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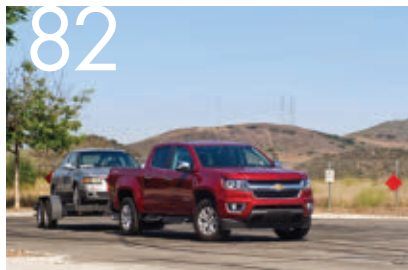
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MIKE COBB

PRESIDENT & CEO, SCCA INC.

THE POWER OF A HANDSHAKE

Paraphrasing an article published in the *National Post*, a handshake is one of the highest forms of symbolic currency with the power to unite, seal deals, and broker peace. It is a signal that adversaries are breaching a divide and opening up to a new era of cooperation. In short, a handshake sends positive signals to people and communities.

Earlier this year, the SCCA released a welcoming environment statement intended to help us define the environment and the atmosphere that we collectively should strive to deliver across all SCCA programs, activities, and events. Essential to this are the values of the SCCA. Combined, this is the “handshake” (the signal sent to people and communities) we are sending to all who engage with us and include:

Excellence: The Spirit of a Competitor

Service: The Heart of a Volunteer

Passion: The Attitude of an Enthusiast

Team: The Art of Working Together

Experience: The Act of Wowing our Community

Stewardship: The Mindset of an Owner

We have received a lot of feedback and input since sharing this statement, and the majority of it has been positive. At the same time, we have also heard something like this from many across the organization: “If you can manage to follow through on this, I could fully support the new environment.” I think this feedback is fair in the sense that as staff (starting with myself), we need to

lead and show up as best we can in representing these values. But here's the bigger picture: we have only 30 full-time SCCA staff members, and we have over 60,000 members (many of whom serve on various boards, as event chiefs or stewards, and as volunteers across all kinds of specialties). So, as Members, we are all stewards of the SCCA experience. We will be successful in this pursuit only to the degree that we collectively deliver on the values and the welcoming environment statement.

To illustrate how this comes to life, let me share a timely example from the 2018 Tire Rack Solo National Championships. With 1,375 enthusiasts chasing championships across 75-plus classes during four days of competition, this year's event was the largest Solo Nationals in SCCA history. The Solo Nationals delivered more than 8,400 runs in total, which averages 2,100 runs per day, or 225 cars per hour competing on two courses concurrently. An event of this magnitude is a very challenging undertaking and, this year, it was made even more so by a force majeure – six inches of rain fell in 72 hours, with the majority coming on Tuesday, Sept. 4, the first day of the Solo Nationals. While we were dealing with torrential downpours, we were also blessed with courses “breaking up,” workers trying to put cones back into boxes after the cones has been washed away, a few mechanicals, as well as a host of other items that always come up when the Solo Nationals takes place.

Not to make light of what was possibly the longest day in Solo Nationals history, that Tuesday represented the “perfect storm” of challenges for delivering on our new welcoming environment.

But SCCA life is not about how you start – it's about how you finish. The chairs, chiefs, stewards, and leadership met late Tuesday night, created a game plan for righting the ship, “shook hands,” and showed up strong on Wednesday to deliver an improved performance. With the help of a little sun and a lot of hard work by the collective team of more than 800, we completed more than 2,100 runs (a few heats and classes carried over from the previous day), finished all runs by 6 p.m., and we all made it to the awards banquet by 7 p.m.

This event brings both the symbolism of the handshake and the intent of the values behind the SCCA welcoming environment together in one real-world example. The easiest path after the events of Tuesday would have been to blame staff, event chairs, chiefs/stewards, or even Mother Nature herself for the challenges we faced, but this was not the course selected. Instead, the Solo Nationals team chose to breach the divide, cooperate with one another, and serve as a team with as much passion and excellence as could be mustered. This kind of “handshake,” delivered consistently across all events and through all members, is how we scale the new SCCA experience.

I look forward to shaking your hand at an SCCA event soon! 🍷

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GEN3 HITS NEW MILESTONE

In 2010, the idea was born to implement a new powerplant for Spec Racer Ford, and after extensive R&D, test mules were running at select events in 2013. The final Gen3 package was then ready for implementation for the 2015 season. And now, as we approach the end of the 2018 season, SCCA Enterprises reached a milestone when it produced the 500th SRF. The customer? Central Florida Region's John Annis.

Barbara Photos



SOLO NATIONALS RESETS RECORD



This year's running of the Tire Rack SCCA Solo Nationals has reset the event record for number of participants to cross the start line on one of two courses constructed Sept. 4-7 at Lincoln Airpark in Nebraska. The SCCA record book will show that 1,375 drivers participated in the 2018 Solo Nationals, beating the previous record set in 2017 by 58 competitors. And, of those 1,375 drivers, nearly 240 were first-time competitors.

After a week of rain and shine, including one day that delivered a record-breaking 2.15 inches

of rain to Lincoln, a total of 76 winners were crowned across as many car classes. Howard Duncan, SCCA Rally/Solo Senior Director, said that list of winners includes 25 first-time champions.

"I've been involved with the Solo Nationals for 34 years, and each one is slightly unique," Duncan says. "As an example, this year we raised the entry cap to 1,400 drivers and rapidly reached that cap.

"Of course, there is always intense competition and some tremendous driving that takes place at this annual event. But this year, I felt an even stronger sense

of community and comradery amongst our participants. People were jumping in to fix the ailing cars of competitors, and some even offered their vehicles to competitors who were having trouble with their cars. It's always an amazing scene at Solo Nationals."

Participation at Solo Nationals has experienced growth for several years. Back in 2015, the event reached 1,223 entries. The following year, there were 1,302 participants. In 2017, Solo Nationals set a new participation record with 1,317 entrants. Mike Cobb, SCCA's President and CEO,



Rupert Berrington

says the new record of 1,375 set this year further cements the Tire Rack Solo Nationals as one of the largest motorsport participant events in the world.

"This is certainly a crowning achievement in the history of the Sports Car Club of America," Cobb



Cavin Baker

KIRKWOOD CONTINUES F3 DOMINATION

With the inaugural F3 Americas Championship Powered by Honda coming into the home stretch, Kyle Kirkwood continues to dominate. After locking up all three rounds of the opening weekend, Kirkwood repeated at Mid-Ohio. It wasn't until Round 12 that Kirkwood would yield the top step of the podium as Baltazar Lequizon collected his first win. Moving to Road Atlanta, Kirkwood again swept the weekend, and has a firm hold on the points lead.

RECORD BREAKERS
(LEFT) 1,375 competitors tackled a pair of challenging courses at this year's Solo National Championships. And while the competition was fierce, many were quick to offer others a helping hand (BOTTOM).

Rupert Berrington



Perry Bennett

SPECIAL AWARDS PRESENTED AT SOLO NATIONALS

During the 2018 Tire Rack SCCA Solo National Championships banquets in early September, the Club presented some of the most prestigious awards an autocrosser can receive.

For the second straight year, Tamra Hunt received the Rothney-Kozlak Cup. This award is named in honor of Lynne Rothney-Kozlak for decades of sustained competition in Open classes and mentoring other women to advance their driving skills by competing against top Solo drivers.

A Chairmen's Award for Sportsmanship went to James

and Marcy McDaniel for their Safety work at Solo Nationals while never making a single competition run during the event. An additional Chairmen's Award for Sportsmanship was given to P.J. Corrales for self-reporting a cone he hit during E Street Prepared class competition. The Chairmen's Hard Luck award went to STX driver Steve McLaughlin.

Also, prior to the Solo Nationals, a number of awards were presented following the ProSolo Finale competition. Open Category Year End Challenge winner Mike King received the JCJ Cup. The

BRINGING THE FUN

The Eh Team received this year's Johnson Spirit of the Sport award.

Fletcher Cup went to Jordan Towns as the Ladies Category Year End Challenge Champion.

A couple Club members also received special Club honors. The Solo Cup was awarded to Steve Hudson. The Solo Cup is presented to SCCA members who have made an outstanding contribution to the Solo events program.

The 2018 Driver of Eminence is Tom Ellam. The Solo driver who has consistently demonstrated excellence behind the wheel, and an exemplary degree of sportsmanship, dedication and unselfishness receives this honor.

The Johnson Spirit of the Sport Award was presented to "The Eh Team," a group of competitors from eastern Canada. This recognition goes to Solo community members who bring the spirit of fun to their fellow participants. And the Dick Berger Perseverance Award went to Bob Barone. The award recognizes someone each year who is undaunted by limited success over many National Championship events. Barone has come to Nationals 32 times with only one trophy. 🍷

says. "But what's really satisfying is how everyone pulls together to make the week happen. At Solo events, drivers are also required to chip in and 'work' for a period of time. That could include setting cones up on course, helping in grid, or working in Timing and Scoring. So, when the SCCA executes the largest Solo Nationals in history, it is truly to the credit of the Club as a whole because all the competitors and volunteers have played a role in the success. It's just so great to see so many people come together in one place to all have fun with cars." 🍷

THE REAL WINNER

Wow, we goofed. In the Chicago Region June Sprints coverage in the September 2018 issue of *SportsCar*, we printed that Scott Rettich drafted to the Sunday win, taking the checker by a nose. In reality, it was Bobby Sak (RIGHT, No. 19) who pulled off the amazing maneuver, besting Rettich by a margin that was so close it came down to the line judge. Our apologies to all involved in this fantastic race. 🍷



Mark Weber

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CHECKERED FLAG: ANDY WELDEN

Forty-two-year SCCA member Andy Welden passed away in June. Welden's Club involvement was first in Atlanta and then Indy Region. He volunteered his time as Deputy Executive Steward, T&S chief, treasurer, and starter, as well as chief of T&S for the Runoffs at Road Atlanta, also working in the SCCA Pro Racing division.



Mike Cobb

HAVING FUN WITH CARS
Mike Breakey won the award for the volunteers' favorite car (LEFT), while the the Ford Probe GT team (BELOW) took home the True Grassroots Award.



ABI Photography

TIME TRIALS NATIONALS ROCKS NCM

The Tire Rack SCCA Time Trials Nationals drew 123 driver entries to NCM Motorsports Park in Bowling Green, Ky., during its inaugural Sept. 28-30 event.

In addition to the competition, multiple superlative awards were given. In the spirit of low barriers to entry for the SCCA Time Trials program, the driver with the top time in a car driven to the event was presented to Patrick Daugherty. The top novice was also recognized, going to Chris Finnigan, finishing second in Tuner 5.

Event volunteers voted for their favorite car from the event. The winner, in one of the most identifiable cars of the event, was Mike Breakey in his

1971 Lotus Seven. Also, one of volunteers jumped on board just after the Time Trials Nationals was announced earlier in the year. His enthusiasm and willingness to help out made him an easy choice for the Spirit of Time Trials award - from Unlimited 2, Andrew Maffessanti took home this honor.

Grassroots and *Classic Motorsports* presented two awards. In his 1981 Pontiac Trans Am, John Krupa claimed the Top Classic award, and the True Grassroots Award went to the drivers in a 1996 Ford Probe GT with a livery for "Wu Tang Financial."

Results can be found on the event page at scca.com. 📍

TIME TRIALS NATIONALS WINNERS

CLASS: DRIVER / CAR

S1: Andy Hollis / McLaren MP4-12C

S2: Doug Francis /
Chevrolet Corvette

S3: Warren Barnes / Ford Mustang

S4: David Melton / Nissan 350Z

S5: John Hunter / Mazda MX-5

S6: Adam Benaway / Scion FR-S

T1: Chris Ingle / Dodge Viper GTS-R

T2: Ian Stewart / Chevrolet Corvette

T3: Dennis Barrett / Nissan 350Z

T4: Tom O'Gorman / Honda Civic Si

T5: Justin Tilus / Honda Civic Si

M1: Barry Luterek /
Chevrolet Corvette Grand Sport

M2: Alex Artayet / Subaru WRX STi

M3: Michael Neat / Scion FR-S

U1: Heikki Rinta-Koski / Locost Seven

U2: J.G. Pasterjak /
Chevrolet Corvette Z06

LAGASSE WINS TA2 RACE AT VIR BUT MATOS CLINCHES THE TITLE

The Trans Am Series presented by Pirelli has had a packed summer, with races taking place at Road American on Aug. 23-25 and Watkins Glen International on Sept. 5-9, but it was during the VIRginia International Raceway round on Sept. 20-22 that the season really came together for a number of teams.

During the VIR race, both Scott Lagasse Jr. and Rafa Matos had cause to celebrate. There, Lagasse had captured the first TA2 class victory of his career while Matos, by way of a third-place finish, secured the 2018

Trans Am TA2 Championship.

"It's been a year of ups and downs," said Matos. "Some races we thought we had things covered and then we ended up having to work our way back and recover. I came [to VIR] thinking about scoring points, not clinching the championship. But luck was on our side again."

"I've been thinking about who I have to thank for this beautiful year; certainly, Doug Peterson and his unconditional support to our team Coleman Motorsports and his company 3-Dimensional Services Group. They provide



Chris Clark

PARTY TIME

Lagasse (center) won the TA2 race at VIR, but Matos (right) took the overall title.

enormous support to the series and our team. If I can do a little bit for him and his company, I feel like the mission is accomplished. This championship is for him. Then the team, those guys are flawless and work so hard. Whatever it takes to make me feel comfortable, they'll do it - they're champions." 📍

WILWOOD

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THE FUTURE OF AMERICAN SEDAN

The Road Racing Board is seeking input on the future of American Sedan. Members can reference letter 25256 in the October Fastrack for a list of topics being considered. Items covered include prep level, brakes, tires, aerodynamic aids, and even crossover from other classes. Members can submit feedback via crbscca.com.



Clark Mahns



CELEBRATION
 New England Region members Jessie Honigs and Jason Carroll tied the knot during a race weekend at NHMS (LEFT), using his racecar as the guest book (BELOW).



NER COUPLE WEDS AT NHMS

More than 100 fans and guests cheered while white smoke billowed across the Winner's Circle at New Hampshire Motor Speedway. As it cleared, instead of a racecar coming to rest with a newly crowned champion behind the wheel, a glowing bride in a checkered flag wedding dress emerged raising a bouquet of flowers held high.

New England Region's F&C Chief Jessie Honigs and IT7 driver Jason Carroll exchanged vows, toasted a unity beer, and took a wedding selfie on Saturday,

Aug. 4, during the Cheap Date NERRC Regional event at NHMS. Their wedding - nicknamed the "Tie the Knot" portion of the race weekend - brought family, friends, and racers together to celebrate their union and the start of married life.

Following the ceremony, guests signed the groom's IT7 car, then gathered under a tent next to the track for a reception with, of course, more beer, corn hole and ladder ball games, cartoonists, music, and food. "One friend wrote a message in Chinese

on the hood," Jessie explained. "We just had it translated and it says, 'You are the slowest race car driver in the world.'"

The couple honeymooned in New Orleans but were both back in their worker whites and driver suits at the NER Racing Against Leukemia Regional at Palmer Motorsports Park a few weeks later.

The full story on their wedding can be read at PitTalk.org, the official publication for New England Region.

Melissa Introne 📍

MEMBERSHIP DRIVE CONTEST

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

MEMBERSHIP DRIVE REFERRAL LEADERS FOR AUGUST 2018

NAME	REF	REGION
Robert Beers	90	Susquehanna
Brian Ghidinelli	65	San Francisco
Warren Leach	46	San Diego
Carol Deborde	13	Reno
Karen McCoy	12	Oregon
Bob Arnold	10	Central Kentucky
Jose De Miguel	10	Puerto Rico
Christopher Abele	8	NW Ohio
Paul Breitweiser	8	E Tennessee
Susan Puls	8	Wichita
Carl Somerton	8	Snake River
Sheri Wolford	8	Saginaw Valley
Sydney Yagel	8	Houston

1,800 additional members have at least one referral.

REGION LEADERS

(Category based on 2017 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Oregon	14.3%
Central Carolinas	11.9%
New England	7.8%
LARGE REGIONS (401-799):	
Susquehanna	44.5%
Philadelphia	40.4%
New York	18.4%
MEDIUM REGIONS (200-400):	
Tennessee	21.8%
South Bend	21.3%
Eastern Tennessee	16.5%
SMALL REGIONS (<200):	
Yellowstone	53.3%
Big Island of Hawaii	53.1%
Arctic Alaska	43.1%

DICKERSON TAKES F4 SEASON CHAMPIONSHIP

Between underdogs rising to the top to claim their first top-10 victories and point leaders fumbling their positions, fans were left on the edge of their seats as the drama unfolded during the Formula 4 United States Championship Powered by Honda during the Sept. 16 race at New Jersey Motorsports Park. But when the dust had settled, Dakota Dickerson had clinched the 2018 season championship after winning the last two rounds, claiming the

title before the United States Grand Prix finale at Circuit of the Americas at the end of October.

"It's hard to express how amazing it feels to have the championship secured heading into the season finale at Circuit of the Americas," says Dickerson. "The DC Autosport with Cape Motorsports guys gave me a car that could contest for wins throughout the championship, and none of this success would have happened if it weren't for the immense

PLANNING AHEAD

Dakota Dickerson wraps up the F4 title early.



Cavin Baker



amount of determination, passion, and pure drive that all the guys put into this program. I'm glad we were able to secure the championship by claiming two wins this weekend." 📍



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RANDY POBST

2-TIME RUNOFFS NATIONAL CHAMPION
 3-TIME SOLO NATIONAL CHAMPION
 4-TIME PROSOLO CHAMPION
 4-TIME WORLD CHALLENGE CHAMPION
 2-TIME ROLEX 24 GT WINNER
 SCCA MEMBER SINCE 1980

SOLO NATIONALS, 35 YEARS LATER

I found the Lincoln, Neb., airport alright, but no signs of a Solo Nationals. Re-reading my e-mails, I see Lincoln Airpark. The GPS is confused. I drive for what feels like miles, circling the airport - still no sign of 1,400 entrants. Then a lowered sports car covered with numbers and stickers rolls through the intersection ahead. Suddenly I'm transported to 35-plus years ago. I feel like that kid again, striking out cross-country to test his mettle, first rolling into Salina, Kan.,

"What a wonderful, friendly, helpful, fun-loving, fiercely competitive community the Solo tribe is"

1,250 miles from Melbourne, Fla. Seeing immaculate machines from all over the country made my pulse quicken then, and it does now. The thrill is back!

Stalking several throaty, fat-tired racers through the slightly seedy back lots of an airport industrial park, I finally find the narrow two-lane main entrance to a sprawling paddock filled with rows and rows of tow rigs, bannered tents and hardcore combatants of the clock. We are here for the Game of Cones, the 2018 Tire Rack Solo National Championships!

Again, that's 35 years after my first Solo Nats, SCCA'ers. You know what? Sometimes, you *can* go home again.

In that time, the paddock has certainly matured. The trucks and trailers have grown by leaps, and many are enclosed and even stackers and toters - the likes of which are also seen at the bigger road races. It goes on forever, as the number of autocrossers vying for trophies would imply. The largest motorsports event in the world, managed by the tiny-but-efficient staff of the SCCA, plus a bevy of dedicated volunteers.

I'm overwhelmed with memories and feelings from long ago. The unknown, the national challenge, the self doubt I felt. Can I run with these guys? The SCCA Solo Nationals and brand-new ProSolo were the biggest things in my life in the early 1980s. For me, they were the first steppingstone in pursuing my dreams of a professional racing career, and it was my initial connection with sponsor relationships at tire, product, and auto manufacturer levels. Many of those are still going strong today.

I've considered a return to the Solo Nationals for years, but something always got in the way, until I got an iMessage a few months ago from one Geoff Zimmer, gifted creator of the

Lamborbunni, a 1977 VW Rabbit. And 2018 is a nice, round 35 years since my first Nationals win - in, as coincidence would have it, a 1977 Rabbit. This had to happen. Acquaintances called it a really well-prepped car that has won before. I called it a must-do. Special thanks must also go to the SCCA and my friends-for-40-years Howard and Linda Duncan for dealing with the logistics of making my return possible.

In these past decades, I've done maybe five real autocrosses, but a lot of pylon courses in track day driver's schools and manufacturer demo and training ride-n-drives. I didn't even know that Stock classes are now Street (which makes sense), and that nobody says "Solo II" any more. Man, I felt totally out of it when the guys laughed at the archaic term I used. Thirty-some years! I'm like Rip Van Winkle, waking up from a long sleep.

All that just added to the excitement, though. "Solo Nationals". It's magic in my memory.

The Lamborbunni is F Street Prepared, allowed lots of suspension modifications and not much in the drivetrain except for updating and backdating, which in the case of the Mk I VW Rabbit means a lot. Its greatest



advantage is in its light weight, another factor upon which Geoff has worked hard. He's maximized the minimum.

I got a couple practice runs in the day before, and I was impressed with the grip of the enormous Hoosier A7s protruding widely from the trim and angular Guigiaro-designed body. Comically, one might say. I had to be careful slaloming the car because it's much wider than it looks from the driver's seat. In fact, day two, first attempt, I drove over the very first cone - before I even got to the lights!

Day one ran late, and the course was drying after a day of raining bloody murder. I was out early to cover the A Street class (C5 and C6 Z06s, C7 Grand Sport, and a couple strong Cayman 718s), standing in three inches of running water as the Vettes motorboated the course, toppling cones with their bow waves. With pity and respect, I admired the dedication of the soaked-to-the-bone course workers as they sloshed after those adrift cones. Misery. Adventure. At SCCA #funwithcars, we don't just watch a video screen, we get out there and do it!

The East Course was just brilliant - very difficult to memorize with its many nuances. First run, I whacked a cone in a plain old sweeper,

whining to Geoff about the tiny steering wheel he says quickens the response. It was Heat 6, the sun had set, and my second run I totally lost the course in the gathering gloom. Time ran out, aided by the complications of the torrential downpours.

Interestingly, I heard afterward that the ever-insightful Andy Hollis said to leave the headlights off, and I believe that would have helped, because my eyes adjusted to the dim pool of light just in front of the Rabbit and all else was blackness. He also explained what a lousy autocross car his McLaren MP4/1 2C was - while leading.

Run three had to be completed the following morning, and I had a terrific, electrifying, clean, and fast slide-for-life, but it was totally wet again. The great thing is how this intense run brought out those soul-stirring driving juices to which I am addicted. I got that high but sat in second with the first-shot cone penalty.

Runs two and three on the West Course during the second day, it all came together, and we got the win, 35 years later in another 1977 Rabbit. Zow, what a thrill! So much thanks to generous Geoff, who took great care crew-chiefting the "bunni," shared course tips, and gave 110 percent to the effort.

During the two days of competition, I learned a lot. Some Solo tips I perceived in my return:

- Relatively stiff damping transfers weight quickly for faster response in the many offsets and slaloms of Solo. We turned up the compression and rebound on day two, creating much more precise control and speed left-and-right.
- This dichotomy: attack the sweepers and 180s with big entry speed and a long, slow brake release, but do not rush the transitions; rather, think well ahead and set them up early, slower in and faster out.
- At the same time, keep a high average speed. Don't over slow to set up, the autocross "straights" are not long enough to pay it back. Visualize not too tight, not too wide.
- Go from full gas to full brake as quickly as possible. If straight, switch over fast 'n' furious. If curving, be kinder and gentler. This is one way left-foot braking can pay off. Instant gas to brake. If your left foot is smart enough. Mine isn't.

What a wonderful, friendly, helpful, fun-loving, fiercely competitive community the Solo tribe is. Thank you all for welcoming me back. Even though 90 percent of you weren't even there 35 years ago - ha! 📍

NOT DONE YET (ABOVE) After a lengthy hiatus from Solo competition, Randy Pobst showed he still poses the skills needed to successfully navigate the Solo National Championships.



GAME OF CONES

The cones weren't the only thing competitors faced down at the record-breaking SCCA Tire Rack Solo National Championships



Perry Bennett

WORDS Paul Brown, Denise Cashmore, Jeff Cashmore, Alan Claffie, Ben Cort, Charlie Davis, Paul Dornburg, Buck Entriiken, Jim Garry, Jocelin Huang, Alex Kang, Charles Kim, David Lehrschall, Pete Lindberg, Ryan Lower, Matt Murray, Jake Namer, Terrance Pearson, Mat Peck, Randy Pobst, Lauren Kane Porta, Manfred Reysser, Pax Rolfe, Karl Schultz, Donour Sizemore, Dennis Sparks, Thomas Thompson, Patrick Washburn, David Webb

EDITED BY Rocky Entriiken | COMPETITION IMAGES Rupert Berrington



Autocross is a game of numbers. We fixate on things like FTD and PAX and tiny slivers of seconds three places beyond the decimal. But at the 2018 Tire Rack SCCA Solo National Championships, another number was a real foe: 6.58 inches. That figure, according to a television news report quoted

by emcee Raleigh Boreen at Friday evening's awards banquet, was the total rainfall in Lincoln, Neb., during the first four days of September, and a local record for a four-day rainfall. And 2.15 inches of it landed on Tuesday during the morning heats that began this year's Solo Nationals. To put this into perspective, the

normal precipitation in Lincoln for September - for the entire 30 days - is an inch and a half. Yes, this year's Solo Nationals was no walk in the park.

Snapshot: East Course, Tuesday morning, 64 A Street drivers open competition, most of them in Corvettes. An overworked course worker assigned to just two cones

in the opening slalom through inch-deep water had to chase after nearly every car when their bow waves knocked the pointer cones askew. Barely a dozen drivers had gone out when the announcer answered a question that must have been on the minds of many: Yes, if the wash from a car pushes a cone out of its box, it counts.

BEYOND THE WALL

Even as Lincoln was confronted with record-setting rain, competitors were not deterred. (INSET)

In typical Solo fashion, many competitors fully embraced the event's *Game of Cones* theme.



Perry Bennett

In the weeks leading up to this year's Solo Nationals another number rose to prominence, the entry cap: 1,350. When the entry hit the cap in just four days and a waitlist was established, the cap was revised to 1,400. That waitlist, revised daily, hovered around 50 entries until the last week before the event

when inevitable cancellations let everyone else in. The final official count, a record 1,375 drivers put a wheel on one or both of the Nationals courses.

The Game of Cones Nationals, on a *Game of Thrones* theme, saw new event chairs Scott Dobler II of Chattanooga Region and Jeff Cox from East Tennessee Region take

the reins for the first time. A year ago, after a record entry of 1,317 drivers, they were cautioned not to be disappointed if their event's entry went down, as has been the pattern after almost every five-year milestone. "No, it'll be the biggest ever," Dobler boasted.

This year, with a bright glint in his eye, Dobler could

not help sporting a broad grin: "What'd I tell ya?"

SCCA is touting it as the world's largest motorsports event. Large enough that George Silbermann, the president of Automobile Competition Committee for the United States (FIA) - yes, that FIA - of which the SCCA is a member, paid a

FULL HOUSE

In what traditionally might have been a down year, the Solo National Championships saw its participation record reset.



visit to see this phenomenon. He was given a ride at speed around one of the courses.

Tuesday proved a difficult day for event organizers and officials. The incessant rain and standing water often left drivers no option but to blast through the deepest puddles. The splash often hid the cars. Announcers dubbed it the "Nationals Regatta." Times were slowed by around 15 seconds on Tuesday compared to similar classes running in the dry on Thursday. With 792 cars competing on the first two days (compared to 583 Thursday-Friday), a six-heat format was established, but with the weather and other factors, including a 7:48 p.m. sundown, it became too much, even though by then the rain had ceased and the courses had become virtually dry.

On the East Course, with classes including B Modified and D Modified running in the gloom (along with three classes that had headlights, which were of little help), Chief Steward Jeff Jacobs finally called a halt after two runs, declaring third runs would take place early Wednesday. Of the 29 Mod cars in the heat, 20 didn't

bother, most preferring to get in a course walk on the West side.

The West Course's Heat 6 fared a little better. Also, with a significant contingent of cars without headlights - 45 in CP and FPL along with 16 in CAM-T - everyone got in their three runs except for two caught out at the end because they needed reruns, which were also taken the next morning.

Overnight rains left Wednesday only slightly better. Although both courses got everyone through the lights, they were still chasing sundown over the horizon. Thursday and Friday, mostly dry and with 200 fewer cars, both finished five heats in a normal timeframe.

Event organizers also had another never-before-seen quirk to deal with. With the Nationals course maps released early this year, an SCCA Region in Michigan with a concrete site large enough to replicate the courses did so in the August event. A competitor who'd run the Michigan event was protested, but the protest was denied after the Nationals courses

"No matter what situations arise to challenge organizers, stewards, and staff, a championship happens"

were tweaked to create layouts deemed essentially different.

Topped by that record entry, the Solo Nationals records book was hammered with a dozen new marks at the top of their respective lists plus several more additions to the top-10 rankings.

Professional racer Randy Pobst made a nostalgic return to the Solo Nationals, celebrating his first championship won 35 years ago. He won again, his third, taking FSP in Geoff Zimmer's Lamborbbunni VW Rabbit, breaking Jinx Jordan's 29-year mark for longest span between first and last championships, and Jim Garry's 23-year record between consecutive championships now reset to 32 years.

In that same category, Susan Anderson, who won her first in DPL in 1979, broke her own 35-year mark (tied with Mary Pozzi)

by winning 39 years later in the non-championship FSPL class.

The Kiesel clan reset the record for family victories, wife Shawn (EML) and son Zak (FM) winning to raise their total to 25, past Ron and Karen Babb's 24. Third on that list are Bob and Patty Tunnell, both winners this year to reach 21 wins, including the record 11th different class (DML) won by Patty, and Bob tying his wife and Mark Daddio in most categories, five, with a D Mod win.

Daddio, eighth in Super Street, now stands alone atop the list of drivers who have never failed to win a trophy, 27 of them in his 27 appearances. Frank Stagnaro, 10th in CP, extended his record to 37 for most trophies.

No matter what situations arise to challenge organizers, stewards, and staff, a championship happens; drivers compete, some do very well, and some don't, but most return home having been part of a truly singular event. Whether won in the wet or the dry, champions are crowned, and trophies awarded, friends seen once a year are met, records are set, and a week of playing with cars is enjoyed.

Rocky Entriiken

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STREET CLASSES



SUPER STREET-R LADIES

Running in the third heat on Thursday and Friday meant reasonably consistent conditions both days for the ladies of SSR, a luxury not enjoyed by many at this year's Solo Nationals.

Deborah Jarboe opened on the East Course in the Corvette ZO6 she's been driving for several years. Next out was Stacey Miller, her first time ever in the Corvette C7 Grand Sport she was sharing with Nicole Wong. On her own first run, Wong clicked off a 66.728 which would stand up all day and leave Wong with a daunting 7.599sec lead.

Jarboe's strategy was clear. "Go faster," she said. "It's what everybody's strategy

is - it's just, get your head into it, try to stay focused."

On Friday's West Course, Jarboe opened with a solid 66.5, cut that to 65.1 on her second, and going for a flyer on her third she spun. Wong only got in one clean run, a 59.114 to keep her comfortably at the top of the order.

Wong's approach after six Street Touring wins in a Honda and one in a Scion: "Don't be scared of the gas pedal," she said. Her total of 125.842 gave her an eighth Nationals victory.

SUPER STREET-R

After the incredible rain on Tuesday and Wednesday, the 28 drivers in SSR were looking

"I wasn't thinking about having to nail it down on my first run or anything like that"
BRYAN HEITKOTTER

forward to dry conditions, running the fifth heat in daylight, and even some sunshine. In the end, they got all of that, right until they didn't.

Thursday's East Course first runs saw Brian Peters (Corvette C7 Grand Sport) sitting on an early lead, the only driver into the 64s clean. Sam Strano (C7 GS), Josh Luster (C6 ZO6), and James Yom in the lone non-Corvette (Porsche GT3), all had

raw times in the 64s, but were carrying one or more cones.

By second runs, more drivers had clean 64s - Strano, Luster, and Yom were there, along Bryan Heitkotter in Luster's car, and Matthew Braun who was driving one handed in order to nurse a broken collarbone. But Peters had moved on, being first into the 63s. By the end of the day, Peters was faster still, on a 63.163, and held a 1.05sec lead over Strano at 64.2.

One competitor was overheard saying, "We're all racing for second place." The Lincoln weather, meanwhile, had other plans.

Come Friday afternoon at the West Course, skies were



◀ **SSR**
Bryan Heitkotter
Stranoparts/
Thanks Josh
Chevy Corvette

▼ **SSRL**
Nicole Wong
ProParts USA/
BWP Towing
Chevy Corvette

looking grey, but no more so than they had for much of the day. Heitkotter, at a very fast 58.560, held the fastest time of the first group of drivers by nearly a full second – and that’s when the rain started.

As conditions worsened, Peters, Strano, and the rest of SSR could only watch in disbelief, knowing that there wouldn’t be any catching Heitkotter. R comp tires now meant nothing. Every one of the eight trophy winners posted their best time on their first runs. The podium was all double-digit numbers, Braun – who passed on his third run because of his injury – and John Hogan, among the first five drivers on course, taking the lower steps behind Heitkotter’s 123.377 total.

“Actually, I wasn’t thinking about the weather very much,” Heitkotter said. “I wasn’t thinking about having to nail it down on my first run or anything like that. I was just thinking about warming tires for Josh, and getting a decent run in, feeling the car out.”

Would he have preferred dry conditions for everyone? “Absolutely, yes,” he said. “This course looked like so much fun in the dry. I got one run in just about dry conditions, and it was a blast. It would have been fairer for everybody, and I would’ve loved to run it in the dry.”

He ended up a 2018 champion, his ninth, by a margin of 1.189sec over Braun.

Karl Shultz

SUPER STREET

In Super Street, the big surprise after day one was Andy Hollis’ McLaren 12C, which led the class by a tenth of a second.

After breaking his SMF CRX on the practice course, his freshly delivered 12C on track-day Michelins worked well on the West Course in the worsening monsoon conditions of Tuesday’s second heat, good for fast time of 69.691 sec. Mr. Bibendum, however, fell short for Hollis on the dryer, faster East Course on Wednesday to leave Hollis seventh in class.

Like all of the eight SS trophy winners, G.J. Dixon and Mark Daddio, sharing a Porsche GT3, posted their fastest times on the first run. The top eight would be the only ones at 71 sec or better. “Having another alien in the car helps push you,” Dixon said. He’d put down the fastest time in SS on the East Course (67.549), finishing second in class, 0.279sec behind the winner.

Charles Kim took third with some smart planning for the rain. He picked up a set of rain Michelins from Tire Rack on the drive to Lincoln. The Kim/Huang family had only taken their Porsche GT3 out one other time this season at the Spring Nationals in Lincoln over the Memorial Day weekend. They also brought their 1-year-old baby and new SCCA member, Amelie Kim, to congratulate Dad and Mom in grid.

Cam Withell wasn’t quickest on either course but add them together and he was quicker than everyone else.

After placing fourth in class on the corn side with a 70.2, Withell needed to make up half a second. He posted the second-fastest run on the plane side, 68.0, to take the lead at 138.354 with a 0.279sec gap to Dixon.

2018 was Withell’s fifth



Nationals and his first win. The soft-spoken Canadian was “just hoping to be close,” he said, and he “[tried] not to take it too seriously.” He said he had never run the car on concrete before and the rain had not given him the confidence to be aggressive. But he was able to push and take advantage of the changing conditions.

SUPER STREET LADIES

Weather plagued the 10-car SSL field during fourth heat runs on Tuesday, preventing competitors from getting a vital course walk in the night before day two on the East Course.

Jocelin Huang, after taking a year off to care for her new baby, led both days in

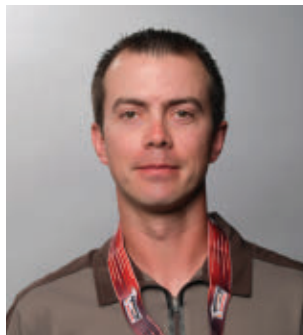
SUPER STREET-R

1. Bryan Heitkotter	SanF
Corvette Z06	123.377
2. Matthew Braun	Det
Corvette Z06	124.566
3. John Hogan	Ariz
Corvette GS	124.668
4. Brian Peters	Ariz
Corvette GS	124.974
5. David Green	Wich
Corvette Z06	126.281
6. Sam Strano	WDC
Corvette GS	126.683
7. Joshua Lipman	NY
Porsche 911 GT3	126.789
8. Josh Luster	WDC
Corvette Z06	126.993
9. James Yom/CSCC (Porsche GT3); 10. Grant Reeve/NEng (Corvette Z06); 11. Frank Wietharn/Kan (Corvette Z06); 12. Michael Snyder/WDC (Corvette); 13. James Harrison/Wich (Corvette); 14. Stephanie Reeve/NEng (Corvette Z06); 15. Christian Retterer/Atl (Corvette Z06); 16. Steve Waters/Atl (Corvette); 17. Justin Batten/Tenn (Corvette Z06); 18. Tom DeYoung/STL (Corvette Z06); 19. David Entz/Tenn (Corvette Z06); 20. John Fink/CCar (Corvette GS); 21. Brian DePietro/StCt (Corvette Z06); 22. Mark Valera/Phil (Corvette Z06); 23. Larry Brady/KC (Corvette Z06); 24. Rod Derrick/Utah (Corvette Z06); 25. Megan DePietro/NwOh (Corvette Z06); 26. Jerry Strophe/Indy (Corvette); 27. Kevin Keys/FtWn (Corvette); 28. Lisa Valera/Phil (Corvette Z06).	

SUPER STREET-R LADIES

1. Nicole Wong	CSCC
Corvette GS	125.842
2. Deborah Jarboe/Kan (Corvette); 3. Stacey Miller/CSCC (Corvette GS).	

SS ▶
Cam Withell
Porsche Cayman



SSL ▼
Jocelin Huang
PuppyMonkeyBaby
Porsche GT3



(Corvette Z06); 17. Leeds Gulick/Nwst (Porsche Cayman GT4); 18. Terrance Pearson/ArAl (Porsche Cayman S); 19. Brian Connors/Phil (Porsche GT4); 20. Paul Townsend/Wmch (Corvette Z06); 21. Christopher Heinzen/Det (Corvette GS); 22. Alex Muresan/SanF (Porsche GT3); 23. Joel Zeller/NwOh (Acura NSX); 24. Chris Craig/Tex (Porsche 718 Cayman S); 25. Bryan Larson/Wmch (Corvette GS); 26. Tiberiu Muresan/SanF (Porsche GT3); 27. O.D. Terry Davis/SInd (Porsche Cayman GTS); 28. Jason Rippel/Iowa (Mustang Shelby GT350); 29. Ron Rippel/Iowa (Mustang Shelby GT350).

SUPER STREET

1. Cam Withell Porsche Cayman GT4	Nwst 138.354
2. G.J. Dixon Porsche GT3	NY 138.633
3. Charles Kim Porsche GT3	Milw 138.899
4. Ka Kit Gary Tsui Nissan GTR	NNJ 138.949
5. Pat Salerno Porsche GT4	NY 139.518
6. Ambrose Fung Porsche GT3	Nwst 139.882
7. Andy Hollis McLaren 12C	LnSt 140.125
8. Mark Daddio Porsche GT3	NEng 140.567
9. Ryan Clark/Nwst (Porsche Cayman GT4); 10. Keith Brown/Nwst (Porsche Cayman GT4); 11. Monty Pack/SanF (Porsche GT3); 12. Dean Rindler/NwOh (Acura NSX); 13. Paul Dornburg/SInd (Porsche 718 Cayman GTS); 14. Jay Zelazo/Nwst (Porsche GT3); 15. Keith Papulski/Colo (Audi TT RS Coupe); 16. Jason Kohler/Det	

SUPER STREET LADIES

1. Jocelin Huang Porsche GT3	Milw 143.390
2. Sharianne Ziola Corvette Z06	Det 146.456
3. MacKenzi Crowe Porsche 718 Cayman GTS	SInd 148.351
4. Kristi Brown Porsche Cayman	Nwst 148.442
5. Casey Hoffman/Det (Corvette Z06); 6. Wendy Gulick/Nwst (Porsche Cayman GT4); 7. Julie Starr/Det (Corvette GS); 8. Leslie Urff/Det (Corvette GS); 9. Becky Pearson/ArAl (Porsche Cayman S); 10. Katie Calvert/NwOh (Acura NSX).	

a Porsche GT3 and finished at 143.390. Her decision to move back to SSL made sharing parenting duties more convenient with her co-driver/husband, Charles Kim, in SS.

Huang pulled off a stunning West Course final run with some extra wet grip from the Michelins, her only clean run of the day at 71.669. She then closed the deal with fastest time on the East, 71.721, for her fourth win.

Of the 10 drivers in SSL, four were in two Corvettes from GM's Performance Driving Team, a racing program open to GM employees based in Michigan. Sharianne Ziola was quickest of the quartet, placing second 3.066sec behind, in the company car with the Caymans of MacKenzi Crowe and Kristi Brown rounding out the trophies.

Alex Kang

A STREET

A main topic of conversation among competitors huddled between runs under tiny red SCCA popup tents was, "Do cones washed away by bow waves count?" "Yes, sorry, they do," came the reply from an official.

Heavy downpours, deep lakes and changing conditions dominated A Street this year and inspired surprising tire choices. On the East Course/ plane side day one, first heat, Michelin engineer Bill Bostic and co-driver John Wolf switched to street Michelin PS4s and ran their Corvette Z06 one-two, the only car in the 77s - Wolf was the "one" with a 77.071 FTD.

On other cars, street Continentals covered most of the first-day top 10. Overachiever Marcus Merideth used Contis

to place his unusual Shelby Mustang GT350 in seventh of the 64 entries (anti-hydroplaning weight?). Pylon penalties and even their placement were constant factors on the flooded concrete. Dedicated and soaked-to-the-skin course workers raced to replace the many fallen markers. Only four drivers did not set their best time on their third runs, all four because of cones or a DNF.

The only drivers to stick with their 200 treadwear specials and stay with the lead pack were 'Vette driver Vivek Goel (BFG Rival S) in third, and Cayman pilot Kit Gauthier (Bridgestone RE-71R) in 14th. The first heat was an awesome challenge of misery, setup and driving skills.

Day two dawned damp and drying. The powerful Z06 Vettes seemed more at home as grip improved in a visually obvious way. Look, body roll! Many cones were flying as tempting high-g patches led to still-slick traps.

All three top drivers coned their first runs. Gauthier in the new turbo-four Cayman looked surprisingly strong on course and finished with what would be second best of the heat, a 60.9. Best was a 60.537 from Matt Jones, who'd been mired in 36th place after first-day runs. It was enough to get him a walk across the stage, 16th in the 17-trophy class.

Back on their Rival Ss, Bostic and Wolf ran nearly identical second and third runs, but Wolf nabbed a cone on his quicker run, leaving Bostic's 138.805 in the lead by 0.265sec as looming threat and course-designer Goel pulled to the line, dramatically the last to take a shot. The C6-



◀ **AS**
William Bostic
DDP Yoga/
BFGoodrich Racing
Chevy Corvette

generation Z06 has more power, but the 2003 version like Bostic's counters with shorter gearing.

Last is best when the track is drying, and Goel looked so hooked, roaring the torque on the straighter bits, heaving down on the brakes. Finally, real traction! Crankin' slalom and a blast through the lights - a 61.1. Half a second short of the miracle, for third.



▼ **ASL**
Jessy Gauthier
Porsche Cayman

A STREET LADIES

The West Course for heat four was still damp for ASL on day one, but draining quickly, leading to lots of agonizing over tire choices.

Last year's ESPL Champ, Jessy Gauthier in the only Porsche, went with her Bridgestone dries, and cranked out three clean runs, her best 79.953, for a lead of well over a second.

"Changing conditions are the hardest," she said, "having to decide what the grip will be as you go." Last year's ASL second-place Lana Tsurikova outran the Gauthier Cayman on day two, posting 63.373 in dry conditions, but it was not enough by 1.249sec to take the lead.

Gauthier's plan of focus, hand technique, and looking ahead resulted in a 143.632 payoff with her second straight victory.

Randy Pobst

B STREET LADIES

B Street Ladies ran second heat on Thursday and Friday, one of the lucky few classes who saw dry conditions both days. As many expected, Shauna Rios set the pace early in her Cayman and never relented. She opened on the West Course

"Changing conditions are the hardest, having to decide what the grip will be as you go"

JESSY GAUTHIER

with a 64.6, which gave her more than two seconds on her nearest competitor after first runs were complete. Donna Littlejohn put her Corvette in the lead for a few seconds with a 64.2 - wiggling a cone that was called safe - but Rios was the next driver on course and clocked a 63.183 that would prove to be the fastest run for the day.

Day two saw a light mist falling through their heat, but the concrete stayed dry as BSL shaped up as a two-driver contest. Littlejohn got a couple of cones on her first run, a 76.4. Rios followed with a clean 75.6. Littlejohn sped up on her second try, a clean 75.9, while Rios coned a 73.7. Clearly there was enough time available on the long East Course to make this a contest.

Littlejohn's final 75.2 wasn't enough to make a difference, but since Rios was only 20 seconds or so behind her on course, she could not know that. Under

A STREET

1.	William Bostic Corvette Z06	Ccar 138.805
2.	John Wolf Corvette Z06	Ccar 139.070
3.	Vivek Goel Corvette Z06	LnSt 139.323
4.	Mark Sarcevitz Corvette Z06	NEng 140.748
5.	Justin Neal Corvette Z06	WDC 140.838
6.	Marcus Merideth Mustang GT350	Det 142.274
7.	Kit Gauthier Porsche Cayman	Nwst 142.276
8.	Rick Martinez Corvette Z06	LnSt 142.450
9.	Gregory Shumaker Camaro SS	CFla 142.755
10.	Jason Ruggles Corvette Z06	Fla 143.491
11.	John Ma Lotus Elise	SnRv 143.652
12.	Cody Hunt Corvette Z06	WDC 143.665
13.	Troy Acosta Corvette GS	LnSt 143.757
14.	Landon Thompson Corvette	Hous 143.922
15.	Johnny Foesch Corvette Z06	Milw 144.147
16.	Matt Jones Corvette GS	CSCC 144.246
17.	William Damhoff Corvette Z06	Chi 144.320
18.	Andrew Francis/Chi (Corvette Z06); 19. Casey Weiss/Tex (Corvette Z06); 20. Shane Chinonn-Rhoden/WDC (Corvette Z06); 21. William Petrow/NNJ (Porsche Cayman); 22. John Rogers/SBnd (Corvette Z06); 23. Todd Kean/NEng (Corvette Z06); 24. Jennifer Merideth/Det (Mustang GT350); 25. Andy Seipos/Chi (Corvette Z51); 26. Kent Kroll/Hous (Corvette Z06);	

Ron McManus/Iowa (Corvette Z06); 28. Terry Tabor/CFla (Camaro SS); 29. Jeremy Pittenger/NNJ (Corvette Z06); 30. Erik Carlson/NEng (Corvette Z06); 31. Christopher Laprus/NNJ (Corvette Z06); 32. Alex Dalgleish/Hous (Corvette); 33. Chris Harvey/SBnd (Corvette Z06); 34. Daniel Gross/WDC (Corvette); 35. Chris Deacon/Badl (Corvette Z06); 36. Martin Montagno/StL (Corvette); 37. Hank Wallace/NEng (Corvette Z06); 38. Geoffrey Wolpert/Susq (Corvette Z06); 39. Yury Kholondyrev/NY (Porsche Cayman); 40. Nathan Young/Phil (Corvette); 41. Tim Robinson/Badl (Corvette Z06); 42. Bryan Hertweck/BlRg (Corvette GS); 43. Nathan Atkins/WDC (Corvette Z06); 44. Eric Peachey/Susq (Corvette Z06); 45. Brian Regganie/Chi (Corvette Z06); 46. David White/NEng (Corvette Z06); 47. Dan Simms/Chi (Corvette Z06); 48. Frank Finks/KC (Corvette Z06); 49. Jim Fossum/Atl (Corvette Z06); 50. Max Wolfinger/Phil (Corvette Z06); 51. Ken Pike/Colo (Corvette Z06); 52. Tom Pora/Colo (Corvette Z06); 53. James Wilson/RioG (Porsche Cayman S); 54. David Finchum/Chi (Corvette Z06); 55. Bea Regganie/Chi (Corvette Z06); 56. Justin Lau/NEng (Corvette Z06); 57. Zach Driver/Hous (Corvette Z06); 58. Tina Moreau/NEng (Corvette Z06); 59. John Foesch/Milw (Corvette Z06); 60. Aaron Botnick/Colo (Corvette Z51); 61. Kevin Youngers/Colo (Corvette Z06); 62. Frank Putman/Det (Corvette Z06); 63. Nicholas Yanchik/WDC (Corvette Z06); 64. Nick Barbato/NEng (Corvette Z06).

A STREET LADIES

1.	Jessy Gauthier Porsche Cayman	Nwst 143.652
2.	Lana Tsurikova Corvette Z06	NEng 144.901
3.	Carla Russo/StL (Corvette Z06); 4. Sara Odioso/CSCC (Corvette GS).	

BS ▶
Jeremy Foley
BMW 1M



BSL ▼
Shauna Rios
ProParts USA
Porsche Cayman



B STREET

1. Jeremy Foley BMW 1M	Tex 130.508
2. Doug Rowse BMW M2	Ariz 130.514
3. Eric Campbell BMW M2	OhV 131.596
4. Justin Moore Porsche Cayman S	SanF 132.048
5. Alex Shchipkov BMW M2	MoHu 132.063
6. Dan Bullis Corvette C5 FRC	Ore 132.331
7. Chris Carris Ford Focus RS	ODom 132.562
8. Steven Umholtz Ford Focus RS	Neb 133.369
9. Edward Fisher Corvette	TnnV 133.617
10. Chris Kavka Ford Focus RS	StCt 134.155
11. Kevin Kent Honda S2000	Indy 134.659
12. Rachel Baker/NEng (Porsche Cayman S); 13. Kerry Emmert/Ark (BMW 1M); 14. Donour Sizemore/	

RioG (Porsche Cayman S); 15. Jerry Centanni/LnSt (Corvette); 16. Jason Kuks/Milw (Honda S2000); 17. Alan Eisenreich/StCt (Audi S3); 18. Chris Wheelock/Tex (Corvette); 19. Nigel Fenwick/NEng (BMW M2); 20. Sebastian Rios/CSCC (Porsche Cayman S); 21. Jason Froehlich/Milw (Corvette); 22. Mat Peck/LnSt (Corvette); 23. Alan Hamson/Indy (Honda S2000); 24. Brian Kelly/Colo (Nissan 370Z); 25. Gabe Hanohano/Hail (Ford Focus RS); 26. Jason Bucki/Ariz (BMW M2); 27. Jake Hartough/Ore (Corvette); 28. Desmond Au/Mont (Ford Focus RS); 29. Brendan Sobers/Colo (Nissan 370Z); 30. Russell Boylan/KC (BMW M2); 31. J. Scott Moller/Fing (Ford Focus RS); 32. Mark Allen/Atl (Ford Focus RS); 33. Nealand Rattanasamay/KC (BMW M2); 34. Darrin Linders/Nwst (BMW M2); 35. Adam Walker/DMV (Corvette); 36. Steve Lower/StCt (Corvette); 37. Steven Matchett/StCt (Ford Focus RS); 38. Robert Browning/LnSt (Corvette); 39. Barry Beaman/SInd (Honda S2000); 40. Jeremy Crowe/SInd (Corvette); 41. Jim Gillett/Wich (Corvette FRC).

B STREET LADIES

1. Shauna Rios Porsche Cayman S	CSCC 136.923
2. Donna Littlejohn Corvette FRS	Ccar 139.428
3. Ann LaRondeau/Neb (Audi TT Quattro); 4. Susan Fenwick/NEng (BMW M2); 5. Jessica Luhn/LnSt (Corvette); 6. Cassie Duckert/Milw (Honda S2000).	

pressure, her 73.740 was clean and eight thousandths better than her earlier coned run, giving her a 136.923 total, 2.505sec on her class, and her first SCCA National Championship.

She said the switch to Justin Moore's Cayman was the easiest transition to a new car ever. Not only was it the same color, it had all the same options and was set up the same.

B STREET

Beautiful, dry conditions awaited B Street for the fourth heat on Thursday. As it turned out, the top four contenders in this 41-car class ended up running at about the same time, with car numbers close to each other. In the fray were three BMWs and a Porsche and, unusually, none had a second driver.

First corn side runs, Eric Campbell led this clique with a 61.8, followed just a couple of cars later by Jeremy Foley's 61.3. Doug Rowse was right behind Foley with a 61.7 (plus a cone) to round out the BMW trifecta. Second runs saw no improvement among the BMWs other than Rowse going a couple of tenths slower but clean. Both Justin Moore and Sebastian Rios ran clean 61.6s in Moore's Cayman to move into the last two podium spots. Third runs saw little drama with only Rowse improving a few ticks.

Friday ran in a heavy mist on the plane side. Campbell ran a nice 69.7 to start the cluster of contenders. Foley was just off that pace with a 70.1, still enough to hold the lead by about 0.06sec. Rowse then took over the lead with a day's-best 68.654. Moore stayed in the hunt with

a 70.4 while Rios was a tenth slower but snagged two cones.

Second runs were threatened by increasingly heavy mist. Campbell slowed down, Foley improved to a 69.1 that gave him all of 0.006sec over Rowse, who coned away an impressive 67.7. Moore almost matched his earlier time, but then the mist got heavy enough to make the surface wet, and the results - the closest victory margin of the 2018 Nationals - were locked in.

Paul Brown

C STREET

C Street, Heat 1 on Tuesday morning, and it's raining hard. Forty-six drivers were in MX-5s and just six weren't. First runs on the West side and the roadsters were disappearing in the high splashes. First runs had best times in the 72sec range. Second runs saw a few times in the 70s. A lull in the torrent and third runs had four drivers with 69s - Brian Coulson leading with a 69.002 followed by Andrew Pallotta at 69.3, Tom Reynolds and D.J. Alessandrini were both at 69.7.

Wednesday morning and surprise - it quit raining! Still, the pavement was wet, and first runs were done with splashes and mid-70 times on the East Course. About halfway through second runs, a sort-of-dry racing line began to appear, and times tumbled.

Like the day before, all the top times were third runs except for Alessandrini, who DNF'd twice and sat on his second-run 70.9. There was a lone 69.9 on the board by a first driver, Scott Phillips, but he was five seconds off the pace Tuesday and ended up 20th. Still, it was a target.



CS
Andrew Pallotta
Evolution/Stranoparts/
Karcepts
Mazda MX-5

CSL
Tara Johns
JRi Shocks/Ulimate
Performance/
Carpartment Life
Mazda MX-5

Driver after driver fired at it as a string of 70s flashed on the timer display. Then out of the blue, Darren Seltzer posted a 69.848, moving into first place from fifth, only to be upset six drivers later when Pallotta came in at 70.0 giving him an overall 139.435. Seltzer fell to second, 0.752sec back, leading a string of six drivers in the 140s. First-day leader Coulson tumbled to ninth, never able to better a 72.5.

Pallotta later revealed that his shifter was laying over to the right because of a broken motor mount. "I was in damage control and tried to drive as smoothly as I could," he said. Smooth brought him his fifth championship.



"After finding myself in a big hole I knew I had to hit my marks and...I did"
TARA JOHNS

C STREET LADIES

By early afternoon on Tuesday the rain had tapered off, but the West Course remained wet and slippery for a dozen CSL drivers in MX-5s and one in a Boxster. On third runs, Shari McCoy took over as leader at 70.716sec. Tara Johns dug herself into a deep hole when she coned her third run to trail McCoy, Linda Duncan and Mary Lou Holmes (in the Porsche) by up to 2sec.

Wednesday, the sun scattered the clouds and the East Course was dry and fast. Johns' husband Brian tells her: "You're only two seconds back of Shari and still close to the others, so hang it out there."

Setting a 72.2 on her second run and a top time of 71.802 on her third, Johns managed to edge the hard-charging McCoy by 0.326sec with an overall 144.533 to win her sixth championship.

"After finding myself in a

big hole I knew I had to hit my marks and, on that third run, I did," Johns said. "It was, 'Yes! Yes, Yes!' to the finish."

Meanwhile, McCoy and Duncan both overdrove their third runs, got a little sideways and had to sit on second-run times in their valiant efforts catch Johns.

Buck Entriiken

D STREET

Coming into the 2018 Solo season, one of the hot topics of conversation in the D Street ranks was how the newly classed Honda Civic Type R would fit in amongst the BRZ, the FR-S, the four-cylinder turbo Camaro, the newer WRX, and the rest of the known contenders. Perhaps another consideration was how the husband and wife team of Javier and Stephanie Reynoso driving such a Type R, would fit in.

The answer: They all fit in quite well, thank you, despite rain and gloom and rooster tails



C STREET

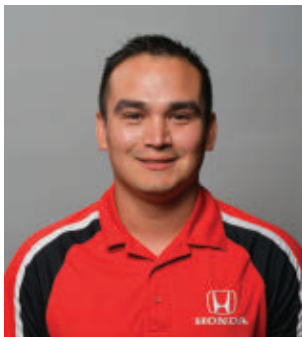
1. Andrew Pallotta	NCar
Mazda MX5	139.435
2. Darren Seltzer	Fla
Mazda MX5	140.187
3. Tom Reynolds	RioG
Mazda MX5	140.388
4. Ricky Crow	Almo
Mazda MX5	140.704
5. D.J. Alessandrini	NeOh
Mazda MX5	140.751
6. John Hunter	Neb
Mazda MX5	140.808
7. Dave Ogburn III	WTex
Mazda MX5	140.830
8. Dennis Barrett	NwOh
Mazda MX5	141.508
9. Brian Coulson	Elda
Mazda MX5	141.516
10. Kenneth Baker	Tex
Mazda MX5	141.870
11. Michael Jeffries	Cinc
Mazda MX5	142.593
12. Tim Viars	Cinc
Mazda MX5	143.197
13. Chi Ho	Fla
Mazda MX5	143.225
14. Paul Dodd	RioG
Porsche Boxster S	143.613
15. Maurice Velandia/SanF	(Mazda MX5); 16. Sean Velandia/SanF (Mazda MX5); 17. Paul Frey/Neb (Mazda MX5); 18. Tom Grzesiak/Nwst (Mazda MX5); 19. Rick Cone/Atl (Mazda MX5); 20. Scott Phillips/Ariz (Mazda MX5); 21. Charles Krampert/TnnV (Mazda MX5); 22. Chris Harp/ETnn (Mazda MX5); 23. Tracy Ramsey/Chi (Mazda MX5); 24. Tristan McBride/NCar (Mazda MX5); 25. Darrin DiSimo/Fla (Mazda MX5); 26. Glenn Austin/SanF (Nissan 350Z); 27. Deana Kelly/ArzB (Mazda MX5); 28. Benjamin Edmiston/NwOh (Mazda MX5); 29. Michael Parker/CSCC (Mazda MX5); 30. Andrew

Kessel/NY (Mazda MX5); 31. Win-Hou Chow/OhV (Mazda MX5); 32. Thomas Frecentese/CSCC (Mazda MX5); 33. Cal Craner/Elda (Mazda MX5); 34. Tom Kerns/Nwst (Mazda MX5); 35. Larry Pulliam/Atl (Mazda MX5); 36. Devin McCuen/SBnd (Mazda MX5); 37. Eric Sweeney/Chi (Subaru BRZ); 38. Anne Robinson/Chi (Mazda MX5); 39. Troy Brown/CKy (Mazda RX8); 40. Richard Grav/Sind (Mazda MX5); 41. Jon Simmons/Neb (Mazda MX5); 42. Chris Sparks/TnnV (Mazda RX8); 43. Jim Garton/RioG (Porsche Boxster S); 44. Dean Richardson/Atl (Subaru BRZ); 45. Adnan Kaiser/SJy (Mazda MX5); 46. Kevin Childers/LnSt (Mazda MX5); 47. Victor Tugulan/SagV (Mazda MX5 RF); 48. Jacob Witt/LOL (Mazda MX5); 49. Jonathan Crowe/Sind (Mazda MX5); 50. Gardner Nichols/Det (Mazda MX5); 51. Bradley Wickersham/LOL (Subaru BRZ Ltd.); 52. Robert Hess/CSCC (Mazda MX5).

C STREET LADIES

1. Tara Johns	Tenn
Mazda MX5	144.533
2. Shari McCoy	Cinc
Mazda MX5	144.859
3. Linda Duncan	Kan
Mazda MX5	145.137
4. Mary Lou Holmes	RioG
Porsche Boxster S	146.083
5. Marchell Fletcher/RioG	(Mazda MX5); 6. Jennifer McBride/NCar (Mazda MX5); 7. Lisa Garfield/WDC (Mazda MX5); 8. Maria Mayorga/NCar (Mazda MX5); 9. Shanna Richardson/Atl (Mazda MX5 Club); 10. Katie Barrett/NwOh (Mazda MX5); 11. Carol Cone/Atl (Mazda MX5); 12. Lin Cox/ETnn (Mazda MX5); 13. Michelle Harp/ETnn (Mazda MX5).

DS ▶
Javier Reynoso
Honda Civic



DSL ▼
Stephanie Reynoso
Reynoso Racing
Honda Civic



"I was expecting to get mid-pack. Like, if I got the 13th trophy spot I was gonna go home happy"
JAVIER REYNOSO

higher than the tops of the cars.

The East Course for Tuesday's Heat 2 would be the first proving ground, starting in damp conditions. Many competitors opened in the 82sec range, but it was Eric Jones in his FR-S that set the mark with an 80.766sec run. As second runs drew near, the skies opened a little more and the course became fully drenched, ensuring very few would find significant time.

It also exemplified the importance of tire selection. While the majority of drivers stayed on their Bridgestones or other regular competition tires, a handful had changed over to the Continental ExtremeContact Sport – a tire celebrated for its wet capabilities. Two such were Javier Reynoso, piloting the Civic Type R named "Ghost," and Matthew Grainger in a 1997 Integra Type R. Both drivers managed 80.8sec runs to stand second and third heading into day two.

Wednesday brought drying conditions on the West Course, which played into the hands of the turbocharged vehicles. The fastest three drivers were all in turbo Camaros. Top time was a 62.304 by Ryan Finch. The only problem was, he started the day in 39th place and his flyer was only enough to climb to 33rd.

Second quickest at 62.4 was Mark Scroggs, the only driver in the 62s on all three runs,

who started the day 19th and was able to claw his way up to eighth. Neil Britton also had a 62.4, going from 37th to 27th. Jack Burns in a Type R ran 62.5, going from 34th to 24th.

The two slowest drivers (if that's an appropriate description) with 62sec runs were Reynoso and Dennis Sparks. Starting the day in eighth place, Sparks launched an all-out assault in his WRX. His 62.7 final run was enough to leapfrog to the second spot.

But it was Reynoso, back on the dry-weather Bridgestones, who ran a fast and clean 63.1sec first run which would be enough for the win, and a final 62.9sec "victory lap" for 143.760 and a 0.698sec margin over Sparks, with Jones on the final step of the podium.

Reynoso's third trip to Nationals, and first time since 2014, resulted in his first National Championship, and it was very much unexpected. Javier and his wife were treating the trip as a vacation. "I was expecting to get mid-pack," he admitted. "Like, if I got the 13th trophy spot I was gonna go home happy."

D STREET LADIES

Heat five put DSL on a damp-but-drying East Course. Right away, Stephanie Reynoso, now wheeling "Ghost," established a 5sec margin after her first trip through the cones. It would have been enough to lead into day two, but she proceeded to further disappear from her competition with a blistering 75.814 on her second run (coning away another tenth improvement on her third).

Evanthe Salisbury, driving a Bridgestone-shod Camaro named

D STREET

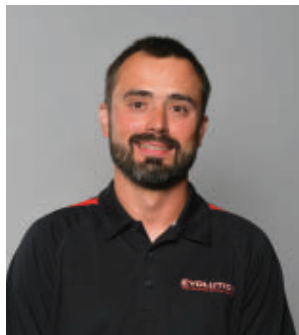
1. Javier Reynoso	LnSt
Honda Civic Type R	143.760
2. Dennis Sparks	TnnV
Subaru WRX	144.458
3. Eric Jones	LnSt
Scion FR-S	144.636
4. Jason Wright	Iowa
Subaru BRZ	145.175
5. Kirk Dunlap	Colo
Subaru BRZ	145.476
6. Evan LeBlanc	NEng
Scion FR-S	145.838
7. Zachary Baumgardner	Almo
Honda Civic Type R	146.244
8. Mark Scroggs	SanF
Camaro 2.0T	146.292
9. Eric Niemi	Milw
Scion FR-S	146.308
10. Mike Janssen	CKy
Honda Civic	146.475
11. Yama Takimoto	KC
Scion FR-S	146.608
12. Anthony Dvorak	KC
Scion FR-S	146.983
13. Chris Dvorak	Chi
Subaru WRX	147.302
14. Matthew Grainger/STL (Acura Integra); 15. Tim Miller/LOL (Subaru WRX); 16. Peter Luu/Fing (Scion); 17. Brian Killourhy/Colo (Scion FR-S); 18. Gus Jacob/KC (Scion FR-S); 19. Steven Clark/Colo (Chevrolet Cobalt SS); 20. Brandon Dan/Tex (Honda Civic Type R); 21. Jimmy Vajdak/Det (Camaro LS); 22. Jordan Towns/Ala (Subaru WRX); 23. Joey Jones/Nwst (Scion FR-S); 24. Jack Burns/NwOh (Honda Civic Type R); 25. Fabian Castanon/Colo (Subaru WRX); 26. Luke McKee/DMV (Scion FR-S); 27. Neil Britton/Det (Camaro); 28. Tim Heaton/Neb (Subaru WRX); 29. Ian Baker/WDC (Camaro); 30. Julie Heaton/Neb (Subaru WRX); 31. Kevin Henry/WDC (Camaro); 32. Nicholas Wolfgang/WDC (Subaru BRZ); 33. Ryan Finch/	



NwOh (Camaro); 34. Michael Phelps/DMV (Subaru WRX); 35. Paul Mihalyov/Chi (Subaru WRX); 36. Ian Farrell/Colo (Subaru WRX); 37. Robert Gross/WDC (Mini Cooper S); 38. John Souder/NwOh (Subaru BRZ); 39. Clyde Caplan/WDC (Camaro); 40. Steven Salisbury/WDC (Camaro); 41. Yarko Thomas/Colo (BMW 128i); 42. Jeff Wetzel/GuCo (Camaro); 43. Terry Baker/WDC (Camaro); 44. Curt Luther/CSCC (Camaro); 45. Larry Barry/KC (Subaru WRX); 46. Curtis Staples/ODom (Camaro); 47. Christopher Sharpe/Almo (Subaru WRX); 48. Mark Steichen/Colo (Audi A5).

D STREET LADIES

1. Stephanie Reynoso	LnSt
Honda Civic Type R	139.176
2. Evanthe Salisbury	WDC
Camaro	143.934
3. Brittany Paris	Det
Camaro LS	147.494
4. Robert Wetzel/GuCo (Camaro); 5. Samantha Bray/Det (Camaro LS); 6. Jenny Dunlap/Colo (Subaru BRZ); 7. Dawn Sturgeon/SInd (Subaru WRX); 8. Maria Jarnagin-Steele/Colo (Audi TT).	



ES
Bartek Borowski
Mazda Miata

"Stu" (short for Stupidest. Idea. Ever. - it's inscribed on the back bumper), was the only other driver in the 70s, sitting on 78.5.

Reynoso stayed on the Contis her husband ran in the second heat. Her only planned change would be driver mods - "It's always about looking ahead," she said. "And that's what I love about this car. It's easy to drive, it's easy to look ahead in it, it's very responsive. The car takes care of you if you take care of it."

It was the Bridgestones for Wednesday. Reynoso and Salisbury both ran 65s right out of the box, but Reynoso kept knocking her times down while Salisbury could not. Reynoso's victory lap was a 63.362, leaving her at 139.716 and a 4.758sec margin of victory.

Ryan Lower

E STREET LADIES

Meredith Brown left the gate guns blazing and never looked back. Brown was fastest on every run to claim championship number seven. Only Youmna Zalzal, a Wendi Allen Scholarship winner, could mount the slightest challenge. In fact, Zalzal even held the lead for about 20 seconds during second runs when she did a 65.9. But Brown was the next car in at 64.421 and was never headed again.

They ran in the first heat on cold concrete, corn side on Thursday, plane side Friday; the two leaders both in Toyota MR2 Spyders. "We lucked out and got dry runs," Brown said. "We can't complain about that."

Brown admitted she "didn't feel quite comfortable" with the East Course layout and its visuals. Said Zalzal, "It started out a little



"Once I realized there was more time there, I started being more aggressive"
BARTEK BOROWSKI

damp. I was a little concerned about the grip and I did pussy-foot around my first run."

Still, Brown was able to creep up on each subsequent run, ultimately setting a 73.117 for a 137.538sec total, including an up-shift to third gear for the high speed finish, something she hadn't attempted until her final pass. Zalzal, meanwhile, described her day two experience as "fan-freaking-tastic," taking the last trophy 2.329sec behind.

E STREET

It was a field of nearly homogenous Miatas and MR2 Spyders lined up in the grid for Heat 3 - the place to be for dry pavement and partly cloudy skies - few of the 22 heats hit that parlay this year. The class saw 35 in Mazdas, 25 in Toyotas, but when it came to the cars to watch, focusing on the drivers flying the Chicago and Milwaukee Region flags were nearly all you needed.



ESL
Meredith Brown
Toyota of Sante Fe
Toyota MR2 Spyder

E STREET

1. Bartek Borowski	Chi	131.886
2. Andrew Canak	Milw	133.003
3. Charles Mathews	Chi	133.106
4. Matt Waldbaum	Chi	133.674
5. Brandon Dean	NEng	133.819
6. Michael Ron	Chi	133.822
7. Paul Brown	RioG	134.078
8. Chris Bailey	Milw	134.149
9. Eric Peterson	NCar	134.313
10. Ivan Austin	Milw	134.534
11. Steven Hughes	CFla	134.842
12. Alex Kang	SanF	135.229
13. Leonard Cachola	CSCC	135.381
14. Philip Petrie	CFla	135.937
15. Rich Wayne	NNJ	136.159
16. Jesse Shapiro	Colo	136.209
17. Brian Haynes/RioG	(Toyota MR2 Spyder); 18. Dennis Hubbard/SanF (Mazda Miata); 19. Mark Groseth/Chi (Mazda Miata); 20. Bill Luxon/Chi (Mazda Miata); 21. Ryan Cirillo/SanF (Toyota MR2); 22. Sean Minehart/CCar (Toyota MR2 Spyder); 23. Wes Jenrich/Chi (Mazda Miata); 24. Joe Gerdorn/Indy (Toyota MR2 Spyder); 25. Gretchen Austin/Milw (Toyota MR2); 26. Ed Lange/NNJ (Toyota MR2); 27. Edward Tsui/CSCC (Toyota	

MR2 Spyder); 28. Brian Maskrey/Hous (Toyota MR2 Spyder); 29. Christopher Cann/WDC (Toyota MR2); 30. Sean Grubb/NeOk (Mazda Miata); 31. Michael Grosenheider/LnSt (Toyota MR2 Spyder); 32. Zack Barnes/Hous (Toyota MR2 Spyder); 33. George Schmitt/SBnd (Mazda Miata); 34. David Robinson/TnnV (Mazda Miata); 35. Mark Hazboun/CSCC (Mazda Miata); 36. Vernon Head/SanF (Toyota MR2); 37. Mike Monthei/LnSt (Toyota MR2 Spyder); 38. Mike Robinson/TnnV (Mazda Miata); 39. Seth Confer/Colo (Toyota MR2); 40. Chris Bolt/NwOh (Toyota MR2); 41. Bruce Schlaebitz/BgSk (Toyota MR2 Spyder); 42. Rob Springer/Susq (Toyota MR2); 43. Mike Brau/CFla (Mazda Miata); 44. Mark Wolfe/SanD (Mazda Miata); 45. Justin Wrighton/Det (Mazda Miata); 46. Pax Rolfe/NeOk (Mazda Miata); 47. Buck Entriaken/Tex (Mazda Miata); 48. Edward Choyeske/Neb (Mazda Miata); 49. Chris Peet/SBnd (Mazda Miata LS); 50. Mason Smith/Sal (Mazda Miata); 51. Ed Prymak/SagV (Mazda Miata); 52. Warren Barnes/FtWn (Mazda Miata); 53. Steve Ducharme/Neb (Mazda Miata); 54. Michael Hill/KC (Mazda Miata); 55. Kristen Poole/Susq (Toyota MR2); 56. Rocky Entriaken/Sal (Mazda Miata); 57. Bill Bauman/KC (Mazda Miata); 58. Victor Lim/ArzB (Mazda Miata); 59. Andrew Taylor/Neb (Mazda Miata); 60. Fredrick Yost/Haii (Mazda Miata).

E STREET LADIES

1. Meredith Brown	RioG	137.538
2. Youmna Zalzal	SanF	139.867
3. Inalee Yost/Haii	(Mazda Miata); 4. Julie Tooth/Hous (Toyota MR2 Spyder); 5. Janet Bauman/KC (Mazda Miata).	

FS ▶

Jeff Cashmore
Badger Meter
BMW M3



FSL ▼

Cindy Duncan
Andys Auto & Truck Acc
Ford Mustang



“The difference was getting to spend more time with Kellie on course walks”
CINDY DUNCAN

For them, Nationals was like any other local event, or in the word of Andrew Canak, “Every local is like a National event.” Ultimately, seven of the top 10 trophies were snatched up by this contingent, who cross-pollinate each other’s local events.

Bartek Borowski (Chicago) would secure his eighth championship here by an impressive 1.117sec margin and a combined time of 131.886. Canak (Milwaukee) would be 1.117sec behind.

Borowski, absent the past two years, returned to co-drive a 1999 Mazda Miata owned by 2017 Champ Michael Ron. On day one, as the first driver in the number 80 car, he posted a jaw-dropping cold-tire first run of 62.5, more than a second quicker than the entire field. The next run he set the class best of 62.265.

Canak was at 62.7 after two runs, happy his first run was clean and fast. “I have a history of hitting lots of cones, so this allowed me to hit it hard on the second run,” he said.

On third runs, both Borowski and Canak clipped cones, leaving Charles Matthews’ (Chicago) clean 62.4 to slip into the number two spot.

Friday would get a little misty, but didn’t slow the I-94 bunch much. Cone penalties nearly got the best of Canak, but he was able to get his second run clean, 70.2, to reclaim second place.

For Borowski, the cool misting conditions meant the tires needed some heat before he could lay down his best. “Once I realized there was more time there, I started being more aggressive,” he said. On his third run he was the only driver in class to break 70sec with a 69.621.

Jake Namer

F STREET LADIES

The week before Nationals, Cindy Duncan believed she had the car to win FSL. The weekend before Nationals, however, maybe not. But on Thursday morning, her Mustang GT went to grid for the first heat on the East Course, battered, bruised, realigned, its insides taped up, and certain required parts (airbags) riding in the trunk.

“My car wanted to run,” said Duncan, who proceeded to dominate the three-driver class with fast time on both courses to take her second championship.

“It was not the large class we had in 2016,” Duncan said. That was when she topped a 10-car class and four prior champions for her first victory.

But it was a trio that worked as one to achieve the result - co-driver Jessica Smith, a Nationals rookie, and Kellie Knop, a local driver from Lincoln.

The previous weekend, her Mustang, with a different driver, had been involved in a collision, resulting in an estimated \$12,000 in damage and a rear wheel pushed under.

“We thought it was bent underneath. A CAM competitor had a local shop and we towed it there to put it on a lift. We couldn’t see anything underneath that looked bent, so Kellie

Johnny Huang/Wich (Camaro 1LE); 16. Benny Colantuono/NCar (Camaro SS); 17. Lee Piccione/WDC (Mustang GT); 18. Trevor Renson/CFIa (Camaro); 19. Jeff Bakken/NEng (Camaro SS); 20. Dan Hawrylikiw/Ariz (Mustang GT); 21. Brian Meyers/CFIa (Mustang GT); 22. Hunter Poole/Det (Camaro SS); 23. Denise Cashmore/Milw (BMW M3); 24. Jason Proksch/StL (BMW M3); 25. Donald Knop/Neb (Ford Shelby GT); 26. Patrick Burke/Det (Camaro); 27. Dick Rasmussen/NCar (Mustang); 28. John LaRondeau/Neb (Mustang GT); 29. Patrick Lamontagne/Det (Camaro SS); 30. Romesh Canekaratne/GuCo (BMW M3); 31. Shane Donahue/Milw (BMW M3); 32. Stephanie Jung/NNJ (BMW M3); 33. Sera Bonham/Nwst (BMW M3); 34. Michael Teator/CKy (Mustang); 35. Ernest Roales/SInd (Mustang GT); 36. Dave Lehrschall/SInd (Mustang GT).

F STREET LADIES

1. Cindy Duncan CKy 137.557
2. Kellie Knop/Neb (Ford Shelby GT);
3. Jessica Smith/CKy (Mustang GT).

F STREET

1. Jeff Cashmore Milw 130.568
BMW M3
2. Mike Leeder Milw 132.073
Camaro
3. Jeff Wong CSCC 132.262
Camaro SS
4. Sean Greer StL 132.345
BMW M3
5. James Paulson Ore 132.811
Mustang GT
6. Brian Burdette Almo 133.087
Mustang GT
7. Austin Don NNJ 133.379
BMW M3
8. Ido Waksman Det 133.643
Camaro 1LE
9. Philip Mitchell Det 133.780
Camaro SS
10. Justin Eckles Neb 133.903
Mustang GT
11. Mark Canekaratne/GuCo (BMW M3); 12. Richard Bonham/Nwst (BMW M3); 13. Robert Palmblad/CFIa (Camaro); 14. Christopher Jepsen/Neb (Mustang GT); 15.



GS
Lance Keeley
Honda Civic

and her dad Don suggested a local alignment shop [and] they were able to align it."

East Course, Duncan's 72.608 took a 3.1 sec lead over Knop. West Course, a much smaller margin, 64.695 leaving her at 137.557, or 4.421 sec up on Knop.

The difference, Duncan said, "was getting to spend more time with Kellie on course walks. We are friends and we worked together to make a plan. We also talked more between runs on Friday on what could be done better."

F STREET

Despite a much larger class - 36 drivers - FS produced much less drama in the third heat than its earlier counterpart. Jeff Cashmore took only two runs each day, knocking off half a second from each of his first runs to set fast time on his second. Sending his BMW M3 up against a class full of Detroit iron, Cashmore posted 68.417 on the East Course, 62.151 on the West, to total 130.568sec. It is his 12th championship.

Thursday brought dry weather, welcome relief from the first two days of competition. Friday threatened wet again with a fine mist through the heat, but apparently to no effect.

"The radar map on my phone was showing some green spots coming and going so I was a little worried about it raining until I got the first run in today," Cashmore said. "Being the last car in your heat can either help or hurt depending on what the weather's doing. It is nice to have a roof over your head, though. We ran an open-top D Mod Lotus for quite a few years and donning a full rain suit while competing wasn't unusual."

Cashmore finished 1.505sec

ahead of Mike Leeder with Jeff Wong third, both in Camaros. Each had actually turned quicker first runs than Cashmore on Friday, but Leeder never improved and Wong found only a few more hundredths.

"The FS competitors have been really cool," Cashmore concluded. "A variety of cars can win and it's nice to have more competition throughout the year."

Rocky Entriaken

G STREET

Who could beat the rain? Any class that ran Tuesday morning had the challenge of racing in the rain. G Street was no exception. But try this statistic: The 13 eventual trophy winners in the GS class of mild-mannered grocery getters were all faster Tuesday than all but one of the fire-breathing E Modified cars that ran the same course in the same heat. On Wednesday, on dry concrete, however, the planet resumed its normal axis.

The third car on course was Lance Keeley in Sam Karp's Honda Civic Si, turning a time of 80.2, a margin of 4sec or more over the rest of the class. Not until late in the second runs could Kenneth Tsang in a Volkswagen GTI get within two seconds of Keeley's time.

The rain let up some for third runs, allowing others to try to catch Keeley. Several other 80s lit up the timer display, but by then Keeley had posted a 79.8. At the end of the heat, rookie Elias Roman, running a VW GTI, dropped in a 79.836, just 0.018sec quicker than Keeley.

On Wednesday, 10 drivers had first runs in the 64s, but most were so far down from the day before they would not be a factor. The magic 64 included Tsang, Brad McCann in a Hyundai Genesis Coupe, and Keeley. It



G STREET

1.	Lance Keeley	Milw	142.874
2.	Kenneth Tsang	Det	143.467
3.	Elias Roman	NNJ	144.088
4.	Brad McCann	Tex	144.331
5.	Dan Cochran	Chi	145.099
6.	Kaustav Acharya	CSCC	145.227
7.	Brian Anthony	Det	145.235
8.	John Azevedo	Chi	145.288
9.	Andy Thomas	WDC	145.352
10.	Sam Karp	Milw	145.600
11.	Patrice Bousquet	NCar	145.777
12.	William Keese	Chi	146.491
13.	Jen Wong	Det	146.535
14.	Joshua Melani/Tenn	(Honda Civic Si)	
15.	Josh McDonough/Det	(Ford Focus ST)	
16.	Joe Blaha/NeOh	(Ford Focus ST)	
17.	Alex Bronson/DMV	(Ford Focus ST)	
18.	Nikhil Juturu/Det	(Volkswagen GTI)	
19.	Tim Reinhardt/DMV	(Volkswagen GTI)	
20.	Des Troups/Nwst	(Honda Civic Si)	
21.	Aditya Madhavan/Atl	(Volkswagen GTI)	
22.	Brian Kscinski/Milw	(Volkswagen GTI)	
23.	Peter Lindberg/Tex	(Ford Focus)	
24.	Michael Bullis/Chi	(Volkswagen GTI)	
25.	Derek Romero/Ariz	(Ford Focus ST)	
26.	Stephen Hui/Nwst	(Honda Civic Si)	
27.	Ryan Colliflower/WDC	(Toyota Celica)	
28.	Bob Smith/StCt	(Honda Civic Si)	
29.	Richard Verret/OhV	(Honda Civic Si)	
30.	Mike Bronson/DMV	(Ford Focus ST)	
31.	Andrew Furlong/		



MoHu (Honda Civic Si); 32. Ryan Thompson/Milw (Volkswagen GTI); 33. Aaron Hall/StL (Volkswagen GTI); 34. Yongshe Wen/SanF (Ford Focus ST); 35. Thomas Simon/Atl (Ford Focus ST); 36. Todd Forno/NNJ (Volkswagen GTI); 37. Brad Fiore/NEng (Volkswagen GTI); 38. Keith Koegler/NwOh (Ford Focus ST); 39. Steve Garnjobst/Milw (Volkswagen GTI); 40. Matt Wolfe/Det (Ford Focus); 41. Andre Downey/SJy (Volkswagen GTI); 42. Frank Rogerson/Hous (Ford Focus ST); 43. Brett Ringler/BIRg (Ford Focus ST); 44. Chris Sun/Nwst (Honda Civic Si); 45. John Emerson/NCar (Ford Focus ST); 46. Chris Wooster/SwLa (Mazdaspeed 3); 47. Phillip Osborne/Tex (Ford Focus); 48. James Arthur/WDC (Ford Fusion Sport).

G STREET LADIES

1.	Barbara Seeger	NEng	143.226
2.	Kristen Acharya	CSCC	145.617
3.	Kellyn Bricker/Reno	(Ford Focus ST)	
4.	Melanie Dorsey/Colo	(Ford Focus ST)	

HS ▶

Mike King
Bridgestone/
HomePro Realty
Ford Fiesta



HSL ▼

Laney Blume
MiniUSA.com
Mini Cooper

**H STREET**

1. Mike King	Bucc
Ford Fiesta ST	135.357
2. Cameron Goode	Tex
Honda Accord	136.370
3. Nik Finn	NEng
Honda Civic	136.379
4. Greg Reno	Kan
Mini Cooper	136.424
5. Peter Ling	SNY
Ford Fiesta ST	136.637
6. Preston Jordan	Fla
Honda Civic Si	137.112
7. Russell Blume	Wich
Mini Cooper	137.184
8. David O'Maley	Atl
Honda Civic Si	137.260
9. Sam Dougherty/CCar (Honda Civic Si); 10. Jason Tipple/OhV (Honda Civic); 11. Josh Brockman/NEng (Honda Civic); 12. Justin Tilus/LOL (Honda Civic Si); 13. Brandon Hagaman/Det (Ford Fiesta ST); 14. Daniel Marx/Cill (Ford Fiesta ST); 15. Jason Fair/NEng (Ford Fiesta ST); 16. Roy Handoko/Chi (Ford Fiesta ST); 17. Tim Sholar/NEng (Ford Fiesta ST); 18. Paul Crane/Ark (Mini Cooper); 19. Ted Descovich/NNJ (Ford Fiesta ST); 20. Kia Gharib/StL (Ford Fiesta); 21. Zach Taulbee/Hous (Ford Fiesta ST); 22. Andrew Harrison/NwOh (Honda Civic Si); 23. Todd Freeman/LOL (Ford Fiesta ST); 24. Eric Fredricks/GtRv (Fiat 500 Abarth); 25. Ed George/NwOh (Honda Civic).	

H STREET LADIES

1. Laney Blume	Wich
Mini Cooper	141.357
2. Laura Harbour	CKy
Honda Civic Si	141.648
3. Elisabeth Flannagan	Phil
Honda Civic Si	143.143
4. Vanessa Lau/Almo (Ford Fiesta ST); 5. Ashley Dougherty/CCar (Honda Civic Si); 6. Gwen Habenicht/NCar (Mini Cooper); 7. Suze Morrison/WNY (Honda Del Sol).	

would have also included Roman, but he got stuck with a pylon. Run two, and Tsang had a great run of 63.3, which put him on the top of the leader board. Roman and Keeley were both at 64.2.

As the third runs started, Keeley dropped a hammer on the class with a 63.02sec flyer. Here's the mark; try to beat it. Nobody could. Tsang had the only other 63sec third run, but it was slower than his second and he ended up 0.593sec in arrears, followed by Roman and McCann.

Keeley was very low key in his preparations. He said he wanted to keep distractions to a minimum, so they did not use any data acquisition. He wanted to keep it simple so he could focus on driving and nothing else. It seemed to work.

G STREET LADIES

This class was part of the now infamous sixth heat East Course group - a group that completed only two runs Tuesday night. Yes, "night." The heat did not start until after 7 p.m. But unlike most of the other classes in this situation, all four competitors returned for one last shot at the East Course on Wednesday morning, although none could beat Barbara Seeger's

77.585 completed in the fading twilight the night before.

Seeger was still enjoying that new car smell in her Civic Si, purchased just two months earlier. She was the first car on course and led the class from start to finish, totaling 143.226sec. She had also won the class last year in a Ford Focus, the model driven by her closest challenger, Kristen Acharya.

On the dry Wednesday course, Seeger continued to protect her lead by dropping in two runs in the upper 66s and finishing with a 65.641, ahead of Acharya by 2.391 sec.

Matt Murray**H STREET**

It's Thursday morning, first heat on the West Course, 63 degrees and cloudy, but no rain. Nineteen cars with 26 drivers are in grid ready to chase eight trophies.

The fourth car out, Sam Dougherty in a Civic, was first to the 64sec mark that would become the class standard. Only three others would match it on first runs, led by Greg Reno at 64.4 in a Mini. Second runs saw three more drivers in the 64s with Nik Finn now leading Reno, both at 64.3.

By third runs, it was apparent any trophy hopeful would need a

64-something. Three more drivers joined the list, making nine now. Someone would be on the outside looking in. But now there was a new number, posted by the last of the first drivers - Mike King, last year's winner, put down a 63.779, the only one in the 63s. King goes to the top of the pile, with Reno just 0.39sec behind at a 64.1.

Day two, East Course, 65 degrees and overcast with mist in the air. Top drivers are turning 72s. Finn's clock reads 71.9 but the announcer calls "plus one." Still, the magic number is now up there.

By second runs, the mist has gone away, and the concrete wasn't getting any wetter. Finn can never find 71 again, but King does a 71.9 clean. Last runs were coming with that elusive 71 hanging in the air. Reno gets 71.7 but it was plus one and no help. Then comes Cameron Goode, bringing home a 71.8 to put himself in second place from deep in the field.

A few drivers later, King was up. He was leading, but with all the second drivers yet to come this run could not be treated as a victory lap - regardless, that's what it turned out to be. It was the quickest lap of the day, 71.578, to cement his position at the top of the podium at 135.357sec.

"It's an emotional win after a great ProSolo weekend," King said. "I finally built a car early enough that I could do well here. The last few years I've been building cars in the paddock or the week before. You can't do it that way. You've got to be in a car for a while to get some muscle memory going and just know the car. Set yourself up to win. In two years driving this car I've never driven it as hard as I did this week."

Nobody else found that magic number. King ended up 1.013sec

ahead of Goode, Finn, Reno, and Peter Ling followed, covered by a quarter-second spread. King's second HS win was his fourth championship overall.

H STREET LADIES

Warm, overcast, and dry conditions greeted the ladies of H Street Thursday afternoon. Their seven West Course grid slots were the last ones of Heat 4 and the two highest numbers were on the cars of the last two champions - Laney Blume (2017) and Laura Harbour (2016).

But they had Elisabeth Flannagan to deal with. She was quickest but dirty on her first run, quicker yet and clean on her second, a 66.074, while the two champs both had low 67s. Blume and Harbour both found 66s on their final runs, but still several tenths behind.

Day two was not good weather-wise. There had been light rain and mist since early morning and the course was marginally dry. The key was to be quick on the first run because the weather was closing in.

The champions made quick work of it. After Flannagan ran a 77.0 and Vanessa Lau posted a 76.3, Blume roared out in her Mini Cooper and before she was clear of Dragoncone, Harbour's Civic was on course behind her. Blume 74.531, Harbour 74.9.

After the first runs, Blume was leading with Harbour 0.291sec behind, then Flannagan. Then came a delay for a kart stalled on the far side of the course. That was followed by mist, heavier mist, and a light rain. No one improved after that and Blume had another HSL Championship with a total of 141.357sec.

"Today, the first run was great, and after that it went downhill with wet and nasty conditions," Blume said. "I had fun, I drove well, and I'm glad this is my second title."

Paul Dornburg

STORMBORN: THE GAME OF CONES COURSES

Course designers Karen Babb and Vivek Goel evoked *Game of Thrones* themes for their courses, naming the various elements for episodes in the popular television series based on George R.R. Martin's books. But while Babb chose wordplay for the elements in her East Course, Goel named his West Course elements with actual episode titles (with one exception). So, in keeping with the theme - and the weather that began the event - we headline this sidebar with the episode title from Season 7, Episode 2.

EAST COURSE:

The Pointy End (S1 Ep8)

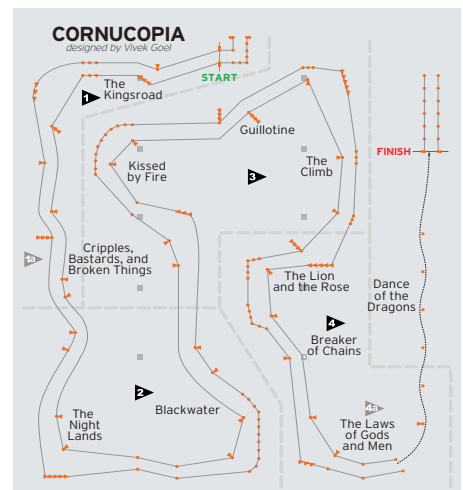
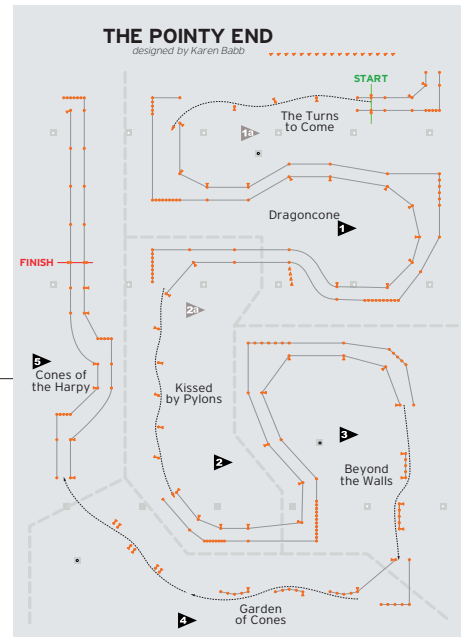
- **The Turns to Come** (*The Wars to Come*, S5 Ep1): A simple beginning, a 90-degree right turn and a three-cone slalom, but through deep water for the first heats on Tuesday.
- **Dragoncone** (*Dragonstone*, S7 Ep1): Here are two giant sweepers, near mirror images of each other, 180 degrees around and oh, then a little more, one to the left, one to the right, each ending in a full-throttle straightaway blast.
- **Kissed by Pylons** (*Kissed by Fire*, S3 Ep5): A five-cone inline slalom, varying in spacing; six if you count the first cone not quite in line with the others. Ignore the last one to dive into a left turn, then another turning back north. A swing to the left sets up a double right turn sending you south again.

Midway through the first morning, a large hole developed on the fast, northbound line that, because of the wetness, proved impossible to repair. So, after the third heat was completed, the gate was pulled back about 35 feet and over to the right, placing the hole just outside a cone marking the new left apex. What had been left, blast and bear right became more like straight, then left and blast. The revision remained for the rest of the event.

- **Beyond the Walls** (*Beyond the Wall*, S7 Ep6): Two five-cone fencerows and then a singleton cone that marked the beginning of the run across the south end.
- **Garden of Cones** (*Garden of Bones*, S2 Ep4): First was a slalom of three five-cone eyebrows, but you basically ignored the third one to set up for another slalom of three double-cone pairs. And, again, the third was ignored heading into...
- **Cones of the Harpy** (*Sons of the Harpy*, S5 Ep4) - A sharp kink to the right, then back left for the run to the finish line, a setup inviting speed and the occasional spin. Once in the finish chute, sometimes a driver would relax too much and duck out to the right to head back to grid - in the process missing the final turn of the course, a left around a wall at the far end of the finish chute.

WEST COURSE: CORNUCOPIA

- **The Kingsroad** (S1 Ep2): Right turn, angle down to a singleton pylon, then through a six-pack and turn left.
- **Cripples, Bastards, and Broken Things** (S1 Ep4): A fast slalom down the length of the west side, loose, looser, tight, then two on the left, two on the right.
- **The Night Lands** (S2 Ep2): Brake! Left turn, blast across the south end.



- **Blackwater** (S2 Ep9): A double left with a 12-cone wall on the right. Straighten it up past two right side cones, then turn in by two left side cones.
- **Kissed by Fire** (S3 Ep5): Through a gate into a right-hand sweeper trying really hard to keep the car inside to the right at the exit, because next is...
- **Guillotine** (not an episode title): A simple gate taken diagonally. If you got a good line at entry it was no-lift, not so easy to do.
- **The Climb** (S3 Ep6): A single cone, but the turn apex was some distance beyond it. Many drivers flirted with the wall of cones on the left to set up for the long and gentle bend that followed, taken at wide open throttle.
- **The Lion and the Rose** (S4 Ep2): Now the gentle bend tightens up, decreasing radius, and then a sharp left.
- **Breaker of Chains** (S4 Ep3): A left, a right, stand on it, not much difficulty here until one encounters...
- **The Laws of Gods and Men** (S4 Ep6): Big 180 sweeper that forces you to the backside of a slalom cone.
- **Dance of the Dragons** (S5 Ep9): A fast six-cone slalom, 75-foot spacing, and then a very satisfying flyer to the finish gate and exit chute. No tricks on this one.

STREET TOURING CLASSES

STREET TOURING ULTRA LADIES

In a brutal downpour on their first run, Tuesday in Heat 2, the two eventual trophy winners in the five-car STUL class collected nine cones between them splashing the big sweepers of the East Course.

By the end of the second run, what was to become the final finishing order of the class was cast with Tasha Mikko in first with an 83.581, followed by Katherine Flater about 1.5sec behind, both of them in a pair of 2006 Mitsubishi Evo IXs. Flater knocked off a second of that on her third run when Mikko failed to improve.

On Wednesday, under considerably improved skies, Mikko attacked the West Course and solidified her lead with a first run that was about four seconds better than anyone else. Although Flater improved steadily during the heat, closing the day's gap to 1.8sec, it wasn't enough to catch a determined Mikko who finished her day with a 61.992, giving her a total of 145.573 and an overall winning margin of 2.231sec.

Three previous tries had yielded Mikko three third-place finishes. She described the method behind her improvement as threefold. Instructing at Starting Line schools helped her own driving a great deal. When she felt stuck at one point in the season, she became the student and enrolled in an Evolution school. And, finally, at her local events, she ran for time only, eliminating any concern about season standings.

Flater was effusive in praise for Mikko. "It was a privilege to drive with Tasha. She's so fast. She earned it. She worked hard. She was just so good."



Perry Bennett

STREET TOURING ULTRA

Bill Zerr won his first National Championship on his fifth try, driving a Subaru WRX. To get there, he laid down a stunning third run in Tuesday's rain of 73.664 on the East Course that was more than a second clear of the next fastest driver, Doug Mikko.

Rounding out the top five on the East Course were John Hale, Dan Podhola and Jeff Warden. Zerr and Podhola, co-drivers, and Mikko all live in Washington state. Lest

anyone thinks it was the Northwest Region drivers dominating in the rain, Hale and Warden, also co-drivers, are from Texas.

"People like to think we are [good rain drivers]," Zerr said, "but we have had roughly only two rain events per year the last few years." He described how he and Podhola had tested tires on the Test-n-Tune course on Sunday, determining which tires to use and how much to soften the setup.

Wednesday mercifully offered

dry runs. Hale laid down an eye-opening first run of 59.9 that was 1.3sec quicker than anyone else in the class. It put him in the lead, about a tenth of a second faster overall than Zerr, who said he was "freaking out during the entire session" not knowing for sure where he stood.

Starting the second day with a large lead he said he "felt good, came in with a lot of confidence, ran a good first run, then John Hale pulled that 59.9 and that just changed my mentality pretty quickly."

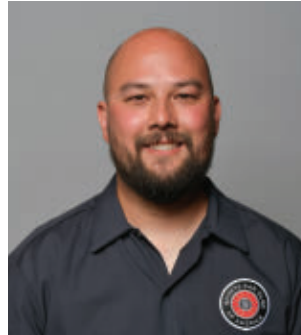
But Hale was never able to better his own run time while Zerr improved by about a half second each of his next two runs to take the win, leaving Hale 0.818sec behind. Talha Sadik - he's from New Jersey - was in eighth place after Tuesday but rocketed to third turning Wednesday's fastest time in class, 59.958 on his second run, sending Mikko and Warden to fourth and fifth.

Jim Garry

STREET TOURING ROADSTER

The Street Touring Roadster class attracted 57 competitors (making it the largest of the ST classes) who gridded for Thursday's second heat on a cool, but dry East Course. Jonathan Lugod grabbed the first trophy position on his first run and held it throughout the two days of competition, running up a combined score of 125.983sec.

The other top trophy positions changed up significantly from day one to day two. Ken Motonishi moved up from his day one seventh position to take the runner-up trophy. Daniel McCelvey, fourth on Thursday, stepped up on the podium Friday. Mark



STU
Bill Zerr
Midpack Racing
Subaru Impreza WRX

STUL
Tasha Mikko
MAPerformance/
Petrel Data
Mitsubishi Evo

“People like to think we are good rain drivers, but we have had roughly only two rain events”
BILL ZERR

Dudek traded his day one ninth position for a fourth-place trophy.

Throughout the two days of competition, Lugod and his crew were noticeable for their calmness and attention to the preparation of his Mazda MX-5. The payoff was fast time of the day each day with a 66.198sec run on the East Course and a 59.785 on the West, leaving him a sizeable 1.465sec margin of victory.

“Both courses were pretty difficult in their own way,” said Lugod. “The East Course reward was being tidy and on the power. The car put the power down everywhere. The West Course was riskier, but the car hooked up and I had no problems. The car felt great.”

Asked if he had any worries through the day, he said, “I just wanted to get the first run in and once it was in the bag I just pushed it and pushed it. I really wanted to set the tone both days.”

STREET TOURING ROADSTER LADIES
STRL ran the East Course in Thursday’s fifth heat. Jessica Pao went after the lead right away turning a quick 70.1 on her first run that was never matched. She was faster yet on her second but clipped a cone, then locked up the lead with an even faster 69.194 third run. It put her 1.557sec ahead of Jen Fox with Michelle Knoll another half-second back. This trio, all in Mazda MX-5s, held on Friday to finish in that order.

Nonetheless, Friday competition was no less fierce. Rain had returned, first-run times were all over the board, and the first driver out, Maegan Contreras in a Honda S2000, posted an unbeatable 69.839 to improve from sixth place to fourth, within a half-second of the third-place trophy. Pao was a DNF.

Everyone settled down for second runs, Pao turned 70.5 for a combined score of 139.761 seconds. She was nothing short of ecstatic after her victory was announced, laughing and bouncing in the rain.

“I spun twice, but then the boys helped me out,” She said. “It’s my first win!”

The “boys” included Jonathan Lugod, who’d won STR in the same car. The teamwork was obvious for this crew with a continuous buzz of activity around the car between each run.

Dave Lehrschall

STREET TOURING XTREME LADIES

The class was Xtreme, and so was the weather as the STX Ladies took on the West Course in pouring rain and deep standing water that left the three competitors scrambling for rain tires and setup changes. Kate Fisher and Mindi Cross went out on Continentals while Catherine Tran braved the elements on the Bridgestones.

At the end of the Heat 1 competition, only a quarter-second separated first from last place in class with Fisher carrying a slim lead with her third-run 73.768. It was a familiar scenario. Last year she also led STRL after day one with a very slim gap. But last year she was caught and finished second.



STREET TOURING ULTRA

1. Bill Zerr	Nwst
Subaru Impreza WRX STI	134.399
2. John Hale	LnSt
Subaru WRX STI	135.217
3. Talha Sadik	NNJ
Mitsubishi Evo X	135.758
4. Doug Mikko	Nwst
Mitsubishi Evo IX	135.918
5. Jeff Warden	LnSt
Subaru WRX STI	137.030
6. Matt Ales	CSCC
BMW M3	137.342
7. Dan Podhola	Nwst
Subaru Impreza WRX STI	137.433
8. Mark Hill	Kan
Ford Focus RS	137.623
9. Matt Colley	CCar
Corvette FRC	137.700
10. Jimmy Au-Yeung	SanF
Mitsubishi Lancer Evo SE	137.886
11. Trent Strunk	Kan
Corvette	138.110
12. Lane Borg/Tex (Corvette); 13. Rob Luis/SanF (Mitsubishi Evo IX); 14. Scott Mullens/CSCC (BMW M3); 15. Chris Gladu/Colo (Subaru Impreza WRX STI); 16. Wojtek Hajduczek/Phil (Nissan 350Z); 17. Kai Jones/ConD (BMW M3); 18. Caitlin Dunlap/CFla (Corvette); 19. Robert Clark/Indy (Subaru STI); 20. David Bianchi/Chi (Nissan 350Z); 21. Hal Dorton/SanF (BMW M3); 22. Greg Paine/Colo (Ford Focus RS); 23. Robert Pendergest/Cinc (Subaru STI); 24. Mark Melchior/Colo (BMW M3); 25. Ezra Kelderman/Colo (BMW M3); 26. Paul Tibbals/SanF (Subaru STI); 27. Zack Newcome/Atl (Subaru WRX STI); 28. Drew Tonnesen/Chi (Nissan 350Z); 29. Luke Williamson/Tex (Corvette); 30. Jonathan Rogers/Det (Corvette); 31. Matt Davis/WOh (Corvette); 32. Andrew Ramos/Det	



(Corvette); 33. Ryan Weddle/Chi (Nissan 350Z); 34. Nick Dunlap/CFla (Corvette); 35. Omar Elgazzar/WNY (BMW 335i); 36. Marcus Wheeler/Atl (Subaru STI); 37. Dave Melton/Ky (Corvette); 38. Mike Kenney/StL (BMW M3); 39. Lauren DiRuzzo/Fla (Subaru STI).

STREET TOURING ULTRA LADIES

1. Tasha Mikko	Nwst
Mitsubishi Evo IX	145.573
2. Katherine Flater	SanF
Mitsubishi Evo IX	147.804
3. Kati Bianchi/Chi (Nissan 350Z); 4. Kelly Ann Gladu/Colo (Subaru STI); 5. Kathi Van Der Werf/ArzB (Fiat 124 Spider Abarth).	

STR ▶

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 Mazda MX-5



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Jessica Pao
 RacingLifestyle
 Mazda MX-5



STREET TOURING XTREME

As the fifth heat lined up Tuesday, some were praying for more rain, some for more wind to dry the course. The overnight and morning deluge had wound down by midday and a full Lincoln breeze was rapidly improving conditions for the field of Twins peppered with RX-8s.

Times were dropping two to three seconds per run and turned the West Course contest into a one-run show. At the end of the day, Mack Tsang had the fastest time of 62.525 but in the extremely competitive class there were only 0.6sec separating first from seventh place.

When STX arrived at the East Course it was bone dry - and fast. Whatever had happened Tuesday really didn't matter much as long as you were in the hunt.

Adrian Cardenas held the lead midway through second runs until James Tatad put down a clinical 68.027 in his BRZ. That was nearly as quick as Kyle Herbst's FTD of 67.876 on his third run. The difference being that Tatad was fourth driving in the monsoon and Herbst was 25th. The runs gave Tatad his first championship at 131.037sec, but also bumped Herbst into the trophies at 11th. Tsang, running in the low 69s, tumbled to sixth. Cardenas, 0.193sec behind, was the only trophy winner to keep the position he held after the first day. In all, 2.1sec covered all of the 13 trophy places.

Tatad "felt fortunate" for the improving day one conditions, but said he knew he "had to give it 110 percent" on day two. Tatad comes from an autocross family. Before the competition, his mother asked him for a jacket. He told her, "I'll get you one."

Charles Kim

STREET TOURING ROADSTER

1. Jonathan Lugod Mazda MX5	CSCC 125.983
2. Ken Motonishi Mazda MX5	CSCC 127.448
3. Daniel McCelvey Mazda MX5	Hous 127.461
4. Mark Dudek Mazda MX5	NEng 127.513
5. William Koscielny Mazda MX5	NEng 127.662
6. David Marcus Mazda MX5	Fla 127.668
7. Mark Shrivastava Mazda MX5	WDC 127.877
8. Kerry Coughlin Honda S2000	Delt 128.355
9. Brian Garfield Mazda MX5	WDC 128.412
10. Marcus Pyne Mazda MX5	WDC 128.651
11. Michael Yanase Honda S2000	CSCC 129.018
12. Peter Loney Mazda MX5	CSCC 129.229
13. Noel Leslie Mazda MX5	WDC 129.465
14. Michael Feeney Mazda MX5	NCar 129.509
15. Matt Cwieka Mazda MX5	NEng 129.805
16. Kevin Pao/CSCC (Mazda MX5); 17. Laura Campbell/TnnV (Mazda MX5); 18. Andy Neilson/Hous (Mazda MX5); 19. Jacob Ronald/NEng (Mazda MX5); 20. Brandon Dryer/NEng (Honda S2000); 21. Taylor George/MISS (Honda S2000); 22. Ryan Davies/Dix (Mazda MX5); 23. Brian Doherty/NEng (Mazda MX5); 24. Paul Kolatorowicz/Chi (Honda S2000); 25. Heidi Ellison/NNJ (Mazda MX5); 26. Michael Willman/Almo (Honda S2000 CR); 27. Eric Davis/Ark (Honda S2000); 28.	

Gregory Pollack/WDC (Mazda MX5);
 29. Trevor Blackwell/WDC (Mazda MX5);
 30. Austin Clark/SnRv (Mazda MX5);
 31. Nathan Gordon/Wire (Honda S2000);
 32. Barry Greenaway/WNY (Mazda Miata);
 33. Bob Bailey/Tex (Mazda MX5);
 34. Nick Babin/Phil (Mazda MX5);
 35. Ryan Leach/Phil (Mazda MX5);
 36. Alan Claffie/WDC (Mazda MX5);
 37. David Thompson/LOL (Honda S2000);
 38. Nick Rieber/Chi (Honda S2000);
 39. Hans Villanueva/Iowa (Mazda MX5);
 40. Terence Chang/CSCC (Honda S2000);
 41. Benjamin Zabel/Milw (Honda S2000);
 42. Brady Loretz/Ark (Honda S2000);
 43. Jeffrey Fritz/Milw (Mazda MX5);
 44. Gordon Kuhnley/LOL (Honda S2000);
 45. Emilio Rescigno/Milw (Honda S2000);
 46. Craig Donowho/Tex (Honda S2000);
 47. Ryan Lutze/Colo (Honda S2000);
 48. Shane Johnson/Elda (Mazda Miata);
 49. Mike Physk/NY (Mazda Miata);
 50. Steve Mitchell/WDC (Mazda MX5);
 51. Jason Amistadi/CCar (Honda S2000);
 52. Paul Lutze/Colo (Honda S2000);
 53. Melanie Kwong/NEng (Honda S2000);
 54. Joe Brown/LOL (Mazda MX5);
 55. Cynthia Clark/SnRv (Mazda MX5);
 56. David Wallens/CFia (Mazda Miata);
 57. Carl Heideman/WMch (Mazda Miata).

STREET TOURING ROADSTER LADIES

1. Jessica Pao Mazda MX5	CSCC 139.761
2. Jen Fox Mazda MX5	WDC 141.793
3. Michelle Knoll Mazda MX5	WDC 142.089
4. Maegan Contreras/Colo (Honda S2000); 5. Casey Coughlin/Delt (Honda S2000); 6. Laurie McCelvey/Hous (Mazda MX5); 7. Rachel Leach/Phil (Mazda MX5).	

"The West Course was riskier, but the car hooked up and I had no problems"
JONATHAN LUGOD

Since then, she vowed to not leave anything on the table and was on a hunt for "redemption." However, Tran led day two through the first two runs and Fisher would have to pull out an aggressive final run to come out on top.

With just three drivers, all were on course together and no one would know the outcome until all three had returned to grid. Tran, on her third run, laid down the fastest raw time with a 74.058. Kate crossed the line with a 74.300. It was 0.037sec good enough for the win. Then a late cone call came on Tran, but it only served to push the margin out to 2.037. The duel ended with Fisher and Tran hugging each other in grid in celebration of competition, sportsmanship, and friendship.

"This is the real story," Fisher said, pointing over to Tran and Cross. "I couldn't be happier if either one of them had won. We are friends, competitors, and this is the National Championships."



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STX ▶

James Tatad
Moto-East/Hamfist
Racing/EFI L
Subaru BRZ



STXL ▼

Kate Fisher
TeamNoCourseWalks
& Two Bears
Scion FR-S



STREET TOURING XTREME

1. James Tatad	NY
Subaru BRZ	131.037
2. Adrian Cardenas	CSCC
Mazda RX8	131.230
3. Brian Karwan	WDC
Toyota 86	131.280
4. Michael Carpenter	Utah
BMW 128i	131.734
5. Tony Rodriguez	SanF
Scion FR-S	131.865
6. Mack Tsang	SanF
Subaru BRZ	131.882
7. Eric Simmons	Phil
Scion FR-S	132.354
8. Raymond Dsouza	Ky
Subaru BRZ	132.405
9. Manfred Reysser	Ariz
Scion FR-S	132.524
10. Annie Gill	Nwst
Scion FR-S	132.668
11. Kyle Herbst	Ohv
Scion FR-S	132.996
12. Justin Tsang	SanF
Subaru BRZ	133.069
13. Steve O'Blenes	CSCC
Mazda RX8	133.143
14. Scott Dixon/Nwst (Subaru BRZ);	
15. Jonathan Mudge/SwMt (Scion	
FR-S); 16. Peter Modjeski/Milw	
(Subaru BRZ); 17. Marlon Tecson/	
LasV (Scion FR-S); 18. David Webb/	
ArzB (Scion FR-S); 19. Justin Metz/	
Colo (Subaru BRZ); 20. Derek	
Punch/SanD (Subaru BRZ); 21.	
Adam Tarnoff/CSCC (Scion FR-S);	
22. Brandon Slater/Tex (Subaru	
BRZ); 23. Brad Herley/Nwst (Subaru	
BRZ); 24. Mark Labbancz/NNJ	
(Scion FR-S); 25. Jason Stroud/Atl	
(Mazda RX8); 26. Bob Day/Fing	
(Subaru BRZ); 27. Lex Kirichek/NNJ	
(Subaru BRZ); 28. Ron Williams/Kan	
(Mini Cooper S); 29. Jonathan	
Stroud/SanF (Mazda RX8); 30. Bart	
Hockerman/Milw (Subaru BRZ); 31.	



Andrew Chow/NNJ (BMW 328i); 32. Jereme Mason/RdRv (Honda Civic Si); 33. Brandon Davis/Utah (BMW 128i); 34. T.J. Tiu/LasV (Scion FR-S); 35. Kevin Gleaton/Chi (Scion FR-S); 36. Alex Meramo/Phil (Scion FR-S); 37. Jeffrey Pierce/RdRv (Honda Civic Si); 38. Douglas Hitchcock/KC (BMW 328is); 39. Steve McLaughlin/Reno (Honda Civic Si); 40. Andre Pienot/Milw (Subaru BRZ); 41. Joe Cusamano/WDC (Subaru BRZ); 42. Jeremiah Hemphill/CfA (Mini Cooper S); 43. Colin Kingsley/Fing (Subaru BRZ); 44. Jonathan McTaggart/SwMt (Scion FR-S); 45. Jacob Montgomery/StL (Scion FR-S).

STREET TOURING XTREME LADIES

1. Kate Fisher	ArzB
Scion FR-S	148.068
2. Catherine Tran/CSCC (Mazda RX8);	
3. Mindi Cross/ArzB (Scion FR-S).	



STREET TOURING SPORT LADIES

The annual clash to determine top dog between older Miatas and CRXs convened with beautiful weather Wednesday morning, in the second heat on the East Course. Four single-driver ladies kicked it off with an even split between Mazda and Honda entries. Tire brands were also split evenly between Bridgestone and BFGoodrich, one on each make, making this the perfect test on paper.

Once runs started, however, the result was never in doubt. Katie Crawford, driving a CRX on Bridgestones, established a 4.3sec lead over Lexie Murray, in a Miata on BFGs, with a time of 73.462sec. Day two was more of the same with Crawford extending her lead with a 65.705 run, to take the STSL championship with a total time of 139.167sec. Lauren Keach, wheeling a Miata on 'Stones, came alive on day two to overtake Murray for the second-place trophy, 7.856sec back.

While the result seemed certain on course, Crawford told of challenges her team faced to keep the car going. She said they had to replace an axle after day one and discovered a loose wheel hub nut after their second run on Friday, which could have spelled disaster.

STREET TOURING SPORT

In the East Course grid prior to starting the fourth heat Thursday, a major topic of discussion was whether any of the 45 competitors had the speed to run with the Whitener Miata which had dominated the class throughout the 2018 season. Adam Barber had a different

"Times were dropping two to three seconds per run and turned the West Course contest into a one-run show"

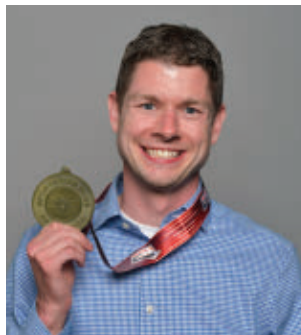
focus. He'd won once before, but it was a Road Tire class during the 2012-'13 experiment that fueled the transition from Stock to Street. That was just a "Nationals win," not really a championship - so no jacket. This event owed him something.

So, Barber, in a Honda CRX, answered that big question quickly. He was able to consistently match David Whitener on each run - ignore the cone count, two 68.5s, two 68.3s, each had a clean one, and both clean at 67 - 67.839 for Barber, 67.9 for Whitener. The only 67s on the board. Eric Stoltz led five drivers in the 68s.

Friday, on the West Course, Barber and Whitener matched times to within a tenth of a second on their second runs, as intermittent light rain threatened to end things early but never fully materialized.

Final runs found the BFG-shod Whitener Miata struggling to run tight lines around the course, unable to improve in the cooler conditions brought on by the moisture. Barber, on Bridgestones, capitalized with a 60.739 to take the STS championship by 0.665sec with a total time of 129.243sec. Stoltz, Christopher Vreeland and Darrell McVey filled out the top five places also running on BFG tires.

Barber said he "made a big mistake" on his second run and added, "I knew I was going to have to find something" on his



◀ **STS**
Adam Barber
www.Karcepts.com
Honda CRX

▼ **STSL**
Katie Crawford
PartsBadger
Honda CRX

final run, but ultimately decided to rely on fixing the mistake rather than pushing harder. He also said the team had made the decision to switch tires only days before after testing at Lincoln. He felt the Bridgestones were more consistent at the site.

Now he had a “real” win, and a jacket.

Dennis Sparks



STREET TOURING HATCH

This lightly populated class, just 12 drivers, was nonetheless competitive with a 7.832 spread first to last and only a tenth separating the top two. There was no STHL, either, but that doesn't mean there were no ladies in the competition. Christy Carlson was already entered in STH, so Jessica Podhola said, yeah, I'll go there too. Ultimately, each was quicker on one of the courses.

By the fourth heat, the morning monsoon had dwindled to a drizzle. The West Course was

STREET TOURING SPORT		
1.	Adam Barber	Milw 128.578
2.	David Whitener	Tex 129.243
3.	Eric Stoltz	SnRv 130.149
4.	Christopher Vreeland	Utah 130.489
5.	Darrell McVey	SnRv 130.950
6.	Jeffrey Rye	LOL 131.063
7.	Emanuel Martin	Clll 131.214
8.	Rich DiMarco	Phil 131.240
9.	Will Hornseth	Milw 131.315
10.	Ken Houseal	Phil 131.477
11.	Jimmy Crawford	Milw 131.523
12.	Kyle Klein	Milw 131.533
13.	Kim Whitener/Tex	(Mazda)

Miata); 14. Mike Herrick/Wich (Honda Civic); 15. Mark McKnight/Milw (Honda CRX); 16. Kevin Donovan/Phil (Honda CRX Si); 17. Jay McKoskey/LOL (Mazda Miata); 18. Gerry Terranova/Tex (Honda Civic Si); 19. John Mensch/Milw (Honda CRX); 20. Matthew Waich/Milw (Honda Civic Si); 21. Michael Shea/Phil (Mazda Miata); 22. Andrew Clark/Ati (Honda CRX Si); 23. Michael Waich/Milw (Honda Civic Si); 24. John Clark/Tex (Honda Civic Si); 25. Kevin Gu/Det (Honda Civic Si); 26. Riley Heaton/Neb (Honda CRX); 27. Nick Pasternack/Fing (Mazda Miata); 28. Justin Harbour/CKy (Mazda Miata); 29. Adam Deffenbaugh/Clll (Mazda Miata); 30. Chang Ho Kim/NEng (Honda Civic Si); 31. Joshua Pertzsch/Indy (Mazda Miata); 32. John Hatakeyama/Fing (Mazda Miata); 33. Joseph Austin/Dix (Mini Cooper); 34. A.J. Snyder/CCar (Mazda Miata); 35. Shaun Hallam/Fing (Mazda Miata); 36. Jeffrey Tattersall/Colo (Honda CRX); 37. Todd Roppuld/Milw (Honda CRX); 38. Sam

Creasey/NEng (Honda Civic Si); 39. Anthony Toledano/KC (Acura Integra); 40. Keith Klein/Milw (Honda Civic Si); 41. Gordon Anderson/Utah (Honda CRX Si); 42. Bryan Blackwell/WDC (Honda CRX); 43. Steve Pertzsch/Milw (Mazda Miata); 44. Stephen French/KC (Honda Accord); 45. Kerry Anderson/Milw (Honda CRX).

STREET TOURING SPORT LADIES

1.	Kate Crawford	Milw 139.167
2.	Lauren Keach	CKy 147.023
3.	Lexie Murray/CCar	(Mazda Miata);
4.	Ellie Blackwell/WDC	(Honda CRX).

STREET TOURING HATCH

1.	Samuel Krauss	CKy 138.054
2.	Brian Flanagan	Chat 138.168
3.	Chris Thorpe	Nwst 140.166
4.	Thomas Thompson	Hous 140.250
5.	Alex Piehl/AIH	(Subaru WRX);
6.	Scott Dobler II/Chat	Volkswagen GTI;
7.	Brian Fipps/NeOk	(Mazdaspeed 3);
8.	Eric Hunter/NeOk	(Mazdaspeed 3);
9.	Jessica Podhola/Nwst	(Volkswagen Golf R);
10.	Christy Carlson/Wire	(Subaru WRX);
11.	Bill Cook/Milw	(Subaru WRX);
12.	Roger Johnson/Hous	(Audi TT).

“Adam Barber had a different focus. He'd won once before.... This event owed him something”



◀ **STH**
Samuel Krauss
ileagle Racing
Eagle Talon



tricky and slick but as it drained, times improved as much as 10sec. Thomas Thompson's Audi TT led briefly after second runs at 69.1 but his third-run DNF let Brian Flanagan's VW GTI, Chris Thorpe's VW Golf R and Samuel Krauss' 23-year-old Eagle Talon TSi slide by. Flanagan had a 67.730 and only a bit over 0.4sec separated the trio.

Wednesday was blue sky and a dry and fast East side. Krauss and his Turbo Talon set the bar to unbeatable, logging a 69.881 on his first run. Flanagan couldn't better his first-run 70.4. "I could have won this, but I overdrove trying to catch Sam," he said. Krauss totaled 138.054 and Flanagan skinned in 0.114sec behind.

Thorpe ended in third, having coned his second and third runs, either of which would have put him in first but for the orange aliens. Thomas Thompson again DNF'd

"The members responded by making it the largest single class of the 2018 Nationals – 65 entries"

his last run of the day relegating him to the final trophy spot.

Krauss owns a couple of 1995 Eagle Talons and drives them both. "I thought I could hang with the other guys in this class," he said. Easily the oldest car in the field, he's been driving it for 10 years. He said he was pleased with the STH class and has come back to Nationals after five years away.

Buck Entriiken

SOLO SPEC COUPE

At approximately 8:30 a.m. on Thursday, the first heat kicked off on the East Course, and with it, Solo Spec Coupe officially became part of SCCA Solo Nationals history.

Would autocrossers support a new class explicitly for the Subaru BRZ/Scion FR-S twins of 2013-'16 manufacture with a spec setup including certain mandatory parts and required Falken Azenis tires?

SSC started the year as a great experiment, beginning as a provisional class and a commitment from the Solo Events Board that if subscription was good, they would push to make it a National Championship class. National Championship eligibility was granted the morning before Solo Nationals Registration opened and the members responded by making it the largest single class of the 2018 Nationals – 65 entries, plus 11 more in SSCL.

Ten prior National Champions were on the grid with a depth of other strong talent. There were 53 Scions and 12 Subarus. Expectations were high, and SSC did not disappoint.

There were drivers on grid from

26 states and Ontario, from 30 different SCCA regions, but a local Nebraska driver, Matt McCabe, emerged early as one to watch, taking more than a one-second lead among early first drivers.

His Scion was the first car to go into the 70s and just 0.004 shy of the 69s, but his lead would be short lived. Less than 10 cars later, Adam Benaway's FR-S would take SSC to the 69sec range. Tyler Kvetko and Kevin Dietz (who coned a 69) would end up next behind McCabe. Benaway, who'd run Nationals only once before, three years ago, would pad his day one lead with a 69.543 on his second run, the only competitor below 70 seconds. He coned a 69.3 final run.

Benaway had a calm confidence as SSC moved to the West Course. "There's the perceived day two pressure but coming from my career field [Army Special Operations], there's no pressure. I'm just going to drive the same



SSC
Adam Benaway
www.racingforheroes.org
Scion FRS

SSCL
Jennifer Bedell
AtomicEmpire.com
Scion FRS

way I did yesterday; I don't have to do anything different."

Benaway didn't give the class an inch of hope. He did a 63.1 on his first run, then came back with a 62.677 on his second. Shouts of joy erupted from Benaway's Carolina teammates after he crossed the finish line while the rest of the class gasped at the new gauntlet. Kinch Reindl, the only other driver to find the 62s, still ended up in fourth place.

Again, Benaway smacked a cone on his third run, another 62, but slower, finishing with a total time of 132.220sec, and a 1.296sec margin of victory. McCabe held off the rest of the class for second place with Dietz third.

"I could have sat on my first runs of both days. It feels good," Benaway beamed, while sporting his new "Feiko" Snowflake watch, presented to him by Steve Duckworth in front of the full SSC class. With "Heroic Moment" inscribed on the face, it garnered laughs from all the SSC competitors and was a fitting end to the 2018 Solo season for the fun-lovingly nicknamed "Special Snowflake Class."

SOLO SPEC COUPE LADIES

SSCL added to the Solo Spec Coupe success story with 11 entrants on grid for the fourth heat, including four past champions. Jennifer Bedell didn't own a "twin" when the season kicked off in March. Instead, she drove six different cars on her Road to Lincoln. "I only bought my FR-S in June," she said.

On the East Course, cones were flying everywhere. Only four drivers came off first runs without cones or a DNF. Teddie



"I'm just going to drive the same way I did yesterday; I don't have to do anything different"
ADAM BENAWAY

Alexandrova and Bedell both had 71s, but only Alexandrova's pass was clean. Everyone else was in the 73s or worse.

Bedell got a clean 72.3 on her second run then coned a 72.1 on her third. Alexandrova's final run was a 0.002sec improvement to 71.742.

Day two began much differently. Now it was Bedell clean and Alexandrova dirty on first runs. Bedell, now first, never looked back. In later runs, Alexandrova would knock down a pair of 64s, but Bedell answered with 63s, her final run a 63.188 knowing she was on a victory lap.

"It was bizarre to be in the clear for the win after run two, Bedell said. "I'm normally a head case and it's hard for me to go out and make use of that third run." Her combined time of 135.508 put her up 0.832sec over Alexandrova.

Pete Lindberg



SOLO SPEC COUPE

1.	Adam Benaway	CCar
	Scion FR-S	132.220
2.	Matt McCabe	Neb
	Scion FR-S	133.516
3.	Kevin Dietz	Nwst
	Scion FR-S	133.734
4.	Kinch Reindl	Colo
	Subaru BRZ	133.845
5.	Tyler Kvetko	Tex
	Subaru BRZ	134.121
6.	Mike Lawson	CFla
	Scion FR-S	134.171
7.	Chris Hammond	StL
	Scion FR-S	134.304
8.	Eric Koehler	Milw
	Scion FR-S	134.504
9.	David Lousteau	Ark
	Scion FR-S	134.543
10.	Tony Savini	Phil
	Subaru BRZ	134.546
11.	Mike Simanyi	CSCC
	Scion FR-S	134.595
12.	Brad Moore	Milw
	Scion FR-S	134.614
13.	Chris Levitz	Hous
	Scion FR-S	134.741
14.	Thomas Sotiropoulos	StL
	Scion FR-S	134.791
15.	Steven Duckworth	CCar
	Scion FR-S	134.877
16.	Glen Hernandez	Nwst
	Subaru BRZ	134.904
17.	Keith Casey	NEng
	Subaru BRZ	134.952
18.	Kevin Buchholz/Colo	(Scion FR-S);
19.	Johnathan Lawson/CFla	(Scion FR-S);
20.	Adam Locsi/SBnd	(Scion FR-S);
21.	Peter Jaworski/CCar	(Scion FR-S);
22.	Jaik Ortiz/RioG	(Scion FR-S);
23.	Dave Potocki/WNY	(Scion FR-S);
24.	Richard Max Hayter/CSCC	(Scion FR-S);
25.	Matt Hugenschmidt/CCar	(Scion FR-S);
26.	Steven Berrodin/Phil	(Subaru BRZ);
27.	Brian Levesque/NEng	(Subaru BRZ);
28.	Suraj Pradhan/Colo	(Scion FR-S);
29.	David Spratte/NCar	(Scion FR-S);
30.	Jeff Jacobs/Phil	(Subaru BRZ);
31.	Greg Meier/Chi	(Scion FR-S);
32.	Tom Zickuhr/Wich	(Scion FR-S);
33.		

Nicholas Bedell/LOL (Scion FR-S); 34. Karl Rickert/Chat (Scion FR-S); 35. Michael Potocki/WNY (Scion FR-S); 36. Pablo Laight/RioG (Scion FR-S); 37. Daniel Berge/LOL (Scion FR-S); 38. Michael Koppe/Clll (Scion FR-S); 39. G.H. Sharp/CCar (Scion FR-S); 40. Daniel Fryer/WNY (Scion FR-S); 41. Bernie Kaefelein/LOL (Scion FR-S); 42. Jonathan Schreiner/SBnd (Scion FR-S); 43. Stephen Rife/ETnn (Scion FR-S); 44. Nathan Witt/Mont (Scion FR-S); 45. Myles Coertz/DMV (Scion FR-S); 46. Sir Van Townsend/Colo (Subaru BRZ); 47. Ed Runnion/SanF (Scion FR-S); 48. Dan Costello/Neb (Scion FR-S); 49. Ricardo Quinonez/SanF (Scion FR-S); 50. Layton Cater/Ark (Scion FR-S); 51. Karl Shultz/CCar (Scion FR-S); 52. Charlie Davis/SanF (Scion FR-S); 53. Jason Vehige/SWVa (Scion FR-S); 54. Ruben Manrique/Milw (Scion FR-S); 55. Sean O'Neill/LnSt (Scion FR-S); 56. Sang Yi/SJy (Subaru BRZ); 57. Jay Yost/Colo (Subaru BRZ); 58. Kurt Wong/SanF (Scion FR-S); 59. Larry LeStarge/Chi (Scion FR-S); 60. Steve Meschke/LOL (Scion FR-S); 61. Rick Levitz/Hous (Scion FR-S); 62. Michael Roberts/LnSt (Scion FR-S); 63. Robert Christmas/NwOh (Scion FR-S); 64. Carol Wong/Nwst (Subaru BRZ); 65. Deanne Carter/Nwst (Scion FR-S).

SOLO SPEC COUPE LADIES

1.	Jennifer Bedell	NCar
	Scion FR-S	135.508
2.	Teddie Alexandrova	SanF
	Scion FR-S	136.340
3.	Megan Solinsky	Milw
	Scion FR-S	138.146
4.	Chris Peterson	NCar
	Scion FR-S	139.099
5.	Tonda Lawson/CFla	(Scion FR-S);
6.	Jamie Yost/Colo	(Subaru BRZ);
7.	Bailey Costello/Neb	(Scion FR-S);
8.	Jody Bedell/Milw	(Scion FR-S);
9.	Emily Brown/Colo	(Scion FR-S);
10.	Alex Ortiz/RioG	(Scion FR-S);
11.	Lori Gill/MidS	(Subaru BRZ).



Perry Bennett

GAME ON

(LEFT) Facing intense competition during the day can be draining, so many competitors find evening activities to help them relax. (BELOW) Unfortunately for some, evening relaxation isn't always possible.

A modest Casino gave all the credit to his co-driver, Chris Kirkland, but was thrilled nonetheless. "I somehow managed to get it done on the first day," said the proud new champion.

Patrick Washburn

A STREET PREPARED

West Course. Tuesday. Third heat. Big rain for ASP and the course just got wetter. Three of the four eventual trophy winners did their best time on their first run, including Aaron Miller taking the early lead at 70.672, capitalizing on aging but full-tread Hoosier wets.

The closest competition was Christine Grice's first run, a 72.0. Her father/co-driver Tom Berry was the only other in the 72s, going 72.4 on his second run. Ryan Pemberton was at 73.8 but still well clear of everyone else.

With Christine a contender in the Open class, no ladies ran ASPL. Perhaps just as well as it was scheduled for the sixth heat, which ended up running in darkness.

East Course. Wednesday. Dry conditions. Miller's Mitsubishi Evo VIII would lead after second runs with a 64.729 when Grice pulled the Evo IX to the line for her third lap, needing a hero run to pass Miller. Instead, a 65.8 was spoiled by a cone leaving the door "slightly" open for her dad, who was going for four in a row.

Berry ran a clean 65.0 to finish 2.086sec behind Miller's two-day winning total of 135.401, reversing the top-two of a year ago.

"Second day re-runs helped me put the nail in the coffin," said Miller, claiming his third ASP National Championship after four consecutive second places in the class since last he'd won.

Charlie Davis

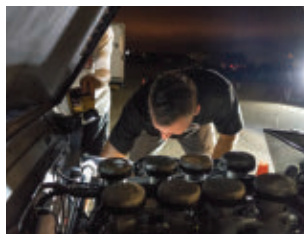
STREET PREPARED CLASSES

SUPER STREET PREPARED

Stacks of dry-weather tires represented hope that Tuesday's wet West Course would soon be dry as SSP gridded for the fifth heat. All but one of the 20 drivers would launch their championship efforts on wets, however, as the sky hinted at brighter time ahead.

Had there been an SSP Ladies class in the sodden second heat, there'd have been no question about tire choice. But the Open class, stacked with talent, had decisions to make. The prime suspects began the day in the low 66s and high 65s, but Mike Casino and his Corvette Z06 would command everyone's attention with a 64.8. He was the bold one on the dry rubber. The run was a DNF, but the grid quickly began to sound like a yellow flag at Bristol.

With everyone now on dries, second runs saw times plummet into the high 62s with notable runs by Eric Stemler in a Corvette Z06 and Randy Petschauer in his Porsche GT3RS, but Casino, undeterred by his DNF, put down a 62 flat to officially gain the lead.



Perry Bennett

Third runs, much dryer, began to see sub-60 runs. Andy Hohl's Z06 would set the tone with a coned 59.7, and Casino soon found himself down five places. Stemler spoiled a 58.5 with a cone, yet it was still his best run. Casino would take the day with the fast-clean time of day at 58.987 and a half-second lead.

Wednesday's East Course was more SSP-friendly - the giant sweepers and power sections beckoning under sunny 72-degree skies.

Casino lost the lead straight away after first runs to Ian Stewart's quick 65.4. Hohl also let Casino know he was coming with a stellar 64.7, but dirty. On second runs, Ryan Johnson found himself in the lead in his Lotus Elise

after first drivers had gone out but Casino, in the second-driver group, immediately answered with a 65.2 to regain the point. Hohl was charging hard with an even quicker 64.5, but once again could not stay clean. Then Stemler launched himself from 12th to fourth with a scorching 64.4.

On his final run, Stemler put in the quickest time of the day with a 64.379. This would truly prove a Game of Cones for Stemler and Hohl, as their positions would be dictated by penalties on their fastest runs. Without Stemler's Tuesday pylon, or Hohl's cones on his best runs each day, each would have had a championship-winning time. Stemler ended up fourth, Hohl out of the trophies in seventh.

Stewart and Alex Tziortzis were also firing bullets with low 65s, but it was too late. Casino did not improve on his third run, but he dodged those bullets having already sealed the deal with a total time of 124.225, securing his first National Championship by a 0.584sec margin of victory over Stewart.



▲ **SSP**
Mike Casino
Chevy Corvette

▼ **ASP**
Aaron Miller
Mitsubishi Evo

B STREET PREPARED LADIES

Molly Thore was feeling the pressure to win her first National Championship as she climbed into her car for her final run Wednesday morning. Thore, the leader after Tuesday's splash-fest, needed a clean, fast run on the dry West Course to seal the deal.

The four BSPL drivers, all in Mazdaspeed Miatas, were greeted Tuesday with steady rain for their second heat on the East course. Thore set the pace early with an 80.056 first run, the class FTD. The only other driver to turn an 80 was Lauren Kane Porta, but that run had a cone attached. Thore held a 0.969sec lead over Lacie Edens, whose car stalled on course on her final run.

"I had one kind of dry run where the rain let up a little bit," said Thore. "I think that's what got it for me. I got that one slightly better condition than everybody else I think."

On Wednesday, the rain was gone but replaced by a chilly breeze. Three of the four drivers hit cones on their first runs. On second runs, Thore and Edens cleaned up with Edens quickest at 61.330 to take a 0.122sec lead.

Edens was first car out but missed an opportunity to improve on her third run. Thore was last one out, the sole second driver in the class. She brought home a 61.5 claiming a winning margin of 0.742sec.

"I had to go fast but, most importantly, keep it clean. I tried to stay out of the throttle, since that's one thing I'm bad at, getting into it too quick and too soon. I just had to back it down a bit," said Thore who finished at 141.613. "I kept asking, 'did I make it?'

all the way back to my grid spot - and that's a long drive."

B STREET PREPARED

Ron Bauer overcame rain, darkness, and a fleet of Mazdaspeed Miatas to take the BSP championship in his 2016 MX-5. Bauer, fifth after the completion of runs on the East Course, came back strongly on the second day of competition to win by a margin of 0.800sec.

BSP was among classes running the sixth heat. By the time the heat started, the rain was gone and the pavement for the most part dry with just a few wet spots. But sundown was less than an hour away.

While Miatas made up well over half of the 17-driver BSP entry, a Nissan 350Z impressed early. Jeff Stuart posted the fastest time in first runs with a 70.6. He improved further on his second run to a 68.567 - it had a cone, revising the time to 70.567, and was still the fastest run.

"My second run, it was quite dark. I had the lights on," Stuart said. "I put down a really strong run but, unfortunately, I hit the cone in the first slalom - and it still ended up being an improvement. I can't say enough about the car. It's just an STU car with Hoosiers. It's not a BSP car, so we're out here doing our best."

The heat was stopped after second runs and competitors were told to return first thing Wednesday morning. All but four BSP drivers returned to find the concrete cool and damp. It made no difference. Nearly everyone had already turned in their best times.

The wait for the sixth heat found the course dry, the sun shining, and early times hovering around the



"Three of the four eventual trophy winners did their best time on their first run, including Aaron Miller"

60sec mark. Stuart briefly added to his lead with a 59.4, but Bauer's first run was an eye-opening 57.4 to leap to the top of the class. As other drivers trickled into the 58s through second runs, Bauer took another three tenths to expand his lead.

Few found time on final runs. Edens and Joe Goeke, Bauer's co-driver, both slowed by a tenth, and Stuart lost three tenths. This left Bauer to make a victory lap, but he didn't take it easy, turning

SUPER STREET PREPARED

1. Mike Casino	CCar
Corvette Z06	124.225
2. Ian Stewart	CFla
Corvette Z06	124.809
3. Ryan Johnson	Utah
Lotus Elise	124.830
4. Eric Stemler	Chi
Corvette Z06	124.952
5. Ed Vogt	CFla
Corvette Z06	127.114
6. Randy Petschauer	NY
Porsche GT3 RS	127.193
7. Andy Hohl/StL (Corvette Z06); 8. Chris Kirkland/NCar (Corvette); 9. Alex Tziortzis/Chi (Corvette Z06); 10. Mitch Fagundes/SanF (Audi R8); 11. David Hedderick/Hous (Corvette Z06); 12. Jonathan Kuo/Colo (McLaren 720s); 13. Stan Whitney/Tex (Porsche 911 Turbo); 14. Jess Driggers/Colo (McLaren 720s); 15. Su Brude/Tex (Porsche 911 Turbo); 16. Rad Delgado/Fla (Porsche GT3 RS); 17. Ralph Elder/SanF (Audi R8); 18. Crissy Weaver/Hous (Corvette Z06); 19. Keath Marx/Tex (Corvette Z06); 20. Bill Myers/Chi (Corvette Z06).	

A STREET PREPARED

1. Aaron S. Miller	Det
Mitsubishi Evo VIII RS	135.401
2. Tom Berry	CSCC
Mitsubishi Evo IX RS	137.487
3. Christine Grice	CSCC
Mitsubishi Evo IX RS	138.757
4. Ryan Pemberton	Neb
Mitsubishi Evo IX	139.608
5. Brent Schneekloth/Neb (Mitsubishi Lancer Evo); 6. Cory Hockenbury/NePa (BMW 1M); 7. Bill Pemberton/Neb (Mitsubishi Evo IX); 8. Ryan Hockenbury/NePa (BMW 1M); 9. Francis Miller/Det (Mitsubishi Evo VIII RS); 10. Justin Bibik/NNJ (Toyota MR2).	

BSP ▶

Ron Bauer
 Mazda Motorsports
 Mazda MX-5


BSPL ▼

Molly Thore
 Maxfab
 Mazdaspeed Miata
**B STREET PREPARED**

1. Ron Bauer	Nwst
Mazda MX5	128.060
2. Chris Edens	Ark
Mazdaspeed Miata	128.860
3. Joe Goeke	Nwst
Mazda MX5	129.104
4. Jeff Stuart	CSCC
Nissan 350Z	129.262
5. Mark DeShon	CSCC
Nissan 350Z	130.052
6. Justin Mitchell/NCar (Mazdaspeed Miata); 7. Anthony Porta/CSCC (Mazdaspeed Miata); 8. Timothy Maxey/CCar (Mazdaspeed Miata); 9. J.J. Kramer/Iowa (Nissan 370Z); 10. Thomas Hill/TnnV (Mazdaspeed Miata); 11. Matt Murray/NNJ (Mazdaspeed Miata); 12. Brent Seaton/Iowa (Nissan 370Z); 13. Frank Likert/Ark (Mazdaspeed Miata); 14. Christopher Wanner/Phil (Mazdaspeed Miata); 15. Noah Feldstein/NeOh (Mazdaspeed Miata); 16. Matt Butz/NwOh (Nissan 370Z Nismo); 17. Matthew Meyer/Phil (Mazdaspeed Miata).	

B STREET PREPARED LADIES

1. Molly Thore	CCar
Mazdaspeed Miata	141.613
2. Lacie Edens	Ark
Mazdaspeed Miata	142.355
3. Lauren Kane Porta/CSCC (Mazda Miata); 4. Brittany Edwards/NCar (Mazdaspeed Miata).	

a 56.837 to put an exclamation point on his third championship.

"I wasn't at all in a good mood sitting in fifth at the end of the first day," Bauer said. "I ended up seven tenths out, but today I got lucky with the weather being dry for us and I just went out on my first run and drove the car the way I knew it could be driven, and just kept improving. Fortunately, I was able to do it."

He ended with a time of 128.060. The gap was 1.2sec covering Edens and Goeke to Stuart in fourth, wishing he could have the cone back on his FTD run from Tuesday.

Alan Claffie

C STREET PREPARED LADIES

Stephanie Humphries and Laura Johnson had never even met each other before they hooked up to co-drive Nationals in Brian Wells' "Frankenstein" car ("it was made from about seven different Miatas," said Humphries). Both were rookies, yet they conspired to dominate, each taking honors for FTD and ending up with both trophies in the six-car class.

Humphries was dithering over doing the Open class when Wells found a co-driver, "So I decided to post the [empty] Ladies seat

"I just went out on my first run and drove the car the way I knew it could be driven"
RON BAUER

on Facebook. Laura saw the post and messaged me, so we basically took a gamble on each other." Humphries is from North Carolina Region, Johnson from Buccaneer Region in Georgia. They met at an event halfway between to let Johnson get some seat time.

"I did tell her the first rule was that she couldn't beat me in my own car, but she didn't stick to that rule - she beat me by a tenth," Humphries laughed. "Seriously though, I'm glad she was fast because it made both of us push the car and ourselves."

Johnson drew first blood with a 68.519 final run on the East Course Thursday in the first heat. Humphries responded with a 60.232 on her second Friday lap. Added to her 68.832 the day before, Humphries' 129.064sec total took the win by 1.104sec.

Humphries complained mildly about overdriving the course on third runs both days, "braking too late and pushing

off the line." But she has no complaint about the outcome.

"What a ride! My fifth year autocrossing and I win at Nationals my first time out. The stars really aligned to allow me to be where I am, and I hope my fellow CSPL competitors felt like I was a good sport during the competition. I know they worked hard and fought hard for a win too."

C STREET PREPARED

Neal Tovsen has finished in second place seven times over the past 12 years, and first once. This year.

He was very aware his prime competition, Billy Davis, had won a Top PAX award the past three years and this class the past four years. "Obviously, Billy is as tough a competitor as it gets," said Tovsen. "We ran in order, with me before him [Tovsen was No. 198, Davis No. 199.], so the only goal was to try to come out strong and see if I could make a race out of it."

"On the East Course, I had one of my best first runs ever. To my surprise, his first run was off the pace a bit." Tovsen had done 62.337. It would hold up as quickest of the day. Davis was second quickest at 63.2. It would be his only clean run of the entire event.

"Billy was going for broke and throwing down raw times that would have made it a close race," Tovsen explained. "I managed to stay clean and go faster each run, so I would have held onto [the win] even if Billy hadn't coned. But yeah, I've never seen him hit cones like that."

Tovsen's final 56.575sec run was quickest on Friday, totaling 118.912sec.

Four of the top five drivers were the last four cars in the

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CSP ▶

Neal Tovsen
ConeCoach
Mazda Miata



CSPL ▼

Stephanie Humphries
PF Tuning
Mazda Miata



since posting the DSP fastest time of the day on Thursday, 64.087sec on her second run around the long East Course.

A year ago, Hunt had won the inaugural Rothney-Kozlak Cup as the female driver in an Open class finishing closest to a championship. She'd finished second to John Vitamvas by 0.316sec. Now, as time was running out on day two, Hunt appeared to have the first position locked in well into the last runs.

There was a lot of talent in this class. It was obvious from the start that the ultimate top three finishers were holding nothing back. Each of them - Hunt, driving a Mazda RX-8, Vitamvas and Evan Schickel, who were sharing a BMW 330Ci, all started aggressively on the East Course spearing cones on their first runs. They made the case that you don't win championships by holding back.

Now on the West Course at the end of the battle, Hunt was sitting on a 64.9 first run and Vitamvas on a 64.7 from his second, but still a tenth behind overall, and Schickel was on the line to make his final run. This is where the teamwork came in.

serial. Bob Bundy (No. 196)

ended up fifth, Matthew Hodges (No. 197) was third, bracketing Davis in fourth. The only one not among the last four out was Todd Cochran, Tovsen's co-driver, in second place 1.435sec behind.

Rocky Entriiken

D STREET PREPARED

The D Street Prepared competition opened on a dry East Course on Thursday in the fifth heat. It ran like a TV script. It had drama, weather, teamwork, and a come-from-behind win.

Fifteen drivers were competing for the five trophy spots; nobody was entered for DSPL. The lone female in the class was Tamra Hunt and she was after it all. Hunt had held the class lead

C STREET PREPARED

1. Neal Tovsen	Milw	118.912
2. Todd Cochran	Milw	120.347
3. Matthew Hodges	StL	120.849
4. Billy Davis	NEng	121.053
5. Bob Bundy	Nwst	122.619
6. Aaron Zanger	NY	123.088
7. Hector San Nicholas/CFIa (Mazda Miata); 8. Mark Prewitt/StL (Mazda Miata); 9. Matt Zyskowski/Nwst (Mazda Miata); 10. Steve Eberlein/Tex (Mazda Miata); 11. Colin Wolfson/WNY (Mazda Miata); 12. Bob Davis/NEng (Mazda Miata); 13. Evan Clavijo/NEng (Toyota MR2); 14. Bob Neff/Tex (Mazda Miata); 15. Jeff Schmidt/ODom (Mazda Miata); 16. Oliver Licul/CFIa (Mazda Miata); 17. Brian Wells/ODom (Mazda Miata); 18. Alan Salnikov/NEng (Toyota MR2); 19. Sean Dudgeon/Okla (Mazda Miata); 20. Robert Kliffel/Det (Mazda Miata).		

D STREET PREPARED

1. Evan Schickel	NNJ	128.864
2. Tamra Hunt	NEng	128.990
3. John Vitamvas	WDC	129.155
4. Mike Kuhn	CCar	131.132
5. Andrew Krystinik	NEng	131.855
6. Aaron Breitbach/Iowa (Mazda RX8); 7. Doug Keller/WDC (BMW 323i); 8. Michael Feldpusch/Colo (BMW 325is); 9. Peter Florance/ODom (BMW 323i); 10. Nicholas Zelisko/InNw (Mazda RX8); 11. Marco Cruz/CSCC (BMW 330i); 12. Ira Cruz/CSCC (BMW 330i); 13. Alex Malinowski/Milw (BMW 325is); 14. Darrell Moskowitz/SanF (Honda Prelude); 15. Dallas Reed/Indy (Mazda RX8).		

DSP ▼

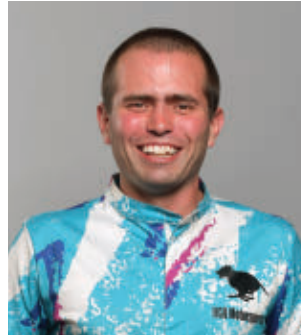
Evan Schickel
Burntwoods Beer Garden
BMW 330Ci



C STREET PREPARED LADIES

1. Stephanie Humphries	NCar	129.064
2. Laura Johnson	Bucc	130.168
3. Sharon Eberlein/Tex (Mazda Miata); 4. Kate Claffie/WDC (Mazda Miata); 5. Jodi Fordahl/Nwst (Mazda Miata); 6. Shannon Kathleen Ireton/Fing (Mazda Miata).		





► **ESP**
Devin Taylor
The Cuck Truck
Chevy Camaro

▼ **ESPL**
Becca Nell
Thanks PJ! G-Fab
Racing/Becca
Infiniti G35

Before second runs began, Schickel said, "We got the five-car warning and John asked if I wanted to switch to the wets. I said okay and so he and [a crew member] switched the tires and put the car back down just in time to go. I went out, John went out and warmed them up and then I went out and crushed it!"

As the rain began to fall more heavily, Schickel took full advantage of being among first drivers, running an amazing 64.355 third run for the fastest time of the day and the overall lead by 0.126sec.

The rain continued, and second-drivers Vitamvas and Hunt found no help. Schickel's incredible 1.5sec improvement in the rain allowed him to claim the Cone Throne, the DSP National Championship. The slim victory margin meant Hunt won the Rothney-Kozlak Cup again; so far its only claimant.

"I had to tip-toe around the course looking for traction everywhere I could on the wet course," Schickel said.

He noted that the East Course was a chassis course where Hunt had an advantage while the West was more of a power course where he found acceleration zones and worked to squeeze the throttle everywhere he could.

Dave Lehrschall

E STREET PREPARED

What a welcome sight as the sun broke through right before the start of Heat 2 on Thursday. ESP would enjoy dry conditions on the West Course, which should have favored the muscle cars but day one was a three-car battle between the Infiniti G35 of P.J. Corrales/Bryan Mancuso, the



"I had to tip-toe around the course looking for traction everywhere I could"
EVAN SCHICKEL

Mazdaspeed 6 of Clint Griest, and Devin Taylor's Camaro Z28.

Griest's car missed its first run, needing a mechanical delay to repair faulty intake couplers. Properly pressurized, the Mazdaspeed drove straight to the front with a 58.5sec run. He was soon bracketed by the Infiniti at 58.0 by Mancuso and 58.9 by Corrales.

No biggie. Griest came back with a 57.953. Neither of the Infiniti pair improved, but Taylor joined the battle with a 58.5 of his own.

Taylor's low-numbered Camaro was the first car out on day two. A couple of 66sec runs kept him in the mix, a flyer 65.1 last run sent Taylor's combined times to the top of the sheets at 123.627.

Then he sat in grid waiting as 13 more drivers took their shot. "After the first day, I thought it was over. I dug deep and drove," he said.

All the top four went quicker on their final East Course runs.



None was quick enough. Griest was 66.9 to land in fourth. Mancuso went 65.9 and ended up third. Near the end, Corrales set FTD at 64.943, but it was 0.255sec not enough.

E STREET PREPARED LADIES

Later in the day, the sun fled behind more clouds. Rain was an ever-present threat for ESPL. Now the Infiniti had Becca Nell and Jojo Corrales-Kean at the wheel, while the Mazdaspeed 6 returned with Johanna Foege.

Foege's second-run 60.4 would have been good for a day one lead if not for a late cone call. That left the Infiniti at the top with Nell's 61.494 and Foege pursuing at 61.7.

Rain was falling by first runs on day two. Wet conditions favored Foege's all-wheel-drive car but there was no stopping Nell's G35. After DNFs on first runs by the two, Corrales-Kean was leading with an awful 90.2sec slosh in the big sweepers.

A very tidy second run of 80.4sec in poor conditions put Nell back in the lead. Foege ran almost the same time but plus one - not so tidy. Sadly, her last try was even less tidy - plus two. Nell cut a final 76.357 to finish

E STREET PREPARED

1. Devin Taylor Camaro Z28	NwOh 123.627
2. P.J. Corrales Infiniti G35 Coupe	NEng 123.882
3. Bryan Mancuso Infiniti G35 Coupe	NEng 123.979
4. Clint Griest Mazdaspeed 6	STL 124.884
5. Britt Dollmeyer Mustang	Ariz 126.864
6. Daniel Pinto/Almo (Mustang SVO); 7. Robert Alaniz/Almo (Mustang SVO); 8. Jeff Cox/ETnn (Mustang GT500); 9. James Darden/ConD (Camaro); 10. Stephen Vrooman/ETnn (Mustang GT500); 11. Andrew Gaul/WDC (Mustang GT); 12. Tim Bergstrom/Ariz (Mustang); 13. Kirk Boston/WDC (Mustang Shelby); 14. Sam Vassallo/WDC (Mustang GT).	

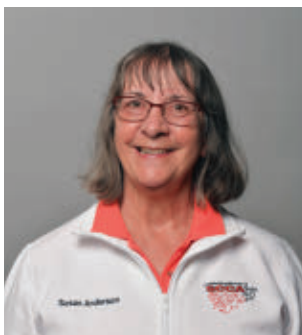
E STREET PREPARED LADIES

1. Becca Nell Infiniti G35 Coupe	NEng 137.851
2. Jojo Corrales-Kean Infiniti G35 Coupe	NEng 140.644
3. Johanna Foege/STL (Mazdaspeed 6); 4. Tina Edington/Colo (Camaro); 5. Deonna Carranza/ETnn (Mustang GT500).	

FSP ▶
Randy Pobst
VW Rabbit



FSPL ▼
Susan Anderson
Scuderia Non Originale
Alfa Romeo



2.793sec ahead of her co-driver. Her 137.851 was enough to win her first Nationals jacket.

Donour Sizemore

F STREET PREPARED LADIES

FSPL comprised just two competitors, 100 Percenters Susan Anderson and Dee Schweikle in the Schweikles' Alfa Romeo Spider. Both had fits with the damp East Course in Tuesday's fourth heat taking two DNFs each. Anderson eased to a 93.608 final run but Schweikle passed. Next day in the dry, Schweikle logged a quick time of 74.747.

Schweikle has a unique championship record - she was the first Ladies class Solo champion in 1973, later winning E Ladies under the five-class Ladies arrangement of 1975-'78, and then CSL under the current parallel classes. She is the only driver to do, or who can ever do, that hat trick, and always in a red Alfa Spider.

Meanwhile, Anderson's 76.2 meant an 11th victory at the Solo Nationals.

F STREET PREPARED

FSP got a lot of attention in the two weeks leading up to the 2018 Solo Nationals when Randy Pobst - pro racer,

driving coach, author, and TV personality - entered driving Geoffrey Zimmer's 1977 Volkswagen Rabbit, known as the "Lamborbunni," in FSP.

Pobst's motorsport life began with SCCA autocross and he was celebrating the 35th anniversary of his first championship, E Stock in 1983, also in a 1977 Rabbit. He soon moved to road racing in Showroom Stock classes with five podiums, two wins, in six Runoffs appearances. Later came three World Challenge GT championships. He is a two-time winner at the 24 Hours of Daytona, a North American Touring Car Champion, has been a factory driver for Porsche, Audi, and Volvo, and has more than 70 professional race wins. In other words, he knows what he's doing, and any question as to whether Pobst, who hadn't run Nationals in more than three decades, could clear away any cobwebs was answered when he ended up in the top spot. But it wasn't just a straight shot as he trailed Jay Bonvouloir after FSP finished up on the East Course.

FSP ran in the sixth heat Tuesday in drying conditions, which was suspended after two runs because of darkness.

"The first day had lots of difficult conditions," Pobst said. "My raw time [70.1] was good, but I hit a cone on my first run. It was so dark on my second run that I couldn't see, and I drove straight off course. The morning was wet, but I felt good about the run."

Still, he was grinning like a newbie after his first autocross. But his years of competition experience left him philosophical about the complications so far: "All part of the adventure," he exclaimed.

"Pobst's motorsport life began with SCCA autocross and he was celebrating the 35th anniversary"

After two runs on Tuesday night, Bonvouloir's 71.933 gave him a slim lead.

"I pushed a lot harder and stayed on the gas a lot longer, and let the car rotate," Bonvouloir said. "This was my first time competing [at Nationals]. My goal was to have fun and I gave my best effort."

Bonvouloir was one of four drivers who didn't bother with their third runs the next morning. The only driver whose third try counted had been a double-DNF on Tuesday.

Wednesday, Heat 6 ran not only in dry conditions but also sunlight. Pobst hit two cones on his first run but cleaned it up on the second run to take the class lead. On his third run, he turned 58.207 to expand his lead over Bonvouloir to 1.414sec.

Pobst and Zimmer, who finished third, made a shock change before their second runs, allowing for more precise and quicker steering.

"My second run was a relief," explained Pobst. "I got a clean and fast one in the books. The last run was a good time."

Pobst also now gets two places in the Solo Nationals record book - most years between a first and latest championship, 35 years since that ES win, eclipsing Jinx Jordan's and Gary Milligan's 29-year records, and most years between two consecutive championships, 32 years since his 1986 G Stock win, knocking Jim Garry's and Gerald Fink's 23 years down a notch.

Lauren Kane Porta

F STREET PREPARED

1. Randy Pobst	CFla
Volkswagen Rabbit	130.322
2. Jay Bonvouloir	Colo
Honda CRX	131.752
3. Geoffrey Zimmer	SCar
Volkswagen Rabbit	132.166
4. Gregory Anthony	Det
Dodge Neon ACR	132.607
5. John Bonvouloir/Colo (Honda CRX); 6. Jason West/ConD (Toyota Corolla GTS); 7. Andrew Blaisman/NwOh (Volkswagen Rabbit); 8. Andrew Buck/CKy (Nissan 200SX SE-R); 9. Matt Moore/CKy (Mazda Protege LX); 10. George Schweikle/CKy (Alfa Romeo Spider); 11. Josh Perry/CKy (Mazda Protege LX).	

F STREET PREPARED LADIES

1. Susan Anderson	SIII
Alfa Romeo Spider	169.876
2. Dee Schweikle/CKy (Alfa Romeo Spider).	

SOLO AWARDS

The Solo Nationals provides the opportunity to recognize the sport's most dedicated, most accomplished, and even the most fun individuals; some for contributions throughout their membership, some for outstanding moments just at this event. The two evening banquets, Wednesday and Friday, provide the occasion to recognize these individuals before the greatest assemblage of their peers.

THE SOLO CUP: STEVE HUDSON, LONE STAR REGION

Hudson has guided SCCA Solo through some remarkable transitions including the highly significant evolution from a fading Stock category to the resurgent Street Category and more recently the Junior Driver Program revisions committee. An SCCA member since 1996, he bought his street-legal Miata in 2001 to make it a D Prepared car. In 2004, he began serving on the Prepared Ad Hoc Committee, becoming chair in 2007. He moved to the Solo Events Board in 2010 for seven years, becoming chair in 2011 through 2014; the transition period from Stock to Street. By 2013, the last year of the Stock category, its entries at Nationals had dropped to 195, the lowest in 37 years. Street classes began in 2014 and attracted 495 drivers this year, more than ever competed in Stock in its best years.

DRIVER OF EMINENCE: TOM ELLAM, SAN FRANCISCO REGION

Saluted as a tinkerer and fabricator, Ellam has won nine Solo Nationals championships, his first seven in a Mazda RX-3 as it transitioned through DSP and CSP to E Prepared. His most recent wins were the past two years in B Modified with an Omnifab Cheetah. But he did not win this year, his son did.

ROGER JOHNSON SPIRIT OF THE SPORT AWARD: THE EH TEAM
Exemplifying the spirit of "fun, camaraderie and tomfoolery" this



SOLO CUP

Steve Hudson has served the Solo community dutifully in a number of capacities over the years.

year was the group from the eastern provinces of Canada – or, according to the presentation from the dais, "from the country you all wanted to move to after the last election." This crowd invades south of their border each year "traveling far and wide sharing good will and shenanigans."

ROTHNEY-KOZLAK CUP: TAMRA HUNT, NEW ENGLAND REGION

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. It is only the second time for this award, but its winner is the same as last year. Hunt again placed second in DSP, this year just 0.126 sec behind the winner or less than half her deficit from a year ago.

DICK BERGER PERSEVERANCE AWARD: ROBERT BARONE, NEW ENGLAND REGION

Barone competed in his 33rd Nationals this year. He started in 1981 with a Fiat X1/9 in Stock and Street Prepared classes, later a Suzuki Swift in DSP, and has trophied just once, taking a sixth-place award in CSP aboard a Honda Civic. Soon after that, Barone fell in with the Small Fortune Racing bunch in New England Region and has been running in mostly A Mod.



DRIVER OF EMINENCE

Tom Ellam has collected nine championships in the heavily modified creations he is known for.

SMALL FORTUNE RACING FTD AWARD: LARRY MACLEOD, SAGINAW VALLEY REGION

MacLeod had the good fortune to be in a class running Thursday-Friday. Despite the cold pavement of the first heat, he was one of only two drivers to post an aggregate time below 112sec. His 110.237 won Kart Modified by 2.5sec and made him only the second kart driver to win the award since its inception in 1998.

KIESEL GUITARS TOP PAX AWARD: TOMMY PULLIAM, ATLANTA REGION, AND ZAK KIESEL, CAL CLUB REGION

Award sponsor Jeff Kiesel was asked if he wanted to be the presenter and he declined, he said, because he wanted to win it. This year he enjoyed the next-best option when his son Zak scored in F Modified with an event-best index of 101.237. Zak thus got to keep a favorite Kiesel Guitar he'd helped build. Another guitar went to C Prepared winner Pulliam, the Tuesday-Wednesday top PAX at 104.632.

SPORTSMANSHIP AWARD: JAMES AND MARCY MCDANIEL, KENTUCKY REGION
They worked as safety stewards all four days while not ever



ROTHNEY-KOZLAK CUP

Tamra Hunt inched closer to the top of DSP, finishing second by just over a tenth of a second.

competing themselves. An honorable mention went to PJ Corrales, New England Region, who self-reported a pylon he'd hit.

HARD LUCK AWARD: STEVE MCLAUGHLIN, RENO REGION

Car trouble meant he was never able to compete in his own car. He placed 39th in STX in a borrowed Honda.

MASTERS INDEX:

BRITT DOLLMEYER, ARIZONA REGION

Of 156 designated Masters drivers, Dollmeyer had the top index, 105.043, while scoring the fifth-place trophy in ESP.

THE SILVER CIRCLE

A dozen drivers competed in their 25th Solo Nationals this year: Terry Baker, Washington DC, in DS; John Carriere, Detroit, in BM; David Feighner, Saginaw Valley, in CAM-C; Lorien Feighner, Saginaw Valley, in CAM-C; Marchell Fletcher, Rio Grande, in CSL; Glen Hernandez, Northwest, in SSC; Matt McCabe, Nebraska, in SSC; Lee Piccione, Washington DC, in FS; Alan Rae, Northwest, in DM; Alan Sheidler, Northwestern Ohio, in KM; Casey Weiss, Texas, in AS, and Stan Whitney, Texas, in SSP



NO TIME FOR A SIESTA
(LEFT) With 1,375 competitors competing for championships, the courses in Lincoln were always hopping.

STREET MODIFIED CLASSES

SUPER STREET MODIFIED

1. Randall Wilcox	Tenn
Mazda Miata	125.142
2. Robert Thorne	Colo
Honda S2000	126.718
3. Matthew Glagola	Atl
Lotus Elise	127.726
4. Jason Collett	ETnn
Mazda Miata	129.037
5. Bryan Carbon	Atl
Lotus Elise	129.254
6. Jake Namer	NY
Honda S2000	131.104
7. Mike Wolf/NwOh (Datsun 240Z); 8. Brock Clayton/BlRg (Mazdaspeed Miata); 9. Andrew McGibbon/RioG (Toyota MR2 Spyder); 10. Jacob Dawson/SanF (Toyota MR2 Spyder); 11. Paul Kreutzwiser/WDC (Mazda Miata); 12. Chuck Pyanowski/SCar (Nissan 300ZX); 13. Chris Robbins/Colo (Mazda MX5); 14. Brian Cairns/LnSt (Mazda Miata); 15. James Lockard/Neb (Mazda RX7); 16. John Childs/Fla (Corvette Z06); 17. Dustin Libby/CKy (Mazdaspeed Mikata); 18. Quentin Yarie/NwOh (Datsun 240Z); 19. Zach Dailey/CKy (Mazdaspeed Miata); 20. David Corsaro/NNJ (Mazda Miata).	

SUPER STREET MODIFIED

SSM welcomed back 2016 Champion Robert Thorne and his Honda S2000, "The Big Bad Wolf," after his brief foray to SMF. In 2017, Randall Wilcox had captured his first championship and was back to defend, driving Eric Anderson's supercharged 1996 Mazda Miata. Thus the swords were drawn for this battle of the Game of Cones.

By Thursday, the rain early in the week had relented. With no SSML class for the third heat, SSM ran Heat 5 on the West Course under clouds that kept both concrete and air relatively cool. By the end of the second runs, the expected front-runners had ascended to the top of the timesheet, apart from Wilcox

who had run the quickest times, low 55s, but was battling cones.

Bryan Carbon and Matthew Glagola, sharing Glagola's Lotus Elise, sat first and second, a scant 0.082sec apart. Jake Namer was a close third followed by Jason Collett, Wilcox's co-driver, and a clean but surprisingly distant Thorne in fifth.

Then the excitement began - Thorne started by dropping almost 2sec, ripping off a 54.936 that would hold up for the rest of the day. Carbon, Collett, and Glagola all spun or picked up cones. Namer suffered a catastrophic ball joint failure in his 1993 Mazda RX-7 on the first straightaway. Near the end, Wilcox bucked the trend and posted his first clean run of the event, a 55.2, good for second overnight.

With Namer's RX-7 down for the count, Thorne offered up the empty seat in his car for day two. As competitors brought their cars to the East Course grid on Friday, a light rain began to fall. Despite the absence of puddles, most competitors started on Hoosier rain tires. Thorne was one of the few who chose to stay on slicks. The decision seemed solid after running a 73.0 that led the class with only Randall Wilcox left to take his first run. However, the RaceLogic traction control system in the Miata, combined with Wilcox's innate ability, allowed him to take the lead by more than a second.

The rain stopped at the end of the first runs and with very little standing water, drivers switched back to Hoosier A7s hoping to gain every bit of heat by final runs.

By third runs, the course was drying significantly, and it seemed clear the last car out would have the advantage. Unfortunately for Thorne, he had chosen to retain his first-driver position with the addition of Namer to the car. His 71.7sec run was enough to take the lead but by less than a tenth of a second from Wilcox.



"I would much prefer to just win it [with] the same conditions, you know, like last year"

RANDALL WILCOX

SSM
Randall Wilcox
Greyhound Pets of America
Mazda Miata



◀ **SM**
Dallas Cutler
SSSB Designs
Mitsubishi Evo

▼ **SML**
Theresa Berry
Berry Family Racing
Mitsubishi Evo

Not enough. Wilcox, next-to-last car out, recorded a blistering 69.856 to win by 1.576sec overall, taking back-to-back SSM championships.

The second victory, Wilcox said, validated the first. "It's good. I backed it up, it's legit now," he said. "I've been told it didn't count unless I backed it up.

"It's not how I want to win but I'll take it," he added. "I mean, I was still in a position to win it to begin with, so that's half the battle. But I would much prefer to just win it [with] the same conditions, you know, like last year."

Thomas Thompson

STREET MODIFIED LADIES

The weather and the schedule on Tuesday forced a decision on Theresa Berry. Arguably she made the better choice, run SML in the waterlogged first heat on the East Course with the advantage of rain tires, rather than ASPL in the sixth heat on the West (not knowing it would also turn out to be in darkness).

She'd be a one-car class either way, and it would be her second time atop the podium. Tuesday, she splashed to an 82.261 run, Wednesday on merely damp pavement, her best was 64.766 including a pylon penalty.

STREET MODIFIED

Street Mod began its competition in a drying fifth heat, although the rivers of the East Course were still causing problems. As runs began, the sun was fully out, and dry pavement was beginning to show. Tire strategy was going to show. Tire strategy was going to win the day. Early class leader Dan Stainback in his Subaru STI started on rain tires, as well as



"Having a big lead is nice, but it's weird, you know. You're so worried about ruining it"
DALLAS CUTLER

Erik Strelneiks in his Nissan GT-R. Other top contenders, Dallas Cutler and K.J. Christopher, in an Evo IX and Bill Rogerson and Mike Aversa in a Subaru 2.5 RS started out on drys. Cutler was confident he wanted to finish his runs on the dry tires, so needed to get heat in them. Rogerson and Aversa didn't bring rains.

Third run saw almost full dry conditions. If ever there was a time to get it done, this was it. Eric Hyman's GT-R had other plans. SM's only casualty of the day would be Hyman's front driveshaft, forcing him to take his final run in Strelneiks' car.

Cutler was able to capitalize on his tire strategy and put down a blazing 68.569, catapulting into the lead by 2.299sec. "I had good advice to put the race tires on early, get heat in 'em and scrub 'em in, knowing the first two runs were [on] the wrong tire, and the third run was just 'go for it.'"

Wednesday was dry from start



to finish, allowing competitors to focus on speed rather than tires and weather.

"[I was] super anxious last night, worried, knowing that Strelneiks has the speed," Cutler said. "If I cone, if I just don't even put a solid time, he's got me. You know, having a big lead is nice, but it's weird, you know. You're so worried about ruining it."

Rogerson went out early, his 57.1 showing what pace was possible on the dry course, although he'd never beat it. Cutler's first run was very conservative, two seconds off the pace. Stainback and Strelneiks were hot on Rogerson's heels, both had 57.3s after two runs eating into Cutler's lead.

Just before third runs, the SM gremlin struck again, this time taking out the transmission of an SMF car and oiling down a large chunk of the course. It meant a 30-minute delay and cooling rubber. Cutler knew the talent behind him in the field, and managed his best run, turning 58.2. His final combined time was 126.775.

As he crossed the finish, Strelneiks was poised to launch. "I did the math and knew I needed a low 56 to catch Dallas," he said.

STREET MODIFIED

1. Dallas Cutler	Ore
Mitsubishi Evo IX	126.776
2. Erik Strelneiks	LnSt
Nissan GT-R	127.816
3. Daniel Stainback	NY
Subaru STI	128.296
4. Bill Rogerson	Fing
Subaru Impreza 2.5 RS	128.859
5. Mike Aversa	WNY
Subaru Impreza 2.5 RS	130.064
6. Tim White	CCar
Subaru Impreza STI	130.723
7. Eric Hyman	LnSt
Nissan GT-R	131.649
8. Tim Kong/NEng (Mazda RX8); 9. K.J. Christopher/CSCC (Mitsubishi Evo IX); 10. Tyler Faucett/Colo (BMW 328i); 11. Drew Hackett/Iowa (Subaru Impreza WRX STI); 12. Jay Bullington/Milw (Audi S4); 13. Devin Ramsey/Colo (Subaru Impreza STI); 14. Travis Toliver/CCar (Mazda RX8); 15. Troy Dudley/Tex (Audi S4); 16. Chris Weiske/Iowa (Subaru WRX STI); 17. Robert Ritchey/CCar (Mazda RX8); 18. Mike Faucett/Colo (BMW 328i); 19. Michael Naydeck/LnSt (Subaru WRX STI); 20. Ross Pendergast- Pedersen/CCar (Subaru Impreza STI); 21. Mark Atterbury/Neb (Alfa Romeo GTV6); 22. Ben Levy/Fla (Subaru Impreza WRX STI); 23. Rudy Ramsey/Colo (Subaru Impreza STI).	

STREET MODIFIED LADIES

1. Theresa Berry	CSCC
Mitsubishi Evo IX RS	147.027

SMF

Brian Kuehl
 K-Spec Alignment/
 Racetek/WRS
 Honda CRX

**SMFL**

Ginette Jordan
 Hoosier
 Honda Civic



"Kuehl threw down a flying 57.8 on his first run, leaving Wilcox and Silva a second or three behind"

STREET MODIFIED FWD

1. Brian Kuehl Honda CRX	NEng 126.988
2. Craig Wilcox Mini Cooper S	KC 128.115
3. Joe Silva Mini Cooper S	Sal 131.303
4. Mike Forsythe Honda Civic Si	Colo 131.466
5. Chris Haydu Honda Civic	NePa 132.501
6. Chris Janusz Honda Civic	NePa 134.309
7. Ryan Neff/Colo (Honda Civic); 8. George Hammond/LnSt (Honda CRX Si); 9. Matt Davis/CSCC (Toyota Corolla); 10. Don Kuehl/NEng (Honda CRX); 11. Ethan Swindel/Bucc (Acura Integra); 12. Jordan Filip/CSCC (Toyota Corolla); 13. Jason Hammond/SanF (Honda CRX Si); 14. Andrew Hille/NwOh (Honda CR-Z); 15. Fred White/NEng (Honda Civic Si); 16. Jinx Jordan/NEng (Honda Civic); 17. Rob Wilson/NwOh (Honda CR-Z); 18. Arty Gallegos/Dix (Acura Integra).	

STREET MODIFIED FWD LADIES

1. Ginette Jordan Honda Civic	NEng 144.532
2. Kristell Janusz Honda Civic	NePa 144.654
3. Monique Forsythe/Colo (Honda Civic Si); 4. Kathleen Barnes/NEng (Honda Civic).	

"When [Cutler] came across the line, I knew it was done. I figured it was probably impossible." Nonetheless, he turned in the top time for SM for the day, 56.948, ending up 1.041 sec behind.

Said Cutler, "[I] think we did good today. It wasn't great times, but it was enough to hold everybody off, which was the key."

Ben Cort**STREET MODIFIED FWD LADIES**

Ginette Jordan won her first Solo National Championship 33 years ago. Eleven more titles followed. Now she was facing a four-driver field with last year's Champion Kristell Janusz to challenge and five-time Champ Kathleen Barnes as co-driver. Also, Monique Forsythe would be in the hunt, and she finished third as a rookie last year. And then, there was the rain-swept lagoon wearing the label "East Course" in the second heat.

Forsythe, on Toyo street tires, was the only one not using Hoosier wets. First and second runs were little more than practice and acclimating to the conditions. Before the third runs, Janusz's crew removed the front splitter from her car, believing it may have been catching some of the deeper water. Her 82.855sec

run validated the theory, and her "putting the gas down more and praying it would stick" method found her in the lead. However, Jordan's 82.9 meant day two would be a bona fide shootout.

Drying conditions on the West Course also proved tricky, but it was Forsythe who came out of the box hottest with a 62.1 sec blast. Jordan stuck to her game plan of "not being wimpy, attack the course, and trust in the car." On her second run, she laid down a 61.547 to take the lead. Her three challengers all ran fastest on their final runs. Jordan hit a cone, but it didn't matter because it was a victory lap. She had a 144.532sec total time and Janusz was 0.122sec behind.

STREET MODIFIED FWD

Street Modified FWD has habitually been dominated by Honda products, but this year's entry list saw two drivers in a Mini Cooper S driven by last year's STX Champion Craig Wilcox and his co-driver Joe Silva. Among the Honda horde was Brian Kuehl, who'd won this class in 2015, now returned from a victorious foray into E Prepared last year.

With the East Course still sufficiently wet for the fifth heat,

everyone started on rain tires, but as the sun began to peek out and aid the drying of the course, some began to change over to Hoosier A7s. While the early drivers still experienced difficulties, Wilcox, Kuehl, and Chris Haydu all ran times below 72.5sec.

Silva and Mike Forsythe, as first drivers, also managed low 70s on their final runs, but when second drivers came about, the course was significantly drier. Kuehl laid down a blistering 69.8sec second run, then Wilcox stopped for a downed cone and got a rerun. His five-minute clock also meant five more minutes for the course to get just that much dryer. Lucky man Wilcox had had two previous reruns in the wet conditions. This last one, he said, "gave me a bit of an advantage because I saw some dry areas where I could go to throttle earlier than before." His 69.258sec blast would give him a near six-tenths lead over Kuehl, with Silva in third, nearly two seconds back.

Day two brought nearly dry conditions as SMF tackled the West Course. Kuehl threw down a flying 57.8 on his first run, leaving Wilcox and Silva a second or three behind. Wilcox could only find a few thousandths in his next two runs while Silva gained a second but remained in third place.

Kuehl had been wishing for "consistent conditions, whether it was total wet or total dry, and I knew that if I put in a good drive, I could overcome the deficit." He banged out a class-leading 57.150 final run, earning a 1.127sec victory. It may be his last in the CRX. "The SMF car is up for sale, so I figured in case it goes away, I can give it one last hurrah," he said.

Ryan Lower

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PREPARED CLASSES

X PREPARED LADIES

Splashing through the East Course during intense rain in Tuesday's second heat, Amanda Hahn drove her Honda S2000 into the lead on the first run and never looked back, turning a quick time on Tuesday of 82.181.

Carrying nearly a 4.8sec lead into Wednesday, she was able to maintain first place despite hitting four cones on a 59sec first run. She lit up the course on her second run with a 58.388 which was to be her quickest and, for the day, drove 3sec clear of second-place trophy winner Donna Marx, taking a commanding win of 7.817sec overall.

This was Hahn's third championship, the previous two coming in BSPL. Her goal for 2019? Limited to just one event in this car in 2018, she

told us, "I'd like some practice in it next year, and to come back a little stronger."

X PREPARED

Seventeen drivers in X Prepared faced the very wet East Course for the fourth heat Tuesday. Multi-champ Andy McKee, driving his Mazda RX-7, opened with a time that was nearly two and a half seconds faster than the next competitor in class, Michael Moran in a Mazda Miata.

McKee said he's confident setting his car up for the rain and even had a wet third heat in the ProSolo Finale to test. "That said," he continued, "you never know what will happen in the wet and I was very concerned that some of the 'not really XP' cars would do exceptionally well in those conditions."

Second runs saw Moran pass McKee for the top slot, only for McKee to recapture the spot by the end of the day with a 73.164 to hold less than a two-tenths lead. Mark Mauro Jr. (RX-7), Eric Anderson (Miata), and Teresa Neidel-McKee rounded out the five trophy positions.

Wednesday brought dry conditions, but the legacy of Tuesday's rains and the sixth heat ending after nightfall meant no opportunities to walk the West Course until Wednesday morning. Then officials canceled the scheduled midday course walks to have as much time as possible to squeeze in six heats of competition.

Moran opened with a 58.7 to move into first overall, followed by Mauro Jr. with a 58.8, after McKee "struggled with cold

tires and just being able to stay ahead of the course. Add a cone to that, and I was digging a bit of a hole," McKee said.

Next round, Moran and Anderson put solid mid-57s on the board. Then Mauro Jr. brought a round of applause with a slick 56.692, the fastest clean run to that point. But what's this? McKee DNF'd his second run, later admitting he forgot the end of the last sweeper was the start of the finish slalom.

"I drove to the second cone and started the slalom on the wrong side, realized it, and coasted through the finish feeling rather dumb."

Waiting for third runs to begin was a heart-stopper for McKee, with nothing on the board but a coned run and a DNF. He said he didn't want to be "that



▲ XP
Andy McKee
Mike Maier
Mazda RX-7

▼ XPL
Amanda Hahn
3rAuto.com
Honda S2000

tragic story of letting it slip away." Then his oldest daughter lightened the moment when she leaned into his car to tell him, "Remember, you are awesome!"

Zachary Sober pulled his RX-7 to the line to begin second-drivers' final runs. After an eighth-place run on Tuesday, he had two DNFs on the board and just needed a time. The time he brought in was 55.746, fastest for the day and enough to claim the last trophy in fifth place.

Moran's best was a full two seconds slower, but he was in first. Anderson was a couple of tenths quicker but had already double-coned his final run, so he was settled in behind Moran, with Mauro Jr. next.

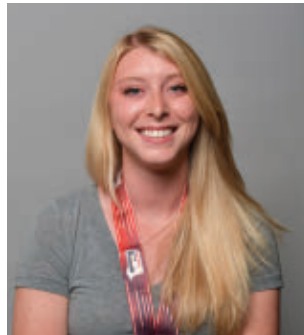
Smiling and relaxing a little, McKee went out and although he says he felt like he "missed every cone by a mile," he ran a clean 57.3, totaling 130.515 to take the win by 0.565 sec. Moran, the last driver out, coned a 57.4 giving McKee his ninth national championship and his third in XP.

Jim Garry

C PREPARED LADIES

Twenty-year autocross veteran Tracy Lewis gridded for the third heat on the West Course Tuesday with a goal to stay clean. She was without her college-bound daughter and usual co-driver Alyssa, but Carmen Rowlands substituted as tire warmer of the Mod Squad Garage Mustang.

The West course was wet, but Lewis had a dry East Course Wednesday as she led the three-driver class wire to wire, posting fast times of 81.157 in the water and 70.223 the next day. With a total time of 151.380



"Tuesday's rains and the sixth heat ending after nightfall meant no opportunities to walk the West Course"

and an 8.033sec margin of victory over her co-driver, Lewis had her fourth victory, including a non-championship win last year. She also now had her third CPL jacket.

C PREPARED

Running in the sixth heat Tuesday posed some logistical challenges for day one leader Tommy Pulliam. His 58.160 was the fastest CP West Course time by half a second over his co-driver Robert Lewis in the Mustang they call Sledgehammer. Michael Maier, another tenth behind, was unable to capitalize on his DNF'd third run.

But because competition on the longer East Course ran past sunset, Pulliam had no chance to walk the course until Wednesday morning. "Being the first driver on cold tires, I would have to count on my second and third runs," he said. Would that increase the pressure? The



southern gentleman just drawled, "No, I knew I had to go fast."

Maier battled back to the class lead on second runs. Pulliam thought he might have coned out his third run but buckled down and "went for it." His 65.3 was clean and enough to regain the lead with Maier still to do his last run.

Maier has earned nine championships in 20 Solo Nationals. Pulliam has none in 21 tries. Maier is familiar with the pointy end, going out on Karen Babb's aptly named course to set the second day fast time with a 64.872 final run. But it came up short, just 0.133sec off Pulliam's winning time of 123.665. Pulliam had finished on the podium six times – two seconds, four thirds. This is his seventh, but now, at last, the jacket is his.

Jocelin Huang

D PREPARED

Word got out that three-time D Prepared Champion Chris Dorsey was changing classes. Which may explain the rise from 16 drivers last year to 24 this year. It was certain a new champion would be crowned.

With no entries in DPL, the race-prepped Mazdas and

X PREPARED

1. Andrew McKee Mazda RX7	SanF 130.515
2. Michael Moran Mazda Miata	WDC 131.080
3. Eric Anderson Mazda Miata	Tenn 131.512
4. Mark Mauro Jr. Mazda RX7	Colo 131.533
5. Zachary Sober Mazda RX7	Hous 132.087
6. Teresa Neidel-McKee/SanF (Mazda RX7); 7. Christopher Dorsey/Colo (Toyota Corolla GTS); 8. Kevin Horecky/InNw (Mazda Miata); 9. Mark Mauro Sr./Colo (Mazda RX7); 10. Brian Tefft Jr./Kan (Mazda Miata); 11. Tom Exley/SanF (Mazda RX7); 12. Brian Tefft Sr./Kan (Mazda Miata); 13. Brianne Corn/LnSt (Mazda RX7); 14. Denise Parsons/WDC (Mazda Miata); 15. Bryan Hayes/CCar (Mazda Miata); 16. Steve Bollinger/SBnd (Mazda Miata); 17. Tony Giordano/KC (Datsun 280Z).	

X PREPARED LADIES

1. Amanda Hahn Honda S2000	NNJ 140.569
2. Donna Marx Corvette Z06	Tex 148.386
3. Dina O'Donnell/WNY (Datsun 240Z); 4. Kim Bollinger/SBnd (Mazda Miata).	

CP ▶

Tommy Pulliam
Mod Squad Garage
Ford Mustang



CPL ▼

Tracy Lewis
Mod Squad Garage
Ford Mustang

**C PREPARED**

1. Tommy Pulliam Mustang	Atl 123.532
2. Mike Maier Shelby GT350	SanF 123.665
3. Mark Madarash Pontiac Trans-Am	Tex 123.766
4. Robert Lewis Mustang	Dix 124.123
5. Justin Peachey Mustang	Susq 125.827
6. Todd Farris Camaro	Hous 125.939
7. Ethan Bradbury Ford Thunderbird	NwOh 126.109
8. Chris Miller Mustang Turbo	DMV 127.107
9. Jeff Minor Chevrolet Malibu	Hous 128.347
10. Frank Stagnaro Shelby GT350	SanF 128.372
11. Wayne Atkins Camaro	Tex 128.446

12. Scott Lewis/FtWn (Camaro); 13. Derek Latshaw/Susq (Mustang GT); 14. Frederick Pascual/Nwst (Mustang); 15. Bob Ely/ConD (Mustang); 16. Kurt Janish/Tex (Pontiac Trans-Am); 17. Chris Cargill/Hous (Camaro); 18. Mike Fellmer/Wmch (Camaro); 19. John Bradbury/NwOh (Thunderbird); 20. Dennis Latshaw/Susq (Mustang); 21. Albert Hermans/KC (Mustang Cobra); 22. Jeff Seeger/NEng (Mustang); 23. Samuel Cosmano/WNY (Mustang); 24. Anthony Espinosa/Hous (Mustang GT); 25. Donna Bartling/Hous (Mustang GT); 26. Sean Ittner/Atl (Mustang); 27. Steve Roberts/KC (Corvair); 28. Arnold Beebe/MoHu (Mustang); 29. Travis Durant/Neb (Camaro); 30. James Young/KC (Mustang Cobra); 31. Bill Gelinis/Mont (Hurst Oldsmobile); 32. Rick Ruth/Chi



(Mustang MiniBoss); 33. Dave Zitzlsperger/Neb (Camaro); 34. Russell Hill/Nwst (Mustang GT); 35. Kevin Ittner/LOL (Mustang); 36. Dick Berger/KC (Corvair); 37. Brian Ittner/LOL (Mustang); 38. Ron Ittner/Atl (Mustang); 39. Kyle Chipps/SagV (Mustang); 40. Charlie Clark/KC (Corvair).

C PREPARED LADIES

1. Tracy Lewis Mustang	Dix 151.380
2. Carmen Rowlands/NwOh (Mustang); 3. Desiree Padberg/BhV (Mustang Cobra).	

Toyotas would not appear until the fifth and final heat of the day. Thursday was blessedly dry on the West Course as Todd Roberts' Miata and Steve Hoelscher's MR2, second and third a year ago, opened in the top two spots half a second apart. Andrew Pfotenhauer slotted his Miata into third, lacking only hundredths.

Roberts lost a tenth on his second run but threw down an intimidating 56.805 final run to dominate the day. In his wake, the battle for second and third saw drivers swapping positions on each run. Perry Simonds jumped in front of Hoelscher on run two, Pfotenhauer's third try bumped him ahead of Simonds.

Friday was played in the wet. The rain started during the fourth heat, creating a course that was damp to wet, but with little standing water.

First runs saw a chink in Roberts' armor as he collected his first (and only) cone of the event. The top spot was immediately claimed by the Miata of Ian Marshall. By run two, the light rain had stopped, and conditions were slowly improving. A properly timed tire choice might decide the contest.

The father-son duo of Perry and Stephen Simonds took the opportunity to jump into the second and third spots, Stephen faster than his father but not by enough to make up his first day deficit. Roberts, running late in the second-driver sequence, cleaned up from his first run and reclaimed first place.

By third runs, conditions were still improving, but not ideal. Any tire choice could be argued.

What developed was a bloody brawl worthy of this

year's medieval theme. On the final run of the heat, Todd Roberts, dropped the hammer and nearly a full second on his competition, totaling 129.815 and claiming the Cone Throne that had become so comfortable over the last two days. Behind him, the Marshall and Simonds families staged a heroic battle. Ward Marshall sliced his Miata from mid-pack into second place on a hero run. Perry and Stephen Simonds took the third and fourth spots. Ian Marshall set fast time of 72.321 to grab fifth. Only 0.185sec separated the four, but Roberts held a 1.180sec margin at the top.

"My last run, I was just a little too conservative because of the damp," Perry Simonds lamented. "But it's all good, I'll take it; it was awesome."

"Kudos to Mr. Todd Roberts for driving as fast as he did on his tire choice," Ward Marshall commented on the decision to run Roberts on Hoosiers rather than the more-cold-tolerant Avons.

Roberts credited that decision to his crew. "I was trying to keep the wets on, but my crew said go stand over there, we're putting the rain slicks on," he said. "This [win] was a long time coming."

Pax Rolfe

E PREPARED

E Prepared remains the class showcasing the simple, but clever and compact, engineering of 1980s and '90s Honda Civics. The 12-car class ran Thursday on the West Course in Heat 2 (EPL sat with no entries).

After first runs, it was the less common sedan-bodied Civic driven by Ryan Field and Justin



◀ **DP**
Todd Roberts
Hangover Racing
Team/TRT
Mazda Miata

▼ **EP**
Ryan Field
Whitener Racing
Shoscks/Kuchl S
Honda Civic

"I was trying to keep the wets on, but my crew said...we're putting the rain slicks on"
TODD ROBERTS

Chen in first and second place with the more popular hatchback Civic of Chris DeLay in third place. DeLay's co-driver, Patrick Washburn, started with a DNF that would become a pattern for the remainder of his event.

After second runs, Washburn jumped past Chen while Chris Raglin, also riding a Civic, cleaning up after a coned first run, bumped DeLay down to fifth

After third runs, Field would finish the day at 57.630 for a 0.9sec lead over DeLay, who improved to second place. Washburn overcooked a turn but managed to keep third place with only one scored run. Chen only gained a tenth leaving him fourth ahead of Raglin, who coned out.

"I had a driving error that cost me the lead," Washburn said at the end of the first day. "Tomorrow I need to claw my way back."

DeLay provided the reveal: "Pat smoked his way through a [cone] wall. Usually he is ahead of me. This is first time I've been ahead."

Field, optimistic, said he simply wanted to "stay out of my own head."

On day two at the East Course, low clouds threatened with slight misting, but conditions were substantially dry. Washburn made good on his promise to claw back, and although he had the class-leading first run time at 64.486, it wasn't enough to

overcome Field's lead from day one. Washburn had set FTD and Field's 64.7 would also stand for the rest of the day. They had done their best - they didn't know it yet, but it would hold up for the rest of the day. Field was 0.968sec ahead, and everyone else was fighting for third place.

Washburn was disappointed by missing the opportunity to execute on the first day. "It cost me the championship," he said. "The conditions today were not a factor." He also described the misting conditions as "dry rain" that did not influence the outcome.

Raglin slotted into third place and DeLay dropped to fourth. Second runs only resulted in Raglin and DeLay swapping positions as Washburn continued his pattern, every other run a DNF. Although the door was open for third-run heroics, the only driver to capitalize was Chen who jumped to third, 0.003sec quicker than DeLay while Raglin lost a tenth and fell to fifth, out of the trophies.

Chen, a Solo Nationals rookie, was elated with his come-from-behind third place. "We do runway courses where I'm from, so I am not accustomed to the sweepers. I had to remind myself to look ahead and stay in the throttle."

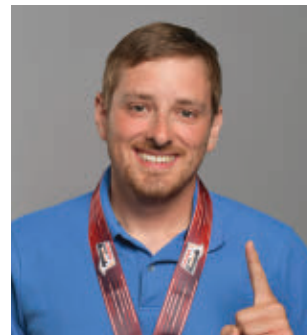
Field posted 122.410sec for both courses but described some anxiety over the big East Course. "I was slightly nervous; these big sweepers are insane," he said. "This was only our fourth event in this car, but I love front-wheel drive, and it's not dissimilar to my experience in my STS car. My attitude coming into the second day was 'roll with it'."

David Webb



D PREPARED

1. Todd Roberts	LnSt
Mazda Miata	129.815
2. Ward Marshall	Hous
Mazda Miata	130.995
3. Perry Simonds	Tex
Mazda Miata	131.159
4. Stephen Simonds	Hous
Mazda Miata	131.175
5. Ian Marshall	LnSt
Mazda Miata	131.180
6. Steve Hoelscher	WDC
Toyota MR2	133.402
7. Andrew Pfotenhauer	NwOh
Mazda Miata	133.896
8. Ron Baker/Reno (Mazda Miata);	
9. Martin Henry/NeOk (Mazda Miata);	
10. Eric Prill/Kan (Mazda Miata);	
11. Howard Wolf/SanF (Toyota Starlet);	
12. Bret Dodson/Nwst (Mazda MX5);	
13. Steve Hudson/LnSt (Mazda Miata);	
14. Jay Parsons/WDC (Mazda Miata);	
15. Dan Sabol/StCt (Toyota MR2);	
16. Vonn Brockman/NeOk (Mazda Miata);	
17. Jesse Prather/Kan (Mazda Miata);	
18. Paula Baker/Reno (Mazda Miata);	
19. Sean Green/Nwst (Mazda MX5);	
20. Ted Lewis/Ariz (Lotus Elan);	
21. Dwayne Komush/SanF (Toyota Starlet);	
22. Gregory Jenkins/WDC (Mazda Miata);	
23. Danny Thomas/Okla (MG Midget);	
24. Paul Neal/GuCo (Datsun 510).	



E PREPARED

1. Ryan Field	NEng
Honda Civic	122.410
2. Patrick Washburn	Milw
Honda Civic Si	123.378
3. Justin Chen	NEng
Honda Civic	124.661
4. Chris DeLay	Milw
Honda Civic Si	134.664
5. Chris Raglin/NwOh (Honda Civic);	
6. Rob Heiser/Atl (Honda CRX);	
7. Marko Horn/Dix (Honda CRX);	
8. Scott Hearne/NwOh (Honda CRX);	
9. Michael Hearne/NwOh (Honda CRX);	
10. Rich Windberg/LnSt (Volkswagen Scirocco);	
11. Corky Newcombe/ConD (Honda Civic Si);	
12. Chris Albin/Sill (Volkswagen Golf GTI).	

FP

Jason Frank
 Jungle Cat Racing/
 Hoosier/JC Aut
 Porsche Boxster



FPL

Laraine Wilkinson
 Thx Jesses
 Honda S2000



on his earlier 65.4 sec run, which would leave him in second place.

Frank's run of bad mechanical luck seemed to follow him into the Pontiac, where the radiator fans failed on his second run, spewing hot coolant from the back of the car. Nonetheless, he still brought home a 64.3 time to move into first place. Right behind him, Tom O'Gorman delivered a 62.944 for FTD, but after sitting 16th on Tuesday it would only lift him to 10th place.

Jones was able to make a quick repair on the fan wiring, and Frank's third run in the Solstice brought his total time down to 131.751 for a 1.427sec victory and his fifth championship.

F PREPARED

1. Jason Frank	Milw
Boxster/Solstice GXP	131.751
2. John Thomas	Miss
Datsun 240Z	133.178
3. Josh McCall	Ore
Mitsubishi Evo	133.671
4. Jed Peterson	Tenn
Mazdaspeed Miata	133.675
5. Zachary Morgan	Ore
Mitsubishi Evo	134.144
6. Jesse Waymire	Wire
Honda S2000	134.285
7. Alex Jones/NwOh (Pontiac Solstice GXP); 8. Wes Hughson/Wire (Honda S2000); 9. Sam Henry/OzMt (Mazdaspeed Miata); 10. Tom O'Gorman/OhV (Porsche 914-6); 11. Shawn Lambert/Ky (Mazdaspeed Miata); 12. David Montgomery/Cinc (Porsche 914-6); 13. Tom Holt/LnSt (Datsun 280Z); 14. Lance Coley/Miss (Datsun 240Z); 15. Ben Cort/Ore (Datsun 280Z); 16. Caius Boboescu/Det (BMW 325i); 17. Rio Rios/Ore (Datsun 280Z); 18. Christopher Dirkschneider/Neb (Subaru Impreza 2.5 RS); 19. Mike Brausen/Milw (Porsche Boxster); 20. Lester Henry/OzMt (Mazdaspeed Miata).	

F PREPARED LADIES

1. Laraine Wilkinson	Atl
Honda S2000	126.684
2. Amy Dilks	NY
Honda S2000	127.492
3. Hilary Anderson Frank/Milw (Porsche Boxster); 4. Jackie Boboescu/Det (BMW 325i); 5. Iven Dudley/LnSt (Porsche Boxster).	

F PREPARED

Oh, my! John Thomas was back.

The man who has won more Open class championships than anybody else, 17 of them in EP and FP, returned after a six-year absence. On a wet Tuesday morning, 11 of the 20 drivers posted their best times on their first runs. Thomas was among them, leaving no doubt he was as good as ever, leading the day from the start with a 67.734 clocking in his venerable Datsun 240Z. Holding second was Josh McCall's Mitsubishi Evo at 67.9.

Thomas' pre-race planning paid dividends. He had worked out a deal to borrow some rain race tires from D Prepared competitor Ward Marshall, who would not compete until Thursday.

Drivers who posted best times on second or third runs were mostly those who had spun, coned out, or scored a DNF on their first. Among them was Jason Frank driving Erik Strelneiks' Porsche Boxster, who found a 68.1 on his last run to slot in third.

"I spun on my first run when the conditions were better and kind of put myself behind the eight ball for the rest of the

"I really had to take a lot of chances on my last run in the rain to get into the mix for day two"
JASON FRANK

day," Frank said. "I really had to take a lot of chances on my last run in the rain to get into the mix for day two. We were on Hoosier H2Os; however, they were really wide [275mm front, 305mm rear] and not handling the standing water very well. J.T. had a better plan in the heavier rain running the skinny 225mm H2Os."

The Boxster developed fuel pressure issues during FPL's competition and an overnight fix didn't take. "At the last minute, we were scrambling to find replacement cars," Frank said. "Alex and Charina Jones were kind enough to offer up the seat in their car, so I took all of my runs on day two in the Solstice."

Day two was an overcast but much drier day, resulting in much higher levels of grip. Thomas left the line on his third run and broke an axle U-joint on the 1-2 upshift, right in front of the spectator bleachers. He would have to rely

F PREPARED LADIES

FPL was among the classes roaming in the gloaming Tuesday evening on the West Course as the sixth heat chased the sun over the horizon. But despite the lack of light, Laraine Wilkinson managed to post the day's best time on her final run, a 59.922, to pass her co-driver Amy Dilks for the class lead by more than a second. Dilks only had one clean run, her second, in Jesse Waymire's Honda S2000.

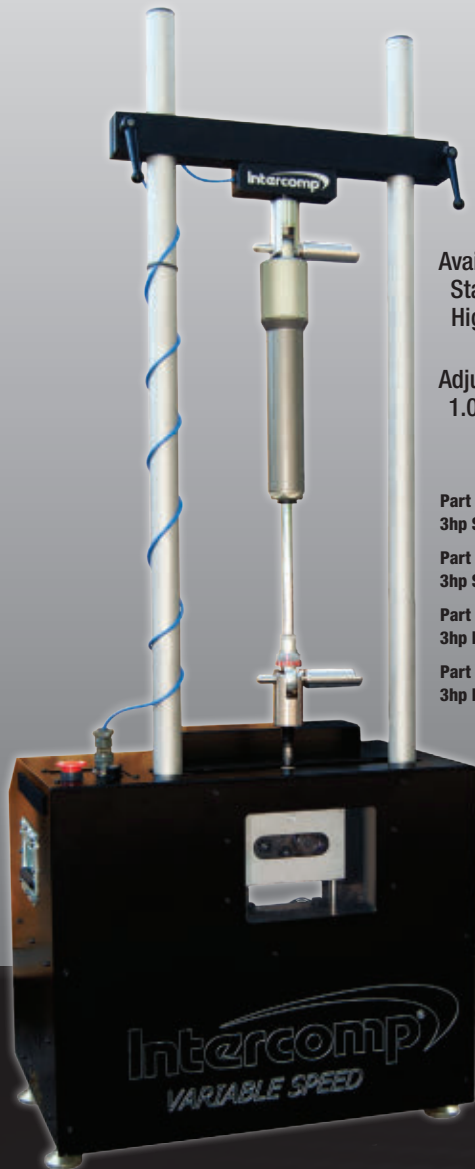
Wednesday was Dilks' day, while the Honda still owned the five-car class. She was quickest all three runs, never mind that cone on her second because she matched the time clean on her third, finishing with a 66.328 run.

Wilkinson, however, ran 66.7 on her third run to finish at 126.684 with a victory margin of 0.808sec. It's her second consecutive championship after winning SSL last year.

Mat Peck

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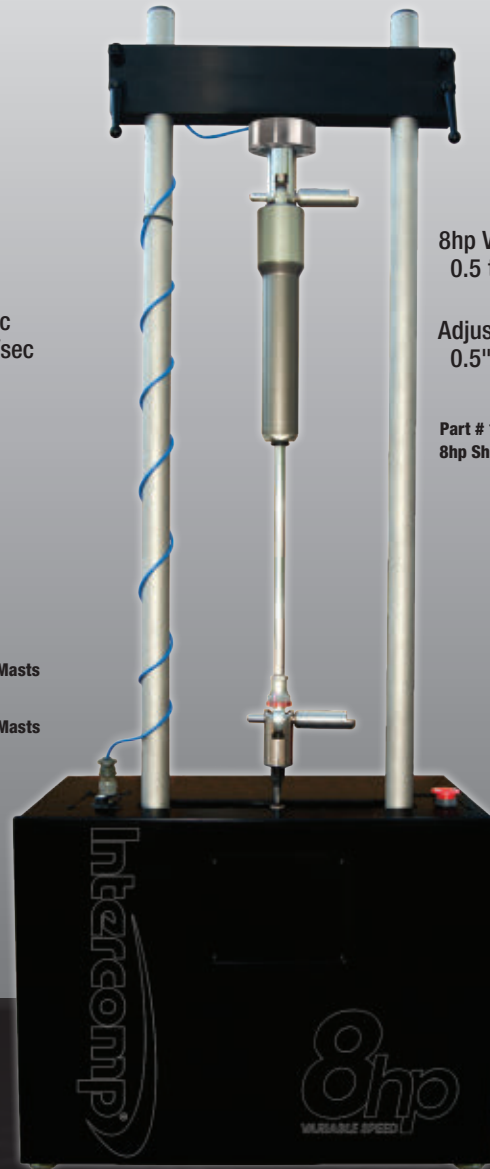
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MODIFIED CLASSES



A MODIFIED

The Acme Special is a "special" car with new owners. It is the car in which Marshall Grice has seen success the past two years, winning A Mod as co-driver with then-car-owner K.J. Christopher. This year, Grice was sharing the car with Nationals newcomer and new-Acme-owner Sawyer Awald. "I appreciated the new owners allowing me to drive the car again," said Grice, who collected a third jacket this year.

On Tuesday, Awald maintained contact with Grice with a 66.487 to Grice's FTD 66.011 in the torrent of rain, putting on a display of just how those huge wings work with the visible vortices and

spray from all of the water.

But it was the fourth heat, and the rain was abating. If there had been any A Mod Ladies drivers in Heat 1, they'd have had to deal with deeper standing water.

Wednesday, in dry conditions, Grice put on a clinic of just how special the Acme Special is by dominating the field of nine with a two-day time of 121.576. His 55.565sec run cleared Awald by almost a full five seconds, 4.965sec being the margin of victory. Brad Halderman finished another 5sec back in the homebuilt DSS machine he shared with fourth-place Nick Gullatta, both also at their first Nationals.

Terrance Pearson

B MODIFIED LADIES

Carol Burger was the only entrant in the B Modified Ladies class, with no option to change since the familiar blue LeGrand had two drivers in Open. It was raining cats and dogs during the fourth heat on the East Course Tuesday and driving an open car in bad weather is always a challenge. Her final run of 79.438sec was her best.

"My day actually went better than expected," Burger said. "I've run this car in the rain before but not on rain tires and never with puddles of this size."

Wednesday's drier conditions were much appreciated and her 59.894 final run on the West Course gave her a 139.332sec total.

B MODIFIED

Tuesday morning brought torrential rain, which dramatically slowed the event's pace. By the sixth heat, when B Modified ran, the course was drying up but also sunset was fast approaching and would prove the greater issue. There were still a few puddles but anyone who came to grid on rain tires soon changed to dry slicks.

The contest, and ultimately the five trophy positions, would be fought among two father-son teams, the Ellams and the Moores, with Jim Garry in the spoiler role.

First runs on the East Course saw Marshall Moore leading, although his son Zachary had a faster time with a cone in their LeGrand. Zach's second run of 61.804 would be the fast time of the day but other drivers were also cleaning up their cones and DNFs.

Matt Ellam was two-tenths back in an Omnifab Cheetah followed by father Tom, Garry, and Marshall Moore. While BM cars typically don't have headlights, some drivers were getting creative with LED bicycle lights on their roll bars to help see where they were going.

It was finally announced third runs would take place the next morning. However, it rained again overnight and only four drivers went out, two running five seconds off their Tuesday best, the other two rescuing what had been double-DNF runs.

The course was dry when it was time to run sixth heat on the West Course on Wednesday, the hour again late but still daylight. B Mod was ready to show its stuff.

Matt Ellam looked strong from the start and had the



fastest runs of the day with a final 50.446 that would give him a combined winning time of 112.524sec. Zach Moore was 0.721sec back, followed by Tom Ellam, Garry and Marshall Moore, who hadn't trophied at the Solo Nats since 1994.

"This season was a little hectic with family events taking up most of our free weekends, so we made maybe only two or three events," said Matt Ellam. "Next season we're planning on jumping back into the pros, so we'll get a lot more seat time."

"The conditions were not ideal for those second runs on Tuesday night, but neither was running in the rain earlier in the day," he continued. "Zach had no problem being the last guy out in even darker conditions than I ran, and he put down a screamer."

Zachary Moore said that earlier in the season they had a problem with the car hopping or bouncing while on course. Tests showed a lot of chassis flex on the 40-year-old sports racer, so they added some chassis braces and the problem largely went away. "I was happy with my result," he said. "This is my best finish ever."

Jeff Cashmore



C MODIFIED

C Modified took to the West Course in the first heat Thursday morning under a cloudy 63-degree sky. But it was dry, and there was sunlight.

Second runs saw Ben Martinez, who spun and DNF'd his first time out, recover with a 55.2, just ahead of Brandon Lavender's 55.3 and David Fauth's 55.5. Mark Uhlmann had coned a 55.0. Lavender reclaimed the top spot on his last time out with a 55.116, just slightly quicker than Martinez's 55.13. At the end of the day, just 0.47sec separated the top 10.

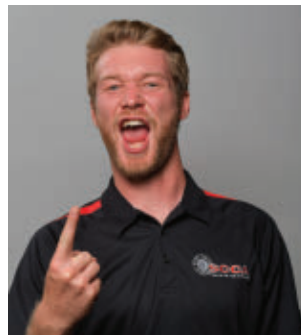
Friday was 65 degrees and overcast with a fine mist covering the site. In moist first runs, Lavender - in Gary Godula's Reynard because of a mechanical issue with his car - was quick again with a 61.89, a shade off Greg Maloy's 61.82 but enough

"The conditions were not ideal for those second runs on Tuesday night, but neither was running in the rain earlier"

MATT ELLAM



▲ AM
Marshall Grice
Thanks Keith
ACME Special



BM ▲
Matt Ellam
Omnifab Cheetah

▼ BML
Carol Burger
LeGrande Mk18



A MODIFIED

1. Marshall Grice Acme Special	CSCC 121.576
2. Sawyer Awald Acme Special	CCar 126.541
3. Brad Halderman DSS	NeOh 132.024
4. Nick Gullatta/NOhV (DSS); 5. Robert Barone/NEng (CK Dragon); 6. William Goodale/NEng (Dragon F1); 7. Phil Alspach/OhV (Lola T204-Mazda); 8. Joe Cheng/Nwst (Vancouver Special); 9. Gary Milligan/Nwst (Vancouver Special).	

B MODIFIED

1. Matt Ellam Omnifab Cheetah	SanF 112.524
2. Zachary Moore LeGrand Mk. 18	Milw 113.245
3. Tom Ellam Omnifab Cheetah	SanF 114.869
4. Jim Garry Omnifab Cheetah SR1	MoHu 115.451
5. Marshall Moore LeGrand Mk. 18	Milw 117.141
6. Daniel Stone/Indy (LeGrand Mk. 18); 7. Clemens Burger/Indy (LeGrand Mk. 18); 8. Soter Slomski/NEng (Dragon Sr2A); 9. Ken Hurd/MoHu (Omnifab Cheetah SR1); 10. Aaron Prince/LnSt (LeGrand Mk. 18); 11. Kenton Cabiness/Chi (VanDragon V5); 12. Jeff Christianson/Iowa (OMS); 13. Bill Gendron/NEng (Dragon Sr2A); 14. John Carriere/Det (VanDragon V5); 15. Lee Hill/CFIa (LeGrand Mk. 18); 16. Dave Crowder/Mont (Crowder-Phantom F-440).	

B MODIFIED LADIES

1. Carol Burger LeGrand Mk. 18	Indy 139.322
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CM ▶

Ben Martinez
BRM motorsports
Van Diemen



CML ▼
Sue Eckles
Reynard

**C MODIFIED**

1. Ben Martinez Van Diemen RF84	SanF 115.626
2. Brandon Lavender Reynard 88FF	OhV 116.200
3. Mark Uhlmann Van Diemen RF98	Nwst 116.626
4. David Fauth Van Diemen RF95-Fit	Colo 116.786
5. Greg Maloy Dulon MP15	Det 117.007
6. Barry Ott Van Diemen RF95-Fit	ConD 117.079
7. Corey Dyck Citation 85F	Badl 117.779
8. Joshua Parker Reynard 85FF	NEng 118.021
9. John Krotez Swift DB1-Fit	Nwst 118.360
10. Andrew Howe/Ore (Reynard 82FF); 11. Jonathan Clements/CSCC (Van Diemen RF94-Fit); 12. Gary Godula/Det (Reynard 88FF); 13. Michael Marich/Nwst (Swift DB1-Fit); 14. Eric Clements/CSCC (Van Diemen RF94-Fit); 15. Phil Leavens/Ore (Van Diemen RF98-Fit); 16. Chris Pruett/SagV (Swift DB1); 17. Brent Cary/Indy (Reynard 887FF); 18. John Becker/Neb (Reynard 83FF); 19. Jon Krolewicz/SCar (Reynard 82FF); 20. Michael Nienhuis/Det (Reynard 84FF); 21. Joseph Sim/Nwst (Citation 85F); 22. Matt Bolan/SwLa (Piper DF-2C); 23. Patrick Barber/Det (Reynard 84FF); 24. John Ryan/StCt (Dulon MP15); 25. Jaime Mendoza/SanF (Van Diemen RF84); 26. Robert Qualkinbush/KC (Adams Aero); 27. Stacey Strout/NEng (Reynard 85FF); 28. David Flesher/Bucc (Van Diemen RF88); 29. Vernon Maxey/KC (Lynx B); 30. John Powell/StL (Reynard 85FF).	

C MODIFIED LADIES

1. Sue Eckles Reynard 83FF	Neb 120.830
2. Krystal Lavender Van Diemen RF94-Fit	OhV 122.287
3. Deanne Caraballo/SanF (Van Diemen RF84); 4. Mari Clements/CSCC (Van Diemen RF94-Fit).	



to keep him on top. Martinez again DNF'd his first run.

By the time second runs started, the mist had dispersed, and Lavender kept the top spot with a 61.32 bested only by Uhlmann's 61.30, good for third overall. Martinez got a clean 61.37 lap to take third place away. Now the top six were only separated by 0.3sec.

Early in the third runs, Uhlmann hit a cone and gave away a 60.3 that, for the second time, would have been the quickest run of the day. But for those two pylons, the results would have shown a different winner.

Lavender picked up a little over two tenths to move to the lead, but Martinez was waiting, next-to-last to go out. He turned

in the only clean 60sec lap, a 60.495, taking his second championship by 0.574sec.

"C Mod is the most awesome class!" Martinez exulted. "They're all class acts, and the competition is so good! Brandon made me get into my inner Zen. It was a great battle. At 58, I've still got it!"

C MODIFIED LADIES

When it was CML's turn in the fourth heat, they went to the West Course under an overcast sky but in warm and, most importantly, dry, 77-degree temperatures.

Sue Eckles led off the four-car class and set her best time of the day, a 57.0. Krystal Lavender put in the second quickest lap at 58.5 but something was amiss with the car. Closer inspection revealed substantial cracks in at least one rear upright, and the car was removed from competition.

Second runs saw Lavender, now in Mari Clements' Van Diemen, put in the quickest run of the day, a 56.890. In third runs, only Clements would set a personal best.

Day two on the mostly dry East Course brought cooler temperatures and a threat of rain. Lavender finished run one with a 65.3 while Eckles, Deanne Caraballo and Clements trailed. And then the moisture started.

Eckles was first out and put down a 63.793, picking up more than two seconds and going to the lead. The rain kept coming. Clements ran, finding 1.3sec, then Caraballo, who hit a cone. Then there was a delay for a broken kart on course. More rain came.

Finally, Lavender had her turn with the second drivers, but it was too wet. The delay

had done her in. Third runs were anticlimactic. No one improved in the rain. Eckles' aggregate 120.830 gave her a 1.457sec margin of victory over Lavender and a sixth championship.

"I didn't expect to win, not against Krystal," said Eckles. "We had a close match last year and another this year, and I expect we'll do it again next year. The weather kind of interfered, but it is what it is."

Paul Dornburg

D MODIFIED LADIES

The long dry spell is over for Bob and Patty Tunnell, literally and figuratively. They are two of the sport's most accomplished champions - jointly named Drivers of Eminence in 2002 - but neither had ascended the top step of the podium in this decade. Now, in a new car and a new class, and racing in the rain, Patty claimed her 14th victory and Bob his seventh.

The new ride for the power couple is a Locost 7 after years of wheeling mostly BMWs. "I didn't get much seat time in the car, but I guess I got just enough," Bob Tunnell said. "We lost a couple close family members this spring and summer, and pretty much put the car away right after I picked it up in early April.

"We didn't finally decide to come to Lincoln until two weeks before Nats and ran a couple local events," he explains. "Fortunately, the car is already well set up and a hoot to drive, so we just did what we could to shake the rust off. We really came to Lincoln this year to be with our Solo family and friends. The trophies are a bonus - a really cool bonus!

"We've been driving our M3 in EM since 2008 except for a



◀ **DM**
Bob Tunnell
H&R
Locost 7

▼ **DML**
Patty Tunnell
H&R
Locost 7

couple of years. This car is half the weight of our M3 with about 75 percent of the power and almost the same tire contact patch, so it does everything much quicker. The only other car I've driven that was close to this size was Del Long's first EM Jeep. That was my first exposure to a minimum weight car and it really opened my eyes. You really have to speed up your reactions to a new level - not easy for us senior citizens," he laughed.

Patty Tunnell added, "We didn't make any changes to the car other than getting some new Hoosier slicks and rain tires. My husband Bob tightened some nuts and bolts and tried to 'pretty up' the car by cleaning it up. The main change for me, though, was that Bob cut some hard foam pads for me and made a fitted seat. It changed everything for me!"

Patty got her baptism during the wet and wild fourth heat on the East Course. Both she and Wanda Brinkerhoff were driving Lotus 7 clones with bicycle fenders up front. Just being able to see the course through the water spray was an achievement. Tunnell half-spun on her second run but managed an 83.122 on her third to take the top time for the day.

"I think one of the biggest differences with this car is how low you sit in it," Patty Tunnell said. "You're almost at cone level and it's hard to see where you're going."

That mustn't have been too challenging because on Wednesday's dry West Course she prevailed again with a 60.606sec final run for a 143.728 total to take the win.

D MODIFIED

By the darkening sixth heat on the East Course, everyone had dry tires on despite a few wet patches. Defending Champion Mark Huffman had the quickest first-run raw time in his Lotus Elan, but it had a cone attached, so Bob Tunnell was the leader after first runs. With the sunlight fading, both improved on their second runs. Tunnell's 67.761 would give him the overnight lead with third runs postponed to the next morning because of darkness.

Only five of the 13 DM drivers took a third run Wednesday, but the pavement was wet again and four were DNFs. Wednesday evening brought dry conditions on the West Course and, blessedly, sunlight.

Huffman threw down a fast 55.9 right out of the box to take the early lead. Tunnell was struggling with a spin on the first run and looked tentative on his second, leaving him almost two seconds back. However, on an aggressive final run he carried enough mid-corner speed to end up with a 56.0, giving him a 123.812sec total, enough to win by 0.750sec. Jeremy Ellerby set the FTD on his final run with a 55.347 moving him to third place in front of his father Jeff.

Jeff Cashmore

E MODIFIED

Steady rainfall and standing water greeted E Modified upon its arrival at the East Course for the third heat. Putting the power down in lightweight, high-horsepower, race-prepped cars was a trick. Those who managed a first-run time found themselves in the mid 90s.



Compare that to the 80.2 first run by Lance Keely in a G Street Honda Civic Si in the same heat, it illustrates how EM cars aren't designed for these conditions.

Ron Ver Mulm's very orange 1970 Camaro replica is about 800lbs above the EM minimum weight, but on full wets it had a chance. Jeff Kiesel, looking for a 12th-straight EM victory in his turbo Sprite, struggled on intermediate rain tires. "With no full wets," Kiesel said, "I was not prepared for these conditions." He did raise the front ride height to get his splitter out of the water for his later runs.

Julian Garfield, who got his start in junior karts, co-drove with Jason Minehart in a Stalker on full wets. "We removed the splitter after [first runs]," Garfield said. "It was just scooping up the water."

Briget and Mark Sawatsky, who run an indoor kart track back in Canada, thought they were used to slick conditions. However, Briget called her first run in the "Pink Panther" MGB on full wets "un-drivable."

Second runs were no real help; everyone who got a time was still in the 90s or worse. For third runs, the rain stopped, and conditions improved. Now everyone was



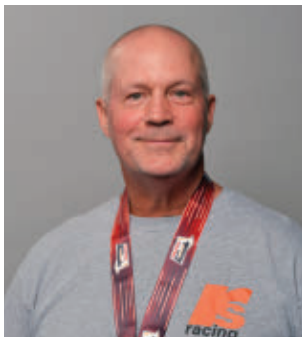
D MODIFIED

1.	Bob Tunnell	Colo
	Locost 7	123.812
2.	Mark Huffman	Ariz
	Lotus Elan	124.562
3.	Jeremy Ellerby	Iowa
	Sprinto RC 1.4T	126.062
4.	Jeff Ellerby	Iowa
	Sprinto RC 1.4T	126.610
5.	Paul Wright/CFia (Honda Scrap Metal); 126.974; 6. Alan Rae/Nwst (Caterham Super 7); 7. Karen Babb/Nwst (Lotus Elan); 8. Craig Carr/NwOh (Lotus Elan); 9. Darin Long/Iowa (Sprinto RC-0); 10. Stephen Brinkerhoff/Indy (Ultralite XR7); 11. Robert Rehklau/SIII (Westfield 7); 12. Delmar Long/Iowa (Sprinto RC-0); 13. Ron Babb/Nwst (Lotus Elan).	

D MODIFIED LADIES

1.	Patty Tunnell	Colo
	Locost 7	143.728
2.	Wanda Brinkerhoff/Indy (Ultralite XR7).	

EM ▶
Ron Ver Mulm
 R & S Racing
 Chevy Camaro



EML ▼
Shawn Kiesel
 Kiesel Guitars/
 Avon Tyre
 KFR Turbo Sprite



running times in the 80s, except Ver Mulm, taking advantage of those extra pounds and keeping the car on course, pointed frontwards, and bringing home a 79.785. The Camaro held a day one lead of almost three seconds over Mark Sawatsky's 82.7. Garfield was third at 83.1, and Minehart next with a coned 84.7.

"No car changes during the runs," Ver Mulm said. "I just told myself it is what it is. I didn't even check air pressures - I was just trying to keep my shoes dry."

The Wednesday West Course conditions were dry. Now the E Mods would get down to the mid-50s (in GS, Keeley's set FTD at 63.0).

On first runs, Garfield and Minehart posted low 56sec runs and Ver Mulm ran a dirty 61.7 dropping him to third place. On second runs, Garfield ran a 55.5 and Ver Mulm a 58.2 - enough to move ahead of Garfield until he called a cone penalty on himself. Kiesel, out of contention after the first day, ran FTD with a 54.480.

Then the Camaro would not start for its third run, likely due to electrical issues. Garfield ran a 55.3 to keep the pressure on, and then Kiesel offered Ver Mulm the Sprite.

"I went out not knowing if I needed my third run," Ver Mulm said, the self-called cone still not yet verified. It turned out he did need it, and a 58.4 in the unfamiliar car proved the winning run with a total time of 138.246, just 0.232sec quicker than Garfield. It is Ver Mulm's third crown, coming 13 years since he last won in CP with his "big" (but equally orange) Camaro. The toothy green Sprite can at least claim a piece of a 12th consecutive EM win.

E MODIFIED LADIES

The four-car EML class ran in the fifth heat on Tuesday's East Course, where conditions were drying - sort of. With Shawn Kiesel and daughter Kaila co-driving the family Sprite, Jeff made sure they were ready for conditions by having a groove cut into the outside of their front intermediate rain tires.

Kaila, a recent graduate of the junior karting program, finished second for the day just one second from her mother's 75.125sec time. Clearly mom was quite proud!

Wednesday's West fifth heat was dry, and now Shawn shined on Avon tires. She ran a 57.382 for a total of 132.507sec, giving her a 5.371 sec margin over Kaila in the second trophy spot.

Denise Cashmore

F MODIFIED

The enthusiasm within F Modified has never seemed higher for this class, with fanfare including chants, flag waving, and a three-wide Indy 500-style formation parade from paddock to grid Thursday as the class arrived for the second heat on the West Course.

"I didn't even check air pressures - I was just trying to keep my shoes dry"

RON VER MULM

After first runs, 2017 Champion Jason Hobbs was in first place with the only run in the 53s. Hobbs failed to improve on his second run allowing Zak Kiesel, three years removed from winning in Junior Karts, into the lead with a 53.5. Will Lahee found a mid-54 for third and Matt Murphy was fourth sharing a Novakar J9 with Hobbs. A 53.322sec third run consolidated Kiesel's lead with Hobbs recovering to second at 53.6, and Murphy edging just 0.002sec ahead of Lahee.

This was Kiesel's third Nationals in FM. He described part of his strategy as "noticing places I need to go slower and brake earlier on my first run."

Friday on the East Course began with a 60 from Kiesel, 61s from Lahee and Murphy, and a throwaway first run by Hobbs. Second runs would prove to be the best for the top four. Murphy knocked out a high 60, and Lahee answered with a low 60. But Kiesel was right behind with Hobbs to follow.

Kiesel's flyer was 58.666 for a 111.988sec total. Hobbs was second quickest at 59.1, ending up 0.814sec back, followed by Lahee and Murphy. As third runs began, the weather held, and the opportunity was there, but nobody in the top four could improve. Michelle Quinn was the highest finisher to find time on final runs, making a strong charge to fifth place.

E MODIFIED

1. Ron Ver Mulm	DMV
Camaro/KFR Sprite	138.246
2. Julian Garfield	WDC
Stalker M-Spec AXR	138.478
3. Mark Sawatsky	Neb
MGB	139.447
4. Jason Minehart	LnSt
Stalker M-Spec AXR	140.443
5. Jeff Kiesel/CSCC (KFR Turbo Sprite); 6. Briget Sawatsky/Neb (MGB); 7. Gregory Vincent/StCt (Stalker AXR); 8. William Mitchell/CFla (Jeep YC-J); 9. Peter Raymond/ConD (Jeep YC-J); 10. Justin Barbry/NCar (Stalker M-Spec AXR); 11. Nicholas Mellenthin/Ark (Exomotive Exocet); 12. Glen Minehart/Dix (Stalker M-Spec AXR).	

E MODIFIED LADIES

1. Shawn Kiesel	CSCC
KFR Turbo Sprite	132.507
2. Kaila Kiesel	CSCC
KFR Turbo Sprite	137.878
3. Krista Minehart/Dix (Stalker M-Spec AXR); 4. Deborah Inskeep/Atl (Exomotive Exocet).	



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FML ▼
Andrea Albin
 #SorryICanHearYou
 Doof Wagon



F MODIFIED

1. Zak Kiesel Raptor	CSCC 111.988
2. Jason Hobbs Novakar J9	LOL 112.802
3. Will Lahee Red Devil MR18	Indy 114.731
4. Matt Murphy Novakar J9	LOL 115.511
5. Michelle Quinn KMS Mk. 7	CFla 115.766
6. Heyward Wagner Raptor	Atl 116.167
7. Matt Feeney Novakar J9	BlRg 116.587
8. Radlee Bien Red Devil	KC 117.598
9. Gary Kramar Zink	Tex 147.689
10. Chris Perry/Chi (KBS Ramblebee Mk. 7); 11. Brad Smith/KC (Doof Wagon); 12. Josh Kikta/Indy (Red Devil MR18); 13. Phillip Penner/Tex (Zink); 14. Nick Sullivan/Det (KBS Ramblebee); 15. Bill Crawford/Chi (KBS Ramblebee Mk. 7); 16. Tom Buckman/SagV (Invader); 17. Dan Wheeler/KC (Doof Wagon); 18. Sean Feeney/NCAR (Novakar J9); 19. Bill DiGuseppi/Colo (QRE Invader); 20. Greg Zimmer/OhV (Red Devil); 21. Greg Tarantino/Colo (Ford Dwarf); 22. Dean Thornburg/Colo (QRE Invader); 23. Ron Madurski/MisB (Red Devil); 24. Chris Thomas/Wich (Red Devil); 25. Steven Ekstrand/CSCC (Wildcat); 26. James Rose/InNw (Ford Dwarf); 27. Sheldon Ekstrand/CSCC (Wildcat); 28. Arnie Coleman/ConD (Maverick); 29. Jeff Blumenthal/NeOh (KBS Mk. 7); 30. Tony Gentile/MisB (KBS Ramblebee).	



F MODIFIED LADIES

1. Andrea Albin Doof Wagon	Sill 128.737
2. Kencey Christopher Novakar J9	CSCC 134.125
3. Tara Young/KC (Doof Wagon); 4. Melissa Tarantino/Colo (Ford Dwarf); 5. Susan Grunenwald/BlRg (Novakar J9).	

"My car setup emphasizes stability at speed, and when things didn't go to plan yesterday, I had to go for it today," Hobbs said. "Hats off to Zak - he flat out beat me."

Kiesel described this as his first championship in a "real class," adding, "I was nervous [on day two] because I wanted to get a clean first run. After my first run, I had an idea and it didn't seem so tough."

F MODIFIED LADIES

The five FML competitors assembled for the fifth heat on the West Course were clearly pushing the limits. None would escape the day without pylon penalties. Andrea Albin was the early leader with a coned run in Brad Smith's Doof Wagon. Nobody could touch her until Kency Christopher charged into the lead on her second run with a 57.0. Christopher, formerly of A Mod persuasion, joined FML after her car was sold earlier this season. It was clear that she and Albin would be at the pointy end of this class.

Albin responded with a clean 56.9. Christopher came back posting 56.862, standing as the day's best as Albin could not match it.

Albin was the FSPL champion last year. "I was doing FM at ProSolos and still driving in FSP," she said. "FM experience was making me a faster driver in FSP, and when changes to that team happened, I decided to continue fulltime with FM."

Christopher, on the other hand, was transitioning from the faster A Mod car. "There is no downforce [in FML], and that makes it quite interesting," she said. "I am trying to keep

myself distracted. If I get too focused, I will totally freak out."

It was already raining steadily on Friday at the East Course when FML gridded, and it would be full-wet conditions through most of the heat. Albin's first-run 74.1 stunned the competition. Suddenly, she was more than 28 seconds ahead! Two of the other four, including Christopher, had DNF'd.

After second runs everyone had times, but Albin still held a 20sec lead before somewhat dryer conditions for third runs allowed some catching up. Christopher managed to close to within 5.388sec after Albin posted a final 71.749, totaling 128.737 and winning by the largest margin of victory at the 2018 Nationals in a class of at least five cars.

"We got a lot of rain this season in the Midwest," Albin said. "I had a lot of rain practice and I knew what the car would do in these conditions." She added, "I'm coming back to FM next year. This is my new family and I love it!"

David Webb

KART MODIFIED LADIES

Cool weather with brief interruptions of sunshine greeted the six KML competitors on Thursday morning as they sized up the West Course before the start of second heat. The decidedly autumn-like weather left many drivers struggling with tire temperatures and carburetors jetted for much warmer air, but two drivers rose above the pack during first runs to set the tone for the contest.

Kate Regganie, the defending champ, picked up where she left off last year with a mid-55sec run taking her straight



◀ **KM**
Larry MacLeod
Because Left Handed
Honda Tony Kart

▼ **KML**
Kate Regganie
CKT
Honda

to the top. Dana Gill's first effort, a few hundredths faster but dirty, served notice that a repeat championship would be a tall order.

"Cold tires, cold pavement," remarked Regganie, opting for a setup change that rewarded her with a blistering 55.157 on her second run, best of the day. Gill went conservative for her second run, hoping to build enough heat in the tires for a third-run flyer, but on that run found an unexpected bump that knocked her into a spin, leaving her 1.3sec back from Regganie.

Friday morning brought even cooler temperatures and a downright gloomy, threatening sky, but an undeterred Gill was in good spirits doing the Floss dance in grid before the start of the heat. A lucky first-run rerun gave her a leg up over Regganie in the tire heat game, and Gill closed the gap to just six thousandths. Both drivers then mounted a furious assault on the clock, dropping big chunks of time on each subsequent run as the tires came into their happy place.

When the dust settled, Gill had set the fastest East Course time with a 61.705, but it wasn't enough to overcome Regganie's 117.254 total time across both days, good for a 0.973sec victory and her third jacket.

"It was really fun running with Dana," Regganie said. "She did really well today, and our times were so close. It was a good day!"

KART MODIFIED

The Thursday afternoon weather for Kart Modified in Heat 4 had only marginally warmed things from the morning. Lacking a co-driver, two-time defending

"I had a lot of rain practice and I knew what the car would do in these conditions"
ANDREA ALBIN

Champion Daniel Wendel received two critical reruns right off the bat, giving him a huge tire heat advantage and leaving him far ahead of the field. That didn't faze Larry MacLeod, who had learned lessons from his tire heat issues last year and was well prepared for the conditions.

"Last year I didn't have a co-driver, didn't have any blankets," explained MacLeod, who shared the kart with his son, Jackson, but took the first-driver role which put Wendel on course just two drivers behind him.

MacLeod's grid setup this year looked like a small-scale Formula 1 effort, with a whole team of friends to handle tire blankets and take the whole kart - with driver seated inside - off a set of blocks when it was time for the next run. MacLeod was able to overcome Wendel's tire heat advantage, posting a 52.433 on his second run around the West Course for a scant tenth of a second advantage. Wendel never bettered his first run.

Not five minutes before the start of day two competition, a light mist briefly appeared, too short and fine to change the immediate conditions but raising a question mark over what was to come.

"I actually just made a small setup change to the kart, to make it easier to drive in case that comes back," noted Wendel just before first runs. The contest was



ultimately decided during second runs, as both MacLeod and Wendel received a red flag. But Wendel had already missed a gate and thus didn't get the rerun. MacLeod pounced, laying down a 57.804. When he saw the time, "I knew nobody was going to match that unless they had hot tires."

And, at that moment, the sky reopened with more conviction, making sure nobody would match MacLeod's run, period. MacLeod's total time of 110.237 was 2.604sec ahead of Wendel in second. It was his first jacket in nearly 20 trips to Nationals, and with yet another cherry on the sundae when he received Small Fortune Racing's award for FTD of the entire week.

Manfred Reysser

KART MODIFIED

1. Larry MacLeod Tony Kart	SagV 110.237
2. Daniel Wendel Porsche Taycan	CCar 112.481
3. Tom Harrington CRG Road Rebel	LnSt 114.286
4. Tom Regganie CRG	Chi 114.465
5. Jared Langenfeld Parolin Invader	KC 115.375
6. Jackson MacLeod/SagV (Tony Kart); 7. Ryan Lower/CPa (CRG Road Rebel); 8. Tim Davis/Milw (Intrepid Silverstone); 9. Paul Durr/LasV (CRG Road Rebel); 10. Ted Visscher/ETnn (Tony Kart Krypton); 11. Marc Segal/LasV (Zanardi KZ1); 12. Alan Sheidler/NwOh (CRG Road Rebel); 13. Tim Brueske/STL (Intrepid Silverstone); 14. Eric Less/Iowa (PCR Red Rocket); 15. William Schmidt/KC (Intrepid).	

KART MODIFIED LADIES

1. Kate Regganie Energy Course	Chi 117.254
2. Dana Gill KGB Pacemaker	MidS 118.227
3. Suzanne Segal/LasV (Zanardi KZ1); 4. Kristina Clark/Colo (Renspeed RS125); 5. Emma MacLeod/SagV (Tony Kart); 6. Janet Schmidt/KC (Intrepid Explorer).	

**ON THE RUN**

(LEFT) Course workers at the 2018 Solo Nationals endured some of the worst conditions on record, but those efforts kept the record-setting event moving.

SUPPLEMENTAL CLASSES

CLASSIC AMERICAN MUSCLE – TRADITIONAL

Tuesday, West Course, Heat 6, it was a dry course but under fading light for CAM-T, running in the last group of the day. Chad Ryker led in his 1968 Camaro by little more than 0.2sec over Alan Schoonmaker's 1964 Chevelle. With the sun long gone when Ryker made his final run, his was the only car below 63 with a final 62.838. Brian Johns, second driver in the Skoon's Hot Rods Chevelle, and Steve Seymore in a 1990 Mustang, were 0.016sec apart in the 63.4s.

Johns led Ryker by thousandths after the first Wednesday runs with a 71.7. The next time out, Ryker and J.J. Mallrich got deep into the 70s, while Johns had a devilish 70 with a point-666. Mallrich had put himself two seconds behind on day one, so he was clawing his way toward the trophies.

Seymore remained in third when he couldn't improve on his final effort. Mallrich took out three cones and remained in fourth. Ryker lowered his time to 69.8. Johns, needing 69.3 for the win, only matched Ryker's run. It was fastest time on the day at 69.849, 0.02sec quicker than Ryker but

not enough, and Ryker was the winner in his rookie Nationals. He also was honored with the Rosco Racine Spirit of CAM award.

Charlie Davis

CLASSIC AMERICAN MUSCLE – SPORT

As if the weather wasn't enough, Mike Johnson had to overcome adversity after adversity to claim victory in CAM-S, a class dominated by Corvettes that doubled its size from a year ago.

At the end of day one on the West "lake," Johnson held the lead at 69.695, but did not take his third run. "The C7 Z06 was involved in an incident on the first day," Johnson said later. "Bob Armstrong offered me a co-drive for day two. The car had a miss but handled like a dream. I was fortunate enough to be fastest both days in two different cars."

Day two's dry conditions opened the door for challengers to put the pressure on. Brandon Nelson sat second at 70.4, Jadrice Toussaint was at 70.7 and Danny Kao at 70.9 after David Rock carried a cone on a 70.1 run.

The stiff competition wasn't Johnson's only obstacle. As

soon as the matte black Z06 took to the East Course on Wednesday, the flat exhaust note and subsequent power loss just past finish, signaled what he needed to do. On his second run, he still set fast time at 67.943.

"I had only driven it from the paddock to the grid and had no expectations, but I have a lot of experience in a lot of different Corvettes and I didn't expect it to feel strange to me," Johnson said. He was nearly two seconds quicker on the East side, even though in equal conditions the course was generally about six to eight seconds longer.

Johnson's total time of 137.638 was 1.075sec quicker than Toussaint's even though Toussaint was only half a tenth slower on the day. Rock completed the podium after a 68.4 run.

"I wasn't going to quit, and I want to go out there and win," Johnson said. "It's been a pretty tough Nationals, but it feels a little bit better now."

Terrance Pearson

CLASSIC AMERICAN MUSCLE – CONTEMPORARY

The contemporary muscle cars of CAM embodied the legendary Camaro-Mustang wars dating back to the 1960s and did not disappoint. One twist was a cadre of General Motors employees showing up in a turbocharged four-cylinder 2019 Camaro built over the last four months after bringing (and winning with) a conventional 2017-model V8 the previous year. This prompted some shaking of heads and mutterings among the 51-driver class.

Did it make much difference? Consider: Whatever the vehicle,

the top three was the same top three as a year ago, in the same order. CAM-C ran the West Course in the third heat. Did we mention it was still wet?

It looked like 74s would be needed to stay in contention as Randy Adkins' Shelby GT350 laid down a 74.5 on his first run. Shaun Bailey would lead second runs with a 74.4, after cleaning up a mistake-laden first run in the aforementioned turbo Camaro. Dennis Healy's 2015 Mustang had a scratch 74.0 that needed to be cleaned up.

Bailey went out near the end of the first-driver string with co-driver Alexander Doss going next-to-last. On his final run, Bailey ripped off a 73.373 to lead the class. Healy cleaned up his dirty run with a 74.1. Doss got into the fray with a 74.5 barely ahead of Adkins, who sat on his first time after spoiling a 73.7 with a cone.

Healy started off hot on Wednesday with a 69.7 on the (dry!) East Course when everyone else was over 71. Bailey's 70.2 on his second try took the lead back with Healy losing time, Doss with cones, and Adkins a DNF.

While this foursome was the focus of attention, Ryan Otis had been sneaking into the picture after two DNFs on Tuesday left him in 18th place. Before any of the top four put a wheel on the course for third runs, Otis put himself at the pointy end for the day with a 68.208 that lifted him 10 positions from Tuesday to a trophy finish. Also take note of Brandon Porambo's 68.4, and the 67.6 he spoiled with two pylons, bumping him from 16th to seventh. Nobody else broke 69.

Bailey, first of the top four to go out for final runs, dropped to



▼ CAMT
Chad Ryker
TCI Engineering
Chevy Camaro

▼ CAMS
Mike Johnson
Evolution Performance
Driving School
Chevy Corvette

CAM-TRADITIONAL

1. Chad Ryker Camaro	CSCC 132.707
2. Brian Johns Chevelle	Tenn 133.276
3. Steve Seymore Mustang	Dix 135.118
4. J.J. Mallrich Mustang	StL 135.159
5. Rob Ippolito Mustang	Dix 135.375
6. Alan Schoonmaker/CCar (Chevelle); 7. John Williams/Neb (Mustang); 8. Jeremy Salenius/KC (Camaro); 9. Fred Kratzel/NNJ (Mustang GT); 10. Patrick Darling/KC (Camaro); 11. Robert Tarrien/Det (Mustang); 12. Joe Craley/ NwOh (Mustang LX); 13. Tim Govier/ GtRv (Dodge Aspen); 14. Dave Wallace/ Neb (Camaro); 15. David Freiburger/ Corp (Dodge Challenger); 16. Steve Dulcich/Corp (Dodge Challenger).	

CAM-SPORT

1. Mike Johnson Corvette Z06	BIRg 137.638
2. Jadrice Toussaint Corvette	CCar 138.713
3. David Rock Corvette	ArzB 140.537
4. Danny Kao Corvette Z06	WDC 141.241
5. Eric Brown Corvette Z06	Ky 141.700
6. Clay Turner Factory Five Cobra	ConD 141.789
7. Brandon Nelson Factory Five Cobra	ConD 141.839
8. Joey Green Backdraft Shelby Cobra	Neb 142.420
9. Scot Spiewak Corvette Z06	Ariz 142.531
10. Robert Armstrong/Cinc (Corvette C6); 11. William Twelves/Okla (Corvette Z06); 12. J.G. Pasterjak/CFla (Corvette Z06); 13. Jason Kupka/LnSt (Pontiac Solstice GXP); 14. Kevin Schultz/Utah (Corvette GS); 15. Mike Losert/NwOh (Corvette); 16. Jeff Vineyard/Almo (Corvette); 17. Les Schober/NwOh (Corvette); 18. Nick Gruendler/LnSt (Pontiac Solstice GXP); 19. Kerry Gonzales/ArzB (Corvette); 20. Chris Harrison/Neb (Corvette); 21. Derek Sivret/NEng (Corvette Z06); 22. Felipe Ruiz Jr./Phil (Corvette); 23. Thomas Kamman/SanD (Corvette Z06); 24. Paul Krysiak/NEng (Corvette Z06); 25. Jon Nwanagu/CCar (Corvette C7 GS); 26. Vernon Jolley/Utah (Corvette GS); 27. James Green/Neb (Backdraft Shelby Cobra); 28. Felipe Ruiz/Phil (Corvette); 29. Kandy Johnson/BIRg (Corvette Z06); 30. David Barkley/Ark (Corvette Z06).	

CAM-CONTEMPORARY

1. Shaun Bailey Camaro Turbo 1LE	Det 142.642
2. Dennis Healy Mustang	Ore 143.877
3. Alexander Doss Camaro Turbo 1LE	Det 144.319
4. Randy Adkins Ford Shelby GT350	ETnn 145.175
5. Stefan Frick Camaro SS 1LE	Det 145.302
6. Chris Cox Mustang GT350R	SanF 145.590
7. Brandon Porambo Mustang GT350R	CSCC 147.323
8. Ryan Otis Camaro	Ore 147.467
9. Paul Molina Mustang GT350R	CSCC 147.617
10. James Thomas Mustang GT350	ETnn 147.999
11. Eric Janveaux Camaro SS 1LE	Fing 148.051
12. W.B. Sephus Mustang GT	Okla 148.622
13. James Boller Mustang	Ariz 149.512
14. John Laughlin Mustang	NwOh 149.528
15. Pilar Miranda/SanF (Mustang GT350R); 16. Karl Riggs/Det (Camaro SS 1LE); 17. Joe Johnson/ Iowa (Camaro); 18. David Feighner/ SagV (Mustang); 19. Matt Lucas/Tex (Camaro 1LE); 20. Jeff Wagenknecht/GtRv (Mustang GT); 21. Dave Whitworth/Neb (Mustang Cobra); 22. John Fehring/FtWn (Pontiac Trans-Am LS1); 23. Robert Stanley/Colo (Mustang GT); 24. Cody Grissom/CCar (Camaro SS 1LE); 25. Michael Cobb/Tex (Camaro 1LE); 26. Alex Krull/Det (Camaro ZL1); 27. Bryan Packingham/Iowa (Mustang); 28. Raleigh Boreen/Indy (Camaro Z28); 29. Nate Langford/OzMt	



(Camaro); 30. William Agnor/KC
(Mustang GT); 31. Mike White/Neb
(Camaro SS); 32. Lorian Feighner/
SagV (Mustang); 33. Terry Brown/
Colo (Mustang GT); 34. Sean Tate/
SagV (Mustang); 35. Meredith
Evans/Okla (Mustang GT); 36. Brent
Stoner/Det (Camaro ZL1); 37. David
Gushwa/SBnd (Mustang Boss 302);
38. David Fink/Neb (Camaro); 39.
Mark Grissom/Okla (Camaro SS
1LE); 40. Larry Vaughan/RioG
(Mustang GT); 41. Keith Lamming/
KC (Camaro); 42. Rusty Henderson/
KC (Camaro); 43. Corey Pettett/Ark
(Mustang); 44. Beth Whitworth/Neb
(Mustang Cobra); 45. Rhonda
Fehring/FtWn (Pontiac Trans-Am
LS1); 46. Velma Boreen/Indy
(Camaro); 47. Robert Shearrer
Weathers/Almo (Camaro SS); 48.
Leah Julich/Iowa (Mustang); 49.
Charles Tate/WMch (Mustang); 50.
Randy Keeton/NeOk (Camaro SS
1LE); 51. Tyler Garling/Okla
(Mustang GT).

Courtesy Mike Johnson



CAMC ▼
Shaun Bailey
careers.gm.com
Chevy Camaro



STP ▶
Brinton Mooberry
 careers.gm.com
 Chevy Camaro



STREET TOURING PONYCAR

1. Brandon Mooberry Camaro SS	Det 138.582
2. Jonathan Warlof Mustang	CFla 138.686
3. Jay Cryderman Mustang GT	Almo 139.965
4. Robert Gosda/Chi (Mustang); 5. Lacey Otis/Ore (Camaro); 6. Jeffrey Mark Pilson/ETnn (Camaro); 7. Miles Crabbe/Ala (Mustang GT); 8. Eric Yee/Almo (Mustang GT); 9. Charlie Holt/OzMt (Mustang GT).	

FORMULA SAE

1. Jack Heideman Hope College	WMch 119.989
2. Jarrett Matson/NNJ (Hope College).	

FORMULA SAE LADIES

1. Morgan Dalman Hope College	WMch 128.404
----------------------------------	-----------------

69.2 and watched the other three try to catch his 142.642. Adkins took off 1.4sec, down to 70.6sec, third behind Healey. Healy was next, needing 68.4 or better for the lead. No help on this run left him 1.235sec short of the win with Doss needing to be fast and clean. A 69.8 from Doss would only pass Adkins for third, and Bailey had his second CAM-C Nationals win and his fourth trophy in five trips to Lincoln.

"We built the car out of parts that anyone can buy, other than some custom intake and exhaust parts," Bailey said. "The way I won is that it rained, I got a good lead, and Dennis couldn't catch me. Give Alex [Doss] another couple of years, and he'll be right there."

Charlie Davis

STREET TOURING PONYCAR

It's the third year for the Ponycars, running as a Street Touring supplemental class. Eight cars with nine drivers met to pound the ground at Nationals on Thursday and Friday. There were no entries in Ladies, so it would be the last heat of the day before these cars made an appearance.

Most of the field was made up of late-model Camaros and Mustangs, from the 2005 Mustang GT of Charlie Holt, to the 2017 Camaro SS of Brinton Mooberry. But there was one car in the grid that stood out from the others.

"I built this car two weeks ago," Mark Pilson said of his 1993 Camaro, a car that had been "sitting in my driveway" and was a full 22-years older than the next oldest car in the class.

It developed into a classic Ford vs. Chevy battle. Thursday's East Course saw Mooberry open with a 70.4, with Robert Gosda close behind in his Mustang Boss. By third runs, Mooberry was the only STP car below 70, clocking 69.416, with Gosda and Jonathan Warlof, also in a Mustang, in the 70s.

Oh, Friday. STP was on the West Course and rain had returned for the fifth heat, leaving drivers to face damp conditions

that kept getting worse.

This was a boon to drivers early in the order. Jay Cryderman, the first car out, got the second-quickest time, 68.9, to step up on the podium and snag the last trophy. Warlof, also with a low number, opened with a very fast 67.705, enough to move him past Gosda and Cryderman after first runs. The rain continued, conditions worsened, and no one got within a second of Warlof's run. Gosda was one of two drivers, both with high numbers, unable even to beat their Thursday times from the longer course.

Mooberry, despite his high number, was able to get a 69 and stay a scant 0.104sec ahead of Warlof. 138.582sec was his total.

Asked if his day one gap was enough to keep him safe in the worsening conditions, Mooberry laughed and said, "define safe." He'd have preferred consistent conditions for everyone: "Yeah - dry or wet."

Karl Shultz

FORMULA SAE LADIES

A small liberal arts college from western Michigan is probably not the first place you'd go looking for a Formula SAE team, but three seniors from Hope College were the only team to register



FSAEL ▲
Morgan Dalman
 Hope College
 2018 FSAE

FSAE ▶
Jack Heideman
 Hope College
 2018 FSAE



Courtesy Jack Heideman



▲ **FJA**
Mason Herrick
Seventh-Gear.com/
R&S Racing
CRG Kart

▼ **FJB**
Carter Heaton
R & S Racing
Tony Kart

for this year's Nationals. Their car was designed last year, and they competed in the 2018 Formula SAE Championship, also in Lincoln.

Aside from a tire pressure adjustment, the team made no changes to the car all weekend, opting to use the seat time for driver development. "For me, it's more of a learning experience, since this is the first time I've driven an autocross course," said Morgan Dalman, another mechanical engineering major. She ran FSAEL unopposed in the second heat, posting a 60.983 on Thursday morning for the West Course and a 67.421 on the East course, totaling 128.404

FORMULA SAE

In the Open class, on course in Heat 4, Heideman was faster on both days than his business major co-driver Jarrett Matson. Enjoying two days of dry weather, Heideman ran a 57.162 past the corn and a 62.827 by the planes for a total time of 119.989sec, winning by 3.456sec.

Their goal for the rest of the year is to share their knowledge with younger members of the Flying Dutchmen's FSAE team before they graduate and take that knowledge with them, and also to put in a good showing at the 2019 Formula SAE Championship.

Manfred Reysser

FORMULA JUNIOR A

Formula Junior competitors do not have to look far for role models. Graduates of Junior Karts include Kate Regganie and Dana Gill (KML), Zak Kiesel (FM), Kaila Kiesel (EML), Julian Garfield (EM), and Zach Moore (BM).

Tuesday's third heat on the East Course started out wet but

drying, so this was clearly going to be a third-run battle. Although special safety considerations require big cars not to move while Junior Karts are running, another holdup was to fix some concrete breakup on course.

Defending winner Mason Herrick struggled with the rest of the pack to get grip on first runs, and Robert Ekstrand claimed the first-run lead with a 93.9sec run. The time would serve only as a comparative to what would come. Second runs brought marginal improvement with Conner Herrick now on top at 88.0.

But an entire heat of 60 E Mod and G Street cars would go out to dry the pavement before the Juniors, who ran last, would get one more try.

In significantly improved conditions, Mason Herrick came back to claim the day one lead with a 72.087, over Kimsoo Gopnik who had a 75.1. Johan Yost was in third with a 76.8 and Ekstrand now fourth.

"The first two runs, I was 20 to 30mph through the whole course - painful," said Mason, the younger Herrick brother. "On the last run, the rain kind of slowed down, and I took off almost 20 seconds. I was glad I was able to do that and not spin." Gopnik, who spun multiple times on her second run, explained how she prepared for her third: "This is my 10th year racing, so I just try to deal with it and go through the course in my head."

A dry West Course on Wednesday made for a lot of happy kids. First runs, Mason Herrick ran a 59.9, while Gopnik and Yost coned. The second runs for Herrick and Gopnik would be their best. Herrick had fast time



of 59.503 for a total of 131.590, finishing 4.579sec clear of Gopnik for a fourth consecutive victory including two in JB.

FORMULA JUNIOR B

The JB class ran a somewhat dryer fifth heat, with five drivers age 8 to 12. They come with a pretty solid support structure, often with other family members competing in different classes. It's common to see Julie Heaton go over runs with son Carter, as well as Theresa McKee conversing with daughter Alana.

The young competitors all agreed the damp conditions proved challenging and said the course was a "sea" of cones - four of the five DNF'd one of their runs. Olivia Hammack said, "You had to look ahead and dodge puddles." For day one, Carter Heaton ran fast time of 71.264sec, ahead of Hammack's 74.3.

Day two was dry, and competitors again agreed: driving in the dry was easier than in the wet. Heaton continued his charge and ran fast time of 62.916 for his second JB triumph with a total of 134.180. Hammack kept it close just 0.080sec slower, to finish 3.140sec back.

Denise Cashmore



JUNIOR A

1. Mason Herrick	Wich
CRG Santana	131.590
2. Kimsoo Gopnik	NEng
CRG	136.169
3. Johan Yost	Colo
Nelson Tony Kart	138.700
4. Conner Herrick	Wich
CRG Black Star	139.812
5. Robert Ekstrand/CSCC (Kosmic Mercury); 6. Erika McKee/SanF (Emmick); 7. Saraya Okazaki/Haii (Margay Ignite); 8. Polina Tsurikova/NEng (CRG); 9. Kate Bangs/Phil (Birel); 10. Darren Thomas/Wich (Margay Brava); 11. Matt Bangs/Phil (Bandit).	

JUNIOR B

1. Carter Heaton	Neb
Tony Kart	134.180
2. Olivia Hammack	CFla
Margay Ignite K3	137.320
3. Max Knop/Neb (CRG); 4. Alana McKee/SanF (Emmick); 5. Abigail Dorsey/Colo (Arrow AX7).	

TO THE VICTORS

(MAIN) ProSolo Challenge winners celebrate their achievements at the conclusion of the Finale.

The 2018 Tire Rack ProSolo National Series is not for the weak. The series began at the Fort Myers, Fla., event in March, jumped across the country to Fontana, Calif., then circling around the country again and again before the ProSolo Finale in Lincoln, Neb. During the season, the most memorable weather issues were the extreme heat

at the back-to-back midseason events in Lincoln and Mineral Wells, Texas. It seemed like the Finale saw the season's weather so far, accepted the challenge, and said, "Hold my beer."

September weather in Lincoln can be more than a little bit unsettled, and the ProSolo Finale had a bit of everything. Luckily the weather began humbly;

heavy rain fell during Friday, but it cleared up in time for the practice starts. As always, the course remained wet for hours after the rain stopped, but by the end of the practice session, both start lines were dry.

The forecast for the weekend was for more of the same, but Saturday dodged that bullet and the rain didn't appear until after



competition ended. But overnight rains were heavy, so it was clear that even if the weather cleared, Sunday racing would kick off on wet courses. And wet Sunday courses mean nobody goes faster.

The overnight weather was also fairly intense, relocating portable toilets and destroying canopies left on site overnight. Luckily, the hail stayed a few miles away.

Sunday morning, the right course was all but dry by the third heat, though the launch area stayed wet long after the rest of the course due to cars coming from the still-wet left course to drip that water onto what would otherwise be a dry staging lane.

Those who had a good left course time in the books from Saturday but needed

a good right side had some hope. Among the few to take advantage of that situation were Ken Motonishi in STR, who took the class lead by just over a tenth of a second, moments before the rains returned and prevented Brian Karwan's response. That was in the sixth heat. All qualifying runs after that were run on wet courses.

For 2018 Tire Rack ProSolo Finale competitors, the weather would play a key role. But as it turned out, the rain was an equal opportunity challenger

WORDS Paul Brown | IMAGES Rupert Berrington

FOR THE WIN

**FINDING GRIP**

Overnight rain found many of the early heats dodging puddles on Sunday. Doug Rowse (FAR LEFT) took the B Street win and championship, while G.J. Dixon (LEFT) locked up the Super Street class title with a win in the Finale. Jordan Towns (BELOW, 55) was the big winner, taking the Ladies Challenge title along with the L2 points championship.

**POINTS KEEPING**

The ProSolo points system is relatively simple. The Finale is worth one-and-a-half times what a regular season event pays. Competitors entering with either two wins or a win and a second place in the regular season will win their National Championship by winning their class at the Finale. Those with fewer points may not be in that situation. For example, someone who wins the Finale, coming in with a win and a third place, will end up losing the points championship to someone who comes in with two wins and finishes second at the Finale. That's the simplest of the many possible permutations, but needless to say, it is every competitor's goal to put together a pair of regular-season wins and a triumph in Lincoln. A perfect season is worth 70 points. A win and a second place added

to a Finale win will be 66, while two wins and a Finale second place will be 64.

Most classes had at least three competitors in control of their own destiny this year. With that many competitors with high point totals coming in, it would take some luck for someone to overcome such a deficit and win a championship this year. There were a couple of classes that saw just that sort of luck. One such class was A Street, where Vivek Goel entered with first- and fourth-place finishes. Winning the Finale was a good start for Goel, but the second- and third-place finishers had not won during the season, and a points total of 61 was enough to take the championship by eight points over William Bostic, who added a fourth-place finish to a win and a runner-up finish during the season.

C Street was another class

"The forecast for the weekend was for more of the same, but Saturday dodged that bullet"

with an unusual outcome. Charles Krampert came in with first- and third-place finishes. With the depth in the class, it may be somewhat less surprising that a win at the Finale gave him the championship over Dave Ogburn, who came in with first and second places. Mike King won H Street in much the same way, edging Greg Reno by just three points when Alex Piehl finished in second place between them, despite only managing a pair of fourth-place finishes during the season.

Brian Karwan of Street Touring Roadster and Tamra Hunt were the only two champs who didn't

win their class at the Finale. Karwan came in second to the aforementioned Motonishi. Just three points separated the two at the end, with Motonishi having second- and fourth-place regular season events before his Finale win. Karwan had a win and a second place during the season. Hunt finished second to Christine Grice at the event, but Grice had mechanical problems with the Evo at Crows Landing that saddled her with a fifth place to go with a win at Fontana. That combination gave Hunt the season by five points.

Among the more traditional champions were G.J. Dixon in Super Street, Doug Rowse in BS, Paul Brown in ES, Jeff Wong in FS, Kinch Reindl in SSC, Brian Peters in SSR, Doug Mikko in STU, Kyle Herbst in STX, David Whitener in STS, Erik Strelnieks in S1, Billy Davis in S2, Ryan Otis in S3, Mark Scroggs in S4, John Laughlin in CAM, Jason Hobbs in Race Tire Index 1, Robert Lewis in Race Tire Index 2, Ryan Lower in KM, Jordan Towns in L2, Kim Whitener in L3, Jennifer Bedell in L4, Mason Herrick in JA, and Carter Heaton in JB. Many of those also scored a perfect 70-point season.

THE CHALLENGES

The rain had stopped some time before, but as the Ladies Challenge started, the left course was still mostly wet while, other than the starting line, the right course was well on its way to being dry.

The sloppy conditions did not bode well for Ladies Challenge points leader Nicole Wong in the Hogan SSR Corvette. She was the 14th qualifier in the 16-car Challenge, but seeding



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EVENT REPORT

THEY WOULD BE KING

(CLOCKWISE FROM RIGHT) Mike King finished second in the Super Challenge, which was enough to claim the season title. Paul Brown had the speed to win ES. Jennifer Bedell took the top spot in L4. Kim Whitener claimed the L3 class win and championship. Billy Davis took the S2 points title and Finale win. Julie Heaton splashed her way to the Ladies Challenge Finale win.



isn't any guarantee of outcome. Kim Whitener, on the other hand, was the second qualifier in the family STS Miata. Michelle Knoll chose not to run, and fourth in points Catherine Tran came up short of making the 16-driver field. Top qualifier Christine Grice was only the first to spin in the damp chicane on the left course. True to form, Wong lost to L4 driver Bedell in the first round. Whitener didn't make it past Laney Blume in her Mini in the first round. Shelly Monfort, fifth in points coming in (so the top driver left in the second round), was the beneficiary of Grice's spin, but faced Street class Subaru driver Julie Heaton in the next round, and really had no chance in those conditions. That left Bedell as the top remaining points holder, but she was



outrun by fellow L4 driver Teddie Alexandrova in a heads-up battle.

Interestingly, Alexandrova finished third in class but took out second-place Chris Peterson in the first round before doing the same to class winner Bedell in the second. Jordan Towns, by virtue of her third-qualifier bonus points and ousting Jessica Pao and Meredith Brown to

make it into the third round, had an insurmountable points lead. Heaton outran her in a heads-up D Street Subaru round to advance to the final pairing, but that was a case of winning the battle but losing the war.

With conditions continuing to improve, Alexandrova put Towns into fourth place but, at that point, it really didn't matter. Heaton's

win over L3 Evo driver Tasha Mikko gave her a nice Challenge win, but Towns had the season win over Whitener and Wong.

The Super Challenge still had some dampness in the opening section on the left course, and that caught a few drivers by surprise. Conditions were such that at least the low-powered, rear-drive cars were not at a major disadvantage. Among the points leaders coming in, Larry MacLeod (tied for first) and Jeff Kiesel (alone in third place) were taken out in the first round. Kevin Dietz came in in fourth place and made it into the round of eight, where he was taken out by his class winner Kinch Reindl. Fifth-place David Whitener made it only to the second round, while sixth-place Kyle Herbst exited in the first.

When Mike King made it to the

THE CAM INVITATIONAL

Like a scene from a classic western, when the CAM Invitational in Lincoln, Neb., kicked off on Saturday, Sept. 1, heat was visibly rising off the tarmac. People could be seen walking in the distance – then, in a matter of moments, there’s a gathering, conversations, and a battle breaks out. The desolate surface becomes a hub of activity and, in this case, cars with helmet-clad drivers fill the surface. The dust flies and only the winners remain.

Average temperatures for Saturday were in the low 80s, and the sun crept out of cloud cover throughout the competition, although skies threatened rain all weekend and weather reports warned of severe thunder and flooding to join gale force winds and possible hail.

Saturday’s CAM Invitational was a fantastic lineup with the CAM-T and CAM-S classes getting first crack at the course, boasting 49 combined competitors (17 in CAM-T and 32 in CAM-S), while CAM-C and its 51 drivers would take to the course in the afternoon. In all, competitors would take six runs over the two days.

Morning runs presented a time to beat of 37.259 for CAM-S and 38.186 for CAM-T. The morning runs also went quickly, with no interruptions, and the two classes banged out 147 runs in under two hours. After a quick lunch break, competition continued with CAM-C.

Saturday’s runs brought spectacular changes to the leader board with known favorites Scott Fraser and Robby Unser not taking the top spots. In the end, Jadrice Toussaint in a C7 Corvette overtook Fraser in the vintage Cobra, in a last-minute run of 37.045 to top Fraser’s 37.2 in the



Perry Bennett



Perry Bennett



Perry Bennett

ON THE CAM
(ABOVE) Jadrice Toussaint took the CAM-S victory. (FAR LEFT) Brandon Porambo came out on top in CAM-C. (LEFT) Steve Seymore eked out the CAM-T win.

CAM-S class. In CAM-T, Steve Seymore and J.J. Mallrich duked it out in the battle of the Fox Body Mustangs with Seymore surpassing Mallrich in the final round with a 38.186 vs. a 38.434. In CAM-C, Brandon Porambo and W.B. Sephus ran neck-and-neck all day with Porambo coming out on top at the end of the day with a 0.133sec lead over Sephus. Trophies and prizes were awarded at the Speedway Museum of Speed.

Storms arrived as racers departed the field on Saturday evening, and they continued through the night and left the Invitational drivers with a soaking

wet course come Sunday morning. With standing water and cooler temperatures, tires were not performing at their full potential, but the challenge-qualifying runs were rewarded with increased temperatures and a drying track.

The warm and dry did not last for long, however, and all competitors knew they were going to have to keep up the pace or the final shootout would likely be very wet. In all, 294 runs were made in just over two hours to qualify for the challenge event, and the finals promptly started after a quick break to develop the grid and brackets.

Interesting upsets were seen in the showdown with big names getting bumped out early. The rain came down in earnest and standing water was present for the majority of the shootout. In the end, Jadrice Toussaint took the top spot for CAM-S, Ryan Finch took the lead for CAM-T, and Chris Cox represented the fastest in CAM-C. Then all eyes were on the clock as the rain continued and the finalists lined up. When all was said and done, consistent speed meant Toussaint would walk away with the top trophy and a brand-new custom Kiesel guitar.

Suzy Bauter

**THE CHALLENGE**

Julie Heaton (LEFT) and Dave Ogburn III (LEFT and BOTTOM) sprayed champagne as Challenge winners at the Finale. (BELOW) Kyle Herbst took the STX Finale win, and the season title.



third round, he probably had the JCU Cup. Getting into the final four guaranteed it, and a second-place finish just made the points gap larger. Bartek Borowski came in seventh in points, and with King's strong finish, an overall win was out of reach, but when Borowski got to the final four he had moved up considerably in the overall standings. Unfortunately, his E Street Miata ran out of gas

in that pairing and had to be towed in - had this happened in an earlier round, that would have eliminated him, but in the final four he was still alive for the consolation round. After the proper application of a gas can, he was good to go, and bested Reindl to take third place. That gave him second overall in points by just two points over Whitener. 🍷

**TIRE RACK PROSOLO NATIONAL SERIES**

LINCOLN AIRPARK | Lincoln, Neb. | Aug. 31-Sept. 2, 2018

FINALE RESULTS

SSR: 1. Brian Peters (Chevrolet) 80.635; 2. Sam Strano (Chevrolet); 3. Matthew Braun (Chevrolet); **SS:** 1. G.J. Dixon (Porsche) 84.822; 2. Ryan Clark (Porsche); 3. Alex Muresan (Porsche); **AS:** 1. Vivek Goel (Chevrolet) 85.148; 2. Daniel Gross (Chevrolet); 3. David White (Chevrolet); **BS:** 1. Doug Rowse (BMW) 85.601; 2. Bryan Heitkotter (Chevrolet); 3. Jeremy Foley (BMW); **CS:** 1. Charles Krampert (Mazda) 87.405; 2. Dave Orburn III (Mazda); 3. Scott Phillips (Mazda); **ES:** 1. Paul Brown (Toyota) 89.726; 2. Bartek Borowski (Mazda); 3. Eric Peterson (Toyota); **HS:** 1. Mike King (Ford) 90.492; 2. Alex Piehl (Ford); 3. Greg Reno (Mini); **STU:** 1. Doug Mikko (Mitsubishi) 85.235; 2. Lane Borg (Chevrolet); 3. Jimmy Au-Yeung (Mitsubishi); **STR:** 1. Ken Motonishi (Mazda) 84.879; 2. Brian Karwin (Mazda); 3. Brian Garfield (Mazda); **STX:** 1. Kyle Herbst (Scion) 86.481; 2. Michael Carpenter (BMW); 3. Manfred Reysser (Scion); **STS:** 1. David Whitener (Mazda) 87.694; 2. Gerry Terranova (Honda); 3. Mark McKnight (Honda); **SSC:** 1. Kinch Reindl (Subaru) 89.581; 2. Kevin Dietz (Scion); 3. Steven Berrodin (Subaru); **S1:** Erik Strelnieks (Nissan) 67.492; 2. Randall Wilcox (Mazda); 3. Eric Anderson (Mazda); **S2:** 1. Billy Davis (Mazda) 67.766; 2. Ron Bauer (Mazda); 3. Tom Berry (Mitsubishi); **S3:** 1. Ryan Otis (Chevrolet) 67.059; 2. John Vitamvas (BMW); 3. Bryan Mancuso (Infiniti); **S4:** 1. Mark Scroggs (Chevrolet) 68.047; 2. Des Toups (Honda); 3. Dan Cochran (Ford); **R1:** 1. Jason Hobbs (Novakar) 67.246; 2. Jeff Kiesel (KFR); 3. Greg Maloy (Dulon); **R2:** 1. Robert Lewis (Ford) 67.557; 2. Patrick Washburn (Honda); 3. Andrew McKee (Mazda); **KM:** 1. Ryan Lower (Honda) 73.796; 2. Larry MacLeod (Honda); 3. Tom Harrington (CRG); **L1:** 1. Christine Grice (Mitsubishi) 68.428; 2. Tamra Hunt (Mazda); 3. Nicole Wong (Chevrolet); **L2:** 1. Jordan Towns (Subaru) 68.967; 2. Meredith Brown (Toyota); 3. Julie Heaton (Subaru); **L3:** 1. Kim Whitener (Mazda) 69.497; 2. Kate Fisher (Scion); 3. Tasha Mikko (Mitsubishi); **L4:** 1. Jennifer Bedell (Scion) 70.768; 2. Chris Peterson (Scion); 3. Teddie Alexandrova (Scion);

BC: 1. Jeff Wong (Chevrolet) 67.366; 2. Mark Daddio (BMW); John Laughlin (Ford); **FJA:** 1. Mason Herrick (CRG) 85.290; 2. Conner Herrick (CRG); 3. Kimsoo Gopnik (CRG); **FJB:** 1. Carter Heaton (Tony Kart) 90.821; 2. Olivia Hammac (Margay); 3. Alana McKee (Emmick);

Super Challenge: 1. Dave Ogburn III; 2. Mike King; 3. Bartek Borowski;
Ladies Challenge: 1. Julie Heaton; 2. Tasha Mikko; 3. Teddie Alexandrova.

2018 TIRE RACK PROSOLO CHAMPIONSHIP STANDINGS

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TUNING UP

(RIGHT) As we neared our first on-track session with our CAM-S Corvette, we began checking the last few items off the build list – like finding out how much power we had by heading to the dyno.

PART 2

Taking care of the go, the stop, where to sit, and discovering how much power the car really has

Last month we introduced you to our Classic American Muscle CAM-S autocross project car, a 2003 Chevrolet Z06 Corvette that had been breathed on by legendary tuner John Lingenfelter. While starting with a car that came out of the Lingenfelter Performance Engineering shop would reduce our need to look for much more power, it didn't take long for us to discover that with most of the work being done more than a decade ago – and the car had been well used since its creation – we still had a good deal to work to do.

We squared away what is probably the most important part of any autocross build during our previous installment. Last month we came up with a creative suspension solution by combining Motion Control Suspension, Eibach, and Hellwig suspension components, and then topped that off with a custom set of Forgieline wheels wrapped in massive BFGoodrich G-Force Rival S tires. Now it was time to focus on other areas of improvement.



PROJECT CAM CORVETTE

WORDS & IMAGES Jason Isley

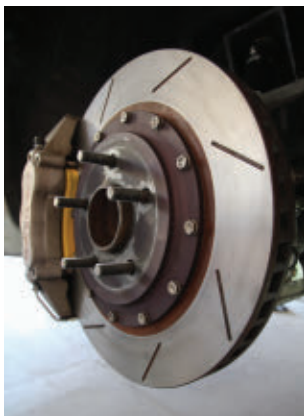




SOUND CONTROL

(LEFT) A pair of custom mufflers from Burns Stainless tucked neatly into the tunnel and helped quiet the beast. (BOTTOM RIGHT) The standard C5 muffler location is occupied by the air-to-liquid intercoolers that aid our twin-turbo motor setup. (BOTTOM LEFT) The car's Alcon brake setup needed some TLC, so we contacted Pagid Racing for a set of pads that could handle autocross and light track duty.

"We set out to find brake pads that would allow us to do a range of events without necessitating a pad change"



STOPPING POWER

One issue we discovered during our initial shakedown runs was the Corvette's poor braking performance. Considering the car was outfitted with a beefy Alcon brake system consisting of 6-piston calipers up front and 4-piston rears, all clamping down on two-piece, 14-inch rotors, we really expected the car to at least stop as good as a stock C5. What we discovered, however, was braking performance more on par with a 1980s sedan.

Digging into the brake system, we believed the lack of stopping force was a result of a mixed set of brake pads, which included both ceramic and semi-metallic. While our CAM project primarily



focuses on autocross, we also plan to do some SCCA Time Trials; consequently, we set out to find brake pads that would allow us to do a range of events without necessitating a pad change from venue to venue.

Reaching out to Ian Berwick, PAGID Racing's motorsports manager, yielded us the pad we were looking for. "I'd recommend the RSL29 compound," Berwick told us. "It's easy to use, beds-in well, and works well with ABS, meaning the modulation and release is very good."

Picking a pad compound was only half of the process; next we had to identify the pad shape that married up to our nearly 15-year-old Alcon brakes.

Tracing the old pads and sending a scan to Berwick quickly narrowed down our options. Here's a tip: If you use this method to compare pad shapes, place a reference measurement on the page since scanners can marginally resize the image. Also, since we couldn't be sure that the new pads would be compatible with the transfer layer that was already on the rotors, we had West Coast Race Craft clean the rotors.

MAKE SOME NOISE

Another item that needed some TLC was the exhaust. While the car was already outfitted with a very nice, one-off titanium turbo back exhaust system, it

was loud. Much of the reason for this was the air-to-liquid intercoolers, which occupied the space where mufflers are typically found on a C5 Corvette. The system included a pair of metal core catalytic converters and resonators, but no actual mufflers.

With limited space for mufflers, we ditched the resonators and asked the team at Burns Stainless to build a set of mufflers to fit in the same location. With the proximity of these mufflers to the engine and turbo chargers, we selected the optional scrubble packing from Burns, which is better suited to this kind of temperature range than the standard glasmatt packing. In short order, we had a set of lightweight, custom length mufflers that fit perfectly in the space previously occupied by the ineffective resonators. Both the tone and volume of the exhaust were much more pleasing after the change.

SIT RIGHT THERE

If you've ever driven a C5 Corvette in anger, you will have noticed that the factory seats are about as sporty as your dining room chair. While it may be comfortable enough to sit in for hours, spirited driving is a pain. It was time for an upgrade.



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3.4 sec	143 mph	225 bhp
<u>Weight</u>	<u>Power:Weight</u>	<u>Lateral Force</u>
1320 lbs	363 bhp/tonne	2.1 g

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Like with many sports cars, finding a race seat that will fit and retain the interior can be a challenge. Luckily, we had just learned of a new offering from Sparco USA that was supposed to address these tight cabins.

The FIA-approved QRT-R utilizes Sparco's QRT ultra-light technology, which greatly improves the strength-to-weight ratio of the seat. In addition, this design offers the interior dimension of a larger seat while maintaining a compact outer shell that fits more easily into small cars.

Having spent far too many afternoons fabricating custom seat mounts, we opted for the 600 Series mount offered

by Sparco for the C5. Sure, mounting a race seat seems easy on the surface, but anyone who has done it quickly figures out how much of a time waster it can be - the 600 Series mount makes it a bolt-in affair.

Sparco also offers a range of side-seat mounts and sliders, allowing you to get the seat right where you want it. By the time we were done, we were delighted to see the QRT-R fit our cramped cockpit with room to spare.

The next item to address was a race harness. At some point, our project car had been outfitted with a harness that attached to the stock seat and appeared to have been heavily modified by someone with

"Like with many sports cars, finding a race seat that will fit and retain the interior can be a challenge"

marginal sewing skills. Between the homebrewed modifications and aged-out stamps on the belts, it was an easy choice to shop for a new one.

We selected the RaceQuip 6-point, 2-inch pull-down HANS/FHR harness. The 2-inch lap and shoulder belts are by far our favorite setup in any of our road race project cars, both for comfort and ease of use - the 2-inch lap belt in particular is

a comfortable option. While the 2-inch shoulder belts are designed to be used with head and neck restraints, it isn't an issue on the autocross course, and any time we hit the track, we are wearing one.

The RaceQuip FIA 6-point belt is a great value, too, priced well below similar harnesses, and the action on the adjuster rivals that of much more expensive units we have used. The supplied hardware made installation a snap, with the supplied clips-ins used on the floor and the shoulders wrapped around the harness bar that was already in the car.

For track use, we also picked up a RaceQuip tow loop with



WORKING IT OUT

(LEFT) The team at FR Sport was able to get our project car pointed in the right direction with a spot-on alignment. (BELOW) On the dyno, Shawn Church found some sensor issues on our turbocharged C5, so he shifted gears from tweaking the power curve to making things run safely. (BOTTOM) The new QRT-R seat from Sparco is perfect for tight cabins like the Corvette, and when paired with the RaceQuip harness, we will be planted firmly no matter what we do.



the soft ring end, which will meet the requirements for most track groups, while not beating up the paint on the car.

NUMBERS GAME

With the dirty work done, we headed over to FR Sport where Mark DeShon worked his alignment magic. The C5 is blessed with a good range of suspension adjustment from the factory, and we were able to obtain a good baseline setup.

The final stop on our setup tour was a visit to Church Automotive Testing, where Shawn Church utilized HP Tuners software to improve the drivability of our slightly overpowered autocross car. We already had Dynojet

numbers showing 715hp and 716lb-ft of torque at the wheels on pump fuel, so we wanted to see if we could soften the initial curve. Unfortunately, this is where the project took two steps back.

Within seconds of connecting the HP Tuners suite to our ECU, Church discovered a big issue. Somehow this car was still fitted with a stock 1-bar MAP sensor, something that doesn't pair well with forced induction. Also, at some point in its life, the MAP sensor had been turned off and the car was running a MAF-only calibration. While the car was fitted with an oversized MAF sensor, it still could not manage the airflow produced by the twin turbo setup.

With no time to address the MAP sensor, we shifted directions and sent Church on a mission to dial power out to make the car safe to run. Then we hit another snag - around 720lb-ft of torque on the Dynapak (a dyno that attaches to the rear hubs), the Corvette's clutch began to slip. On the street or even on the chassis dyno, this would be masked by tire slippage, but it was clear as day on the hub dyno.

Less than 24 hours after our dyno session was an autocross, and despite the power and clutch issues, we were dying to get our CAM-S Corvette on course. Do you want to know how the car did? Well, for that you'll have to wait until our next installment. 📍



OVER THE TOP

From personality to features to power, the Chevy Silverado 2500HD High Country is big in every sense of the word | WORDS & IMAGES Jason Isley

In preparation for the 2018 National Championship Runoffs, we planned a trip to Sonoma Raceway to shake down two of our long-term project racecars, our 2017 Runoffs winning H Production Toyota Yaris and the Spec Miata we built last year. But since we would be taking two racecars, we needed a second tow rig. To that end, we set our

sights on borrowing a truck from Chevrolet, the official truck of the SCCA, that was ridiculously overpowered for the job at hand. Chevy did not disappoint.

Our load for this trip certainly didn't warrant an incredibly capable tow rig; with a trailer and car combo tipping the scales at nearly 4,500lbs, it's laughable when you consider the 2018

Silverado 2500HD High Country 4WD we tested had a 13,000lb tow rating. But to mix it up, we decided to tow the Spec Miata on the way to Sonoma and the H Prod Yaris on the way back in order to see whether the size of the load would impact the truck at all. It didn't.

While the trip from our Southern California base to

Sonoma Raceway is not a long one, we did face the daunting climb of the Grapevine, a five-mile-long ascent that runs at a six-percent grade, covering some 1,600 feet of elevation. This was the perfect opportunity to put the 6.6L turbo diesel Duramax V8, offering 445hp and an astounding 910lb-ft of torque, to the test.



BIG TIME

(LEFT) From its aggressive styling to its massive power output, the Chevrolet Silverado 2500HD High Country is about as serious as you can get in the 3/4-ton truck segment. (BELOW) The spacious, and comfortable, interior offers plenty of room for crew and gear.



Grapevine, the optional engine exhaust brake negated the need to touch the brake pedal, keeping our speed safely in check.

One extremely helpful feature was the blind spot cameras, which fill the eight-inch navigation screen any time the signal indicators are activated, and the cameras project far enough back to help ensure the trailer is clear before changing lanes.

We were delighted to see a number of noticeable improvements since our last diesel towing adventure. The annoying clatter that is traditionally associated with diesel power is all but gone in the latest generation Chevrolet, and improvements in the Duramax engine, as well as an extremely quiet cabin, help you to forget everything you might have not liked about diesel trucks in the past. About the only time you smell diesel is when you're at the pump, but with a 36-gallon fuel capacity, and averaging around 17mpg towing, we covered our 450-mile trip without refueling.

The 2018 Silverado 2500HD High Country is impressive. It's more than capable of pulling any racecar we would ever haul, yet it's civilized enough to use as a commuter. We can't say it'll fit in every parking space, but considering everything this truck is capable of, that's a small price to pay. 🍷

The Cajun Red High Country edition truck we tested sported a well-appointed interior, making the time behind the wheel of this \$72,590 (as tested) truck very comfortable. Items like the 110-volt AC power and 4G LTE Wi-Fi were useful for passengers on the road and during downtime at the track, and the rear seat area was spacious, allowing us to

stack a set of race tires and still have room for tools and luggage.

On the road, the racecar and trailer essentially disappeared - the massive torque delivered by the Duramax wasn't taxed in the least. In fact, during both passes of the Grapevine, the 6-speed Allison transmission didn't downshift once. While descending the

COMPACT POWER

As much as we liked the Chevrolet Silverado 2500HD High Country, we found ourselves wondering if another offering from Chevrolet might better suit our light-duty towing needs. Enter the 2018 Colorado LT. We arranged an abbreviated tow test with the 2.8L Duramax diesel Colorado, pulling roughly 4,200lbs.

With 181hp and 369lb-ft of torque on tap, and more than 7,500lbs of towing capacity, our test truck did great. Fourth gear at 3,000rpm kept the \$45,435 (as tested) Colorado LT at 65mph up a two-mile grade that's about as steep as you'll find, and around town, the torque would chug the truck from stoplight to stoplight far better than a gasser. Its heft kept it from getting bucked around by the load, yet the shorter wheelbase helped when backing up.

Towing, our diesel Colorado seemed to sit in the 20mpg range on the freeway on level ground. The truck also performed well descending hills as this truck can be outfitted with the optional exhaust brake. But while the truck tows great, we found the truck always feels like it's towing, even when empty. This isn't the end of the world, but it is something to consider before you test drive one.

So, if the full size Silverado doesn't fit your lifestyle, the Colorado may be the right choice.



Philip Royce

25 YEARS OF THUNDERHILL

When the threat of shuttering California racetracks permeated the 1980s, San Francisco Region took action | WORDS David Vodden

Steven French



Courtesy, Thunderhill Raceway Park



In the late 1980s, SCCA's Cal Club Region in Southern California was suffering the impending closure of Riverside International Raceway; in Northern California, Sears Point Raceway had fallen into the hands of a developer and the federal government was gifting Laguna Seca to the County of Monterey. What to do? That was the quandary faced by the seven board members of the San Francisco Region at one of their monthly board meetings in Oakland, Calif. Pondering the possibilities, SCCA director Tom McCarthy suggested that the

Region's board build its own track, one the Region would own and control, and so they did.

Site searches included the California counties of Stanislaus, Fresno, Yuba, Solano, and Glenn. Early in the going, McCarthy hired me, former Baylands Raceway track promoter, and charged me with making the Region-owned track a reality. I reminded Tom and the San Francisco Region board that California was well known for closing racetracks as opposed to permitting them to open. The pattern was well documented.



© Google Earth



ON THE MOVE

(CLOCKWISE FROM FAR LEFT) Actor-turned-racer Craig T. Nelson was a guest of honor at Thunderhill's opening weekend; here he can be seen surveying the layout from the Eagles Nest, which takes its name from Nelson's race team. Upon his departure from the facility, Nelson's pilot took the opportunity to buzz the track. Today, Thunderhill offers a wide range of configurations and activities.

buildings - but there was a lot of room for expansion.

Today, Thunderhill Park offers a three-mile, 15-turn course; a two-mile, 10-turn course; a five-mile, 22-turn course; and a number of variations using bypasses and alternate routes. Thunderhill has two skid pads, one of which has proven ideal for SCCA Autocross events. Thunderhill has two clubhouses, 40 garages, ample bathrooms and showers, a full-service food business, fuel station, plus 324 solar panels and an off-road area for playing in the dirt. Thunderhill is eco-friendly and brags about its role in alternative fuel and autonomous vehicle technology development via Stanford University and others.

The property recorded a record-high 585 "rental days" in 2016 and had another 190 skid pad events that year. Revenues hover around \$6,000,000 annually with a net income in the 15-percent range. The track has no debt and enjoys a good reputation in the industry. All new development has been funded using company reserves, nine full-time employees run the day-to-day business of the property under myself, and another 35 staffers perform the tasks needed to execute events.

Sadly, long-time SCCA member Tom McCarthy, the inspiration for the mission of Thunderhill, passed away this year, 25 years after the track he inspired became a reality. McCarthy was profoundly proud of what his suggestion became and of those who made it happen. From the start, 25 years ago this October, Thunderhill has never stopped growing, and McCarthy would be proud to know that fact remains true to this day. ☺

But not to be deterred, the new track effort moved forward. Formula Vee driver Steven Crawford designed tracks at various potential sites. GT1 driver Art Siri designed the cross-sections and asphalt mixes. His cousin Richard Siri joined the team when it was time to move dirt. In fact, many SCCA members stepped up to help. It was a wonderful adventure - one that resulted in a win.

Five years after the project began, in October 1993, Thunderhill Park in Willows, Calif., sprouted into action with

a huge San Francisco Regional road racing event that had, among its 200-plus entries, then-SCCA President Nicholas Craw along with actor Craig T. Nelson. It was a great moment for the Club and for Northern California road racing.

From its early beginnings in Glenn County, Calif., the 530-acre property has been a work in progress. The vision of Thunderhill was always to be bigger and better year after year so that we would be sure of its survival. Building revenue streams, creating new

"Tom McCarthy suggested that the Region's board build its own track, one the Region would own"

customers and making sure all who came to the track left happy was the corporate mantra.

When the track opened in 1993, Thunderhill was made up of a 1.9-mile, nine-turn road course, a 50-foot wide paved paddock, no power, no restrooms, no water, and no

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THE NEXT STEP

For 19-year-old Becker Reardon, racing is just the beginning of his lifelong journey | **WORDS** James Heine | **MAIN IMAGE** Mark Weber

Engineering student, SCCA racer, kart champion, driving instructor, mentor and coach, trackside and driveway wrench. All of these words describe 19-year-old South Bend Region member Becker Reardon. Now well into his freshman year at Purdue Polytechnic in South Bend, Ind., where he has an eye on a major in mechanical engineering, Becker also has completed a successful Formula Enterprise season in SCCA's Northern Conference where, as of late August, he sits atop the standings with seven podium finishes, including three wins.

"The season has gone well for us," he admits. "[The Blackhawk Majors on May 5-6] was my first time back in a racecar in 14 months, so to grab a win that weekend was unexpected, and it felt great."

To his Blackhawk Farms success, Becker added wins at the Mid-Ohio Hoosier Super Tour on June 3 and the Road America CAT Majors on July 29.

The season has had its ups and downs, he adds, noting that issues with the car resulted in a DNF at Blackhawk's Sunday race back in May and then a DNS at Mid-Ohio's Saturday Super Tour. Still, he says, everyone on his three-person family race team - his stepdad, Andy Finke, close family friend and resident "data-analyst geek," Louie Hiza, as well as himself as driver - have made substantial progress since that May weekend at Blackhawk.

"I enjoy all its aspects," he says of racing. "All the long hours at home prepping the car for a weekend. The knowledge and teamwork it takes to set up the car at a particular track. The lifelong friendships it creates. But most of all, I enjoy those sessions on track where you get into a zone and push the car to its limits."

It's enjoyable, too, he adds, to know that he benefits from the support of family and friends. "There are three people who have played a huge role



THE PURSUIT (ABOVE) On track, Becker Reardon finds the pursuit of speed relates to his efforts off the track as he works toward an engineering career. (TOP RIGHT) Reardon has found success as he transitioned from karts to open-wheel cars.

in my racing career," Becker says. "When I was seven, my mom, Kris, recognized the new-found love I had for racing. She allowed me to pursue it, and she did everything she could to help. She transported me to the karting track and even maintained my kart in my early racing days."

"My stepfather, Andy, has been by my side since the beginning, too. He pushes me to become the most complete racing driver I can, teaching me everything from driving and mechanics to the business aspect of racing. Chuck Chefec is another person who has played a big role in my development. He has been a big supporter and sponsor, giving me opportunities that would not have been possible without him. More important, Chuck has become a close family friend who shares the same love for motorsports that I do."

During his karting years, Becker says he mainly competed in Yamaha classes with the Route 66 Sprint Series (a Wisconsin, Illinois, Indiana series), United States Pro Kart Series, and the WKA. The result: multiple class

championships in Route 66 racing between 2010 and 2013, a trio of Illinois and Indiana club championships, and podiums at national-level karting events. Then, in 2016, he added the SCCA to his racing resume.

"I was introduced to SCCA racing through people my stepfather and I met in karting, who were involved with SCCA," Becker explains. "When the time came, making the jump from karting to an open-wheel car with SCCA seemed like the best step for us to take."

After taking that step, opting for FE was a natural choice. He adds. "The biggest appeal Formula Enterprise had for us was the spec aspect," he explains. "All the cars are built the same and use the same parts, which allows for lower cost and close racing. The FE is a car similar to those used in other series, such as the old USF2000 car. This was another reason FE was a good choice for us. The car teaches the fundamentals of driving an open-wheel car with aerodynamics, and this knowledge can transfer directly to any other junior-level formula car."



Speaking of fundamentals, Becker says there is a definite relationship between racing and his pursuit of an engineering career. "My interest in engineering is 100 percent an outgrowth of my motorsports experience, especially making the jump from karts to cars," he explains. "I found out how much more engineering is involved with the setup of the car. The process of setting up the car for a particular circuit involves a lot of the same problem-solving processes that engineering has: trial and error, data analysis, and real-world application."

Becker says he chose Purdue Polytechnic, not only for the career opportunities it offers, but also because it allows him to be involved with his team, even during the school year. Aside from school and his FE racing efforts, Becker says he remains involved in karting as well.

"I spend a lot of my time working with younger karters, both as a mechanic and driver coach," he adds. "I also enjoy wrenching on my street car."

That street car, by the way, is a 1993 Miata supplied with the basic go-fast essentials, Becker explains - "wheels, coilovers, roll bar, and some other bits and pieces." Down the road, he adds, he'd like to try autocrossing the car.

"I do 100 percent of the work and maintenance on the car, everything from an alignment to doing a timing belt and water pump job this past weekend," he says. "It has helped my mechanic skills immensely, and I am currently in the process of freshening up the engine, to prepare it for boost this winter."

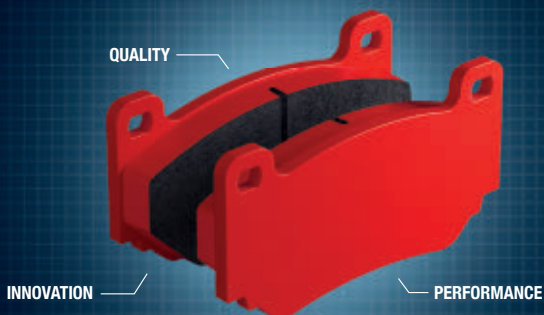
Racing, Becker adds, has become much more than his hobby; it has become a lifestyle, and hopefully his career and profession. "I am thankful that the SCCA gives aspiring racing drivers like me the opportunity to take the next step with their career," he says. 🍷

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RUNNING SMOOTHLY

For Houston Region registrar Rosa Lee Smart, being prepared is the key to her success | **WORDS** James Kearney | **IMAGE** Courtesy Rosa Lee Smart

Rosa Lee woke up at 2 a.m. She couldn't sleep so why waste the time? She went to work on her upcoming race at MSR Houston. "I take things personally," she says. "I want the event I am working to go just as smoothly as possible." So, Rosa Lee was burning the midnight oil going over the list of registered drivers. Do all the registered drivers have current memberships? Are their competition licenses current? When she finds an irregularity, she tries to solve it before getting to the track.

She recently came upon a driver whose membership was current but whose competition license had expired. "When I called him, he said he thought they renewed together," she says. "I was able to connect him with the National Office and he was able to get it straightened out. Things go so much better when you can take care of things in advance. It is why I try to go over the lists carefully. If a problem comes to light at the race it is much more difficult to resolve - but it can be resolved."

She and her husband Randy are from League City, Texas, but had lived in Europe for 14 years prior to their return home in 2010. Randy drove a Formula Continental and Rosa Lee found that she was bored while at the track. "My husband asked me if I would be interested in working at the race and I said, not outside," she recalls. When they went to their next race, at Texas World Speedway, he introduced her to the folks at registration. "They were so friendly and helpful. I felt like I fit in and they eventually helped me acquire a National Chief Registrar's license." She remembers two ladies helping her get through her time as a chief. "My first race to chief was at Texas World Speedway and when things arose they just told



PROACTIVE
Registration Worker of the Year Rosa Lee Smart heads off many small issues by working ahead. This practice helps keep things running smoothly and allows her time to enjoy the racing action.

me that I knew what to do, and I did it," she laughs. "It is so rewarding when an event goes smoothly. The drivers come in and get registered and everyone enjoys the event."

In addition to all licenses being current, she needs to double-check to see if the drivers have correctly listed their class designations with the help of the folks at tech. "If I can get all these types of things sorted out ahead of time I don't have the stewards calling me at the race asking about issues that take away from their time to focus on other pressing matters."

As with all worker positions, Rosa Lee is often looking for help. "I tell them that you get to meet interesting people and we work inside so we are comfortable in all kinds of weather," she says. "Friday night

and Saturday mornings are our peak work times and often after that you can go visit and watch the races."

She notes that it can be difficult to train someone who shows up at the last minute, but they are happy to work with anyone who might be interested in helping out. "Anyone with good attention to detail and who can handle the occasional period of pressure will be a good fit."

Rosa Lee is also all about making it easy for the drivers. Houston Region was one of the first Regions to implement "express tech" in registration. She received a tech license and now can save a driver the time of going to a different location to get through tech, provided they have a current annual and a current year helmet sticker. "I'm always open to new things," she says. A key for her at a race is her scooter, which she uses to take updates to Timing and Scoring to ensure that paperwork is delivered in a timely manner.

Rosa Lee has been registration chief for Texas Region, Lone Star Region, and Houston Region, but she is the official Chief Registrar for the latter two Regions. She is also Board Secretary for the Houston Region. But while she's seemingly everywhere in Texas, she wasn't at the 2017 Runoffs at Indianapolis Motor Speedway for the presentation of the 2017 Worker of the Year awards. Shortly after she was named the Registration Worker of the Year, she received an e-mail from a friend saying that she had won. "Then, all of the sudden my e-mail went crazy and I was asking what did I do? It was such a wonderful way to be recognized," she says. "I appreciate it so much."

Not only that, she won the drawing for the free trip for two to the 12 Hours of Sebring. "It was great fun, and my husband, Randy, enjoyed it as much as me," she says. 🍷

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KEEPING BUSY

From new committees to a Formula Vee spec tire and new Spec Miata shocks – this month's Road Racing excitement

WORDS Jim Wheeler, Chairman, Club Racing Board | **IMAGES** Barbara Protos

SCCA's National Board of Directors recently approved the charter for a new Road Racing Planning Advisory Committee, which will work with the Board of Directors, the Road Racing Board (formerly the Club Racing Board), and SCCA staff, to develop a strategic plan for the future of SCCA Road Racing. This Advisory Committee was assembled last year by SCCA Vice President and COO Eric Prill and Director of Road Racing Deanna Flannigan, and is currently comprised of RRB members, BoD members, stewards, drivers, workers, and SCCA staff.

"The goal [of the committee] is to develop a plan that covers the program from a driver's first time to their championship run," Prill explains. "To develop new ways to energize volunteerism, or perhaps to look at other models. To evaluate what works for participants, Regions, and the organization alike. We will talk about licensing, Driver's Schools, young people, old people, Regional racing, endurance racing, the Majors, Super Tours, the Runoffs, and anything else we can dream up that fits in the space we call Summit Racing SCCA Road Racing."

"There will be a www.crbsscca.com page for comments, ideas, and suggestions. We also ask anyone interested in helping plan the future of SCCA Road Racing to please submit a resume."

SPEC TIRES FOR FV

In other news, after a lengthy discussion within the Formula Vee Ad Hoc group and the Formula/Sports Racing Advisory Committee, as well as receiving member input via a request through Fastrack, a new Hoosier Formula Vee spec tire was approved by the BoD. The goal is for cost containment within the class, allowing FV driver to concentrate on racing. More details can be found in Fastrack.



ON THE REBOUND (ABOVE) Starting in 2019, new suspension components in Spec Miata should improve durability, consistency, and help equalize performance. (TOP RIGHT) Formula Vee is the latest class to adopt a spec tire – a move that should help cap operational cost.

SPEC MIATA GOES PENSKE

The BoD approved new suspension components for Spec Miata. Non-adjustable Penske racing shocks and bump stops will allow for more suspension travel than the current Bilsteins. This, potentially, should be easier on the bearings, hubs, and control arms.

Extensive track testing was completed at Carolina Motorsports Park by Long Road Racing in conjunction with Mazda, SCCA, NASA, Hoosier, and Toyo. While that testing has concluded, the Penske shocks are still undergoing additional testing on a shaker rig. When all testing is concluded, and a finalized package is complete, the Spec Miata Advisory Committee and the RRB will consider whether to add a minimum vehicle ride height to the rules.

Both the Penskes and the Bilsteins will be optional throughout the 2019 season, but the Penske system will be mandatory for the 2019 National Championship



Runoffs at VIRginia International Raceway. Mixing Penskes and Bilsteins will not be allowed and competitors will need to use the full Penske kit of shocks, top mounts, and bump stops on all four corners. It's also notable that a Penske contingency plan is being developed.

STREET TIRES A NO GO

The Improved Touring Advisory Committee previously placed a "What Do You Think?" item in Fastrack about the possibility of moving to a 200 UTQG tread wear tire for IT, similar to the rules in SCCA Autocross Street and Street Touring categories. This request brought forth an excellent response, with more than 40 letters to the RRB. Although the majority of the IT community did not want the 200 UTQG tread wear rule, there were many thoughtful letters supporting both points of view. The RRB does not recommend the change at this time but will continue to look into the issue in the future. 📌



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DETROIT IN THE MOONLIGHT

Featuring something old and something new spelled success for Detroit Region's July Regional RoadRally | **WORDS** Rick Beattie | **MAIN IMAGE** John Fishbeck



The roads used in any RoadRally are very important, and those used on Detroit Region's Moonlight Monte on July 21, 2018, were big contributors to an overall good impression. For Chairman Dennis Wiedbusch, who also acted as co-rallymaster with his father Ken Wiedbusch, this was the second Regional event they had organized this year.

"[We] wanted this version of the MM rally to be all new but still use the favorite roads of McLure, Cassidy, Stinchfield Woods, etc.," says Ken Wiedbusch. To that end, the third, five-part section of the event took the route toward Howell on a course that hadn't been used since the GNU rally in 2007.

The seven-hour rally started at 3 p.m. at Aubree's Pizzeria & Grill in South Lyon, Mich. "Aubree's is an ideal start/finish location," Ken Wiedbusch explains. "The back part of the pizzeria is a private room with TV screens we can plug into to view the compilation of the results."

Fifteen teams competed in the three typical E, L, and S RoadRally classes with at least four teams in

each. David Stone driving alongside navigator Rob Moran took first overall and first in Class E with nine points. Greg Lester, who navigated for Daniel Harkcom, finished third in Class E with 13 points after losing the tiebreaker for second place to Gary and Sharon Starr. "[It] was pretty typical of Detroit Region rallies: afternoon/evening schedule, familiar roads, moderately brisk speeds, open controls in predictable locations," says Lester.

First in Class L went to driver Steve Riddell and Sean Riddell with 297 points.

The two best Class S finishers had different impressions from different perspectives. Former RoadRally Board Chair Rich Bireta, navigating for his older brother Larry, took second with 227 points. The 100 points on the first leg kept them from a first-place finish.

Rich Bireta has been at it for a while but his brother had never rallied before. "The event was not the sign-hunt/scavenger hunt he expected," Rich Bireta says. "My

ON THE ROAD
(ABOVE) Dennis Wiedbusch co-rallymastered Detroit Region's Moonlight Monte. (TOP) Rich Bireta teamed up with his brother Larry for Larry's first RoadRally. Larry quite enjoyed rallying on dirt roads.



brother was so excited to go on a rally after hearing me talk about them for 50 years that he went out and got matching t-shirts for the event."

Rich Bireta describes Detroit Region events as "spirited driving through interesting roads in southeastern Michigan." However, this time, "The rain kept the roads even more interesting," he says. Plus, Rich notes that his brother "really enjoyed the challenge of maintaining the CAST on roads that were muddy and anything but straight."

The Class S winners with 176 points were driver Ryan Vindua and navigator Tristan Koivisto. They have been rallying for just over two years having first met in college. They rallied mostly in Detroit Region events but have also competed in Neohio's Covered Bridge and Johnny Appleseed rallies. "The 2016 Moonlight Monte was our second rally ever and also our first novice class win," adds Koivisto.

Koivisto says that navigating didn't permit looking up much from the instructions, "It was quite a nice route from what I saw. A few rallies [that] are run in the area feature lots of fun, tight gravel roads littered with blind curves and elevation changes, along with nice lakes and more gentle country roads."

Koivisto thought it was similar to other Detroit Region events; however, "I did notice that the pacing of the notes was especially nice and consistent," says Koivisto. "Some rallies you might have 15 minutes of the same road at the same CAST followed by a flurry of speed changes within a mile or two, but this one felt a bit more relaxed."

The pre-check crew of Tom Woodside and J. Jon Wickens had a different but equally complimentary take of the event, noting, "This is going to be a great addition to our rally program. You've chosen great roads [that] are low-traffic density and located moderately close to the majority of our rally audience. Nice work!" 📍

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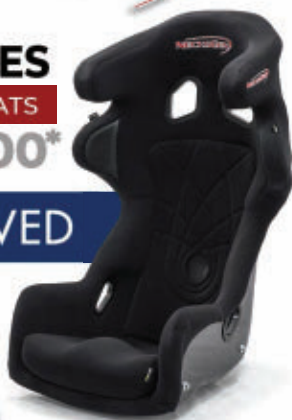
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WORKERS APPRECIATED THROUGH HISTORY

SCCA Archives preserves SCCA's history, as told by the members

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** Courtesy SCCA Archives/IMRRC

The history of the Sports Car Club of America is more than the accomplishments of those who have competed in its events over the past 75 years. The achievements of big-name drivers in professional series like Trans Am and Can-Am are well recognized, the champions at the National Championship Runoffs are added to the record books each year, and winners at the Solo National Championships are listed in the Solo Rulebook for all to see. But no less important are the contributions of the workers and volunteers who make these competitive events possible.

Along with racers, the history of workers and volunteers is recorded as part of the SCCA Archives at the International Motor Racing Research Center in Watkins Glen. Archivist Jenny Ambrose and Archives Technicians Joe Cali and Rick Hughey have sorted and catalogued dozens of boxes of materials recounting worker contributions to the Club's history.

The Archives collection includes lists of event officials in race publications, historical corner worker training materials, Regional publications, and photographs from events across the country. These materials record the thankless and often-heroic lengths the volunteers went to in order to allow other Club members to race.

Recounting the miserably cold conditions at the 1972 Runoffs at Road Atlanta, writer George R. Ciampa described road-racing workers as "the lifeblood of our peculiar corner of show business" in the February 1973 issue of *SportsCar*. He continued: "In the flag-mob department alone, 180 dedicated and competent corner workers turned up from as far away as the West Coast to spend one solid shivering week helping out the local Atlanta Region." Ciampa noted that Jerry Hansen, who won three classes that year, gave all three of his



BACK IN THE DAY
(ABOVE and TOP)
Times may have changed, but the thrill of working an SCCA road race remains the same.

gold medals to three representative race workers in appreciation for their devotion and skill.

Among the Regional publications preserving the history of workers and volunteerism is Washington DC Region's *Straightpipe*. The March/April 1979 edition, found in the SCCA Archives, features a worker recruitment piece promoting pit marshalling. After explaining worker duties during race events, the author wrote: "We cannot guarantee perfect weather or that at the end of the day you won't be tired, but we can promise you will be on the top of the action and have a personal involvement in the safe and successful operation of a race weekend."

An April 1984 edition of Finger Lakes Region's publication *Top End* includes an article by Bill Barton in which he heralds the importance of volunteer road racing workers but expresses concern about the expense

of volunteering. Barton's accounting of his expenses as a corner worker for the 1983 race season provides details a future researcher may find invaluable. In the course of 35 days of flagging, Barton totaled \$2,064 in expenses. He supposes in the article that some may underestimate not just the expense of volunteering but also the nature of the volunteers (which he describes as appearing at times as "a pack of crazed lemmings"). "We know, that deep down inside, exists a sophistication and pride in what we do - in that it's meaningful. So there is talent among the ranks, and there is extensive ability within our being."

The records preserved in the SCCA Archives ensure that our workers and volunteers won't be taken for granted and won't be forgotten. Their sacrifice, training, and good work is preserved for history and for appreciation by future generations. 🍷





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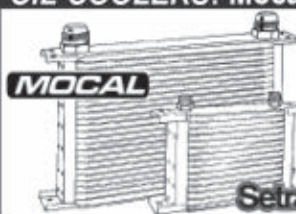
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Pro Racing/Brake Systems Guide
Space: 11/16/18
Materials: 11/30/18
Mailing: 12/31/18

March 2019

Safety Issue/Safety Equipment & Apparel Guide
Space: 12/21/18
Materials: 1/4/19
Mailing: 1/28/19

April 2019

Going Faster/Data Acquisition & Handling Guide
Space: 1/18/19
Materials: 2/1/19
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SCCA's Best Drivers/Suspension Guide
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20 COMPETITION | STREET ▼

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GT-1 CAMARO Z28 > True vintage. SCCA logbook #02-1462. 550+hp 358 SBC. Howe chassis. Saenz 4-speed, Frankland quick change. Wilwood wide 5 hub and brakes. Tilton pedals. Very little track time. 98% race ready. SCCA, SVRA, HSR race eligible. \$18,900. Orlando, FL. Trades considered, street-legal vehicles. **Contact: (407) 790-9538**



KELLY FORMULA V > Late '60s to early '70s. Built to spec. Restored in the '90s. Lots of spares. Raced in EMRA Spec V Class. \$5,000. **Contact: collettimotorsports@gmail.com**



1996 MAZDA MIATA > Track day ready. Kirkey seats, Sparco 5pt harnesses, NRG quick disconnect steering wheel, Garrett turbo, Adjustable suspension, Hoosier 225/45Z15 tires, with a full set of spares. 82,931 miles. \$10,800. **Contact: (937) 294-1533**

20 COMPETITION | STREET ▼

1995 MUSTANG GT > A-Sedan, 2016 Runoffs, SARRC, Florida Cup multi-time Winner, 5 sets of wheels and tires (including stickers, rains). Spare parts package, professionally built engine, very low hours, medical forcing sale. \$15,750 OBO. **Contact: John (813) 481-1711**



2008 CORVETTE Z06 > Full Pfadt suspension, coilovers, RPM trans, rebuilt engine, sealed scatter shield, linelock, big street cam, 2-stage exhaust switch, full Katech, splitter & spoiler, Pfadt roller bar, two Kirkey seats, 6-point belts. Perfect for street, track day and time trial. Trades or \$38,800. **Contact: (908) 413-5043 or mikewilson442@gmail.com**



MT. WASHINGTON HILLCLIMB RACECAR > Intercooled turbocharger, twin cam, 257 torque @ 6,500rpm, dry sump, Quaife 5-speed sequential trans. Tube frame, Racefab suspension, Watts-link rear, Wilwood brakes, Preston Racing Celica body (available separately for \$2,900). 99" wheelbase, rains on new wheels. 1,588 lbs. \$19,900 everything. **Contact: Lester (203) 226-0123**



1972 BMW 2002 > Round tail lights. Professionally built. Maintained by Apex Vintage, Raleigh, NC. Beautiful, clean, fast. Consistent B-Sedan winner and an SVRA Group 8 national champion. Lap times, VIR 2:18.6, Roebing 1:24.2, Road Atlanta 1:47.1, The Glen 2:25.1, Sebring 2:40.6. \$39,750 OBO. **Contact: rskipbryan@aol.com**

20 COMPETITION | STREET ▼

1986 MAZDA RX7 EP ROLLER > SCCA log booked, EP legal. Car is ready to race, drop in a motor and go racing. Koni coilovers, AWR suspension components, AWR flares, fuel cell, fiberglass dash, two-race old Hoosier R7s, Spin Werkes wheels, and TONS of spares. \$5,500. **Contact: Stephen Lamana (504) 458-4540 or slamana1@gmail.com**



2005 MUSTANG GT > One owner. Highly modified for track days, autocross and time trials. Street legal with a tire change. Three set of wheels with a set of H2Os. Build sheet available. \$42,000 with trailer. **Contact: Wayne McAllister at (860) 301-3534 or mcallisterwt@yahoo.com**



1959 ABARTH ALLEMANO SPIDER > Originally raced SCCA HP class and has been modified to perform in CVAR, SVRA, RMVR, Coronado Island, and the Monterey Historic. 948cc motor. Spare 750cc race motor. Enclosed trailer available at an additional \$4,000. Wylie, TX. \$63,900. **Contact: Mac Moore (214) 546-9931 or sales@dallasmotorsports.com**



2003 LIGHTWEIGHT EVO 8 RACECAR > 2,250 lbs. and conservatively tuned with quick spool to 600hp. Two extra wheel sets. Third place finish at the SCCA Autocross National Championship, a true contender. Could also be a serious competitor in hill climb, road race, or drag race events. **Contact: Mac Moore (214) 546-9931, mac@Dallasmotorsports.com or dallasmotorsports.com**

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PRO RACING



TRANS AM gotransam.com

Mar 2-4 Sebring Int'l Raceway, Fla.
Francis Jr. (TA); Miller (TA2); Boden (TA3); Aquilante (TA4)
Mar 29-31 Road Atlanta, Ga.
Dyson (TA); Matos (TA2); Kinsland (TA3);
Apr 13-15 Homestead-Miami Speedway
Francis Jr. (TA); Matos (TA2); Lewis (TA3); Davis (TA4)
Jun 1-3 Detroit Belle Isle, Mich. (TA2)
Buffomante (TA2); Matos (TA2)
Jun 15-17 Indianapolis Motor Speedway
Francis Jr. (TA); Bupp (TA2); Kezman (TA3); Dexter (TA4)
Aug 3-5 Pitt Race Complex, Pa.
Loshak (TA); Lux (TA3); Dexter (TA4)
Aug 9-11 Mid-Ohio Sports Car Course, Ohio
Francis Jr. (TA); Bupp (TA2); Boden (TA3); Dexter (TA4)
Aug 23-25 Road America, Wis.
Said (TA); Majeski (TA2); Daskalos (TA3); Dexter (TA4)
Sep 7-9 Watkins Glen International, N.Y.
Drissi (TA); Matos (TA2); Boden (TA3); Dexter (TA4)
Sep 21 VIRginia International Raceway, Va.
Loshak (TA); Lagasse (TA2); Boden (TA3)
Nov 1-3 Circuit of the Americas, Texas
Nov 9-11 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Apr 27-29 Auto Club Speedway, Calif.
Adolphson (TA); Merrill (TA2); Thordarson (TA3)
Jun 1-3 Sonoma Raceway, Calif.
Pickett (TA); Merrill (TA2); Thordarson (TA3)
Jun 15-17 Indianapolis Motor Speedway
Drissi (TA); Merrill (TA2); Jorgenson-Smith (TA4)
Jul 27-29 Portland Int'l Raceway, Ore.
Pickett (TA); Merrill (TA2); Thordarson (TA3)
Nov 1-3 Circuit of the Americas, Texas

CALENDAR KEY

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 available at www.scca.com

FOR CHANGES
Club Racing (785) 232-7229
Solo, Road Rally (785) 232-7656
RallyCross (785) 357-7259



FORMULA 4 f4uschampionship.com

Apr 27-29 VIRginia Int'l Raceway, Va.
Pedersen; Rasmussen; Rasmussen
May 10-12 Road Atlanta, Ga.
Pedersen; Raven; Blanco-Chock
Jun 28-Jul 1 Mid-Ohio Sports Car Course, Ohio
Dickerson; Rasmussen; Rasmussen
Aug 3-5 Pitt Race Complex, Pa.
Blanco; Car; Car
Sep 14-16 NJMP, N.J.
Blanco; Dickerson; Dickerson
Oct 19-21 Circuit of the Americas, Texas



FORMULA 3 f3americas.com

Aug 4-5 Pittsburgh Int'l Raceway, Pa.
Kirkwood; Kirkwood; Kirkwood
Aug 9-11 Mid-Ohio Sports Car Course, Ohio
Kirkwood; Kirkwood; Kirkwood
Sep 14-16 NJMP, N.J.
Kirkwood; Kirkwood; Leguizamon
Sep 21-23 Road Atlanta, Ga.
Kirkwood; Kirkwood; Kirkwood
Oct 13-14 NOLA Motorsports Park, La.
Oct 19-21 Circuit of the Americas, Texas

ROAD RACING



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR scca.com/supertour



U.S. MAJORS sccamajors.com 2019 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS
Oct 16-21, 2018 Sonoma Raceway, Calif.
DIVISIONAL/REGIONAL NORTHEAST nediv.org
Oct 5-6 Thompson Speedway Motorposrts Park/New England
Oct 6-7 Summit Point/Washington DC

Oct 19-20 # NJMP/South Jersey
Oct 21 NJMP/South Jersey
New England (508) 561-2188
South Jersey (609) 784-5316
Washington DC (301) 572-7444

SOUTHEAST sedivrracing.org

Oct 6-7 # Roebing Road/SEDiv
Oct 13-14 Sebring/Central Florida
Oct 13-14 *# VIRginia Int'l Raceway/
North Carolina
Nov 2-4 *# Road Atlanta/Atlanta
Nov 10-11 # PBIR/Florida
Nov 24-25 Sebring/Central Florida
Alabama, Tennessee, Tenn. Valley
(256) 200-5541
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Florida (407) 415-8714
Florida (561) 654-3396
North Carolina (919) 423-6015
SEDiv (704) 575-5960
South Carolina (704) 575-5960

GREATLAKES greatlakes-scca.org

Oct 13-14 Ro* Mid-Ohio/Ohio Valley
Ohio Valley (330) 460-6706

SOUTHWEST sowdivscca.org

Dec 8-9 Ro* NOLA Motorsports Park/
Houston
Houston TBD

NORTHERN PACIFIC norpacscca.org

Oct 27-28 Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC

Nov 3-4*# Buttonwillow Raceway Park/
Cal Club
Cal Club (661) 304-9382

STREET SURVIVAL SCHOOLS

Oct 6 Yoder, KS/Wichita
Oct 6 Reno-Stead Airport/Reno
Nov 3 Heartland Motorsports Park/
Kansas
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DRIVER'S SCHOOLS

2019 schedule to be announced

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TIME TRIALS
NORTHEAST nediv.org

Oct 19 PDX NJMP/South Jersey
Oct 13-14PDX/CT Summit Point/
Washington DC
South Jersey (609) 784-5316
Washington DC (301) 572-7444

SOUTHEAST sediv.org

Oct 6-7 TE Talladega Grand Prix/
Alabama, Tennessee Valley
Oct 12 TE Sebring/Central Florida
Nov 4 TE Road Atlanta/Atlanta
Nov 17-18 TT/TE Roebeling Road/Buccaneer
Alabama, Tennessee, Tenn. Valley
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Atlanta (770) 617-0801
Buccaneer (912) 398-0147
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Philip Royce

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CENTRAL cendiv-scca.org
Sep 13 PDX Milwaukee Mile/Milwaukee
Sep 16 PDX Autobahn Country Club/
Chicago
Oct 5 PDX Road America/Milwaukee
Oct 13 PDX/TT Milwaukee Mile/
Milwaukee
Oct 13 PDX Dakota Technical College/
Land 'O Lakes
Chicago (847) 729-2211
Land 'O Lakes (612) 839-7905
Milwaukee (262) 573-7375

GREATLAKES greatlakes-scca.org
Oct 12 PDX Mid-Ohio/Ohio Valley
Ohio Valley (614) 735-7561

SOUTHERN PACIFIC
Nov 3-4 CT Buttonwillow Raceway Park/
Cal Club
Cal Club (661) 304-9382

TRAC NIGHT IN AMERICA
Oct 4 Thompson Speedway, Conn.
Oct 9 Palm Beach Int'l Raceway, Fla.
Oct 11 Heartland Motorsports Park, Kan.
Nov 6 Palm Beach Int'l Raceway, Fla.
Dec 4 Palm Beach Int'l Raceway, Fla.

SOLO

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR
2019 schedule to be announced
TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS
2019 schedule to be announced
TIRE RACK® SCCA PROSOLO
Mar 9-11 Buckingham Field, Fla.
King (Super); Wong (Ladies)
Mar 23-25 Auto Club Speedway, Calif.
Phillips (Super); Berry (Ladies)
Apr 20-22 Crows Landing, Calif.
Kang (Super); Wong (Ladies)
Apr 27-29 Arkansas Aeroplex, Ark.
Herbst (Super); Whitener (Ladies)
May 4-6 New Meadowlands Sports Complex, N.J.
Kao (Super); Knoll (Ladies)
May 24-26 Lincoln Airport, Neb.
Herbst (Super); Alexandrova (Ladies)
Jun 1-3 Mineral Wells Airport, Texas
Reysser (Super); Wong (Ladies)
Jul 20-22 Hampton Mills Old Lumber Yard, Wash.
Carpen (Super); Tran (Ladies)

Aug 3-6 Oscoda-Wurtsmith Airport, Mich.
MacLeod (Super); Monfort (Ladies)
Aug 31-Sep 2 Lincoln Airport, Neb.
Ogburn III (Super); Heaton (Ladies)
Champions: King (Super); Towns (Ladies)

TIRE RACK® MATCH TOUR.

Oct 5-7 McGee Park, N.M.

CAM CHALLENGE

2019 schedule to be announced

REGIONAL

NORTHEAST nediv.org

Oct 6 Mid-State Airport/Central Pennsylvania
Oct 7 Moore Airfield Devens/New England
Oct 7 Xerox/Finger Lakes
Oct 14 Splash Water Park/New York
Oct 14 NJMP/South Jersey
Oct 14 Pittsburgh Int'l Raceway/Steel Cities
Oct 14 FedEx Field/Washington DC
Oct 14 Regency Furniture Stadium/
Washington DC
Oct 28 Moore Airfield Devens/New
England
Nov 4 NJMP/South Jersey
Central Pennsylvania
webmaster@nepascca.org
Finger Lakes
aedgecomb56@gmail.com
New England rr_davis@comcast.net
New York sgtvinas@gmail.com
South Jersey kjmjr@hotmail.com
Steel Cities alexartayet@gmail.com
Washington DC
svassallo55@yahoo.com
Washington DC (Oct)
msnyder@cqmgtg.com

SOUTHEAST sediv.org

Oct 14 Atlanta Motor Speedway/Atlanta
Oct 20-21 National Corvette Museum/
Tennessee
Nov 10-11 Atlanta Motor Speedway/
Atlanta
Atlanta randallprince@gmail.com
Chattanooga
gbufords1922@gmail.com
Tennessee josh@melani@gmail.com

CENTRAL cendiv-scca.org

Oct 7 Army Aviation Support Facility #3/
Great River
Great River mmwhitney@mcchsi.com

GREATLAKES greatlakes-scca.org

Oct 6 Grissom Air Force Base/Fort Wayne
Oct 6-7 Walesboro Airport/Columbus
Sports Car Club
Oct 7 Mid-American Air Center/
Southern Indiana
Oct 7 LFUCC Training Facility/Central
Kentucky
Oct 7 Midland Airport/Saginaw Valley
Oct 13 Grissom Aeroplex/Indianapolis
Oct 14 Mid-American Air Center/
Southern Indiana
Oct 14 Owens Community College/
Northwest Ohio
Oct 20 East Crawford Rec Area/Salina
Oct 21 Kil-Kare Speedway/Western Ohio
Oct 28 Whitaker Bank Legends
Stadium/Central Kentucky
Nov 3 East Crawford Rec Area/Salina
Nov 4 Walesboro Airport/Columbus
Sports Car Club

Central Kentucky

dsimcox@proliffequipment.com

Columbus Sports Car Club

bj.mcgee@gmail.com

Fort Wayne csp137@hotmail.com

Indianapolis smstribling@yahoo.com

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(585) 993-3119; ehurlbut@scca.com

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Area 12: **TERE PULLIAM**

(678) 697-9755; tpulliam@scca.com

Area 13: **JIM WEIDENBAUM**

(503) 327-8990; jweidenbaum@scca.com

MIDWEST midiv.org

Oct 7 Yoder #2/Wichita
Oct 7 Crowder College/Ozark Mountain
Oct 7 Metropolitan Comm College/Kansas City
Oct 7 Remington Park/Oklahoma
Oct 14 Gateway Motorsports Park/St. Louis
Oct 20-21 Columbus Air Force Base/Mississippi
Oct 20 War Memorial Stadium/Arkansas
Oct 27-28 Metropolitan Comm College/Kansas City
Oct 28 Family Arena/St. Louis
Oct 28 Yoder #2/Wichita
Nov 4 Crowder College/Ozark Mountain
Nov 11 Yoder #2/Wichita
Nov 18 Crowder College/Ozark Mountain
Dec 2 War Memorial Stadium/Arkansas
Arkansas n-santos@sbcglobal.net
Kansas wietharnf@sbcglobal.net
Kansas City alhermans@sdcc-cord.com
Mississippi georgebpainter@aol.com
Oklahoma ss8em2@gmail.com
Ozark Mountain
 swoosley42@gmail.com
Salina rocky@spitfire4.com
St. Louis tbru599@gmail.com
Wichita cuoncrs@gmail.com

SOUTHWEST sowdivscca.org

Oct 6 Houston Police Academy/Houston
Oct 6-7 NOLF Waldron Field/South Texas Border
Oct 7 Westgate Mall Sears/West Texas
Oct 7 Texas Motor Speedway/Texas

Oct 28 Westgate Mall Sears/West Texas
Nov 3 Houston Police Academy/Houston
Nov 3-4 NOLF Waldron Field/South Texas Border
Nov 11 Lone Star Park/Texas
Dec 1 Houston Police Academy/Houston
Dec 1-2 NOLF Waldron Field/South Texas Border
Houston robert.horton.vb@gmail.com
Red River
 mmkahre@budgetblinds.com
South Texas Border
 patblackman@sbcglobal.net
Texas jennifer.maxcy@att.net
West Texas lxlmongooselx@gmail.com

ROCK MOUNTAIN coloradoscca.org

Oct 6-7 Pikes Peak Int'l Raceway/Continental Divide
Continental Divide
 clay-turner@am.com
NORTHERN PACIFIC norpacscca.org
Oct 6-7 Expo Idaho/Snake River
Oct 13 Crows Landing Air Facility/San Francisco
Oct 20-21 Expo Idaho/Snake River
Oct 27 Marina Airport/San Francisco
Nov 10 Fresno Fairfields/Fresno
Nov 10 Marina Airport/San Francisco
Dec 1 Crows Landing Air Facility/San Francisco
Arctic Alaska
 terrance.s.pearson@gmail.com

Fresno racinric95@comcast.net
Northwest gever18022@aol.com
Oregon

karenmccoy3941@comcast.net
Sacramento TBA
San Francisco sfrscca.org
Snake River nealsracing@msn.com

SOUTHERN PACIFIC

Oct 14 Aloha Stadium/Hawaii
Oct 19 El Toro MCAS/Cal Club
Oct 27-28 Marana Regional Airport/Arizona Border
Oct 28 Aloha Stadium/Hawaii
Oct 28 Maui Raceway Park/Hawaii
Nov 9 El Toro MCAS/Cal Club
Nov 18 Marana Regional Airport/Arizona Border
Nov 18 Aloha Stadium/Hawaii
Dec 2 Vidinha Stadium/Hawaii
Dec 7 El Toro MCAS/Cal Club
Dec 9 Marana Regional Airport/Arizona Border
Dec 16 Vidinha Stadium/Hawaii
Dec 16 Aloha Stadium/Hawaii
Dec 30 Aloha Stadium/Hawaii
Arizona Border random1@cox.net
Cal Club stephen.yeoh@gmail.com
Hawaii kauaisti@gmail.com
San Diego nalbar@cox.net

Find more events near you at
www.scca.com/solo

ROADRALLY**NATIONAL/DIVISIONAL**

Oct 4 Tulips By Night, USRRR Divisional Tour, Columbia, Ill.
Oct 5 Kaskaskia Trails, USRRR National Course, Columbia, Ill.
Oct 6 Le Petit Rallye du Rocher, USRRR National Tour, Columbia, Ill.
Oct 7 Monopoly Redux, USRRR Divisional GTA, Columbia Ill.
Nov 10 Highway Robbery, National Course, Los Angeles, Calif.
Nov 11 Turkey Shock, Divisional GTA, Los Angeles, Calif.

REGIONAL**NORTHEAST nediv.org**

Nov 3 Norwich, N.Y./Central New York
Central New York (315) 399-0173

SOUTHERN PACIFIC

Oct 5 SR Mission Hills, Calif./Cal Club
Nov 2 SR Mission Hills, Calif./Cal Club
Dec 7 SR Mission Hills, Calif./Cal Club
Cal Club (424) 297-0086

Find more events near you at
www.scca.com/roadrally

RALLYCROSS**DIRTFISH NATIONAL CHALLENGE**

2019 season to be announced

DIRTFISH NATIONAL C'SHIP

Oct 12-14, 2018 National Balloon Classic, Indianola, Iowa.

REGIONAL**SOUTHEAST sedivrracing.org**

Oct 27 St. Lucie County Fairgrounds/Central Florida
Nov 18 Hollytree Off Road Park/Tennessee Valley
Dec 8 Hollytree Off Road Park/Tennessee Valley
Central Florida (407) 349-7841
Tennessee Valley (256) 509-3286

CENTRAL cendiv-scca.org

Nov 4 Cedar Falls/Iowa
Iowa (319) 333-4494

MIDWEST midiv.org

Oct 7 Greenwood, Neb./Nebraska
Oct 21 Madison, Ill./St. Louis
Nov 18 Greenwood, Neb./Nebraska
Nov 18 Madison, Ill./St. Louis
Dec 9 Madison, Ill./St. Louis
Kansas City (816) 588-2620
Nebraska (402) 681-7027
St. Louis (314) 409-7974

SOUTHWEST sowdivscca.org

Oct 27 Zestino Tyre/Houston
Houston (832) 876-8861

ROCKY MOUNTAIN coloradoscca.org

Oct 27 Goshen, Utah/Utah
Nov 17 Goshen, Utah/Utah
Continental Divide (303) 868-7530
Utah (801) 440-9395

SOUTHERN PACIFIC

Oct 20 Tucson SCCA RallyCross #5/Arizona Border, AS Rally Group
Nov 10 Tucson SCCA RallyCross #6/Arizona Border, AS Rally Group
Arizona Border, AS Rally Group
 shadbolt@hairpinracing.com
Cal Club (909) 578-4604

Find more events near you at
www.scca.com/rallycross

ANNIVERSARIES**SCCA MEMBERS CELEBRATING 25-60 YEARS****60-YEAR MEMBERS**

Stephen McClellan 10/10/1958 North Carolina

55-YEAR MEMBERS

Ronald W. Hoff 10/1/1963 Northwest
 Ray Mummery 10/1/1963 Central Florida

50-YEAR MEMBERS

Gary W. David 10/1/1968 Neohio
 Gene E. Hall 10/1/1968 Colorado
 Alex K. Miller 10/1/1968 Blue Mountain
 Guy Revesz 10/1/1968 Chicago
 David T. Shelton 10/25/1968 South Texas Border

45-YEAR MEMBERS

Patricia A. Prill 10/19/1973 Neohio
 Robert W. Stevenson 10/1/1973 Glen
 Raymond Yergler 10/1/1973 Des Moines Valley

40-YEAR MEMBERS

Mark Bilodeau 10/1/1978 Oklahoma
 Frank N. Honsowetz 10/1/1978 Cal Club
 Ed Kemper 10/1/1978 Hawaii
 Timothy Scott Lee 10/1/1978 Florida
 Terrence Lenhart 10/1/1978 Blackhawk Valley
 Jay Messenger 10/1/1978 Colorado
 Gerson Rosenberg 10/1/1978 Susquehanna
 Frederick J. Schnepf 10/1/1978 Misery Bay
 David A. Taube 10/1/1978 Northwestern Ohio
 Stephen F. Wilkinson 10/1/1978 Glen

35-YEAR MEMBERS

Andy Elo 10/19/1983 Western New York
 Jim Barks 10/13/1983 Arizona
 Carol J. Belay 10/27/1983 Atlanta
 James Michael Belay 10/27/1983 Atlanta
 John Birk 10/26/1983 Washington DC
 Jon Coffin 10/21/1983 Central New York
 Maria Fredendall 10/17/1983 Cal Club
 David M. Jones 10/28/1983 Kansas
 Harvey J. Kinnard 10/26/1983 Kansas City
 Richard J. Kulach 10/21/1983 Tennessee
 Larry H. Kurkowski 10/17/1983 Central Florida
 Jean Kurkowski 10/17/1983 Central Florida
 James E. Lockery 10/19/1983 Central Carolinas
 Donald Meluzio 10/17/1983 Susquehanna
 Richard J. Spivey 10/27/1983 Central Florida

30-YEAR MEMBERS

Robert W. Bowe 10/10/1988 Central Florida
 Karen R. Cook 10/4/1988 San Francisco
 Monte Cowles 10/14/1988 Washington DC
 Jeff Duncan 10/24/1988 Washington DC
 Robert N. Dusek 10/17/1988 Philadelphia
 Timothy R. Gordon 10/31/1988 Ohio Valley
 Suzanne Gutile 10/4/1988 San Francisco
 Thomas A. Gutile 10/4/1988 San Francisco
 Shelia P. Hunter 10/6/1988 South Jersey
 Jack D. Johnson 10/31/1988 Atlanta
 Steven J. Kramer 10/18/1988 Texas
 Michael McCann 10/31/1988 Chicago
 Beth Mills 10/28/1988 Washington DC
 Floyd Mills 10/28/1988 Washington DC
 Michelle L. Morales 10/7/1988 New York
 Dennis C. Richardson 10/31/1988 New England
 Thomas G. Smith 10/7/1988 South Jersey
 Michael J. Tlanda 10/7/1988 Texas
 Jacob Yovanov 10/7/1988 San Francisco
 Joyce L. Zorn-Jaffe 10/24/1988 Blackhawk Valley

25-YEAR MEMBERS

Rajinder Singh 10/12/1993 Western New York
 Gary Abrahamzon 10/14/1993 Houston
 Leo Ciesia 10/7/1993 New York
 Brian P. Cigal 10/19/1993 Fort Wayne
 John M. Doonan 10/7/1993 Chicago
 Steve W. Eymann 10/14/1993 Arizona
 Barbara Hill Feichtinger 10/28/1993 Central Florida
 Barry Hartzel 10/6/1993 San Francisco
 Chris A. Harvey 10/14/1993 South Bend
 Patricia S. Hill 10/28/1993 Central Florida
 Lee H. Hill 10/28/1993 Central Florida
 Justin B. Huffman 10/21/1993 Washington DC
 Taylor Ann Kaiser 10/7/1993 Colorado
 Chris Kannan 10/26/1993 San Francisco
 L. Timothy Kivana 10/21/1993 New England
 Joseph P. Lamping 10/12/1993 Lone Star
 Douglas A. Mains 10/7/1993 Texas
 Ken Nesbit 10/7/1993 Washington DC
 Rudolph A. Payton 10/6/1993 Bucaaneer
 Katherine Schapira 10/7/1993 San Francisco
 Louis H. Schemitz 10/26/1993 New York
 Mark L. Sztenderowicz 10/14/1993 San Francisco
 Stephen A. Wajvoda 10/12/1993 South Bend



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NEW PRODUCTS



FORGELINE MOTORSPORTS AL304 WHEELS

Forgeline Motorsports AL304 wheels feature a lightweight racing-inspired five V-spoke forged aluminum center design and aggressive styling details to yield a wheel with impressive performance metrics. The deeper concave profile of the AL series sets the AL304 apart from other styles. Forgeline's AL304 uses a weight-optimized CNC-machined forged aluminum center to deliver technological advancement, exclusive styling, and unparalleled performance.

forgeline.com



HOLLEY FORD COYOTE TURBO HEADERS

Holley/MSD has released of Ford Coyote forward facing turbo headers. Developed specifically for 2011 and newer turbocharged 5.0L engines, they're available in three different finishes - ceramic-coated mild steel, natural 304 stainless steel, and polished 304 stainless steel. They feature 1-5/8-inch mandrel-bent primary tubes, 2-1/2-inch collectors with merge spears for increased exhaust velocity, and extra-thick 7/16-inch flanges, and come complete with 2-1/2-inch V-band flanges and clamps.

holley.com



NECKSGEN 4119 HR RACE SEAT

The Necksgen 4119 HR offers a slew of features. In addition to the standard side mounts, the 4119 series also include the option to fix the seats to the cage at the upper back, adding an extra element of rigidity. At the back of the seat, is an air port that allows for the addition of a fan or NACA duct to blow fresh air to the driver's core.

necksgen.com



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HEATSHIELD PRODUCTS FR SHIELDS

Heatshield Products FR Shields wrap around the fuel-injector rails, deflecting heat and keeping the fuel rails and the fuel inside them cooler. This improves engine performance, reduces the risk of vapor lock, and decreases the likelihood of pre-ignition. FR Shields fit single-rail and dual-rail injection systems. Custom lengths and diameters are also available.

heatshieldproducts.com



OTC BALL JOINT ADAPTER SETS

OTC has introduced seven new ball joint adapter sets for domestic and Asian vehicles including Chevy, Ford, Toyota, Lexus, Hyundai, Kia, Mazda, and Subaru. Designed to assist you with the challenging task of removing and installing ball joints, these sets work with the OTC 7248 C-frame press for near-universal compatibility.

otctools.com

MOMO CORSA EVO RACE SUIT

The new Momo Corsa Evo race suit is designed for drivers at the highest tiers of racing, and features the latest motorsports safety and performance technology. The construction of the Corsa Evo suit utilizes 280gr/m Nomex material for an ultra-lightweight feel and superior breathability. The suit is homologated to FIA 8856-2000 and SFI 3.2A/5 standards.

momo.com

SportsCar welcomes submissions of relevant motorsports products. Please send a description of the product, including price, and a color image to *SportsCar* Top Gear, 17030 Red Hill Avenue, Irvine, CA 92614, or e-mail sportscar@racer.com. Products appearing in *SportsCar* are not necessarily endorsed by *SportsCar* or the SCCA.

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2,510 SQ. IN.	STORAGE CAPACITY	2,400 SQ. IN.
700 LBS.	WEIGHT CAPACITY	540 LBS.
YES	30-1/2" WIDTH	YES
YES	20-1/2" DEPTH	YES
41-3/8"	HEIGHT	41-1/4"
5	DRAWER COUNT	4
YES	DRAWER LATCHES	NO
YES	PRE-CUT DRAWER LINERS	YES
YES	LOCKING SWIVEL CASTERS	YES
YES	BALL BEARING SLIDES	YES
YES	MULTIPLE COLORS AVAILABLE	YES



Snap-on Blue-Point KRBC107BES

* Snap-on KRBC107BES stated specs

LIMIT 3 - Coupon valid through 2/23/19*

\$200.99 **PRICE** **\$800**



SAVE \$610

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64061/64060 shown
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BLACK
ITEM 64033
64030/64032

YOUR CHOICE OF COLOR
\$189.99

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1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE AIR IMPACT WRENCH



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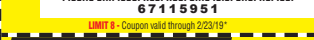


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SAVE 50%

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PITTSBURGH

CLICK-TYPE TORQUE WRENCHES



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COMPARE TO HUSKY
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HaulMaster

18" x 12" MOVER'S DOLLY



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MODEL: HDFOOLY
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WARRIOR

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COMPARE TO DEWALT
MODEL: HW1369
SAVE 84%



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CHICAGO ELECTRIC

240 VOLT INVERTER PLASMA CUTTER WITH DIGITAL DISPLAY



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COMPARE TO KLUTCH
MODEL: 55726
SAVE \$270



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MIG/FLUX WELDING CART



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SAVE \$74



LIMIT 4 - Coupon valid through 2/23/19*

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12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE



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COMPARE TO WARN
MODEL: 96820
SAVE \$699.99



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HaulMaster

18" WORKING PLATFORM STEP STOOL



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COMPARE TO GPL
MODEL: W-21
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COMPARE TO DURALAST
MODEL: TR8201C
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29 GALLON, 2 HP, 150 PSI CAST IRON VERTICAL OIL-LUBE AIR COMPRESSOR



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COMPARE TO SANBORN
MODEL: SLC1683066
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MODEL: T6300102
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3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS



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COMPARE TO PORTER-CABLE
MODEL: PCFP02003
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1" x 25 FT. TAPE MEASURE



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COMPARE TO KOMELON
MODEL: L4825HV
LIFETIME WARRANTY



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8750 MAX. STARTING/7000 RUNNING WATTS 13 HP (420 CC) GAS GENERATOR



Customer Rating

NOW \$529.99

COMPARE TO HONDA
MODEL: EB600X1AT
SAVE \$2,069



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Customer Rating

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COMPARE TO KOMELON
MODEL: L4825HV
LIFETIME WARRANTY



LIMIT 1 - Coupon valid through 2/23/19*

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1" x 25 FT. TAPE MEASURE



Customer Rating

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MODEL: L4825HV
LIFETIME WARRANTY



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PITTSBURGH

1" x 25 FT. TAPE MEASURE



Customer Rating

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LIFETIME WARRANTY



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LIFETIME WARRANTY



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MODEL: L4825HV
LIFETIME WARRANTY



LIMIT 1 - Coupon valid through 2/23/19*

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MODEL: L4825HV
LIFETIME WARRANTY



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PITTSBURGH

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Customer Rating

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LIFETIME WARRANTY



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PITTSBURGH

1" x 25 FT. TAPE MEASURE



Customer Rating

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LIFETIME WARRANTY



LIMIT 1 - Coupon valid through 2/23/19*

PITTSBURGH

1" x 25 FT. TAPE MEASURE



Customer Rating

NOW \$6.98

COMPARE TO KOMELON
MODEL: L4825HV
LIFETIME WARRANTY



LIMIT 1 - Coupon valid through 2/23/19*



PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

IT'S KIND OF A BIG DEAL

The Tire Rack SCCA Solo National Championships is a big deal. Neither you nor I needed the event to break yet another participation record (1,375 entrants this year!) for us to know it. But to me, what has definitively reaffirmed what I already know about the event is that the new president of ACCUS-FIA now also knows how awesome the Solo Nationals is.

A little history, perhaps. ACCUS - which stands for the Automobile Competition Committee of the United States - was founded in 1959 and is comprised of the biggest U.S. motorsports sanctioning bodies: IMSA, IndyCar, NASCAR, NHRA, USAC and, of course, the SCCA. ACCUS is also the National Sporting Authority (ASN) of the FIA in the U.S. What does any of this mean? There's more to it but, basically, if you want to race on the professional global stage and you live in the United States, you deal with ACCUS for your FIA licensing needs. ACCUS is also a key force in bringing Formula 1 and other FIA-sanctioned motorsports to America's shores.

The previous president of ACCUS was SCCA Hall of Fame member and past SCCA president Nick Craw, and when Mr. Craw retired from his ACCUS position last year, George Silbermann was bestowed with the honor of leading ACCUS. So, as the Solo Nationals neared, SCCA's president Mike Cobb took the opportunity to invite Mr. Silbermann to see what the event was all about.

"My head is still spinning," Mr. Silbermann said after returning home. "I thought I understood Solo, but I had no inkling

of what this event was all about. An entire town springing up on a vast slab of concrete, amazing comradery, fierce-yet-friendly competition, everyone pulling together despite the staggering logistics involved, the inevitable curveballs and miscues - and even the mischievous side of Mother Nature."

For the full experience, Mr. Cobb lined up a thrill ride for Mr. Silbermann in the form of a shotgun ride-along with 2016 CSL National Champion Deana Kelley piloting a modified version of Mazda's latest MX-5.

"The eye-popping ride around the West Course that Deana gave me in the ND2 instilled a newfound appreciation for the skill and precision required at the highest levels of this sport," Mr. Silbermann noted. "Congrats to all of the participants from across North America who descended on Nebraska for this major event, to the SCCA staff, and to the sponsors and partners. Also, thanks to that kind soul who reset the cone I accidentally tagged with my rental car while leaving the site."

As nearly 1,400 of the Club's members showed this year, the Solo Nationals is a mega motorsports event with no equal, and it stands as one of the best events of the year. You know it, I know it, and now the president of ACCUS knows it. Indeed, the Solo National Championships is a big, big deal. 🍷



Philip Royle

WHAT IT'S ALL ABOUT
ACCUS president George Silbermann discovered the thrills of autocross when he rode shotgun with Solo Champ Deana Kelley during an exhibition run at the 2018 Solo Nationals.

twitter.com/sportscarmag

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FROM THE ARCHIVES

10 YEARS AGO... NOVEMBER 2008



- Delays in construction meant that racing at High Plans Raceway was off the table for 2008, but hopes were high that the new track would be online for the following season.
- We came up with a few winter projects, including installing an affordable fire system.

25 YEARS AGO... NOVEMBER 1993



- The Solo National Championships had just wrapped in Salina, Kan., and some 655 competitors took part in the annual event.
- In the feature *Talking Stock*, the Solo Events Board was seeking input on the future of the Stock category.

50 YEARS AGO... NOVEMBER 1968



- The Can-Am series paid a visit to Speedway Park in Edmonton, Alberta, and John Cannon drove his McLaren to the win.
- Jackie Stewart took a wire-to-wire win at the U.S. Grand Prix.
- Mark Donohue claimed the Trans Am win at Pacific Raceways.



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THE OPPOSITE OF GOLF

What we do isn't quiet. It isn't reserved. And we wouldn't call it relaxing, in a traditional sense. The stakes are high—on and off the track. But there's no better feeling than competing against friends who become family. If you've been out here, you know. And if you haven't, let's start making some noise.

