of the new tweaks.

By the end of the heat, she held a 2.7sec lead over Tunnell's BMW M3 with a top time of 51.638sec. That lead opened way up on day two, with Kiesel's 57.089 run stretching her winning margin to 4.676sec. Her 108.727sec aggregate would have been well into the trophies in the Open class.

The Kiesel family has decorated their head office for Kiesel Guitars in Escondido, Calif., with all of their Nationals trophies and jackets, turning it into a trophy room and a sea of red.

Looking ahead, Kiesel said, "I'm debating running Open next year or running with Zak [their son, competing in FM], or convince my daughter Kayla to co-drive."

"Despite his past success and veteran status, he returned to grid with hands shaking on several runs"

Jeremy by 0.2sec, with Peter Raymond's Lotus 7 also close.

On the more open East Course, Huffman once again led the way, first into the 50sec bracket on run one and getting the day's only sub-50 on his second run - 49.922 - while Jeremy Ellerby, Wright, and Raymond were getting down to 50s. Huffman didn't improve on his third, standing at 104.453, but no one else could get below 50 either, though Jeremy Ellerby's 50.3 vaulted him to second. Raymond and Paul Wright also got past Jeff Ellerby to take third and fourth.

By a margin of 0.726sec, Huffman had his eighth jacket.

Charlie Davis

E MODIFIED LADIES

E Modified Ladies, act III - starring the same three women who had

E MODIFIED

Jeff Keisel rewrote the record book this year, and that's not hyperbole. He didn't just revise one mark, but several. He won a record 12th consecutive Open class National Solo championship this year, breaking John Thomas' 15-year-old record and tying Karen Babb's overall record. Thomas and Babb also hold records for 12 wins in consecutive appearances (Thomas didn't come the year after his first win), and Kiesel tied those Open and overall marks. His 12 wins also ties the trio of John Ames, Mark Daddio, and Tommy Saunders for the second-most championships, but he has a way to go to catch Thomas' total of 17. And one more - add Shawn's 10 and one by son Zak in a Junior A kart, and the family ranks second only to,



ADM
Mark Huffman
Lotus Elan

D MODIFIED

1. Mark Huffman	Ariz	Lotus Elan	104.453
2. Jeremy Ellerby	Iowa	Sprinto RC 1.4T	105.179
3. Peter Raymond	ConD	Lotus 7-YC3	106.051
4. Paul Wright	CFla	Jeep J2	106.265
5. Jeff Ellerby	Iowa	Sprinto RX 1.4T	106.451
6. Bryan Packingham	Iowa	Sprinto GC1	106.838
7. Chris Kunkel/WNY (Jeep J2); 8. Karen Babb/Nwst (Lotus Elan); 9. Ron Babb/Nwst (Lotus Elan); 10. Leah Julich/Iowa (Sprinto GC1); 11. Daniel Cummings/Clll (MG Midget); 12. David Ball/Atl (Lotus S7 Replica); 13. Darin Long/Iowa (Lotus 7-YC3); 14. Stephen Brinkerhoff/Indy (Ultralite XR7); 15. Alan Rae/Nwst (Caterham Super 7); 16. Thomas Simon/Atl (Lotus S7 Replica); 17. John Li/Det (MG Midget); 18. Craig Carr/NwOh (Lotus Elan); 19. John Wiseman/NwOh (Lotus Elan).			

D MODIFIED LADIES

No entries

and one less than, Ron and Karen Babb with 23 first-place Nationals trophies.

Jason Minehart in one of the Minehart Stalkers was hoping to challenge that run, but after the East Course sojourn in Thursday's fourth heat, Kiesel had a 1.5sec lead with a top time of 49.322. He was equally untouchable Friday with a West Course run of 53.362, for a two-day total of 102.684.

Kiesel would finish 3.579sec ahead of Minehart, who in his own right was as dominant over third place, 1.6sec ahead of Steve Brueck in the Jeep YC-J.

"Today was great, I'm really happy," said Kiesel. "Going into day two, I want to start over, pretend there's no lead, get a good solid first run. My goal this year at Nationals was 'no cones,' and to be really proud of myself, and my car, on the drive home. Over the years, I've driven every kind of car in every

kind of class, and nothing is more challenging than this."

The Kiesel family also donated two of their beautiful guitars to the top PAX drivers for each pairing - one for Tuesday/Wednesday and one for Thursday/Friday. "I just figure whoever sets that top PAX time," Kiesel said, "should go home with something more than 'Hey, I did it!'"

Dina O'Donnell

F MODIFIED LADIES

Five drivers made this the largest F Mod Ladies class since 2012. It was all Michelle Quinn's fault. "I first met Danielle [Goulard] and Dina [O'Donnell] at the Toledo Tour this year, and

Dina was driving in a different class," Quinn said. "When I had mentioned to Danielle that we never have a full class in FML at Nationals, Dina stepped up and changed classes [sharing Goulard's Red Devil] just so I could have a full class - and she's never driven an F Mod before!"

Actually, FML has always had enough to declare a champion, and for six of the past seven years, that champion has been Quinn - there just haven't always been enough competitors to award a second trophy. In the end, the result was identical to last year - Quinn the winner with Jessica Dorn second; only this year Dorn had a trophy.

"I didn't do well the first day," Quinn said, although she ended up with a 53.902 Tuesday on the East Course in the first heat. "Drove like crap actually, mostly due to it being so cold - Hoosiers plus cold equals bad," she said. "And the dirty track

was like driving in the rain, so I really sucked.

"I drove much more like myself on the second day though," she continued. She'd posted a 56.209 for a total time of 110.111 and a victory margin of 8.030sec.

Quinn has been driving this car for the last eight years. "It actually belongs to Jeff Blumenthal," she explained. "Such a fantastic car, too - Jeff and Scott [Nardin] have done a lot of setup testing and adjustment on it this year, which seemed to make it a little faster. Either way, it's really easy and fun to drive!"

F MODIFIED

Jason Hobbs won his third consecutive F Modified championship, the first driver ever to three-peat in the class. It wasn't easy. Just like last year, he had to chase down young Zak Kiesel, the 2015 Junior A champ in only his second year of adult cars.

"I really enjoy the battles I've

E MODIFIED

1. Jeff Kiesel	CSCC
KFR Turbo Sprite	102.684
2. Jason Minehart	LnSt
Stalker M-Spec AXR	106.263
3. Steve Brueck	Atl
Jeep YC-J	107.956
4. John Hunter	Neb
Camaro	108.282
5. Ron Ver Mulm	DMV
Camaro	108.887
6. Mark Sawatsky/Badl (MGB); 7. Jason Kupka/LnSt (Stalker M-Spec AXR); 8. Bob Tunnell/Colo (BMW M3/Stalker AXR); 9. Scott Minehart/CFla (Stalker AXR); 10. Gregory Vincent/StCt (Stalker AXR); 11. William Mitchell/CFla (Jeep YC-J); 12. Eric Prill/Kan (BMW M3); Briget Sawatsky/Neb (MGB); Glen Minehart/Bucc (Stalker M-Spec AXR).	

E MODIFIED LADIES

1. Shawn Kiesel	CSCC
KFR Turbo Sprite	108.727
2. Patty Tunnell/Colo (BMW M3); 3. Krista Minehart/Bucc (Stalker M-Spec AXR).	



◀ **EM**

Jeff Kiesel
Kiesel Guitars/
Avon Tyre
KFR Turbo Sprite



◀ **EML**

Shawn Kiesel
Kiesel Guitars/
Avon Tyre
KFR Turbo Sprite





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had with Zak," Hobbs said. "He's one of those drivers who can pull off an incredible run at any time. I never feel comfortable when I have the lead, and when I'm behind I never know if I can catch him. Zak is a very soft spoken and respectful young man with loads of talent. I was happy that I was able to keep him behind me for one more year. His day will no doubt come, and I look forward to our future battles."

Kiesel, two-time Champ Scott Nardin, and Hobbs ran as the last three FM cars in the fourth heat on the East Course. All turned their best times on their second runs, Kiesel quickest at 48.853. Hobbs was a tenth behind. Dan Wheeler, running with the first drivers, poked his nose in to take third ahead of Nardin. But overnight, Hobbs lost his co-driver - and gained another.

"My co-driver Matt Murphy had to leave after day one," said Hobbs. "I felt I could

manage without his feedback and data analysis, but when the weather forecast was calling for low 70s, I definitely needed him for tire heat. So, I asked around for a last-minute co-driver and was lucky enough to land a former National Champion in Keith Beumer. I really owe a lot to Keith for sacrificing his Nationals to give me the chance to battle for the win."

Beumer had run Tuesday in Kart Mod, which he abandoned to become Hobbs' tire-warmer. Hobbs followed a dirty 55.0 with a clean 55.115 on his second run, his total of 102.087 enough to squeeze past Kiesel by 0.365sec.

"This year was really rewarding

"There's some new players coming to the class who are full of energy"
JASON HOBBS

because most everyone had a fighting chance," Hobbs said. "The future looks great for FM. There's some new players coming to the class who are full of energy. They're bringing new life and fresh ideas to the class. It should get interesting!"

Rocky Entriiken

KART MODIFIED LADIES

Kart Mod Ladies had the "privilege" of helping to start things off on the East Course on Tuesday. Running on dirty pavement with tiny slicks that live on tire heat, the karts might happily have forgone the honor - and Tuesday dawned cooler than average for late summer. As a result, when Heat 1 was done, the top three - Kate Regganie, Dana Gill, and Suzanne Segal - were virtually tied.

Regganie was the steady one, clicking off three 51sec runs, down to a final 51.409. Neither Gill nor Segal had opening runs they'd want to post on Facebook,

but both recovered to 52s on their next time out and closed with 51s of their own.

"I was excited to be in first, but it was scary to have all three of us within 0.080sec of each other," Regganie said. And then, next day on the West Course, it was her turn to start out wacky. Blame the cold morning. "My first run on day two was on ice cold tires," she said. "When I tried to make the first turn, I turned and the [kart] didn't! I slid right off course, but once the tires had gained some heat we were good to go. I definitely had to trust my gut and my dad/crew chief that day two's course was my strong suit."

Regganie fired back with 56s on her final two runs, closing with a 56.001 for a total of 107.410sec. Gill finished with a mid 56, taking second 0.740sec behind, and Segal would miss the trophies with a 57.0.

"I drove my heart out and gave it everything I had for those

F MODIFIED

1. Jason Hobbs Novakar J9	LOL 102.087
2. Zak Kiesel Raptor	CSCC 102.452
3. Dan Wheeler Doof Wagon	KC 104.524
4. Scott Nardin KBS Mk. VII	SBnd 105.005
5. Chris Perry KBS Mk. VII	Chi 105.686
6. Brad Smith Doof Wagon	KC 106.221
7. Jeff Blumenthal/NeOh (KBS Mk. VII); 8. Radlee Bien/Sal (Red Devil); 9. Bill Crawford/Chi (KBS Mk. VII); 10. Warren Leach/Sand (Raptor); 11. Phillip Penner/Tex (Zink); 12. Tom Buckman/SagV (Invader); 13. Roger Kroog/Colo ('37 Chevy Legend Car); 14. Steve Ekstrand/CSCC (Wildcat); 15. James Rose/InNw ('34 Ford Dwarf Car); 16. Greg Tarantino/Colo ('37 Chevy Legend Car); 17. Arnice Coleman/ConD (Maverick); 18. Justin Ritter/InNw ('34 Ford Dwarf Car); 19. Matt Murphy/LOL (Novakar J9); 20. Gary Kramar/Tex (Zink); 21. Keith Beumer/LOL (Novakar J9).	

F MODIFIED LADIES

1. Michelle Quinn KBS Mk. VII	WNY 110.111
2. Jessica Dorn Doof Wagon	KC 118.141
3. Danielle Goulard/CNY (Red Devil); 4. Dina O'Donnell/WNY (Red Devil); 5. Stacey Miller/CSCC (Wildcat).	



FM
Jason Hobbs
Novakar J9



FML
Michelle Quinn
Thanks Jeff!
KBS MK7



last two runs," Regganie said. "It was a ton of fun and great competition in the class."

Regganie's day job is at a pre-school working with 2-year olds. "Throughout the week I sent them pictures of my kart and everything that I was doing," she said. "They really got a kick out of their teacher being a race car driver."

KART MODIFIED

By the time Kart Mod gridded for the fourth heat, the day had warmed up to a friendlier environment for the karts. Daniel Wendel, the defending champion, again had eight-time Champion Paul Russell to deal with, but don't overlook Jeremiah McClintock, himself a two-time past champion, and top challengers Larry MacLeod and Jared Langenfeld.

At the end of the day, less than one second would blanket that top five. Russell led first runs with MacLeod a half second behind and



FAST ACTION

The job of a course worker is one of utmost importance, as they ensure that each competitor faces the exact same course.

Wendel hugging a pylon. Wendel recovered to lead second runs, and again it was MacLeod with the second quickest time, but he still hadn't quite caught Russell's first run. Third runs saw Wendel a shade quicker at 47.371. None of

the next three: Russell, McLeod, and Langenfeld, improved. McClintock found half a second, but it merely kept in him fifth, but now under that blanket.

On the West Course, Wendel uncorked a 52.062 first run - a

re-run, actually - that stood all day as fast time of the day. "[The] tires cooled off too much," he said, explaining the lack of improvement on his next two runs. "The first timed run was after a five-minute cool off due to a re-run, so I had hot tires."

"Looking back, airport rubber pickup was a slight issue for the second and third runs," Wendel added. "Third run, I wobbled two cones with the front of the kart and thought I knocked them over, got angry with myself since they were cones that I didn't need to be super close to, and decided to have a bit of fun and one-hand drift the second half of the course."

He still cut three runs in the 52sec range, ending up with a total of 99.433sec for his second jacket. Russell's last lap of 52.3 brought him within 0.717sec. Langenfeld was quicker at 52.0, passing MacLeod to take the final podium step.

Rocky Entri肯en



KM
Daniel Wendel
Pinkies Out Racing
Praga Dragon

KART MODIFIED

1. Daniel Wendel Praga Dragon	BIRg 99.433
2. Paul Russell Tony Kart	SanD 100.150
3. Jared Langenfeld Parolin Invader	KC 100.260
4. Larry MacLeod Tony Kart	SagV 100.871
5. Jeremiah McClintock Tony Kart	Det 101.064
6. Shawn Hill Mike Wilson	KC 101.096
7. Tom Regganie CRG	Chi 101.941
8. Cody Pennell/StL (CRG Road Rebel); 9. Tom Harrington/LnSt (Tony Kart); 10. Ryan Lower/CPa (CRG Road Rebel); 11. Eric Nelson/CSCC (FA Kart TM); 12. Marc Segal/LasV (Zanardi KZ1); 13. Tim Davis/LOL (Intrepid Silverstone); 14. Grayson Strathman/Kan (Praga); 15. Mike McClintock/Det (Tony Kart); 16. Michael Nienhuis/Det (Tony Kart); 17. Jason Vehige/SWVa (Gillard Charlotte/SGM); 18. Paul Durr/LasV (CRG Road Rebel); 19. Thomas Simon/CCar (Birel RX32); 20. Adam Spence/KC (Mike Wilson); 21. Mark Yakich/ArzB (Birel); 22. Eric Less/Iowa (Birel); 23. William Schmidt/KC (Intrepid Explorer); 24. Tim Brueske/StL (Intrepid Silverstone).	

KART MODIFIED LADIES

1. Kate Regganie Energy Course	Chi 107.410
2. Dana Gill KGB Pacemaker	MidS 108.150
3. Suzanne Segal/LasV (Zanardi KZ1); 4. Kristina Clark/Colo (Renspeed RS125); 5. Janet Schmidt/KC (Intrepid Explorer)	



KML
Kate Regganie
Energy Course



CAM-TRADITIONAL

Classic American Muscle-Traditional was created to bring pro-touring cars to the SCCA Solo program. Generally, these cars are compact or intermediate pony and muscle cars of the 1960s, '70s, and '80s with a fairly run-what-you-brung ruleset. Based on this year's participation, the class sweet spot is the Fox-platform (1979-'93) Ford Mustang. Only one car – a first-generation Camaro – was the exception to the otherwise all-Mustang grid lined up for the third heat. Chris Carmenini and Steve Farkas shared a 1988 Mustang and were immediately the top times in class Thursday on the West Course, Carmenini running 56.934 on his last try to hold a 1.3sec edge over his teammate. Mike Trenkle in his 1982 Mustang rounded out the top three once he recovered from a first-run DNF.

Day two picked up where they left off; Carmenini again fastest on first East Course runs but just a tenth quicker than Farkas. Trenkle was off to another slow start with a DNF. Trenkle would recover to post clean 64s on his last two runs, but Farkas encountered problems that let Carmenini pull farther ahead.

Carmenini was the second car out in the seven-driver class. On his third run, he left a 62.776 for the rest to shoot at. Farkas was close at 62.9 but ended up still 1.535sec behind. Carmenini took his second victory at 119.710sec after winning CAM-C two years ago. Trenkle was another second back from Farkas in third.

In post-competition impound, the secret Carmenini and Farkas were harboring was discovered when the hoods went up and their non-original (but fully class legal) Chevrolet LS engine was

exposed. Although purists may object, they explained the Ford small-block they had been using was unreliable and the Chevy engine was swapped in its place earlier this season. This represents the rules freedom that many find attractive in the category.

When the kidding over brand loyalty subsided, the top three finishers sincerely expressed their enjoyment of the community surrounding CAM-T and the camaraderie. Trenkle summed it up as “we’re here to help each other, learn from each other, and have fun.”

David Webb

“In post-competition impound, the secret Carmenini and Farkas were harboring was discovered”

Supplemental Classes

CAM TRADITIONAL

1. Chris Carmenini	NNJ
Mustang	119.710
2. Stephen Farkas	NNJ
Mustang	121.245
3. Mike Trenkle	Colo
Mustang	122.363
4. Robert Tarrien/Det (Mustang); 5. Kelley Jaeger/Colo (Mustang); 6. Dave Wallace/Neb (Camaro); 7. Joe Craley/NwOh (Mustang LX);	

CAM SPORT

1. Stephen Lee	Ky
Corvette Z06	115.819
2. David Lousteau Jr.	Ark
Factory Five Cobra	116.015
3. Mike Losert	NwOh
Corvette Z06	117.549
4. Brandon Davis	Utah
Corvette	117.637
5. Hsun Chen	Colo
Corvette Z06	117.795
6. Eric Brown/Ky (Corvette Z06); 7. Kyle Chipps/SagV (Corvette); 8. Thomas Kamman/SanD (Corvette Z06); 9. David Rock/ArzB (Corvette Z06); 10. Les Schober/NwOh (Corvette Z06); 11. David Lousteau Sr./Ark (Factory Five Cobra); 12. Clay Turner/ConD (Factory Five Cobra); 13. Ryan Neff/Colo (Corvette); 14. Kerry Gonzales/Ariz (Corvette Z06).	



CAM T

Chris Carmenini
SJF Performance/
Griggs Racing/
HAMFIST Racing/
BFGoodrich
Tires/HGU A
New York Hotel
Ford Mustang



CAM S

Stephen Lee
Chevy Corvette



CAM-SPORT

Classic American Muscle-Sport is for the big, bad two-seaters of an earlier (or recent) age - the 14-driver grid populated with Corvettes and Cobras, including replicas.

Stephen Lee led after day one runs driving a C5 Corvette Z06 that he had never driven before the week of Nationals. After a third-run 59.870 on the West Course in Thursday's third heat, Lee was the only driver under a minute, with a comfortable half-second lead over David Lousteau Jr. in a 427-equipped AC Cobra replica.

Three more drivers were tightly bunched in the low 61s, all wearing bowties - Mike Losert, Brandon Davis, and Hsun Chen. One place below the trophy line was David Lousteau Sr., sharing the Cobra, a tenth ahead of Lee's car owner, Eric Brown.

The class standings did not change Friday, although not for



AMERICAN MUSCLE

The CAM category has proven wildly popular, bringing with it a great deal of creativity and freedom. The SCCA Mobil 1 Camaro even got in on the action during the National Anthem.

lack of trying. Lousteau-the-younger pounded through the East Course with a strong 55.607 run, 0.3sec faster than Lee, but it wasn't quite enough to make up the day one deficit. Lee's 55.9 gave him a total of

116.015, a 0.196sec edge over the Cobra.

Third, fourth, and fifth also remained the same - Losert, Davis, and Chen - all banging out mid-56s. Only below the trophy line were there significant

changes, Lousteau-the-elder hitting cones every run, while Brown was the last driver to find a 56sec time.

Mat Peck

CAM-CONTEMPORARY

Wowser! Classic American Muscle-Contemporary exploded this year, from 26 drivers in 2016 to 54 this year. Late-model Camaros and Mustangs populated the third-heat grid, from cars recently off the showroom floor to others 20 years old.

Alex Doss and Shaun Bailey - both from the GM Performance team - were driving a mostly stock 2017 Camaro SS 1LE sporting some development parts from other higher-trim Camaros, such as the ZL1 1LE. They also brought a custom tuned e-diff ECU that was set specifically for autocross.

After posting a class-leading 60.793 on the West Course Thursday, leading day one by 0.857sec, Doss

said the car felt like it drove itself. Bailey is on the e-diff development team and was trying out different lockup tunes on the differential.

Dennis Healy's 2015 Mustang and David Feighner in a 1996 'Stang were sitting second and third, separated by 0.01sec. Bailey said he was feeling under the weather Thursday, but at 61.9 he was the only other driver below 62 seconds on the Corn Side.

Bailey spent the evening just focusing. Friday on the Plane Side he was nearly a second faster than anyone, rocking a 55.971 first run nobody could match - not even himself - a solid 1.7sec ahead of his co-driver. Healy slotted in between them at 56.8 to take second place, 0.517sec behind the winning 117.938sec time.

Feighner was driving the late Tony "Rosco" Reitdorf's 1996 Mustang. Reitdorf passed in September of 2016, and his friends and family have built the car the way Rosco had envisioned. The engine was running a Procharger, and the car had been modified with 335mm tires which Rosco



▲ CAM C
Shaun Bailey
careers.gm.com
Chevy Camaro

CAM CONTEMPORARY

1. Shaun Bailey	Det	Camaro SS 1LE	117.938
2. Dennis Healy	Ore	Mustang GT	118.455
3. Alex Doss	Det	Camaro SS 1LE	118.460
4. David Feighner	SagV	Mustang	118.647
5. Jacob Meuth	StL	Mustang Mach 1	119.303
6. Chad Langley	Tex	Camaro	119.431
7. Jeffrey Darbig	NNJ	Camaro 1LE	120.184
8. J.J. Mallrich	StL	Camaro	120.309
9. Randy Adkins	ETnn	Mustang	120.411
10. Chris Cox	SanF	Ford Shelby GT350R	120.654
11. Brinton Mooberry	Det	Camaro SS	120.671
12. John Powell	StL	Camaro	120.730
13. Paul Townsend	WMch	Camaro Z28	121.019
14. Robert Palmblad	CFla	Camaro 1LE	121.043
15. Jeffrey Pilson	ETnn	Mustang	121.291

16. Brandon Nelson/ConD (Mustang); 17. Jeremy Salenius/KC (Mustang); 18. Emanuel Martin/Clll (Camaro SS); 19. Keith Lamming/KC (Camaro); 20. Rusty Henderson/KC (Camaro SS); 21. Dave Hardy/Atl (Mustang); 22. Bromley Ijem/NY (Mustang); 23. Matt Bush/Det (Camaro Z28); 24. Mark Gronowski/Colo (Camaro); 25. Sam Karp/Milw (Camaro SS); 26. Pilar Miranda/SanF (Ford Shelby GT350R); 27. Cody Langley/Tex (Camaro); 28. Lorien Feighner/SagV (Mustang); 29. John Fehring/FtWn (Mustang Cobra); 30. Christopher Vanderwolk/NNJ (Camaro SS 1LE); 31. William Agnor/KC (Mustang GT); 32. James Thomas/ETnn (Mustang Shelby GT350); 33. Mike White/Neb (Camaro SS); 34. Alison Hill/Atl (Mustang); 35. Peter Burton/STL (Mustang); 36. Cal Craner/Elda (Ford Shelby GT350); 37. Robert Burkholder/Clll (Mustang GT); 38. Dylan Smith/Wich (Camaro SS); 39. David Gushwa/SBnd (Mustang Boss 302); 40. Raleigh Boreen/Indy (Mustang Cobra); 41. Van Blanco/Det (Camaro SS); 42. Dave Whitworth/STL (Mustang); 43. Grady Wood/Ark (Camaro); 44. Rick Myers/Det (Ford Shelby GT350); 45. Michelle Reitdorf/FtWn (Mustang); 46. Peggy Higginson/KY (Mustang Cobra); 47. James Payne/SagV; 48. Cathleen Burkholder/Clll (Mustang GT); 49. Velma Boreen/Indy (Mustang Cobra); 50. Elizabeth Whitworth/STL (Mustang); 51. Rhonda Fehring/FtWn (Mustang); 52. Robert Weathers/Almo (Camaro); 53. Gregory Shumaker/CFla (Camaro); 54. Wenchao Yan/Neb (Camaro SS).

specifically mentioned wanting in 2016. Feighner did Rosco's memory proud, finishing fourth in the class.

Mat Peck

FORMULA SAE

The competition between collegiate creations this year came down to the University of Texas-Arlington and the University of Kansas. Both schools brought two cars, with four drivers for the Mavericks (including mentor Bob Woods in a 10-year-old UTA car) and three for the Jayhawks.

The little open-wheelers ran in Tuesday's fourth heat on the West Course. John Price, driving the 2016 UTA creation, took his first run on Tuesday and put the class on notice he was there to win. His co-driver, Garrett Knutson, on his second run, took the lead at 53.5 until Price had his turn, going 53.301 to establish who's number one.

Rachel Saunders in the 2017 KU car, was the only female FSAE driver and competed in the Open class. She posted a 54.7, rounding out trophy positions for the day since none of the lead trio went quicker on their last runs.

Wednesday, the two Texans traded fast times and the lead back and forth. Knutson's first run was 49.1, Price was almost 0.7sec slower and Knutson led overall. On the second round, Knutson went a tiny amount faster, but when Price had his turn, he improved more than a second to 48.6, reclaiming the lead. Knutson's final-run 47.778 was 1.3sec faster and put him on

"The youngsters took on the appearance of grizzled veterans as they focused and planned their coming runs"

top again, but only until Price came in with a 47.7 of his own to win by 0.201sec. Saunders maintained her hold on the third-place trophy.

Price's 101.092sec total also earned him the Dr. Bob Woods Award as the fastest student driver in the FSAE competition. He was also the only Nationals rookie this year to win his class.

Matt Murray

FORMULA JUNIOR A

Organizers took advantage of a quirk in the rules this year to eliminate half the wait for Junior Karts to clear the course before full-size cars were allowed to move. The rules allow adult karts (K Modified) to be rolling at the same time as the Juniors are running. In past years, JA and JB ran together - this year, they ran in different heats with the KM class following immediately behind. Now the only pause was for the last car to return to grid

before the first Junior Kart was sent out.

FJA saw 10 excited and focused 12- to 15-year-olds line up in the fourth heat for their East Course runs on Tuesday. Mason Herrick, 12, brought the same CRG Santana with which he had dominated JB the past two years, but now he was old enough to pull the JB restrictor plate. JA would seem not to be so easy.

Yet, in the first runs, Herrick's 54.6 in a CRG Santana took a two-plus-second lead over Erika McKee, 13, in an Emmick, and Tyler Cormier, 13, in an All Kart. On his second run, Herrick ran 54.395, picking up only 0.2sec while Cormier gained a full two seconds, closing the chase to only a half second. Kimsoo Gopnik, 13, in another CRG, ripped off a nice 55.2 to pull herself into the hunt in third place, moving McKee to fourth. None of the top three could go faster on their final runs of the

JUNIOR A

1. Mason Herrick CRG Santana	Wich 112.955
2. Tyler Cormier All Kart	WDC 113.791
3. Kimsoo Gopnik CRG	NEng 115.093
4. Ronnie Maunz Sodi Celesta	Phil 117.445
5. Robert Ekstrand/CSCC (Kosmic Mercury); 6. Erika McKee/SanF (Emmick); 7. Conner Herrick/Wich (Tony Kart Nelson Special); 8. Nicholas Fiorani/BIMT (Merlin); 9. Jared Hyman/LnSt (CRG); 10. Polina Tsurikova/NEng (CRG).	

JUNIOR B

1. Carter Heaton Tony Kart	Neb 119.233
2. Ethan Fudge Tony Kart	SanD 122.140
3. Jessica Beck PTK Cadet	NEng 124.478
4. Thomas Kubo Margay Ignite K3	Hail 130.271
5. Olivia Hammac/CFla (Margay Ignite K3); 6. Zachary Minehart/CFla (Kosmic); 7. Alana McKee/SanF (Emmick); 8. Morgan Burkhard/WDC (Top Kart); 9. Abigail Dorsey/Colo (Arrow AX7); 10. Jackson Priebe/NwOh (Invader); 11. Zane Hyman/LnSt (Kadet).	



JA

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



JB

Carter Heaton
R & S Racing
Tony Kart





Perry Bennett

THE LAST STEP

David Fauth celebrated his C Modified victory in a rather unorthodox way, taking a refreshing sip of Mountain Dew from his driving shoe.



▲ FSAE
John Price
UTA F16

FORMULA SAE

1. John Price	Tex	Texas-Arlington F16	101.092
2. Garrett Knutson	Tex	Texas-Arlington F16	101.293
3. Rachel Saunders	Tex	Jayhawk JMS17C	104.996
4. Nathan Quilla/KC (Jayhawk JMS13); 5. Priyank Nandu/Tex (Texas-Arlington F07); 6. Jacob Bures/Kan (Jayhawk JMS17C) 7. Bob Woods/Tex (Texas-Arlington F07).			

FORMULA SAE LADIES

No Entries

"Price's 101.092sec total also earned him the Dr. Bob Woods Award as the fastest student driver in the FSAE competition"

day, ending the heat within 0.9sec of each other.

Wednesday's competition started with Cormier turning a strong 58.8 run on the West Course. The juniors - both classes - only hit four cones in 63 timed runs over both days and Herrick got one of them on his first westside run, temporarily falling to third place. Gopnik rose to second with her 60 flat.

As second runs started, the youngsters took on the appearance of grizzled veterans as they focused and planned their coming runs. Herrick cleaned up his act with a 59.3 moving back to first overall by about 0.4sec but still behind Cormier on the day, Gopnik holding third.

On his last run, Herrick was able to grab fastest time of the day with a 58.560, solidifying his

win at 112.955sec. He also won the McClintock-Berry Award - the Junior Kart equivalent of the Triad Award - for the second year in a row.

Cormier, 0.836sec behind, and Gopnik both picked up time but did not alter position. Ronnie Maunz, 12, took home the last trophy in class.

FORMULA JUNIOR B

FJB, the youngest competitors at the Solo Nationals, drew the assignment of being the first class sent out on the East Course on Tuesday (with KML next out). In the cool of the morning, Carter Heaton, 11, set fast time by more than 2.5sec during the first runs driving his Tony Kart. A spin ruined his second run giving his fellow drivers hope for catching up. Ethan Fudge, 12, in another Tony Kart, closed to within 1.2sec on that second run, but Carter's final run of 57.480 kept him ahead of Fudge's 58.5 last run. Jessica Beck, 11, PTK Cadet, and Zachary Minehart, 9, Kosmic, held down the final two trophy positions.

Wednesday saw Fudge DNF his first run as Heaton's opening 66.6 held a lead he'd never relinquish. Beck's 69.5 moved her into second place, while Thomas Kubo, 12, and Olivia Hammac, 10, co-driving a Margay, took over third and fourth.

Second runs saw Heaton turn a 63.6 while Fudge's strong 64.3 not only reclaimed second but was the closest anyone had been to Heaton on either day.

Final runs in the class saw Heaton turn a spectacular 61.753 to win the class with a total time of 119.233, ahead of Fudge by 2.907sec. Beck held onto third and Kubo took back fourth when he improved his time by nearly three seconds. Hammac spun while pushing hard and had to settle for fifth, one out of the trophies.

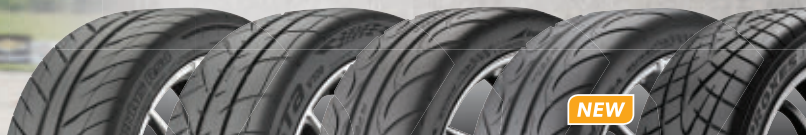
After his win, a shy Carter Heaton congratulated everyone in his class and thanked his mother, Julie (who later won DSL), for all her coursewalks and help.

Jim Garry

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NEXEN N FERA SUR4
NEXEN N FERA SUR4G
TOYO TIRES Proxes R1R

R-COMPOUND TIRES



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ENKEI
TUNING SERIES



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17 18



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FLOW ONE
RACE SPEC



FLOW ONE Race Spec F3
bronze, gloss black, gloss gunmetal silver
18 19 20



Sparco Trofeo 5
gold, black, bronze, light grey,
black machined w/ dark tint, red
17 18



Advanti DST Storm S1
black, matte grey, titanium mirror
15



Advanti DST Storm S1 17
hyper silver, black
17

Advanti
DST



Advanti DST Storm S2
bronze, black
15



TR Motorsports® C1
bright silver, black, light grey (15 16)
15

TR
Motor
Sports



TR Motorsports® FF10
light grey
15 17

2017 marked a banner year for ProSolo – another record year for season-long attendance and another Tire Rack ProSolo Finale flexing the entry cap says nothing but good things about where the program is going. Case in point, the L classes had 40 entries at the Finale, which if it isn't a record, is larger than we've seen for a long time. And, in what may be another first, every single

entrant who registered for the ProSolo Finale showed up and checked in – this is despite hurricanes Harvey and Irma in Texas and Florida. This year's ProSolo Finale, taking place Sept. 1-3, in Lincoln, Neb., was certainly one everyone wanted to run.

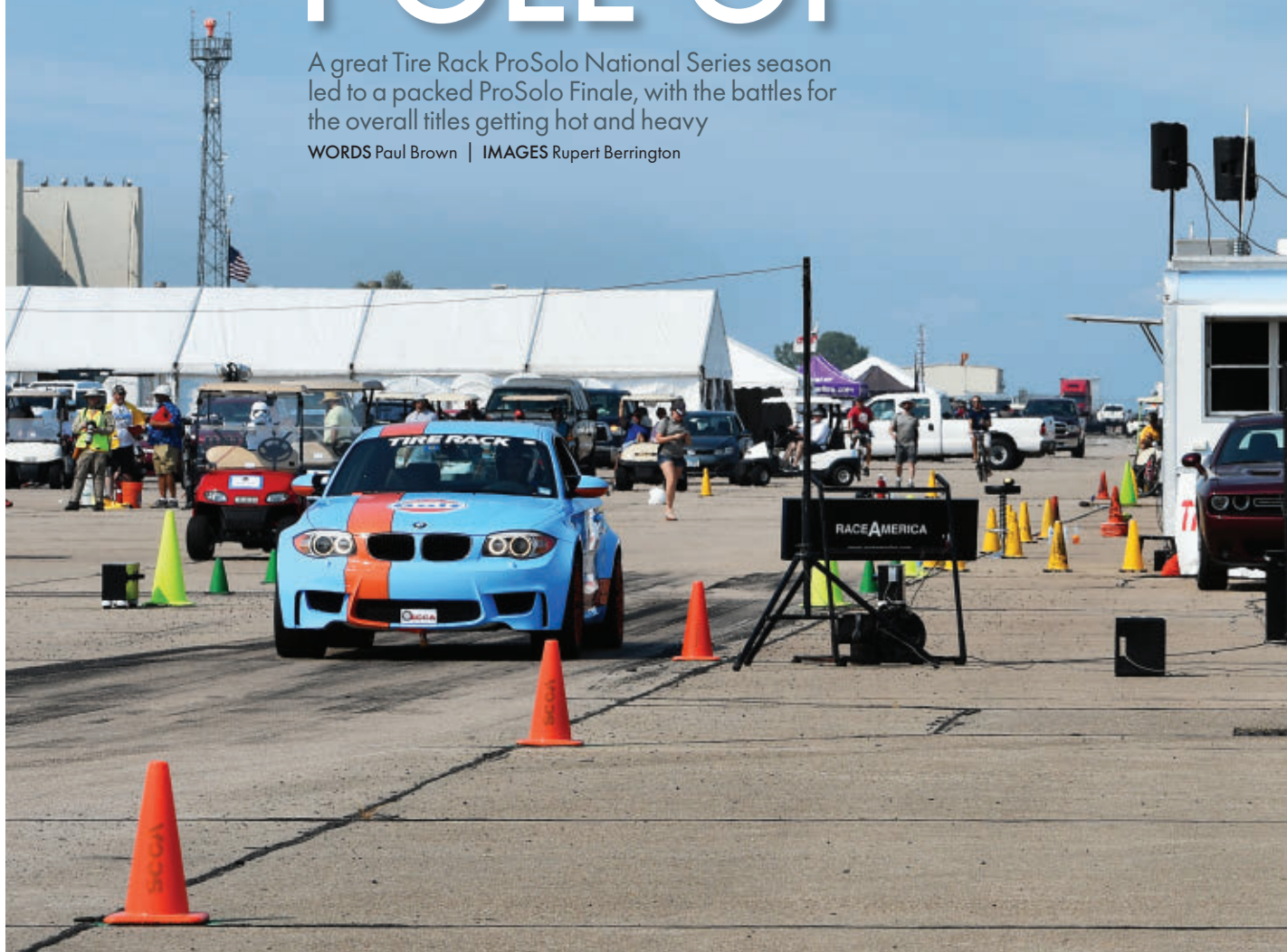
Since ProSolo is a points series, registration breaks down into three tiers based on season points. Tier One,

registrations, made up of drivers with 32 or more points filled about half of the event; Tier Two, drivers with 25 or more points or who entered three or more regular season events, came close to filling out the rest of the 300 available slots. That left only a handful of spaces for Tier Three, with eight Tier Three drivers on the waiting list showing up at the Finale desperately hoping for

FULL UP

A great Tire Rack ProSolo National Series season led to a packed ProSolo Finale, with the battles for the overall titles getting hot and heavy

WORDS Paul Brown | IMAGES Rupert Berrington



no-shows. Since there weren't any no-shows, those eight drivers were allowed to enter in a special index class that would help to cover Challenge worker assignments, would not be eligible for trophies, and were subject to not being offered runs should the event run late on Saturday evening.

It must be mentioned that this is absolutely *not* a precedent. According to event

organizers, if we are in a similar situation in 2018 and 50 Tier Three wait-listers show up, they will not be accommodated.

But back to the ProSolo

"Another Tire Rack ProSolo Finale flexing the entry cap says nothing but good things about where the program is going"

Finale. As always, a single run in a regular season event – good or bad – can affect the outcome of the season, and that goes double for Challenge competition.

The points rules have not changed for a while, so this year anyone coming in with either two first-place events or a first and second place would win the season championship with a class win at the Finale. So, other than in a select few

SHOWDOWN

The Super Challenge final round came down to a match between R1 winner Jonathan Clements (right) and BS winner Jeremy Foley (left). In the end, Clements claimed the win.



STREET TOURING CHAMPS

(RIGHT) Brian Karwan drove his Mazda MX-5 to a scant 0.060sec victory in the hotly contested STR class, which also put him atop the season points standings. (BELOW) Bill Zerr took the win in STU with his Subaru Impreza WRX, besting John Hale and Bryan Heitkotter, and locking up the points title in the process.

**SEASONED WINS**

(TOP) Jordan Towns piloted her Subaru to the L2 win and class championship before moving on to win the Ladies Challenge both at the Finale and overall. (ABOVE) Fred Züst claimed the R2 class win and season title behind the wheel of his Lotus Elise.

undersubscribed classes that ended up playing in the Bump world, most classes had exactly three competitors in control of their own destiny, along with a number of others who could win the season with a little bit of help.

E Street, Street Touring R, Super Street Prepared, and Street Modified, along with Formula Junior A, had five of those top-tier finishers. D Street Prepared was an oddity. All seven competitors at the Finale ran the same four events during the season - New Jersey, Toledo, Oscoda, and the Finale. That situation caused another oddity in that Sam Strano was the only driver with more than 33 points, so he would win with either a first- or second-place finish.

"A single run in a regular season event - good or bad - can affect the outcome of the season"

Given that, it's no surprise that he took the season, and by a rare margin. Another oddity was E Street Prepared where each of the five entrants at the Finale had at least 36 points, making this a winner-take-all fight.

Drivers with perfect points - two wins coming in and a win at the Finale - included Monty Pack in Super Street, Mark Scroggs in D Street (more on him later), Jeff Cashmore in F Street (not driving a Camaro, despite what the results might

say), Doug Rowse in G Street, Philip Mitchell in H Street, David Hedderick in Street Touring FWD, Jonathan Warlof in Street Touring Pony, Tom Berry in A Street Prepared, Billy Davis in C Street Prepared, the aforementioned Strano in D Street Prepared, Chris Haydu in Street Modified FWD, Larry MacLeod in K Modified, Mason Herrick in Formula Junior A, Carter Heaton in Formula Junior B, Ryan Otis in Classic American Muscle, Fred Züst in Race Tire 1, Shelly Monfort in Ladies 1, Jordan Towns (more on her later) in Ladies 2, and Kim Whitener in Ladies 3.

Those with a first and second place in their qualifying events and a win at the Finale included Matt Jones in A Street, Jeremy

Foley in B Street, Michael Ron in E Street, Matthew Braun in Super Street Race Tire, Brian Karwan in Street Touring Roadster, Bill Zerr in Street Touring Unlimited, Anthony Porta in B Street Prepared, Bryan Mancuso in E Street Prepared, Jake Namer in Super Street Modified, and Daniel Stainback in Street Modified.

Craig Wilcox in Street Touring Xtreme, David Whitener in Street Touring Sport, Mitch Fagundes in Super Street Prepared, and Jeff Kiesel in Race Tire 1 all survived a second-place finish at the Finale to win their championships.

Rick Cone had the most remarkable situation. With a pair of second-place finishes earlier in the year, he had little



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Verma Boreen

THE CAM INVITATIONAL

The CAM Invitational is exactly that – invited CAM-category competitors doing battle on the autocross course. The event, which took place at the same time as the ProSolo Finale on Sept. 1-3, occurs on a separate course than the ProSolo, but is every bit as intense.

Saturday's drivers for the Speedway Motors-hosted CAM Invitational took to the Lincoln Airpark concrete with perfect weather, and some of the closest competition seen since the Invitational's inception. In addition, 88 CAM cars ran the CAM Invitational this year, showing the event is growing like gangbusters, especially when compared to the first Invitational in 2014, which showcased 24 cars.

By Saturday's end, the top times in all three CAM classes were within tenths of a second and, in many cases, hundredths. Among the top 10 in CAM-T, less than 0.5sec separated the group.

Joining the usual suspects of Camaros, Mustangs, and Corvettes, there was Don Knop in an original 1966 Shelby Hertz rent-a-racer complete with a 4-speed transmission. Running another unique car was Wayne Atkins in his former C Prepared 1985 Camaro, now running a set of BFGoodrich Rivals and competing in CAM-T. Another new addition to the CAM-S class was the IH Scout of Steve and Tyler Gibson.

Speaking of Atkins, he managed to come out on top on Saturday in CAM-T (75.731) taking the podium with David Lousteau Jr. in CAM-S (73.590) and Dennis Healy in CAM-C (72.242), who



Verma Boreen

came all the way from Lake Oswego, Ore.

Sunday's shootout brought more close competition and some surprises. Case in point, two of Saturday's leaders failed to make it through to the final elimination, and all three of Sunday's top drivers in the CAM Challenge didn't win their respective classes.

In CAM-C, Dennis Healy took the bracket away from Dave Feighner in the final round. In CAM-S, Saturday's leader Lousteau was knocked out in the third round by Alex Tziortzis, who managed to take the next two brackets for the class win. And, in CAM-T, Saturday's leader Atkins, was knocked out early by his co-driver Curtis Cargill, and then both gentlemen were surpassed by Jeffery Darbig, who took the top spot going into the final cross-class shootout with Healy and Lousteau.

In the end, with much fanfare, Dennis Healy took the big prize in his CAM-C car, David Lousteau took second, and Jeff Darbig claimed third.

Suzy Bauter

hope of a ProSolo title, but by winning the Finale, and with Brian Coulson suffering a broken transmission and the rest of the C Street points contenders not finishing well, Cone took the win, and by an unusually large points margin.

The Ladies Challenge easily met the requirements to allow its maximum of 16 competitors. Top qualifier Towns proceeded through each round with little drama, as did second qualifier

and multi-time overall Ladies champ Whitener. The two points leaders faced off in the Top Eliminator round for all the marbles. There was drama, pressure, and a 0.495 red light by Whitener. Towns won her first overall championship in the familiar blue Subaru.

The Super Challenge was a different story altogether. Mark Scroggs, Mark McKnight, and Dennis Sparks came in tied for the lead with 90 points, but a

"With a pair of second-place finishes earlier in the year, he had little hope of a ProSolo title"

slew of others threatened since the Finale offers one-and-a-half times the points of regular season events.

Scroggs removed Sparks from the equation as the two

BY INVITATION

(LEFT) The CAM Invitational ran independent of the ProSolo Finale and continues to grow in popularity. (RIGHT) Jordan Towns claimed the top prize in the Ladies category, while Jonathan Clements was the top eliminator in the Super Challenge.

faced off in D Street. McKnight won two Super Challenges during the regular season despite not having a class win – although he set himself up well by finally winning Street Touring Sport. Both Scroggs and McKnight survived the first round of the Super Challenge, adding to their points lead. When both lost in that second round, Scroggs had the lead by virtue of qualifying fourth based on his winning margin and earning some qualifying points. McKnight eked out a much closer win. The question remained – could one of the other top points holders survive long enough to catch those two? The answer: Brian Karwan had 55 points coming in and made it to the final four, but lost to drop to the third/fourth runoff – and his underdog bid stopped there, though that did move him up to third place for the season.

Jonathan Clements took the Super Challenge at Lincoln, but had a total of zero points coming in – usually the 68 points for winning the Finale has a bearing on the top three.

In the Ladies Challenge, L2 competitor Jordan Towns was facing no walk in the park for her eventual Finale Ladies Challenge and overall win. First up was Denise Cashmore, then Jennifer Bedell, then a showdown between her and Tamra Hunt. The final showdown came between her and Kim Whitener, with Towns taking the win and the points title by 17 points over Whitener. Tamra Hunt battled Shelly Monfort in the third-place runoffs, taking the spot and claiming third overall to Monfort's fourth. 🍷



COMPACT SPEED

(LEFT) Billy Davis made it look easy as he took the win and points title with his CSP Mazda Miata. (BELOW) Kim Whitener drove her Mazda Miata to the L3 class win and championship, finishing a close second in the Ladies Challenge. (BELOW LEFT) Larry MacLeod claimed the top prize in KM competition and season points.



"In the Ladies Challenge, L2 competitor Jordan Towns was facing no walk in the park"



TIRE RACK PROSOLO FINALE | Lincoln, Neb. | Sept. 1-3, 2017

RACE RESULTS

(top three finishers per class)

SSR: 1. Matthew Braun (Chevrolet) 73.576; 2. G.J. Dixon (Porsche); 3. Josh Luster (Chevrolet); **SS:** 1. Monty Pack (Porsche) 76.936; 2. Steve Waters (Chevrolet); 3. Perry Aidelbaum (Porsche); **AS:** 1. Matt Jones (Chevrolet) 77.749; 2. Mark Daddio (Chevrolet); 3. John Laughlin; **BS:** 1. Jeremy Foley (BMW) 79.365; 2. Ryan Clark (Porsche); 3. Ken Houseal; **CS:** 1. Rick Cone (Mazda) 80.635; 2. Tyler Kvetko (Mazda); 3. Brian Garfield (Mazda); **DS:** 1. Mark Scroggs (Chevrolet) 79.306; 2. Dennis Sparks (Subaru); 3. Steven Berroddin (Subaru); **ES:** 1. Michael Ron (Mazda) 81.275; 2. Paul Brown (Toyota); 3. Eric Peterson (Toyota); **FS:** 1. Jeff Cashmore (BMW) 79.351; 2. Courtney Cormier (Chevrolet); 3. Jason Bucki (BMW); **HS:** 1. Philip Mitchell (Ford) 83.092; 2. Mike King (Ford); 3. Greg Reno (Mini); **STU:** 1. Bill Zerr (Subaru) 76.597; 2. John Hale (Subaru); 3. Bryan Heitkotter (Nissan); **STR:** 1. Brian Karwan (Mazda) 77.450; 2. David Marcus (Mazda); 3. James Yom (Honda); **STX:** 1. Jonathan Lugod (Subaru) 79.559; 2. David Whitener (Mazda); 3. Ron Williams (Honda); **CAM:** 1. Ryan Otis (Chevrolet) 62.496; 2. Danny Kao (Chevrolet); 3. Eric Brown (Chevrolet); **SSP:** 1. Joe Tharpe (Chevrolet) 73.318; 2. Mitch Fagundes (Audi); 3. Andy Hohl

(Chevrolet); **BSP:** 1. Anthony Porta (Mazda) 74.195; 2. Gregory Hahn (Honda); 3. Sacha Tauber (Honda); **CSP:** 1. Billy Davis (Mazda) 73.194; 2. Bob Davis (Mazda); 3. Neal Tovsen (Mazda); **DSP:** 1. Sam Strano (BMW) 74.580; 2. John Vitamvas (BMW); 3. Eric Campbell (BMW); **ESP:** 1. Bryan Mancuso (Ford) 76.034; 2. Ryan Finch (Ford); 3. Tim Bergstrom (Ford); **SM:** 1. Daniel Stainback (Subaru) 72.002; 2. Aaron Shoe (Mitsubishi); 3. Erik Strelneiks (Nissan); **KM:** 1. Larry MacLeod (Tony Kart) 68.130; 2. Paul Russell (Tony Kart); 3. Eric Nelson (FA Kart); **L1:** 1. Shelly Monfort (BMW) 63.510; 2. Christine Grice (Mitsubishi); 3. Tamra Hunt (Mazda); **L2:** 1. Jordan Towns (Subaru) 62.714; 2. Meredith Brown (Toyota); 3. Jennifer Bedell (Toyota); **L3:** 1. Kim Whitener (Mazda) 64.130; 2. Laura Campbell (Mazda); 3. Lacey Otis (Chevrolet); **R1:** Jonathan Clements (Van Diemen) 62.234; 2. Jeff Kiesel (KFR Sprite); 3. Marshall Grice (ACME Special); **JA:** 1. Mason Herrick (CRG) 79.981; 2. Tyler Cormier (unknown); 3. Kimssoo Gopnik (CRG); **JB:** 1. Carter Heaton (Tony Kart) 83.025; 2. Alana McKee (Emmick Kart); **R2:** 1. Red Züst (Lotus) 62.253; 2. Brian Peters (Ford); 3. Patrick Washburn (Honda); **B1:** 1. Doug Rowse (Ford) 62.316; 2. David Hedderick (Acura); 3. David Howdysell (Ford); **B4:** 1. Jake Namer (Mazda) 62.210; 2. Matthew Glagola

(Lotus); 3. Randall Wilcox (Mazda);

Index1: 1. Michael Feeney (Chevrolet) 63.418; 2. David White (Nissan); 3. Raymond Dsouza (Subaru);

Super Challenge: 1. Jonathan Clements; 2. Jeremy Foley; 3. Larry MacLeod; **Ladies Challenge:** 1. Jordan Towns; 2. Kim Whitener; 3. Tamra Hunt.

2017 TIRE RACK PROSOLO CHAMPIONSHIP STANDINGS

Trophy winners

SSR: 1. Matthew Braun; 2. G.J. Dixon; 3. Jason Rhoades; 4. Josh Luster; 5. Grant Reeve; **SS:** 1. Monty Pack; 2. Steve Waters; **AS:** 1. Matt Jones; 2. Mark Daddio; 3. John Laughlin; **BS:** 1. Jeremy Foley; 2. Ryan Clark; 3. Ken Houseal; 4. Alex Muresan; 5. Brian Johns; **CS:** 1. Rick Cone; 2. Brian Coulson; 3. Tyler Kvetko; 4. Maurice Velandia; **DS:** 1. Mark Scroggs; 2. Dennis Sparks; **ES:** 1. Michael Ron; 2. Paul Brown; 3. Eric Peterson; 4. Tony Rodriguez; **FS:** 1. Jeff Cashmore; 2. Courtney Cormier; 3. Jason Bucki; **GS:** 1. Doug Rowse; **HS:** 1. Philip Mitchell; 2. Mike King; 3. Scott McHugh; **STR:** 1. Brian Karwan; 2. David Marcus; 3. James Yom; 4. Ron Bauer; 5. Ricky Crow; **STU:** 1. Bill Zerr; 2. John Hale; 3. Bryan Heitkotter; **STX:** 1. Craig Wilcox; 2. Jonathan Lugod; 3. Kyle Herbst; 4. Marcus Pyne; 5. Terence Chang; **STS:** 1. David Whitener; 2. Mark McKnight; 3. Shane Jensen; 4. Ron Williams; 5. Todd Kunze; **STF:** David Hedderick; **STP:** 1. Jonathan Warlof;

CAM: 1. Ryan Otis; 2. Danny Kao; **CAMC:** 1. Ryan Otis; 2. Danny Kao; **SSP:** 1. Mitch Fagundes; 2. Joe Tharpe; 3. Stan Whitney; **ASP:** 1. Tom Berry; **BSP:** 1. Anthony Porta; 2. Gregory Hahn; 3. Lee Piccione; **CSP:** 1. Billy Davis; 2. Neal Tovsen; 3. Bob Davis; **DSP:** 1. Sam Strano; 2. John Vitamvas; 3. Eric Campbell; **ESP:** 1. Bryan Mancuso; 2. Ryan Finch; **SSM:** 1. Jake Namer; 2. Matthew Glagola; **SM:** 1. Daniel Stainback; 2. Aaron Shoe; 3. Erik Strelneiks; **SMF:** 1. Chris Haydu; 2. Bret Norgaard; **KM:** 1. Larry MacLeod; 2. Paul Russell; 3. Tom Harrington; **L1:** 1. Shelly Monfort; 2. Christine Grice; 2. Tamra Hunt; 3. Kencey Christopher; 4. Su Brude; **L2:** 1. Jordan Towns; 2. Meredith Brown; 3. Jennifer Bedell; 4. Chris Peterson; **L3:** 1. Kim Whitener; 2. Laura Campbell; 3. Mina Ingrahm; 4. Lacey Otis; 5. Kate Fisher; **R1:** 1. Jeff Kiesel; 2. Jonathan Clements; 3. Marshal; Grice; 4. Greg Maloy; **R2:** 1. Fred Züst; 2. Brian Peters; 3. Allen Kugler; 4. Andy McKee; 5. Troy Acosta; **JA:** 1. Mason Herrick; 2. Tyler Cormier; **JB:** 1. Carter Heaton; **Super Challenge:** (yearend top 3) 1. Mark Scroggs; 2. Mark McKnight; 3. Brian Karwan; **Ladies Challenge:** (yearend top 3) 1. Jordan Towns; 2. Kim Whitener; 3. Tamra Hunt.



EVERYTHING IN ONE

SCCA's Targa Southland returns for the second year, bringing with it familiar faces, new enthusiasts, and a whole lot of fun

WORDS John Verhovshek | IMAGES Jon Krolewicz

SCCA's Targa Southland returned for its second year in 2017, treating drivers to a multi-day, multi-city event covering locations in Charlotte, Atlanta, and Memphis. The Aug. 11-13 event saw autocross, lapping sessions, Time Trials, and a RoadRally along the way; all in a low-pressure, highly social environment, and the turnout couldn't have been better.

"The spirit of Targa is fun," explains SCCA Director of

Experiential Programs and event organizer Heyward Wagner. "We eliminate the pressure of competition and concentrate on the joy of driving and the camaraderie of the sport. That opens up the experience to more people and helps to foster a relaxed, community vibe."

The tone for the weekend was set at the first morning's roll call. When Wagner announced Team ARRGH! (said like a pirate), the entire crowd replied spontaneously with a hearty,

"Arrgh," followed by laughs. This became a roll call tradition.

Targa appeals to drivers of all experience levels. Among this year's teams were motorsports veterans - including a former Porsche factory race driver who you might recognize from his monthly *Pobst Position* column in *SportsCar* - and novices who had never participated in motorsports or tried performance driving.

"Targa was created to include a wide range of driving

activities and drivers," Wagner explains. "It's perfect for the first timer, or for someone who is curious about different driving experiences."

Targa rules require that each team have two drivers with valid driver's licenses - teammates split driving duties however they want. Fifty teams took part in this year's event, more than half of which returned from the previous year's Targa. The teams were made of couples and friends, a father/daughter duo,



DAY ONE

(LEFT) Targa Southland participants gathered early to prepare for the ensuing weekend of fun.

siblings, and strangers who teamed up just for the event. Drivers came from all over, from Florida to Ohio and as far west as Nebraska.

Teams self select into two categories: Competition and Experiential. Competition teams are ranked by class and timed during track events. Experiential teams can also opt for the Novice Experience, which includes driving tips and instruction from an event coach. Both the Competition and

Experiential groups drive the same elements and receive equal seat time. "Everyone has fun at his or her own pace," Wagner explains. "It's about enjoyment or achieving a personal best."

Targa is for road-legal vehicles, which must be driven to and from all event venues. Nearly all production cars are eligible and, aside from an approved helmet, you do not need special equipment to participate.



PREPPED FOR FUN

Targa Southland starts with stickers (BOTTOM LEFT) and quickly transitions to the track (FAR LEFT). There might be a little bit of insanity thrown in along the way from the likes of professional racer Randy Pobst (TOP LEFT), but even if bad things happen along the way (ABOVE), it's always good feelings all around.





Miatas and late model Corvettes were popular at this year's event. There were also several classic Porsches, a pristine Alfa Romeo 4C Launch Edition, and a well-worn Maserati GranSport. But Targa rewards more than just speed. Scott Willoughby and Jeffrey Spangler of Team Stranger Danger competed in a 1993 Nissan Sentra XE, claiming the event's Underdog Award. Proving that brainpower can overcome horsepower, Laura Adams and Jennifer Mills of Team Hottie Wheels returned to their second Targa to score a decisive victory in the RoadRally, piloting a 1991 Honda Civic Si. Robert and Roger McDaniels of Team Duff Beer (another returning team) drove a gutted 1994 Honda Civic, in which they had installed a

"Day two began early at Atlanta Motorsports Park – a twisting track full of elevation changes"

window-mount air conditioning unit. Their "racecar with air conditioning" earned them second place in the Best in Show category, and much admiration for engineering prowess.

Despite the fun-and-friendly atmosphere, the 2017 Targa Southland schedule was demanding: six events at four racetracks in three cities, all during one extended weekend. After each day's events, the teams would drive to the next destination to begin early the following day. The days were fast, but long.

Targa began with an autocross at zMAX Dragway in Charlotte. Each team was allotted four runs, and all but a few teams had completed their final runs before a heavy rain shower arrived. The best time of the day went to Jason Owens and Randy Pobst of Team Exomotive, competing in the unlimited class. Andrea Albin and Steven Duckworth of Team Torque Dip earned second place. A strong community vibe had already taken hold among the participants, and between runs there was much admiring of cars, sharing of tools, and offering of advice.

Following lunch, the teams gathered at Charlotte Motor Speedway under still-cloudy skies. Fortunately, the rain subsided and all teams enjoyed



three, 20-minute lapping sessions. Between runs, drivers bonded over grilled hot dogs and hamburgers and tales of their recent driving exploits. Novice driver coach Jon Krolewicz met with several dozen drivers in the infield garages, giving pointers and track etiquette tips, sometimes competing with revving engines in the

FUN, TWO, THREE

On day one, Targa participants were treated to a trip to Charlotte Motor Speedway (LEFT), although this came after a brief driver's meeting (BELOW MIDDLE) and an autocross (BOTTOM) at zMAX Dragway. During the weekend, even seasoned pros like Randy Pobst (BOTTOM LEFT) were taking direction from other "Targans." The successful weekend wrapped with a track day at Memphis International Raceway (BELOW LEFT and RIGHT) and awards.



background. Laps were not timed, but many teams saw their highest speeds of the weekend exiting the banked NASCAR Turn 4 and accelerating onto the front straight.

At the end of an initial, adrenaline-filled day, the teams continued to Atlanta. Day two began early at Atlanta Motorsports Park - a twisting

track full of elevation changes and challenging corners. Teams once again enjoyed three, 20-minute track sessions. Brian Flanagan and Karl Rickert of Team BaconSpeed set the time to beat in the AMP Time Trial, driving a BMW M3 coupe. Team ARRGH! suffered minor damage to their Honda S2000 during laps, but a hammer, some duct

tape, and a lot of encouragement got them running again by lunch.

By then, the day had turned hot and everyone was ready to duck into the air conditioning for the RoadRally driver's meeting. RallyMaster Peter Schneider explained the rules and scoring for the rally, insisting - somewhat suspiciously - that the event was "easy" and "not complicated."

SCCA RoadRallies are run on public roads at, or below, legal speeds, following written directions, and teams must answer questions using clues or items found along the route. As many teams would find out - and as Team Hottie Wheels demonstrated - attention to detail was paramount to success. Even teams who scored less successfully enjoyed a pleasant drive on country roads, and delicious ice cream at Bart's Bait and Tackle Shop at the RoadRally's conclusion.

The long ride from Atlanta to Memphis resulted in some minor grumbling on social media, until it was agreed that only teams Exomotive and Wubba Lubba Dub Dub, tackling the sometimes-rainy drive in fully open cars (an Exocet and an Ariel Atom), had a right to complain - and they didn't. The drive paid off that evening when many of the "Targans" (as they came to be called) enjoyed cold drinks and barbeque ribs at Charles Vergos' Rendezvous restaurant.

The final day consisted of lapping sessions and a TrackCross at Memphis International Raceway. The track featured three unique sections: a seven-tenths mile front straight (which also serves as a drag strip); a sweeping, open right,

followed by a series of slalom turns; and, a walled "infield" section just before the straight. Each team enjoyed an hour of track time before breaking for lunch and regrouping for the TrackCross, which was laid out on the second section of the track. Casey Henry and John Roeder of Team Big Plaid VooDoo Daddy clocked the days fastest run in a Ford Shelby GT350 Mustang, followed closely by Team BaconSpeed.

At the event's conclusion, weary-but-happy faces gathered around TargaMaster Wagner to hear the scoring results. Justin Arnette and Michael Jones of Team Laurel and Hardy clinched the top prize, the Spirit of Targa award. Brian Katz and Kevin Free of Team Bandit won Best in Show with their Smokey and the Bandit-themed Corvette (complete with "screaming chicken" hood ornament). Brothers Justin and Blair Deffenbaugh of Team Outrun Motorsports were the top overall finishers in the Competition classes, securing the win with social media bonus points. Team Big Plaid VooDoo Daddy finished second overall, and first in the Stock 1 category. Voodoo driver Casey Henry also won the (unofficial) "ugliest plaid jacket" award.

With the points totaled, the winners clutched their "trophies" (commemorative plastic Targa mugs) and everyone said their goodbyes. The shared experience had bonded the participants over three days, and many said they would be back, next year. You should join them. (Keep an eye on *SportsCar's* news section in the coming months for more information.)

**FIRST TIMER**

(BELOW) motorsports rookie and article author John Verhovshek plans his route for the RoadRally portion of Targa Southland. (LEFT) The on-track aspect of Targa required less planning on John's part, but had just as steep of a learning curve.



FIRST TIMER

Putting the Mobil 1/SCCA Chevy Camaro through its paces at the Targa Southland | WORDS John Verhovshek | IMAGES Jon Krolewicz

"Keep on it," John Hunter tells me. I'm driving the Mobil 1/SCCA Chevy Camaro, watching the speedometer climb past 120mph; John is in the passenger's seat. We're approaching a sharp left turn.

"Now!"

I squeeze the brake. In an instant, our speed drops by half.

"Turn!"

I crank the wheel left. The sticky Bridgestone Potenza's grab hold. Seemingly all at once, we rotate 90 degrees.

"Go!"

I stand on the gas. The acceleration pins me down.

"Smile," John says.

"I have been," I reply.

John is a driving instructor and a Solo National Championship winner – I am a complete novice. What brought us together was the Targa Southland.

To the event, John brought the Mobil 1/SCCA Chevy Camaro – a mechanically stock 2017 model with a 2.0L, 275hp, turbocharged four-cylinder engine and a 6-speed manual transmission, sporting

little more aftermarket additions than wheels and tires from Tire Rack and a healthy dose of Mobil 1 oil. During the three days and hundreds of road and track miles of the Targa, I discovered the Camaro's performance could impress.

I realized that performance at the first Targa event, an autocross at ZMax Raceway in Charlotte. In his first pass, John set the time to beat. When we returned to the grid, other drivers wandered over to admire the Camaro. Most were surprised to learn it was a four cylinder, and a few noticed that much of the engine was set behind the front axle, which no doubt contributed to its handling ability. I drove the remaining passes, during which John's time slipped to fourth, but he showed that SCCA's Camaro is a capable contender in a field that included GT350 Mustangs, C7 Corvettes, and Italian exotics.

On day two, Atlanta Motorsports Park put the car through more challenges with its elevation changes and blind turns. I loosened up and explored the Camaro's abilities, finding acceleration is best above 4,000rpm, with power tapering past 6,500rpm. The handling really shines, too.

From behind the wheel, it's clear the Camaro has more moves than I do. Exiting a tight right, I got on the gas too quickly and the Camaro's back stepped out. By the time I reacted, the car had already righted itself.

When John drove, the car danced around the track, griping the pavement and changing direction in ways that seemed impossible to me.

Following our track time and the RoadRally, we hit the road for Memphis and the final day of Targa Southland. The Camaro delivered us in comfort, averaging 30mpg.

The next morning at Memphis International Speedway, other teams pitched in tools and helping hands as we rotated the Camaro's tires. In the final TrackCross event, John and the Camaro clocked the third-best time at just over 41 seconds. Not bad for a nearly stock car.

By late afternoon, the weary but happy Targa participants gathered to say their goodbyes. I thanked John, and he congratulated me on my progress from newbie to, well, not a newbie anymore. "Would you do it again, next year?" he asks. "You bring the car," I laugh. 📍

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ENGINEERING SUCCESS

Formula SAE Lincoln sees engineering students let loose with their unique motorsports creations | WORDS Andrea Albin | IMAGES John Burchard

More than 120 college teams from eight countries registered for the June 20-25, 2017, Formula SAE Lincoln combustion competition, with an additional 23 teams bringing electric vehicles for the challenge. With these custom creations, the scene at Lincoln Airpark in Nebraska - the same location as the Tire Rack Solo National Championships - was very different from what most SCCA members would recognize.

Indeed, the paddock looked similar to that of the Solo National Championships, but there was a different feeling in the air. You see, these students involved in their university's Formula SAE program know that their year, or more, of hard work on a racecar they helped design and build is culminating in four days of



not just competition, but also evaluations and presentations.

At the site, all vehicles must pass a strenuous technical inspection. This covers both safety and rules compliance, with the process sometimes taking several hours. If problems are encountered, the team must return later and try again. Before cars can participate in the

DESIGNING SUCCESS

The Formula SAE program offers engineering students an opportunity to stretch their academic knowledge via an event staffed largely by SCCA members.

WHAT IS FORMULA SAE?

So, what is the Formula SAE program? For that, you need to look no further than FSAE's website. "The SAE International Formula SAE program is an engineering design competition for undergraduate and graduate students. The competition provides participants with the opportunity to enhance their engineering design and project management skills by applying learned classroom theories in a challenging competition. The engineering design goal for teams is to develop and construct a single-seat racecar for the non-professional weekend autocross racer with the best overall package of design, construction, performance, and cost."

SCCA MEMBERS LEND A HAND

SCCA members play a significant role in the organization of Formula SAE's Lincoln competition. From tech inspectors and design judges to course workers, SCCA volunteers use their motorsports and course expertise to aid in this spectacularly interesting event. For information about volunteering during next year's FSAE event, head to www.fsaeonline.com.

dynamic events, making up 67.5 percent of the team's final score, the vehicle must also pass braking, sound, and tilt table tests. If any of these tests are failed, teams are able to bring their racecar back and try again, but time is limited - teams only have a day and a half before dynamic events begin.

Meanwhile, the teams must also give sales, marketing, and design presentations regarding their effort. Presentations are scheduled, whereas most of static events are completed on a first-come, first-served basis. Time management and planning contribute to the challenge, but all in all, it's a busy and hectic site with many things happening at once.

For the teams that advance, day three starts with acceleration and skid pad events. While only worth 12.5 percent of the team's final score, these components still matter, as does the afternoon autocross, worth 15 percent. If static events have been passed before day four, teams are allowed to compete in the endurance event.

The final day of competition is hands down the most stressful for all of the teams. Worth 30 percent of their final score, the endurance event tests the reliability of the cars, with a 22km distance required for full points. This year, most teams made it to the endurance segment, with 119 vehicles taking to the course. Still, only 34 combustion vehicles and five electric vehicles completed the required 16 laps of the Roger Johnson-designed autocross course.

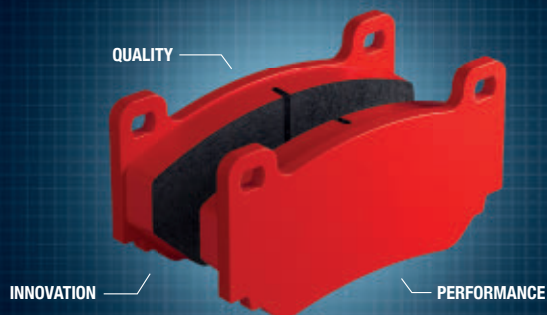
For the teams who found success this year, there was excitement and triumph; and for those who failed, disappointment, but also a sense of excitement to return the following year and try again. 🍷

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ESSENTIAL MAINTENANCE

Tow rig automatic transmission fluid changes may not be sexy, but they're vital to a successful race weekend | WORDS Jason Isley | IMAGE Philip Royle

Tow rig maintenance is one of our least-favorite, racing-related activities, since it does nothing to make your racecar faster. Nevertheless, it's not only necessary, it's vital to a successful weekend of SCCA competition.

Perhaps one of the most dreaded items on the tow rig

service list is the automatic transmission fluid change. With the vast majority of modern, consumer-grade tow rigs on the road being outfitted with an automatic transmission, a lot of SCCA members are in the same boat facing a potentially messy, dirty, smelly, unpleasant job.

Fortunately, this is a job you don't have to do often.

Like most vital fluids in an automobile, automatic transmission fluid (ATF) is there to lubricate, clean, and manage heat. As the bands and other friction items within your transmission wear, the fluid captures impurities, and

hopefully deposits them in the filter. These impurities, doubled with heat buildup, however, take a toll on your ATF, necessitating regular service.

The best practice is to always consult your service manual, but as a general rule of thumb, Mobil 1 (the official motor oil of the SCCA) recommends changing your tow vehicle's ATF every 30,000 miles, or 30 months. Particularly heavy tow loads may lead to shorter change intervals and, should the fluid appear dark on the dipstick or smell burnt, it's a good idea to change the fluid even if you have not hit the change interval.

In many vehicle applications, there is seemingly no graceful way to drop the pan to get to the trans filter. Unless you're fortunate enough to own a vehicle with a transmission drain plug, at some point, you will get the wave of fluid that splashes everywhere when you unbolt the pan. Consequently, if your transmission doesn't have a drain, consider upgrading to an aftermarket pan that does - these typically also offer additional capacity, which aids cooling and can prolong transmission life.

When it comes time to pick your fluid, your vehicle's service manual will point you in the right direction. Unlike engine oil, which comes in a seemingly endless number of variations, there are relatively few choices of ATF, and vehicle manufacturers are very specific about the type of fluid to be used, be it one of the Dexron or Mercon formulations, or even some of the lesser known fluid mixtures. Recently, however, Mobil 1 introduced its Synthetic ATF, which is a multi-vehicle, fully synthetic ATF that works in many tow rig transmissions. According to Mobil 1, its new ATF fluid outperforms conventional ATF and is compatible with most automatic transmissions, making it an easy choice for most tow rig owners. Case in point, rather than running from dealership to dealership to buy the "right" ATF fluid, we instead used this fluid in our tow rigs, one of which calls for Mercon and the other Dexron. ☺

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At their last face-to-face meeting in Kansas City, the Board of Directors spent several hours on the topic of Club Racing and then met with the Club Racing Board for an additional three hours. David Arken joined me to present a CRB position paper on a number of subjects. We covered the rules season, data acquisition for adjusting competition, the future of the National Championship Runoffs as well as its format, new cars and classes, simulator software as it might apply to Club Racing, new Club Racing drivers, and what the CRB needs in support from the SCCA staff. Here, in a nutshell, are some of the highlights.

DATA COLLECTION

The new Race Data Technician specialty is in need of help, and we think we've come up with a plan. Although we have a good number of traveling data acquisition boxes, the Club is going to place data boxes in each Division to be used regularly so the data techs can become experienced and build good track-specific datasets - trying to build a base when the boxes only show up once a year does not keep people interested. This would also give the CRB data from tracks that are not Hoosier Super Tour tracks.

The data collection process starts with the Advisory Committees identifying target cars

or issues. The boxes are installed on the target cars by a Race Data Technician, and then the data is analyzed by the technician. Anonymized data from the technician is then reviewed by the committee and the CRB.

We are using the data, when it is quantifiable, to help with competition adjustments. The raw data can be a little deceiving, however, if you don't also consider the prep level of the cars or how good the drivers are. The CRB, of course, tries to balance these variables to make for the most competitive racing. Of note is that so far, the data we have gathered and processed shows that, with few exceptions, the competitive

SEASON OF CHANGE

With the racing season coming to a close, the Club Racing Board is just cranking up

WORDS Jim Wheeler, Chairman, Club Racing Board | MAIN IMAGE D.E. Baer





Philip Royce

balance is very close across all classes.

So far, we have 18 licensed Race Data Technicians in the field, and they have gathered data from 13 tracks spanning 15 classes and 177 individual drivers, resulting in 3,000 laps worth of data.

THE RULES SEASON

Back when we still had a printed GCR, there was a reason to hold adjustments and rule changes to the first of August for the next season's GCR, as that was a deadline for the final version to go to the printer. Like now, the CRB did make competition adjustments up to midseason, but previously those changes only

appeared in *Fastrack*. Now, adjustments still appear in *Fastrack*, but updates to the online GCR happen on a monthly basis. This is progress.

Currently, the big letter season for adjustments and rule changes begins right after the Runoffs – we're expecting hundreds of requests to enter the system at crbscca.com in October and November. Those requests go to Advisory Committees, which will look at the information provided, research the available data, talk to participants, and make recommendations to the CRB.

This year, if the committees complete their portion of the process during their November calls, the CRB will receive the recommendations on Dec 7. The CRB will then either turn it into a Technical Bulletin or a recommended item for 2018. If it's the latter, it will go into *Fastrack* and the Board of Directors will vote on it at the SCCA National Convention in late January. With this timeline, changes could not be put into the monthly GCR until February, meaning they'd have an effective date of March 1.

That said, items that need further research or additional member input would not be seen by the Board of Directors until whatever date they have for their next meeting in Kansas City.

From that point on, the CRB reacts to letters with requests from racers as they arrive, with the drop-dead date for any midseason changes being around the June Sprints. Also of note is that the CRB tries to make as many adjustments as possible before the June Sprints and then use the Sprints for data acquisition to make sure

we got it right. It's also important to note that Road America has two long straights, so numbers from the long straights are given a low priority when making any competition adjustments.

So, how many letters do we receive through www.crbscca.com? Through the August 2016 *Fastrack*, we had approximately 855 total requests for rule changes or adjustments. Six became recommended rule changes for 2017, (all in January), 69 became recommended items for 2018, 297 required no action or were comments on other letters, 254 were not recommended, and 197 were tech bulletins that covered competition adjustments, errors and omissions, new part numbers, and the like. The remainder of the letters became member advisories or "What Do You Think" items.

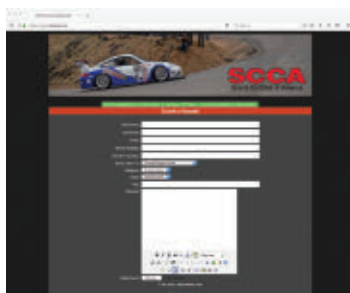
THE FUTURE OF THE RUNOFFS

We need to look at changing the format of the Runoffs. It was originally driven by, among other things, a racetrack's desire for a big spectator weekend; now that we rent the track for the week, the CRB suggests that the Runoffs format be updated. We are suggesting that we look at qualifying heat races before the main event. To accomplish this, we need to add race days to the Runoffs. We could do this with fewer qualifying days, and with heat races to set the final fields.

The number of Club Racing classes is always a hot topic, as is single-class Runoffs racing. Currently, we have the ability to add classes to the U.S. Majors Tour weekends, as well as not inviting all classes to the Runoffs. That said, unless a class looks viable and stable, it won't grow, thus throwing them out of the Runoffs doesn't promote class growth. So what do we do?

With the current three-day race format, we could only invite the top 24 classes to have one-class races, although this would mean the bottom four to six classes would not be invited. If we expand the race days at Runoffs with or without heat races, it allows us to include more classes and individual races at the Runoffs and it makes the invitation of classes easier. We can deal with continued low class subscription as defined in the GCR, or we could give those classes an extra year or two to bring up their numbers.

The CRB is looking to grow Club Racing, and we recognize that in order to do so, we need to accommodate cars that are not easily classified into existing classes. New classes may be necessary to address opportunities such as the FIA GT3 and GT4 cars, which will not only grow the participation and membership numbers but also will improve commercial opportunities for Topeka. Those new classes need to have a place at the Runoffs, not just in the Majors. 📍



KEEP IT CLASSY

The Club Racing Board uses input via its online letter system (ABOVE) and data acquisition boxes (TOP) to keep racing equal. (LEFT) Future Club Racing classes might involve more FIA-approved racecars.





NOT SAYING "NO"

What does it take to win one of Solo's biggest awards? This year's Solo Cup recipient, Paul Brown, offers his thoughts | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

I was incredibly honored to receive the Solo Cup at the 2017 Tire Rack Solo National Championships. I was also incredibly surprised, or I would have prepared a speech. Extemporaneous public speaking is not on my list of personal strengths, so I was speechless when I was asked to give a speech. I'm sure this isn't unusual for any award winner at the Solo banquets.

As pretty much everyone says when presented with either this award or the Driver of Eminence, looking at the list of former recipients of the award leaves me feeling somewhat inadequate. The Solo Cup list includes people vital to the creation of the Solo program, wrote the original rulebook, created the Solo Safety Steward program, created ProSolo, set the standard for announcing, reset the approach we take to protests, and taught us how to run the Solo

Nationals. So, yes, I'm truly humbled by this honor. I sincerely hope that the earlier recipients had as much fun as I did doing whatever it happened to be that got them on the list.

The funny thing is that I didn't volunteer for much of what I've done that allowed me to be considered for this award - but in that, I am not unique. Most of us have gotten calls and e-mails asking, "Will you please (fill whatever role is needed)?" We're simply the ones who replied with "Yes."

Sure, when SCCA's Senior Director of Rally/Solo Howard Duncan asked for input a number of years ago about how to improve the ProSolo program, I wrote a letter. I was one of the charter members of Team.net, back in the days when only dedicated computer geeks had an e-mail address. I got a lot of practice debating various issues back in those days, and that seems to have served

HOW TO WIN AWARDS

Longtime *SportsCar* contributor and even longer-time Solo advocate Paul Brown (RIGHT) was presented with the Solo Cup at the Wednesday awards banquet during the 2017 Solo National Championships (ABOVE). His secret to success? When someone asks you to help, "Just keep not saying no," he says.



me well ever since. (It's funny how many of the same issues we argue even now.) That led to an ongoing rules advisory job. I'm not the visionary (that's definitely Howard) but I can help with wording.

I didn't ask to write for *SportsCar*. Richard James was the editor back

then, and he asked me to write an event report, probably about a ProSolo. That led to more event reports, and a seat on the team working on the annual *Who Will Win* article in *SportsCar*. OK, I probably volunteered to take over leading that team when Richard wanted to focus on his editorial duties. As the magazine evolved away from event reports, Danny Shields started the *Leaving the Line* column. When he decided to end his tenure, I was asked to take over. I've tried to be informative and occasionally entertaining with that, but Danny set the standard.

I did volunteer for a stint on the Stock Classification Committee (the first of the Advisory Committees the Solo Events Board created, soon promoted to an overall advisory role and joined by quite a few others),

"I got a lot of practice debating various issues ... and that seems to have served me well ever since"

but I was asked to put my name in for the Solo Events Board. That is one of the most obvious ways a member can make a contribution - a number of Solo Cup recipients were chosen based on being chairs of the SEB (I was one of the rabble, never the chairperson).

After my stint on the SEB, a later Board decided to do some delegation and create the National Appeals Committee. I was asked to serve on that, and I did for about 10 years.

I don't think anyone asks to be a Chief Steward - I showed up at a ProSolo in Packwood and learned that would be my work assignment. Apparently, I didn't screw that up badly enough to get fired, and after a couple of years of filling that role at ProSolos and National Tours, I was asked to do that at the Solo National Championships.

One of the really cool things I got to be part of was the recent online Solo Safety Steward training. Again, I wasn't the visionary. I think that was Mark Andy and Kathy Barnes.

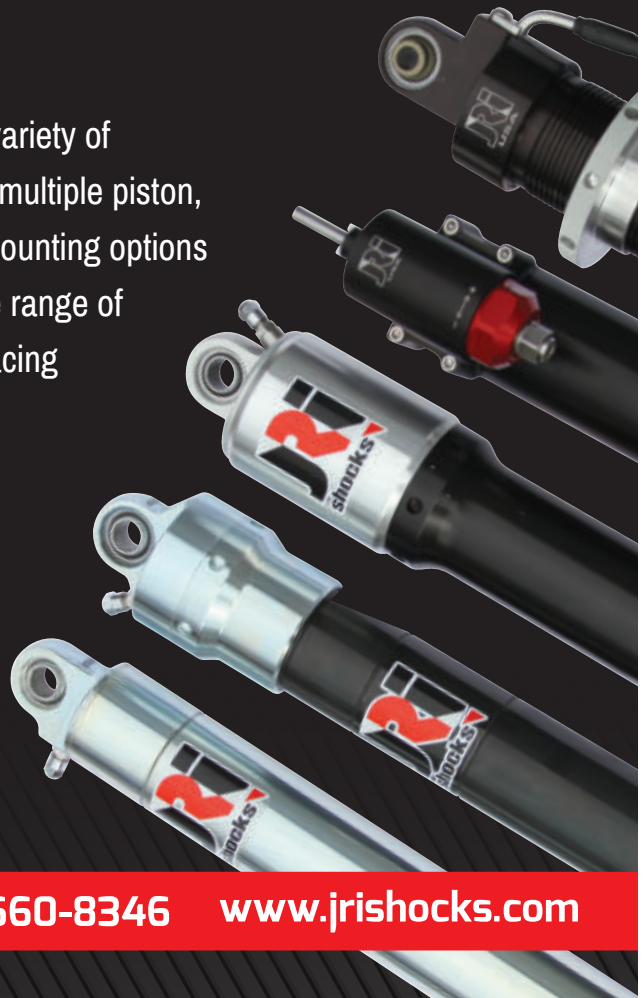
While I'm sure I'm not alone in wishing I could do things to earn the Driver of Eminence honor, the rest of us have a different honor we can aspire to. Just keep not saying no. 🍷

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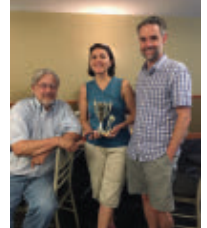


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SIMPLE AND FUN
(LEFT) The secret to success for the Hurdle rally is keeping it simple. (BELOW) Hurdle event winners (left to right) Bruce Gezon, Sarah Stio, and Christopher Gezon. (BOTTOM) Question one asked on the Hurdle rally read: "What was Riverton once known as?" The sign at the Riverton Post Office offers the answer.



SIMPLE SOLUTION

Sometimes the secret to success, especially for a RoadRally, comes with keeping things simple | **WORDS** Rick Beattie | **IMAGES** Jon Lamkins

It's possible to find simple SCCA RoadRallies. They might have just a few pages of general instructions, maybe 20 questions or so, and you may even get to pick your own route. New England Region's Hurdle RoadRally fits the definition of simple in a couple of ways, and on a Sunday in mid August, more than a dozen teams had a great time on rallymasters Jon and Kelli Lamkins' simple rally.

Jon Lamkins got the name "Hurdle" from a Piers Anthony short story where a future sci-fi society, in addition to others things related to rallying, had a motor race called Hurdle where the winner was chosen by more than just coming in first.

For this Hurdle, the general instructions did fit on just three pages and the only other things the contestants received were an odometer check sheet, a four-page question and an answer sheet with 21 questions, and the Connecticut Official State Tourism Map.

Beginning in Southington, Conn., the questions referred to short texts found on signs in parts of Connecticut near the starting point. Teams had to plot their own shortest route to all of the clues identified by the town, township, or county. There were blank spaces within each question that could only be filled in properly

with the correct missing words. Contestant had about nine hours to run their route.

One point was awarded for each mile driven, and 30 points for failure to answer a question correctly. As in other RoadRallies, the low score won. The signs are as important as determining the routes.

Fred Mapplebeck, who this year finished in fifth place with 210.2000 points navigating for his daughter Stephanie Gosselin, has been running Hurdle since the beginning. "We so enjoy the challenge of finding the locations [both on the map and on the road] and then finding the specific item referred to in the clues," he explains.

You are permitted up to three adults in the car to help in the search. Bruce Gezon, running with Sarah Stio and his son Christopher, took first-place honors with 185.5370 points.

"The main challenge is in plotting the route," Gezon points out. Gezon rarely misses a sign, but he once lost the event for another reason. One year, he says, "The loss was due to a local telling us that a landmark we were seeking was back the way we came only to find out that it really was just across the street. We don't ask locals anymore."

The event is local for the Lamkins.



Hurdle started out nearly 20 years ago as a TSD rally and it won the New England Region the SCCA Rally of the Year in 2000. The Lamkins organized that rally, but also began participating in the Cape Cod Old Timers Rally, a shortest-distance, 20-question GTA event.

According to Jon Lamkins, "In 2006, [he] and Kelli along with their daughters, Jordan and Samantha, began organizing Hurdle as a shortest-distance event like the Cape Cod OTR." The entire Lamkins family continues to be involved.

"When SCCA came out with the GTA concept, Hurdle fit nicely and has been a National GTA at least [four] times," he says. "As a GTA event, it has always started and ended in Southington, Conn., the Lamkins family's home town."

For this type of GTA, the Lamkins "don't need checkpoint workers, a lead car, or a chase car," Jon explains. It's simple - they can run the start and finish, and are only 11 minutes from home.

A final part of what makes the event worthwhile is Jon Lamkins' favorite stop. "I'd have to say Litchfield County is our favorite," he explains. "It typifies the image of quaint New England villages, with interesting scenery and fun-to-drive roads." 📍



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LINED UP

The trip to Grid for SCCA worker Gayle Lorenz has been a fun one

WORDS James Kearney | IMAGES Courtesy Gayle Lorenz

When I caught up with Gayle Lorenz, she was planning for her 50th high school reunion. Her 20th reunion had brought her into the wonderful world of racing - it was there that she reconnected with a classmate who would become her husband. Rich Lorenz was racing Sports Renaults back then and Gayle was beguiled by her first visit to Summit Point in 1988. "It was all so exciting," she remembers. "I had not a clue as to what was going on."

Given time, however, Gayle figured it out just fine. She can do a lot of things well, but sitting still is not one of them. "There just wasn't a lot to do on the Sports Renault so Rich showed me the grid. I thought, 'This is me.' I felt immediately at home. I've worked a few other specialties just to get to know them but I've never had a great interest in changing my specialty."

She laughs when she says it wasn't all that long before people changed from saying, "Oh, you're Rich's wife," to telling Rich, "Oh, you're Gayle's husband."

As the Director of Club Racing for the

Washington D.C. Region for 15 years, Gayle saw it all. She has Regional licenses in tech and registration and she had the chance to ride along on a couple emergency vehicle calls. But for her, nothing beats the grid.

"We get to see all the cars and all the drivers, and they aren't super stressed as when the corner workers see them," she explains. "Some come early and chat with us before putting their helmets on. As someone who has been at a race involving a fatality, I take special care to do all I can to send them out in a safe and calm state of mind - as does the whole grid crew. We are the last people they see before they go at it out there."

The goal is to get the job done, but take some of the edge off the situation. "We dress up, we have fun," she says. "At the Runoffs, we change the dress theme daily. Another plus of working grid is that once the last car goes out, we get to relax and enjoy some down time. And, don't forget, we are always the first to lunch."

But the job is not without its demands. The clock is an ever-present master. There is a lot

of walking, and the weather can be a challenge, hot or cold. "I've been at Summit Point with so many clothes on I was surprised I could move. But most of us find a way to have a good time regardless of the weather. You can make it fun because you are with people you like."

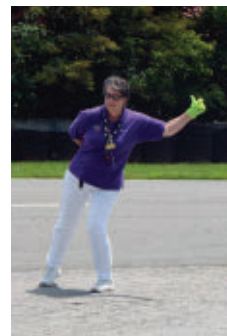
Learning to work the grid is like many jobs in that it is not as much the training but the person that matters, says Gayle. "It all depends upon how much they are into it." Workers are taught to ensure that the proper safety equipment is in place, but also to be open to what a driver may need. "We give them water, we turn on their cameras, whatever it takes."

Grid workers need to be up front and personal. They are certainly close to the action. "Splitting the cars for the pace lap is a huge rush. I was once asked if I'd be willing to split the Big Bore group for a night race at Carolina Motorsports Park. Are you kidding me? I sure would! I'm 67 years old. This stuff keeps me active. I don't want to sit around and talk about doctors and drugs."

Gayle says she was blown away when SCCA's Director of Club Racing Deanna Flanagan read the introduction to the SCCA Grid Worker of the Year Award at the 2016 National Championship Runoffs. "You could have knocked me over with a feather," she says. "A bunch of us were sitting right across from the stage and we were wondering who it was going to be this year. When I went up on stage I was shaking like a leaf. It is such a great honor. I'm so proud that my peers think I do a good job."

You might say she's done a "Super" job, as she has been a Series Administrator of the Hoosier Super Tour this year. In fact, she's been an administrator of the U.S. Majors Tour since they first began at Texas Motor Speedway in 2012. "I love it," she says. "I travel more and I see more drivers, usually the ones I only saw before at the Runoffs. I get hugs, and enjoy being able to celebrate with them during their special moment."

"I'm like a little kid," she concludes. "I still get excited at the racetrack." 📍



SPLITTING THE FIELD

Gayle Lorenz has tried much of what the Club has to offer and has found a home in Grid.

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RACING MOMENTS

Whether racing a Spec Miata, Formula Continental, or Sports 2000, the main priority for 24-year-old Joey Selman is having fun | **WORDS** R.A. McCormack | **IMAGES** Courtesy Joey Selman

Although motorsports has been an important part of his life, 24-year-old Mahoning Valley Region member Joey Selman doesn't remember his first time at the track. "I made my first trip to a racetrack - Nelson Ledges - when I was about nine months old," he explains. "There is this really cool

picture of my mom holding me in her arms and leaning against my dad's ITC Ford Fiesta while he's sitting in the car."

His dad, Steve, Joey adds, is a longtime SCCA member, "so I kind of grew up around racetracks and watching IndyCar and F1 and sports car racing on TV."

We caught up with Joey at the WeatherTech International Challenge with Brian Redman Presented by Hawk at Road America back in July, where more than 50 Sports 2000 racers had gathered to mark the 40th anniversary of the creation of that class in England. Joey was on hand to take part in the celebration and enjoy

UNFORGETTABLE

(LEFT) Racing has given Joey Selmants many great opportunities, like the chance to meet racing great Brian Redman. (BELOW) Thanks to his parents, Joey has grown up around the racetrack.

a weekend of racing. We sat down with him after he had qualified P2 in his Saturday morning S2000 session.

"It was pretty good," Joey said about the session. "We had a broken front swaybar from yesterday, so we decided to run without it. That made the rear a little tail-happy, even at its full-soft setting, but we were able to qualify P2, even with a little bit of traffic. So, I think we're in good shape for the rest of the weekend."

Qualifying, Joey added a bit later in the conversation, is his favorite part of any race weekend. "Pushing a car to its limit and trying to string together a perfect lap is such a great feeling," he said.

Since his introduction to motorsports and the SCCA at Nelson Ledges more than two decades ago, Joey's career trajectory in motorsports has followed a path familiar to many young racers, with a few important differences. Yes, he began in karts at age 7 and moved up through the karting ranks, but he was, he says, never super involved. Why? "Because I liked playing soccer and baseball and other sports," he explains. "My summers were pretty busy. The main emphasis was on fun, and we never took ourselves too seriously. We didn't want to burn ourselves out."

In 2011, the family acquired a Spec Miata, and Joey, shortly after turning 18 and after his high-school soccer career had come to an end, completed his SCCA Drivers School at Nelson Ledges and began campaigning the Miata in Regional events, eventually meeting SCCA racer and team owner John Walko, who introduced him to the formula car side of racing.

"I did a little bit of F2000 racing with John, and he also introduced me to the Sports 2000 cars, because he had some customers on the vintage side of things. I was lucky and



fortunate enough to sample a wide variety of machinery at a pretty young age," Joey said. "John has a real wealth of knowledge when it comes to driving formula cars and setting them up; so he is definitely a good guy to know."

These days, Joey, a 2015 honors graduate from the Fisher College of Business at The Ohio State University divides his time between work - he is a sales rep for J.H. Bennett, a Michigan distributor of fluid power equipment - racing, both SCCA Regional and U.S. Majors Tour events, as well as selected vintage events, family obligations, and rooting for his favorite OSU athletic teams. "I'm also a big Cleveland Indians fan," he added, "and I enjoy building Tamiya F1 models and visiting breweries on weekends with my girlfriend, Brittany."

So, what is the possibility of racing as a career?

"I'm realistic enough to realize that a career in motorsports is probably out of the cards," he said, "but I'm lucky enough to drive a lot of cool stuff. My main focus is to continue to have fun with it and not take it too seriously and risk burning myself out. Just spend time with my friends and family at the track."

So, in a sense, Joey concluded, he and his family have come full circle, from one SCCA generation to the next: Be at the track, race, have fun, and enjoy the experience with family and friends. Not a bad prescription for a good life. 🍷

CHASING MOMENTUM

At first glance, the racecars Joey Selmants drives, or has driven, might seem very different - his Spec Miata, his Fox Lola O1C S2000, and a Formula Continental/F2000 racecar. Yet, they all share an important characteristic. "They're all momentum cars," Joey explains.

"People think I'm crazy when I say that they're more similar than you think. But the driving styles are similar. It's all about getting off the brakes early and rolling the speed."

If you can drive the Miata well - which is a good place to start - you will provide yourself with a good foundation, he explains.

"The S2000 is kind of a middle ground between the Miata and the Formula Continental. It's obviously much quicker than the Miata. It stops much quicker. But again, it's all about corner speed. It's stiffer than the Miata, but it's not as stiff as the Formula car; so it really talks to you."

"When you move into the Continental, the car is much stiffer - it stops even better, it accelerates even quicker, and then you add in the wings. In the high-speed stuff, it takes a lot of building up to the aero grip and just trusting the car's going to stick. But again, the base driving style is all about carrying speed and rolling speed through the corner."

So, for Joey, whether in a Miata, S2000, or Formula Continental, momentum rules the day.





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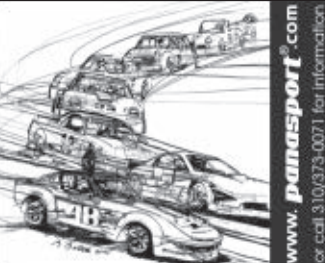
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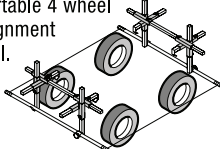
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CONTENTS

1	2017 SCCA National Championship Series
2	2017 SCCA National Championship Series
3	2017 SCCA National Championship Series
4	2017 SCCA National Championship Series
5	2017 SCCA National Championship Series
6	2017 SCCA National Championship Series
7	2017 SCCA National Championship Series
8	2017 SCCA National Championship Series
9	2017 SCCA National Championship Series
10	2017 SCCA National Championship Series

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RADICAL SR-3 LHD TRACK CAR > Very well sorted/updated, meticulously maintained. 1,400cc Hayabusa with 185rwhp, 110rwt, paddle shift, oversized radiator, Stack data acquisition/video. Front/rear downforce undertrays, front dive planes, factory wheels, 2 sets of lightweight wheels, Motorola radios, AMB transponder, spares. \$57,500. **Contact: Fred at info@freddry.com or (312) 346-6699.**

23 PRODUCTION BASED | GT ▼

C5 GT2/ST2 > Pictures/parts at GT2vette.com. One of most sorted C5 (or C6, C7) GT2/ST2 cars ever. Never finished off podium/dnf'd. Fresh, driven 4 times last 2 years, extras, only needs gas to deliver a class win. Trailer rigged for car (easiest loading ever) and delivery available. **Contact: Jim at (561) 307-0885.**



MINI COOPER B SPEC RACE CAR > under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday (304) 343-2277/email: wes@suddenlink.net**

23 PRODUCTION BASED | GT ▼

1963 ALFA 1600 SPIDER > Twin cam Alfa 1,570cc engine with twin Weber 40 DCOE carbs, race headers and exhaust system. Electronic ignition system and engine oil cooler with Accusump oil system. Alfa posi-traction rear-end, four-wheel disc brakes with drilled and slotted rotors. \$45,000. **Contact: Doug Skeen at (760) 598-5887.**



1969 AUSTIN MINI COOPER MKII > This car built on Nov. 22, 1968, has been upgraded beyond "S" specifications. Sporting a potent engine bored out to 1,340cc with state of the art internals and improved suspension. Less than 100 miles on fresh engine! \$40,000. **Contact: Doug Skeen at (760) 598-5887.**



1992 ACURA NSX > Driving Ambition/Comptech racecar. 2012-13 SCCA champion and multiple Track Attack winner. 3.5L turbocharged with 500-800rwhp. Car is in perfect condition and ready to race. Current SCCA log Book 2016. Over \$250,000 invested. For sale at \$75,000. **Contact: Igor Lyustin at (415) 515-1395**



1997 BMW 328i > SCCA Central Florida winner. MoTeC ADL data acquisition system with beacon. Six sets of race wheels and three differential rear gears. Bilstein Group N shocks valved to Turner specifications. Cage with NASCAR door bars, petty bar. \$19,500. **Contact: Mike Guenther (863) 860-3828 or mguenther@tampabay.rr.com.**

28 SERVICES ▼

CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact: Dan Ferguson at rackandruinracing.com**

BUSINESS CLASSIFIEDS

	LARGE*	MEDIUM*	SMALL*
1 x	\$653	\$330	\$156
3 x	\$583	\$287	\$139
6 x	\$525	\$254	\$125
12 x	\$480	\$240	\$120

MINIMUM BILLING: \$120

*Contact ad department for exact measurements prior to submission.

TO PLACE BUSINESS CLASSIFIED: CONTACT OUR AD DEPARTMENT

Nicole Szawlowski
(949) 417-6722
Nicole@racer.com

PERSONAL CLASSIFIEDS

50 words	1 x	\$39	+photo \$64
50 words	2 x	\$54	+photo \$100
50 words	3 x	\$73	+photo \$134
50 words	4 x	\$86	+photo \$164

MINIMUM BILLING: \$39
MAXIMUM WORDS: 50

NEXT AVAILABLE ISSUES:**JANUARY 2018**

Season Preview and Prep

Reserve space by: October 27

Materials due: November 10

Mails: November 29

FEBRUARY 2018

Preparing for 2018

Reserve space by: November 17

Materials due: December 1

Mails: December 26

TO PLACE PERSONAL CLASSIFIED:

Call (949) 417-6713, or e-mail classifieds@racer.com

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- 20 PRO RACING
- 21 OTHER PRO SERIES
- 22 OPEN WHEEL | SPORTS RACERS
- 23 PRODUCTION BASED | GT
- 24 SOLO
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS
- 30 OTHER

SAVE THE DATE...

Don't miss out on connecting with 60,000-plus SCCA members in these upcoming must-see issues of *SportsCar...*

January 2018

Season Preview and Preparation Preview Issue
Materials due: Nov. 10
Issue mails: Nov. 29

February 2018

The 2017 Pro Racing Wrap-Up and ARRC Issue
Materials due: Dec. 2
Issue mails: Dec. 27

March 2018

The Safety Issue
Materials due: Jan. 12
Issue mails: Jan. 29

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ADVERTISER INDEX

Apex Performance	59
Bondurant	13
DEI	89
G-Force	77
Harbor Freight Tools	107
HMS Motorsport	65
Intercomp Racing	45
JRI Shocks	93
MAXXIS	110-111
Mazda	2-3
Motovicity	21
NecksGen	77
Pagid Racing	87
PRI	89, 97
Racelogic	115
RACER Magazine	95
Sampson Racing	77
SCCA	85
Speedcom	37
Stevens-Miller Racing	51
Sube Sports	11
Summit Racing	15
Tire Rack	72, 73
Wilwood Engineering	116

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800+ Stores Nationwide • HarborFreight.com

PITTSBURGH Automotive **SUPER COUPON**

1 TON CAPACITY FOLDABLE SHOP CRANE

Customer Rating ★★★★★

- Boom extends from 36-1/4" to 50-1/4"
- Crane height adjusts from 82" to 94"

SAVE \$80

\$169.99 **\$99.99**

COMPARE TO IRONTON \$179.99 MODEL: 46218

ITEM 69512/61858/69445 shown

15124812

LIMIT 3 - Coupon valid through 2/23/18*

PITTSBURGH Automotive **SUPER COUPON**

#1 SELLING JACKS IN AMERICA

RAPID PUMP® 1.5 TON ALUMINUM RACING JACK

Customer Rating ★★★★★

- 3-1/2 Pumps Lifts Most Vehicles
- Lightweight 34 lbs.

SAVE \$40

\$59.99 **\$79.99**

ITEM 68053/62160 62496/62516 60569 shown

COMPARE TO DURALAST \$99.99 MODEL: T815016L

15126588

LIMIT 4 - Coupon valid through 2/23/18*

SUPER COUPON

FREE WITH ANY PURCHASE

PITTSBURGH®

6 PIECE SCREWDRIVER SET

• Magnetic Tips

• Ergonomic Handles

COMPARE TO HUSKY \$7.97 MODEL: 20210003

ITEM 62728/62583 47770/62570 shown

LIFETIME WARRANTY

15096266

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SUPER COUPON

20% OFF

ANY SINGLE ITEM

15093738

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U.S. GENERAL **SUPER COUPON**

56" 11 DRAWER INDUSTRIAL QUALITY ROLLER CABINET

Customer Rating ★★★★★

- 25,363 cu. in. of storage
- 3458 lb. capacity
- Weighs 400 lbs.

SAVE \$2845

\$649.99 **\$749.99**

COMPARE TO SNAP-ON \$3495 MODEL: KRA211P80

ITEM 69395/67681 shown

15230751

LIMIT 4 - Coupon valid through 2/23/18*

EARTHQUAKE **SUPER COUPON**

1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE AIR IMPACT WRENCH

Customer Rating ★★★★★

- Weighs 6 lbs.

800 TORQUE FT. LBS. BOLT BREAKAWAY

SAVE \$180

\$239.99 **\$199.99**

COMPARE TO INGERSOLL RAND \$239.99 MODEL: 154156

ITEM 62627/68424 shown

15135184

LIMIT 3 - Coupon valid through 2/23/18*

PITTSBURGH Automotive **SUPER COUPON**

2 PIECE VEHICLE DOLLIES

• 1500 lb. capacity

Customer Rating ★★★★★

COMPARE TO NORTHERN TOOL \$89.99 MODEL: 27918

SAVE 50%

\$54.99 **\$44.99**

ITEM 60343/67338 shown

15135728

LIMIT 5 - Coupon valid through 2/23/18*

HaulMaster **SUPER COUPON**

72" x 80" MOVING BLANKET

Customer Rating ★★★★★

SAVE 70%

\$5.99 **\$19.99**

COMPARE TO LOWE'S \$19.99 MODEL: 77280

ITEM 69505/62418/66537 shown

15138618

LIMIT 9 - Coupon valid through 2/23/18*

HaulMaster **SUPER COUPON**

STEP STOOL/WORKING PLATFORM

Customer Rating ★★★★★

- 350 lb. capacity

SAVE 65%

\$19.99 **\$29.99**

COMPARE TO LOWE'S \$57.55 MODEL: H-21

ITEM 62515 66911 shown

15141217

LIMIT 7 - Coupon valid through 2/23/18*

drillmaster **SUPER COUPON**

4-1/2" ANGLE GRINDER

Customer Rating ★★★★★

SAVE 61%

\$99.99 **\$149.99**

COMPARE TO PERFORMANCE \$2580 MODEL: 2411-1

ITEM 69645 60625 shown

15144330

LIMIT 8 - Coupon valid through 2/23/18*

CENTRAL PNEUMATIC **SUPER COUPON**

8 GALLON, 2 HP, 125 PSI PORTABLE OIL-LUBE AIR COMPRESSOR

Customer Rating ★★★★★

SAVE \$49

\$99.99 **\$124.99**

COMPARE TO HUSKY \$149 MODEL: 0300813A

ITEM 69667/68740 shown

15148352

LIMIT 3 - Coupon valid through 2/23/18*

CENTECH **SUPER COUPON**

2/10/50 AMP, 12 VOLT BATTERY CHARGER/ENGINE STARTER

Customer Rating ★★★★★

SAVE 57%

\$49.99 **\$29.99**

COMPARE TO SCHUMACHER \$69.99 MODEL: SE-1250

ITEM 60581/60653 shown

15158842

LIMIT 5 - Coupon valid through 2/23/18*

Bauer **SUPER COUPON**

10 AMP DEEP CUT VARIABLE SPEED BAND SAW KIT

Customer Rating ★★★★★

NEW

SAVE \$199

\$99.99 **\$139.99**

COMPARE TO DEWALT \$299 MODEL: DWM120

ITEM 63763/63444 shown

15163395

LIMIT 4 - Coupon valid through 2/23/18*

CHICAGO ELECTRIC WELDING **SUPER COUPON**

170 AMP MIG/FLUX CORED WELDER

Customer Rating ★★★★★

EVERYTHING YOU NEED TO WELD

SAVE \$380

\$169.99 **\$179.99**

COMPARE TO HOBART \$549.99 MODEL: 381204099

ITEM 61888/68885 shown

15166379

LIMIT 3 - Coupon valid through 2/23/18*

HARDY **SUPER COUPON**

POWDER-FREE NITRILE GLOVES PACK OF 100

• 5 mil thickness

Customer Rating ★★★★★

SAVE 55%

\$5.99 **\$7.99**

COMPARE TO MENARDS \$13.32 MODEL: VEN4145

ITEM 61363, 68497, 61360, 68498, 61359, 68496 shown

15173209

LIMIT 8 - Coupon valid through 2/23/18*

CHICAGO ELECTRIC WELDING **SUPER COUPON**

ADJUSTABLE SHADE AUTO-DARKENING WELDING HELMET

Customer Rating ★★★★★

SAVE 56%

\$34.99 **\$44.99**

COMPARE TO KOBALT \$79.99 MODEL: SGY-A13

ITEM 61611/46092 shown

15174348

LIMIT 5 - Coupon valid through 2/23/18*

PITTSBURGH **SUPER COUPON**

9 PIECE, 1/4", 3/8" AND 1/2" DRIVE WOBBLE SOCKET EXTENSION SET

Customer Rating ★★★★★

SAVE 50%

\$9.99 **\$14.99**

COMPARE TO KLUTCH \$19.99 MODEL: 40033

ITEM 67971/61278 shown

15184969

LIMIT 3 - Coupon valid through 2/23/18*

CHICAGO ELECTRIC WELDING **SUPER COUPON**

ADJUSTABLE STEEL WELDING TABLE

Customer Rating ★★★★★

SAVE \$80

\$59.99 **\$74.99**

COMPARE TO NORTHERN TOOL \$139.99 MODEL: T38320

ITEM 63069/61369 shown

15187491

LIMIT 4 - Coupon valid through 2/23/18*

CENTRAL MACHINERY **SUPER COUPON**

36" METAL BRAKE WITH STAND

Customer Rating ★★★★★

SAVE \$90

\$189.99 **\$279.99**

COMPARE TO NORTHERN TOOL \$279.99 MODEL: 426282

ITEM 62518 62335/91012 shown

15217392

LIMIT 3 - Coupon valid through 2/23/18*

PORTLAND **SUPER COUPON**

1750 PSI PRESSURE WASHER

• 1.3 GPM

• Adjustable spray nozzle

Customer Rating ★★★★★

NEW

\$179.99 **\$99.99**

COMPARE TO BRIGGS & STRATTON \$179.99 MODEL: 20600

ITEM 63255/63254 shown

15223366

LIMIT 5 - Coupon valid through 2/23/18*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 2/23/18.

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CALENDAR

SPORTS CAR CLUB OF AMERICA **NOVEMBER 2017**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

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



F.A.S.T. (Fresh Air Systems Technologies) wants SCCA members to remain cool in their racecars by offering a 10-percent discount on all F.A.S.T.-built products.



Lincoln Electric is offering a 20- to 30-percent discount on a variety of welding machines and plasma cutters.



LegalShield is offering a discounted group rate and waived enrollment fees for SCCA members.



National Car Rental offers special discounts of up to 20 percent off retail car rental rates.



Get special association rental rates and discounts at **Thrifty** car rentals.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.



TRANS AM gotransam.com

Mar 5 Sebring Int'l Raceway, Fla.
Ebben (TA); Machavern (TA2); Boden (TA3); Kleeman (TA4)

Apr 9 Homestead-Miami Speedway, Fla.
Francis Jr. (TA); Robinson (TA2); Kinsland (TA3); Kleeman (TA4)

May 6 Road Atlanta, Ga.
Francis Jr. (TA); Buffomante (TA2); Kinsland (TA3); Kleeman (TA4)

Jun 3-4 Detroit Belle Isle, Mich.
Francis Jr. (TA); Robinson (TA2)

Jun 18 Indianapolis Motor Speedway, Ind.
Francis Jr. (TA); Robinson (TA2); Boden (TA3); Entwistle (TA4)

Jul 2 Brainerd International Raceway, Minn.
Lawrence (TA); Buffomante (TA2); Kezman (TA3); Pesek (TA4)

Aug 12 Mid-Ohio Sports Car Course, Ohio
Francis Jr. (TA); Buffomante (TA2); Boden (TA3); Kleeman (TA4)

Aug 26 Road America, Wis.
Francis Jr. (TA); Creed (TA2); Dascalos (TA3); Kleeman (TA4)

Sep 10 Watkins Glen International, N.Y.
Lally (TA); Buffomante (TA2); Kezman (TA3); Kleeman (TA4)

Sep 24 VIRginia International Raceway, Va.
Francis Jr. (TA); Robinson (TA2); Lux (TA3); Davison (TA4)

Oct 8 New Jersey Motorsports Park, N.J.

Nov 4 Circuit of the Americas, Texas

Nov 11 Daytona International Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Mar 25-26 Willow Springs Int'l Rcw, Calif.
Drissi (TA); McAllister (TA2); McQuarrie (TA3)

Apr 29-30 Auto Club Speedway, Calif.
Drissi (TA); Napoleon (TA2); Brinkop (TA3); Dreier (TA4)

Jul 29-30 Portland Int'l Raceway, Ore.
Pickett (TA); Lewis (TA2); Streimer (TA3); Drier (TA4)

Nov 4-5 Circuit of the Americas, Texas



FORMULA 4

f4us championship.com

Apr 8-9 Homestead-Miami Speedway, Fla.
Reger; Forcier; Reger

Jun 9-11 Indianapolis Motor Speedway, Ind.
Kirkwood; Kirkwood; Kirkwood

Jul 6-9 Canadian Tire Motorsports Park, Canada
Kirkwood; Kirkwood; Kirkwood

Aug 10-12 Mid-Ohio Sports Car Course
Leitch; Robinson; Kirkwood

Aug 25-27 VIRginia Int'l Raceway, Va.
Leguizamon; Sherratt; Kirkwood

Sep 15-16 Circuit of the Americas, Texas
Pedersen; Pedersen; Eves

Oct 20-22 Circuit of the Americas, Texas



ROAD RACING

Date Track/Region
Phone numbers are for region registrars

U.S. MAJORS TOUR

sccamajors.com
2018 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 16-21, 2018 Sonoma Raceway, Calif.



Jeff Lowe

PRO RACING

WHAT F4 U.S. Championship
WHEN Oct. 20-22, 2017
WHERE Austin, Texas
The second season of the F4 U.S. Championship crowns its points winner at Circuit of the Americas during the F1 weekend.

DIVISIONAL/REGIONAL

NORTHEAST nediv.org

Oct 6-7 Ro Thompson Speedway/New England

Oct 7-8 * NJMP/South Jersey

Oct 21-22 # NJMP/South Jersey
Finger Lakes (585) 328-2617
Glen (607) 739-2953
New England (508) 561-2188
South Jersey (609) 784-5316
Steel Cities (412) 831-0361
Washington DC (301) 572-7444

SOUTHEAST sediv racing.org

Oct 7-8 Roebeling Road/SEDiv

Oct 14-15 Sebring/Central Florida

Oct 14-15 # VIR/North Carolina

Nov 3-5 # Road Atlanta/Atlanta

Nov 25-26 Sebring/Central Florida

Dec 9-10 # PBIR/Florida
Alabama, Tennessee (256) 200-5541
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Carolinas (704) 898-0141
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (561) 654-3396
South Carolina (704) 575-5960



PENULTIMATE ROUND

The SCCA Pro Racing Trans Am Series heads to Circuit of the Americas on Nov. 4 for its second-to-last race of the season.



Clark McInnis

ARRC ACTION

The Atlanta Region's American Road Race of Champions tackles Road Atlanta on Nov. 3-5, 2017.



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STEVE OSETH

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(678) 697-9755; tpulliam@scca.com

Area 13: **JIM WEIDENBAUM**
(503) 327-8990; jweidenbaum@scca.com

CENTRAL cendiv-scca.org

Oct 21-22 Ro* Blackhawk Farms/Chicago
Chicago TBD
Land O'Lakes TBD

SOUTHWEST sowdivscca.org

Nov 18-19 Ro* Texas World Speedway/Texas
Oct 14-15 Ro* MSR Houston/Houston
Houston TBD
Texas TBD

GREAT LAKES greatlakes-scca.org

Oct 14-15 Ro* Mid-Ohio Sports Car Course/Ohio Valley
Ohio Valley (330) 460-6706

ROCKY MOUNTAIN coloradoscca.org

Oct 14-15 La Junta Raceway/Continental Divide
Continental Divide TBD

NORTHERN PACIFIC norpacscca.org

Oct 27-29 * Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Oct 28-29 * Auto Club Speedway/Cal Club
Cal Club (661) 304-3982

STREET SURVIVAL SCHOOLS

CENTRAL cendiv-scca.org

Oct 15 Route 66 Raceway/Chicago
Chicago gqlaws@sbcglobal.net

SOUTHWEST sowdivscca.org

Nov 4 Heartland Park Topeka/Kansas
Kansas lduncan65@hotmail.com

MIDWEST midiv.org

Oct 7 Iowa Speedway/Des Moines Valley
Des Moines Valley www.dmvrscca.org

NORTHERN PACIFIC norpacscca.org

Oct 1 Portland Int'l Raceway/Northwest
Northwest
karenmccoy3941@comcast.net

DRIVER'S SCHOOLS

NORTHEAST nediv.org

Oct 20 NJMP/South Jersey
South Jersey (609) 784-5316

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

AMG Driving Academy
(888) 604-1766 amgacademy.com

Bertil Roos Racing School
(800) 511-7606 racenow.com

BIR Performance Driving School
(866) 511-7606 birperformance.com

Bob Bondurant School
(800) 842-7223 bondurant.com

Bridgestone Racing Academy
(905) 983-1114 race2000.com

MSR Houston
(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Porsche Sport Driving School
(888) 204-7474 porschedriving.com

Simraceway Performance Driving Center
(800) 733-0345 jimrussellusa.com

All dates/events subject to change

* = Double Event

= Enduro

CR = Course Rally

CT = Club Trial

HC = Hill Climb

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class

NC = National Course

NT = National Tour

PDX = Performance Driving Experience

r = Restricted

Ro = Runoffs qualifier

RT = Regional Tour

SR = Social Rally

TT = Track Trial

v = Vintage

Email addresses for registrars and event organizers are available at www.scca.com

FOR CHANGES

Club Racing (785) 232-7229

Solo, Road Rally (785) 232-7656

RallyCross (785) 357-7259



D.E. Baker

CLUB RACING

WHAT Runoffs qualifier

WHEN Oct. 28-29, 2017

WHERE Fontana, Calif.

Cal Club's Pacific Coast Road Racing Championships races hit Auto Club Speedway in late October as a 2018 Runoffs qualifier.

Chris Clark

SCCA HAPPENINGS

Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com

**NOVICE PERMIT / SCHOOL AND
EVENT CREDIT**

Bertil Roos Racing School
(800) 722-3669 racenow.com

Bob Bondurant School
(800) 842-7223 bondurant.com

Bridgestone Racing Academy
(905) 983-1114 race2000.com

Lucas Oil School of Racing
(561) 200-7223 lucasoilraceschool.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Pro Drive Racing School
(503) 285-4449 prodrive.net

ProFormance Racing School
(253) 630-5130

proformanceracingschool.com

Simraceway Performance Driving Center
(800) 733-0345 jimrussellusa.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220
allenbergracingschools.com

Bobby Cee's Racer's Edge High
Performance Driving School
(562) 714-1799

bobbyceesracersedge.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com

Demonte Motorsports
(631) 482-8875
demontemotorsports.com



DE Baer

DRIVER'S SCHOOLS

WHAT Go racing
WHEN Coming up
WHERE A Region near you
As the 2018 season nears,
keep an eye out for your local
Region's SCCA Driver's Schools,
coming to a track near you.

EXR - Exotics Racing Series
(702) 802-5662 exrseries.com

LevelUp Racing School
(920) 838-6612
levelupdracingschool.com

Pro Drive Racing School
(503) 285-4449 prodrive.net

Sports Car Driving Experience
(800) 453-5506

corvetteracingschool.com

Spring Mountain Advanced Driving School
(800) 391-6891

springmountainmotorsports.com

Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.org

Oct 20 PDX NJMP/South Jersey
Oct 21-22 PDX/CT Summit Point/
Washington DC

South Jersey (609) 784-5316
Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Oct 21 PDX VIR/North Carolina
Nov 3-5 PDX Road Atlanta/Atlanta
Nov 18-19 PDX/TT Roebling Road/
Buccaneer

Alabama, Tennessee (256) 200-5541

Atlanta (770) 617-0801

Buccaneer (912) 398-0147

Central Carolinas (704) 898-0141

Central Florida (407) 568-6902

North Carolina (919) 423-6015

SOUTHWEST sowdivscca.org

Nov 18-19 CT Texas World Speedway/
Texas

Oct 13 PDX MSR Houston/Houston
Houston TBD

GREAT LAKES greatlakes-scca.org

Oct 13 PDX Mid-Ohio Sports Car Course/
Ohio Valley

Cincinnati (330) 460-6706

Ohio Valley (614) 735-7561

ROCKY MOUNTAIN coloradoscca.org

Oct 14-15 PDX/CRE La Junta Raceway/
Continental Divide

Continental Divide TBD

SOLO TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

2018 schedule to be announced

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2018 event to be announced

TIRE RACK® SCCA PROSOLO

Mar 10-12 Lehigh Acres, Fla.

Casey (Super); Towns (Ladies)

Mar 31-Apr 2 Fontana, Calif.

n/a (Super); Gill (Ladies)

Apr 21-23 Crows Landing, Calif.

Yom (Super); Wong (Ladies)

May 5-7 Blythville, Ark.

Lousteau (Super); Whitener (Ladies)

May 19-21 East Rutherford, N.J.

Davis (Super); Hunt (Ladies)

May 25-27 Lincoln, Neb.

McKnight (Super); Heaton (Ladies)

Jun 2-4 Mineral Wells, Texas

Sparks (Super); Towns (Ladies)

Jun 9-11 Swanton, Ohio

McKnight (Super); Monfort (Ladies)

Jul 14-16 Packwood, Wash.

Scroggs (Super); Tran (Ladies)

Aug 4-6 Oscoda Township, Mich.

Houseal (Super); Harbour (Ladies)

Sep 1-3 Lincoln, Neb. (Finale)

Scroggs (Super); Towns (Ladies)

TIRE RACK® MATCH TOUR.

2018 schedule to be announced

CAM CHALLENGE

2018 schedule to be announced

REGIONAL

NORTHEAST nediv.org

Oct 1 Splish Splash Water Park/New York

MAXXIS®

PLAY HARD,

800-4-MAXXIS / MAXXIS.COM

D.E. Bader

GET ON TRCK

SCCA's Time Trial and PDX programs run year round and offer the thrill of high performance driving on the racetrack.



Oct 1 Monroe Community College
Brighton Campus/Finger Lakes
Oct 1 Pittsburgh Int'l Raceway/Steel Cities
Oct 7-8 Williamsport Regional Airport/
NEPennsylvania
Oct 8 Warminster Community Park/
Philadelphia
Oct 14 Regency Furniture Stadium/
Washington DC
Oct 14 WyoTech/Allegheny Highland
Oct 15 Watkins Glen North Paddock/Glen
Oct 15 Bader Field/South Jersey
Oct 15 Pittsburgh Int'l Raceway/Steel
Cities
Oct 21 WyoTech/Allegheny-Highland

Oct 22 Splish Splash Water Park/
New York
Nov 12 Bader Field/South Jersey
Allegheny-Highland (724) 622-4250
Central Pennsylvania (814) 386-3097
Finger Lakes (585) 231-1173
Glen brettbourdette@gmail.com
New York sgtvinas@gmail.com
NEPennsylvania (570) 881-0474
Philadelphia (484) 949-4100
South Jersey sue1arunit@verizon.net
Steel Cities (724) 689-7393
Susquehanna
autocross@scsa-susq.com
Washington DC (240) 508-5335

SOUTHEAST sedivtracing.org

Sep 16-17 Cherry Point MCAS/North
Carolina
Sep 17 Music City Raceway/Tennessee
Oct 7-8 Cherry Point MCAS/North
Carolina
Oct 7-8 Twin Fountain Raceway/Tennessee
Nov 4 Cherry Point MCAS/North Carolina
Buccaneer
chris@christopherowhite.net
North Carolina (910) 622-5513
Red River
flawedchemical@hotmail.com
Tennessee trscca.cd@gmail.com

GREAT LAKES greatlakes-scca.org

Oct 1 Toledo Express Airport/NWOHio
Oct 8 Mid-American Air Center/Southern
Indiana
Oct 15 Owens Community College/
NWOHio
Oct 22 Mid-American Air Center/
Southern Indiana
Oct 22 Tire Rack Test Trac/South Bend
Oct 22 35010 Vine St./NEOhio
Fort Wayne
fortwayneautox@gmail.com
NEOhio (440) 299-7656
NWOHio (419) 378-0830
Saginaw Valley (517) 719-8158
South Bend (269) 277-1310
Southern Indiana
terry9393@outlook.com

MIDWEST midiv.org

Oct 1 Family Arena/St. Louis
Oct 1 Remington Park/Oklahoma
Oct 1 Hutchinson Naval Airbase/Wichita
Oct 15 Hutchinson Naval Airbase/Wichita
Oct 21-22 War Memorial Stadium/
Arkansas
Oct 22 Remington Park/Oklahoma
Oct 29 Metropolitan Community College/
Kansas City
Dec 3 War Memorial Stadium/Arkansas
Arkansas n-santos@sbcglobal.net
Kansas City (913) 608-1648
Oklahoma mcouncil2@gmail.com
St. Louis corkyft21@yahoo.com
Wichita jacob.771@gmail.com

SOUTHWEST sowdivscca.org

Oct 8 Texas Motor Speedway Bus Lot/
Texas
Oct 14-15 Waldron Field/South Texas
Border
Nov 4-5 Waldron Field/South Texas Border
Nov 12 Texas Motor Speedway Bus Lot/
Texas
Dec 2-3 Waldron Field/South Texas Border
Red River redsilver92@hotmail.com
South Texas Border (361) 739-6829
Southwest Louisiana (337) 263-5457
Texas jennifer.maxcy@att.net
ROCKY MOUNTAIN coloradoscca.org
Oct 14 Utah Motorsports Campus/Utah
Oct 14 Front Range Airport/Colorado
Colorado (414) 218-1594
Eastern Idaho (208) 351-8869
Utah carolyn@jolleyandjolley.com

PLAY HARDER.



VICTRA
VR-1

205/50ZR15
245/40ZR15

205/55ZR16
255/40ZR17

245/40ZR18
265/35ZR18

295/40ZR18*

*6/32 Tread Depth(in.) UTQG 140 AA A

UTQG 200 AA A
9/32 Tread Depth(in.)



ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-55 YEARS

55-YEAR MEMBERS

Tex Arnold 10/1/1962 Colorado
Gerry Sutterfield 10/1/1962 Ohio Valley

50-YEAR MEMBERS

Wayne O. Briggs 10/1/1967 Cincinnati
Nicholas W. Crawford 10/1/1967 Guam
Fred Steinhoff 10/1/1967 Indianapolis
Bernie Sunier 10/1/1967 St Louis
Boris J. Tirpack 10/1/1967 Western Ohio

45-YEAR MEMBERS

Larry J. Stephens 10/1/1972 Cal Club
Sanford C. Thalheimer 10/1/1972 Florida

40-YEAR MEMBERS

Bruce Cambern 10/1/1977 Reno
Mark Edwards 10/1/1977 Cal Club
Jack B. Madison 10/1/1977 Mahoning Valley
Elaine S. Rodman 10/1/1977 Steel Cities

35-YEAR MEMBERS

Beryl Ann Burton 10/6/1982 Land O'Lakes
S.S. Carlstrom 10/28/1982 Land O'Lakes
Gilbert Colon 10/28/1982 San Francisco
Charlie Cook 10/28/1982 Finger Lakes
Iler Ganz 10/28/1982 Cal Club
Bill Gilcrease 10/6/1982 Cal Club
Jeffrey H. Hackman 10/6/1982 Mississippi
Jay Jessup 10/28/1982 Washington DC
Barbara Lissow 10/26/1982 Finger Lakes
Tracy H. Sandberg 10/1/1982 Des Moines Valley
Marge Steffen 10/6/1982 Land O'Lakes
Cal Steffen 10/6/1982 Land O'Lakes
Bruce Weinman 10/6/1982 Land O'Lakes
Bob Williamson 10/26/1982 Reno

30-YEAR MEMBERS

Wayne Mather 10/7/1987 Land O'Lakes
Joseph S. Baehr 10/30/1987 Washington DC
Roger G. Bedell 10/21/1987 Texas
Joseph B. Binns 10/7/1987 Washington DC
Stanley R. Conston 10/14/1987 San Francisco
Gary D'Abate 10/29/1987 Atlanta
Donald Drennon 10/28/1987 Central Carolinas

Allen V. Edmonds 10/16/1987 Central Florida
John W. Goddard 10/12/1987 San Francisco
Carl R. Goodwin 10/12/1987 Neohio
Donald E. Harrington 10/28/1987 Neohio
Frederick L. Hill 10/29/1987 Houston
Eric V. Hiltner 10/9/1987 Neohio
Mark J. Hirt 10/28/1987 Chicago
Victor Kicera 10/9/1987 Susquehanna
Judy Z. Kishner 10/12/1987 Northeast Oklahoma
Thomas Alan Kishner 10/12/1987 Northeast Oklahoma
J.G. Lecuyer 10/6/1987 Blackhawk Valley
Joan Payton 10/5/1987 Tennessee
Jeff Payton 10/5/1987 Tennessee
Mick Peirson 10/22/1987 Arizona
David J. Pesec 10/16/1987 Ohio Valley
Greg Pressley 10/28/1987 Central Carolinas
Luis Rivera 10/29/1987 Houston
James J. Shoemaker 10/8/1987 Mahoning Valley
Ray E.G. Stephenson 10/26/1987 Florida
Sharon A. Stephenson 10/26/1987 Florida
Scott C. Woodruff 10/5/1987 Atlanta
Drew Young 10/23/1987 New England

25-YEAR MEMBERS

Stuart Anderson 10/9/1992 Arizona Border
Raymond J. Boniface 10/22/1992 Mahoning Valley
Janet C. Brown 10/9/1992 Texas
Bill Countiss 10/13/1992 West Texas
Thomas G. Ferrara 10/14/1992 New York
Eric King 10/22/1992 South Jersey
Cheryl Knippel 10/9/1992 Milwaukee
R.G. Kondracki 10/9/1992 Central Florida
Michael R. Kowalsky 10/28/1992 Ohio Valley
Robert E. May 10/13/1992 Central Florida
Kim McCullough 10/13/1992 Cal Club
Robert McIntosh 10/13/1992 Central Florida
Ron Riffle 10/2/1992 Kentucky
Sherri L. Schardt 10/14/1992 Western Ohio
Dennis Thoney 10/19/1992 San Francisco
John G. Wahl 10/30/1992 Arctic Alaska
Alan Warner 10/14/1992 Des Moines Valley
Roger L. Werner 10/26/1992 Cal Club



D.E. Baehr

SEASON PREP

It's never too early to start preparing for the 2018 Tire Rack Solo National Championships. Chances are, your local SCCA Region is hosting an autocross this month.

NORTHERN PACIFIC norpacscga.org

Oct 8 Expo Park/Montana
Oct 8 Buttonwillow Raceway Park/San Francisco, Fresno
Oct 15 Expo Park/Montana
Oct 21-22 Expo Idaho/Snake River
Nov 11-12 Fresno Fairgrounds/San Francisco, Fresno
Fresno (559) 905-0061
Montana clintoppelt@gmail.com

San Francisco (530) 934-4455
San Francisco Sacramento
(916) 416-2972
Snake River jmcvey123@msn.com

SOUTHERN PACIFIC scca-sopac.org

Oct 22 Maui Raceway/Hawaii
Oct 28-29 Marana Regional Airport/Arizona

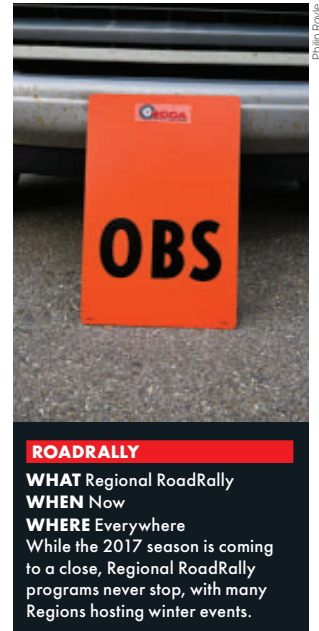
Nov 19 Marana Regional Airport/Arizona
Dec 3 Vidinha Stadium/Hawaii
Dec 10 Marana Regional Airport/Arizona
Dec 17 Vidinha Stadium/Hawaii
Arizona (520) 425-1948
Arizona Border (520) 559-1344
Hawaii - Aloha (808) 349-8813
Hawaii - Kauai (808) 647-0189
Hawaii - Maui (808) 281-3654
Las Vegas enemyyocd@gmail.com
San Diego (619) 922-1472

ROADRALLY

NATIONAL
2018 schedule to be announced

REGIONAL

NORTHEAST nediv.org
Oct 15 Tour of the Highlands Social, GTA/
Northern New Jersey



Philip Royce

ROADRALLY

WHAT Regional RoadRally
WHEN Now

WHERE Everywhere

While the 2017 season is coming to a close, Regional RoadRally programs never stop, with many Regions hosting winter events.

Dec 3 Teddy Bear Charity Social, GTA/
Northern New Jersey

Northern New Jersey njrallye@aol.com

SOUTHWEST sowdivscga.org

Nov 4 Clear Blue Sky GTA/Texas
Texas alan1@juno.com

RALLYCROSS

DIRTFISH NATIONAL CHALLENGE
2018 schedule to be announced

NATIONAL CHAMPIONSHIP

Oct 20-22 Heartland Park Topeka,
Topeka, Kan.

REGIONAL

NORTHEAST nediv.org

Oct 13-14 Watkins Glen International/
Finger Lakes

Oct 15 Catlett, Va./Washington DC

Nov 12 Catlett, Va./Washington DC

Blue Mountain (610) 469-6883

Central New York (315) 575-3623

Finger Lakes (716) 982-2891

New England (603) 254-9371

Susquehanna

rallycross@scca-susq.com

Washington DC

adamkimmnett@gmail.com

SOUTHEAST sedivrcing.org

Oct 7 Byron, Ga./Middle Georgia

Oct 14 Holleytree, Ala./Tennessee Valley

Oct 21 St. Lucie Fairgrounds/Central Florida

Nov 4 Byron, Ga./Middle Georgia

Nov 5 Union Point, Ga./Atlanta

Nov 12 Greeleyville, S.C./South Carolina

Nov 18 Holleytree, Ala./Tennessee Valley

Nov 18 St. Lucie Fairgrounds/Central Florida

Dec 3 Union Point, Ga./Atlanta

Dec 10 Holleytree, Ala./Tennessee Valley

Atlanta quattros@gmail.com

Central Florida (321) 508-4299

Middle Georgia topher170@yahoo.com

South Carolina pevans93@gmail.com

Tennessee Valley leon@dynatorch.com

MIDWEST midiv.org

Nov 18 Clinton, Ark./Arkansas

Arkansas zshaddox@gmail.com

NEW PRODUCTS



FLOWMASTER DELTA FORCE COLD AIR INTAKE

Flowmaster's new Delta Force Cold Air Intake system for 1999-'04 GM 1500 trucks with 4.8L or 5.3L engines, contains a custom molded black cross-linked polyethylene high-flow intake tube with aircraft quality black anodized aluminum fittings, high-quality reinforced silicone couplers, stainless steel hardware, and a large diameter high-flow conical shaped eight-layer, cotton-gauze air filter.

flowmastermufflers.com



EDELBROCK MICRO FUEL PUMPS

Edelbrock Universal Micro Electronic Fuel Pumps deliver maximum performance in a compact package. They feature a durable, simple design that reduces the chance of vapor lock and flooding. Edelbrock Universal Micro Electronic Fuel Pumps are easy to install and operate quietly so you won't know it's there. These pumps feature a 1/8-inch NPT inlet port and 5/16-inch barb outlet port.

edelbrock.com



CENTERFORCE TWIN DISC CLUTCH

The new Centerforce DYAD DS Twin Disc clutch fits Chevrolet Performance 454 and 502 big block crate engines with a 1-1/8-inch, 26-spline input shaft. This fully dampened clutch system was developed for vehicles pushing extreme power levels after the addition of turbochargers, a supercharger, or nitrous. Engineered to deliver superior clamp load with light pedal effort and smooth engagement.

centerforce.com

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3M HIGH-POWER BRAKE CLEANER

3M High Power Brake Cleaner utilizes an ultra-powerful cleaner to effectively remove oil and other contaminants at a substantially faster rate while using significantly less product per job. The technology behind 3M's new High VOC Brake Cleaner removes oil up to two times faster than the previous 3M formulation of equivalent VOC levels. 3mauto.com



RYOBI 18V ONE+ 6-PORT SUPERCHARGER

The Ryobi 18v One+ 6-Port Supercharger charges up to six One+ Ryobi batteries - usable in more than 50 Ryobi tools - quickly and efficiently. The charger will not only charge a battery in as little as 30 minutes, the unit also features a two-amp USB port for powering smart devices.

\$79. ryobitools.com



FORGELINE CARBON+FORGED WHEELS

Forgeline's new Carbon+Forged Series wheels utilize weight-optimized CNC-machined forged aluminum centers, combined with Emergent's proprietary carbon fiber barrels. Forgeline's new made-to-order Carbon+Forged wheels deliver the ultimate in technological advancement, exclusive styling, and unparalleled lightweight performance. Available in 20- and 21-inch fitments, each is uniquely engineered for exclusive modern, sport, and luxury vehicles. forgeline.com



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

HARVEY AND IRMA WHO?

When the 2017 Tire Rack Solo National Championships was poised to kick into high gear at the beginning of September, everyone knew two names: Harvey and Irma. As the Solo Nationals neared, hurricane Harvey had just devastated Houston, and I – along with many SCCA members – was glued to social media to see if everyone I knew was alright. Watching from afar was both nerve wracking and entertaining. A couple of SCCA members I know in the Houston area went dark, not updating their statuses for days, while one SCCA member I was tracking not only did live video updates, but he even made a beverage run to the store mid storm. When everything had cleared, more than 20 drivers in the Houston area (including Daniel McCelvey, who appears on this month's cover) loaded up and drove north to Lincoln, Neb., for the Solo Nationals. It takes more than a hurricane to stop SCCA members – apparently two is no problem, either.

During Nationals, hurricane Irma bore down on Florida with a vengeance and roughly 30 drivers found themselves both competing on course and making plans for a hasty return to their Florida homes, ultimately driving 1,500 miles home so they could pack their belongings and head north again to safety.

But with rare exception, neither Harvey nor Irma dampened the spirits of those SCCA members whose homes were in the path of the hurricanes – these members were determined to compete and have fun at the Solo National Championships. Life, as the saying goes, sometimes gets in the way – the exception to this is when you're talking about the Solo National Championships. For those who decided to skip the Solo Nationals due to the hurricanes, I have no doubt they did so with regret. After all (and I say this after doing very little research on the topic), no motorsports event is bigger than the Solo Nationals.

In all, 1,319 members took to the Solo Nationals courses. This is not only impressive considering everything the South was going through, but it's also a new record. And I haven't even mentioned the ProSolo Finale that also saw impressive numbers, plus the largest CAM Invitational to date that took place alongside the ProSolo. Double all of this with how well the event ran, from organizational logistics to minimal protests, and it's impossible to say this year's Solo National Championships wasn't an out-and-out success.

It's fitting that the Solo Nationals kicked off September because it set an incredible tone for the month to come. On Sept. 15-17, the United States RoadRally Challenge headed to Anchorage, Alaska, with more teams entering than anyone can recall in recent history. Then, on Sept. 25-Oct. 1, the National Championship Runoffs set record attendance at Indianapolis Motor Speedway. At all events, it was smiles all around – nary a negative word was heard.

If you didn't make it to these events, fear not, *SportsCar's* staff and contributors were on hand all along the way. As you can tell, the Solo Nationals and ProSolo headline this issue, with the Runoffs playing front-and-center in the issue to come. Also in coming issues expect to see coverage of the USRRC and the RallyCross National Championship – an event set to break more records. So sit back, start reading, and if you didn't attend one of these events this year, next year come join the fun! 📍

"Life, as the saying goes, sometimes gets in the way – the exception to this is when you're talking about the Solo National Championships"

 twitter.com/sportscarmag

 facebook.com/sportscarmag

FROM THE ARCHIVES

10 YEARS AGO... **NOVEMBER 2007**



- *Tales from the Track* featured memorable stories submitted by members, all illustrated by renowned automotive illustrator Hector Cademartori.
- Readers battled via the *Rants & Revs* page over whether Club Racing drivers should be required to also work.

25 YEARS AGO... **NOVEMBER 1992**



- Coverage of the 20th Solo National Championships, with 757 competitors, filled the issue.
- Shauna Marinus won SSL, her first National Championship. She went on to collect three more titles, in 1998 becoming the first woman to win an Open class Solo National Championship.

50 YEARS AGO... **NOVEMBER 1967**



- The ARRC, which has since been renamed the Runoffs, got "the big boost it deserves," John Bishop said, with event sponsorship from the Newspaper Enterprise Association and Nine Flags International.



VBOX VIDEO



CIRCUIT TOOLS driver training software

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- Ultra-smooth video
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- Configurable pre-record buffer
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- CAN interface
- CAN signal database

VBOX VIDEO HD2 captures stunning video in full 1080p HD with real-time graphical overlay.

Supplied in a rugged, water resistant case, with two cameras, internal GPS logger, backup battery supply, up to 30s video pre-buffer and real-time graphical overlay, **VBOX VIDEO HD2** represents the ultimate in tough, reliable motorsport video loggers.

VBOX VIDEO HD2 comes with **CIRCUIT TOOLS**, an intuitive analysis software package designed to help drivers improve their track performance and accelerate the learning process, ultimately leading to better lap times.



VBOX VIDEO HD2 available to order online

Professional racing drivers share their experience on advanced circuit driving techniques in our FREE eBook:
www.vboxmotorsport.com/ebook

www.vboxmotorsport.com

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Forged Dynalite/ST road race brake kits
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Mazda MX5 Miata / '88-'00

Honda Civic / '90-'05

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- PolyMatrix race compound brake pads
- Engineered to fit OE spindles inside 15" wheels



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