

SPORTSCAR



FOR THE RECORD

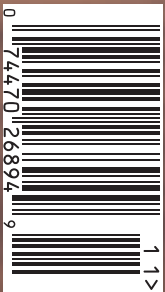
David Marcus
becomes SCCA's first
National Champion
in an electric car



AMPED UP!

NOVEMBER 2019
U.S. & CAN \$5.99
SCCA.COM

1,274 autocrossers go for glory at the
Tire Rack Solo National Championships,
supercharging SCCA's incredible history



FACEOFF
Launching into
the ProSolo
Finale results



THIS JUST IN...
RallyCross
crowns its
champions

SPIN CYCLE
Randy Pobst
talks skidpad
tuning truths

FAST FREE SHIPPING on All Orders Over \$50*

200 TREADWEAR STREET AND ST CLASS TIRES



BF Goodrich
g-Force
Rival S 1.5

BRIDGESTONE
Potenza RE-71R

DUNLOP
Direzza ZII
Star Spec

DUNLOP
Direzza ZIII

FALKEN
Azenis RT615K+

HANKOOK
Ventus R-S4



KUMHO TIRE
Ecsta V720

NEXEN
N FERA SUR4G

TOYO TIRES
Proxes R1R

YOKOHAMA
ADVAN A052

YOKOHAMA
ADVAN Neova
AD08R

R-COMPOUND TIRES



BF Goodrich
g-Force R1
g-Force R1 S

HANKOOK
Ventus Z214
C71 soft

Hoosier
A7 & R7

Hoosier
D.O.T. Radial
Wet H20

TOYO TIRES
Proxes RA1

TOYO TIRES
Proxes RR

TOYO TIRES
Proxes R888

TOYO TIRES
Proxes R888R

WINTER PACKAGES

Packages include free scratchless mounting and free Hunter Road Force™ balancing. Plus, all necessary hardware is included at no additional cost!

Build one at tirerack.com/snow



REBATES AND SPECIAL OFFERS

tirerack.com/specials

Firestone

TRY EM' YOURSELF WITH

\$60

BY MAIL ON A FIRESTONE VISA® PREPAID CARD
WHEN YOU BUY A SET OF FOUR ELIGIBLE TIRES

SEPTEMBER 27 - NOVEMBER 13, 2019

GET 6-MONTH SPECIAL FINANCING**

On a qualifying Tire Rack
purchase of \$250 or more!

When you use your Tire Rack/Goodyear Credit card.
Apply now to take advantage of numerous benefits.

www.tirerack.com/6months



**Subject to credit approval. Terms and
Conditions apply. See tirerack.com for details.

GOODYEAR

\$75 BACK
ON A SET OF
FOUR SELECT
GOODYEAR® TIRES.
+ \$75 MORE
AN ADDED BONUS OF UP TO
WHEN YOU
USE THE GOODYEAR®
CREDIT CARD.

Offer Valid 10-1-19 to 12-31-19



CONTENTS

SPORTSCAR

NOVEMBER 2019
VOL. 77 | ISSUE 11

SPORTS CAR CLUB OF AMERICA INC.

6620 SE DWIGHT ST.
TOPEKA, KS 66619
• TOLL-FREE (800) 770-2055
• MON-FRI, 8am to 5pm CENTRAL

© 2019, Sports Car Club of America, Incorporated.

All rights reserved. Reproduction without permission is prohibited. *SportsCar* (ISSN 0300-6387) is published monthly for the Sports Car Club of America, Incorporated, 6620 SE Dwight St., Topeka, KS 66619, (785) 357-7222 by

RACER Media & Marketing Inc
17030 Red Hill Avenue
Irvine, CA 92614
(949) 417-6700

Material submitted must be accompanied by stamped, self-addressed envelope. *SportsCar* assumes no responsibility for unsolicited material. No part of this magazine can be reproduced without permission.

POSTMASTER

Send address changes to:
SportsCar 6620 SE Dwight St.
Topeka, KS 66619

Periodical postage paid at Topeka, KS 66675-9651 and additional entry offices. Subscription is part of SCCA Regular, Associate and Corporate membership fee.

Notice: "SCCA" and the wire wheel logo are trademarks and/or service marks of the Sports Car Club of America, Incorporated.

Advertisement of products in *SportsCar* does not necessarily imply endorsement or approval by the Sports Car Club of America.



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

FEATURES

18 TIRE RACK SOLO NATIONALS

The 1,274-competitor championship event touched down at Lincoln Airpark in September. Here's everything that happened. And we do mean *everything*.

22 Street

36 Street Touring

46 Street Prepared

54 Street Modified

58 Prepared

64 Modified

72 Supplemental

76 PROSOLO FACEOFF

Season-long battles came to a head at the ProSolo Finale

108



DEPARTMENTS

4 SCCA MOMENT

First day of...

6 FROM THE PRESIDENT

SCCA President and CEO Mike Cobb

8 BYLAWS

Modernizing the Club's bylaws

10 LATE BRAKING

News from around SCCA and the world

16 POBST POSITION

Racing Champ Randy Pobst speaks

86 FIRST GEAR

Up-and-coming young members

88 INSIDE SCCA

88 ROAD RACING

From CRB Chairman Peter Keane

90 AUTOCROSS

Inside the world of Solo with Paul Brown

92 RALLYCROSS

RXB Chairman Stephen Hyatt

94 ROADRALLY

Rick Beattie explains RoadRally

96 SCCA FOUNDATION

By Jeff Jacobs, the Foundation's VP

98 MARKETPLACE

You want it, someone has it

102 CARS FOR SALE

Your next racecar is here!

104 CALENDAR

Thousands of events you need to attend

108 TOP GEAR

Essential tools, accessories, and gear

110 FROM THE EDITOR

Remember, this is for posterity...

COVER PHOTOGRAPHY Rupert Berrington
PIXEL WIZARDRY Sean Rice

FIRST DAY OF...

While many celebrate their first day back at school, Hudson Heaton and family celebrated a momentous "first" this year: Hudson's very first Solo National Championships experience.

DATE Sept. 3, 2019

LOCATION Lincoln Airpark, Neb.

WHAT Tire Rack Solo National Championships

PHOTOGRAPHER Julie Heaton







**OFFICIAL PUBLICATION
OF THE SPORTS CAR
CLUB OF AMERICA**

PRODUCED FOR THE SCCA BY:
RACER MEDIA & MARKETING, INC.

EDITOR Philip Royle

EDITOR-IN-CHIEF Laurence Foster

ASSOCIATE EDITOR Jason Isley

ART DIRECTOR Ree Tucker

DESIGN CONSULTANT Rob French

CONTRIBUTING EDITORS

Rick Beattie, Paul Brown,
Rocky Entriiken, Dyanne Gilliam,
James Heine, J. Michael Hemsley,
Richard S. James, Jim Kearney,
David Muramoto, Randy Pobst,
Tom Schultz, Jeff Zurschmeide

CONTRIBUTING PHOTOGRAPHERS

D.E. Baer, Perry Bennett,
Jay Bonvouloir, Rupert Berrington,
Rick Corwine, George Dwinell,
Jeff Loewe, Barbara Protos,
Mark Weber, John W. Wilmoth

CEO & EXECUTIVE PUBLISHER

Paul Pfanner

COO & PUBLISHER Bill Sparks

EDITORIAL ADVISOR Jeff Zwart

VP/ASSOCIATE PUBLISHER

Bruce Kukuk

ADVERTISING DIRECTOR

Nicole Szawlowski

BUSINESS DEVELOPMENT

Raelyn Stokes

GLOBAL SALES DIRECTOR

John Chambers

AD OPERATIONS Victor Uribe

ACCOUNTING MANAGER

Sandra Carboni-Alexander

PRE-PRESS Miguel Vega

PRINTING LSC Communications,
Pontiac, Ill

EDITORIAL CONTRIBUTIONS

are welcomed by *SportsCar*. All
materials are subject to our
standard terms and conditions.
SportsCar is not responsible for
unsolicited materials, and such
materials will not be returned.

EDITORIAL/ADVERTISING OFFICES

RACER Media & Marketing, Inc.
17030 Red Hill Avenue,
Irvine, CA 92614
(949) 417-6700 /
Fax (949) 417-6116
E-mail sportscar@racer.com
Toll-Free Advertising Line
(800) 722-7140
Outside USA (949) 417-6700

REPRINTS

Nick Iademarco at
niademarco@wrightsmedia.com

Back Issues (949) 417-6700

SCCA Member Services

(800) 770-2055



RACER MEDIA &
MARKETING, INC.



MIKE COBB

PRESIDENT & CEO, SCCA INC.

LINCOLN: BEYOND THE NUMBERS

This issue of *SportsCar* is focused on sharing many of the stories that made this year's Tire Rack SCCA ProSolo Finale and the Tire Rack SCCA Solo National Championships one of the best ever. But if you were not able to join us in Lincoln, Neb., this past September, or if you have never had the opportunity to attend these events, a few numbers might provide you with the context of the size, scope, and complexity of these mega SCCA events:

2019 TIRE RACK PROSOLO FINALE

Drivers:	306
Runs across two days:	1,836
Hours competing:	19
Number of cones used:	1,000-plus
Cones hit in competition:	Still counting...
Champions crowned:	25

2019 TIRE RACK SOLO NATIONAL CHAMPIONSHIP

Drivers:	1,274
Runs across four days:	7,743
Hours competing:	62
Number of cones used:	1,000-plus
Cones hit in competition:	More than at the ProSolo Finale
Champions crowned:	72
Number of tractors with wings:	1

In addition to these stats, and in support of Solo Nationals execution, we had less than 60 minutes of downtime (out of 62 hours) across four days of competition, tied to weather, broken cars, or mechanical delays. There were no timing and scoring delays, all course walks were taken, and the newly instituted "worker on the fly program" really helped minimize course downtime. Said another way: after executing 7,743 autocross runs across four days of Solo Nationals competition, we had cars finishing every 28 seconds on average, and doing so without a hitch.

One of my favorite quotes from the Solo Nationals came from a longtime Chief Steward who shared: "I never went into the trailer to sort out a timing-related issue."

MORE THAN THE NUMBERS

The Solo National Championship title event isn't about statistics, it's about the members/workers, the Event Chiefs and Stewards, our local Nebraska Region hosts, SCCA's partners, and the SEB and SCCA National Staff all coming together and working toward one common goal: to deliver the best SCCA Solo Championship experience possible. We have to have the systems, the processes, and the plan to make both of these Championship events happen - but the most critical element in the SCCA success formula is "the people" who give up their days, nights, holidays, and weekends so we can have #funwithcars. To all of you, I say thank you!

Many of the inspirational stories behind the 2019 ProSolo Finale and the Solo Nationals Championship are captured in the pages that follow, but I would like to leave you with just one more. If you ever get overwhelmed with the pressure of running an event like this, competing in an event like this, or maybe you want a view of the SCCA beyond the numbers, take a walk to the Formula Junior B grid on race day morning and be prepared to be inspired by these 8- to 12-year olds, their families, and their Youth Steward, who just happened to start his SCCA career in the Formula Junior program. While they compete against each other with all they've got, they do it with a high degree of sportsmanship, humility, and camaraderie that is far beyond their age and number. And they have fun! I know I left their company inspired about the future of our Club! 🏁

FOREVER FASTER PUMA



EVERFIT + PRO

FIA (8856-2000) APPROVED. SFI 3.3/5.

The **PUMA EverFit + Pro** race shoe features the latest technology in foot stability and support for the race professional. The **PUMA EverFit + Pro** race shoe features a soft full-grain leather outer shell offering exceptional comfort and protection, while a rounded heel cup and textured rubber outsole derived from F1 provides the ultimate in precise, delicate, and quick footwork. The **PUMA EverFit + Pro** shoe also incorporates a 'quick lace' system with soft Kevlar eyelets extending from the cage network enabling secure, easy, and fast conformation and proper support of the entire foot.

- Full grain leather upper, super strong and supple
- Rounded heel cup for a natural foot movement on the pedals
- Quick lace system with soft Kevlar eyelets
- Textured rubber outsole for optimum grip
- FIA 8856-2000 Approved
- SFI 3.3/5 Approved
- Available only in the black/white/red color combination.
- Sizes: 39-47 (7-13US)



The **PUMA EverFit + Pro** shoe features a dynamic lacing system that locks the upper and outer sole to the foot through a network of Kevlar cables extending from the top sole to the outer sole creating a complete dynamic support cage for the driver's foot.



AVANTI SUIT
FIA APPROVED (8856-2000)
SFI 3.3/5



PODIO GLOVE
FIA APPROVED (8856-2000)

Authorized Centers
Air Power Racing | UT | 801-475-9380
Driver's Edge Autosport | BC | 604-298-5531
Framor Safety | MX | (52)555276-0558
Performance Speed Tech | TX | 817-512-4780

Spring Mountain Motorsports | NV | 775-727-6363
Track First | OH | 234-380-5978
Wine Country Motor Sports | CA | 707-935-7223
Wine Country Motor Sports | CO | 303-799-6606
Wine Country Motor Sports | FL | 561-748-5328

To find a dealer near you: **(714) 847-1501**
or find us on the web at: **puma.subesports.com**

Subé Sports is the exclusive distributor of PUMA Motorsports products in the USA.
www.subesports.com

Subé Sports

MODERNIZING OUR BYLAWS

A proposed SCCA Bylaws change ballot will soon be heading your way

During the August 2019 SCCA Board of Directors meeting, proposed language was approved that would update the current SCCA Bylaws as they relate to voting on matters put in front of members. The full SCCA Board of Directors supports the proposed changes and is hopeful membership will see the value in approving these updates.

The proposed changes offer an opportunity to bring SCCA into modern times, provide significant savings for our Club, and provide the Club with the opportunity to efficiently update the SCCA Bylaws in the future to bring us into compliance with Connecticut statutes where we are incorporated.

The proposed language updates are noted via strikethrough/highlights in our current bylaw language (complete SCCA Bylaws are available online at scca.com):

SCCA PROPOSED BYLAWS REVISION:

LANGUAGE:

ARTICLE III. Section 3. Notice. A written notice of each annual and special meeting stating the place, hour, date and purpose thereof shall be mailed **communicated** by the office of the Club to every Member not less than 14 nor more than 45 days before such meeting. **Any official notification/communication referenced herein and hereinafter in these Bylaws as being 'in writing' may be in either written or electronic media (e.g., email) form. Notice may be communicated in person, by U.S. postal mail or other method of delivery, by email or other electronic means, or by publication in SportsCar Magazine or any other publication routinely provided by the**

Club to the Members. No action shall be taken at any annual or special meeting of the Members unless the intention to consider the subject matter has been set forth in the notice of the meeting.

ARTICLE IV. Section 5. Election. The secretary of the Club shall prepare ballots for each Area listing in alphabetical order all duly nominated candidates for Director in such Area and shall mail **provide** such ballots on or before October 15 to all Regular Members of the Area. **Ballots may be provided by any of the means permitted for notice under Article 3, Section 3.** Each Regular Member may cast as many votes as there are Directors to be elected but no more than one for any one candidate.

Ballots shall be mailed **provided** for counting to the certified public accounting firm selected by the Board of Directors as the Club's auditor of elections and shall not be available for inspection by any officer, Member or employee of the Club. Only ballots received at the address designated in the ballot on or before November 15 of the same year shall be counted.

ARTICLE XI. Amendment. The Board of Directors, or three per cent or more of the Regular Members, of whom no more than one-third shall be from the same Area, may propose an amendment to the certificate of incorporation or bylaws by submitting such proposal in writing to the secretary. A proposal submitted by the Members shall be reviewed by a committee of five Regular Members, consisting of four Members appointed by the Board of Directors, two of whom are Members proposing the amendment, and

a fifth Member appointed by these four Members, who shall act as a chairperson. The committee shall consider the propriety of the proposal, taking into account the intent of the Petitioners and the suitability of the inclusion of the proposal in primary instruments such as the certificate of incorporation and bylaws, and shall draft the proposed amendment into suitable language. Proposals of either origin shall be submitted to the vote of the Regular Member by mailing **providing** notice of the proposal and a form of ballot **by any of the means permitted for notice under Article 3, Section 3** to all Regular Members. Each Regular Member shall be entitled to one vote on each proposal submitted to the membership. At least 30 days shall be allowed for voting. Ballots shall be mailed **provided** for counting to the firm of certified public accountants serving as the Club auditor, and shall not be available for inspection by any officer, Member, or employee. If at least two-thirds of the Regular Members voting are in favor of the amendment, it shall be adopted. The secretary shall cause the result of the balloting to be published for the information of the entire membership.

Ballots will be mailed in accordance to our current bylaws in early October and are due back Nov. 15, 2019. As we are certain there will be questions as to administration of any electronic balloting and communications, we have established an FAQ web page (<https://www.scca.com/pages/scca-bylaws-online-voting-proposition>) that will answer many of the most common concerns. You may also contact our Region Development Department via insideline@scca.com with questions and comments. 📍

2001-2006 BMW E46 M3

ROAD RACE BRAKE KITS



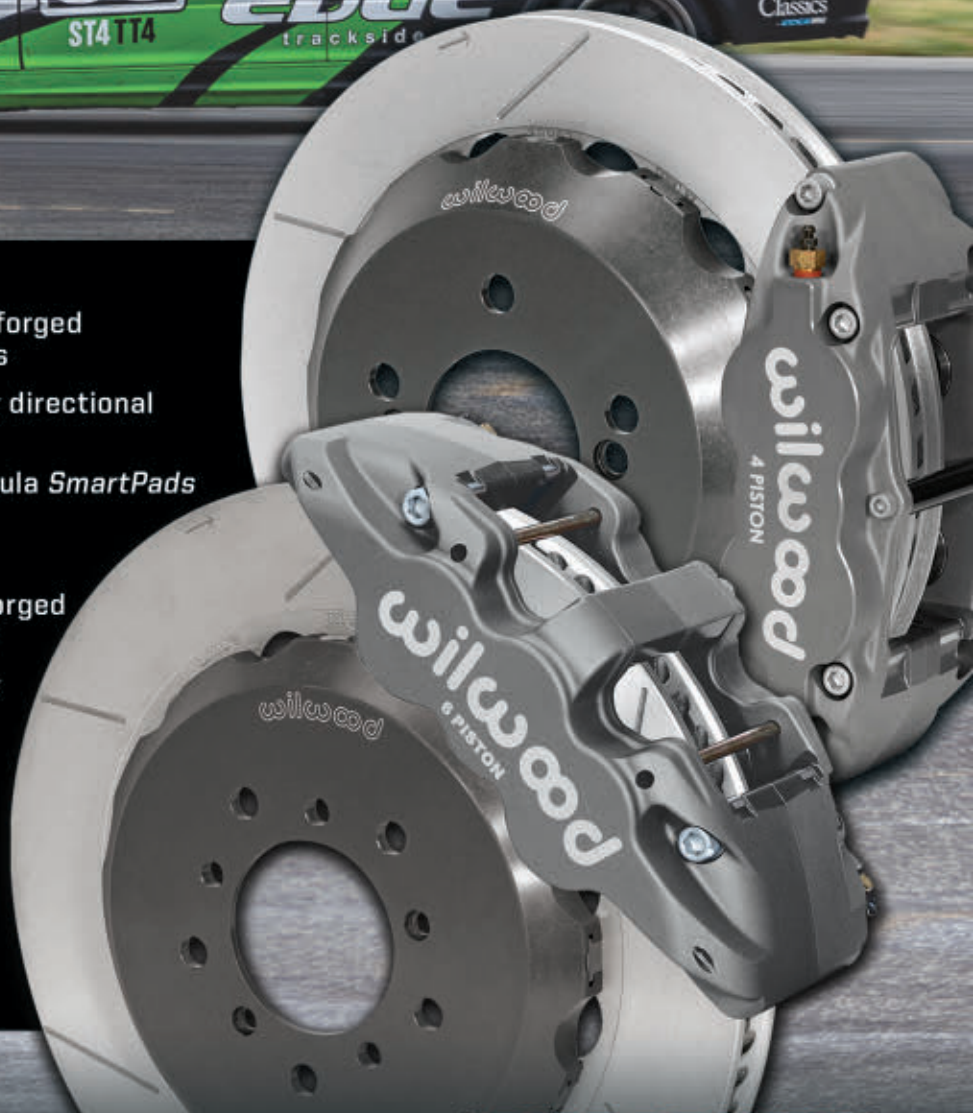
REAR

- Superlite 4R/ST competition forged aluminum four piston calipers
- 12.88" diameter **Spec37** alloy directional vane dynamic mount rotors
- BP-30 compound racing formula *SmartPads*

FRONT

- Aerolite 6R/ST competition forged aluminum six piston calipers
- 14.00" diameter **Spec37** alloy directional vane dynamic mount rotors
- BP-30 compound racing formula *SmartPads*

Complete front and rear kits include hardware, DOT approved stainless steel flexlines and installation guide.



POWER. CONTROL. PRECISION.
805.388.1188 | wilwood.com

VISIT OUR BOOTH
AT SEMA 2019

#25043

DISC BRAKES
wilwood



LATE breaking

FOUNDATION SWEEPSTAKES WINNERS

The SCCA Foundation is the charitable arm of the SCCA and supports many great programs through donations from members like you. This year's Foundation fundraiser, the "Off to the Races Sweepstakes" raised some \$42,325, with raffle winner Bill Selvage and Larry Howard splitting the two amazing prizes (a trip to F1 at COTA and a Skip Barber school).



Thomas Outzen

SLIDE ON BY

A damp and muddy course was the story of the weekend, but a few drivers found the quick line to the finish. (MAIN) Mark Hill set the top time in PA. (BELOW) Michael Gallant claimed the title in MF. (BOTTOM) Brianne Corn once again ruled in MR.



David Cosseboom / GotCone.Com

RALLYCROSS CROWNS NATIONAL CHAMPIONS

The word for the 2019 DirtFish RallyCross National Championship was traction. Taking place over the Oct. 20-22 weekend, the courses started off on grass with minimal footing and quickly turned to gummy, grippy dirt that became super slick mud, leaving competitors creatively trying to find fresh grass for a toehold once the rain set in.

Saturday morning runs started off dry and tacky, making for great competition and quick times on competitors' three runs. The rains came shortly after the start of run group three, turning the

clutching dirt into a layer of slick mud with hard-packed clay beneath. Stock class cars with their tire limitations had difficulty maintaining momentum, whereas Prepared and Modified classes with better tire options were able to maintain speed, although times certainly got slower. In the afternoon, the heavy rain stayed away with only occasional light sprinkles, making the fresh course a blast for many competitors. The wide-open, sweeping corners and speeds even required some drivers to grab third gear.

Rains all night Saturday and into Sunday morning left questions about track conditions on the second day, but when it was offered to "call" the event at the morning drivers' meeting, the undaunted RallyCross community responded with an overwhelming cheer to keep on going. This turned out to be a great move as determined drivers started on a fresh, third course on Sunday which proved to be a thrilling endeavor. Course designers did an amazing job using conditions to their advantage by including broad, sweeping corners that linked



David Cosseboom / GotCone.Com



David Cosseboom / GotCone.Com



BORDEAUX CLINCHES IRACING SCCA SRF CHALLENGE

iRacing's second season of the online SCCA Spec Racer Ford Challenge presented by the Skip Barber Racing School has wrapped, with Tommy Bordeaux seemingly coming out of nowhere to take the two championships. "I've been very excited to be part of the SCCA's first steps into the eMotorsports arena," said Bordeaux.

well with the slick conditions. The rain had paused at the beginning of run group one, but light sprinkles returned in the middle of run group two, slowing times slightly. Sprinkles continued through run groups two and part of three, but then subsided, leaving the course muddy yet consistent throughout the fourth and final run group.

Over the duration of the weekend, nine competitors really shone, with those being crowned as RallyCross National Champions. Others, meanwhile, were simply determined to finish every run – a victory in itself.

Due to space constraints in the magazine, complete coverage of the 2019 DirtFish RallyCross National Championships will appear in the January issue of *SportsCar*. We apologize for the delay, but we'll certainly make it up to the RallyCross community by giving its championship event a prominent position in the magazine. 📍

Jeff Levee



SCCA CROWNS CONFERENCE CHAMPS

The SCCA U.S. Majors Tour, part of the Summit Racing SCCA Road Racing program, has wrapped its 2019 season, with fierce competition spread from coast to coast over six Conferences. These are just some of the highlights.

The Southeast Conference was among the largest, with nearly 900 racers taking part in the 12-round season that held court at six different venues. A handful of racers claimed their championships by the thinnest of margins. In B-Spec, David Daughtery and his Honda Fit tied with the Mini Cooper of Bradley Davis, both amassing 142 points during the Southeast Conference season. However, Daughtery claimed the championship as he managed to garner four victories as compared to the two wins Davis claimed.

The two largest classes in the Southeast Conference

this year were SRF3 and Spec Miata. Preston Pardus ended up at the top of the chart in SM, beating nearly 150 competitors. And, of the 113 drivers who challenged for the SRF3 Conference title, Brian Schofield emerged on top.

The Northeast Conference saw more than 800 racers battling for the conference titles in various classes, but of note are the accomplishments of racer Scott Rettich. This year, Rettich managed to scoop up two championships, one in SRF3, where he bested more than 100 other competitors, and the other in FE2, taking seven victories along the way. Rettich then went on to claim an additional pair of FE2 titles, one in the Southeast Conference and the other in the Northern Conference.

Of the 28 different class battles that took place



Barbara Protos

MAJOR WINNING

David Daughtery (TOP) and Scott Rettich (ABOVE) worked hard to score their Conference titles.

this year in the Western Conference, the F Production fight was the tightest. At season's end, Steven Hussey and his Lotus 7 tied Joe Huffaker and his MG Midget. Both drivers amassed 50 points, but it was Hussey who was crowned champion having earned five wins to Huffaker's two.

For complete Conference points standings visit scca.com/majors. 📍

2019 RALLYCROSS NAT'L CHAMPIONS

CLASS	DRIVER / CAR
SF	Will Geyer / Volkswagen GTI
SR	Collin Oelkers / Mazda Miata
SA	Josh Armantrout / Ford Focus RS
PF	Jim Rowland / Nissan Sentra SE-R
PR	Gonzalo San Miguel / Mazda Miata
PA	Mark Hill / Mitsubishi Evo IX
MF	Michael Gallant / Volkswagen GTI
MR	Brianne Corn / Mazda Miata
MA	Z.B. Lorenc / Subaru Impreza

DICKERSON SCORES F3 GRAND PRIZE

With a total of five wins, six additional podiums, and four top-10 finishes, F3 Americas rookie Dakota Dickerson (left) was crowned the series champion and awarded a comprehensive championship package that included a full IMSA ride in a Ligier JS P3.



Clavin Baker



Chris Clark

TITLE CHASE
 (LEFT) Ernie Francis Jr. has taken the top spot in Trans Am Series points. (BELOW) Rafa Matos scored back-to-back wins in TA2.



Chris Clark

TRANS AM TRIPLE PLAY

The Trans Am Series presented by Pirelli enjoyed a tremendous late-summer run, with events at Mid-Ohio, Road America, and Watkins Glen.

The FirstEnergy Mid-Ohio 100, Aug 8-10, saw a dogfight at the front of the TA field for the entire 43-lap race on the Saturday at the Mid-Ohio Sports Car Course. Polesitter Ernie Francis Jr. was looking to repeat his Mid-Ohio win of 2018, but Chris Dyson, would not allow Francis Jr. a

moment of comfort on the tight, twisty and technical circuit.

The duo fought hard throughout the race, with Ernie Francis Jr. managing to keep Chris Dyson in his rearview mirror to capture his third victory of the season.

In the SGT class, Mark Boden took the green flag from pole and never looked back. Meanwhile, in the TA2 powered by AEM championship race, Marc Miller made a pass

early on lap one on polesitter Rafa Matos and held on for the victory – but that description doesn't do justice to the thrilling nose-to-tail battle between Miller and Scott Lagasse Jr.

The series next moved to Road America for the Aug 22-24 weekend. There, Francis Jr. scored the victory and captured the TA class championship points lead. Boris Said returned to the series, and came home second, while Cliff Ebben completed the podium.

During the shared race group, Tim Kezman made a winning SGT debut, and Jeff Courtney scored his second victory of the season.

In TA2, Matos drove like a man on a mission, leading flag to flag, to score his third victory of the season.

As the calendar turned to September, Trans Am paid a visit to the iconic Watkins Glen International circuit. Starting on pole, Francis Jr. steadily distanced himself from the field, leading by more than 11 seconds before the only full course yellow of the race regrouped the field. On the restart, it looked like Dyson might have had something for Francis, but the New York native's speed faded as he also had to shake Tomy Drissi, who was stuck to his bumper.

Eleven SGT cars took the green with Aaron Pierce going flag to flag for his first victory of the season in the SGT category. Steven Davison, meanwhile, wheeled his way to victory in the GT class.

In the TA2 race, Matos captured his second consecutive flag-to-flag victory. 📍

F4 MID-OHIO MADNESS

Formula 4 United States Championship Powered by Honda visited Mid-Ohio Sports Car Course in August for Rounds 10-12, with a strong 22-car field. Rookie Guilherme Peixoto seized his first pole position of the season, but in the opening round, Kiko Porto crossed the stripe first. "Today was the hardest race of my life," Porto admitted.

Joshua Car finished just two tenths of a second behind

Porto in second, and Nicky Hays took third for his first podium of the season.

The afternoon brought the 30-minute Round 11 race, which saw Car go lights to flag, notching out his fourth win of the season.

Round 12 turned out to be a two-lap shootout to the checkered flag, in which Car wheeled his Ligier JS F4 to his second consecutive victory on the weekend.



Clavin Baker

Hays climbed to second while Peixoto drove his way to a third-place finish, his best result in F4 so far this year.

Complete race results can be found at f4uschampionship.com 📍

FAST CAR

Joshua Car (9) grabbed a pair of valuable wins as F4 visited Mid-Ohio.

Whatever You Do, Whatever You Drive, LUCAS OIL Has a Product for Your Mechanical Needs.

TRUCKING • COMMUTING • FARMING • RACING • MOTORCYCLES
MARINE • HYDRAULICS • OUTDOOR • UTILITY



Check Out Our Latest Products!



Since 1989, **Lucas** has produced the toughest, finest quality automotive products on the planet. **Lucas Oil** continues to innovate for your changing mechanical needs.



LUCAS OIL

LucasOil.com • 800.342.2512

See us at AAPEX Booth #5079

FORMULA VEE HALL OF FAME FOUNDED

SCCA member and Formula Vee racer Graham Loughhead has founded the Formula Vee Hall of Fame. The Formula Vee community, along with a Hall of Fame Selection Committee will nominate and vote annually on inductees through a new website, formulaveeproject.com.



Mark Weber



Cavin Baker

TWO FOR ONE

Benjamin Pedersen made it look easy as he picked up a pair of wins at Road America.

F3 DRIVERS CHALLENGE ROAD AMERICA

The F3 Americas Championship Powered by Honda joined the NASCAR Xfinity weekend at Road America in August for Rounds 12-13 for the highly charged open-wheel series.

Series rookie Mathias Soler-Obel carried his winning speed over from VIRginia International Raceway to Road America to take pole position in the opening round, but survival was the name of the game come the opening race, as the legendary four-mile circuit proved a formidable opponent for nearly half the F3 Americas field.

After three restarts, Benjamin Pedersen took the checkered flag nearly eight seconds ahead of his teammate James Roe Jr., but following a pair of post-race penalties, Roe was promoted to first and Pedersen fell down the pecking order to fifth.

Mathias Soler-Obel kept his podium streak alive, taking second with John Paul Southern Jr. in third.

On Saturday's Round 13, Pedersen may have crossed the stripe first, but it was his Global Racing Group teammate Dickerson

who won big, clinching the overall championship three rounds early.

Pedersen started on pole for the final round at Road America, staying in the P1 spot for the duration of the 35-minute race, setting the track record with a 2:04.845 along the way to victory.

Meanwhile, Dickerson's second place finish yielded just enough points to clinch his second Honda-powered SCCA Pro Racing championship.

For full results, event photos and post-race videos, visit F3Americas.com 📍

MEMBERSHIP LEADERS

To find out how to earn discounts and be entered into drawings for cool swag, go to www.scca.com/pages/membership-referral-program

MEMBERSHIP REFERRAL LEADERS FOR AUGUST 2019

NAME	REF	REGION
Jose de Miguel	21	Puerto Rico
Warren Leach	18	San Diego
Jim Berg	9	Houston
Carol Deborde	9	Reno
Kristi Brown	8	Northwest
Daniel Cutrer	8	SW Louisiana
Marco Vazquez	8	San Diego
Justin Batten	7	Tennessee
Jeff Kurtz	7	Houston
Carl Somerton	7	Snake River

1,600 additional members have at least one referral.

REGION LEADERS

(Category based on 2018 year-end membership)

REGION	GROWTH
JUMBO REGIONS (800+):	
Atlanta	5.9%
Central Florida	3.3%
Chicago	3.0%
LARGE REGIONS (401-799):	
Cincinnati	11.1%
Steel Cities	9.6%
Buccaneer	7.4%
MEDIUM REGIONS (200-400):	
Utah	20.8%
Lone Star	11.0%
NE Pennsylvania	6.7%
SMALL REGIONS (<200):	
Puerto Rico	48.2%
Eastern Idaho	39.1%
Old Dominion	34.4%

75 FOR THE 75TH CAMPAIGN

In recognition of the SCCA's 75th anniversary, the SCCA Foundation is continuing its "75 for the 75th" campaign in support of the preservation work on the SCCA Archives. The SCCA Foundation is asking 75 people to donate \$1,000 in honor of this milestone

anniversary of the Club. The donations can be made as a lump sum or in a pledge of installment payments, such as \$100 a month for 10 months.

Participants will be recognized on a special 75th Anniversary plaque at the SCCA Archives collection in

the International Motor Racing Research Center in Watkins Glen, N.Y., in addition to being invited to a reception at the 2020 SCCA National Convention. More information can be found under the "Fundraising" link on the SCCA Foundation website sccafoundation.org. 📍





Let's Build It Together



Front Control Arms

Better Stability and Handling!

Keyword: SUM Front Arms Pair
as low as \$180.99 pair



Racing Motor Oil

Race Engine Protection!

Keyword: VPV Synthetic Quart Each
as low as \$14.39 quart, each



5-Way Standard

Latch Dog Bone Racing Restraints Stay Secure!

Keyword: CWS 5-Way Standard Dog
as low as \$129.99 each



RedTop 12-Volt Starting Batteries

Mount in Almost Any Position!

Keyword: ULT RedTop 12
as low as \$199.99 each



HRC-R Racing Seats

Comfort Even in Small Cockpits!

Keyword: OMP HRC-R
as low as \$999.00 each



Fuel Injector Sets

Increased Performance!

Keyword: DWK Fuel Injectors Set
as low as \$469.00 set of 8



PyroCell Touring Racing Fuel Cells

FIA/FT3 Approved!

Keyword: PYR Touring Racing
as low as \$1,530.00 each



Adjustable Coilover Kits for 1967-69 Firebird and Camaro

Wide Range of Rebound Adjustment!

Keyword: ART Adjustable Coilovers Pontiac
as low as \$1,900.00 kit



Spark Plugs

Max Spark!

Keyword: ETP Plugs Copper
as low as \$6.49 each



426 Cross Series Gunmetal Wheels

Track Style!

Keyword: VSW 426 Gunmetal
as low as \$89.99 each



Racing Harnesses

Hold You in Place!

Keyword: SUM Race Harnesses
as low as \$134.99 each



Toolbox Refrigerator

Keeps Tools Handy and Drinks Cold!

Keyword: KOO Toolbox
K00-KTCF50 \$449.99 each

F SPECIAL HANDLING SURCHARGES APPLY

UNBEATABLE SERVICE, TECH ADVICE, SATISFACTION, AND SELECTION.



Call by 10 pm EST: In-Stock Parts Shipped That Day!

1.800.230.3030 • Int'l: 1.330.630.0230

SCode: 19115C • Prices subject to change without notice. Please check SummitRacing.com for current pricing. Typographical, description, or photography errors are subject to correction. Some parts are not legal for use in California or other states with similar laws/regulations. Please check your state and/or local laws/regulations. © 2019 AUTOSALES, INC.



FIND IT AT **SummitRacing.com**



Rupert Barrington

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

RANDY'S RULEBOOK: SKIDPAD TRAINING

SECTION 1: WHAT IS A SKIDPAD?

It's a place to drive crazy without crashing. It's a circle, usually with a low-traction surface. It's like a shooting range for cars: A place to practice dangerous activities in a safe and controlled environment. It's a classroom for driving, and a laboratory for handling setup.

SECTION 2(A): WHAT IS A SKIDPAD USED FOR?

The skidpad is used for getting a car to its limits of cornering grip and beyond in a safe and consistent environment. Obviously, it's used for deliberately causing slides, and learning to control them. Not so obviously, it also may be used for seeing the amazing effects of weight transfer front-to-back. It's also used to quickly see effects of suspension adjustments in simplified cornering with far fewer variables than on a racetrack - especially ultimate cornering grip.

SECTION 2(B): HOW CAN YOU TUNE ON A SKIDPAD?

Skidpad tuning usually results in a car that is too loose for normal competitions, because it focuses solely on steady-state cornering; no tail-wagging transitions. This

makes it best for testing the balance of springs and swaybars.

SECTION 3(A): WHAT CAN YOU LEARN FROM THE SKIDPAD?

While entertaining, it's a learning tool as well. It's about driving, not just skid control.

1. Weight management, your number one job as driver. (Especially, how using the brake and gas pedals moves load forward and back, greatly influencing handling. The pedals are more important than the steering wheel!)
2. Skid control, what they didn't tell you in Driver's Ed class: Steer into the skid, catch it, then *snap the wheel back straight!*
3. Training the eyes. Always look ahead to the inside edge of the line you want, in any form or direction of slide.
4. Training hand speed. Catching slides requires lightning fast steering corrections.
5. Training the feet. Using pedals to transfer weight.
6. Learn when to bail out and use the 'chute: Slam the brakes. When to slam on the brakes and clutch ("If you spin, both feet in").

SECTION 3(B): THE WET SKIDPAD.

Why? It's easy to slide. To learn how to control a slide, one first has to create one. It's much easier if the surface is slick. Another very real reason is to reduce tire wear. Sliding tires wear out in a hurry and eat up dollars.

SECTION 3(C): WHY NOT? NO HOOK SLIDE.

The downside to a wet, or very slick, skidpad is that because there is so little grip, it's less like dry pavement. Slides are easier to control with low grip. There's no "hook slide," the most dangerous and violent thing that can happen in a car. Very real in the dry, when a counter-steer is not recovered.

SECTION 4: HOW TO CORRECT ON-THE-LIMIT AND OVER-THE-LIMIT

1. Steady state, approaching the limit.

This is where the natural chassis balance reveals itself. Gently add power until the car wants to run wide of the circle, then back off slightly to hold the curve. Keep eyes in, on the circle, and you'll sense the slide much sooner. But at any speed, small changes in weight make a big difference in direction.

2. Going over the limit, what happens? (Oversteer/understeer)

On the skidpad, we do this on purpose, for learning. Every tire has maximum grip at a certain amount of slide. Too much, grip is less, and it only gets worse.

3(a). How to correct for understeer. (trying to correct with steering)

If understeering already, the front tires are already over their limit and any more steering will only slide more. They're telling you they need some load. Slow down a little.

3(b). Correcting with pedals. (putting more load on front tires)

Give the fronts what they are begging for: more load. Ease off the gas, or ease on the brake. Small changes make a *big* difference. This is why smooth is fast.

3(c). Correcting with power oversteer. (the last resort)

In a rear-drive car, enough power can cause more slip angle than in the front: steering with the throttle. But, not enough will only increase your push. It's tricky to be consistent and it's hard on the rear tires on dry pavement. Best reserved for dirt, snow, and drifting, where it's wonderful.

4. How to correct for oversteer (counter-steer)

This is *big*. It will prevent many spins and crashes. Fast hands fix slides. Stay away from the pedals. Keep eyes to the inside, on circle. Steer into the slide. Catch it? The

slide stops? Then recover the steering back to straight as fast as you can. Correct-catch-recover. Eyes are always where you want to go; they tell your hands and feet what to do.

5. When to bail out (damage control)

If you've lost it, jam the brakes and clutch. If you run out of steering, or simply don't know what will happen next, stop the car. Great benefit: it keeps your foot off the gas, and gas will only make it worse. The clutch keeps the car running to escape when the spin is over.

SECTION 5: HOW DO YOU WANT YOUR CAR TO HANDLE?

The skidpad is a good way to feel how much your car understeers, if any, and adjust and test changes immediately. However, it is only steady state cornering, no corner entry or exit, no esses.

SECTION 6: MAKING ADJUSTMENTS ON THE SKIDPAD

1. Tire temperatures.

Race teams often use a pyrometer to measure the temperature of each tire, usually inside, middle, and outside per tire, showing how the tire is working. The skidpad shows realistic temps, right now. On a racetrack, you can only read a very deceptive compromise of the last section you were driving before entering pit lane.

2. How tire pressure affects balance and grip.

Tire pressure is critical because it shapes and supports the tire's contact patch,

and the skidpad gives instant information on pure cornering loads, and a reliable number on grip; a lap time of the circle.

3. Tire alignment.

Camber, caster, toe, Ackerman ratio, and more, all dynamic, under load, and all are important to tire grip.

SECTION 7: TAKING WHAT YOU'VE LEARNED FROM THE SKIDPAD TO THE RACETRACK

1. The skidpad teaches you to catch slides, saving you from many crashes.
2. But also! Skidpad training applies to every corner you will ever drive, drifting or not. It trains your eyes to continue to look into the turn even when you get sideways, or when you cannot get slowed down enough.
3. It also teaches the driver the primary job of a driver: weight management, and how it determines where you will go, more than the steering wheel does.
4. You learn that slow hands are smooth for normal fast driving, and fast hands are for catching slides that are too big - and your eyes tell you the difference.
5. You know when to bail out and jam on the brakes and clutch.

Do skidpad car control training with a knowledgeable instructor. It will not only save your race, your car, and your neck, it will also make you faster! 🚦

FLASH FLOOD

The most water this year's Solo National Championships saw was from victory celebrations, as the now two-time National Champion Adam Benaway discovered following his SSC victory.



A near-capacity 2019 Tire Rack
Solo National Championships
dominate Lincoln Airpark

NATIONALS



WORDS Anthony Bodnarik, Matt Boian, William Bostic, Jeff Cashmore, Alan Claffie, Charlie Davis, Chad Englert, Buck Enriken, Jim Garry, Vivek Goel, Christian Korey, Rachel Leach, David Lehrschall, Ryan Lower, Devin McCuen, Matt Murray, Mike Razny, Manfred Reysser, Pax Rolfe, Karl Shultz, Donour Sizemore, Dennis Sparks, Mark Steichen, Thomas Thompson, Anne Vincent, and Patrick Washburn

EDITED BY Rocky Enriken

IMAGES Rupert Berrington

MAIN IMAGE Perry Bennett

The theme of the 47th Tire Rack Solo National Championship event, which took place Sept. 3-8 at Nebraska's Lincoln Airpark, continued the *Game of Thrones* theme as "Game of Cones: After the Flood." But that begs the question: which flood? For that, let's travel back a year.

The "flood" comment may have been in reference to the monsoon that greeted the opening days of last year's Solo National Championships, or perhaps it was referencing the tide that washed over the lowlands of the Missouri River this past spring. Actually, it was both, and each has had lasting effects on the autocrossers' annual reunion in Lincoln, Neb.

Let's begin with the entry cap. In 2018, the entry cap was posted at 1,350, and then quickly bumped to 1,400 when the cap was quickly achieved. With that anticipated crowd, a six-heat schedule was set for Tuesday-Wednesday; but when the rains came, the pavement was flooded in inch-deep water and the sixth heat on both courses was left running into darkness. For this year, a firm cap of 1,325 was set, and an absolute shutdown of the event 30 minutes prior to sundown was mandated.

All of that planning was well and good, but then the real flood hit the Midwest in



the spring. The Missouri River and many of its tributaries overflowed its banks. Among the hardest hit was Offutt Air Force Base, headquarters of the U.S. Strategic Command, where as much as 16 feet of water inundated key buildings and facilities. All of its planes were safely flown out, but now as Offutt faces lengthy repairs, the planes need a temporary home. And there, so near, is Lincoln Airpark.

That is the reason for the milling of a massive area of what the Solo National Championships use for paddock, turning it into a moonscape until it is repaved in asphalt that will house those military planes. The milling work was only partially complete, however, as the Solo Nationals week began.

Nebraska Region member Mark Walker, the liaison to the Airpark, told of the quite remarkable accommodation for both the Air Force and the SCCA. The Air Force was more than welcome, except for the Memorial Day weekend and the several days before and after Labor Day - the planes must be gone because the SCCA had first dibs. Neither the Spring Nationals ProSolo and Championship Tour, nor the ProSolo Finale and the Solo National Championships, would be displaced.

So, what's with all the milling and asphalt repaving? Like many WW II-era air bases,

which Lincoln Airport once was, some of the ancient concrete is deteriorating. While our course areas are holding up well, portions at the north end are not, going to gravelly potholes. Suck a chunk of broken concrete into a jet engine and it's not good; hence the repaving.

A year ago, the prominent fashion accessory was the rain suit. This year, it was the dust mask. The milling scraped three inches off the top layer of concrete, so the Airpark created highly effective asphalt ramps at all the junctures just for our event. Next year, the paddock will be marvelous. Nearly all of it new, unblemished asphalt.

If this preamble seems to lean heavily on the pre-event preparation, it's because all of the extensive planning worked. With the minor annoyance of dust being kicked up from the graded paddock, the Solo Nationals rolled through the week with hardly a hiccup - five heats each day, worker changes on the fly, every day ending early enough that even fifth-heat drivers had time to clean up before the evening.

Mother Nature cooperated - sunshine, wispy clouds, temperatures in the

90s cooling off to the 80s by Friday. There was this one short pause for lightning on Tuesday, and the clouds let go of a few raindrops, just enough to cool things down a tad, but by the time the lightning hold ended, the concrete was dry again.

The biggest hiccup happened two months prior to competition, on June 25. With the firm cap of 1,325 entries announced, and about 1,100 places open after "first tier" registration (event chiefs, 2018 champions and runners-up, Silver Circle members), it seemed as if everyone tried to hit the event registration site MotorsportReg.com at once and it crashed. SCCA and MotorsportReg worked hard to bring it back up, and when registration reopened on July 1, the event hit its cap in 24 hours.

However, as normally happens, people sign up hoping to make the event and later find they can't. Consequently, everyone on the waitlist was accepted. The final entry count: 1,274 drivers took a start in 72 classes.

The Street category put a record 506 drivers on course - a testament to the

continuing success of the 200 treadwear tire rule (although that 506 does include 29 SS cars on R-comps). The A Street class alone sent 71 cars through the cones, the second largest Street class ever. DSL, meanwhile, tied last year's CSL class as the largest Ladies Street class ever with 13.

Prior to this year, only four women had ever won an Open class. This year, two more were added to that list. One is a veteran who's been knocking on the door the past three years, DSP winner Tamra (Hunt) Krystinik. But first there was the pre-teen who won Junior B, Olivia Hammack, the first girl to win in Junior Karts, which has no separate Ladies classes.

Jeff Kiesel won for the 13th time, and now only John Thomas (17 wins) stands ahead of him on the all-time list. Kiesel annually awards two of his custom guitars to the top PAX winners of each two-day competition. Jeff claimed one this year, and CSP winner Billy Davis snagged his fourth PAX ax, the only person with more than one.

Patty Tunnell's 15th win ties her with Joyce Looman on the women's championship list, behind only Karen Babb's 20.

One more record-book entry: This year's 11th Solo National Championships at Lincoln Airpark tied Forbes Field for the most at any one site.

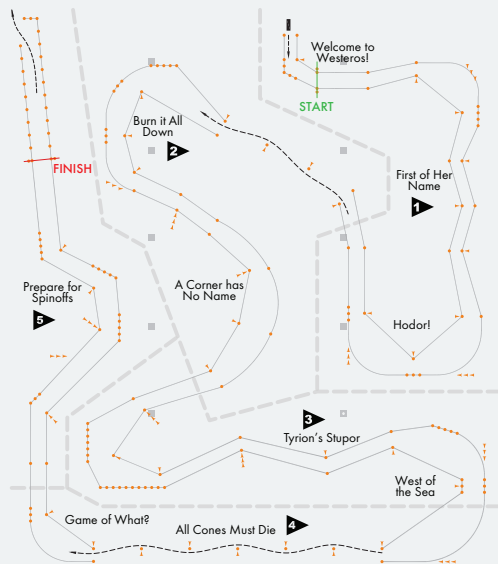
Rocky Entriiken 

THE GAME OF CONES: AFTER THE FLOOD COURSES

Course designers Jason Frank and Michael Feldpusch borrowed a pair of iconic lines from Game of Thrones to paraphrase their course titles. While one works as a reply to the other, in the HBO series they occurred in reverse order. Tyrion Lannister's "I drink, and I know things" was from season six, while Ygritte's "You know nothing, Jon Snow" was from seasons two, three, and four. Nonetheless, what might we say to the God of Solo?

"I DODGE CONES AND I KNOW THINGS"

designed by Jason Frank

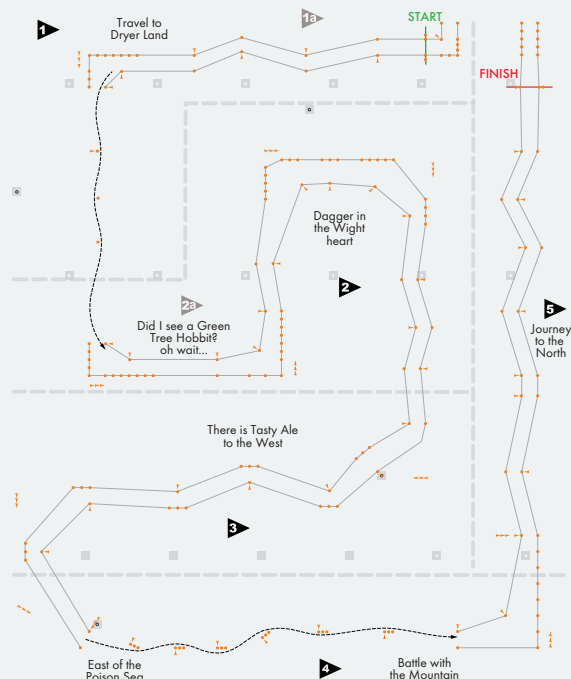


WEST COURSE: "I DODGE CONES AND I KNOW THINGS" (FRANK)

- **Welcome to Westeros:** In what has become an almost standard start, the West(eros) Course begins with a sharp 90 left out of the gate, cross the start line, then a wide-open 90 right.
- **First of Her Name:** One of Daenerys Targaryen's titles names a gated slalom down the east wall.
- **Hodor!:** The simple guardian of Bran Stark names the simple 180-degree sweeper, not so easy.
- **Iron Cone:** The Iron Throne was the goal of all. Bend left, line it up just right, and a three-cone slalom can be done almost flat-out.
- **Burn it all down:** The mother of dragons takes revenge on Kings Landing; brake early for this misshapen left-hand 180 – the showcase turn on the corn side. Many drivers lost time here.
- **A Corner has No Name:** Young Arya Stark learns to be an assassin; the autocrosser learns to attack this fast, right-hand sweeper.
- **Hand of the Jacket:** This tight left horseshoe curves more than it looks.
- **Tyrion's Stupor:** Just a gated three-turn chicane, yes? But there's speed to be found.
- **West of the Sea:** A close-set six-pack in the middle of a great wide 180. Let the car come out wide on exit.
- **All cones must die:** A seven-cone slalom, not precisely spaced, but all 70-ish feet apart. Charge through it. Valar Conaeris!
- **Game of What?:** Right turn out of the slalom (apex that seventh cone) and point it north.
- **Prepare for Spinoffs:** A bus stop; bend right, sweep left, get that last right-hander, and fly to the finish.

YOU KNOW NOTHING, CONE DODGER

designed by Michael Feldpusch



EAST COURSE: "YOU KNOW NOTHING, CONE DODGER" (FELDPUSCH)

- **Travel to Dryer Land:** The 90 goes right, almost the same start through three slalom gates as a year ago with one key exception – no inch-deep standing water on the course. This year it gets to be driven as it was intended! Then 90 left and down a three-cone slalom.
- **Did I see a Green Tree Hobbit?** Oh, wait... Uh, wrong fantasy. Left turn, take a beat, left turn again, and aim at the row of cones on the left.
- **Dagger in the Wight Heart:** Turn right to miss that cone row, try to keep it off the outside walls of this showcase turn, then down through some offsets.
- **There is Tasty Ale to the West:** The course bends west through three gates and a left-hand 180. Scare that outside cone on the exit.
- **East of the Poison Sea:** Fencerow slalom eastbound along the southern edge, but actually two slaloms. First three fencerows are tight, shift left, then the next three are wide open throttle.
- **Battle with the Mountain:** Brake early out of the fast fencerows, hook it left, and get a good late apex on cone 500.
- **Journey to the North:** The finish sequence, rush through the early part and the double gate, then it tightens up through the final four gates.



STREET CLASSES

SUPER STREET-R LADIES

SSR and SSRL have long been known to be where the big dogs play. This year was no different, with heavy hitters battling it out in a class dominated by the C7 Corvette Grand Sport, with a sprinkling of older Corvettes and a lovely Porsche GT3.

The SSR Ladies, in the third heat on Tuesday, were drivers who were equally friends and competitors, fist bumping, high fiving, hugging, and even doing yoga poses together between runs.

At the top of the pack was Shelly Monfort, taking the lead each day by more than 2sec, posting a 64.239 on the West Course and a 64.011 on the East. She ended her Solo Nationals campaign with an impressive 128.250 and a gap of 5.215sec over Megan DePietro.

Monfort said she and Sam

Strano were chasing setup issues with the car the whole week. On the first day "it was very busy," she explained, and the West Course was just a little tight for the big cars, she said, never allowing her a moment to straighten out the steering wheel. After a bump-stop change, she seemed to find the feeling she and Strano were looking for.

DePietro took her first Nationals trophy while driving a black and pink C6 Z06, dubbed Pearl. She ended her second day coming out of her car still shaking, saying she knew she had the pace to keep up with Monfort on the first half, and she had her husband's voice in her head reminding her to be patient and execute on the run.

Meanwhile, Monfort's championship was her 11th across 32 years, the fourth-longest first-to-last span for women.

SUPER STREET-R

In SSR, Sam Strano, Grant Reeve, and Cody Hunt traded blows within just a few tenths of each other. At the end of the day - SSR ran in the last heat - Reeve took his second win, sliding his C7 aggressively through the corners, making those Hoosiers work for every inch of grip.

"The car was pushy on Saturday morning," Reeve explained. "We made a whole bunch of changes - it felt great since then."

With three clean runs on the first day, a fast time of 62.558, and having won in the past, it was much easier for Grant to treat this as just another fun autocross. He felt free to drive more aggressively, noting, "It allowed the car to really dance, and even though it's a bit sloppy, and making mistakes, I was staying clean and getting some really good times."

Wednesday, Grant repeated the performance, three runs clean and fast, quickest at 62.447sec to close out at 125.005, while every one of his seven trophy-winning pursuers collected cones.

Slotting into second place, Strano drove his GS hard, scratching at every corner to find time. Having fixed issues from the day before, he came back with a fury, matching Reeve's scratch times but with cones on his two best runs. A clean final run left him 0.807sec behind. "Two or three years ago I coned out all six runs because I wouldn't lay up," Strano said. "Damned if I'll do it now!"

Less than a second covered the podium finishers. Hunt took third with a car he was still learning, stepping out of his C5 Z06 and into a C7 Grand Sport just a couple of months prior



◀ SSR

Grant Reeve

iRacing.com/StranoParts.com/G-Fab

#157 Chevrolet Corvette GS

▼ SSRL

Shelly Monfort

#41 Chevrolet Corvette GS

to Nationals. Day one he was only 0.102sec behind Reeve, but coned his best run for day two, putting him behind Strano by 0.164sec for both days.

Devin McCuen

SUPER STREET LADIES

As Super Street Ladies competition started on the West Course during Heat 2 on Thursday, the class seemed to be wide open. Most of the women had only a few trips to the Solo Nationals, and only Julie Starr, piloting the GM Performance Team's C7 Grand Sport, had been in the class in 2018.

Tara Shapowal, driving Monty Pack's 991.2 GT3, quickly closed the door on the class. Hers was the only clean run, and it was fast; the other four had cones or DNFs. After first runs, Shapowal led by 5.1sec. By third runs, she'd logged a 66.782 and Iven Dudley's one good run had only closed to within 4.3sec. Kathi Van Der Werf, meanwhile, had second place in her sights, starting the day a scant 0.08sec behind Dudley.

Day two was much kinder to Dudley and co-driver Amy Burton, after Burton's husband and chief mechanic, Erik Strelneiks, complete alignment changes on their Acura NSX overnight. With the new setup, Dudley was able to run times a bit closer to Shapowal and keep Van Der Werf at bay.

Shapowal, however, extended her lead to 6.666sec over

Dudley with a 66.782sec final run for a championship-winning time of 134.911.

This was Shapowal's third trip to the Solo Nationals, but this year as a last-minute arrive-and-drive. "I wasn't actually supposed to come," she said. "I registered about 10 minutes before registration closed."

The dominant win also came in an unfamiliar seat. "I've never driven a PDK [Porsche dual-clutch trans]," Shapowal admitted. "I've never [autocrossed] on street tires before, and I've never been in this car."

SUPER STREET

All eyes were on seven-time champion Erik Strelneiks as Super Street lined up for the fifth heat. He was returning to Super Street for the first time since 2005, when he finished in the top spot. This time, he'd be piloting a new Acura NSX.

Doug Rowse, a five-time champion in his own right, was driving a C7 Z06, and he held the lead after the first set of runs with a 65.6. Despite unequal rear camber on the car, Strelneiks ran his fast time of day on his second run and took the lead with a 65.0. On third runs, the ageless Monty Pack captured FTD with a 64.797, leaving Strelneiks in second, a couple of tenths ahead of Rowse and Ken Motonishi (a four-time champ himself) piloting a GT3.



SUPER STREET-R

1. Grant Reeve #157 Corvette GS	NEng 125.005
2. Sam Strano #141 Corvette GS	WDC 125.812
3. Cody Hunt #197 Corvette	WDC 125.976
4. Brian Burdette #41 Corvette GS	Almo 127.742
5. Alex Muresan #181 Porsche GT3	SanF 127.797
6. David Alessandrini #168 Corvette	NeOh 128.094
7. Rusty English #97 Corvette GS	WDC 128.714
8. Dan Ireland/StCt (#135 Corvette GS); 9. Ben Edmiston/StCt (#68 Corvette GS); 10. Jeffrey Mark Pilon/ETnn (#158 Corvette Z06); 11. Stephanie Reeve/NEng (#57 Corvette GS); 12. Jeff Woodbury/Nwst (#119 Corvette GS); 13. Michael Figliolia/StCt (#35 Corvette GS); 14. Christian Retterer/Atl (#26 Corvette Z06); 15. Brian DePietro/NwOh (#177 Corvette Z06); 16. Brian Huber/ETnn (#58 Corvette Z06); 17. Larry Brady/KC (#80 Corvette Z06); 18. Mark Valera/Phil (#93 Corvette Z06); 19. Greg McCance/NwOh (#77 Corvette Z06); 20. John Fink/CCar (#33 Corvette GS); 21. Jerry Onks/Tenn (#89 Corvette Z06); 22. Tiberiu Muresan/SanF (#81 Porsche GT3); 23. Julie Woodbury/Nwst (#19 Corvette GS); 24. Lisa Valera/Phil (#193 Corvette Z06).	



"SSR and SSRL have long been known to be where the big dogs play. This year was no different"

SUPER STREET-R LADIES

1. Shelly Monfort #41 Corvette GS	SanF 128.250
2. Megan DePietro #177 Corvette Z06	NwOh 133.465
3. Katie Barrett/NwOh (#68 Corvette C7); 4. Carmen Rowlands/NwOh (#77 Corvette Z06); 5. Deborah Jarboe/Kan (#27 Corvette).	

SS ▶

Erik Strelnieks

BFGoodrich/Acura/Finspeed

#197 Acura NSX



SSL ▼

Tara Shapowal

#95 Porsche GT3

**SUPER STREET**

1. Erik Strelnieks #197 Acura NSX	LnSt 129.621
2. Monty Pack #195 Porsche GT3	SanF 130.549
3. Doug Rowse #92 Corvette	Ariz 130.900
4. Ken Motonishi #99 Porsche GT3	CSCC 131.000
5. James Yom #98 Porsche GT3	CSCC 131.893
6. Brian Conners #178 Porsche GT3	Phil 132.095
7. Steve Lau #95 Porsche GT3	SanF 132.713
8. Chris Dressler #174 Porsche GT4	NePa 132.726

9. Ryan Miles/OhV (#113 Porsche GT3); 10. Joe Brennan (#74 Porsche GT4); 11. Chris Dvorak/Chi (#96 Porsche GT4); 12. Joshua Lipman/NY (#198 Porsche 911 GT3); 13. Dean Rindler/NwOh (#117 Acura NSX); 14. Troy Dudley/Tex (#97 Acura NSX); 15. Daniel Shea/OhV (#13 Porsche GT3); 16. Nicholas Zelisko/InNw (#162 Porsche Cayman GT4); 17. Zach Rupcic/NwOh (#191 Corvette GS); 18. Paul Dornburg/SInd (#183 Porsche 718 Cayman GTS); 19. Shawn Folkes/Chi (#196 Porsche Cayman GT4); 20. Kevin Kirchoff/InNw (#62 Porsche Cayman GT4); 21. Joel Zeller/NwOh (#17 Acura NSX); 22. Chris Biddle/Det (#182 Corvette Z06); 23. Andy Hamley/Det (#91 Corvette GS); 24. Eddie Franklin Jr./Det (#82 Corvette Z06); 25. O.D. Terry Davis/SInd (#83 Porsche 718 Cayman GTS); 26. Pat Salerno/NY (#78 Porsche GT3).



"I wasn't...supposed to come. I registered about 10 minutes before registration closed"

TARA SHAPOWAL**SUPER STREET LADIES**

1. Tara Shapowal #95 Porsche GT3	SanF 134.911
2. Iven Dudley #197 Acura NSX	LnSt 141.577
3. Kathi Van Der Werf/ArzB (#13 Porsche Cayman GTS); 4. Amy Burton/LnSt (#97 Acura NSX); 5. Julie Starr/Det (#99 Corvette GS).	

Friday came, and with it Strelnieks' alignment corrections. Rowse was again fastest on his first run, with a 65.6sec. Pack cleaned up some cones on his second run, returning to the lead with a 65.7. James Yom, yet another past champ (three for him), gave the class a scare with a 63.9-plus-one. It would lift him to fifth, but the raw time would have put him in second.

Pack's third run was filled with cones, so eyes, once more, turned to Strelnieks who was pounding toward the finish, two cars behind. With the low fuel light illuminated, a surgical 64.568sec third run dropped his total time by more than a second, to 129.621sec, leaving Pack 0.928sec behind.

For the 10th anniversary of his first Solo Nationals (where he had finished 52nd in SS), Pack was the top finisher in the Masters Index, and his runner-up placing was the highest of any Masters competitor in an Open class.

Strelnieks won his eighth championship, fourth in SS. So, what brought him back after years in Street Modified and Prepared categories? "This car came about because we got married in October," Strelnieks said regarding him and Amy Burton. "I sold my house, and she had a one-car garage. We could put [the NSX] in the driveway and put it on street tires."

Thomas Thompson**A STREET LADIES**

The second half of the Solo Nationals saw the morning kick off with A Street Ladies on the East Course. The early morning chill seemed a bit of a factor, tires having some grip issues with a few spinouts. Otherwise, no surprises; Carla Russo leading three ladies with 70sec runs. Run two saw Lana Tsurikova start to pull away from the pack, the only driver to break into the 69s, and then a 68.221sec final run for a commanding 1.5sec lead while Russo never improved.

Friday morning saw even cooler temperatures, but the ladies managed to shake off the day one jitters and put down some great first runs, more 70s, while Donna Marx lit up a 69.8. The pressure was on.

Tsurikova found the West Course to be a "really interesting course. I did not expect it to be that challenging, and actually found the [East] Course to be easier to read."

The ladies continued to attack the course through subsequent runs, but it was Tsurikova who closed the door on her competitors when she put down a 69.586 on her final run.

Tsurikova said she wanted to come out and drive the way she knew she could but felt that she didn't quite meet her own expectations.



◀ **AS**
Josh Luster
stranoparts.com
#183 Corvette Z06

▼ **ASL**
Lana Tsurikova
LangMotorsport/Stranoparts
#99 Corvette Z06

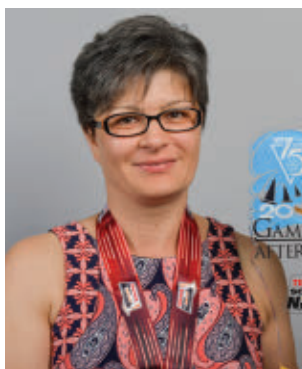
Nevertheless, she was able to take her second win with a total of 137.807 and a 2.418sec gap to Russo, who again sat on her first run.

A STREET

With the largest class of the 2019 Solo Nationals, 71 drivers lined up for the third heat. The day had warmed up a bit by now, but the first run still had its share of spins and dirty runs, with drivers pushing the limits of the fast East Course. With this crowd in the grid, frequent lead changes peppered the first two runs. It wasn't until third-run second drivers that the day-one leaders were clearly established with the top three all reaching the low 65s, led by Josh Luster's 65.122 in his Corvette Z06. Close behind were Vivek Goel in a Z06 at 65.4 and Greg Janulis (without a co-driver) in a Cayman at 65.5.

On day two, right off the bat, Luster and Goel began to separate from the pack as the only drivers with 64sec first runs - a time nobody else would match all day. But then Luster ran off two more while Goel collected cones, spoiling a low 65 and a mid-64.

Luster sealed the deal with a clean 64.431 on his last run, totaling 129.553sec. He said he was feeling some pressure going into day two, and while this was his first time leading after the first day, he wanted to make sure



A STREET		
1. Josh Luster #183 Corvette Z06	WDC	129.553
2. Vivek Goel #198 Corvette Z06	LnSt	130.301
3. Greg Janulis #95 Porsche Cayman S	Milw	130.810
4. Cam Withell #29 Corvette	Nwst	131.152
5. Dan Bullis #85 Corvette Z06	Ore	131.164
6. Danny Gross #82 Corvette GS	CSCC	131.568
7. Landon Thompson #149 Corvette	Hous	131.632
8. Kit Gauthier #18 Porsche Cayman	Nwst	131.903
9. Tom DeYoung #185 Corvette Z06	StL	132.088
10. Matt Jones #182 Corvette GS	CSCC	132.209
11. William Bostic #171 Corvette Z06	CCar	132.226
12. Yuri Kholondyrev #196 Porsche Cayman	NNJ	132.229
13. Dan Simms #170 Corvette Z06	Chi	132.249
14. John Wolf #71 Corvette Z06	CCar	132.701
15. Charles Krampert #194 Corvette Z06	TnnV	132.754
16. Troy Acosta #98 Corvette Z06	LnSt	132.809
17. Erik Carlson #79 Corvette Z06	NEng	132.980
18. Todd Kean #179 Corvette Z06	NEng	133.130
19. David Green #84 Corvette Z06	Wich	133.314

20. David Entz/Tenn (#176 Corvette Z06); 21. Chris Sparks/TnnV (#94 Corvette Z06); 22. Justin Batten/Tenn (#76 Corvette Z06); 23. Mark Labbanicz/NNJ (#83 Corvette Z06); 24. Hank Wallace/NEng (#99 Corvette Z06); 25. Kevin Wenzel/Colo (#86 Corvette Z06); 26. Ryan Clark/Nwst (#142 Porsche Cayman); 27. William Petrow/NNJ (#96 Porsche Cayman); 28. Jason Ruggles/Fla (#89 Corvette Z06); 29. Andrew Francis/Chi (#Corvette Z06); 30. Jerry Centanni/LnSt (#197 Corvette Z06); 31. William Damhoff/Chi (#190 Corvette Z06); 32. David White/NEng (#153 Corvette Z06); 33. Joshua Pertzsch/Indy (#70 Corvette Z06); 34. Justin Lau/NEng (#53 Corvette Z06); 35. Rick Martinez/LnSt (#97 Corvette Z06); 36. David Finchum/Chi (#65 Corvette Z06); 37. John Smith/LnSt (#43 Corvette Z06); 38. Casey Weiss/Tex (#56 Corvette Z06); 39. Wayne Dyck/Nwst (#42 Porsche Cayman); 40. Martin Montagno/StL (#192 Corvette Z06); 41. Aaron Botnick/Colo (#47 Corvette Z51); 42. Stephen Fehr/ODom (#6 Porsche Boxster S); 43. Chris Wheelock/Tex (#55 Corvette Z06); 44. Frank Wietharn/Kan (#63 Corvette Z06); 45. Nicholas Phillips/StCt (#135 Corvette GS); 46. Devin McCuen/SBnd (#17 Corvette); 47. James Wilson/RioG (#37 Porsche Cayman S) 48. Chris Deacon/Badl (#114 Corvette Z06); 49. Tom Bergeron/Tex (#155 Corvette Z06); 50. James King/KC (#88

Corvette Z06); 51. Jim Fossum/Atl (#189 Corvette Z06); 52. Ken Pike/Colo (#81 Corvette Z06); 53. Eric Jones/LnSt (#93 Porsche Cayman S); 54. Mark Sarcevicz/NNJ (#187 Corvette Z06); 55. Tom Kotzian/Ore (#129 Corvette); 56. Tim Robinson/Badl (#14 Corvette Z06); 57. Derek Sivret/NEng (#87 Corvette Z06); 58. Andy Seipos/Chi (#91 Corvette Z51); 59. Johnny Foesch/Milw (#144 Corvette Z06); 60. Alex Dalglish/Hous (#49 Corvette); 61. Dan Parker/StCt (#35 Corvette GS); 62. Dave Williamson/NEng (#146 Corvette Z06); 63. Tim Sholar/Cinc (#126 Corvette Z06); 64. Kent Weaver/Cinc (#26 Corvette Z06); 65. Keath Marx/Tex (#92 Corvette Z06); 66. Robby Helms/CCar (#4 Corvette Z06); 67. Henry Siddeley/WDC (#7 Corvette Z06); 68. Rob Bealer/GtRv (#19 BMW M2 Competition); 69. John Foesch/Milw (#44 Corvette Z06); 70. John McCarthy/Sind (#77 Corvette Z06); 71. John Williamson/NEng (#46 Corvette Z06).

A STREET LADIES

1. Lana Tsurikova #99 Corvette Z06	NEng	137.807
2. Carla Russo #192 Corvette Z06	StL	140.225
3. Donna Marx/Tex (#92 Corvette Z06); 4. Molly Thore/CCar (#71 Corvette Z06); 5. Melissa Fehr/ODom (#91 Porsche Boxster S); 6. Brittany Edwards/NCar (#171 Corvette Z06).		

BS ▶

David Marcus
2 Tons of Fun Racing
#199 Tesla Model 3



BSL ▼

Younna Zalzal
BerryBean Enterprises
#198 Porsche Cayman S



he did not let the pressure off his competitors while sticking to his game plan: attack the course but be patient.

He also felt the West Course was more of a challenge with corners potentially sneaking up on the drivers who did not approach them with patience. He wanted to treat things the same as day one by coming out and attacking the course, and with the times on day one being so close, it was especially important to “come in and win that day and don’t worry about it,” Luster said.

Anthony Bodnarik

B STREET

The electric age of autocross is upon us, and B Street is the battleground. In ProSolo, the success of the Tesla Model 3 has been the talk of the tarmac, but the debate all year has been whether that would correlate to a win on a championship-style course lacking the launch advantage.

2018 B Street champion Jeremy Foley was one of the drivers watching the Tesla results through the season. He decided, along with car owner Kerry Emmert, to leave their BMW 1M at home in favor of a borrowed Model 3. Remorse came quickly during the ProSolo Finale. The electric was abandoned and the 1M made an overnight trip from Dallas. This left David Marcus and Dean Rhodes as standard bearers for voltaic velocity.

By the time second runs of Heat 2 ended on Thursday, the West Course was already proving a capable equalizer for the class of 53 drivers. By the end of day two competition, eight separate models from six different manufacturers would populate the top eight - and all 14 - trophy spots.

Mark Daddio, who has never not trophied in 27 tries at the Solo Nationals, led the first runs but never improved and was eclipsed by the Marcus



1LE); 23. Eric Campbell/OhV (#176 BMW M3); 24. Christopher Heinzen/Det (#96 Camaro SS 1LE); 25. Tom Kerns/Nwst (Audi RS3); 26. Christopher Laprus/NNJ (#183 BMW M4); 27. Paul Brown/RioG (#98 BMW M2); 28. Tom Grzesiak/Nwst (#112 Camaro SS 1LE); 29. Nigel Fenwick/NEng (#69 Porsche Boxster S); 30. Mike Physk/NY (#94 Camaro SS 1LE); 31. Chris Cox/SanF (#190 Tesla Model 3); 32. Pilar Miranda/SanF (#90 Tesla Model 3); 33. Cody Pae/Det (#196 Camaro SS 1LE); 34. Cullen Murphy/LOL (#34 Tesla Model 3); 35. Jason Froehlich/Milw (#30 Corvette); 36. Aditya Madhavan/Ati (#178 Porsche Cayman S); 37. Marc Segal/LasV (#66 BMW M2); 38. Brent Seaton/Iowa (#95 Camaro SS); 39. Jennifer Merideth/Det (#189 Mustang GT350); 40. Jade Weigel/Iowa (#63 Subaru WRX STi); 41. Eric Moe/KC (#13 Camaro SS 1LE); 42. Chris Sun/Nwst (#12 Camaro SS 1LE); 43. Blair Deffenbaugh/NCar (#78 Porsche Cayman); 44. Jonathan Crowe/SInd (#64 Porsche Cayman S); 45. James Harrison/Wich (#72 Porsche Cayman S); 46. Roland Wallner/ODom (#17 Porsche Cayman S); 47. Sean Scott/ETnn (#185 Camaro); 48. Randy Keeton/NeOk (#85 Camaro SS); 49. Marcus Merideth/Det (#89 Mustang GT350); 50. Brian Anderson/Mont (#136 BMW M2); 51. Yvonne Anderson/Mont (#36 BMW M2); 52. Jeff Robinson/OhV (#45 Porsche Cayman S); 53. Rick Blair/CFla (#70 Porsche Cayman S).

B STREET

1. David Marcus	Fla	132.545
#199 Tesla Model 3		
2. Mark Daddio	NEng	132.615
#27 Mustang Shelby GT350		
3. Donour Sizemore	RioG	132.670
#81 Lotus Evora		
4. Trevor Jones	CFla	133.179
#92 Ford Focus RS		
5. Jay Balducci	ArzB	133.726
#87 BMW M2		
6. Jeremy Foley	Tex	133.918
#80 BMW 1M		
7. Gregory Shumaker	CFla	134.241
#175 Camaro SS 1LE		
8. Justin Moore	SanF	134.306
#86 Porsche Cayman S		
9. Laura Campbell	TnnV	134.715
#99 Tesla Model 3		
10. Sebastian Rios	CSCC	134.953
#74 Porsche Cayman S		
11. Terry Tabor	CFla	134.979
#75 Camaro SS 1LE		
12. Jason Bucki	Ariz	135.038
#187 BMW M2		
13. Dean Rhodes	StL	135.281
#3 Tesla Model 3		
14. Stuart King	Det	135.812
#192 Ford Focus RS		
15. K.J. Christopher/Tex (#11 Camaro SS 1LE); 16. Talha Sadik/NNJ (#83 BMW M4); 17. Barry Greenaway/WNY (#194 Camaro SS 1LE); 18. Paul Dodd/RioG (#57 Porsche Cayman S); 19. Brad Moore/Milw (#93 BMW M2); 20. Kerry Emmert/Ark (#180 BMW 1M); 21. Alex Shchipkov/MoHu (#76 BMW M3); 22. Jeremy Pittenger/NNJ (#88 Camaro SS		

B STREET LADIES

1. Younna Zalzal	SanF	138.307
#198 Porsche Cayman S		
2. Dina O'Donnell	NwOh	138.535
#194 Camaro SS 1LE		
3. Shauna Rios	CSCC	139.251
#97 Porsche Cayman S		
4. Meredith Brown	RioG	139.306
#93 BMW M2		
5. Becca Nell/NEng (#94 Camaro SS 1LE); 6. Kristen Moore/SanF (#98 Porsche Cayman S); 7. Suzanne Segal/LasV (#66 BMW M2); 8. Valerie Maloney/Det (#72 Camaro SS 1LE); 9. Marcia Haynes/Neb (#60 Corvette); 10. Susan Fenwick/NEng (#69 Porsche Boxster S); 11. Elizabeth Lackey/Det (#29 Ford Focus RS).		



CS

Mark Scroggs

Bridgestone Tires/Stranoparts.com

#149 Mazda MX-5

CSL

Jessica Yeung

#94 Mazda MX-5

Tesla on second runs. Marcus' 66.182 was ahead of Daddio's GT350 by a slim 0.095sec. Donour Sizemore's Lotus Evora and Trevor Jones in a Focus RS came next. The top eight were all within a second of each other, with seven different makes and models represented. The only car twice in the top eight was the Tesla, Marcus' partner Laura Campbell in seventh. None of the top eight found time on their third runs.

Friday seemed a rerun of Thursday. Daddio took the early lead on the East Course, but again Marcus reclaimed top spot on second runs. Sizemore held onto third nipping at Daddio's heels. Jones and Jay Balducci, driving a BMW M2, ran identical 66.736s, raising Balducci to fifth.

Third runs would decide. Daddio and Sizemore were both single drivers, Daddio with a low number. Marcus would have the last shot. Daddio was unable to find time. Sizemore's final run was the fastest for the class at 66.241sec, but still left him in third less than a tenth behind Daddio.

Marcus took a victory lap, murdering four cones in the process. The Tesla came out on top with a winning time of 132.545sec, 0.07sec ahead, and the podium was only separated by 0.125sec.

Marcus, with his second championship, described driving the Tesla as "Fast, but not fun. If you're accelerating,

it's amazing. If you're not, it's somewhat painful." Perhaps it's not the car for everyone, but Marcus said, "I wanted the car to win." He made it happen.

B STREET LADIES

B Street Ladies was the second largest Ladies class with 13 drivers battling in Heat 5. Very few drivers were able to get through first runs clean, but by second runs the top of the class began to take shape.

Younna Zalzal topped the class in Justin and Kristin Moore's "Banana" Cayman S, 0.2sec ahead of Dina O'Donnell in a Camaro SS. Defending champion Shauna Rios, not to be kept down, navigated her Cayman S to a third-run 68.866.

Friday competition opened with the top three maintaining their positions after first runs. All three drivers found time on their second runs, but O'Donnell improved the most with a 69.146 that would stand as fast time of the day and put her in first. A cone for Rios on her third run ended her quest to repeat. O'Donnell failed to improve, and the last driver in was Zalzal who found 1.2sec on her final run. It gave Zalzal a total time of 138.307sec, some 0.2sec ahead of O'Donnell.

"I was gunning for trophies," Zalzal said. "I definitely did not expect to take first. Every run was identifying problems - or opportunities - to improve."

Thomas Thompson



C STREET		
1. Mark Scroggs	SanF	132.873
#149 Mazda MX-5		
2. Ken Housel	Phil	133.164
#193 Mazda MX-5		
3. Darrin DeSimone	Fla	133.594
#197 Mazda MX-5		
4. Jonathan Lugged	CSCC	133.789
#94 Mazda MX-5 ND2		
5. William Keene	Chi	134.606
#82 Mazda MX-5		
6. Jon Caserta	Phil	134.873
#93 Mazda MX-5		
7. Paul Frey	Neb	135.102
#55 Mazda MX-5		
8. Will Teller	ODom	135.380
#48 Mazda MX-5		
9. Ben Pullen	CKy	135.465
#37 Honda S2000		
10. Will King/BIrg (#148 Mazda MX-5); 11. Timothy Maxey/CCar (#142 Mazda MX-5 Club); 12. Robert Palmblad/CFla (#97 Mazda MX-5); 13. Kevin Kent/Indy (#1 Honda S2000); 14. Rick Cone/Atl (#198 Mazda MX-5); 15. Ricky Crow/Almo (#179 Mazda MX-5); 16. Des Toups/Nwst (#49 Mazda MX-5); 17. Kenneth Baker/Tex (#89 Mazda MX-5); 18. Jim Zeisler/Cinc (88 Mazda MX-5); 19. Dan Fillingim/NEng (#85 Mazda MX-5); 20. Paul Mihalyov/Chi (#69 Mazda MX-5); 21. Chuck Hanson/RioG (#196 Mazda MX-5); 22. Craig Carr/NwOh (#41 Mazda MX-5); 23. Raymond Schumin/BIrg (#42 Mazda MX5 Club); 24. Rich Fletcher/RioG (#96 Mazda MX-5); 25. Larry Pulliam/Atl (#98 Mazda MX-5); 26. Federico Del Toro/Almo (#79 Mazda MX-5); 27.		



Victor Tugulan/SagV (#122 Mazda MX-5); 28. John Wiseman/NwOh (#84 Honda S2000); 29. Ed Prymak/SagV (#22 Mazda MX5); 30. Mark Stocku/CPa (#28 Mazda MX-5); 31. Jeffrey Sauter/NwOh (#8 Honda S2000); 32. Bradley Wickersham/LOL (#46 Subaru BRZ Ltd).

C STREET LADIES

1. Jessica Yeung	CSCC	138.308
#94 Mazda MX-5		
2. Shari McCoy	Cinc	141.188
#88 Mazda MX-5		
3. Langlee King/BIrg (#84 Mazda MX-5); 4. Marchell Fletcher/RioG (#99 Mazda MX-5); 5. Katie Calvert/NwOh (#86 Honda S2000); 6. Carol Cone/Atl (#67 Mazda MX5).		

DS ▶
Mike Leeder
 #53 Honda Civic Type R



DSL ▼
Stephanie Reynoso
 Reynoso Racing/Black
 Armor Helmets
 #95 Honda Civic Type R



C STREET

Mark Scroggs captured his fourth championship, first in C Street, overcoming a late charge from Ken Houseal in a battle of red fourth-gen ND2 Mazda MX-5s.

Houseal set the early pace on the East Course in Thursday's second heat with a 66.9sec run. His lead was short-lived as Scroggs posted a 66.5 and Darrin DiSimo a 66.6 on their second laps, but Houseal was right there at 66.7. Final runs on day one saw Scroggs improve by another half second to stand at 66.054. Neither DiSimo nor Houseal could improve.

"My first run was not my best work," Scroggs said. "I kind of shot wide a couple of times and the car was a little bit loose. We made a little shock change and the car felt better. I just fixed the things I knew that I could fix, and the car seemed to work a lot better. It was nice having a clean second run that just barely had me in the lead so I could go out on my third run

and see where I could find time."

On the East Course, Scroggs opened with a 67.1, but Houseal was on the attack with a 66.5 that had a cone attached. Houseal cleaned up on his second run, a 66.378 that was the day's FTD, while Scroggs coned away his own 66.3.

Some first drivers were showing that there was still speed to be found on the course. Houseal entered the final run with a 0.018sec lead over Scroggs.

Scroggs was early in the second-driver line, and found three tenths on his final run to get his total to 132.873sec. Houseal was one of the last few drivers out, and couldn't improve. He fell just 0.291 sec short of the win.

"I did all I could today," Houseal said. "I went out there and just sent it, but the last run didn't work out. I made one mistake on Thursday that probably cost me four tenths, and three tenths of that would be really nice to have today."

D STREET

1. Mike Leeder	Milw	132.469
#53 Honda Civic Type R		
2. Kenneth Tsang	Det	135.077
#125 Honda Civic Type R		
3. Steven Umholtz	Neb	135.237
#94 Ford Focus RS		
4. Ryan Otis	Ore	135.313
#79 Ford Focus RS		
5. Mike King	Bucc	135.357
#99 Ford Focus RS		
6. Neil Britton	Det	135.370
#24 Camaro LT		
7. Javier Reynoso	LnSt	135.422
#195 Honda Civic Type R		
8. David Lineberry	CFla	135.459
#180 Ford Focus RS		
9. Aaron Buckley	NCar	135.533
#97 Audi TT		
10. Brandon Dan	Tex	135.674
#21 Honda Civic Type R		
11. Bruno Lajoie	NEng	135.850
#59 Honda Civic Type R		
12. Jen Wong	Det	135.875
#25 Honda Civic Type R		
13. Brady Loretz	Ark	135.897
#187 Hyundai Veloster N		
14. Alan Eisenreich	StCt	135.924
#193 Audi S3		
15. Nicholas Mellenthin/Ark	#87	
Hyundai Veloster N		
16. Carl Wener/NEng	#159 Honda Civic Type R	
17. Ben Bultuis/Bucc	#80 Ford Focus RS	
18. Drew Tonnesen/Chi	#86 Ford Focus RS	
19. Thomas Lewis/Colo	#43 Ford Focus RS	
20. Myke Dziengel	#6 Subaru STi	
21. Zachary Baumgardner/Almo	#95 Honda Civic Type R	
22. Michael Parker/Haii	#54 Honda Civic Type R	
23. Steven Matchett/		

StCt (#9 Ford Focus RS); 24. Lawrence Danton/Nwst (#103 Ford Focus RS); 25. Dennis Sparks/TnnV (#55 Subaru WRX); 26. Andy Hollis/LnSt (#191 Honda Civic Type R); 27. Keith Papulski/Colo (#162 Audi TTS Roadster); 28. Kyle Greene/LOL (#66 Honda Civic Type R); 29. Van Townsend/Colo (#62 Audi TTS Roadster); 30. Matthew Grainger/STL (#23 Honda Civic Type R); 31. Sang Yi/SJy (#32 Mitsubishi Lancer Evo X); 32. Jordan Towns/Ala (#155 Subaru WRX); 33. Bob Smith/StCt (#93 Audi S3); 34. Steven Clark/Colo (#83 Chevrolet Cobalt SS); 35. John LaRondeau/Neb (#92 Audi TT Quattro); 36. Brian Strack/Kan (#19 Volkswagen Golf R); 37. Robert Zander/STL (#78 Nissan 350Z); 38. Clyde Caplan/WDC (#98 Camaro); 39. Glenn Austin/SanF (#89 Nissan 350Z); 40. Jessica Black/CPa (#57 Mitsubishi Evo IX MR); 41. Andrew Schembri/Det (#96 Camaro LT); 42. Steven Salisbury/WDC (#31 Camaro); 43. Joseph Austin/Dix (#169 Chevrolet Cobalt); 44. Aaron Linke/WMcH (#196 Camaro LT); 45. Cody Switzer/Tex (#15 Ford Focus); 46. Scott Blier/Nwst (#3 Ford Focus RS); 47. Tim Reinhardt/DMV (#88 Volkswagen Golf R); 48. Steve Ducharme/Neb (#68 Mitsubishi Lancer Evo RS); 49. Ernest Roales/SInd (#51 Honda Civic Type R); 50. Max Bealer/GtRv (#29 Scion FR-S); 51. Cal Craner/Elda (#69 Chevrolet Cobalt); 52. Robert Gross/WDC (#48 Mini Cooper S); 53. Angela Carlascio/CFla (#91 Honda Civic Type R).

D STREET LADIES

1. Stephanie Reynoso	LnSt	136.323
#95 Honda Civic Type R		
2. Lacey Otis	Ore	139.225
#79 Ford Focus RS		
3. Jolynne Dziengel	Cinc	142.106
#6 Subaru STi		
4. Gwen Habenicht	NCar	142.653
#97 Audi TT		
5. Dawn Danton/Nwst	#13 Ford Focus RS	
6. Cathy Kenny/SBnd	#54 Honda Civic Type R	
7. Penelope Strack/Kan	#19 Volkswagen Golf R	
8. Susan Miller/SBnd	#68 Audi S3	
9. Evanthe Salisbury/WDC	#32 Camaro	
10. Lynn Ketcham/Hous	#23 Subaru WRX	
11. Ann LaRondeau/Neb	#92 Audi TT Quattro	
12. Dawn Sturgeon/SInd	#86 Subaru WRX	
13. Maria Jarnagin Steele/Colo	#84 Audi TT	



◀ ES

Bartek Borowski

I want to be like Mike when I grow up
#197 Mazda Miata

▼ ESL

Casey Coughlin

*OnTheLedgeRacing/
ChrisCarverMotorsports*
#87 Mazda Miata

"It's been a battle all week, from the ProSolo to now," Scroggs said. "The car was a little loose today on entry, and I was just chasing it. My second run was fast, but it was with a cone that I didn't need to hit. You hate backing yourself into that corner. I went out to stay off the cones on that last run. It probably wasn't my prettiest, but it was enough."

C STREET LADIES

A year ago, Jessica Pao won STRL driving Jonathan Lugod's 2016 MX-5. This year, Jessica Yeung won CSL driving Lugod's new ND2 Mazda. Same woman.

Leading wire to wire, all six runs below 70sec (only one other driver got a single sub-70 time in), Yeung finished with a 138.308 and a 2.88sec margin of victory in C Street Ladies.

CSL ran in the fifth heat. On Thursday, Yeung did a 68.625sec run. Behind her, Langlee King was 0.94sec back and Shari McCoy another 0.8sec behind.

"I know there were mistakes I made on the first two runs, and I tried to fix those mistakes on the third," Yeung said.

Yeung opened Friday's runs with a 69.683 for FTD. The battle was on for second place as King coned her first run, allowing both McCoy and Marchell Fletcher to pass her. On second runs, King reclaimed second, but King couldn't capitalize on her third run while McCoy, two cars later, shaved off two-tenths to sneak

E STREET

1. Bartek Borowski	Chi
#197 Mazda Miata	134.592
2. Dennis Hubbard	CSCC
#194 Toyota MR2 Spyder	135.750
3. Matt Waldbaum	Chi
#96 Mazda Miata	136.286
4. Joey Green	Neb
#199 Toyota MR2 Spyder	136.694
5. Jeff Stuart	CSCC
#140 Toyota MR2 Spyder	136.726
6. Charles Mathews	Chi
#196 Mazda Miata	136.887
7. Brian Tefft Jr	Kan
#191 Toyota MR2 Spyder	136.899
8. Edward Tsui	CSCC
#94 Toyota MR2 Spyder	136.980
9. Kevin Lindley	NCar
#84 Toyota MR2 Spyder	137.062
10. Tony Rodriguez	SanF
#89 Toyota MR2 Spyder	137.225
11. Wes Jenrich	Chui
#188 Mazda Miata	137.347
12. Rich Wayne	NNJ
#76 Toyota MR2 Spyder	137.388
13. Trevor Renson	CFla
#54 Toyota MR2 Spyder	137.467
14. Ed Lange	NNJ
#85 Toyota MR2	137.565
15. Steve Mongrain	Fing
#68 Toyota MR2 Spyder	137.682
16. Eric Peterson	NCar
#184 Toyota MR2 Spyder	137.841
17. Mark Groseth/Chi	(#88 Mazda Miata);
18. Francois Langelier/NY	(#168 Toyota MR2 Spyder);
19. Brian Maskrey/Hous	(#93 Toyota MR2 Spyder);
20. Michael Grosenheider/LnSt	(#162 Mazda Miata);
21. George Schmitt/SBnd	(#95 Mazda Miata);
22. Sean Minehart/CCar	(#189 Toyota MR2 Spyder);
23. Zack Barnes/Hous	(#193 Toyota MR2 Spyder);
24. Stephen	24. Stephen Yeoh/CSCC
(#87 Mazda 10AE Miata);	25. Peter Loney/CSCC
(#187 Mazda 10AE Miata);	26. Heidi Ellison/NNJ
(#176 Toyota MR2 Spyder);	27. Jesse Shapiro/Colo
(#154 Toyota MR2 Spyder);	28. Ryan Thompson/Milw
(#134 Mazda Miata);	29. Brian Tefft Sr/Kan
(#91 Toyota MR2 Spyder);	30. David Robinson/TnnV
(#563 Mazda Miata);	31. Chris Bolt/NwOh
(#5 Toyota MR2);	32. Pax Rolfe/NeOk
(#97 Mazda Miata);	33. Mark Hazboun/CSCC
(#18 Mazda Miata);	34. Alan McCrispin/TnnV
(#158 Porsche 944);	35. Ryan Lutze/Colo
(#192 Toyota MR2);	36. Rob Springer/Susq
(#132	



Toyota MR2); 37. Brian Kscinski/LOL (#34 Mazda Miata); 38. Andy Hohl/StL (#61 Mazda Miata Shinsen); 39. Justin Wrighton/Det (#27 Mazda Miata); 40. James Green/Neb (#99 Toyota MR2 Spyder); 41. Mason Smith/Sal (#16 Mazda Miata); 42. Mike Robinson/TnnV (#153 Mazda Miata); 43. Ian Johnson/ArzB (#45 Toyota MR2); 44. Edward Fisher/TnnV (#58 Porsche 944); 45. Vernon Head/SanF Toyota MR2 Spyder); 46. Mike Monthei/LnSt (#62 Mazda Miata); 47. Paul Lutze/Colo (#92 Toyota MR2); 48. Jake Blum/StL (#77 Mazda Miata); 49. Matt Pirrello/StL (#161 Mazda Miata Shinsen); 50. Anthony Bodnarik/Cinc (#7 Mazdaspeed Miata); 51. Mark Miller/NCar (#73 Mazda Miata); 52. Eric Lane/Tex (#39 Toyota MR2 Spyder); 53. Chris Peet/SBnd (#19 Mazda Miata LS); 54. Melissa Mauro/Susq (#32 Toyota MR2); 55. Stuart Naber/LOL (#56 Mazda Miata); 56. Bill Bauman/KC (#31 Mazda Miata); 57. Ron Babb/Nwst (#86 Mazda Miata); 58. Jamey McDaniel/Ky (#36 Mazda Miata); 59. Andrew Taylor/Neb (#79 Mazda Miata).

E STREET LADIES

1. Casey Coughlin	Delt
#87 Mazda Miata	141.882
2. Karen Babb	Nwst
#86 Mazda Miata	146.188
3. Shannon Saxby	(#39 Toyota MR2 Spyder);
4. Lori Gill/MidS	(#91 Toyota MR2 Spyder);
5. Janet Bauman/KC	(#31 Mazda Miata).



back into second, taking the last trophy by 0.117sec.

Yeung was the last car out. When she drove by the McCoy camp celebrating second place, she thought she'd lost the championship.

"I do not follow the results at all," she said. "It takes the pressure off me. I don't want to drive thinking, 'Where am I going to pick up two tenths just to catch up?' I just like working on what I need to fix from the last run without worrying about where I place."



McCoy was all smiles. "I knew I didn't need a full second, I just needed to be a little bit faster," she said. "I knew where I could do that, so I just needed to keep it clean. It's the happiest I've ever been to finish second."

Alan Claffie

D STREET

In D Street, the undisputed leader was Mike Leeder, topping the timesheets from the moment his Civic Type R's bumper crossed the finish line on his first run. Thursday morning, first heat on the

East Course, Leeder was the only DS driver to post a 66sec run - two of them in fact - his best a 66.039 on his last effort. Bruno Lajoie, Ken Tsang, Alan Eisenreich, Javier Reynoso, Brandon Dan, David Lineberry, Jen

Wong, and Mike King were all at 67s in the 53-car field but looked to have scant chance to catch the leader.

On Friday, Leeder's 67.6 started looking somewhat vulnerable with Steve Umholtz posting a 67.0, Tsang coning

NIGHT MOVES

Half of the fun of the Solo Nationals is what occurs after hours. As such, the unofficial big wheel ProSolo competition has become the stuff of paddock legend



Perry Bennett

a 67.4 and King coning a 67.5 on first runs; second runs, however, were the same song as the prior day, but the second verse. Leeder put it away with a 66.9 and followed up with a 66.430. Again, nobody else was able to break 67.

Leeder's 132.469 owned the class by 2.608sec. To put that into perspective, another 2.6sec covered the class down to 28th place. Tsang, Umholtz, and Otis topped a clutch of 14 drivers, all in the 135s, in the battle for second place.

Leeder credits a very competitive Milwaukee Region and Chicago Region for bringing him up to speed, and multiple championship winners Denise and Jeff Cashmore from Milwaukee. "They taught me a lot," he said.

D STREET LADIES

With 13 drivers, DSL was the second-largest Ladies class of the 2019 Solo Nationals, running in the last heat of the day. Stephanie Reynoso, driving a Civic Type R as the next-to-last car on course,



WALK THE WALK

With this year's schedule closely monitored, everyone who wanted to walk the courses had plenty of opportunities.

Perry Bennett

would emulate the result of the Open class at the beginning of the day. Hers were the only runs in the 60s, save for Lacy Otis' out-of-nowhere 69.0 on her second run on Friday.

Reynoso posted a 68.091 on the East Course and a 68.232 on the West, totaling 136.323sec and an impressive 2.902sec margin of victory. Otis had almost the same difference over the other two trophy winners, Jolynne Dziengel in third and Gwen Habenicht in fourth.

Reynoso, in her purple wrapped "Spike the Dragon" Civic, credits her husband Javier for setting up a competitive ride, giving her a car that "just goes fast."

Buck Entriiken

E STREET

The second heat on Tuesday on the West Course featured E Street's usual showdown of NB Miatas and MR2 Spyders, plus a lone Porsche 924 that some

on social media had speculated could be a class over-dog because of its power and available wheel sizes. But then its drivers entered it under the name of "Wrong Car Racing."

Chuck Mathews' Miata came out of the gate hot and took the lead over defending champ Bartek Borowski by a scant 0.002sec after first runs. Borowski restored the natural order in his own Miata, knocking off more than four tenths on each of his next two runs to finish day one at 67.124. Dennis Hubbard's Spyder came closest to Borowski at 67.6. Mathews and Joey Green at 68.0 led 13 drivers in the 68s.

The next day, Borowski showed the rest of class why he has become the man to beat in E Street. Fifteen drivers posted runs in the 68s, but only Borowski could reach 67, and he did it on all three runs. His fastest had a cone, but his

67.468 closer was sufficient for a 1.158sec victory.

Borowski's timesheet read 134.592sec. Hubbard's was 135.7 and Matt Waldbaum, Mathews' co-driver, took the third step of the podium, quickest of six with 136sec totals.

Borowski admitted that "it was good to put my own car on the top" after last year's win as a co-driver. This marks Borowski's ninth championship, his seventh in ES (including an ES-R win the one year that class existed).

E STREET LADIES

Karen Babb, Solo's winningest National Champion and a renowned course designer, said she and husband Ron were making their farewell appearance at the Solo Nationals after not missing one for 40 years. She owns 20 championships, eight in ASPL, five in APL, and seven in DML, with all but the first one in their silver Lotus Elan. For their last hurrah? A

Mazda Miata in a Street class.

One more? Babb opened things up, Heat 5 on Tuesday on the West Course, with a 74.2sec effort to take the first-run lead. Three drivers had 74s while the other two were DNF.

One of those two was Casey Coughlin, whose second run was a statement that this year was hers. She recovered from that DNF to put down a 70.874 on her second run that would be FTD for the day. Babb was able to close the gap to 1.5sec behind.

On day two, Coughlin, in the Miata she calls Rodney, opened with a 72.2 that effectively put the win in the bag. The next three drivers would all reach 74s at best. Coughlin sliced an additional 1.2sec off her time to get down to 71.008sec for another FTD and a class-winning time of 141.882sec. Babb held on for second, 4.306sec behind.

In grid, an elated Coughlin said she'll be back.

Dennis Sparks



F STREET LADIES

Denise Cashmore was a late entry in F Street Ladies, as she had spent much of the year caring for her father, who passed away in July. With limited events in her BMW M3, she decided to enter anyway.

Smooth and confident, she ran six flawless runs, no cones, fastest each day, for her seventh championship. Tuesday on the East Course she ran a 70.582sec best; Wednesday on the West it was 70.115sec. The 140.697sec total gave her a 2.841sec margin of victory over Roberta Wetzel.

On her final run, another car spun out in front of her. She didn't really need the rerun, the win was already in hand, but she did it anyway because she loves to drive.

F STREET

What could sum up a National Championship event better than a winner named Win? Win-hou Chow - friends call him Tony - drove Ido Waksman's BMW M3 to victory in F Street. The nine trophy places this year, in fact the top 14 drivers, were all BMW M3s in what grew up as a pony car class. Only three of last year's 10 trophy winners returned. Five others scattered to other classes, with three of those taking championships this year.

Jeff Cashmore, however, returned, and considering his 12 championships - including

the last two years in this class - Cashmore was surely going to be a contender. Chow, meanwhile, was only in his second year at the Solo Nationals.

Stepping over from C Street, this year Chow owned F Street from his first wheel on the East Course on Tuesday. Under a sun high in the western sky for Heat 5, Chow ran off a string of 66s, with a best of 66.175sec. Thomas Layton had the only other run in the 66s, a 66.9, on his last run. Cashmore's 67.0 led six drivers in the 67 range.

On Wednesday, it was more of the same. Chow, who said he learned to drive playing Need for Speed 3, opened with a 66.230; he never beat it, but neither did anyone else. Cashmore and Jake Namer scored middle 66s to take the other podium steps. Layton was quickest of seven drivers in the 67s to hold fourth place.

Mark Steichen

G STREET LADIES

The plan for Annie Gill was to run in the Open D Street class, but her Civic Type R disagreed. Instead, she ran the Tire Rack ProSolo Finale in Sam Karp's Civic Si and liked it so much she begged to get back into it for the Solo National Championships, marking her return to Ladies class competition.

Gill also put on a clinic. She ran a 68.612 in the Thursday Heat 2 competition on the East Course, a time quicker than the G Street Open class leader at the



FS

Win-hou Chow

Autocross Digits/Waksman Luxury Motors
#84 BMW M3

FSL

Denise Cashmore

Quickfuel.com
#98 BMW M3



F STREET

1. Win-hou Chow #84 BMW M3	OhV 132.405
2. Jeff Cashmore #198 BMW M3	Milw 133.504
3. Jake Namer #196 BMW M3	NY 133.951
4. Thomas Layton #97 BMW M3	WDC 134.141
5. James Cathers #92 BMW M3	ETnn 134.606
6. Richard Bonham #151 BMW M3	Nwst 135.158
7. Jeremy Anderson #42 BMW E90 M3	LOL 135.342
8. Ido Waksman #184 BMW M3	OhV 135.450
9. Patrick Gaffney #87 BMW M3	WDC 136.019

10. Alex Kang/SanF (#96 BMW M3); 11. Shane Donahue/Milw (#98 BMW M3); 12. Clark Walker/Chi (#91 BMW M3); 13. Justin Eckles/Neb (#82 BMW M3); 14. Jason Proksch/StL (#65 BMW M3); 15. Dan Hawryliw/Ariz (#73 Mustang GT); 16. Tim Govier/GtRv (#27 Camaro SS); 17. Dan Sabol/StCt (#110 Mustang GT); 18. Sera Bonham/Nwst (#51 BMW M3); 19. Krzysztof Zielinski/Cinc (#12 Mustang); 20. Donald Knop/Neb (#94 Ford Shelby GT); 21. Dana Nicgorski/NEng (#174 Mustang GT); 22. Terry Baker/WDC (#171 Camaro SS); 23. Kevin Youngers/Colo (#9 Mustang GT); 24. Mike Bealer/GtRv (#127 Camaro SS); 25. Curtis Staples/ODom (#71 Camaro); 26. Kyle Tanglao/CLa (#181 Infiniti Q50S); 27. Jeff Wetzel/GuCo (#72 BMW M3); 28. Lance Green/CLa (#81 Infiniti Q50S); 29. Christian



"Smooth and confident, she ran six flawless runs, no cones, fastest each day, for her seventh championship"

Korey/StCt (#10 Mustang GT); 30. Dave Lehrschall/SInd (#79 Mustang GT); 31. Dana Nicgorski Sr/NEng (#74 Mustang GT).

F STREET LADIES

1. Denise Cashmore #98 BMW M3	Milw 140.697
2. Roberta Wetzel/GuCo (#72 BMW M3); 3. Kellie Knop/Neb (#94 Ford Shelby GT).	

GS ▶

Ron WilliamsSouthwest Auto Service/Honda
#95 Honda Civic Si

GSL ▼

Annie GillSam & Lance's Clutch
Replenishment
#99 Honda Civic Si

end of Thursday's competition. Friday, her 68.558 would have been third in the Open class. Her total of 137.170 would have scored second quickest.

Gill's victory margin of 7.725sec was the widest of any class at the 2019 Solo Nationals, Open or Ladies (with a five-car minimum), and marks her 17th consecutive trophy finish, tying Patty Tunnell and Joyce Looman for the top spot in that record category.

There was some fierce back-and-forth competition for the second-place trophy, fractions of a second separating the next four. Chelsea Tattershall, co-drivers Kelly Mezzapelle and Tara Arnette, and Melanie Dorsey finished in that order, all running both courses in the low 70s.

G STREET

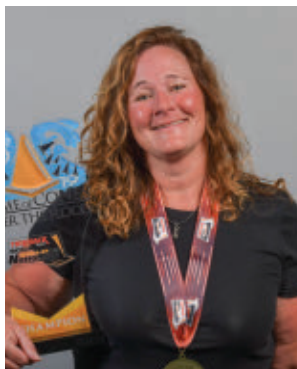
While the story of the 2018 Solo Nationals was the rain, G Street kicked off competition as the hottest heat of the week for their Heat 4 runs on Thursday on

the East Course. Perhaps off the success of the Civic Si in Lance Keeley's hands last year, the grid added 11 more competitors and 15 more of the latest generation Civic Si to the stage.

After first runs, only Dave Potocki brought in a 68.9, albeit carrying a cone. Ron Williams finished with the only 69.0 on his first go 'round, Joe Blaha and Jason Tipple clocked 69.1s, but Tipple clipped a cone. The 68s proved elusive through second runs, but Lance Keeley set a 69.1 to join Blaha within striking distance. Potocki was right there with a clean 69.2. Third runs were not proving faster for many drivers, except for Williams, who ran a flyer of 68.633, leading into day two.

On the West Course, Williams set the pace with a 68.7, and only Chris Kirkland's 68.9 was close. Williams followed up with a second-run 68.3. Keeley matched it, half a tenth quicker to close in, but needing another half second.

Williams left the opportunity



G STREET

1. Ron Williams #95 Honda Civic Si	Kan	137.006
2. Lance Keeley #199 Honda Civic Si	Milw	137.330
3. Eric Simmons #71 Honda Civic Si	Phil	138.021
4. Dave Potocki #176 Honda Civic Si	WNY	138.163
5. Chris Kirkland #112 Ford Focus ST	Colo	138.293
6. Mike Herrick #61 Honda Civic Si	Neb	138.328
7. Nick Sloan #27 Honda Civic Si	Ariz	138.863
8. Joe Blaha #92 Ford Focus ST	NeOh	138.998
9. Chris Rudy #82 Honda Civic Si	Cinc	139.003
10. Dan Cochran #88 Ford Focus ST	Chi	139.091
11. Jason Tipple #172 Honda Realspeed Civic Si	OhV	139.115
12. Mike Casino #12 Ford Focus ST	CCar	139.147
13. Matt Luckow #190 Honda Civic	Det	139.275
14. Brad Fiore #47 Volkswagen GTI	NEng	139.448
15. Roy Handoko #73 Honda Civic Si	Chi	139.483
16. Jack Burns #44 Honda Civic Si	NwOh	139.577
17. Brian Anthony/Det (#84 Ford Focus ST); 18. Patrice Bousquet/NCar (#78 Volkswagen GTI); 19. Todd Freeman/LOL (#91 Honda Civic Si); 20. Christopher Higgins/WDC (#94 Honda Civic Si); 21. Richard Verret/		

OhV (#194 Honda Civic Si); 22. Shaun Bailey/Det (#166 Volkswagen GTI); 23. Sam Karp/Milw (#99 Honda Civic Si); 24. Jeffrey Tattershall/Colo (#23 Honda Civic Si); 25. Michael Waich/Milw (#170 Volkswagen Golf GTI); 26. John Azevedo/Chi (#77 Honda Civic Si); 27. Alan Hamson/Indy (#22 Honda Civic Si); 28. Barbara Seeger/NEng (#93 Honda Civic Si); 29. Lee Piccione/WDC (#76 Honda Civic Si); 30. Robin Newborg/LOL (#70 Volkswagen Golf GTI); 31. Alex Bronson/DMV (#6 Ford Focus ST); 32. Chad Freeman/OhV (#49 Honda Civic Si); 33. Daniel Sato/LnSt (#146 Honda Civic Si); 34. Jeffrey Managhan/NwOh (#36 Volkswagen GTI); 35. Christian Williams/NCar (#174 Honda Civic Si); 36. Nikhil Juturu/SanF (#90 Honda Civic); 37. Karl Shultz/CCar (#64 Volkswagen GTI); 38. Mark Stevens/OhV (#86 Volkswagen GTI); 39. Michael Bullis/Chi (#87 Volkswagen GTI); 40. Anthony Oliveri/LnSt (#13 Ford Focus ST); 41. Shawn Hale/LnSt (#46 Honda Civic Si); 42. David Rudy/WOh (#182 Honda Civic Si); 43. Todd Forno/NNJ (#32 Volkswagen GTI); 44. Phil Osborne/Tex (#96 Honda Civic Si); 45. Jeff Britton/Det (#98 Volkswagen GTI); 46. Matt Morhardt/LnSt (#26 Subaru Impreza WRX); 47. Keith Koegler/NwOh (#97 Ford Focus ST); 48. Jeff Hahn/Badl (#155 Ford Focus ST); 49. Ed George/NwOh (#71 Honda Realspeed Civic Si); 50. Ben Woessner/Badl (#55 Ford Focus ST); 51. Sara Tessem/LOL (#7 Volkswagen GTI); 52. Thomas Simon/Atl (#9 Ford Focus ST); 53. Mike Bronson/DMV (#106 Ford Focus ST); 54. Mark Steichen/Colo (#34 Honda Civic Si); 55. James Arthur/WDC (#69 Ford Fusion Sport); 56. Vernon Geddings/NCar (#74 Honda Civic Si); 57. Sarah Mitchell/Det (#66 Volkswagen GTI); 58. Kwok Ling Kam/Chi (#43 Volkswagen GTI S); 59. Justin Arnette/NCar (#81 Chevrolet Malibu).

G STREET LADIES

1. Annie Gill #99 Honda Civic Si	Nwst	137.170
2. Chelsea Tattershall #23 Honda Civic Si	Colo	144.895
3. Kelly Mezzapelle/SCar (#174 Honda Civic Si); 4. Tara Arnette/NCar (#74 Honda Civic Si); 5. Melanie Dorsey/Colo (#76 Ford Focus ST); 6. Ashley Weaver/Atl (#91 Ford Focus ST).		



◀ **HSL**
Philip Mitchell
#114 Ford Fiesta ST

▼ **HSL**
Laney Blume
Honda
#97 Honda Civic

with two cones on his final run and Keeley went for it, turning the day's best time. But 68.227sec was not quite enough. Williams, at 137.006, claimed victory by 0.324sec.

Williams won his first championship 12 years ago in G Stock, making this his seventh class to win at Nationals. Impressive.

Mike Razny

H STREET LADIES

HSL was the Laney Blume show from start to finish. First day action began Tuesday on the West Course, second heat, with Blume jumping out to a 2.1sec lead after first runs. Over the next couple of runs, she found a few more tenths, closing at 69.793. Ginette Jordan was in second place with a 1.2sec edge over third.

On Wednesday, Blume shot out of the gate once more with a blistering 71.938. No one would touch it all day.

Jordan seemed comfortably ahead of Vanessa Lau until Lau uncorked a final 72.9 to jump ahead of Jordan by a tenth. Jordan was last car out and responded with a half-second improvement to reclaim the final trophy.

Blume's 141.731 took the victory by 4.062sec, her third consecutive HSL win.

H STREET

H Street featured a five-car battle between two nimble

Ford Fiestas, a well-balanced Honda Civic, a powerful Honda Accord, and one persistent Mini.

Philip Mitchell, piloting one of the Fiestas, said, "I feel good about the West Course. It is suited to the Fiesta with some of the digs." Turns out, he was right.

Mitchell claimed the early lead, with Cameron Goode's Accord hot on his heels, the only drivers in the 69s. Mitchell found only two more tenths on subsequent runs, with a best time of 69.384, but his pursuers also found improvements. John Swig (Civic), Chris Carris (Fiesta), and Russell Blume (Civic) all edged into the upper 69s while Greg Reno (the pesky Mini) was at 70-zip.

Goode was feeling confident as the contest moved to the East Course. "I know my car is big, but I do well on transition-heavy courses," he said.

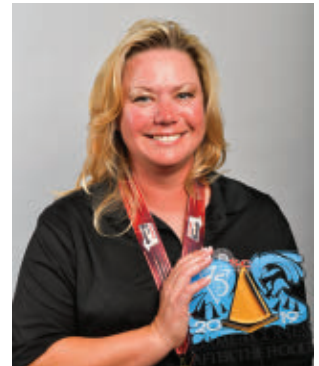
With Mitchell coning away his first run, Goode took over the lead after the opening salvos. It didn't last long. Mitchell came fighting back on his second run to set the fastest time in the class with a 69.533. Goode was the only other driver in the 69sec range after two runs. He lowered it to 69.6 on his last try, Mitchell coned his own 69.6 while Swig and Carris posted 69.9s, establishing the final order. When the dust settled, Mitchell's 138.917 took the win by a scant 0.144sec over Goode.

Vivek Goel



H STREET

1. Philip Mitchell	Det
#114 Ford Fiesta ST	138.917
2. Cameron Goode	Tex
#85 Honda Accord	139.061
3. John Swig	NEng
#89 Honda Civic Sport	139.552
4. Chris Carris	ODom
#139 Ford Fiesta	139.797
5. Greg Reno	Kan
#36 Mini Cooper	140.134
6. Russell Blume	Kan
#97 Honda Civic	140.315
7. Stephen Hui	Nwst
#98 Ford Fiesta ST	141.181
8. Steven Carter	NCar
#86 Honda Civic Si	141.290
9. Allen Kugler	Susq
#179 Honda Civic Si	141.373
10. Josh Brockman	NEng
#189 Honda Civic Sport	141.716
11. Jinx Jordan/NEng (#193 Honda Civic Si); 12. Peter Ling/SNY (#188 Honda Civic); 13. Jeff Yatsko/NNJ (#78 Hyundai Elantra GT); 14. Brandon Hagaman/Det (#44 Ford Fiesta ST); 15. Nicholas Noblitt/CFla (#11 Ford Fiesta); 16. Zach Taulbee/Hous (#8 Ford Fiesta ST); 17. Eric Fredricks/GtRv (#84 Fiat 500 Abarth); 18. Gregory Sharpe/NNJ (#4 Honda Civic Si); 19. Denise Kugler/Susq (#79 Honda Civic Si); 20. Rachel Leach/Phil (#177 Honda Civic Si); 21. Hans Villanueva/Milw (#199 Ford Fiesta ST); 22. Jason Wright/Iowa (#99 Ford Fiesta ST); 23. Rob Pingarelli/NePa (#88 Honda Civic); 24. Howard Shek/Haii (#39 Ford Fiesta); 25. Elisabeth Flannagan/Phil (#104 Honda Civic Si); 26. Fred White/NEng (#93	



Honda Civic Si); 27. Chang Ho Kim/NEng (#24 Honda Civic); 28. Amy Wunsch/NNJ (#77 Honda Civic Si); 29. Connor Forbes/NeOk (#27 Volkswagen Rabbit); 30. Paul Krysiak/NEng (#7 Mini Cooper); 31. Joshua Emmert/Ark (#82 Ford Fiesta ST); 32. Anthony Toledano/KC (#18 Toyota Corolla); 33. Phil Alspach/OhV (#1 Ford Focus SVT); 34. John Mitchell/Det (Ford Fiesta ST).

H STREET LADIES

1. Laney Blume	Wich
#97 Honda Civic	141.731
2. Ginette Jordan	NEng
#193 Honda Civic Si	145.793
3. Vanessa Lau/Almo (#77 Ford Fiesta ST); 4. Kathy Barnes/NEng (#93 Honda Civic Si).	

MEETING ROOM

Walking the course is vital to success, as is discussing course driving strategies with friends.



STREET TOURING CLASSES

STREET TOURING ULTRA

Christopher Mayfield set fast time with his first run each day and won his fourth National Championship with a 1.658sec margin. No, it wasn't that easy.

Mayfield didn't exactly have a lot of familiarity with his Yokohama A052 tires when he began the third heat on Thursday on the West Course. "I bought these from Jake Namer [the night before] after he bought them used for the second day of F Street competition on Wednesday," Mayfield explained. "I mounted them up...and got one run on the practice course and decided to go with them. They feel more like an R-compound tire. Compared to the Bridgestone RE-71Rs, they're more forgiving, but the limit is very vague. More than once I found myself wondering

if I was at the limit, and it usually meant that I wasn't."

Mayfield's first run of 64.896 would be the only sub-65sec run of the day, and there was a pack of all-wheel-drive cars a half-second back led by John Hale, Jimmy Au-Yeung, and Mark Hill.

On Friday, Mayfield stood on his first-run time again after hitting cones on his last two runs. His 65.006 gave him a 1.29.902sec total for a 1.658sec winning margin and his fourth championship. Curiously, the standings of the top seven did not change from Thursday to Friday, but eighth, the final trophy spot, was claimed by Tyler Neff, Mayfield's co-driver, who was 17th after day one.

"Today couldn't have gone better," Mayfield said following his win. "I had a plan and I drove conservatively in all the places I saw people blowing it - better

to leave a tenth on the table vs. blowing out a wall of cones. I coned my last two runs, but it didn't matter, the times were all within a tenth of a second. It really seems like that first run when the tires are ice cold is when the magic happens."

STREET TOURING ULTRA LADIES

It was downright hot on Thursday afternoon when it was STULs turn in the fifth heat, and Eileen Blando's 68.475sec first run gave her a big lead she would never relinquish. "The course is definitely challenging," she admitted. "Some parts require a lot of patience, especially the first right-hander at the start. It was easy to chicken out on some of the risk-reward sections. It was a mental challenge, but it was fun."

Driving Jimmy Au-Yeung's Lancer Evo on the

East Course, it was more of the same. Blando's second-run 67.816 gave her a 1.36.291sec total, 13.535sec clear of second place.

"I learned a lot about the car this week," Blando said. "There's a lot more grip out there than I thought. I can't wait for next year."

Jeff Cashmore

STREET TOURING ROADSTER

Tuesday dawned hot and humid, and STR was scheduled for Heat 1 on the West Course. Competitors made sure their sprayers were full and ready as they prepped for their runs.

The class was mostly ND Mazda MX-5s, with two drivers sharing a single NC, one driving an NA alone, and a BMW Z4 that seemed as if it was parked in the wrong parking lot. With all the similarity in this grid,



STU

Christopher Mayfield
Centerline Consulting Services
#94 BMW M3

STUL

Eileen Blando
Thanks Jimmy!!

#86 Mitsubishi Lancer Evo SE

a few drivers added special touches to their cars to help them stand out. Mark Dudek and Will Koscielny had banana print numbers (with Koscielny wearing a shirt to match). Meanwhile, Nate Young and David Graver had a giant trash panda on their hood, in honor of Graver eating Chinese food out of the trash.

Day one ended with Mark Shrivastava's 63.484 giving him tenuous hold on first place, with a few tenths separating Dan McCelvey, Dudek, Koscielny, Dave Whitener, Brian Karwan, and Nathan Young, sitting P2 through P7, all in the 63s. Austin Clark was the only driver with a 64; the rest of the world was at 65 or higher.

The second day began sunny, but it also started a half-hour earlier. That, and a slight cool-down in temperature, had competitors reaching for tire blankets instead of sprayers.

Positions were changing with every run, then everything was brought to a halt when a DP car oiled down the course between STRs second and third runs. Brian Karwan had put down a flyer, 63.246, bumping him into first place on his second run. He didn't get any faster on his third run, while every other driver in the trophy places found quicker times. But none were quick enough. After the last STR car crossed the line and Karwan was unofficially declared the 2019 STR champion, he noted that he "couldn't believe it."

Karwan's total time was 127.070, with McCelvey 0.419 behind Tracy Ramsey's car, which he hopped in after his suffered technical difficulties during the ProSolo Finale. Mark Dudek rounded out the podium, the top five drivers finishing in the 127s.

STREET TOURING ROADSTER LADIES

The STRL drivers had to wait all day, not running until Heat 5. Tara Johns hopped into Tracy Ramsey's MX-5 since the CAM car she and her husband Brian are building wasn't ready in time for the Solo Nationals.

On the first runs, Johns banged out a 66.251, 3.3sec clear of Kate Claffie in second. Rookie Ally Arts put down a 68.4 on her second run, and Laurie McCelvey ran a 68.7 on her third to set up for the second day.

But while the day changed for more competition, positions didn't. Johns ran a 66.805 for her seventh win with a total of 133.056sec. Arts hung on to the other trophy, 3.819sec back, but only 0.289sec ahead of McCelvey.

Rachel Leach

STREET TOURING XTREME LADIES

The STXL competition in Heat 1 ended with all four drivers in a group photo. This was not surprising, as three of the four have spent the season competing and working



STREET TOURING ULTRA

1. Christopher Mayfield	Colo	129.902
#94 BMW M3		
2. John Hale	LnSt	131.560
#198 Subaru WRX STi		
3. Jimmy Au-Yeung	SanF	131.572
#86 Mitsubishi Lancer Evo SE		
4. Mark Hill	Kan	131.768
#45 Mitsubishi Evo IX		
5. Matt Ales	CSCC	131.916
#97 BMW M3		
6. Brandon Porambo	CSCC	132.012
#172 Nissan 370Z		
7. Luke Williamson	Tex	133.960
#98 Subaru WRX STi		
8. Tyler Neff	Colo	134.194
#194 BMW M3		
9. Justin Metz/Colo (#84 BMW M3); 10. Paul Kolatorowicz/Chi (#83 Ford Focus); 11. Kai Jones/ConD (#184 BMW M3); 12. Brian Killourhy/Colo (#87 Porsche Cayman S); 13. Steve Seguis/NNJ (#29 Porsche Cayman S); 14. Robert Godiciu/ODom (#80 Subaru STi); 15. Brian Kelly/Colo (#52 Mazdaspeed Miata); 16. John Powell/STL (#71 Subaru STi); 17. Todd Hesskamp/KC (#65 BMW M3); 18. Steve McLaughlin/Reno (#95 Nissan 350Z); 19. Brendan Sobers/Colo (#88 Nissan 370Z); 20. James Boller/Ariz (#72 Nissan 370Z); 21. Omar Elgazzar/WNY (#82 BMW 335); 22. Hal Dorton/SanF (#74 BMW M3); 23. Bob Buxbaum/KC (#165 BMW M3); 24. Paul Tibbals/SanF (#33 Subaru STi); 25. David Johnson/LOL (#35 Ford Focus RS); 26. Don Lambert/Det (#28 Corvette); 27. Ramon Pellizzaro/Iowa (#10 BMW M3).		



"There's a lot more grip out there than I thought. I can't wait for next year"

EILEEN BLANDO

STREET TOURING ULTRA LADIES

1. Eileen Blando	SanF	136.291
#86 Mitsubishi Lancer Evo SE		
2. MacKenzi Crowe/Sind		
#3 Porsche Cayman S;		
3. Alyse Bisbee/ODom		
#80 Subaru STi).		

STR ▶

Brian KarwanKarcepts/Motion Control Suspension
#175 Mazda MX-5

STRL ▼

Tara JohnsTeam Blenderplaster/Thanks Tracy
#89 Mazda MX-5**STREET TOURING ROADSTER**

1. Brian Karwan	WDC
#175 Mazda MX-5	127.070
2. Daniel McCelvey	Hous
#189 Mazda MX-5	127.489
3. Mark Dudek	NEng
#98 Mazda MX-5	127.587
4. Mark Shrivastava	WDC
#97 Mazda MX-5	127.711
5. David Whitener	Tex
#199 Mazda MX-5	127.950
6. Nathan Young	Phil
#79 Mazda MX-5	128.174
7. William Koscielny	NEng
#198 Mazda MX-5	128.213
8. Austin Clark	SnRv
#187 Mazda MX-5	128.551

9. Marcus Pyne/WDC (#192 Mazda MX-5); 10. Michael Jeffries/Cinc (#195 Mazda MX-5); 11. David Graver/Phil (#179 Mazda MX-5); 12. Tracy Ramsey/Chi (#89 Mazda MX-5); 13. Scott Mullens/CSCC (#50 Mazda MX-5); 14. Ryan Davies/Dix (#193 Mazda MX-5); 15. Ryan Leach/Phil (#141 Mazda MX-5); 16. John Li/Det (#95 Mazda MX-5); 17. Kim Whitener/Tex (#99 Mazda MX-5); 18. Jen Fox/WDC (#75 Mazda MX-5); 19. Trevor Blackwell/WDC (#39 Mazda MX-5); 20. Alan Claffie/WDC (#139 Mazda MX-5); 21. David Thompson/LOL (#88 Mazda MX-5); 22. Nick Babin/Phil (#41 Mazda MX-5); 23. Joe Brown/LOL (#188 Mazda MX-5); 24. Michelle Knoll/WDC (#93 Mazda MX-5); 25. Steve Mitchell/WDC (#92 Mazda MX-5); 26. Cynthia Clark/SnRv (#87 Mazda MX-5); 27. Kyle Roberts/SagV (#16 BMW Z4); 28. Brandon Thomas/Wich (#15 Mazda Miata).



"Tuesday dawned hot and humid...[and] competitors made sure their sprayers were full and ready"

STREET TOURING ROADSTER LADIES

1. Tara Johns	Tenn
#89 Mazda MX-5	133.056
2. Ally Arts	WDC
#97 Mazda MX-5	136.875
3. Laurie McCelvey/Hous	#99 Mazda MX-5
4. Kate Claffie/WDC	#139 Mazda MX-5
5. Sharon Eberlein/Tex	#39 Mazda MX-5

together on the Tire Rack Solo Championship Tour.

A very happy but humble Kate Fisher won the class with a final time of 131.360sec. Fast and consistent all day on both courses in a Scion FR-S, she turned in Thursday's West Course fast time with a first-run 65.772, and then two more without varying more than 0.17sec. She matched it Friday with a second-run 65.588 and similar quickest-of-all consistency, totaling 131.360. Fisher's strategy for Friday was to first record a "clean, clean, first run" to preserve her lead from Thursday.

The second-place trophy went to her close friend Jodi Fordahl, who ended up 3.484sec behind in another Scion. Fisher's course assessment was that the West Course was more technical and required an earlier throttle; the East Course, she noted, was more fun.

This was Fisher's second consecutive STXL championship and her third championship overall.

STREET TOURING XTREME

After two days, the STX class came down to exciting last runs. Raymond Dsouza had set fast time on Thursday on the West Course, a 64.536, and was leading with a couple of 65.3s on the East Course. Kyle Herbst scored a 65.0 on the West Course but had a quicker 64.8 on Friday, and was

trailing by less than a tenth of a second. Perennial Solo Nationals winner Bryan Heitkotter, meanwhile, was six tenths back.

Dsouza and Herbst were both single drivers, relegated to the first-driver group; Heitkotter would hit the course with the second drivers. Heitkotter had coned his second run, killing a 64.6 that would have moved him into first place. Perhaps feeling the heat, Dsouza trimmed his best time by 0.2sec, seeming to have wrapped up first place, especially after Herbst couldn't improve his time.

Heitkotter needed a significant improvement to claim another championship jacket. He said he had checked Solo Live and thought he was safely in the top four, so he could run more aggressively on his last run. He thought trimming 0.9seconds to move into first was too much to hope for, but he figured he might get second place, so an all-out run was worth a shot.

He got it and more. A clean 64.230, better by 1.3sec to total 129.204sec, bumped Dsouza out of first and placed Heitkotter in the top spot with an impressive 0.448sec margin of victory.

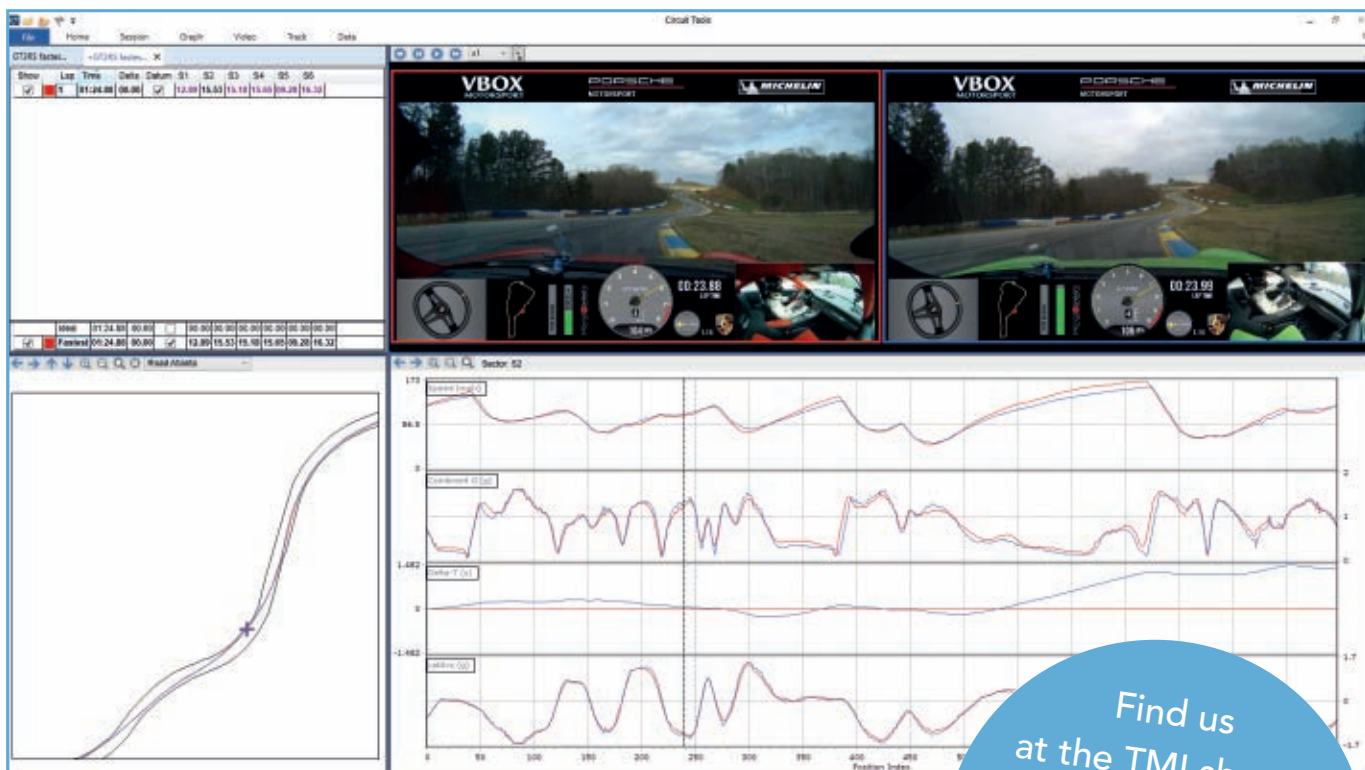
The last-run heroics were not lost on the crowd that had gathered to watch the finish. As the time was displayed, the crowd went wild. Heitkotter especially liked the rhythm of the East Course layout as he collected his second



"In my experience, drivers benefit most from reviewing 'intelligent' video which has information overlaid on it.

With **VBOX**, this video is automatically synchronized with data, able to be compared side by side to a GPS position, allowing drivers to quickly and expediently coach themselves, towards better performance in less time."

Peter Krause, Professional Racing Coach,
Virginia International Raceway.



Find us
at the TMI shop in
the North Paddock
Area for the
duration of the Run
Offs

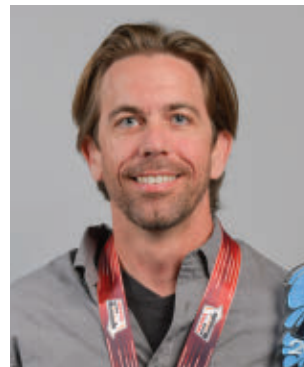
Professional racing drivers share their experience on
advanced circuit driving techniques in our FREE eBook:
vboxmotorsport.com/ebook

vboxmotorsport.com

STX ▶

Brian Heitkotter
Teddie's commuter
#193 Subaru BRZ


STXL ▼

Kate Fisher
*Focus Forward Racing/
 TeamNoCourseWalks*
#86 Scion FR-S


rewarded patience and looking ahead for the corner exit. "Don't get behind," he noted, "and drive it like it walked." Further aggression on subsequent runs, he added, punished both driver and tires.

Five other drivers eventually found 65s, leaving Stoltz little breathing room going into Friday. The closest run was Emanuel Martin's 65.5. Martin said that since last year's Solo Nationals (where he finished seventh) he'd lost 60 pounds, and his Miata another 30. Also in the 65s were Andrew Canak, Adam Barber, Adam Deffenbaugh, and Rich DiMarco.

The East Course saw a vastly different dynamic out of the gate, as Barber threw down a dirty 65.6sec run that no other driver was even close to. Except Barber himself, who put down two quicker ones, both clean, to top the day at 65.433.

Stoltz tried to execute a similar game plan to day one, but severely overcooked the corner after the first slalom, resulting in a 66.7. Canak, meanwhile, suffered cone troubles. Martin's 66.3 had him temporarily in the lead.

As first drivers completed their final runs, Stoltz's co-driver brought the car home with tires coated in OPR. Stoltz did not have a scraping tool, but Nathan Witt in the next grid slot took note and scrambled through his own tires so he could lend his tool to Stoltz.

"The last-run heroics were not lost on the crowd that had gathered to watch the finish"

STX championship, his 10th National Championship overall.

Dave Lehrschall**STREET TOURING XTREME**

The 44 drivers of STS took to the West Course for Thursday's first heat – but this story involved more than just the drivers. You see, there was the performance potential of the new Yokohama A052 tire to consider, and by the time the (concrete) dust settled, Yoko-shod cars occupied all 12 of the trophy places.

Word on the street was the A052 worked best without much heat. Eric Stoltz proved this an accurate assessment, as his 65.131sec first run would prove too much for anyone else, himself included, to catch.

Stoltz said the West Course

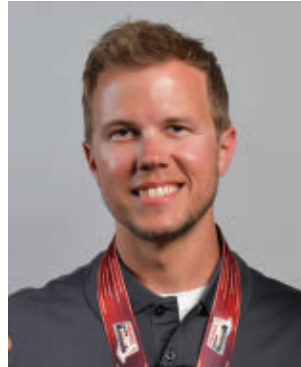
STREET TOURING XTREME

1. Brian Heitkotter #193 Subaru BRZ	SanF 129.204
2. Raymond Dsouza #82 Subaru BRZ	Ky 129.652
3. Kyle Herbst #89 Scion FR-S	OhV 129.933
4. Michael Yanase #95 Subaru BRZ	CSCC 131.347
5. Evan Schickel #133 Mazda RX-8	NNJ 131.709
6. James Tatad #173 Subaru BRZ	NNJ 131.770
7. Justin Tsang #88 Subaru BRZ	SanF 131.827
8. Glen Hernandez #129 Scion FR-S	Nwst 131.847
9. Michael Carpenter #197 BMW 128i	Utah 132.079
10. Manfred Reysser #186 Scion FR-S	ArzB 132.128
11. T.J. Tiu #60 Scion FR-S	LasV 132.390
12. Adrian Cardenas #80 Mazda RX-8	CSCC 132.553
13. Marlon Tecson/LasV (#160 Scion FR-S); 14. Adam Tarnoff/CSCC (#90 Mazda RX-8); 15. Eric Koehler/Milw (#187 Subaru BRZ); 16. Rad Tatis/NNJ (#73 Subaru BRZ); 17. Scott Dixon/Nwst (#184 Subaru BRZ); 18. Peter Modjeski/Milw (#87 Subaru BRZ); 19. Brad Herley/Nwst (#84 Subaru BRZ); 20. Terence Chang/CSCC (#195 Subaru BRZ); 21. Teddie Alexandrova/SanF (#93 Subaru BRZ); 22. Brandon Davis/Utah (#97 BMW 128i); 23. Aaron Shoe/Phil (#33 Mazda RX-8); 24. Jeffrey Pierce/RdRv (#94 Honda Civic Si);	

25. Brandon Slater/Tex (#92 Subaru BRZ); 26. Derek Punch/SanD (#69 Subaru BRZ); 27. Alex Meramo/Phil (#74 Scion FR-S); 28. Chase Helm/Bucc (#113 Honda Civic Si); 29. Justin Tilus/Atl (#194 Honda Civic Si); 30. Joey Jones/Nwst (#29 Scion FR-S); 31. Cassidy Coghlin/Ore (#78 Scion FR-S); 32. John Krom/WDC (#168 Subaru BRZ); 33. Bob Day/Fing (#157 Subaru BRZ); 34. Rio Rios/Ore (#178 Scion FR-S); 35. Colin Kingsley/Fing (#57 Subaru BRZ); 36. Keith Kasmire/ODom (#68 Subaru BRZ); 37. David Wells/Fla (#199 Subaru BRZ); 38. Nicholas Wolfgang/WDC (#81 Subaru BRZ); 39. Elliot Loo/Haili (#86 Scion FR-S); 40. Lisa Keyes/CFla (#13 Honda Civic Si); 41. Daniel Eshleman/Badl (#181 Subaru BRZ); 42. Mack Tsang/SanF (#188 Subaru BRZ); 43. Craig Ellis/CFla (#99 Subaru BRZ).

STREET TOURING XTREME LADIES

1. Kate Fisher #86 Scion FR-S	ArzB 131.360
2. Jodi Fordahl #29 Scion FR-S	Nwst 134.844
3. Megan Koehler/Milw (#87 Subaru BRZ); 4. Catherine Tran/CSCC (#80 Mazda RX-8).	



◀ STS

Eric Stoltz
AdvancedSuspension/WRS/
MiataRoadster.com
#144 Mazda Miata

▼ STH

Alex Piehl
Green Apple Auto Works/
PittsburghAutocross.com
#127 Subaru WRX

The final run wasn't a perfect run, but the 65.8 was enough to put Stoltz back into the lead, which the announcer couldn't announce right away due to a computer error. As Stoltz returned to his grid spot, Martin took off on his final run, while Barber pulled toward the line. Martin's 65.4 run flashed across the timing display, and everyone knew it was extremely close. Barber's FTD was good for third place.

Stoltz thought it was over, but when the announcer's computer finally caught up, he declared the margin of victory was a scant 0.010sec in favor of Stoltz. It was the narrowest margin of victory for any class at the 2019 Solo Nationals. Even as he was leaving impound, Stoltz said he was "still waiting for someone to come in with a quicker time."

Postscript: Following her third run in STS on Thursday, Lexie Murray was greeted in grid by her boyfriend (and co-driver), A.J. Snyder, on bended knee asking for her hand in marriage. She gleefully said yes.

Ryan Lower

STREET TOURING HATCH

Subaru, Audi, Volkswagen, Mazda, Saab and, from the previous millennium, an Eagle Talon, populated the STH class, which ran in the first heat this year. But to be "Top Hatch," you about had to be a Subi from Pennsy.

Alex Piehl and Ken Roller,



"[Alex] Piehl's ride is his daily driver, which he purchased in 2014 when he began autocrossing"

STREET TOURING SPORT

1. Eric Stoltz #144 Mazda Miata	SnRv 131.003
2. Emanuel Martin #173 Mazda Miata	CIII 131.013
3. Adam Barber #195 Honda CRX	Milw 131.351
4. Rich DiMarco #146 Mazda Miata	Phil 132.098
5. Mark McKnight #191 Honda CRX	Milw 132.106
6. Gerry Terranova #96 Mazda Miata	Tex 132.467
7. Andrew Canak #197 Toyota MR2	Milw 132.490
8. Adam Deffenbaugh #73 Mazda Miata	CIII 132.508
9. Darrell McVey #44 Mazda Miata	SnRv 132.610
10. Riley Heaton #84 Honda CRX Si	Neb 132.807
11. Chris Bailey #97 Toyota MR2	Milw 133.066
12. Nathan Witt #143 Mazda Miata	Badl 133.103
13. Ian Baker/WDC (#16 Honda CRX Si); 14. Will Hornseth/Milw (#95 Honda CRX Si); 15. Brent Schneekloth/Neb (#43 Mazda Miata); 16. Christopher Vreeland/	

Utah (#155 Honda CRX Si); 17. Steven Berrodin/Phil (#46 Mazda Miata); 18. Mike Snyder/WDC (#116 Honda CRX Si); 19. Andrew Clark/Neb (#184 Honda CRX Si); 20. Kevin Gu/Det (#57 Honda CRX Si); 21. Jay McKoskey/LOL (#832 Mazda Miata); 22. Jim Perrin/WNY (#98 Mazda Miata); 23. Shaun Hallam/Fing (#198 Mazda Miata); 24. Todd Kunze/OhV (#157 Honda CRX); 25. Jacob Witt/LOL (#85 Mazda Miata); 26. Bryan Adams/Badl (#185 Mazda Miata); 27. Dawson Moreau/Mont (#150 Mazda Miata); 28. Jacob Ronald/LOL (#14 Mazda Miata); 29. Felipe Gonzalez/LOL (#48 Mazda Miata); 30. Gordon Kuhnley/LOL (#148 Mazda Miata); 31. Todd Roppuld/Milw (#91 Honda CRX); 32. Dave Salas/Milw (#183 Mazda Miata); 33. Thomas Waylett/Badl (#50 Mazda Miata); 34. Alan Salnikov/NEng (#49 Mazda Miata); 35. Tucker Stewart/Utah (#55 Honda CRX); 36. Gary Cameron/SanD (#199 Mazda Miata); 37. Mark Ponusky/NEng (#149 Mazda Miata); 38. Andrew Edgecomb/Fing (#156 Mazda Miata); 39. Mark Wolfe/SanD (#99 Mazda Miata); 40. Ralph Elder/SanF (#12 Honda Civic Si); 41. A.J. Snyder/CCar

(#134 Mazda Miata); 42. Sam Creasey/NEng (#56 Mazda Miata); 43. Dave Ruybal/RioG (#77 Mini Cooper); 44. Lexie Murray/CCar (#34 Mazda Miata).

STREET TOURING HATCH

1. Alex Piehl #127 Subaru WRX	StCt 133.013
2. Ken Roller #86 Subaru Impreza WRX	Phil 133.803
3. Thomas Thompson #199 Audi TT	Hous 134.034
4. Peter Lindberg #99 Audi TT	Hous 134.454
5. Chad Englert #27 Subaru WRX	AIHi 135.609
6. Brian Nanagan #198 Volkswagen GTI	Chat 136.296
7. Jason Vehige/SWVa (#98 Volkswagen GTI); 8. David Crusoe/Neb (#55 Volkswagen GTI); 9. Tim Heaton/Neb (#89 Subaru WRX); 10. Julie Heaton/Neb (#189 Subaru WRX); 11. Samuel Krauss/CKY (#155 Eagle Talon TSi); 12. Steve Garnjobst/Milw (#75 Volkswagen GTI); 13. Brian Fipps/NeOk (#4 Mazdaspeed 3); 14. Tim Miller/Neb (#39 Subaru WRX); 15. Austin Dowda/Utah (#181 Saab 9-2X); 16. Bradley Walker/Almo (#987 Subaru WRX); 17. Daniel Ebling./Utah (#81 Saab 9-2X); 18. Eric Hunter/Neb (#77 Mazdaspeed 3); DQ. Chris Thorpe/Nwst (#124 Volkswagen Golf R); DQ. Jessica Podhola/Nwst (#24 Volkswagen Golf R).	



from opposite ends of the Keystone State, have often competed with each other. They ended up 1-2 in a pair of WRXs, separated by 0.790sec. Piehl, a Pittsburgher, credited his success to the pressure applied by Roller, the Philadelphian.

Piehl held only a 0.1sec lead at the end of day one with

his 66.380sec West Course clocking. On Friday, both opened with mid 67s, but then Roller DNF'd his second run while Piehl's 66.633 was his best. Meanwhile, Thomas Thompson in an Audi TT had knocked off nearly a full second to close to within one second at 67.1.

Roller couldn't catch Piehl

on final runs, but then Piehl had to wait for Thompson in the final car. A big mistake, including a cone under the Audi, let Piehl breathe easier.

Piehl's ride is his daily driver, which he purchased in 2014 when he began autocrossing. He likes the car, but he doesn't feel it fits the STH class.

Because of this, he said, he cannot afford to take a bad line or leave any extra time in the corners. Regardless, it seemed to work out just fine.

Dave Lehrschall

SOLO SPEC COUPE

In only its second year of existence, the only spec class



DUSK AND DAWN

Drivers took to the course every chance they had to maximize their understanding of the challenges ahead.

day. On third runs, Kinch Reindl found a 67.7 for third, the only other driver below 68sec.

Runs on the West Course followed a similar pattern. Vajdak set the standard with a 67.0 on his opener. Five drivers were in that bracket after first runs, with three more entering the fray after the second runs, with Benaway back on top just half a tenth slower than Vajdak.

In the end, Benaway found a little bit more on his final run, shaving a tenth of a second for the only 66 on the board: 66.974. His two-day time, 133.860, was 0.890sec ahead of Vajdak. In the 135s were Matt McCabe, Reindl, and Andrew Pallotta, the only other driver in the top nine new to the class this year.

"I don't do much when it comes to tuning or setup, and there's not a lot you can do in SSC," said Reindl. Benaway agreed: "When SSC came out, I knew that was exactly where I wanted to be. I didn't want it to come down to my being a good driver and not having the right car."

SOLO SPEC COUPE LADIES

"This is the most epic group of names in one grid I've ever seen," said Cindy Duncan. SSSL's 15 drivers made it the largest Ladies class at the 2019 Solo National Championships. Among them, they owned 22 past championships.

Duncan, who had spent much

for autocross, Solo Spec Coupe boasted 51 drivers in the Scion FR-S/Subaru BRZ "twins," all using identical tires and hard parts. It's so identical, in fact, that seven of last year's top 10 ended up in the top 10 again, including the repeat winner.

Jimmy Vajdak, new to the class, was the first-run king,

setting the benchmark both days, but he was never able to improve his time. Meanwhile, one driver was able to do better, and that was last year's champion, Adam Benaway.

Tuesday, Heat 2, East Course, Vajdak opened at 67.7. Benaway coned a 67.3, one of many for whom pylons

spoiled their first runs. Cone counts of four, six, and even nine came in over the radio.

"After the first run with the cone, we found time on the data. All we needed to do was clean up two spots, and execute the same way," said Benaway, who ran to a 66.887 on his second try, which was the best for the

SSC ▶

Driver

Adam Benaway

www.RacingforHeroes.org

#69 Scion FR-S



SSCL ▼

Jennifer Bedell

AtomicEmpire.com

#184 Scion FR-S



of her season in SSC cars, ended up fastest of the first drivers at a 70.8. But waiting in the wings was 2018 champion Jennifer Bedell. Her 69.560 was the first 69 in the class. The next one anyone would see would be the next day on the West Course.

When SSCL lined up for Wednesday's fourth heat, Chris Peterson, Bedell's co-driver, came out swinging as the fastest of the first drivers and the first into the 69s. Duncan coned a 69 of her own. Bedell's low 70 hung onto the lead, albeit by a tiny sliver of a second.

A spin by Peterson on her second run caused Duncan to get red flagged, and she pounced on the rerun. "That [red flag] was rough, because I'd just cleaned up things I'd screwed up on my first run," said Duncan. "But I came back, and I was like, OK, I can just do it again."

Duncan's 69.341 would be FTD and moved her briefly into the top spot. Undeterred, Bedell answered with a 69.7, moving her back into first.

Third runs, Peterson wasn't able to capitalize on a rerun and Duncan didn't improve either. When it came to Bedell's turn, she ran 0.009sec slower than Duncan's time - but it didn't matter, as it was a victory lap. Bedell's winning time was 138.910sec.

The margin of victory was 0.832sec, exactly the same margin she had a year ago.

Karl Shultz

"When SSC came out, I knew that was exactly where I wanted to be"

ADAM BENAWAY

SOLO SPEC COUPE

1. Adam Benaway #69 Scion FR-S	CCar 133.861
2. Jimmy Vajdak #23 Scion FR-S	Det 134.751
3. Matt McCabe #51 Scion FR-S	Neb 135.260
4. Kinch Reindl #91 Subaru BRZ	Colo 135.749
5. Andrew Pallotta #194 Scion FR-S	NCar 135.942
6. Mike Lawson #72 Scion FR-S	CFla 136.052
7. Tyler Kvetko #179 Subaru BRZ	Tex 136.078
8. Kevin Dietz #98 Scion FR-S	Nwst 136.094
9. Tony Savini #132 Subaru BRZ	Phil 136.273
10. Eric Niemi #65 Scion FR-S	Milw 136.599
11. David Spratte #84 Scion FR-S	NCar 136.665
12. Dave Schotz #43 Scion FR-S	Ariz 137.271
13. Tom Zickuhr #97 Scion FR-S	Wich 137.288
14. Jeff Jacobs #32 Subaru BRZ	Phil 137.364
15. Chris Hammond/StL (#196 Scion FR-S); 16. Jared Coulson/Nwst (#143 Scion FR-S); 17. Chris Harp/ETnn (#94 Scion FR-S); 18. Eric Davis/Ark (#00 Scion FR-S); 19. Aaron Politsky/Chi (#49 Subaru BRZ); 20. Jason Fetchko/CCar (#82 Scion FR-S); 21. Dan Costello/Neb (#151 Scion FR-S); 22. Thomas Jensen/Tex (#92 Scion FR-S); 23. John Clark/Tex (#192 Scion FR-S); 24.	

Thomas Sotiropoulos/StL (#96 Scion FR-S); 25. Chris Levitz/Hous (#195 Scion FR-S); 26. Jonathan Shreiner/SBnd (#81 Scion FR-S); 27. Andy Neilson/Hous (#95 Scion FR-S); 28. Daniel Berge/LOL (#86 Scion FR-S); 29. Kevin Buchholz/Colo (#48 Scion FR-S); 30. Jed Peterson/Tenn (#89 Scion FR-S); 31. Stephen Rife/ETnn (#189 Scion FR-S); 32. Anthony Dvorak/KC (#131 Scion FR-S); 33. Pablo Laight/RioG (#127 Scion FR-S); 34. Layton Cater/Ark (#199 Scion FR-S); 35. Jonathan Warlof/CFla (#37 Scion FR-S); 36. G.H. Sharp/CCar (#46 Scion FR-S); 37. Jim Garton/RioG (#76 Scion FR-S); 38. Jaik Ortiz/RioG (#27 Scion FR-S); 39. John Kvetko/Tex (#79 Subaru BRZ); 40. Karl Rickert/Chat (#83 Scion FR-S); 41. Yama Takimoto/KC (#31 Scion FR-S); 42. Andrew Howe/Ore (#70 Scion FR-S); 43. Juan Carbone/Iowa (#56 Scion FR-S); 44. Tyler Hupp/Iowa (#156 Scion FR-S); 45. John Souder/NwOh (#35 Subaru BRZ); 46. Ricardo Quinonez/SanF (#59 Scion FR-S); 47. Ed Runnion/SanF (#159 Scion FR-S); 48. Malcolm Lawson/CFla (#39 Scion FR-S); 49. Jon Krolewicz/SCar (#170 Scion FR-S); 50. Ray Brake/Indy (#58 Scion FR-S); 51. Nickolas Gruendler/LnSt (#22 Subaru BRZ).

SOLO SPEC COUPE LADIES

1. Jennifer Bedell #184 Scion FR-S	NCar 138.910
2. Cindy Duncan #91 Subaru BRZ	CKY 139.742
3. Chris Peterson #84 Scion FR-S	NCar 139.801
4. Samantha Bray #23 Scion FR-S	Det 141.767
5. Tonda Lawson #198 Scion FR-S	CFla 142.082
6. Deanne Carter/Nwst (#66 Scion FR-S); 7. Linda Duncan/Kan (#193 Scion FR-S); 8. Mary Lou Holmes/RioG (#76 Scion FR-S); 9. Emily Brown/Colo (#48 Scion FR-S); 10. Mary Pozzi/SanF (#195 Scion FR-S); 11. Maria Pallotta/NCar (#94 Scion FR-S); 12. Katherine Flater/SanF (#95 Scion FR-S); 13. Geraghty Anne Ellis/CFla (#98 Scion FR-S); 14. Jody Bedell/Milw (#92 Scion FR-S); 15. Jacqueline Lawson/CFla (#93 Scion FR-S).	

THE PRESSURE TO WIN



Digital Fill, Bleed & Read Gauge
Part # 360094 0-150 PSI



Digital Air Pressure Gauge
Part # 360045 0-99.99 PSI
Part # 360045-150 0-150 PSI



Ultra Deluxe Air Gauge
4" Glow-in-the-Dark
Part # 360060 0-60 PSI

QUALITY
PRECISION
RELIABILITY

intercompracing.com

+1 763-476-2531 Worldwide



Intercomp
advanced weighing technology... by any measure

40
YEARS

FIRE AND ICE

Kevin Dietz fully embraced the *Game of Thrones* theme with his golf cart decorations.



SSP ▶

Eric Stemler

Thanks Joe!!!

#89 Chevrolet Corvette Z06



STREET PREPARED CLASSES ▲

SUPER STREET PREPARED

Driving Joe Tharpe's yellow Corvette Z06, Eric Stemler set SSP's West Course FTD on his first run and never looked back. His 61.653 gave him a half-second lead over Matthew Braun in a Porsche 911 GT3, Alek Tziortzis in a Corvette, and Ryan Johnson in a Lotus Elise. If those cars don't sound cool enough for you, there was also a Lamborghini Huracán in the field.

"Today went great," Stemler said, following day one's Thursday runs. "This Corvette is the best car I've ever driven. The back end didn't want to stay behind me, but other than that it was OK.

As for the conditions, Stemler said there were struggles. "It was hot, and with the tar on the tires after the first run it was all downhill from there," he said. "Ryan Johnson's car broke, and he hopped in this one for his last two runs. I was a single driver as Joe had a death in the family and couldn't make it to Nationals. I brought his whole rig and thanks to his generosity, here I am."

Braun and car owner Rad Delgado were making changes between each run. "Car placement was key, but we were chasing the handling," said Braun. "The 911 is sensitive to shock and bar adjustments; we made it pushy and then it was a

drift-mobile. Until today, I've only had six runs in it on the practice course."

Tziortzis said his tires were picking up other people's rubber. "I had a good third run going, but the ABS kicked in due to the OPR and I blew my brake point," he said. "I blame my co-driver Bill Myers." He and Myers both laughed at that one. Nonetheless, it was still his best run.

On the East Course on Friday, Stemler struggled on his first two runs, allowing Braun to move into the lead. Stemler came through when it mattered, though, and set FTD with a 61.598 final run for a 123.611sec total, 0.525sec ahead of Braun. Johnson fixed the Elise's problems and moved up to third ahead of Tziortzis.

"I was a little behind the eight ball today," Stemler admitted. "I hit a cone my first run and had a big mistake on my second. I just fixed that spot on my third run and it was good enough."

Jeff Cashmore

A STREET PREPARED

Déjà vu. Ten drivers, just like last year. The same four drivers claimed the trophies, with a little shuffling. Last year's fifth place moved to another class, so sixth and seventh moved up to fifth and sixth. Seems like we've been here before. But it's still exciting.

Aaron Miller and Tom Berry have been dueling in their Mitsubishi Evos for more than a decade, first in B Street Prepared and later in ASP after the Evo was re-classed. Miller was the defending champ and has two earlier ASP wins. Berry won the three previous titles, with five of his nine championships coming in the Evo.

Starting out on the West Course during Heat 5, Miller laid down a 62.5 to take the initial lead; however, he would never improve on that time and he gathered four cones on his third try. Berry's second run of 62.129 would stand as the day's best.

"These days, I'm not sure if the heat affects me or the car more," Berry admitted. "The car did feel a little greasy on my last run even though we kept the tires pretty cool. We were spraying the radiator, intercooler, tires - everything.

"I thought the whole course was fun," Berry continued. "It drove a little trickier than it walked. I rarely drop 1.1sec between runs, but I guess I was too tentative on my first run."

Miller's take: "I had a good first run, but on my second and third I got into the marbles a little bit, the car got squirmy, and the runs were done."

On the East Course, Berry's first run of 62.8 would be enough for the win. Miller's second-run 62.759 would cut



"It was hot, and with the tar on the tires after the first run it was all downhill from there"

ERIC STEMLER

SUPER STREET PREPARED

1. Eric Stemler #89 Corvette Z06	Chi 123.611
2. Matthew Braun #69 Porsche 911 GT3 RS	Det 124.136
3. Ryan Johnson #59 Lotus Elise	Utah 124.932
4. Alek Tziortzis #194 Corvette Z06	Chi 125.022
5. Rad Delgado #169 Porsche 911 GT3 RS	Fla 126.929

6. Keith Brown/Nwst (#195 Porsche Cayman GT4); 7. Ambrose Fung/Nwst (#87 Porsche GT3); 8. Eric Hyman/LnSt (#91 Lamborghini Huracan); 9. Kevin Schultz/Utah (#159 Corvette); 10. Jonathan Kuo/Colo (#44 McLaren 720S); 11. Jay Zelazo/Nwst (#187 Porsche GT3); 12. Jess Driggers/Colo (#144 McLaren 720S); 13. Bill Myers/Chi (#94 Corvette Z06); 14. Kristi Brown/Nwst (#95 Porsche Cayman GT4); 15. Thomas Moore/NEng (#47 Corvette); 16. Vladimir Grebenyuk/KC (#64 Porsche 911 Turbo);

ASP ▶

Tom Berry
Berry Family Racing
#172 Mitsubishi Evo IX RS



BSP ▼

Ron Bauer
Mazda Motorsports/
Cusco/Swift Springs
#194 Mazda MX-5



into the lead, but neither driver improved on their third runs. Berry's 124.966 total would leave him 0.348sec ahead of Miller, reversing last year's top two. Ryan Pemberton would take third followed by Berry's daughter and co-driver, Christine Grice, those two also reversing last year's finish.

This was Berry's 10th championship. "This course was noticeably more difficult but still fun," he said. "The flow wasn't there as much, but the yee-haw factor was with the higher speeds. Marshall Grice has set this car up to be super easy to drive and I'm glad he's on our team."

Jeff Cashmore

B STREET PREPARED

Thursday's BSP class gridded up for Heat 2 to fantastic weather and a very challenging looking West Course. With Chris Edens and David Smart kicking things off in the 63s, and a closely packed group in the 64s, Ron Bauer and his ND Miata then set the tone as the only driver to crack into the 62s. Going into second runs, Greg Hahn, co-driving the lone Honda S2000 with Sacha Tauber, threatened with a 62.8 for his best run of the day to earn P2. Cones and DNFs were taking their toll on many drivers, but Bauer managed to stay clean and strengthen his lead with the quickest run of the day at 62.302sec.

Only one cone was tagged all day among the five trophy positions, but that one really mattered to Edens as it cost him second place on a 62.5 scratch, leaving him in fifth behind Bauer, Hahn, Joe Goeke, and Smart.

On Friday's East Course, Bauer, Smart, and Hahn began the day with 62s, while Edens coned a 62 of his own. One more 62 flashed on the timing display from Dennis Barrett's Nissan 370Z Nismo, but a dirty Thursday had doomed his chances and he was unable to move up.

Edens had been the BSP runner-up the previous four years in his Mazdaspeed NB, but now he was in cone trouble as the second runs began, so he slowed to a clean 63.1 and moved to fourth. Hahn and Smart continued their string of 62s while Goeke, off the pace, fell to fifth. Bauer put in a smoker at 61.983, but with one run to go, nothing was assured.

Final runs up, Goeke busted a 1.2sec move while Edens found a clean 62, but Goeke's run was enough to slip past into fourth. Bauer and Hahn, with no improvement and separated by 0.903sec, had to wait for the final threat to trip the lights. Smart could only shave a few thousandths, leaving him in third.

Bauer was in the top spot with a total time of 124.285sec for his fourth championship,

A STREET PREPARED

1. Tom Berry	CSCC
#172 Mitsubishi Evo IX RS	124.966
2. Aaron S. Miller	Det
#146 Mitsubishi Evo VIII RS	125.314
3. Ryan Pemberton	Neb
#194 Mitsubishi Evo IX	126.250
4. Christine Grice	CSCC
#72 Mitsubishi Evo IX RS	128.014
5. Cory Hockenbury/NePa (#103 BMW 1M); 6. Bill Pemberton/Neb (#94 Mitsubishi Evo IX); 7. Tony Rivera/SanD (#97 Mazda RX7); 8. Ryan Hockenbury/NePa (#3 BMW 1M); 9. Philip Burkhart/Chi (#17 Mazda TX7); 10. Francis Miller/Det (#46 Mitsubishi Evo VIII RS).	

B STREET PREPARED

1. Ron Bauer	Nwst
#194 Mazda MX-5	124.285
2. Gregory Hahn	CFla
#186 Honda S2000	125.188
3. David Smart	Tex
#199 Mazda MX-5	125.418
4. Joe Goeke	Nwst
#94 Mazda MX-5	125.888
5. Chris Edens	Ark
#126 Mazdaspeed Miata	126.012
6. Sacha Tauber/CCar (#86 Honda S2000); 7. Bob Bailey/Tex (#99 Mazda MX-5); 8. Christopher Wanner/Phil (#25 Mazdaspeed Miata); 9. Noah Feldstein/NeOh (#118 Mazdaspeed Miata); 10. Matthew Meyer/Phil (#125 Mazdaspeed	



"Coming back and doing it again was way more fulfilling for me this year"

RON BAUER

Miata); 11. Dennis Barrett/NwOh (#132 Nissan 370Z Nismo); 12. Matt Murray/NNJ (#18 Mazda Miata); 13. Matt Butz/NwOh (#32 Nissan 370Z Nismo); 14. Lacie Edens/Ark (#26 Mazdaspeed Miata); 15. J.J. Kramer/Iowa (#19 Nissan 370Z).



DIGITAL RADIO SYSTEMS • CUSTOM HARNESS KITS HELMET KITS • CUSTOM EAR MOLDS



MOTOROLA

Hytera

RACECOMMUNICATIONS.COM

119 Bevan Dr. Mooresville, NC 28115

100 Ferncroft Rd. #208 Danvers, MA 01923

EXCLUSIVE NA
IMPORTERS FOR

SCHROTH
RACING



SCHUBERTH

race
com

CSP ▶

Billy Davis

MiataRoadster.com/Evoschool.com

#199 Mazda Miata



CSPL ▼

Katie Lacey

ConeCoach/PFTuning/Go-Plaid

#98 Mazda Miata



Tovsen once again took the early lead. "My first run was terrible," Davis admitted. "I just couldn't get the front end to bite." He opted to clean up his driving for the second run, stopping the clocks at a class-leading 60.445sec.

The two were the last two consecutive numbers, both on course at the same time and both pulling out all of the stops - and both collecting cones (one for Tovsen and three for Davis).

But Davis' 121.090sec total time was enough for the win. It even got him a fourth Top PAX award with a 0.885sec margin over Tovsen. "This is what happens," he said, "when you have a good car."

C STREET PREPARED

1. Billy Davis	NEng
#199 Mazda Miata	121.090
2. Neal Tovsen	Milw
#198 Mazda Miata	121.975
3. Bob Davis	NEng
#99 Mazda Miata	123.975
4. Matthew Hodges	StL
#197 Mazda Miata	124.402
5. Todd Cochran	Milw
#98 Mazda Miata	124.442
6. Hector San Nicholas/CFla (#195 Mazda Miata); 7. Oliver Licul/CFla (#95 Mazda Miata); 8. Cody Gromel/NePa (#31 Mazda Miata); 9. Brent Crawl/CCar (#104 Mazda Miata); 10. Anthony Hodges/CCar (#4 Mazda Miata); 11. Mark Prewitt/StL (97 Mazda Miata); 12. Steve Eberlein/Tex (#191 Mazda Miata); 13. Brian Wells/ODom (#176 Mazda Miata); 14. Bob Neff/Tex (#91 Mazda Miata); 15. Bryan Hayes/CCar (#76 Mazda Miata); 16. Sean Dudgeon/Okla (#8 Mazda Miata); 17. Tane Hopu/CFla (#23 Mazda Miata).	

C STREET PREPARED LADIES

1. Katie Lacey	Milw
#98 Mazda Miata	129.055
2. Stephanie Humphries/NCar	
(#176 Mazda Miata); 3. Maegan Contreras/Colo (#76 Mazda Miata).	

his second consecutive in the class, giving him additional satisfaction after having to run in the dark last year due to event delays. "Coming back and doing it again was way more fulfilling for me this year, with no circumstances to deal with," Bauer said.

Patrick Washburn**C STREET PREPARED**

The 17 drivers in CSP, all in first- and second-gen Miatas, had the privilege of being in the first run group on Tuesday morning as they began their championship battle on the East Course. And the drivers made no pretense about easing into Solo Nationals.

More than half the class coned their first run, and no driver was lacking aggression. Billy Davis traded the lead with last year's winner Neal Tovsen, with both drivers neck and neck after second runs. Tovsen's third-run improvement, however, paled in comparison to

"I just tried to do what I knew I could do - and the last run, the car was perfect"

KATIE LACEY

the massive flyer laid down on Davis' last shot, a 60.645 that created a healthy 0.7sec lead.

"I thought I had a good plan," Tovsen remarked, explaining a mistake in the final sweeper cost him precious time. "Then I saw Billy come through the lights. I kind of figured if he put it together, that might happen.

"That was one of those runs you come in and feel really good about," said an energized Davis, who had spent his first two runs fighting rev limiter issues. "You never know with Neal though," he added, unwilling to take his lead for granted against the man who'd dethroned him last year after four straight wins.

On Wednesday morning,

C STREET PREPARED LADIES

The three ladies of CSPL got their turn in the fifth heat. Not to be outdone by the Open class drivers in the aggression department, all three had multiple cones on their first run - 10 in all. Katie Lacey ended up on top after all three cleaned up their runs, standing on her second run of 65.610.

"I've had just two events in the car," Lacey explained, as a result of a two-year hiatus from the sport. "I'm just happy to come here and put my head back in the game."

Stephanie Humphries was only 0.3sec back. "My first run was actually really fast," she realized. "When you're down

DSP ▶
Tamra Krystinik
Mazda Motorsports/EFI Logics
#199 Mazda RX-8



with cones, you've got to get a clean run, right?" She only got it on her third try. Her co-driver Maegan Contreras was also close, within a second of Lacey.

Wednesday afternoon, Lacey, in the Tovsen Miata, shook off whatever remained of the rust from her layoff as she began opening multi-second gaps over Humphries and Contreras. Her last run, a 63.445, gave her a total time of 129.055sec, a margin of victory of 2.793sec, and a fourth champion's jacket.

"I don't want to cry, but I'm so excited," Lacey admitted, her voice trembling with emotion. "I just tried to do what I knew I could do - and the last run, the car was perfect."

Manfred Reysser

D STREET PREPARED

A Mazda RX-8 invasion rose up this year, with several new builds joining the class to shut out the 3-Series BMWs that have ruled DSP since 2003. The rotary-powered cars wasted no time, capturing all podium spots on first runs and never looking back.

One of those new builds belonged to Steve O'Blenes, having moved from STX last year. He captured the lead on his second run and improved further still on his third, setting the bar for the day at 62.518. "That's not enough, not even close," he said about his four-tenths lead

over Tamra Krystinik. "Tamra is an extreme competitor."

Krystinik - no stranger to second place, having been DSP runner-up the past two years as Tamra Hunt - was upbeat but honest in appraising her East Course efforts. "I think this course came down to who could make the fewest mistakes while having a fast car," she said, admitting to having left time on the course despite incrementally finding speed every run. No changes to the car were planned - "Just the nut behind the wheel," she said.

Day two arrived with nearly identical weather conditions, but with one major surprise that only Lincoln can deliver: changing surface grip.

"The balance of the car is a little off," complained O'Blenes, who furiously worked the adjustments on the car after each run to try to tame the rear end. The loose condition led to him tagging cones on his first two runs, putting him deep in the hole.

Meanwhile, Krystinik was on a mission and was taking no prisoners. "I knew coming in four tenths down from yesterday, I couldn't leave anything on the table," she said, and she didn't. She immediately pounced on the lead with her first run and set the fastest time of the day on her second run at 62.081, having outpaced even the scratch time from O'Blenes' best dirty run.

O'Blenes wheeled hard and stayed clean on his final run, but couldn't match his second-run scratch time, leaving him in second place. Running last, Krystinik's final run turned out to be a victory lap; a delicious 61.8, never mind the cone. Her total time of 125.009sec gave her a 0.435sec victory over O'Blenes, and she was also ecstatic to be the first driver to win DSP with an RX-8.

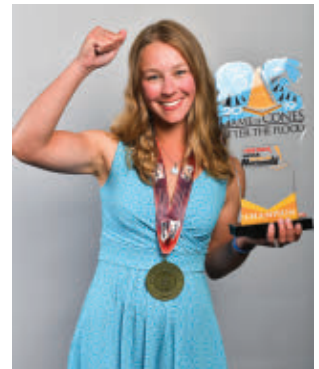
"I'm happy that I was the one to do it," she breathlessly remarked. The Mazdas swept the six trophies with the best Bimmer in seventh. The win also vaulted her into the record books as the fourth female to win an Open class champion's jacket and earned her the Rothney-Kozlak Cup for the third straight year.

Manfred Reysser

E STREET PREPARED LADIES

ESPL bucked the trend. Four of the seven Street Prepared classes had no Ladies-class entries. ESPL, meanwhile, had eight.

Starting first thing Tuesday morning on the West Course, ESPL's ensemble attacked a green course. Johanna FoegeGriest took the first-run lead in a Mazdaspeed 6 but on the second runs, Nicole Wong's Camaro SS squeaked past by 0.042sec. That's how the day ended, with Jojo Corrales-Kean driving an Infiniti G35 Coupe solidly in third place.



"I knew coming in four tenths down from yesterday, I couldn't leave anything on the table"

TAMRA KRYSSTINIK

D STREET PREPARED

1. Tamra Krystinik #199 Mazda RX-8	NEng 125.009
2. Steve O'Blenes #194 Mazda RX-8	CSCC 125.444
3. Ryan Finch #158 Mazda RX-8	NwOh 125.700
4. Andrew Krystinik #99 Mazda RX-8	NEng 127.586
5. Tim Kong #94 Mazda RX-8	NEng 127.698
6. David Colletti #58 Mazda RX-8	NwOh 127.799

7. Mark Canekeratne/GuCo (#159 BMW 330Ci); 8. Michael Feldpusch/Colo (#144 BMW 325is); 9. Doug Keiler/WDC (#154 BMW 323i); 10. Romesh Canekeratne/GuCo (#59 BMW 330Ci); 11. Doug Young/Colo (#44 BMW 325is); 12. Mike Brausen/Milw (#166 Mazda RX-8); 13. Aaron Breitbach/Iowa (#195 Mazda RX-8); 14. Mike Razny/Chi (#66 Mazda RX-8); 15. Marcus Kroll/Fing (#18 Mazda RX-8); 16. Peter Florance/ODom (#54 (BMW 323i); 17. John Hatakeyama/Fing (#118 Mazda RX-8); 18. Lanie Breitbach/Iowa (#95 Mazda RX-8); 19. Buck Entriiken/Tex (#107 Mazda Miata); 20. Rocky Entriiken/Sal (#7 Mazda Miata).

ESP ▶

Jeff Wong
ProParts USA
#46 Camaro SS



ESPL ▼

Nicole Wong
ProParts USA
#46 Camaro SS

**E STREET PREPARED**

1. Jeff Wong #46 Camaro SS	CSCC 125.980
2. Clint Griest #67 Mazdaspeed 6	Indy 127.193
3. PJ Corrales #196 Infiniti G35 Coupe	NEng 127.690
4. Devin Taylor #18 Camaro Z28	NwOh 128.425
5. James Darden #150 Camaro	Colo 128.811
6. Bryan Mancuso/NEng (#96 Infiniti G35 Coupe); 7. Michael Snyder/WDC (#141 Ford Shelby GT); 8. Korry Berger/Phil (#9 Camaro Z28); 9. Jeff Cox/ETnn (#199 Mustang GT500); 10. Stan Whitney/Tex (#50 Camaro); 11. Jay Cryderman/Almo (#24 Mustang GT); 12. Scott Dobler II/Chat (#99 Mustang GT500); 13. Eric Yee/Almo (#124 Mustang GT); 14. Kirk Boston/WDC (#41 Ford Shelby GT).	

E STREET PREPARED LADIES

1. Nicole Wong #46 Camaro SS	CSCC 130.164
2. Johanna FoegeGriest #67 Mazdaspeed 6	Det 132.415
3. Jojo Corrales-Kean #199 Infiniti G35 Coupe	NEng 133.936
4. Brittany Paris/Det (#97 Mustang); 5. Tina Edington/Colo (#50 Camaro); 6. Samantha Whitworth/Neb (#39 Mustang); 7. Tina Moreau/NEng (#99 Infiniti G35 Coupe); 8. Lin Cox/ETnn (#197 Mustang).	

On the East course on Wednesday, Wong established a commanding lead that she never relinquished, with three runs in the 65s down to a final 65.015 while her two pursuers both got 66s. Wong's total of 130.614sec was 1.801sec clear of FoegeGriest, with Corrales-Kean third.

Wong stopped to quietly count before concluding this was her ninth win, and then modestly apologized for having to do so.

E STREET PREPARED

ESP ran at the end of the day, Heat 5, and competition on the West Course was close, with just about a second separating the five trophy positions. The day ended with Devin Taylor's Camaro Z28 in first at 63.140, just 0.017sec clear of Jeff Wong's Camaro SS. Rounding out the top six were Brian Mancuso and P.J. Corrales in the Infiniti bracketing Clint Griest's Mazdaspeed, then

"[I had to] learn to stay clean, go fast, and learn Hoosiers all in one year"

JEFF WONG

James Darden's Camaro 1.1sec away from Taylor - all within range given a good second day.

Taylor thought there was more speed in his car, noting, "This old crap-can can get it done." Wong, meanwhile, said, "I'm just glad to be in the hunt heading over to the East Course, which I think favors our car more."

Sure enough, first runs on the East Course saw Wong move to first. He would be the only driver in the 62s with everyone else chasing his 62.823. Everyone else was either off the pace, had pylon penalties, or DNFs.

So, the Camaro SS was in first with a winning total of 125.980sec. Griest put the Mazdaspeed in second with a

solid 63 flat on run number two, finishing 1.213sec. behind Wong. The Infiniti was destined for third, and Corrales fought to get it there with a clean 63.5 after two dirty runs. Taylor, with pylons on all three runs, fell to fourth. Mancuso also would not get a clean run and fell out of the trophies, allowing Darden to nab the final award.

Wong's previous four championships were all in smaller cars. With the big Camaro, he said, he had to "learn to stay clean, go fast, and learn Hoosiers all in one year." But he was able to prevail, he said, because "this course suited the car better - Camaros love transitions."

Jim Garry**F STREET PREPARED LADIES**

FSPL this year belonged to one who'd never been here before. Like a pair of boxers standing center ring and trading punches, Annie Bonvouloir and Emily Danti hit the East Course on Thursday and got faster with each run. First run, Danti had her best time after Lauren Keach, 3sec faster, smacked two cones, and Bonvouloir logged a DNF. Second run, Bonvouloir ran a 72, then Danti a 71. Third run, Bonvouloir posted a quicker 71, and Danti screamed in with a 70.515 to take a 1.25sec lead.



◀ FSP

Steven Duckworth
Automobili Lamborghini
#97 Volkswagen Rabbit

▼ FSPL

Emily Danti
WorldBicycleRelief.org
#86 Toyota Corolla GTS

Keach struggled with car issues and stated the car hadn't even been running the previous week. On day two, she jumped back into the fray with an early fast run, negating the nearly three-second deficit to Danti. Second runs brought a swift response from Danti, whose 70.019 reclaimed first place, and even increased her lead on the field. Bonvouloir would need a good third run if she was going to have any chance.

Keach was out first and got a 70.0 of her own, but Bonvouloir was the next car in with a solid run, clean enough to take the last trophy, 2.738sec behind Danti but 0.2sec ahead of Keach. Danti, with a winning 140.534 on the board, took a fast victory lap.

"I really wanted to get down into the 60s," she said of her final run, which carried a cone. "But I pushed it just a little too hard. It was a fun experience."

F STREET PREPARED

The dust plaguing those in the back paddock had no effect on the competition but did provide an interesting aesthetic for those who wandered back there. Burning Man and *Mad Max* references abounded, but who would exit this Thunderdome victorious?

Day one, Heat 4, East Course, and first runs saw Gregory Anthony wielding his Dodge Neon axe to split the



"Annie Bonvouloir and Emily Danti hit the East Course on Thursday and got faster with each run"

hares of Geoffrey Zimmer and Steven Duckworth, co-driving the "Automobili Lamborghini" Volkswagen Rabbit.

Jason West jumped to the front with a 64.690 on his second look at the course in a handsome Hachi-Roku (otherwise known as a Corolla). At this point, Anthony held off Duckworth for second by 0.005sec. On third runs, Duckworth leap-frogged Anthony, but came up 0.020sec short of West.

Day two on the West course, Anthony's Neon failed him on the first run with a shattered differential. He missed his second run and borrowed a ride for the third but tumbled deeply down the standings. Finding



some pace on second runs, Duckworth jumped to the front with a 2sec improvement, while West and Zimmer were unable to answer. At this point, less than a second separated the three and, on this course, full seconds of gain were out there. Run number three would decide.

Duckworth, in the first-driver group, extended his lead with a 63.948, and then had to wait to see if it was good enough. West only picked up a tenth, now 0.585sec behind, and Zimmer could not improve on his first run.

Duckworth had a 128.658sec total for his third championship, all in FSP. "[the West Course] is a little closer to what we're used to seeing at home," Duckworth pointed out. "The West Course has been my favorite every year, and this year did not disappoint. I'm going to go hug [course designer] Jason Frank."

Pax Rolfe

F STREET PREPARED

1. Steven Duckworth	CCar
#97 Volkswagen Rabbit	128.658
2. Jason West	ConD
#186 Toyota Corolla GTS	129.243
3. Geoffrey Zimmer	SCar
#197 Volkswagen Rabbit	129.889
4. Nick Myers	Indy
#86 Toyota Corolla GTS	130.871
5. Andrew Blasiman	NwOh
#127 Volkswagen Rabbit GTI	131.297
6. Jay Bonvouloir/Colo (#51 Honda CRX); 7. Theodore Skinner/SanD (#198 BMW 318TI); 8. Todd Skinner/SanD (#98 BMW 318TI); 9. John Bonvouloir/Colo (#151 Honda CRX); 10. Josh Perry/CKy (#116 Mazda Protege); 11. George Schweikle/CKy (#61 Alfa Romeo Spider); 12. Andrew Buck/CKy (#13 Nissan 200SX SE-R); 13. Gregory Anthony/Det (#113 Nissan 200SX SE-R); 14. Matt Moore/CKy (#16 Mazda Protege); 15. Jason Kuka/Milw (#179 Dodge Neon R/T); 16. Doug Stoots/NwOh (#27 Volkswagen Rabbit GTI); 17. Thomas Middleton/Milw (#79 Dodge Neon R/T).	

F STREET PREPARED LADIES

1. Emily Danti	ConD
#86 Toyota Corolla GTS	140.534
2. Annie Bonvouloir	Colo
#51 Honda CRX	143.272
3. Lauren Keach/CKy (#16 Mazda Protege); 4. Nadine Zimmer/SCar (#97 Volkswagen Rabbit); 5. Susan Anderson/SIII (#61 Alfa Romeo Spider); 6. Dee Schweikle/CKy (#161 Alfa Romeo Spider).	

TOP OF THE WORLD

Robert and Amanda Thorne celebrate in style after claiming their SSM and SSML wins.





◀ SSM

Robert Thorne

3RAuto.com/CorsportUSA.com

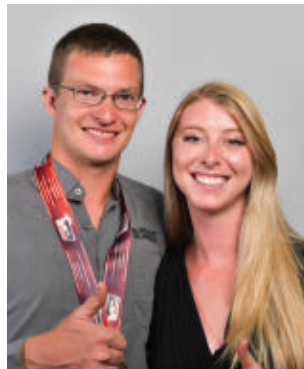
#80 Honda S2000

▼ SSML

Amanda Thorne

3RAuto.com/CorsportUSA.com

#80 Honda S2000



STREET MODIFIED CLASSES ▲

SUPER STREET MODIFIED LADIES

The pylons attacked the SSM class as the 2019 Solo Nationals dawned on the East Course. Four drivers made 12 runs and the cones won six of them. Ten orange aliens gave their all.

Amanda Thorne led first runs while standing on a plus-one penalty. Deana Kelly had clouted two. Su Brude and Laurie Hyman were sharing a Lamborghini Huracán, and Hyman had the only clean run to stand second for the moment.

Kelley answered in run two with her only clean run, a 63.666, to take top time for the day in her Miata, while Thorne's BigBadWolf Honda S2000 whacked two more. Thorne finally scored a clean 63.7 to end the day within a tenth of Kelley. The Lambo ladies were both in the 66s.

Mrs. Thorne arrived with a purpose on day two, evil cones again plaguing the field. Today's body count would be six, spoiling five runs. Again, Hyman made the only clean first run, posting a 66.3. Thorne beat that on second runs with a scratch 63.3, but it was plus one - and then Kelley went 64.0 clean.

"I was very nervous and stayed wide," Thorne said after her third run. Thorne's third run, a clean 62.568, clinched the win, her fourth, with a 126.305sec total. Kelley came in at 62.672, 0.123 sec behind. With nine more heats of competition yet to go, no Ladies class would finish closer.

SUPER STREET MODIFIED

Big tires, big power, and big wings make SSM a do-not-miss for spectators, and from the first runs in the fourth heat, 16 drivers

SUPER STREET MODIFIED

1. Robert Thorne #80 Honda S2000	Colo 119.435
2. Randall Wilcox #196 Mazda Miata	Tenn 121.132
3. Ryan Field #191 Mazda Miata	NEng 121.545
4. Bryan Carbon #88 Lotus Elise	Atl 123.182
5. Eric Anderson #96 Mazda Miata	Tenn 123.830

6. Matthew Glagola/Atl (#188 Lotus Elise); 7. Laurence Casey/WDC (#159 Toyota MR2); 8. Matt Cwieka/NEng (#91 Mazda Miata); 9. Martin Valent/SWVa (#59 Toyota MR2); 10. Joseph Sim/Nwst (#199 Porsche Boxster S); 11. Andrew McGibbon/RioG (#169 Toyota MR2 Spyder); 12. Shea Seefeldt/RioG (#69 Toyota MR2 Spyder); 13. Mike Wolf/NwOh (#156 Datsun 240Z); 14. Leeds Gulick/Nwst (#99 Porsche Boxster S); 15. James Lockard/Neb (#94 Mazda RX-7); 16. Chris Robbins/Colo (#98 Mazda MX-5); 17. Quentin Yarie/NwOh (#56 Datsun 240Z).

SUPER STREET MODIFIED LADIES

1. Amanda Thorne #80 Honda S2000	Colo 126.305
2. Deana Kelley #96 Mazda Miata	ArzB 126.428
3. Su Brude/Tex (#91 Lamborghini Huracan); 4. Laurie Hyman/LnSt (#191 Lamborghini Huracan).	



Perry Bennett



◀ **SM**
Marshall Grice
 SSB Designs
 #52 Mitsubishi Evo IX



STREET MODIFIED

1. Marshall Grice #52 Mitsubishi Evo IX	CSCC 124.341
2. Dallas Cutler #152 Mitsubishi Evo IX	Ore 125.076
3. Daniel Stainback #30 Subaru STI	NY 126.583
4. Bill Rogerson #99 Audi S4	NwOh 127.427
5. John Vitamvas #159 Infiniti	WDC 127.446
6. Tyler Faucett #194 BMW 328i	Colo 128.139
7. Chris Gladu #64 Subaru Impreza WRX STI	Colo 128.439
8. Drew Hackett/Iowa (#176 Subaru Impreza WRX STI); 9. Jay Bullington/CCar (#199 Audi S4); 10. Tim White/CCar (#185 Subaru Impreza STI); 11. Jonathan Fudge/SanD (#74 Subaru 2.5 RSTI); 12. Rachel Baker/NEng (#59 Infiniti); 13. Ben Levy/Fla (#76 Subaru Impreza WRX STI); 14. Kyle Gottschalk/CKy (#97 Mitsubishi Eclipse); 15. Mike Faucett/Colo (BMW 328i); 16. Ross Pendergast-Pedersen/CCar (#85 Subaru Impreza STI); 17. Matt Boian/SwLa (#11 Subaru Impreza WRX); 18. Chris Weiske/Iowa (#43 Subaru WRX STI); 19. Scott Suozzo/SwLa (#111 Subaru Impreza WRX); 20. Michael Naydeck/LnSt (#143 Subaru WRX STI); 21. Derek Meinen/Iowa (#79 Subaru STI); 22. Timothy Cahill/SJy (#19 Subaru Legacy GT).	

“Second runs saw Grice come in with a class-leading time – but then the cone call was heard”

were chasing Robert Thorne and his BigBadWolf S2000. Thorne was the only driver to break 60 seconds on either course, and he did it on both of them.

On the East Course on Tuesday, Bryan Carbon's Lotus Elise showed good pace, but drivetrain trouble on course cost him a run. Disaster struck Laurence Casey and Martin Valent when their 1991 MR2 stopped with catastrophic engine failure. Thorne's second-run 59.793 was untouchable. Ryan Field was almost a second behind followed by Randall Wilcox's Miata, then Carbon and Casey. For the next day Casey and Valent secured a new car, but it left them

sliding down the standings and out of the trophies.

On the West Course, Thorne was relaxed with his lead and he was confident in the car, even after Wilcox ran the quickest first run at 60.1. Wilcox never went quicker, but it left Field scrambling through all three runs to match it, which didn't quite happen.

Thorne, meanwhile, calmly dropped in a 59.672 to score his fifth championship at 119.435sec, 1.697sec up from Wilcox.

Donour Sizemore

STREET MODIFIED

So, here is Marshall Grice, who has been ruling this parking lot for the past three years in the winning A Mod car, warming tires of a Mitsubishi Evo IX for last year's Street Mod champion, Dallas Cutler. Look out, world.

Grice started Thursday's East Course, second heat, great with a clean 62.8 while Cutler logged a DNF. Then the fortunes changed. Grice caught two cones as Cutler came home in 62.7sec. On the third run, Grice coned again. His misfortunes left others smelling opportunity, and Daniel Stainback closed to 62.9. Cutler, meanwhile, crossed the line sideways with a hot 62.674, leapfrogging both Grice and Stainback for the lead.

On Friday, everyone was anxious to attack the more technical West Course. Once again starting out clean and fast, the two Evo drivers ran almost matching times in the 62s to maintain their positions. Perhaps ominously, a pylon-weary Stainback would double-cone a quick 63.1 on his first attempt.

Second runs saw Grice come in with a class-leading time – but then the cone call was heard. Stainback seized the opportunity again and laid down his quickest run of the day in the mid 63s, and it was clean. Cutler, while still leading, could not improve.

Getting down to it, third runs began with Stainback not improving. The next driver in was Grice, and he earned a stunning 61.500sec run. The only run in the 61s, and the quick time of the day. Cutler could only wait his turn as he watched everyone else fight for the remaining trophies. Finally, second drivers were called to the line and now it was all eyes on Cutler for the potentially championship-winning run.

Past the Iron Cone, sweeping around the corner with no name, flying through the slalom at the far end, across the finish – and spectators gasped as “no improvement” was heard on the PA.

Grice emerged the



◀ SMF

Craig Wilcox
OS Giken/Dirty Bobs Garage
#198 Honda Civic

▼ SMFL

Monique Forsythe
Mike Forsythe/3R Racing/A&Ls
#99 Honda Civic Si

victor with a total time of 124.341sec and a 0.735sec margin of victory. With early and serious "pylonitis," he was very grateful. After thanking his co-driver profusely, Grice offered, "I was really glad to finally figure it out after all the cone trouble."

Patrick Washburn

STREET MODIFIED FWD LADIES

Monique Forsythe and Hilary Frank, both in 20-year-old Honda Civics, staged quite a battle on Thursday morning on the East Course. First runs, Frank took the early lead with a 65.9. Second runs, Forsythe slipped ahead with a 65.3 to Frank's 65.5. Third runs, two cones kill any chance for Frank as Forsythe ran a 64.916, leading by 0.6sec going into Friday.

Friday dawned cool and fast for the first-heat drivers. Frank jumped out to a leading 65.268 and no one would touch it all day, but Forsythe was only a tenth slower. Then, both drivers' second runs were spoiled by cone calls, setting up a third-run showdown.

Forsythe's 65.5 grabbed the lead, but Frank would be the last driver to run - and it all went wrong. A visibly frustrated Frank put the blame on locking rear brakes. "I spun in a straight line," she recounted.

Forsythe and her husband have been running this same



"One of the surprising factoids of the East vs. West Courses this year was the near identical times from both"

car for 16 years. This year it made a champion of Forsythe with a 130.467 total, the quickest by 0.378sec.

STREET MODIFIED FWD

It was a long day before SMF finally began its Heat 5 runs. "Conekiller" Craig Wilcox complained of "handling issues" while cruising to his fifth National Championship in his highly modified 20-year-old Civic. To hear his tire warmer and second-place finisher Joe Silva tell it, "the old man just shows up and wins."

Wilcox, in the last SMF car to run on the East Course, opened with a first-run 63.138 that never got beat. Good thing, as his next two runs accounted for 10 cones.



Yeah, "handling issues."

Chris Haydu lurked at a 63.4, Silva and Mike Forsythe were at 63.9. The West Course awaited, and SMF cars should like it over there.

Friday, Wilcox increased the distance between himself and the rest of the field, putting down a 63.085 on his second run. And then he collected four more cones on his third run. Only his co-driver could also - and just barely - get into the 63s with a 63.999. That left Silva 1.697sec behind Wilcox's 126.223. Haydu slipped to third and Forsythe held onto fourth.

One of the surprising factoids of the East vs. West Courses this year was the near identical times from both. Wilcox's East Course time was only 0.053sec slower than his West Course time. Silva's best West side time was duplicated to the thousandth by Forsythe's best run on the East.

Buck Entri肯

STREET MODIFIED FWD

1. Craig Wilcox #198 Honda Civic	KC 126.223
2. Joe Silva #98 Honda Civic	Sal 127.920
3. Chris Haydu #197 Honda Civic	NePa 128.340
4. Mike Forsythe #31 Honda Civic Si	Colo 128.434
5. Jeremiah Thomas/CPa (#189 Mini Cooper S); 6. Ryan Neff/Colo (#131 Honda Civic); 7. Chris Janusz/NePa (#97 Honda Civic); 8. Geoffrey Wolpert/Susq (#89 Mini Cooper S); 9. Daniel Moore/Tex (#67 Honda CRX Si); 10. George Hammons/LnSt (#167 Honda CRX Si); 11. Andrew Hille/NwOh (#113 Honda CR-Z); 12. Rob Wilson/NwOh (#13 Honda CR-Z).	

STREET MODIFIED FWD LADIES

1. Monique Forsythe #99 Honda Civic Si	Colo 130.467
2. Hilary Anderson Frank #198 Honda Civic Si	Milw 130.845
3. Kristell Janusz/NePa (#97 Honda Civic); 4. Emma Adams/Milw (#98 Honda Civic Si); 5. Karen Thomas/CPa (#31 Mini Cooper S).	

PREPARED CLASSES ▲



A PLACE FOR EVERYTHING...

Each cone at the Solo Nationals has a specific duty, with every pylon box marked with paint as well as numbered.



◀ XP

Andrew McKee

Mike Maier Inc./Goodyear/A.R.E.

#141 Mazda RX-7

▶ XPL

Chrissy Weaver

NAXN.org/Team Minardi

#13 Mazda RX-7

X PREPARED LADIES

This class came to the East Course for Thursday's third heat with just two drivers after a third entry changed classes. Between them, the two have claimed 17 wins at the Solo Nationals.

Chrissy Weaver built a commanding lead over Kim Bollinger both days. 64.609 on the East Course, 64.104 on the West, with a total time of 128.713sec, and a 9.247sec margin of victory.

Weaver said she'd missed competing in her RX-7 since it had been garaged in Lincoln since the Spring Nationals, so it was great fun to be back in the car, and she loved competing with Bollinger.



John Hunter and McKee were the only ones in the 61sec range. On McKee's final run, he dropped to 60.673. Dave Hedderick almost got into the 60s with a 61.0, followed by Hunter, his co-driver, sitting on his second-run 61.8. The last runs gave Mark Mauro Jr. a 62.2 just ahead of Dorsey's 62.3, but trophies only went four-deep.

Friday's runs started with Hedderick and McKee, both in the 61sec range. This time, only half of the class coned their first run, but now those unfortunates included Dorsey, Hunter, and Mauro.

On second runs, McKee left the class behind, coming in at 60.555 to total 121.228sec. Hedderick's last run was his fastest at 61.4, but it left him 1.3sec behind in second place, ahead of Hunter and Mauro. Dorsey only got one clean run and dropped to seventh behind co-drivers Teresa Neidel-McKee and Mark Mauro Sr.

McKee said that of course he was happy with his 10th championship, his fourth in XP, but was sorry eight-time XP winner Fred Zust wasn't there. He said the courses drove faster than they walked, that both courses were challenging, and the different finish chutes added to the great experience.

Matt Murray

C PREPARED LADIES

On the course everyone wants to beat the snot out of each other. In the grid it's what can we do to make you faster?

Alyssa Lewis intended to co-drive with her mother, Tracy, in the formidable 1965 Mustang they call "Sledgehammer," but Alyssa had problems dealing with a newly installed hair-trigger clutch, so she switched to co-drive with Beth Whitworth in her Mustang. Also in the class, was Kate Mewhiney in the recently finished 1981 Camaro she shares with Paul Przyborski.

"[Andrew] McKee... was happy with his 10th championship...but was sorry eight-time XP winner Fred Zust wasn't there"

X PREPARED

1. Andrew McKee #141 Mazda RX-7	SanF 121.228
2. David Hedderick #113 Mazda RX-7	Hous 122.528
3. John Hunter #13 Mazda RX-7	Neb 122.765
4. Mark Mauro Jr #114 Mazda RX-7	Colo 124.742
5. Teresa Neidel-McKee/SanF (#41 Mazda RX-7); 6. Mark Mauro Sr/Colo (#14 Mazda RX-7); 7. Christopher Dorsey/Colo (#86 Toyota Corolla GTS); 8. Nick Gruendler/LnSt (#84 Mazda Miata); 9. Tom Exley/SanF (#25 Mazda RX-7); 10. Steve Bollinger/SBnd (#72 Mazda Miata); 11. Ivan Pandev/SanF (#199 BMW 323Ci); 12. Savion Ragster/SanF (#99 BMW 323Ci); 13. Tony Giordano/KC (#60 Datsun 280Z).	

X PREPARED LADIES

1. Chrissy Weaver #13 Mazda RX-7	Hous 128.713
2. Kim Bollinger/SBnd (#72 Mazda Miata).	

X PREPARED

Almost the entire class, nine of 13 cars, hit at least one pylon on opening runs through the East Course in the last heat of the day. The carnage left Chris Dorsey's Toyota Corolla GTS atop the leader board, the only XP driver who was clean all day. His being at the sharp end of the spear was not really any shock, though, considering his past dominance in EP and DP with the Corolla - seven of his eight championships - but the next eight drivers, including Andy McKee, all had pylon penalties, and McKee was still only half a tenth behind.

Once everyone cleared out the cobwebs, second runs for

CP ▶

Tommy Pulliam
Mod Squad Garage
#72 Ford Mustang



CPL ▼

Tracy Lewis
Mod Squad Garage
#72 Ford Mustang



But by then Tracy Lewis had posted a 67.707 on her last shot to rack up a 134.519sec score. Whitworth, meanwhile, was thrilled with second place.

C PREPARED

The top three CP cars after Thursday's Heat 4 competition were separated by a total of 0.217sec. Defending champion Tommy Pulliam, with a 63.082, and co-driver Robert Lewis in the Mod Squad Mustang had Mark Madarash's Trans-Am hot on their heels. The only other driver in the 63s was Ethan Bradbury's Thunderbird.

When Pulliam couldn't improve on Friday on a second-run 63.9, the door was open for Lewis and Madarash, or possibly Bradbury with a hero run. Madarash, it turned out, was the hero, his third run fastest of the day at 63.864, although it fell short of Pulliam's 127.076sec today by a margin of 0.087sec.

Lewis thought he'd come within 0.074sec on his last time around, and then a cone call forced him to stand on his second run and he fell back to third. Bradbury, needing a two-second improvement, found only 0.4sec to remain in fourth place.

Pulliam could breathe a sigh of relief. It's always tough at the top of C Prepared, he said, and this win was even closer than last year's 0.133sec triumph.

Charlie Davis

"On the course everyone wants to beat the snot out of each other. In the grid it's what can we do to make you faster?"

After the second heat was done on Thursday, the class was well spread. Despite losing her tire-warmer, Tracy led Whitworth by 1.2sec on the West Course following a 66.812 on run number two. Still she was not comfortable with that lead, and with Friday's cooler temperatures and no co-driver, she was nervous.

With a solid first run, though slower than Whitworth's scratch time (marred by three cones), and then a re-run on run number two, Tracy solidified her lead. Whitworth finally got a clean third run to stay ahead of her new co-driver Alyssa, who was picking up speed as she got a better feel for the Mustang.

C PREPARED

1. Tommy Pulliam	Atl	127.076
#72 Ford Mustang		
2. Mark Madarash	Tex	127.163
#91 Pontiac Trans-Am		
3. Robert Lewis	Dix	127.886
#172 Ford Mustang		
4. Ethan Bradbury	NwOh	128.677
#123 Ford Thunderbird		
5. Todd Farris	Hous	129.497
#196 Chevy Camaro		
6. Chris Miller	DMV	130.027
#41 Ford Mustang		
7. Frederick Pascual	Nwst	130.255
#169 Ford Mustang		
8. Johnathan Stewart	SanF	130.353
#136 Shelby GT350		
9. Britt Dollmeyer	Ariz	130.437
#46 Ford Mustang		
10. Kyle Chipps	SagV	130.665
#19 Ford Mustang		
11. Derek Latshaw	Susq	130.762
#143 Ford Mustang GT		
12. Jeff Minor	Hous	131.017
#96 Chevy Camaro		
13. Darrel Padberg/Dix (#79 Mustang); 14. Tim Bergstrom/Ariz (#146 Mustang); 15. Paul Przyborski/WDC (#81 Camaro); 16. Jeff Seeger/NEng (#150 Mustang); 17. Sean Tate/SagV (#118 Mustang); 18. Dennis Latshaw/Susq (#43 Mustang); 19. Frank Stagnaro/SanF (#36 Shelby GT350); 20. Bob Ely/ConD (#27 Mustang); 21. Dave Zitzlsperger/Neb (#129 Camaro); 22. John Bradbury/NwOh (#23 Ford Thunderbird); 23. Travis Durant/Neb (#29 Camaro); 24. Kurt Janish/Tex (#121 Camaro); 25.		

Aaron Holstrom/KC (#53 Mustang); 26. Mike Fellmer/WMcH (#56 Camaro); 27. Samuel Cosmano/WNY (#58 Mustang); 28. Scott Lewis/FtWn (#156 Camaro); 29. Albert Hermans/KC (#49 Mustang Cobra); 30. Donna Bartling/Hous (#90 Mustang GT); 31. Anthony Espinosa/Hous (#190 Mustang GT); 32. Sean Ittner/Atl (#122 Mustang); 33. Art Martinez/Wich (#34 Pontiac MSE Trans-Am); 34. Russell Hill/Nwst7 (#69 Mustang); 35. Rick Ruth/Chi (#179 Mustang); 36. Bill Gellinas/Mont (#17 Hurst Olds); 37. Arnold Beebe/MoHu (#50 Mustang); 38. Travis Bolton/KC (#199 Corvair); 39. Tracy Sandberg/Iowa (#21 Camaro); 40. Charlie Clark/KC (#6 Corvair); 41. Kevin Ittner/LOL (#22 Mustang); 42. Chuck Tate/SagV (#18 Mustang); 43. Dick Berger/KC (#99 Corvair); 44. Ron Ittner/Atl (#20 Mustang); 45. Brian Ittner/LOL (#120 Mustang).

C PREPARED LADIES

1. Tracy Lewis	Dix	134.519
#72 Ford Mustang		
2. Elizabeth Whitworth	Neb	141.110
#139 Ford Mustang		
3. Alyssa Lewis/Dix (#39 Mustang); 4. Kate Mewhiney/WDC (#81 Camaro).		



◀ **DP**
Michael Maier
Mike Maier Inc./Lucas Oil
#152 Toyota Starlet

▼ **DPL**
Deanne Caraballo
Komush Engineering/
Howtek/Villason Creative
#52 Toyota Starlet

D PREPARED

The Starlet is one of Toyota's lesser-known products on these shores. Built for 26 years in Japan, it was only exported to North America from 1981-'84. Only one has ever competed at the Solo Nationals, at least in full-race trim, that being the 1982 model Dwayne Komush has run since 2011 in XP, EP, DP, and DM with limited Open-class success - Komush has one trophy finish.

Mike Maier has become one of Solo's most accomplished drivers with nine CP championships, six won in one of the sport's most recognizable vehicles. His off-white 1965 Shelby GT350 has been driven to 17 championships, more than five dozen trophy finishes, and by three Drivers of Eminence winners, including Maier.

In one of the most improbable of car-driver marriages, this year Maier buckled into the Starlet when D Prepared lined up to open the show on Tuesday morning on the West Course. Always a fun bunch to watch, the 16-car class was all NA-body Miatas except for the Starlet and one Datsun 510.

Improbable gave way to impressive on first runs as Maier started the day atop the timesheet with a 62.2sec run. 2018 champ Todd Roberts was right with him at 62.4



"I give a lot of credit to Dwayne [Komush]. I'm just the monkey"
MICHAEL MAIER

and Michael Moran was in the conversation at 62.9.

Roberts came out on his second run to take the lead at 61.538. The day ended with Maier turning a 61.9, now four tenths behind. Andrew Pfotenhauer, Stephen Simonds, and Perry Simonds had all slipped into the 62s past Moran, who never improved his first run.

Moving to the East Course, Maier took the early lead again with a 62.6 because Roberts double-coned a spectacular first-run 61.7. The defending champ made up for that on his next run with a 62-flat to take the overall lead by just a bit less than three tenths from Maier, who had improved to 61.9.



Tension in the grid was palpable as drivers waited for their third runs. By now it was down to a two-driver duel. Maier, running first of the pair, shaved three tenths off his time with a 61.617 to move into first by 0.068sec with a total time of 123.520. When Roberts came across the finish line, the display flashed a 61.9 that would have been a winner by 0.033sec, but alas he left a cone down on the concrete.

Afterward, Roberts, disappointed but in good spirits, said, "I couldn't capitalize on the car that was under me. I was in a good position to win, but you've got to put two days together." Instead, he said, the win went to "some guy named Mike who is pretty good."

In taking his 10th National Championship, Maier, his phone blowing up, explained that Prepared category cars consist of two parts: one part car, one part driver. "I give a lot

D PREPARED

1. Michael Maier #152 Toyota Starlet	SanF 123.520
2. Todd Roberts #182 Mazda Miata	LnSt 123.588
3. Michael Moran #196 Mazda Miata	WDC 125.100
4. Andrew Pfotenhauer #108 Mazda Miata	NwOh 125.252
5. Stephen Simonds #98 Mazda Miata	Hous 125.278
6. Perry Simonds/Tex (#198 Mazda Miata); 7. Ron Baker/Reno (#93 Mazda Miata); 8. Nicholas Deneault/NwOh (#8 Mazda Miata); 9. Bret Dodson/Nwst (#71 Mazda Miata); 10. Ward Marshall/Hous (#195 Mazda Miata); 11. Gregory Jenkins/WDC (#96 Mazda Miata); 12. Rich Windberg/LnSt (#95 Mazda Miata); 13. Steve Hudson/LnSt (#82 Mazda Miata); 14. Sean Green/Nwst (#171 Mazda Miata); 15. Dwayne Komush/SanF (#52 Toyota Starlet); 16. Paul Neal/GuCo (#43 Datsun 510).	

D PREPARED LADIES

1. Deanne Caraballo #52 Toyota Starlet	SanF 131.326
2. Denise Parsons/WDC (#96 Mazda Miata).	



◀ EP

Patrick Washburn
King Motorsports
#198 Honda Civic



"It's fun, fun, fun. I'm enjoying every minute of it. I can't wait until next year"

PATRICK WASHBURN

E PREPARED

- | | |
|---|-----------------|
| 1. Patrick Washburn
#198 Honda Civic | Milw
124.567 |
| 2. Evan LeBlanc
#173 Honda Civic DX | NEng
125.811 |
| 3. Chris Raglin
#91 Honda Civic | NwOh
125.952 |
| 4. Jason Frank
#199 Honda Civic Si | Milw
127.465 |
5. Craig Mankiewicz/Milw (#99 Honda Civic Si); 6. Nick Pasternack/Fing (#73 Honda Civic DX); 7. Chris DeLay/KC (#98 Honda Civic); 8. Robert Christmas/NwOh (#39 Honda Civic Si); 9. Michael Hearne/NwOh (#49 Honda CRX); 10. Scott Hearne/NwOh (#149 Honda CRX).

of credit to Duane," Maier said. "I'm just the monkey." Maybe so. But a very fast monkey.

D PREPARED LADIES

Dwayne Komush's Starlet has had its best past success with his daughter, Deanne Caraballo, at the wheel, scoring with EPL championships in 2013 and 2014. In a non-championship two-driver class this year, running in the fifth heat, she took an early lead in DPL and never looked back.

With quick times of 66.115 on the West Course, 65.211 on the East, her final time of 131.326 was 6.374sec ahead of Denise Parsons in an NA Miata.

The Starlet had been out of action for two years while it was rebuilt by Komush. Caraballo said it had been different at each event this season as the chassis was constantly being tuned. She said it has a "pretty good setup now, yet they're still

talking about other changes, but the car is fun to drive, and it sounds good, too."

Jim Garry

E PREPARED

The all-Honda, 10-driver E Prepared field started its battle in the fourth heat on Tuesday on the East Course. First runs saw lots of cone carnage; 11 down, with only two drivers making clean runs. Jason Frank had the fastest scratch time but came in with a fuel leak, forcing a mechanical hold and a fury of wrenches.

Patrick Washburn clocked a 63.0 to lead after second runs, followed by Evan LeBlanc and Nick Pasternack. Frank and his co-driver Craig Mankiewicz both spoiled 63s with their second dirty runs, leaving Chris Raglin's 64.0 as fourth fastest.

A temporary fix of the fuel issue had allowed Mankiewicz to take his second run, but the car went back on jack stands once it returned to grid. Then, luckily for them, a broken car on course halted the action, allowing the duo to properly repair the leak.

On his third run, Pasternack found his first cone on a 63.0, keeping him from moving to the top of the leader board. Raglin then fired off a 63.071 to take the lead by 0.006sec over Washburn, who coned the fastest raw time of the day, a 62.5. Frank, after a chaotic

repair and two dirty runs, finished with a 63.1 despite his fuel starvation issues. A loose fuel cell mounting was later found to be the root cause.

"After yesterday, I just want us to get six easy runs," Frank said on Wednesday as the class gathered on the West Course grid with the trophy spots spread by less than a quarter-second.

The top three of Raglin, Washburn, and Frank all caught cones on their first runs, giving LeBlanc a temporary lead with his 62.5. LeBlanc would run two more 62s, but never a faster one. Raglin was able to clean up and improve on his second run, but not enough to catch LeBlanc. Washburn, on the other hand, ran a blistering 61.490 to grab the lead while Frank killed another cone.

And that was that. LeBlanc stood on his first run time and Raglin and Washburn their second. Frank again picked up a cone, all three runs dirty, but a 62.2-plus-one was enough to hang onto the last trophy spot.

Washburn's combined 124.567 gave him his first National Championship by 1.244sec in only the car's third outing. "The paint is still wet on this thing," he joked. "It's fun, fun, fun. I'm enjoying every minute of it. I can't wait until next year when we start tuning it."

Matt Boian



◀ FP

Tom O'Gorman

Auto Assets

#94/#86 Porsche 914-6/Pontiac Solstice/Honda S2000

▼ FPL

Charina Jones

Avon Tyres/Westers Garage

#92 Pontiac Solstice GXP

F PREPARED LADIES

With only two drivers on the Heat 2 grid, FPL would not be a "jacket class" this year, but competition was fierce and cone carnage was furious. Between them, Tammy Breece's BMW 325is and Charina Jones' Pontiac Solstice were scored with 6 of the West Course markers. Breece got two clean runs and Jones just her last one, all three in the 64s, Jones quickest at 64.475 to lead by a tenth.

Friday became a one-run event because only run number two was clean for either driver. Breece got a 66.6 for a momentary lead before Jones followed her in with a 65.466 to total 129.941. A suspension failure on Breece's third run took away any hope of a win, leaving her 1.258sec behind.



"[Tom] O'Gorman ran a 60.652 to lead by 0.059sec and could only wait for Jones' third run"

runs with Montgomery a tenth behind. On second runs, Wes Hughson lowered that to a 60.8 in his S2000 followed by four drivers in the 61s. O'Gorman was sitting on two uncharacteristically slow 62s, when a mechanical problem with the Porsche finally required a vehicle swap.

O'Gorman switched to Alex Jones' Solstice for his third run and knocked down a 60.9. At the end of Thursday, Hughson had lowered the mark to 60.280, Jones had responded with a 60.6, and O'Gorman was in third.

Another row of dominoes began to tumble when Tammy Breece's DNF in FPL on Friday morning left Caius Boboescu and Keith Roberts



ride-hunting. Boboescu became Jones' new co-driver, and O'Gorman was out.

He remembered he'd turned competitive FP times in Sacha Tauber's BSP S2000, so it was rolled to the grid for him and Montgomery to use on the East Course.

By second runs, Jones was 0.3sec ahead of O'Gorman and Hughson, who were separated by 0.007sec. Third runs would be intense. Hughson's time was enough for a thin lead, but then a cone dropped him back to third. O'Gorman ran 60.652 to lead by 0.059sec and could only wait for Jones' third run.

Jones' scratch would also have taken a thin win, but two cones meant he would stand on run number two. That left O'Gorman enjoying a 0.059sec margin of victory as well as a fourth National Championship jacket.

Charlie Davis

F PREPARED

1. Tom O'Gorman	OhV
#94/#86 Por.914-6/Solstice/Honda S2000	121.575
2. Alex Jones	NwOh
#92 Pontiac Solstice GXP	121.634
3. Wes Hughson	Wire
#67 Honda S2000	121.980
4. Adam Norton	Ky
#95 Mazda Miata	123.160
5. Taylor George	Miss
#87 Honda S2000	123.300
6. Jesse Waymire	Wire
#167 Honda S2000	123.429
7. Kerry Coughlin/Delt (#187 Honda S2000); 8. Shawn Lambert/Ky (#195 Mazda Miata); 9. David Montgomery/Cinc (#194 Porsche 914-6/#186 Honda S2000); 10. Caius Boboescu/SagV (#119 BMW 325i/#192 Pontiac Solstice GXP); 11. Matthew Peck/LnSt (#99 Datsun 280Z); 12. Michael Tews/Milw (#47 Datsun 240Z); 13. Tom Holt/LnSt (#199 Datsun 280Z); 14. Keith Roberts/Det (#19 BMW 325i/#180 Datsun 240Z); 15. Richard Gray/SInd (#61 Pontiac Solstice); 16. Paul Ryan/Almo (#37 Nissan 370Z); 17. Larry Kurtz/NwOh (#80 Datsun 240Z); 18. Jonathan Griffith/KC (#84 Mazda RX-7).	

F PREPARED LADIES

1. Charina Jones	NwOh
#92 Pontiac Solstice GXP	129.941
2. Tammy Breece/Det (#19 BMW 325i).	

F PREPARED

Tom O'Gorman, originally registered to drive a Super Stock Camaro (presumably a place-holder registration), changed to an FP Porsche 914-6 co-driving with David Montgomery for the actual event - then O'Gorman ditched that car mid-competition for a Pontiac Solstice, and ended up in a Honda S2000. And he won. So, let's talk about how this came to be.

Adam Norton set the FP bar early at 61.2 on the first

KODAK MOMENT

Dana Gill is greeted by cheers in the grid after she cements the KML title.



MODIFIED CLASSES

A MODIFIED

This is an unusual situation. A husband and wife team finishes one-two in the fastest class of the event, A Modified. The husband is new to the class. He ran H Street last year. The wife, however, has years of A Mod experience.

A Modified, running in the third heat, only had four drivers: longtime practitioners Bill Goodale and Bob Barone in a pair of Dragons, and David

and Jenny O'Maley in S. Peter Smith's latest creation.

Lest anyone think minimal numbers mean minimal commitment, it needs only to be noted that the annual fastest time award presented by Small Fortune Racing was won by David O'Maley this year. It's not automatic for the A Mod winner, it's been taken by B Mod, FSAE, and last year it was Kart Mod.

Mr. O'Maley led from the beginning and won the class with

a total time of 105.803sec. His fast times were nearly equally split between his Thursday run on the West Course at 52.802sec and 53.001sec on Friday's East Course.

Mrs. O'Maley provided his closest competition, finishing 4.302sec behind for the second-place trophy. This despite her spectacular first-day spin attributed to an unwanted shoestrapping and accelerator pedal connection.

Her experience is understood knowing she's the daughter of S. Peter Smith, the vehicle sponsor, designer, and builder. Father and daughter ran together several times in Smith's earlier AM creation, dubbed simply "Prototype." The winning vehicle, a 2018 PSS, was clean and had aircraft-quality construction. Smith said he had designed and built the Suzuki-powered machine after retiring.

The O'Maleys worked



◀ AM

David O'Maley

Thanks Peter! Tri State Warbird Museum

#85 PSS

▼ BM

Matthew Ellam

#38 Omnifab Cheetah

closely to share ideas and help each other through some first-day high oil temperature and low battery voltage concerns to ensure they would each get three runs in.

David liked the East Course best because it allowed him drive through sweepers without lifting while hitting speeds of 75 to 85mph with g-forces up to 2.8. He said it was a lot of fun, but there was also some bone-jarring pain associated with a ride like this.

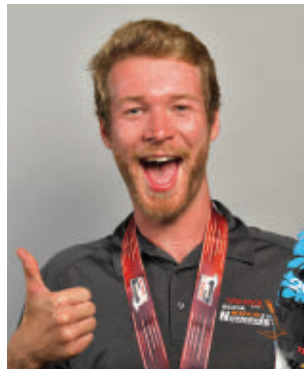
David Lehrschall

B MODIFIED

All five of last year's trophy winners returned to battle in B Mod, but this year there would be only four of the acrylic keepsakes available. And there were other challengers not seen recently.

Last year's top two, defending champ Matthew Ellam and runner-up Zachary Moore, resumed their battle on the West Course in Tuesday's third heat. After two runs, Moore's LeGrand Mk. 18 and Ellam's Omnifab Cheetah were both in the mid 55s, Moore a tenth ahead, but Ellam's final run of 55.296sec clinched FTD when Moore hung a DNF on the scoreboard. Ellam's dad, Tom, was another tenth back, 1.5sec distant from Jim Garry and Dan Cyr.

Going into the second day, the trophy positions mimicked 2018's results. Ellam thought Moore would have



the advantage with the more transition-heavy East Course, and on first runs Moore was almost a second quicker.

Cyr, last seen in 2016, had been fighting car problems Tuesday in his Lamm Mk V, but pulled things together on day two. By second runs, he was down in the same 54sec range as Ellam and Moore, able to cut off enough time to move up to third place.

Ellam was the first car on course with a low two-digit number while Moore ran last with the highest number in the class. Each could know the other's standing as they went to the starting line. Moore would have the last shot.

They went back and forth for that first-place spot, both dropping big chunks of time on every run. Ellam's crew, before the last run, worked to clean the OPR off of his tires, and that strategy paid off when he set the fastest B Mod run of 53.788sec. After



waiting for everyone else's turn, Moore's answer was a 54.1. Cyr ran a 54.3 to claim third place, a tenth of a second ahead of Tom Ellam.

Matt Ellam's 109.084 took the top trophy by 0.572sec and was announced Friday evening as the second-fastest time of the 2019 Nationals.

Chad Englert

C MODIFIED LADIES

Two CML drivers, nine Solo Nationals wins between them, helped kick off the 2019 Nationals on Tuesday, as the first heat on the East Course. After first runs, returning champion Sue Eckles had the rear cover off the car to troubleshoot a dead cylinder. Problem resolved and all cylinders firing, she attacked the course, but ran into pylon problems. With the plus-one added, she would have to settle for a 63.648; still the day's best but leaving an opening. Mari Clements, trying to make up ground from

"They went back and forth for that first-place spot, both dropping big chunks of time on every run"

A MODIFIED

1. David O'Maley #85 PSS	Atl 105.803
2. Jenny O'Maley #185 PSS	Atl 110.105
3. Robert Barone/NEng (#64 CK Dragon); 4. William Goodale/NEng (#38 Dragon F1).	

B MODIFIED

1. Matthew Ellam #38 Omnifab Cheetah	SanF 109.084
2. Zachary Moore #193 LeGrand Mk. 18	Milw 109.656
3. Dan Cyr #165 Lamm Mk. V	Chi 111.634
4. Tom Ellam #138 Omnifab Cheetah	SanF 111.766
5. Jim Garry/MoHu (#189 Cheetah SR1); 6. Marshall Moore/Milw (#93 LeGrand Mk. 18); 7. Rich Grupp/Atl (#55 Haviland); 8. Ken Hurd/MoHu (#89 Cheetah SR1); 9. Kyriacos Panayiotou/SnRv (#49 LeGrand Mk. 18); 10. Kenton Cabiness/Chi (#65 Lamm Mk. V).	

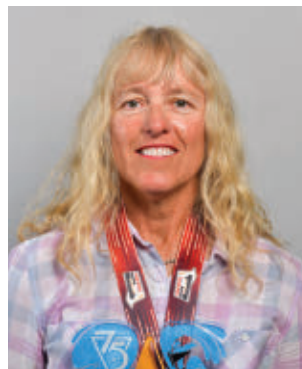
CM ▶

Anthony Porta
Honda/Hoosier
#94 Van Diemen RF94-Fit



CML ▼

Sue Eckles
#83 Reynard 83F

**C MODIFIED**

1. Anthony Porta	CSCC
#94 Van Diemen RF94-Fit	117.612
2. Ben Martinez	SanF
#195 Van Diemen RF84	117.813
3. Eric Clements	CSCC
#194 Van Diemen RF94-Fit	119.007
4. Greg Maloy	Det
#171 Dulon MP15	119.078
5. David Fauth	Colo
#96 Van Diemen RF95-Fit	119.078

(Tiebreak per Solo Rules 7.5, second-best times: Maloy 120.993, Fauth 121.010)

6. Corey Dyck/Badl (#193 Citation); 7. Barry Ott/ConD (#196 Van Diemen RF95-Fit); 8. David Thomas/NEng (#78 Reynard 83F); 9. John Ryan/StCt (#71 Dulon MP15); 10. Joshua Parker/NEng (#46 Reynard 85F); 11. Jaime Mendoza/SanF (#95 Van Diemen RF84); 12. Chuck Pyanowski/SCar (#90 Van Diemen RF86); 13. Brent Cary/Indy (#31 Reynard 88F); 14. David Flesher/Bucc (#93 Citation); 15. Stacey Strout/NEng (#146 Reynard 85F); 16. Vernon Maxey/KC (#4 Lynx B).

C MODIFIED LADIES

1. Sue Eckles	Neb
#83 Reynard 83F	124.799
2. Mari Clements/CSCC (#94 Van Diemen RF94-Fit).	

her first-run DNF, was within a second of the leader.

Wednesday's cooler morning temperatures brought tire issues for both drivers on the West Course. Progressive runs brought more heat and falling times. Eckles' third-run 61.151 combined for a total 124.799sec, and a 2.867sec win in the non-championship class.

"It's a bummer we didn't have a [three-car] class this year," Eckles said about the Ladies class not making the minimum entry count necessary to crown a National Champion. "But I don't need a jacket, I just need to have fun."

C MODIFIED

C Mod took to the East Course as the fourth heat on Tuesday, with 16 drivers in four makes of Formula F - some Ford powered, some with Honda Fit motors - and a lone Solo Vee.

Ben Martinez set the bar after first runs with a 59.9. Greg

"It's a bummer we didn't have a class this year... but I don't need a jacket, I just need to have fun"

SUE ECKLES

Maloy responded on his second run matching the prior-year champion's time with Anthony Porta and David Fauth putting in clean 60.0s. Martinez raised the bar his second run out with a 59.6. Porta, hitching his first CM Solo Nationals ride in the Clements family car, put in a last-run flyer of 59.1 for a brief lead. It lasted until Martinez, the next-to-last car on course, came through the finish gate with a 59.1 14. Maloy and Eric Clements both ended with high 59s to take third and fourth ahead of Fauth. At the close of business, the five trophy spots were covered by 0.95sec and 21 years of FF construction.

Wednesday's conditions were an ideal 76 degrees F under clear skies when CM gridded at

the West Course. Martinez again set the early fast time at 58.8, with Porta, Clements, and Fauth chasing with clean 59s. Early in the second runs, Porta put in a 58.454 to take the top spot. Fauth and Maloy both improved to end up in a total-time tie while Martinez picked up a little over a tenth, which was not enough to retake the lead.

On third runs, Porta blew the run and caught a cone, leaving the door wide open for Martinez.

"I thought there was a little more out there," Porta said later with a chuckle. "Turns out, I was wrong."

Martinez tripped the lights just shy of the mark, plus a cone. Porta's combined 117.612 earned him his second championship by a margin of 0.201sec.

"My wife and four-month-old daughter are here in the grid," said Porta, running in CM this year instead of his normal BSP car because of the new baby. The Clements family volunteered the seat so he could make it.

"I can't thank the Clements family enough," said Porta. "There was a lot that had to come together in addition to me driving well."

Clements brought home a 59.0, clinching the final spot on the podium. Neither Fauth nor Maloy could find final-run improvement to break their tie for the last two trophies, which invoked the rarely used tiebreak rule: second-best



DM

Eric Prill

H&R/Hoosier/BarekAub.com/Thanks BT!

#98 Locost 7

DML

Patty Tunnell

H&R/Hoosier/BarekAub.com

#98 Locost 7

runs. As it turned out, both drivers had to eat a cone on their second-best - Fauth had only one clean run Tuesday, Maloy was clean only once on Wednesday. The result left Maloy ahead of Fauth by 0.017sec.

Matt Boian

D MODIFIED LADIES

Day one of the DML championship was held on the West Course in Heat 1 on Thursday. Patty Tunnell, last year's DML champion running the same Acura-powered Locost 7, took the lead on her first run and stayed there all day. In fact, the finish order scarcely changed throughout the day, culminating in a 63.578 last run by Tunnell.

The ladies were back at it Friday on the East Course, with Tunnell leaving the door open for Lisa Garfield's Stalker AXR after a first run carrying an impressive six cones. Tunnell took a fairly safe 69.7 run on her second attempt, while Garfield charged home with a 67.7, erasing more than half of Tunnell's overall lead.

On her last run, Tunnell slammed the door with a clean 66.983, winning the class with a total time of 130.561sec, claiming her 15th National Championship title. A pylon left Garfield sitting on her second run, 4.455sec behind.

Tunnell said she was anything but confident. The majority of her autocross experience



"The 2019 Solo Nationals was only his 15th autocross. Ever. Thirteen of those have been the Solo Nationals"

has been in BMW street cars, not an open cockpit car with a viewpoint of less than two feet off the ground. She and her husband only bought the car last year, and they were barely able to campaign it this year because of other commitments and several mechanical issues.

D MODIFIED

DM was run in Heat 4 and was primarily a three-way battle at the top - two veteran autocrossers, each with seven past National Championship titles, and another with one National Championship title, but in a different discipline.

Bob Tunnell in the Locost, a Lotus 7 clone, was back co-driving with SCCA Vice President Eric Prill. The two were



challenged by Mark Huffman, in his gorgeous 1965 Lotus Elan, who took the lead with a 60.2 on his first run. Huffman's second run was a 59.686, a time matched to the thousandth by Prill on his third run to tie for the top spot. That didn't last long, however, as Tunnell laid down a 59.611 scorcher on his last run for a narrow 0.075sec lead entering day two.

All three front-runners struggled on their first East Course runs, Huffman and Tunnell each picking up a cone, and Prill way off pace. Prill recovered for his second run with a clean 60.6 while Huffman, right behind him, coned again; and then so did Tunnell. Prill was now in the lead while Tunnell and Huffman, despite the cones, still held second and third.

Prill's third run at 59.829 made him the only DM driver to crack the one-minute barrier on the East Course. Then he had sit on his 119.515 and wait. The wait wasn't long for

D MODIFIED

1. Eric Prill #98 Locost 7	Kan 119.515
2. Mark Huffman #99 Lotus Elan	Ariz 120.370
3. Bob Tunnell #198 Locost 7	Colo 121.568
4. Jeremy Ellerby #156 Jeep DJ3A	Iowa 122.968
5. Shane Chinonn-Rhoden #94 Stalker AXR	WDC 123.773
6. Chris Kunkel/WNY (#56 Jeep DJ3A); 7. Jeff Ellerby/Iowa (#78 Sprinto RC 1.4T); 8. Brian Garfield/WDC (#194 Stalker AXR); 9. Stephen Brinkerhoff/Indy (#77 Ultralite XR7); 10. Ted Lewis/Ariz (#1 Lotus Elan); 11. Darin Long/Iowa (#178 Sprinto RC 1.4T); 12. Alan Rae/Nwst (#39 Caterham Super 7); 13. Elliot Speidell/Ariz (#101 Lotus Elan); 14. Alex Jackson/NEng (#114 Exomotive Exocet); 15. Jason Fair/NEng (#14 Exomotive Exocet).	

D MODIFIED LADIES

1. Patty Tunnell #98 Locost 7	Colo 130.561
2. Lisa Garfield #94 Stalker AXR	WDC 135.016
3. Teresa Ellerby/Iowa (#78 Sprinto RC 1.4T); 5. Wanda Brinkerhoff/Indy (#77 Ultralite XR7).	

EM ▶

Jeff KieselKiesel Guitars/Avon Tyre
#43 KFR Turbo Sprite

EML ▼

Shawn KieselKiesel Guitars/Avon Tyre
#143 KFR Turbo Sprite

“He would finish at 116.717 and a total lead of 4.759sec, which was the largest Open class margin of victory at the event”

E MODIFIED

1. Jeff Kiesel	CSCC
#43 KFR Turbo Sprite	116.717
2. Jason Minehart	LnSt
#178 Stalker M-Spec AXR	121.476
3. Mark Sawatsky	Neb
#199 MGB	122.154
4. Nathan Gordon	Wire
#151 Stalker M-Spec AXR	122.972
5. Paul Wright/CFIa (#56 Jeep YC-J); 6. Jason Kupka/LnSt (#78 Stalker M-Spec AXR); 7. Brigit Sawatsky/Neb (#99 MGB); 8. Peter Raymond/ConD (#156 Jeep YC-J); 9. Mark Kiesel/SanD (#143 KFR Turbo Sprite); 10. Gregory Vincent/StCt (#27 Stalker AXR); 11. Glen Minehart/Dix (#51 Stalker M-Spec AXR); 12. Randy Hickman/Colo (#53 Corvette); 13. Sean Clark/Colo (#153 Corvette).	

E MODIFIED LADIES

1. Shawn Kiesel	CSCC
#143 KFR Turbo Sprite	125.833
2. Krista Minehart/Dix (#51 Stalker M-Spec AXR); 3. Kaila Kiesel/CSCC (#43 KFR Turbo Sprite).	

Huffman, who was through the lights before Prill reached his grid slot. Huffman managed a clean final attempt, but it was 0.855 shy of Prill's time.

Tunnell gave it a shot on his third run, but coned for a third time, leaving him nearly two seconds behind Huffman, although still on the third step of the podium.

Prill, primarily an SCCA road racer, became the 15th driver to win an SCCA National Championship in both disciplines, and only the second to win in Solo after his road racing crown (he won the Runoffs at Indianapolis Motor Speedway in 2017).

In fact, Prill said, the 2019 Solo Nationals was only his 15th autocross. Ever. Thirteen of those have been the Solo Nationals, going back to an exhibition run in 2002. He said Tunnell taught him everything he knew about driving an autocross fast.

Christian Korey**E MODIFIED LADIES**

It started out with the “whoosh” of the turbo as Kaila Kiesel lit the KFR Turbo Sprite. EML was ready for the East Course on Thursday. Kaila was competing in the third heat against her mom, Shawn, and Krista Minehart. All three coned their first runs.

Kaila had another pylon on her second try but got a clean third run, nearly matching Minehart's best time on her second run. When the day was done, Shawn's 63.881 had nearly a five-second lead on the class and earned her a 12th Solo Nationals win.

Day two was similar, with Shawn quickest at 61.952. Kaila was briefly in second place, but Minehart took it back on her third run, finishing 5.237sec behind.

Shawn said she was looking forward to Kaila getting faster and eventually going faster than mom - and her brother and father.

**E MODIFIED**

Just like in the Ladies class, the Open E Mod class in Heat 5 was announced with that familiar “whoosh” from the KFR Sprite. From there, everyone was chasing Jeff Kiesel, who had a bone in his teeth after his 12 Solo Nationals win streak that snapped last year.

After the first runs, Kiesel had a 2.5sec lead over Jason Minehart in a Stalker AXR, who would end up a distant second. During Kiesel's second run, the car rolled to a stop with a throttle cable issue. His third run was a 58.197.

The next day, Kiesel opened up the class again with a 59.6 run, then a 58.58, and finally a quicker 58.52. Nobody else broke into the 60s. He would finish at 116.717 and a total lead of 4.759sec, which was the largest Open class margin of victory at the event.

Minehart was challenged by Mark Sawatsky's shocking pink MGB and Nathan Gordon in another AXR, who ran almost the same times, but the deficit was too large.

Kiesel, with his 13th Solo Nationals win, broke out of a five-way tie to stand alone in the second spot on the “most championships” list. He said it was great to have another win after last year's “off” performance.

Matt Murray



▼ **FM**
Zak Kiesel
Kiesel Guitars
#194 Raptor

▼ **FML**
Kencey Christopher
#99 Novakar J9

F MODIFIED

F Modified, all Formula 500 cars this year with no Legends/Dwarf Cars in the field, helped raise the curtain of the 2019 Solo Nationals, running a warm first heat on Tuesday on the East Course.

Defending champion Zak Kiesel pretty much owned the field, starting with a 58.5sec run when nobody else could break into the 60s, then working down to 57.819 on his third run. Jason Hobbs, likewise, had a lock on second place, one of three drivers whose official first-run time was a 60, but his included a pylon which would not happen again as his next two were clean 58s. Will Lahee was the one with challengers, finishing the day as quickest of three drivers at 59.3, with three more at 59.5.

Day two was a little cooler and a little more of a test for Kiesel, taking a mechanical delay to repair a broken O2 sensor that he said left him down on horsepower. Not that anyone else noticed. Kiesel started his West Course runs with a high 57 and finished with a low one, 57.013. Kiesel is a product of SCCA's Junior Driver Program, winning JA in 2015. His 114.832sec time was his second-straight FM championship.

Coming in 1.342sec behind was Hobbs, three-time winner in FM, who gave a "hat's off to the kid; he can drive," Hobbs noted.

Lahee held onto third, focused on moving forward even though he had struggled this year with having to fix a bent axle only three weeks prior to Nationals, and a dropped cylinder. He was 1.2sec behind Hobbs, but only fractions ahead of the next four drivers in the class.

F MODIFIED LADIES

A dark cloud (about the only one of the week) loomed overhead as the third heat began. Rain seemed imminent and the wind had picked up, but only a light sprinkle fell during a brief lightning hold. Defending class champion Andrea Albin led the six-car class on the East Course with a fast time of 59.906, her only clean run. Next quickest was Kencey Christopher, almost two seconds slower. However, this story was far from over.

On the second day, Albin DNF'd her first run and had car problems with the Doof Wagon that left her down on power. She came back to get a second-run 62.6, which still led the class at that moment.

Christopher was also struggling with the Novakar, although the top two were well distant from the rest of the class. Her first run was dirty, and her second run was much slower. She said she "needed a clean run" - she got it, and more. A sizzling 60.239 for a total of 122.096 was enough to eclipse Albin by 0.417sec,



F MODIFIED		
1. Zak Kiesel	CSCC	114.832
#194 Raptor		
2. Jason Hobbs	LOL	116.174
#199 Novakar J9		
3. Will Lahee	Indy	117.407
#193 Red Devil MP4/4		
4. Dan Wheeler	KC	117.531
#88 DoofWagon		
5. Brad Smith	KC	117.858
#188 DoofWagon		
6. Justin Barbry	NCar	118.027
#91 Novakar J9		
7. Michelle Quinn	CFla	118.301
#196 KBS Mk. 7		
8. Radlee Bien	KC	118.697
#65 Red Devil		
9. Matt Murphy	LOL	118.881
#99 Novakar J9		
10. Matt Feeney/BIRg (#192 Novakar J9); 11. Michael Feeney/NCar (#191 Novakar J9); 12. Jeff Blumenthal/NeOh (#96 KBS Mk. 7); 13. Eric Janveaux/Fing (#44 Red Devil); 14. Gary Kramar/Tex (#135 Zink); 15. Josh Kikta/Indy (#93 Red Devil MP4/4); 16. Heyward Wagner/Atl (#94 Raptor); 17. Keith Beumer/LOL (#187 Demon); 18. Mark Yakich/ArzB (#87 Demon); 19. Phillip Penner/Tex (#35 Zink); 20. Nick Sullivan/Det (#174 KBS Invader); 21. Sean Feeney/NCar (#92 Novakar J9); 22. Dean Thornburg/Colo (#146 Maverick); 23. Chris Thomas/Wich (#29 Red Devil); 24. Tom Buckman/SagV (#74 Invader); 25. Steven Ekstrand/CSCC (#15 Wildcat); 26. Bill Crawford/Chi (#138 KBS Ramblebee Mk. 7); 27. Kevin McEnhill/Neb (#25 KBS Mk.		

IV); 28. Arnie Coleman/ConD (#46 Maverick); 29. Chris Perry/Chi (#38 KBS Ramblebee Mk. 7); 30. Tony Gentile/StCt (#16 KBS Ramblebee).

F MODIFIED LADIES

1. Kencey Christopher	TEX	122.096
#99 Novakar J9		
2. Andrea Albin	SILR	122.513
#88 DoofWagon		
3. Trisha Feeney/NCar (#91 Novakar J9); 4. Danielle Goulard/Fing (#44 Red Devil); 5. Susan Grunenwald/BIRg (#191 Novakar J9); 6. Stacey Miller/CSCC (#15 Wildcat).		

KM ▶

Larry MacLeod
Because Left Handed
#33 Tony Kart



KML ▼

Dana Gill
DLDD Racing
#58 KGB Pacemaker



one of these karts is tough and nearly impossible, especially on this awesome Jason Frank course. It's just about limiting the mistakes and keeping the early runs clean," MacLeod said in the celebration huddle. "It's hard trying to stay ahead of Wendel, and I'm so thrilled for Lower in third. The kid has been pushing hard."

KART MODIFIED LADIES

By Heat 5 for this Tuesday-Wednesday class, the mercury was reaching its high point, but not even the hot track conditions would keep Dana Gill from claiming the class championship after finishing as runner-up for the last two years.

Gill would stay fast and clean from the start, the only KML driver not to collect a cone. With times of 61.772sec on the East Course and 59.553sec on the West, both on her third runs, Gill's KGB/Honda Pacemaker ended up with a total time of 121.325sec and a 4.926sec gap over Kristina Clark.

The party was on in post-race grid. "It's been a long time coming," Gill said, "and a lot of hard work has gone into getting here. It feels great to finally have something for everyone who has supported me."

Keep an eye out for Gill working her way into the Open classes after completing a mechanical engineering degree at Wichita State.

William Bostic

KART MODIFIED

1. Larry MacLeod #33 Tony Kart	SagV 113.824
2. Daniel Wendel #44 Praga Dragon	CCar 115.023
3. Ryan Lower #31 CRG Road Rebel	CPa 115.532
4. Tom Harrington #194 CRG Road Rebel	LnSt 115.596
5. Eric Nelson #94 CRG Road Rebel	CSCC 116.010
6. Scott Boito/ETnn (#68 Mike Wilson); 7. Michel Burns/Det (#133 Tony Kart); 8. Alex Fullerton/SagV (#7 CRG Road Rebel); 9. Sam Dougherty/CCar (22 Intrepid Explorer); 10. Paul Durr/LasV (#56 CRG Road Rebel); 11. Sheldon Ekstrand/CSCC (#159 Intrepid); 12. Ted Visscher/ETnn (#86 Tony Kart Krypton); 13. Eric Less/Iowa (#40 PCR Red Rocket); 14. Alan Sheidler/NwOh (#17 Renspeed); 15. Colin Sheidler/NwOh (#168 Mike Wilson); 16. Tim Brueske/StL (Intrepid); 17. Robert Ekstrand/CSCC (#90 Energy Corse).	

KART MODIFIED LADIES

1. Dana Gill #58 KGB Pacemaker	MidS 121.325
2. Kristina Clark #11 Renspeed RS125	Colo 126.251
3. Crista Downey/CSCC (#90 Energy Corse); 4. Caroline Fullerton/SagV (#7 CRG Road Rebel).	

giving Christopher her fourth Solo Nationals victory.

Anne Vincent

K MODIFIED

Clear skies would greet Kart Modified during third heat on Tuesday, with the only cloud cover coming from the traditional kart engine warm-up in grid. Defending champion Larry MacLeod wasted little time establishing his bona fides, jumping into the lead on the East Course with an initial run more than 0.9sec ahead of second-best Ryan Lower. MacLeod would continue to stay clean and find more time in his Mod-Moto Tony Kart. His fastest run would come at the end on a 57.397, good enough for a half-second lead over Lower in a Honda-powered CRG Road Rebel. 2016-'17 champion Daniel Wendel would fight through early carburetor issues to hold down the third spot a tenth behind Lower.

Into day two, MacLeod said,

"It feels great to finally have something for everyone who has supported me"

DANA GILL

"The biggest thing is, I don't care about the other times that are run. I care more about what I run and try to focus on hitting all my marks."

MacLeod's assessment of the West Course was that it broke down into three critical spots. He appeared to hit all of those marks while scoring the fastest time of the day on a 56.427sec third run. Wendel, with the help of some loaned MG green slicks from MacLeod, would come back to claim the runner-up spot, passing Lower.

MacLeod would end up the only driver in the trophies who was clean on all six runs, scoring a total time of 113.824sec, good for a 1.199sec gap over Wendel's Praga Dragon.

"To get the perfect run in

SOLO AWARDS



"We come for the cars, but we stayed for the people." How often have SCCA members of all stripe and passion used that to explain their infatuation with what we do? We are serious about our fun. At the Solo National Championships evening banquets, we annually recognize those who perform at such a high level, and those who make the fun at a high level. They are why we stay.



THE SOLO CUP: Jim Garry (ABOVE), Mohawk-Hudson Region A member since 1990, his involvement has ranged from being a Divisional Steward in the Northeast Division, to a Solo Events Board member to involvement in Regional development and safety programs.

DRIVER OF EMINENCE: Frank Stagnaro (ABOVE, RIGHT), San Francisco Region It had to give Mike Maier, the 2017



recipient, a special joy to present the award to his mentor, whose resume includes four National Championships and a record 37 trophy finishes, most of them in one of the most iconic cars in Solo. The Maier Racing No. 36 Shelby GT350 first appeared 40 years ago at the 1979 Solo Nationals in Fort Worth, Texas, when Stagnaro placed third in C Prepared.

ROGER JOHNSON SPIRIT OF THE SPORT: Bryan Hayes (TOP, RIGHT), South Carolina Region His trailer load usually includes a big smoker to barbecue pork and sausage for the Carolinas/Atlanta bunch. He also volunteers with Operation BBQ Relief, a disaster response charity. This year, his XP Honda S2000 wasn't ready (he borrowed a Miata to run in CSP), so he brought his John Deere tractor, replete with wing, stickered and numbered for "Tractor Prepared," to use as a support vehicle while working as a course chief.

ROTHNEY-KOZLAK CUP: Tamra Krystinik, New England Region When the award for the female driver placing first or closest to first in an Open class was created in 2017, it was stated that no one could win it more than three times, after which that person would keep it. Krystinik did that as fast as it could be done. She won it the first two years as runner up in DSP. This year she won DSP, the sixth female to win an Open class. (The presentation also took note of Central Florida Region's Olivia Hammack, the 12-year-old girl who won Junior B, although she was not eligible for the award as JB is a supplemental class.)

DICK BERGER PERSEVERANCE AWARD: Raleigh Boreen, Indianapolis Region Boreen has been the elegant emcee of the evening banquets for many years and is also involved in many aspects of the SCCA. Embodying the standard of those who come for the fun undaunted by limited success, Boreen has trophied exactly once (in 1997) out of 28 Solo Nationals attempts.

SMALL FORTUNE RACING FTD AWARD: David O'Maley, Atlanta Region O'Maley toured both

courses this year in just 105.803sec to win A Modified, 3.2sec quicker than the second-fastest driver, the BM winner.



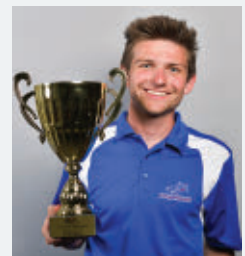
KIESEL GUITARS TOP PAX AWARDS: Billy Davis (ABOVE), New England Region; and Jeff Kiesel, Cal Club Region Davis claimed this award for a fourth time, winning CSP in the Tuesday-Wednesday group with an index of 103.774. No one else has won it more than once. Last year Kiesel was asked if he wanted to present the award. He declined, saying he wanted to win it. This year he did, setting top PAX of 104.345 in the Thursday-Friday group as the EM winner.

BOB WOODS AWARD: Julian Garfield (RIGHT), Washington DC Region Garfield was the highest placing student competing in Formula SAE, finishing second.

THE SILVER CIRCLE: Eleven drivers competed in their 25th Solo Nationals this year. Two of them won their class, Ron Bauer, Northwest Region, in BSP, and Ron Williams, Kansas, in GS. Others: Dennis Bay, Detroit, CAMT; Linda Duncan, Kansas, SSCL; Tom Ellam, San Francisco, BM; Todd Harris, Houston, CP; Tony Giordano Jr., Kansas City, XP; Aaron S. Miller, Detroit, ASP; Paul Neal, Gulf Coast, DP; G.H. Sharp, Central Carolinas, SSC, and Alek Tziortzis, Chicago, SSP.

MASTERS INDEX: Monty Pack, San Francisco Region Of 156 designated Masters drivers, Pack had the top index, 107.181, placing second in Super Street.

LADIES INDEX: Kate Fisher, Arizona Border Region 146 women drove in the Ladies Classes. Fisher had the top index, 107.058, as the winner of STXL.



SUPPLEMENTAL CLASSES

CAM-TRADITIONAL

Five years ago, Keith Lamming won the biggest CAM class. It was the first year for Classic American Muscle at the Solo Nationals, and Lamming won a seven-car CAM-C class with a 2011 Camaro. The whole category had all of 14 cars in three classes. Now Lamming has a 1968 Camaro for CAM-T, which had 18 cars. Sixty more cars ran in the other two CAM classes

Third heat on Tuesday, the East Course would play host to the roaring V8s of CAM-T, with an array of classic Mustangs and Camaros filling out the class. While not the most competitive car, the fan favorite was the gold-painted 1967 Ford Falcon station wagon of Jack and Chris Heideman, as the bulky land yacht wallowed its way through the sea of cones like a bull in a china shop.

At the pointy end of the field, meanwhile, Steve Seymore jumped to an early lead in his 1990 Ford Mustang sporting the classic number "28" in Davey Allison font. Seymore's 67.5 first run would stand in the lead for most of the day until Lamming took over the top spot on the "run of his life," a 66.811 third run to lead after day one. Chris Cargill in a 1985 Camaro was the quickest of the five drivers who made it into the 68s.

Going to the West Course for day two, Lamming hoped his 2014 CAM-C experience would help him keep the lead. "Don't screw up," Lamming



would calmly state. "Honestly that's been my whole mindset. I need to be smooth, look ahead, and even if I'm not the fastest, I think we still have enough to be in contention."

He wasn't the fastest, Wayne Atkins was, but he was fast enough. Lamming carried this calmness onto the busy course

and drove his LS3-powered Camaro to three clean and fast runs, his second-run time of 67.5sec extending his lead. Cargill and Atkins, sharing a car, seemed to find an ideal setup for the Jason Frank layout as Cargill beat Lamming's time with a 67.4 on his second run; Atkins would turn FTD

of 67.321 on his third run.

Those times locked up the other two steps on the podium for the pair, Cargill 1.126sec back from Lamming, with Seymore taking fourth.

Five years since his inaugural Nationals victory, Lamming had a new appreciation for the win. "It's hard," he said.



QUICK THINKING

With a minimal amount of time between runs, any tweaks or repairs completed on grid during the Solo National Championships need to happen rapidly.

"I totally appreciate the amount of work these guys put into it. We have traded wins all year, and luckily I didn't mess it up too bad today."

William Bostic

CAM-SPORT

With V8 two-seaters ranging from a 1965 vintage Cobra

to a 2019 modern Corvette, 23 drivers came to play in CAM-S, and Jadrice Toussaint, piloting a stock 2017 Corvette Grand Sport, was feeling really good as Tuesday's fourth heat began. "There are lots of fast cars in this class, but I'm going to lean on my experience," said Toussaint, with two prior

championships in his kit. Justin Peachey, whose Z06 was 10 years older, was a little less confident. "The car has been really loose," he said.

Toussaint chose the No. 1 to be first car out - and the first numbers to flash on the timer display, 65.804, would never be beaten. Although no one was

able to catch Toussaint, things got much closer through the day. When the last car came through the lights, David Rock's 2001 'Vette, he was in fifth among a phalanx of 10 cars in the 66sec range. Just ahead of him on course, David Lousteau's 66.0 in a 1965 Shelby Cobra was good for second with

CAM T ▶

Keith Lamming
Sticky Motorsports/CAM
Nation/thanks Patrick!
#72 Chevrolet Camaro



CAM S ▼

Jadrice Toussaint
My Wallet
#1 Chevrolet Corvette GS



only other driver with a clean 65 to take second place, 0.537sec back. Nwanagu used his final run to grab fourth ahead of McHugh.

Vivek Goel

CAM-CONTEMPORARY

CAM-C hit the courses on Tuesday during the third heat on the West Course at the same time CAM-T was firing up on the East Course. The entire Lincoln Airpark competition surface was taken over by Classic American Muscle. The late-models featured Camaros, Mustangs, and even a Cadillac ATS-V – and all three ended up on the podium.

Mike Johnson, who won last year in CAM-Sport, took the first-run lead in his Camaro 1LE with a 66.376. It turned out to be FTD. His next two runs were a DNF followed by a slower 66. “The tires seemed to get greasy,” he said. Next day, he decided, he would focus on clean driving and tire management.

James Paulson, on his last run, edged into the second spot just a quarter-second behind Johnson, followed by J.J. Mallrich, David Feighner, and Alexander Doss, all with 66.6sec runs. All 10 of the trophy positions were within 0.7sec, so it was anyone’s race.

On the East Course in his Mustang GT, James Paulson put down three 66sec runs, closing with a 66.7 to keep his second-place position. Doss also got down to 66.7, which left him in third place with the Cadillac.

“I totally appreciate the amount of work these guys put into it. We have traded wins all year”

KEITH LAMMING

Scott McHugh’s 2019 Grand Sport in third and Toussaint’s co-driver, Jon Nwanagu, in fourth. Peachey was down in seventh with only one clean run.

Toussaint had a simple plan for his East Course first run. “I want it to be fast, obviously, but clean. It must be clean,” he said. It was and was the only one in the 65sec range for a huge early lead. Peachey, frustrated by not being able to attack the course because of his mishandling car, found himself in trouble, sitting on a double-coned run.

Toussaint had a little more left, going 65.708 on his second run to take the win. Peachey finally found a good one, again his only clean run, but it would do for third place. On final runs, Lousteau joined Toussaint as the

CAM TRADITIONAL

1. Keith Lamming #72 Camaro	KC 134.408
2. Chris Cargill #95 Camaro	Hous 135.534
3. Wayne Atkins #195 Camaro	Tex 135.693
4. Steve Seymore #28 Mustang	Dix 135.821
5. Rob Ippolito #128 Mustang	Dix 137.341
6. John Williams #89 Mustang	Neb 137.988
7. Mike Trenkle/Colo (#133 Mustang); 8. Patrick Darling/KC (#172 Camaro); 9. Dennis Bay/Det (#98 Camaro); 10. Josh McDonough/Det (#96 Camaro); 11. Kelley Jaeger/Colo (#33 Mustang); 12. Joseph Craley/NwOh (#152 Mustang LX); 13. Jack Heideman/Wmch (#124 Ford Falcon Wagon); 14. Chris Heideman/Wmch (#24 Ford Falcon Wagon); 15. Jeremy Selenius/KC (#65 Mustang); 16. Joe Craley/NwOh (#52 Mustang); 17. Ken McDonough/StL (#196 Camaro); 18. Byron Burnham/Neb (#75 Chevrolet Vega).	

CAM SPORT

1. Jadrice Toussaint #1 Corvette GS	CCar 131.512
2. David Lousteau #198 AC Shelby Cobra	Ark 132.049
3. Justin Peachey #145 Corvette Z06	Susq 132.754
4. Jon Nwanagu #101 Corvette GS	CCar 132.777
5. Scott McHugh #171 Corvette GS	CSCC 132.919
6. David Rock #199 Corvette Z06	ArzB 132.965
7. Eric Brown #95 Corvette Z06	Ky 133.206
8. Eric Peachey/Susq (#45 Corvette Z06); 9. Hunter Poole/Det (#80 Corvette GS); 10. David Lousteau Sr/Ark (#98 AC Shelby Cobra); 11. Steve Waters/Atl (#9 Corvette); 12. Kerry Gonzales/Ariz (#99 Corvette Z06); 13. Jeff Bakken/NEng (#102 Corvette); 14. Stefan Frick/Det (#180 Corvette GS); 15. Clay Turner/ConD (#90 Factory Five Cobra); 16. Zach Driver/Hous (#81 Corvette Z06); 17. Kevin Keys/FtWn (#93 Corvette); 18. Vernon Jolley/Utah (#71 Corvette GS); 19. Kent Kroll/Hous (#181 Corvette Z06); 20. Jeff Vineyard/Almo (#88 Corvette); 21. Steve Belliveau/NEng (#2 Corvette); 22. Kent Radford/Neb (#68 Corvette).	



◀ **CAM C**
Mike Johnson
Evoschool/BFGoodrich
#188 Chevrolet Camaro SS 1LE

▼ **FSAE**
John Price
UTA Racing
#119 UTA F19

The day's quickest two drivers, both in Mustangs, ended up just off the podium. Scott Steider was second quickest at 66.6 to climb from ninth to fourth. Making some suspension changes to his pony car paid off for Don Slevin, whose 66.530 gave him a boost from 12th to fifth.

A spread of just over 0.3sec covered the top five drivers on the East Course, with Johnson the slowest of that group at 66.8. But it was enough for the win. Johnson's runs totaled 133.234, a scant 0.125sec ahead of Paulson, and good enough for the win.

Chad Englert



"The main contest developed between John Price...driving UTA's latest creation, the F19, and Julian Garfield"

Nicolas Daly and Christopher Dunn in the older F16.

That anomaly was soundly corrected by Price on his next run, a 57.514. The only other drivers below 60 were the pair from WWU, Trevor McDermott and Jared Floyd, both with 59s in the Viking 43. On third runs, Price found no help, but Garfield did, logging a 57.5 of his own and closing within half a tenth. McDermott found a 58 to move into third, and Price's co-driver, Timothy Stevens, finally broke 60 to slot into fourth.

On the second day, Price ran even faster, crossing the beam at 56.116 on his second run to total 113.630sec. Garfield logged a 57.1 on the same run, but on his third time out, the right rear wheel caught the carbon



CAM CONTEMPORARY

1. Mike Johnson #188 Camaro SS 1LE	BIRg 133.234
2. James Paulson #130 Mustang GT	Ore 133.359
3. Alexander Doss #189 Cadillac ATS-V	Det 133.438
4. Scott Steider #199 Mustang GT	Tex 133.607
5. Don Slevin #5 Mustang GT	NNJ 133.761
6. J.J. Mallrich #182 Camaro Z28	StL 134.097
7. Paul Townsend #186 Camaro LT1	Det 134.166
8. Matt Lucas #99 Mustang GT	Tex 134.372
9. David Feighner #28 Mustang	SagV 134.373
10. Randy Adkins #198 Ford Shelby GT350	ETnn 134.815
11. James Thomas/ETnn (#98 Ford Shelby GT350); 12. John Laughlin/NwOh (#57 Camaro); 13. Tyler Chantrenne/Det (#89 Cadillac ATS-V); 14. Cody Grissom/Okla (#176 Camaro SS 1LE); 15. Brian Johns/Tenn (#96 Mustang GT500); 16. Karl Riggs/Det (#86 Camaro LT1); 17. James Hodges/Neb (#32 Camaro); 18. Robert Gosda/Chi (#95 Mustang); 19. Robert Stanley/Colo (#27 Mustang GT); 20. Carlton Griggs/SJy (#82 Camaro Z28); 21. Dave Whitworth/Neb (#139 Mustang); 22. Brian Meyer/KC (#39 Mustang); 23. Raleigh Boreen/Indy (#87 Camaro Z28); 24. Corey Pettett/Ark (#56 Mustang); 25. David Gushwa/SBnd (#14 Mustang Boss 302); 26. Terry	

Brown/Colo (#91 Mustang GT); 27. Mark Grissom/Okla (#76 Camaro SS 1LE); 28. Jeff Wagenknecht/GtRv (#17 Mustang GT); 29. Jeremy Scotton/KC (#23 Camaro); 30. Joe Johnson/Iowa (#10 Camaro); 31. Bryan Packingham/Iowa (#190 Mustang); 32. Lorien Feighner/SagV (#128 Mustang); 33. Curt Luther/CSCC (#9 Camaro); 34. Danielle Paulson/Ore (#30 Mustang GT); 35. Velma Boreen/Indy (#187 Camaro Z28); 36. Leah Julich/Iowa (#90 Mustang); 37. Robert Weathers/Almo (#88 Camaro SS 1LE).

FORMULA SAE

1. John Price #119 UTA F19	Tex 113.630
2. Julian Garfield #121 Jayhawk JMS19c	WDC 114.730
3. Nicolas Daly #16 UTA F16	Tex 116.502
4. Timothy Stevens #19 UTA F19	Tex 117.112
5. Trevor McDermott/Nwst (#43 WWU VRI Viking 43); 6. Jared Floyd/Nest (#143 WWU VRI Viking 43); 7. Christopher Dunn/Tex (#116 UTA F16); 8. Alexandre Zugazagoitia/KC (#196 Jayhawk JMS 17c); 9. Mark Rowland/KC (#87 Powercat Lynx 2.0); 10. Mason Lieb/Kan (#96 Jayhawk JMS 17c); 11. Nathan Ahlgren/WDC (#21 Jayhawk JMS 19c).	

FORMULA SAE

The usual suspects were in grid for Formula SAE this year: four drivers in two cars from the University of Texas-Arlington, four drivers in a pair of cars from the University of Kansas, and one driver from Kansas State University. Then there was the first-time entry for two drivers from Western Washington University, who very nearly crashed the trophy party.

The main contest developed between John Price (who won FSAE two years ago) driving UTA's latest creation, the F19, and Julian Garfield in the current Jayhawk Motorsports weapon, JMS19c. First runs boded well for Garfield with a 57.9 while Price only did a 60 behind UTA teammates

JA ▶

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


JB ▼

Olivia Hammac

Mom and Dad

#79 Margay Ignite K3**JUNIOR B**

The youngest drivers at the Solo Nationals, eight Junior B drivers, were in the spotlight of the first heat of the first day on the East Course. Cold tires and the "honor" of sweeping the course had minimal impact on Olivia Hammac, who set a good first run in her Margay Ignite K3.

She continued to reduce her time in each run to set a fast time of 69.127. Even with cooler temperatures on the second day, Hammac set a good first run. Although she was slower on her second run, she ran a 69.705 to set the fast time for day two and a combined time of 138.832sec for the win - the first girl to win a Junior Kart class at the Solo Nationals.

The young lady admitted she wasn't used to driving on the cold tires, so she focused on trying to drive slower where she needed to and not slide the car as much. She relied on her self-talk along with guidance from her parents.

Coming in 1.971sec behind to take second place was Max Knop in his CRG. Cold tires caused a spin on his first run and made the car slide more, he said. Coming from behind after being stuck on the course on day one and having a DNF for his last run of the day, then also contending with cold tires and another DNF on day two, was Hudson Heaton to grab the last trophy from Alana McKee.

Anne Vincent

"[Olivia Hammac] admitted she wasn't used to driving on the cold tires, so she focused on trying to drive slower"

JUNIOR A

1. Mason Herrick	Neb
#81 CRG Santana	125.149
2. Carter Heaton	Neb
#82 Tony Kart	126.477
3. Erika McKee	SanF
#41 Emmick	128.079
4. Robbie Campbell/Phil (#12 Sodi Clesta); 5. Conner Herrick/Neb (#98 CRG Black Star); 6. Ethan Fudge/SanD (#92 Tony Kart); 7. Darren Thomas/Wich (#18 Margay Brava); 8. Nicholas Houliaras/Phil (#27 CRG Forza); 9. Abigail Dorsey/Colo (#48 Arrow AX7).	

JUNIOR B

1. Olivia Hammac	CFIa
#79 Margay Ignite K3	138.832
2. Max Knop	Neb
#90 CRG	140.803
3. Hudson Heaton	Neb
#99 Birel	143.069
4. Alana McKee/SanF (#41 Emmick); 5. Ethan Turpin/Ark (#91 CRG Kalifornia); 6. Zachary Minehart/CFIa (#61 Kosmic World Formula); 7. Jacob Houliaras/Phil (#7 Track Magic Cadet); 8. Zane Hyman/LnSt (#191 CRG Kalifornia).	

fiber ground effects underbody panel breaking the lower control arm. Garfield wrestled the car to the finish, but the run was blown and he was 1.1sec shy of the win. Daly scored a 57-zip and Stevens a 58-zip to snap up the final two trophies, leaving WWU's McDermott on the outside by just 0.007sec.

Mark Steichen**JUNIOR A**

Mason Herrick was gunning for his fifth Nationals win before moving to big cars. Running the East Course in the third heat on Tuesday he took the fast time of 62.370, comfortably ahead of Carter Heaton's 63.6. It was good he'd established a lead because on Wednesday, Heaton brought the heat.

Herrick advised that the older kids with more experience were able to make better guesses on gearing for the course. For the second day of competition, he decided to change to a higher acceleration

gear in his CRG Santana for his third run, and that caused him to overdrive portions of the course. As such, he was left standing on his second-run 62.779, watching as Heaton, last year's Junior B winner, closed out with a 62.8 in his Tony Kart.

With a total time of 125.149sec, Mason took his fifth Junior Kart win as well as his fourth time winning a McClintock-Berry Award - the Junior equivalent of the Triad Award (two Tour wins plus the Solo Nationals).

Heaton had to overcome cone issues on his first two runs of day one. The next day, with two solid clean runs in his pocket, he said he went for it on his third run and found time close to within 0.030sec of Herrick for the day, finishing 1.328sec behind. Holding third place on both days of competition, Erica McKee drove an Emmick to her first Solo Nationals trophy, 1.6sec behind Heaton and 0.2sec ahead of Robbie Campbell.



Sun Rises... Revs Climb... Adrenaline Rush.

This is the day...
your chance to live out the dream
you've been chasing ever since you first got
behind the wheel. This is what real feels like.
You're at the Skip Barber Racing School...
buckling in for the drive of your life.



A Gift Certificate for a
supreme racing or driving
experience at one of our
legendary tracks is just a
click or phone call away.

866-932-1949

skipbarber.com





How does one win a ProSolo National Championship? If you desire confidence entering the Tire Rack ProSolo Finale, you'd better perform exceptionally well during the Tire Rack ProSolo National Series season, scoring at least one win and logging no worse than a runner-up finish at another

event. That's not to say you can't succeed with less, but the endgame of a championship is exceedingly more difficult should your season-long performance miss the mark. But, as ProSolo contenders discovered this year, you're not just fighting your own performance; there's the weather to deal with.

As SCCA's Senior Director

of Rally/Solo Howard Duncan pointed out at the 2019 ProSolo awards banquet, this year's ProSolo season can best be summed up in one word: rain. It is, therefore, fitting that Saturday morning at the ProSolo Finale, which took place on Aug. 30-Sept 1 at Lincoln Airpark in Nebraska, kicked off fully wet, with rain

that began to fall in the early hours of the morning still soaking the twin courses.

Things weren't as bad as they could have been, however, as the rain ceased at about the time the competition began on Saturday. Still, this meant that competitors in the first couple of run groups would don rain tires, with the next



The 2019 Tire Rack ProSolo Finale saw season-long battles of many kinds, but the cream always rises to the top

WORDS Paul Brown | MAIN IMAGE Rupert Berrington

several groups of competitors tackling the courses in mixed conditions. Beyond that, conditions were close to perfect.

It should be noted that the ProSolo Finale did experience a snag due, in part, to its soggy beginning. Combining those early wet runs with a sellout showing resulted in a long day; and as the sun set, Saturday's final run group was paused until Sunday morning, with that grouping concluding their runs the following morning.

All these ProSolo Finale runs were made on Sam Strano-designed courses, and the general consensus was that both courses were unusually well balanced. The sheer enormity of the concrete Lincoln, Neb., site tends to result in courses that favor power over handling, and course designers are sometimes tempted to overcompensate for this. With as many Indexed classes as ProSolo has, balanced courses are a requirement; to that end, Strano executed a well-balanced battlefield.

CLASS CHAMPS

Back to the season-long points battles, drivers who had perfect points in class (two regular season wins plus a Finale win) included Erik Strelnieks in an SS Acura NSX, Mark Scroggs in a CS ND Miata, Joey Green in an ES MR2 Spyder, John Hale in an STU Subaru STi, Kyle Herbst in an STX FR-S, Rich DiMarco in an STS NA Miata, Craig Wilcox in an SMF Civic in S1 (an indexed

CELEBRATION

(ABOVE) Kevin Dietz (98) lines up against Mark Scroggs in the final round of the Super Challenge, with Dietz using that win to help clinch the overall Super Challenge title. (LEFT) Dietz (right) and Kate Fisher (left) celebrate their Super and Ladies Challenge wins.





HEADS UP

(TOP) Shelly Monfort (41) and Kate Fisher (86) launch into the final round of the Ladies Challenge. (ABOVE, LEFT to RIGHT) Teslas face off, with David Marcus (79) clinching the B Street Finale and overall class win. Neal Tovsen took the S2 Finale victory. In R1, Zak Kiesel claimed the win. S3 saw Jeff Wong on top.

class including all classes in the Street Modified category), Jeff Wong in the family Camaro in S3 (an indexed class including DSP, ESP, and FSP), Ron Williams in a GS Civic in S4 (an indexed class including DS, FS, GS, and STH), Justin Peachey in a CAM-S Corvette in the combined CAM indexed class, and Mason Herrick in a JA CRG. Scoring perfect points in the Ladies indexed classes were Shelly Monfort in an SS Corvette in L1 (the ladies class made up of all vehicles on race tires), Annie Gill in a GS Civic Si in L2 (a ladies class for all Street-category vehicles), Kim Whitener in the family STS Miata in L3 (the ladies class of all Street Touring vehicles), and Chris Peterson in the shared SSC FR-S in L4 (SSCL in non-ProSolos).

Drivers who had a first- and second-place finish during

the regular season and added a Finale win to take their championships included David Marcus in a Tesla in BS, Alex Piehl in a Fiesta ST in HS, Zak Kiesel in an FM Raptor in R1 (a class made up of all Modified-category vehicles), Patrick Washburn in the freshly built EP Civic in R2 (a class made up of all Prepared-category vehicles), and Olivia Hammac in a JB Margay.

The rest of the classes were won with different combinations of points. Josh Luster had a forgettable season in AS before winning the class at the Final, but Vivek Goel survived a second-place ProSolo Finale finish to take the season championship. In SSC, Jimmy Vadjak demonstrated the importance of the regular season, as he entered the Finale with a pair of runner-up finishes and won at the Finale;

however, Kevin Dietz had a pair of regular season wins, which meant that his close second at the Finale gave him the points to win the class for the year. Similarly, Grant Reeve's SSR win at the Finale left him trailing Sam Strano by one point for the year. Brian Karwan had a pair of second-place regular season finishes in STR, but there were few drivers with two wins, and none of them finished second to him at the event.

Billy Davis had perhaps the most unusual route to his S2 (made up of SSP, ASP, BSP and CSP) championship. Mechanical gremlins prevented his usual stellar performance, leaving him in third place at the Finale. Neal Tovsen and Tom Berry had unusually quiet years, so their first- and second-place finishes in Lincoln were not enough to overcome Davis' two wins.

"If you desire confidence entering the...Finale, you'd better perform exceptionally well during the...season"

THE CHALLENGES

With class competition complete, the Challenges commenced. On the "L" side of things, season success tends to be measured in multiple podium finishes for multiple drivers, so Finale results are absolutely critical when seeking the Fletcher Cup. On the Open side, that is far less true. Two solid finishes, either both in the regular season, or one there and one at the Finale, are enough to vie for a top spot. A driver with three good results is all but sure to win the Johnson-Clark-Johnson Cup. The 2019 winners fit that pattern, though it is a bit unusual that the

THE GIFT THAT KEEPS GIVING ...LAP AFTER LAP



▲ **MXG**
7" TFT DISPLAY
DASH LOGGER

▲ **MXP**
6" TFT DISPLAY
DASH LOGGER

▲ **MXS**
5" TFT DISPLAY
DASH LOGGER

TFT DASH LOGGER FAMILY

AIM SPORTS LLC - TEL: (800) 718-9090 • LAKE ELSINORE, CA • ROANOKE, VA • AIMSPO RTS.COM



Gamma Titanium
Aluminide.
Jets use this stuff
for a reason.



BorgWarner's EFR™ Series super-cores and turbochargers are built using Gamma Titanium Aluminide. This lightweight, high-strength material is close to 50% lighter than its Inconel® counterpart and helps to deliver quick engine boost when needed.

No matter if it's on the road or in the sky, nothing comes close to the boosting sensation delivered by Gamma-Ti.





winners of both Challenges also ended up claiming the Cups.

Kate Fisher benefited from some luck this year. Her first-round opponent, Jordan Towns, coned, leaving Fisher to face the talented Kim Whitener in the second round - where Whitener red lit. Fisher had to beat Annie Gill in the third round on time, which is no easy feat. Then finishing off the who's who list in the final round, Shelley Monfort coned her second side, though at that point Fisher already had won the Fletcher

"Kevin Dietz won two of his rounds on time, beating Matt Waldbaum in the first round and Jeff Wong in the final four"

Cup when Cindy Duncan beat Gill for third place, putting a new name on that trophy for the first time in years, after Towns, Whitener, and Christine Grice swapped it around.

In the Super Challenge, David Whitener had a point lead coming in, with a second place

at Grenada with high-qualifying bonus points followed by a win at the Spring Nationals. Mark Madarash wasn't far behind, adding top qualifier bonus points at the Spring Nationals to a third-round exit at the event plus a win at Topeka. Jeff Wong had a win at Crow's Landing, then made it to the second round at Mineral Wells, and with qualifying bonus points at both events, he was only a couple of points behind Madarash.

There were also a number of drivers with a win and a

third-round exit, so the Finale Super Challenge would come down to who could survive into the late rounds.

Whitener, however, failed to qualify, while Madarash didn't get out of the first round. Then luck (or bad luck, depending on how it affected you) entered the equation, with top finishers benefiting from cones and red lights by their opponents.

Kevin Dietz won two of his rounds on time, beating Matt Waldbaum in the first round and Jeff Wong in the final four.



DRYING OUT

(TOP) While the ProSolo Finale began in the wet, the conditions soon dried off. (BOTTOM, from LEFT to RIGHT) Olivia Hammac claimed top honors in JB. In S1, it was Craig Wilcox with the win. Grant Reeve took SSR at the Finale, finishing just one point down in the overall class standings. In SS, it was Erik Strelnieks with the Finale and overall win.

Ryan Otis coned in the second, Patrick Washburn red lit in the third, and Mark Scroggs had a DNF in the final. Wong then had to win each round to get to the final four before Dimarco red lit in the consolation runoff to give him third place at the event in what was the runoff for second place for the year.

It turns out that the Dietz-Wong pairing in the final four was for the JCJ Cup, as Scroggs, surprisingly, had not had any Challenge success during the regular season.

And with that, the 2019 Tire Rack ProSolo National Series came to a conclusion. Many of the 300 participants attended the ProSolo banquet (where Howard noted the season-long battle with the rain), and nearly all competitors began the mental process of exchanging their ProSolo hats for ones targeting the Tire Rack Solo National Championships, which began days later on the same plot of concrete at Lincoln Airpark. 📍

TIRE RACK PROSOLO NATIONAL SERIES

LINCOLN AIRPARK | Lincoln, Neb. | Aug. 30-Sept. 1, 2019

FINALE RESULTS

SSR: 1. Grant Reeve (Corvette) 75.405; 2. Sam Strano (Chevrolet); 3. Matthew Braun (Chevrolet); **SS:** 1. Erik Strelnieks (Acura) 78.580; 2. James Yom (Porsche); 3. Monty Pack (Porsche); **AS:** 1. Josh Luster (Chevrolet) 78.933; 2. Vivek Goel (Chevrolet); 3. Ryan Clark (Porsche); **BS:** 1. David Marcus (Tesla) 80.082; 2. Jason Bucki (BMW); 3. Mark Daddio (Ford); **CS:** 1. Mark Scroggs (Mazda) 80.489; 2. Darrin DiSimo (Mazda); 3. Paul Frey (Mazda); **ES:** 1. Joey Green (Toyota) 81.956; 2. Matt Waldbaum (Mazda); 3. Bartek Borowski (Mazda); **HS:** 1. Alex Piehl (Ford) 84.248; 2. Greg Reno (Mini); 3. Cameron Goode (Honda); **STU:** 1. John Hale (Subaru) 79.203; 2. Jimmy Au-Yeung (Mitsubishi); 3. Mark Hill (Mitsubishi); **STR:** 1. Brian Karwan (Mazda) 78.244; 2. Marcus Pyne (Mazda); 3. Mark Dudek (Mazda); **STX:** 1. Kyle Herbst (Scion) 79.243; 2. Raymond Dsouza (Subaru); 3. Mack Tsang (Subaru); **STS:** 1. Rich DiMarco (Mazda) 80.107; 2. Mark McKnight (Honda); 3. Gerry Terranova (Mazda); **SSC:** 1. Jimmy Vajdak (Scion) 82.878; 2. Kevin Dietz (Scion); 3. Matt McCabe (Scion); **CAM:** 1. Justin Peachey (Chevrolet) 63.395; 2. Mark Madarash (Pontiac); 3. Eric Peachey (Chevrolet); **S1:** Craig Wilcox (Honda) 62.768. 2. John Vitamvas (Mazda); 3. Randall Wilcox (Mazda); **S2:** 1. Neal Tovsen (Mazda) 63.308; 2. Tom Berry (Mitsubishi); 3. Billy Davis (Mazda); **S3:** 1. Jeff Wong (Chevrolet) 63.534; 2. Andrew Blasiman (Volkswagen); 3. P.J. Corrales (Infinity); **S4:** 1. Ron Williams (Honda) 62.847; 2. Ryan Otis (Ford); 3. David Hedderick (Audi); **R1:** 1. Zak Kiesel (Raptor) 63.185; 2. Jason Hobbs (Novakar); 3. Jeff Kiesel (KFR Turbo Sprite); **R2:** 1. Patrick Washburn (Honda) 63.324; 2. Chris DeLay (Honda); 3. Matthew Hodges (Mazda); **L1:** 1. Shelly Monfort (Chevrolet) 65.114; 2. Christine Grice (Mitsubishi); 3. Hilary Anderson Frank (Honda); **L2:** 1. Annie Gill (Honda) 63.636; 2. Laura Campbell (Tesla); 3. Jordan Towns (Subaru); **L3:** 1. Kim Whitener (Mazda) 64.123; 2. Kate Fisher (Scion); 3. Crissy Weaver (Audi); **L4:** 1. Chris Peterson (Scion) 65.194; 2. Cindy Duncan (Subaru); 3. Jennifer Bedell (Scion); **FJA:** 1. Mason Herrick (CRG Kart) 79.387; 2. Carter Heaton (Tony Kart); 3. Conner Herrick (CRG Kart); **FJB:** 1. Olivia Hammac (Margay Kart) 86.572; 2. Hudson Heaton (Birel Kart); 3. Alana McKee (Emmick Kart); **Super Challenge:** 1. Kevin Dietz (Scion); 2. Mark Scroggs (Mazda); 3. Jeff Wong (Chevrolet); **Ladies Challenge:** 1. Kate Fisher (Scion); 2. Shelly Monfort (Chevrolet); 3. Cindy Duncan (Subaru).

2019 TIRE RACK PROSOLO CHAMPIONSHIP STANDINGS

SSR: 1. Sam Strano (Chevrolet); 2. Grant Reeve (Chevrolet); 3. Alex Muresan (Porsche); **SS:** 1. Erik Strelnieks (Acura); 2. James Yom (Porsche); 3. Monty Pack (Porsche); **AS:** 1. Vivek Goel (Chevrolet); 2. Ryan Clark (Porsche); 3. Yuri Kholondyrev (Porsche); **BS:** 1. David Marcus (Tesla); 2. Jay Balducci (BMW); 3. Jason Bucki (BMW); **CS:** 1. Mark Scroggs (Mazda); 2. Darrin DiSimo (Mazda); 3. Paul Frey (Mazda); **ES:** 1. Joey Green (Toyota); 2. Matt Waldbaum (Mazda); 3. Bartek Borowski (Mazda); **HS:** 1. Alex Piehl (Ford); 2. Cameron Goode (Honda); 3. Greg Reno (Mini); **STU:** 1. John Hale (Subaru); 2. Jimmy Au-Yeung (Mitsubishi); 3. Mark Hill (Mitsubishi); **STR:** 1. Brian Karwan (Mazda); 2. Mark Dudek (Mazda); 3. David Whitener (Mazda); **STX:** 1. Kyle Herbst (Scion); 2. Raymond Dsouza (Subaru); 3. Mack Tsang (Subaru); **STS:** 1. Rich DiMarco (Mazda); 2. Gerry Terranova (Mazda); 3. Gary Cameron (Mazda); **SSC:** 1. Kevin Dietz (Scion); 2. Matt McCabe (Scion); 3. Kinch Reindl (Subaru); **CAM:** 1. Justin Peachey (Chevrolet); 2. Mark Madarash (Pontiac); 3. Steve Waters (Chevrolet); **S1:** 1. Craig Wilcox (Honda); 2. Randall Wilcox (Mazda); 3. John Vitamvas (Mazda); **S2:** 1. Billy Davis (Mazda); 2. Neal Tovsen (Mazda); 3. Tom Berry (Mitsubishi); **S3:** 1. Jeff Wong (Chevrolet); 2. Andrew Blasiman (Volkswagen); 3. P.J. Corrales (Infinity); **S4:** 1. Ron Williams (Honda); 2. Ryan Otis (Ford); 3. Lance Keeley (Honda); **R1:** 1. Zak Kiesel (Raptor); 2. Jason Hobbs (Novakar); 3. Jeff Kiesel (KFR Turbo Sprite); **R2:** 1. Patrick Washburn (Honda); 2. Andrew Pfotenbauer (Mazda); 3. Matthew Hodges (Mazda); **L1:** 1. Shelly Monfort (Chevrolet); 2. Nicole Wong (Chevrolet); 3. Hilary Anderson Frank (Honda); **L2:** 1. Anne Gill (Honda); 2. Laura Campbell (Tesla); 3. Jordan Towns (Subaru); **L3:** 1. Kim Whitener (Mazda); 2. Kate Fisher (Scion); 3. Crissy Weaver (Audi); **L4:** 1. Chris Peterson (Scion); 2. Jennifer Bedell (Scion); 3. Deanne Carter (Scion); **FJA:** 1. Mason Herrick (CRG Kart); 2. Carter Heaton (unavailable); 3. Erika McKee (Emmick Kart); **FJB:** 1. Olivia Hammac (Margay Kart); 2. Hudson Heaton (unavailable); 3. Alana McKee (Emmick Kart); **Super Challenge:** 1. Kevin Dietz (Scion); 2. Jeff Wong (Chevrolet); 3. Rich DiMarco (Mazda); **Ladies Challenge:** 1. Kate Fisher (Scion); 2. Annie Gill (Honda); 3. Kim Whitener (Mazda).



WALERO TEMPERATURE REGULATING BASE LAYERS

Our race wear utilizes a NASA-developed technology, Outlast, to help regulate the body's core temperature, perspiration rates, and the heart's BPM, lessening the strain put on the body, resulting in lower levels of fatigue and enhanced driver performance. Scientifically proven to reduce perspiration by up to 33 percent, uses cutting-edge Envirotex antimicrobial that's 99.9 percent effective against bacteria, tailored for a superior fit with flat-lock seams and super soft material, fully fire retardant, and are both FIA and SFI approved. Available in both Cool Grey and Petroleum Blue, sizes XS-4XL. **Top, \$199; Bottom, \$179; Headsock, \$79**

hmsmotorsport.com | (888) 467-3269



SOLO2

The SOLO2 is a lap timer, and so much more. An integral high speed GPS receiver provides automatic lap timing, predictive lap timing, sector timing, track maps, vehicle speed, and more. New LEDs allow for real-time \pm or shift lights. Also features WiFi downloads. The SOLO DL adds an ECU connection, making it the best-valued full-fledged data logger available anywhere.

Solo2: \$399; Solo2 DL: \$699

aimsports.com | (800) 718-9090



LUCAS SLICK MIST DETAILING KIT

Lucas Slick Mist outperforms the competition and will leave your finish slicker and shinier than any product on the market, with long lasting protection. Kit includes Speed Wax, Interior Detailer, Tire & Trim Shine, applicator, and microfiber towel. Everything needed to make your vehicle showroom ready! It works! **LucasOil.com**



DXRACER RACING SERIES CHAIR

DXRacer's Racing Series is an ergonomic, racing-style chair for your home or office, which comes complete with lumbar support and an adjustable backrest. Plus, use the code "SC19" at checkout and receive a limited-time discount.

Holiday Price: \$255
(MSRP \$300)

dxracer.com | (855) 627-5724

RACEQUIP CHEVRON-5 RACING SUIT

The Chevron-5 Nomex racing suit is a lightweight SFI-5 suit with a stylish Euro design, accentuated with black trim epaulets and side panels. The suit features stretch side panels in the torso and 180-degree floating arm gussets for increased flexibility. Cuffs are black Nomex with a boot cuff. Available in sizes S-3XL. **\$369.95**

**racequip.com
(813) 642-6644**



HAPPY HOLIDAYS FROM THE SKIP BARBER RACING SCHOOL

Live out the dream you've been chasing ever since you first got behind the wheel. Your gift certificate for a 3 Day, 2 Day Advanced, or a 1 Day Skip Barber Racing School at one of our nine legendary tracks is as close as a visit to **skipbarber.com** or call to **(866) 932-1949**.





VOLUNTEER EXTRAORDINAIRE

20-year-old Andrew Benagh likes everything about the SCCA

WORDS James Heine | IMAGE @katybenaghphoto

There's no doubt that New England Region's Andrew Benagh is a busy young man. Andrew, who will soon turn 20-years old, is a sophomore engineering student at the University of Massachusetts Lowell, where, among other things, he is a member of the school's Formula SAE team. He is also an experienced member of his Region's cadre of race volunteers (scrutineering and F&C) and a familiar and welcome face at Region events.

"I have been a member of the SCCA since early 2000," he notes. "I have worked as crew for my Uncle Jason's ITB car, and I have been volunteering as a scrutineer and as a flagger since I was 16."

Actually, he adds, he's been around the SCCA since before he can

remember, and he's been hanging around scrutineering since about age 8.

"The story goes that I went to my first SCCA event when I was two weeks old and have never stopped," he explains. "In reality, I was probably closer to a month old, but I became active due to my dad being on the Region's Board of Directors."

What does he enjoy about racing and being part of the SCCA?

"The better question is, what do I *not* enjoy about racing?" he quips. "The answer to that question is simple: nothing. There is something about watching a group of Formula Vees go wheel-to-wheel lap after lap, jockeying for position, trying to force the slightest of mistakes to capitalize on. Or the amazing sound a wild pack of RX-7s makes as

ENJOYING THE SHOW

From crewing to flagging corners, Andrew Benagh is all in. In fact, you'd be hard pressed to find something about the SCCA that he doesn't like.

they storm around, or the smells from a big-bore race as the cars breathe heavily in impound after a high-tempo race."

Perhaps the greatest lesson he's learned is that racing is truly an art, "and you can learn a lot from standing on the sidelines, and that's what makes it unique," Andrew says.

"One of the best Spec Racer Ford Gen3 drivers I know, Steve Introne, can be found out on station, flagging on weekends when he's not racing," Andrew adds. "Why? Because it's the second-best seat in the house, and you can learn a lot about your competition by looking at what they do from outside the car."

When asked who has helped him become an integral part of the SCCA family, Andrew responds with a long list.

"There are a lot of people who deserve to be on this list, for just about every reason under the sun," he says. "I'd first like to thank all of my fellow New England Region [NER] members, who really are my second family, because this is the group I have grown up around. There's Brian Mushnick, who always valued having an extra set of eyes and listened to a wide-eyed kid hanging around in the tech shed. Jessie Carroll who was there to answer every question I could think of before my first time going out on station and never seeming to be upset while at the track. Marianne Lyons, who always made sure that I remembered everything that I needed for the track and for being one of my track moms. Kathy Barnes, who has always been there for me and was the first person to joke about how many more specialties I could volunteer for. Raymond Blethen and Zack Kelly, for never having an issue with me setting up a tent with them and keeping an eye out for me at the track."



Courtesy

Then finally, he adds, "my family, my uncle, Jason, and my dad, Jeff, for without them and their uncle, the late Norm Nelson, I would not have fallen in love with the sport I love so dearly. I would have also never learned that the people behind the scenes are having fun, too."

Away from his track duties, Andrew exhibits the same kind of enthusiasm for River Hawk Racing, the Formula SAE team of UMass Lowell's SAE chapter, which he joined last year as a UMass freshman. "Our challenge every year is to raise enough money to design and build the best possible autocross car we can," he says. "We are required to build a new chassis every year. The point of the challenge is to be a practical exercise in engineering a car and taking what we are learning in lectures and putting it to practical use."

Long term, Andrew says, he would like to earn his competition license and also have the opportunity to work events such as the Le Mans and Daytona 24 hours and the Sebring 12 hours. He also has his eye on becoming a data engineer.

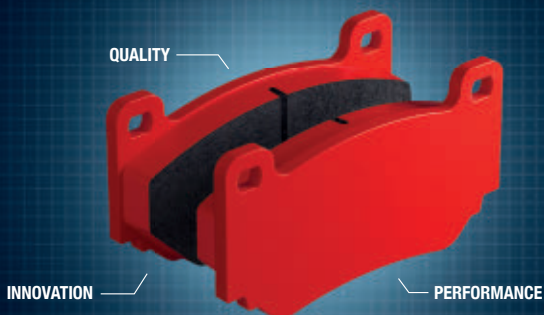
Andrew has indeed grown up in NER, observes Barnes, a longtime NER member and official, former SCCA Board of Directors member and Solo Events Board chair, and a multi-time Solo National Champion. "I enjoy how he is finding different parts of the Club and sharing them," she says. "from autocross and Track Night in America with his FSAE group, to suggestions for Race Against Leukemia weekend for the (NER) Board, and also bringing a new energy to flagging at all the tracks in the Region." 📍

PAGID
RACING
THE DIFFERENCE IN BRAKING



OFFICIAL SUPPLIER FOR THE KOHR MOTORSPORTS GT4 MUSTANGS **MAXIMUM PERFORMANCE AND RELIABILITY**

PAGID Racing brake pad compounds offer maximum stopping power, ultimate endurance and consistently high quality for professional and amateur racers alike. EXPERIENCE THE DIFFERENCE IN BRAKING!



www.pagidracing.com
www.facebook.com/pagidracing
www.twitter.com/pagidracing

**GUIDANCE SYSTEM**

For events filled with drivers but light on volunteers, the Alternate Stewards of the Meeting program may be the perfect solution.

A STUDIOUS LOOK AT STEWARDING

Club Racing's Executive Stewards are currently tackling two big topics that affect all racers

WORDS Peter Keane, Chairman, Club Racing Board | **IMAGE** Barbara Protos

The first new action requested by the Executive Stewards was the implementation of an Alternate Stewards of the Meeting (SOM) Model, which would be a substitute SOM Model for events where Steward staffing is thin. This concept, implemented with agreement of the Chief Steward and the Chair of the SOM, allows drivers to be appointed as temporary event Stewards and participate as a SOM for a specific incident or for the full event. The CRB has approved the model and has forwarded it to SCCA's Board of Directors. At their August meeting, the Board of Directors approved the proposal and it will go into effect Jan. 1, 2020. The Training & Development Committee will begin working on guidelines for the new model.

The second hot topic on the Executive Steward agenda has been racing incidents and investigations. Jim Rogaski, Chairman of the Executive Stewards, wrote the following for the Stewards newsletter:

There has been a lot of discussion as of late on social media about our Club and how we are handling body contact reviews. I want to remind everyone that we have added GCR

section 6.11.1.E to cover body contacts. This section states that a driver involved in a body contact shall stop at the designated incident investigation site for review of the incident with the Stewards. I hope everyone is making sure that this is occurring.

Those social media comments from drivers and corner workers are stating that this may not be happening or, if we are investigating, we are being too gentle in our determinations. A decade or so ago we were criticized for being too strict on rule implementation and we made adjustments in our training and event management philosophy. Maybe we went too far in the other direction and need to step back and reconsider how we are handling driver-to-driver issues.

There is a lot of peer pressure on drivers, especially in the large classes like SM and SRF3. Everyone wants to be everyone else's friend, and if they are involved in an incident, they don't want to file protests and they don't want to "fink" on their own. So, everyone shrugs and says it was a "racing incident." We take them at their word, agree, and walk away. Maybe it is time we stop and dig a little deeper and talk

to other witnesses to the incident, follow up on the corner calls, and look at videos. Then have another discussion on who may have been at fault and take the necessary actions. I know it means more work, but this is part of our role at the event....

To address this...and also to take a look at the relationship between the SOM and the Court of Appeals, the Board of Directors has asked me to organize a meeting at the Runoffs consisting of Board Members, CRB members, Executive Steward members, COA members, representatives from the SCCA National Office, and a few drivers. The goal is to see if we can improve our processes and better serve the Road Racing community.

We are also looking into creating a "racing room" guideline, similar to what other organizations have developed, that will contain diagrams of incidents and written reviews of the incidents and how fault could be determined.

The CRB requests any member input that will help improve SCCA Road Racing and, of course, encourages your feedback on the above items. All letters should be submitted at crbscca.com. 📧



INSURANCE

THE FUN K&K STARTS WITH

K&K Insurance—the choice for motorsports coverage.

With over 65 years of sports and leisure insurance expertise, K&K protects motorsports with coverage designed for your unique needs. And when claims occur, our colleagues are here to respond quickly and effectively.

- Race Teams
- Drivers
- Sponsors
- Products Liability
- Racing Services & Repair Shops
- Facility & Event Promoters



kandkinsurance.com



800.348.1839

K&K Insurance Group, Inc. is a licensed insurance producer in all states (TX license #13924); operating in CA, NY and MI as K&K Insurance Agency (CA license #0334819)

K&K

INSURANCE

Insuring the world's fun!



WIN A PRIVATE 4-PERSON TOUR OF JAY LENO'S GARAGE!

You and three of your friends can visit Jay's collection of more than 250 cars and motorcycles.

Not open to the public, Leno's Big Dog Garage, can only be visited through private invitation. Thankfully, Leno has donated this VIP tour to the SCCA Foundation to help raise money for their important causes.

Prize includes \$4,000 cash to use for travel expenses!

Your Support of the SCCA Foundation...

Saves the Lives of Teen Drivers - through the TireRack Street Survival program a day-long skills training program.

Preserves the History of American Motorsport - funds the work of the SCCA Archives at the International Motor Racing Research Center in Watkins Glen, NY.

Encourages Future Automotive Passion - support and prizes for the national Formula SAE competitions to encourage the automotive and race engineers of tomorrow.

Inspires Women in Motorsports - the Wendi Allen Scholarship program recognizes and encourages women's participation in top-level autocross competition and Region leadership positions.

Supports VETMotorsports - provides funding to the VETMotorsports program to facilitate opportunities for Veterans to participate in motorsports events.



Donate today and get your entries at:
WinVIPGarageTour.org

SCCA
FOUNDATION
Sports Car Club of America



Details: Winner will be drawn on January 18, 2020 during the SCCA National Convention in Las Vegas, NV. Winner need not be present to win. The tour will take place in 2020 at a time agreed to by the winner and Jay Leno's staff. Tours are held at 10am and 2pm, Monday through Friday, if available the day the tour is scheduled, Jay Leno will gladly meet the winners and pose for pictures.

**TOW IN**

Mechanical issues are never fun, but preparing your autocross car with a tow hook (LEFT and BELOW) could help keep the event on schedule.

QUICK RECOVERY

Breaking down on the autocross course doesn't have to be a painful experience | **WORDS** Paul Brown | **IMAGES** Rupert Berrington

C lancy Schmidt has been a part of the traveling crew for SCCA's National Solo events for years and, in that capacity, he has towed scores of vehicles off the course with the Solo rescue truck. To that end, he suggested this month's topic: tow hooks.

It's a good idea for any dedicated competition vehicle to be equipped with some means of being towed. For open-top vehicles, the roll bar may serve this purpose perfectly well, though a permanent tow hook is never a bad idea. To that end, a tow hook is a good idea for every vehicle used in autocross competition.

Most newer vehicles sold in this country are supplied with some kind of a tow hook, which is usually stashed away with the car's spare tire or flat tire repair equipment; that hook has a corresponding threaded hole somewhere in the front bumper, usually hidden by a removable cover plate.

This hook is generally intended for those unfortunate situations where the vehicle needs to be hoisted onto a flatbed truck, either due to a crash or mechanical failure on the street. This situation, however,

is exactly the same as when a vehicle becomes disabled during an autocross run.

It should be noted that these removable factory tow hooks are not terribly useful if you've left them at home as part of your effort to minimize weight. Also, figuring out where the bumper cover plates are, and then discovering how to thread the factory tow hook into place is something that should be done ahead of time in order to minimize downtime while your car is stranded on the autocross course. To solve this, consider installing the tow hook for any event; even if your car isn't likely to break, you could always run out of gas on course.

Schmidt mentions that Corvettes are virtually impossible to tow without a factory-style hook installed. That's basically true of most modern vehicles, especially if they're particularly low slung.

If your car isn't equipped with a slick new factory tow hook complete with hidden bumper location, search online for a solution specific to your vehicle. Chances are, the manufacturer built some kind of recovery location into your vehicle; otherwise, an aftermarket solution may be available.



With the tow hook in place and the strap connected to the recovery vehicle, you're seated in your vehicle as the crew begins to tow your car off the course - now what? First, make sure the key is in the ignition, and the ignition is in the "on" setting, which will stop the steering wheel from locking. Then, as the driver of the now-powerless vehicle, you'll need to keep tension on the tow strap at all times. For this, a slight amount of brake pressure will suffice (and keep in mind, your car is probably not running, so your power brakes also aren't working).

Keeping tension on the tow strap helps ensure that you don't run over the tow strap, which can cause all kinds of problems. Also, while in motion, keep your car slightly to the left of center so that the rescue truck driver can keep track of you in his or her mirror.

Nobody plans to be towed off course. Worst case, your car is out of commission for a while; best case, you miscalculated your fuel load. But regardless of the problem, as Schmidt says, "Don't be that guy who causes a 30-minute delay in order to get your broken car off the course." 📍

Apex Performance

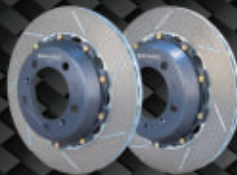
Premier Racing Outfitters

Orders 866-505-2739
Tech 843-299-0997

Ask for your
SCCA discount!
(available on most items)

Like us on Facebook to learn more about product updates, sales and more.

Got questions about safety products? We can help you choose
the correct safety equipment for your vehicle, needs and budget.



Receive a FREE fleece lined helmet bag with each helmet purchase!



COOLSHIRT
SYSTEMS

It's the most
effective heat
prevention
system.

Full systems,
replacement parts
& accessories
available



Cool-a-Clava
Helmet Cooling Insert



Sabelt

Sabelt GT3 Harness
FIA 8835 latest spec
All 2" webbing



NECKSGEN
AHEAD IN NECK PROTECTION



**Know-how
isn't bought;
it's passed down**

From Jay to sons Cameron and Colin, what makes Ivey Engines goes beyond metal and tools to learning a craft and caring that the work is done right.

Here's wishing everyone a safe and good time at the U.S. Formula Ford 50th Anniversary.



IVEY ENGINES, INC.

4722 NE 148th Ave. Portland, Oregon 97230
(503) 255-1123
www.IveyEngines.com

**DUSTING OFF**

After a decade of service, outgoing RallyCross Board Chairman Stephen Hyatt (LEFT) has seen many things change, as well as helped ensure growth in the sport (BELOW).



THROUGH THE FINISH LIGHTS

Outgoing RallyCross Board Chairman Stephen Hyatt offers an inside look at the managing of the sport

WORDS Stephen C. Hyatt, the soon-to-be-retired RallyCross Board Chairman | **IMAGES** Perry Bennett

Ten years ago, I received a call from the Chairman of the RallyCross Board congratulating me on being appointed to the RallyCross Board. I had only been involved in the sport for about two years, but I was no stranger to the National level politics of the Club. A few years later, and with changes to the RallyCross Board, I received a condolences-slash-congratulations phone call from the Chairman of the SCCA Board of Directors. It went something like this: "Sorry about you losing the election for SCCA's Area 2 Director position, but congratulations on being appointed as the new RallyCross Board Chairman."

During my tenure as the RallyCross Board Chairman, lots of great people have helped me fulfill my mission to bring RallyCross to the "adult" table as an SCCA program. There are too many people to name, but the SCCA Board of Directors liaisons, the RallyCross Board members, the RallyCross Divisional Stewards, and the SCCA National Staff have all helped elevate this sport into what it has become today. But - it must be said - it is ultimately the competitors and the Regional program

chairs who have made RallyCross succeed. I have traveled to numerous Regional and Divisional events and am always amazed at how Regions host fantastic events with unbelievably minimal resources.

Since I have been on the RallyCross Board, the program has grown from eight classes to 11 (with M2 being split and the addition of the Constructors classes), and this expansion seems to have assisted in the growth of the program. Beyond that, electric and hybrid vehicles are on the horizon, with rules currently being worked on to incorporate these new technologies. Another area of growth may be UTVs and side-by-sides; hopefully, there will be a set of rules for piloting competition in 2020. There's also RallySprint and RallyTrials, which were rolled out to bring the Club closer to its roots in performance rally.

On top of this, we have a DirtFish RallyCross National Championship that sits near capacity thanks to the National Championship Committee working to fulfill the needs of the competitors.

The leadership of the Regions, Divisions, and national management

has made all of this possible, and you all have my heartfelt thanks.

The RallyCross Board will soon be rolling out an upgraded set of RallySprint rules, which will include the use of close public roads - think of hillclimbs on mostly unpaved roads. These new rules also remove the speed limits and allow for more open course designs, although it should be noted that it will also come with higher insurance and sanction fees. Keep an eye on SCCA.com and the SCCA RallyCross Facebook page for more information.

As I leave the RallyCross Board at the end of the year, I want to welcome a new face as well as congratulate the new Chairman. First, John England is joining the RallyCross Board and has passion and leadership skills that will make a difference. Meanwhile, Kent Hamilton will step in as the RallyCross Board Chairman for 2020. Kent is a longtime competitor in RallyCross and Solo, as well as other areas of the SCCA, so he understands the complexities and nuances of the Club.

Finally, as I step down from the RallyCross Board Chairman position, I do so knowing that the sport is in good hands. I'll see you on course. 🏁

BE A PART OF *SPORTSCAR'S*

UPCOMING PRODUCT SHOWCASES

JANUARY 2020 ISSUE

Preparing for
the 2020 Season
Driving School Directory

*Materials due November 7
Mails December 9*

FEBRUARY 2020 ISSUE

Pro Racing Review
Brake System Guide

*Materials due December 16
Mails December 31*

MARCH 2020 ISSUE

The Safety Issue
Safety Equipment &
Buyers Guide

*Materials due January 20
Mails February 10*

CONTACT

Nicole Swawlowksi
949.417.6722
nicole@racer.com

Raelyn Stokes
949.417.6705
raelyn@racer.com

1969 LOLA CAN AM CAR

Originally driven by Peter Revson, documented,
900+ HP, well sorted, very reliable, raced and
maintained by RM for over 20 years.



*As featured in
Vintage Motorsport
Jan/Feb 2006*



1971 T222 LOLA CHASSIS #6

One of the fastest Can-Am cars in the US,
previously driven by Dave Causey raced by
RM Motorsports for over 20 years, very well
maintained. More than 900 HP, needs nothing,
ready to race.

For pricing, call **Bud Bennett at 248-431-1680**
or email: **Bud.rmmotorsports@gmail.com**
Visit our Website: **www.rmmotorsports.com**

RM Motorsports Inc. 29165 Wall Street • Wixom MI 48393
Telephone 248-344-1515 • Fax 248-344-4818



A CHALLENGING ROAD

While 2019 will be an off year for the USRRC, 2020 should see a return of the series with a trip to the Detroit area (LEFT and BELOW).



THE CHALLENGE

While the USRRC will skip this year, plans are already in the works for 2020 | WORDS & IMAGES Rick Beattie

Since its inception in 1995, the United States RoadRally Challenge (USRRC) has typically run some combination of Course, Tour, and GTA events over the three days of competition. Recent years have seen alterations of the event from the typical norm, including one year dubbed by some as “USRRC lite,” but the future of RoadRally’s premier event may be in doubt, as the event simply isn’t going to happen in 2019. That said, there’s certainly light at the end of the tunnel.

First, however, let’s look at the history of the event. In 2009, Land O’Lakes Region hosted “The Challenge” for the second time – its nickname coming due to the fact that the unabridged multi-word moniker doesn’t roll off the tongue.

The introduction, written by 1995 RoadRally Board Chair Debbi Segall, explained the inaugural United States RoadRally Challenge, which Land O’Lakes Region had also hosted. Segall noted that an annual championship had been proposed multiple times, but in November 1992, RRB member Russ Brown proposed replacing the existing RoadRally championship series with a three-day Tour event.

The proposed event would be invitation only, with those invited being “prior National Champions, Grand Masters, and all those finishing in the top 20-percent of their

class in qualifying Divisional events, with additional entrant nominations coming from Divisional stewards, Rally Board, and REs.”

A revised plan reinstated the Course and Tour series along with National Rallies but kept most of the invitation and qualification requirements. The long-range plan was to phase out individual championships.

After resubmission to the membership and additional efforts at the 1994 Boston SCCA National Convention, a final, workable plan was agreed upon. Land O’Lakes Region was selected as the host for the first USRRC with two National Tour rallies and an easy National Course rally at the three-day event.

Fifteen-years later, Land O’Lakes Region again staged the USRRC with 29 teams, and John Emmons, Lois van Vleet, and Mike Thompson again served as rallymasters; Emmons did double duty as chair.

In 2012, Detroit Region began the substitution of a GTA (Game, Tour, Adventure) rally for one of the two Tour events. Twenty-five teams competed in that three-day event.

The host Region of the following year’s USRRC was always supposed to be announced at the previous year’s event. That, however, was becoming more difficult to accomplish, as fewer Regions were able to commit the resources necessary for hosting the complex event.

The 2014 USRRC was organized as part

of the Coker Tire Challenge in Chattanooga, Tenn., that September. SCCA ran its USRRC as part of the two-and-one-half day Coker time-speed event as its own National Tour.

For the 21st USRRC held in 2015, with no Regions offering to host the event, Cal Club Region and RRB member Jeanne English proposed and the RoadRally Board accepted a plan to use Cal Club’s Friday Regional event combined with a Course and GTA event as the USRRC.

The USRRC format continued to change as New England Region hosted a Tour rally on Saturday followed by a Sunday Course rally. Fifty teams competed in what was the last Covered Bridge Tour rally, with 28 in the Sunday Course event.

Alaska Region and chair Cheryl Babbe hosted a three-day USRRC in 2017, and St. Louis, hosting the Region’s fourth USRRC, held a National Course and Tour rally between a half-day Division nighttime Tour and a morning GTA event in 2018.

Indeed, the scale of the USRRC makes finding a host Region a challenge, and for 2019, the USRRC will go dark. But there is hope, as RRB and Detroit Region member Mike Bennett has indicated that his Region is interested in hosting the USRRC for 2020. So, stay tuned as more information is made available. 📍



Did you know?

Trans Am presented by Pirelli is well-known for the purpose-built racecars of the TA and TA2 classes. But, Trans Am began as a series for production-based cars, and today that legacy is being fulfilled in the SGT and GT classes.

In all there are at least 74* models of production-based sports cars made between 1995 and 2018 that can find a place to race in Trans Am. Cars that have aged out of other series can still be quite competitive here.

What's more, Trans Am is one of the best values in professional racing making it ideal for current car owners and drivers racing elsewhere to get additional track time in a welcoming and supportive paddock.

If you want to know more, or learn if your car is eligible, get in touch.

>> tech@gotransam.com

MARQUES WITH ELIGIBLE MODELS INCLUDE:

Aston Martin	KTM
Audi	Lamborghini
BMW	Maserati
Chevrolet	McLaren
Dodge	Mercedes-AMG
Ferrari	Panoz
Ford	Porsche
Ginetta	Sin

*model count based on engine configurations



**SKILLS FOR LIFE**

You never know when the skills you learn at a Tire Rack Street Survival school (LEFT and BELOW) will be put in to practice.

SAVING LIVES

The Tire Rack Street Survival teen-driving program works, and the SCCA Foundation is a proud contributor

WORDS Jeff Jacobs, Vice Chairman, SCCA Foundation | **IMAGES** Dennis Wood

Ruth Huebner's cell phone was ringing. It was her 20-year-old son, Trevor, calling, which was strange because he had just left home on his way the start of classes at Rutgers. "I'm calling to thank you, Mom," Trevor said. When she asked what for, he replied: "For the driving course you made me take four years ago."

Trevor was in his Honda Civic behind a large van on the highway and they had just passed a semi-trailer truck that was traveling in the right lane. Suddenly, the van swerved left and ran off the road toward a guardrail. Trevor was left staring at the left lane traffic at a full stop in front of him. With the right lane clear and aware of the semi not far behind, Trevor made a split-second dodge into the right lane in front of the truck while maintaining his speed and control.

Four years prior, she had enrolled the new teen driver in the Tire Rack Street Survival course hosted by Philadelphia Region in Blue Bell, Pa. Years later, the driving exercises he practiced enabled Trevor to maintain control while avoiding a sure accident in hitting the stopped cars in front of him or getting smashed into by the approaching truck.

"He said it was exactly the kind of split-

second lane change he had been directed to practice in the course," explained Ruth.

As of this writing, SCCA Regions have already hosted more than 50 Tire Rack Street Survival schools in 2019, eclipsing the prior year's record of 45 schools. Much of this success is attributable to the great work of the SCCA Foundation's Street Survival Coordinator, Scott Dobler, who has done amazing work in recruiting new SCCA Regions to host schools, and supporting Regions who have done so for years. The SCCA Foundation is able to fund Scott's efforts and support the Region programs thanks to the generosity of the donors who contribute through our several fundraisers every year. Speaking of fundraisers, the Foundation has several important updates...

OFF TO THE RACES IV SWEEPSTAKES WINNERS

One of the biggest fundraisers supporting programs like the Tire Rack Street Survival is the annual sweepstakes, which again featured a grand prize of a VIP trip for two to the Formula 1 race at COTA. This year, 727 people donated through the sweepstakes producing 6,348 tickets and raising \$42,325. The lucky ticket holder was Bill Selvage of Boise, Idaho.



Selvage generously donated \$250 to the SCCA Foundation in support of its programs. In addition to the grand prize trip, this year the Skip Barber Racing School generously donated two passes to its GT Racing School as a second prize in the sweepstakes. Kansas City Region member and road racer Larry Howard was the lucky donor who will get to take a friend to pilot the Mustangs around New Jersey Motorsports Park.

WINTER SWEEPSTAKES ANNOUNCED

The SCCA Foundation is announcing a winter sweepstakes with the winner to be drawn at the 2020 SCCA National Convention, thanks to an incredible prize donated in support of the Foundation's programs. The lucky donor and three guests will receive a tour of Jay Leno's Big Dog Garage in Burbank, Calif., along with \$4,000 in cash for travel expenses. Not open to the public, Leno's Big Dog Garage can only be visited through private invitation. The collection includes more than 250 cars and motorcycles. Depending on scheduling, Leno will greet the winners and pose for photographs with the collection. More information is available at www.WinVIPGarageTour.org. 📍



Chevron-5 Nomex® SFI-5 Racing Suits From \$369.95

- Stylish Modern Euro Design
- 180° Floating Arm Gussets
- Black Belt, Collar, Epaulets, and Accents
- Knit Stretch Panels on Side Add Flexibility
- Black Nomex® Wrist and Ankle Cuffs
- Heavy Duty Two-way Brass Zipper
- Internal Bag Pockets
- Two-piece Adjustable Belt
- Boot Cuff Legs
- Chevron Pattern Box Quilting
- Available in Black, Red, or Blue
- Available in Sizes SM – 3XL



PRO15 Helmets

Side Air - \$269.95
Top Air - \$279.95
Standard PRO15 - From \$219.95
All are SA2015 Rated



Outseam Gloves

- Exceeds SFI 3.3/5 Rating
- Double Layer Nomex® Knit Construction
- High Grip Suede Leather Reinforced Palm
- Reverse Seam for Best Comfort & Feel
- Available in Red/Black and Gray/Black
- Cuffed or Long Angle Cut Gauntlet

\$69.95



Underwear, Hoods & Socks

- SFI 3.3 Rated
- Lightweight Aramid and FRC Blended Fabric
- Superior Moisture Wicking Properties
- Soft and Supple Knit Fabric Dries Quickly
- Flat Sewn Seams For Comfort



FIA 8853-2016 Harness Sets

- Certified to FIA 8853-2016 Specifications
- Constructed of Premium Polyester Webbing
- Mono Filament Woven for Increased Strength and Smoother Edges
- Dual Direction Magnesium Alloy Cam Buckle
- Wide Engagement Cone for Easy Snap In
- Precise Spring Pressure for a Positive Feel
- Cam Buckle Stays On Crotch Strap

- Premium Aluminum Shoulder Adjusters
- Black Oxide Coated Forged Steel Hardware
- Snap Hooks and Eyebolts Included
- 3" or HANS/FHR Shoulder Available
- Pull Up or Pull Down Lap Available
- Available in Black or Red
- Easy Pull Handles Allow Quick Adjustment
- Loops on Shoulders for Bungee Hookup

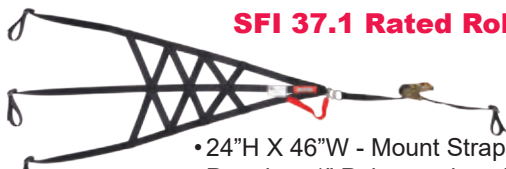
From \$219.95



Part #855015

2" Shoulder & Lap Belts
On 855 Series

SFI 37.1 Rated Rollcage Net



828008

\$79.95

- 24"H X 46"W - Mount Strap Adds 32" in Width
- Premium 1" Polypropylene Webbing
- 2" Ratchet Maintains Tension
- Quick Release Halyard Snap

www.racequip.com

813.642.6644





ioport
RACING SUPPLIES

ioportracing.com
1-800-949-5712

TRANSPONDERS

COOL SHIRT SYSTEMS

FIRE SYSTEMS

MYLAPS

FUEL SYSTEMS

PYROTECT

FUEL SAFE

KIRKEY



WINDOW NET



TOW STRAPS



SEAT BACK BRACE



HEAD RESTRAINTS



Raybestos
The best in brakes

PERFORMANCE[®]
FRICITION
BRAKES



HAWK
PERFORMANCE

BRAKE PAD TECHNOLOGY OF CHAMPIONS™



brembo



STOPOTECH
Racing



PORTERFIELD

RACING BRAKE PADS

CALIFORNIA

*Your largest, most knowledgable source
for racing brake pads & parts!!*

*Don't forget to ask for your
NASA or SCCA discount!!*

Porterfield Enterprises 1767 Placentia Ave Costa Mesa, CA 92627
(949) 548-4470 www.racebrakes.com



XRP



MOTUL



tilton



Setrab

Oil Coolers



wilwood
DISC BRAKES



RED LINE
SYNTHETIC OIL



DEI

KEEP OIL COOL!

OIL FILTER

HEAT SHIELD

- KEEPS OIL COOL
- EASILY ADHERES TO NEW FILTER
- USE EVERY TIME YOU CHANGE OIL
- DISPOSABLE

CATCH DRIPS & SPILLS

OIL RUG

OIL ABSORBENT CONTAINMENT MAT

- SEALED EDGES & BACKING PREVENTS LEAKAGE & SOAK THROUGH
- HOLDS 160Z PER SQ. FT.



DEI
DESIGN ENGINEERING, INC.

800.264.9472
DesignEngineering.com

NOW AVAILABLE AT




CHICKENHAWK RACING

START FAST FINISH FIRST



1.866.HOT.TIRE | CHICKENHAWKRACING.COM

comprent motor sports

Road Racing Preparation & Fabrication

OUR SERVICES

- Road Racing Preparation
- Fabrication & Welding
- Transmission Repair
- Data Installation & Repair
- Ground Up Restoration
- Formula Enterprise Gen 2 & Gen 3 SRF Rentals available
- Part Sales



EAST COAST DEALER
Sales & Service for
Lifeline Fire Systems






Swift 014/016

(706) 543-1797

Providing Quality Service to the Racing Industry since 1988
www.comprent.net | Athens, Georgia



A DIVISION OF MARK STEWART ENTERPRISES, INC.



- Bolt-in Roll Cages for SCCA and Club Racing Completely pre-fit Weld-in cages
- Options such as NASCAR-style door bars, X-bracing and many others
- Competition Roll Bars for Solo I, and time trials
- Headers for many makes and models

(205) 608-1156 | Fax: (205) 608-1441
E-mail: info@KirkRacing.com

PEGASUS

Beta Tools Motorsports Distributor




Unmatched selection, prices, and inventory of silicone hose

Stocking distributor of MS20271
Apex universal joints (all 8 sizes in stock)

Pegasus Auto Racing Supplies 1-800-688-6946 order line
2475 South 179th Street 1-262-317-1201 fax line
New Berlin, WI 53146 1-262-317-1200 tech line

PegasusAutoRacing.com

Æther Advanced Site Search™ • Detailed item descriptions
Real-time stock status • Technical information & articles




MOTOROLA SOLUTIONS NO MORE STATIC!!!

Complete Digital System ONLY \$899

Extra Crew ONLY \$399

SameDay Shipping with Phone and Live Video Tech/Sales Support



www.sampsonracing.com / 866.396.7231



ROAD RACE FRONT CLIPS

Chassis • Parts • Service



- Proven Front End Geometry
- 4 Bearing Upper A-Arms
- Watts Linkage
- Quality Chassis Road Race Components
- Custom Clips And Components Available

10% OFF!
Use code SC1119

231.767.8586
Shop online @ portcityracecars.com

Is Your Life Insurance Company Charging You Extra for Speeding?



Call us Today for a Competitive Quote

Steven E. Goldin
305.790.7600 | race962@yahoo.com
Racers Protecting Racers for over 40 Years

miataCage.com 

Roll Cage Kits
Spec Miata Kit
1990-2005
2006 to 2015

Adjustable Drop Links

Lightweight Wheel Spacers
1/4", 3/8", 1/2"

Steering Shaft Adaptor - Splined with QD

Hard Top Mounts
1990-2005

SM Build Package Deals - from Basic to complete turn key.

G2PERFORMANCE
BY GIGLIOTTI
MOTORSPORT

NANKANG
THE ULTIMATE SEMI-SLICK DOT TRACK TIRE

WE SHIP DAILY

NS-2R **AR-1**

708 E. HOUSTON ST. • ANNA, TX 75409
214 679-8907 • G2PERF.COM

NUMBER KITS & GRAPHICS
Magnetics, Reusable Vinyl
Cling & Vinyl Numbers

- Fast & Affordable • Easy Online Ordering
- Call for a FREE Brochure

FireStorm GRAPHIX

0805546

FireStormGraphix.com 603-809-4139

wilwood RACING

POWER. CONTROL. PRECISION.

wilwood.com/racing | (805) 388-1188

HyTech Exhaust

New patented collector designs
Exhaust development and manufacturing
All types of race engines current to vintage

949.581.2181 | www.hytechexhaust.com
12 Hammond Dr., Suite 203, Irvine, CA 92618

The Original

EKFP MAGNUM PADS

- Carbon-kevlar brakes
- Hundreds of different brake pad configurations

A better performance edge... Madison Hts, MI 48071

www.racing-stuff.com • call 248-585-9139

NEED A CUSTOM FUEL TANK?

EMAIL DETAILS TO
JIM@EMCCUSTOMSHOP.COM

EMC EAGLE MANUFACTURING CORPORATION

WWW.RACING-STUFF.COM

panasport

street
13" 14" 15" 16"

race/solo
ul 13" 14" 15"
c8 13" 15" 16" 17"

Averill Racing Stuff
Madison Hts, Mich

ph.248-585-9139
fax.248-585-9242

www.injector.com

Sales

Service



marren fuel injection

Dependable

Knowledgeable

Since 1986

(203) 267-FUEL (3835)

Holliday Canopies

canopyguy.com

800-788-3969



Racing Simulators

- ✓ Racing Simulator Packages
- ✓ Components and Upgrades
- ✓ Real Wheel & Pedal Conversions
- ✓ Entry-Level to Pro
- ✓ Expert Advice

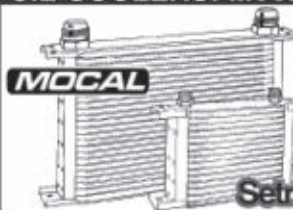
RICMOTEC
HIGH PERFORMANCE
SIM-RACING EQUIPMENT



www.ricmotech.com (305) 417-9241

OIL COOLERS: Mocal • Setrab • Laminova

www.mocalusa.com



Setrab

sales@batinc.net

Distributor: BAT Inc.

941 355-0005

**PORTER RACING
PACIFIC CROSSE**

Warehouse distributor and dealer
for the following products

panasport® **AURORA**

PENSK **HAWK**

Parts for **ALL** Formula Fords – U.S.
Importer for Crosse Cars and Parts

**RENTALS: FC-FF-CF
Swift DB6, Crosse**

Trackside Support
Engine and Transaxle Services
Complete fabrication & repair facilities

(209) 722-7373

4814 E. Childs Ave., Merced, CA 95340

www.PorterRacing.com

40 YEARS

Championship Equipment



Colin Jackson
5-Time National Champion

www.panasport.com
call 310/373-0071 for information

**RACING
ATL
FUEL CELLS**
atlracing.com

SINCE 1970

atlracing.com

800-526-5330 atl@atllinc.com

**GROUND
CONTROL**

FOR ALL OF YOUR RACING SUSPENSION NEEDS!

groundcontrolstore.com
(530) 677-8600
info@groundcontrolsystems.com
<https://www.facebook.com/GroundControl/>

**iZoom
GRAPHICS**

Permanent Vinyl • Magnetic • Reusable Vinyl
Race Car • Autocross • Track Day • Rallycross

Easy Online Ordering izoomgraphics.com

SMARTSTRINGS™
The one and only fully
portable 4 wheel
alignment
tool.

**SMARTRACING™
PRODUCTS**

SMARTCAMBER™
Provides absolutely repeatable
digital accuracy 5" to 22" wheels.

Cases now available for both

smartracingproducts.com

USED GOODYEAR AND OTHER MAJOR BRAND RACING TIRES

ALL 10-, 13-, 14-, 15-, 16-, 17- and 18-inch sizes.
Latest compounds, half to full rubber.
Low prices, quick service. Phone any time.

(262) 740-0180

JBRacingtires@sbcglobal.net
www.JBRacingtires.net

Stay abreast of the latest
competition adjustments
and rules proposals

Fastrack News.
Available online

on or around the 20th of every
month, and can be downloaded
at scca.com/fastrack

Lifeline®
Champions of Safety



ZERO 360 Systems

- Latest Novec™
extinguishant
- Unique remote discharge
- Ultra lightweight
- Compact size

FIA and SFI Approved • Sales & Service in the USA

INDUSTRY LEADING FIRE KNOCKDOWN CAPABILITY

QUICK RELEASES • RAIN LIGHTS • ROLL CAGE PADDING

(714) 847-1501
www.subesports.com

North American Distributor of Lifeline Products.

ZERO 2000

- Unique foam
extinguishant
- Specially
designed
atomizer nozzle

Sube Sports

20 COMPETITION | STREET ▼



2012 ELAN DP02 CHASSIS #40 > Sealed Elan 2.0 Runoffs motor, 1 event Sonoma 2018. Shocks revalved, upgraded diffuser, 3 set of wheels. Qualified P4, finished P4, Parker Nicklin, 2018 Runoffs. Car is race ready, stored at One Motorsports, Las Vegas. \$55,000. **Contact: Steve (702) 275-7300 or boss@nicklinpm.com**



1965 LOTUS ELAN D-MODIFIED CLASS > Suspension is adjustable control arms with heim joints and double adjustable Ohlin shocks. 2.0 Duratec engine rebuilt (2019) with new profile cams. Quaife sequential transmission rebuilt. 5 1/2-inch Quarter Master carbon fiber racing clutch. Wilwood brake calipers. Spare wheels. \$65K. **Contact: Mark Huffman (602) 509-0145**



1972 DATSUN 240Z > 2018 CVAR Group 7 champion 2.4L Rebello Racing inline 6 w/20 hrs, car repainted/rebuilt 2017 @ \$75k-cost/ Yates ported cyl. Head, Rebello cam, 13.5:1 pistons, MSD, ATL 15-gal. fuel safe, Accusump, Koni adj. coilovers, Datsun comp 444 LSD. Alum radiator, oil cooler, 280ZX vented rotors, billet hubs, lexan side/rear windows, cool suit setup, FIA seat, 2020 harness. Includes running Datsun 280 motor, 3 sets wheels, 1 w/Toyo tires \$35,000 OBO. **Contact Stefan: 210-383-9242 (TX); stefanschluter@live.com**



2005 CORVETTE C6 T1-LP, T2 > Fresh LS3 motor. Penske shocks and StopTech brakes. Spare motor, trans, torque tube, half shafts, plus more. 2010 Grand Sport bodywork. **Contact: John R. Buttermore at (313) 617-3546 or jb48302@aol.com**

20 COMPETITION | STREET ▼



1962 P1800 > SCCA FP, this is the winningest Volvo in the U.S. Several West Coast track records, 2nd place finish in the 2018 SCCA Runoffs. Race ready and comes with a number of spares. Located at Sonoma Raceway, California. **Contact: Bruce Ackerman at (510) 549-9330 or backerman@sbcglobal.net**



A TRIBUTE > made famous by Mark Donohue in the Trans Am Series. The modern features built into this car includes a 700hp 500 M Donovan aluminum V-8 engine. It also has unequaled safety features and includes a high tech driver air-conditioning system (call for full specs). This car will compete with the best found in any racing venue. SCCA and HSR log books. Buy it today, race it tomorrow! This is a show quality build by one of the area's leading restoration and racecar constructors. \$135,000. **Phone (727) 424-6801**



2017 CAMARO SS T2 > Logbook, cage, fire system, data and video, 2 sets of wheels. \$55,000. **Contact: Bob Demers at (603) 312-5374 or midwayracingteam@ttlc.net**



GT3 NISSAN 240SX > NASPORT history. Windshield, master cylinders, long shifter and linkage, battery and clutch all new in 2019. \$30,000 - 3 sets of wheels, extra body parts, gears, spares. 24-foot enclosed Hallmark trailer available. Complete info: bit.ly/SC09_240SX. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com**

20 COMPETITION | STREET ▼



CHEVY COBALT SS > Built by Phoenix Performance. Supercharged, 268hp at the wheels. Logbook. Equipped for cool suit, radio, and in-car camera. Removable Recaro passenger race seat. Spare supercharger, tires, wheels, brakes, radiator, and more. \$15,000. Enclosed 20ft Carmate race trailer available. **Contact: Al Gambetti at (916) 532-8303 or agambetti@yahoo.com**



1978 ALBATROS FORMULA VEE > Garage find! Aluminum aerodynamic shaped body, extra wheels, spare noses, roll bar updated. Owned since 1989, used only for Solo events. Car had brief racing history with builder. Has custom engineered rear suspension that works like zero roll. New fuel cell a few years ago but never had fuel in it. Solo I 1990 National Champion. Located in Indianapolis. \$3,000 cash. Photos at metzphotos. smugmug.com in sellvees gallery. **Contact: lrmetz@comcast.net**



LOTUS 23 > Replica roller, C-Sports racer or track-day car. PAECO Stage 4 Toyota 3-SFE engine & transaxle. Ready to install, many extras, should be ferociously fast. Health problem forces quick sale for \$12,000. **Contact: (205) 823-7278**



MINI COOPER B-SPEC RACECAR > Under 10k miles on 2011 chassis. Two sets of wheels, rains, dependable racecar. \$15,000, no trades. **Wes Holliday (304) 343-2277/ email: wes@suddenlink.net**

30 OTHER ▼



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact: Dan Ferguson at rackandruinracing.com**

PERSONAL CLASSIFIEDS

50 words 1 x **\$39** +photo **\$64**
50 words 2 x **\$54** +photo **\$100**
50 words 3 x **\$73** +photo **\$134**
50 words 4 x **\$86** +photo **\$164**

MINIMUM BILLING: \$39
MAXIMUM WORDS: 50

DEADLINES FOR PLACEMENT IN UPCOMING ISSUES:

JANUARY 2020

RallyCross National Championship issue/Driving School Directory

Reserve space by: October 25
Materials due: November 13
Mails: December 9

TO PLACE PERSONAL CLASSIFIED:
Call (949) 417-6713, or e-mail classifieds@racer.com

PERSONAL CLASSIFIED CATEGORIES

- 20 COMPETITION | STREET
- 25 RALLYCROSS
- 26 TOW VEHICLES | TRAILERS
- 27 STREET CARS
- 28 SERVICES
- 29 ENGINES | PARTS
- 30 OTHER

ADVERTISER INDEX

AiM	81
Apex Performance	91
Borg Warner	81
Harbor Freight Tools	107
HMS Motorsport	49
Intercomp Racing	45
Ivey Engines	91
K&K Insurance	89
Lucas Oil	13
MAXXIS	112
Pagid Racing	87
PRI	111
Racelogic	39
SCCA	109
SCCA Foundation	89
Skip Barber Racing School	77
Sube Sports	7
Summit Racing	15
Tire Rack	2
Vintage Motorsport Magazine	103
Wilwood Engineering	9

Vintage Motorsport is now part of the RACER & SportsCar family



© Peter Harholdt, REVS Institute



Subscribe to Vintage Motorsport
\$45 for one year, or
\$80 for two years

Add a RACER subscription
for just \$24 more

Subscribe now at: RACER.com/VMsubs
Or call 877.425.4103

Offer available only in the U.S.
Please inquire for foreign subscription rates.



VintageMotorsport.com THE JOURNAL OF MOTOR RACING HISTORY facebook.com/VintageMotorSportMagazine twitter.com/VMMagazine

CALENDAR

SPORTS CAR CLUB OF AMERICA **NOVEMBER 2019**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

MEMBER BENEFITS

The number and variety of special offers available under the SCCA Benefits Program continue to grow. These partners offer the following advantages to members:

///Race Louvers

Race Louvers, which takes hood venting to a whole new level, offers SCCA members a 10-percent discount on their products.

///DirtFish

SCCA members receive 15-percent off any **DirtFish Rally School** program when they book using the SCCA member discount code.



G-LOC Brakes offers all SCCA members a 10-percent discount on its G-LOC Brakes products.



OUT THERE BRANDS

Out There Brands is a market leader in pop-up tents, flags, and all other branded paddock display, and SCCA members receive a 10-percent discount on all products.



Budget Rent A Car is offering SCCA members up to 20-percent off promotional rates.

For a full description of all the special offers included in the Member Benefits program, plus links to participating companies, go to www.scca.com and check out the Member Benefits link under the "About SCCA" tab.

PRO RACING



TRANS AM gotransam.com

Mar 1-3 Sebring Int'l Raceway, Fla.
Loshak (TA); Matos (TA2); Saunders (SGT); Courtney (GT)
Mar 29-31 Road Atlanta, Ga.
Loshak (TA); Matos (TA2); Kleeman (SGT)
May 3-5 Laguna Seca, Calif.
Francis Jr. (TA); Merrill (TA2); Leuenberger (SGT)
May 24-27 Lime Rock Park, Conn.
Kleeman (TA); Merrill (TA2); Boden (SGT); Davison (GT)
May 31-Jun 2 Detroit Grand Prix, Mich.
Goikhberg (TA2); Ave (TA2)
Aug 1-4 Indianapolis Motor Spdw, Ind.
Dyson (TA); Miller (TA2); Kezman (SGT); Davidson (GT)
Aug 8-10 Mid-Ohio Sports Car Course
Francis Jr. (TA); Miller (TA2); Boden (SGT); Funk (GT)
Aug 22-24 Road America, Wis.
Francis Jr. (TA); Matos (TA2); Kezman (SGT); Courtney (GT)
Sep 5-8 Watkins Glen International, N.Y.
Francis Jr. (TA); Matos (TA2); Pierce (SGT); Davison (GT)
Sep 20-22 VIRginia International Raceway, Va.
Oct 4-6 Circuit of the Americas, Texas
Nov 14-16 Daytona Speedway, Fla.

TRANS AM WEST COAST C'SHIP

Apr 12-14 Thunderhill Rcw Park, Calif.
Pickett (TA); McAllister (TA2); Eagleton (GT)
Apr 26-28 Auto Club Speedway, Calif.
Gregg (TA); Rosseno (TA2)
May 3-5 Laguna Seca, Calif.
Gregg (TA); McAllister (TA2); Marcosh (GT)
Jun 14-16 Sonoma Raceway, Calif.
Gregg (TA); Kraus (TA2); Rydquist (SGT); Nunes (GT)
Jun 26-28 Portland Int'l Raceway, Ore.
Pickett (TA); McAllister (TA2); Borders (GT)
Oct 4-6 Circuit of the Americas, Texas



SCCA PRO RACING

WHAT Trans Am Series

WHEN Nov. 14-16, 2019

WHERE Daytona Beach, Fla.

The Trans Am Series returns to the high banks of the legendary Daytona International Speedway for its season finale.



FORMULA 4 f4uschampionship.com

Apr 18-20 Road Atlanta, Ga.
Wilson; Porto; Car
Jun 21-23 Pittsburgh International Race Complex, Pa.
Leist; Porto; Car
Jul 26-28 VIRginia International Raceway, Va.
Car; Leist; Brooks
Aug 8-10 Mid-Ohio Sports Car Course, Ohio
Porto; Car; Car
Sep 13-15 Sebring International Raceway, Fla.
Nov 1-3 Circuit of the Americas, Texas



FORMULA 3 f3americas.com

Apr 5-7 Barber Motorsports Park, Ala.
Pedersen; Dickerson
Apr 18-20 Road Atlanta, Ga.
Abel; Abel; Dickerson
Jun 21-23 Pittsburgh International Race Complex, Pa.
Dickerson; Dickerson; Dickerson
Jul 26-28 VIRginia International Raceway, Va.
Pedersen; Pedersen; Obel
Aug 22-24 Road America, Wis.
Roe Jr.; Pedersen
Sep 13-15 Sebring International Raceway, Fla.



F1600, F2000, AND ATLANTIC CHAMPIONSHIP SERIES

formularacepromotions.com

Apr 18-20 Road Atlanta, Ga.
May 10-12 Watkins Glen, N.Y.
Jun 28-30 Mid-Ohio Sports Car Course, Ohio
Jul 26-28 VIRginia Int'l Raceway, Va.
Aug 2-4 Pittsburgh Int'l Race Complex
Aug 23-25 Summit Point, Motorsports Park, W. Va.
Sep 13-15 New Jersey Motorsports Park - Thunderbolt, N.J.*
* F1600 and F2000 only



RADICAL CUP

radicalsportscars.com

Apr 26-28 VIRginia Int'l Raceway, Va.
May 17-19 Barber Motorsports Park, Ala.
Jun 20-23 Road America, Wis.
Aug 9 Portland Int'l Raceway, Ore.
Sep 27-29 Sonoma Raceway, Calif.
Nov 14-16 Circuit of the Americas, Texas



Date Track/Region
Phone numbers are for region registrars



HOOSIER SUPER TOUR

scca.com/supertour
2020 schedule to be announced



U.S. MAJORS sccamajors.com 2020 schedule to be announced

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Oct 8-13, 2019 VIRginia Int'l Raceway, Va.

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Oct 26-27 NJMP/South Jersey
Oct 26-27 Pitt Race/Steel Cities
South Jersey (609) 784-5316
Steel Cities (412) 335-5690

SOUTHEAST sediv.org

Oct 18-20 v Sebring/Central Florida
Nov 1-3 Road Atlanta/Atlanta
Nov 9-10 # PBIR/Florida
Nov 16-17 Roebeling Road/Buccaneer
Nov 30-Dec 1 Sebring/Central Florida
Atlanta (770) 617-0801
Buccaneer (912) 398-0147
Central Florida (407) 415-8714
Florida (561) 654-3396

GREAT LAKES greatlakes-scca.org

Oct 26-27 Mid-Ohio/Ohio Valley
Ohio Valley (330) 460-6706

ROCKY MOUNTAIN coloradoscca.org

Oct 26-27 La Junta Raceway/
Continental Divide
Continental Divide
amstine45@gmail.com

NORTHERN PACIFIC norpac-scca.org

Oct 25-27 Thunderhill/San Francisco
San Francisco (530) 934-4455

SOUTHERN PACIFIC

Oct 26-27 Buttonwillow Raceway/
Cal Club
Cal Club (661) 304-9382

REGION DRIVER'S SCHOOLS

NORTHEAST nediv.org

Oct 26-27 (alternate school) NJMP/
South Jersey
South Jersey (609) 784-5317

SOUTHERN PACIFIC

Nov 9-10 Buttonwillow Raceway/
Cal Club
Cal Club (661) 304-9382

SCCA ACCREDITED SCHOOLS

FULL COMPETITION LEVEL

Allen Berg Racing School

(888) 722-3220

allenbergdrivingschools.com

AMG Driving Academy

(888) 604-1766 amgacademy.com

Bertil Roos Racing School

(800) 511-7606 racenow.com

BIR Performance Driving School

(866) 511-7606 birperformance.com

Bob Bondurant School

(800) 842-7223 bondurant.com

Lucas Oil School of Racing

(561) 200-7223 lucasraceschool.com

MSR Houston

(281) 369-0677 msrhouston.com

Pettiford's Go 4 It Racing Schools

(303) 666-4113 go4itservices.com

Porsche Sport Driving School

(888) 204-7474 porsche-driving.com

Simraceway Performance Driving Center

(800) 733-0345

simracewaydrivingschool.com

Skip Barber Racing School

(866) 932-1949 skipbarber.com

Spring Mountain Advanced Driving School

(800) 391-6891

springmountainmotorsports.com

NOVICE PERMIT / SCHOOL AND EVENT CREDIT

Allen Berg Racing School
(888) 722-3220
allenberggracingschools.com

Bertil Roos Racing School
(800) 722-3669 racenow.com
allenberggracingschools.com

BMW of North America
(888) 345-4269
bmwperformancecenter.com

Bob Bondurant School
(800) 842-7223 bondurant.com

Kaizen Autosport Racing School
(919) 741-7151 kaizenautosport.com

LevelUp Racing School
(920) 838-6612
levelupracingschool.com

Lime Rock Driver's Club
(860) 435-5000 limerockclub.com

Lucas Oil School of Racing
(561) 200-7223 lucasraceschool.com

Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com

Primal Racing School
(770) 573-1010 primal.racing

Pro Drive Racing School
(503) 285-4449 prodrive.net

Proformance Racing School
(253) 630-5130
proformanceracingschool.com

Simraceway Performance Driving Center
(800) 733-0345
simracewaydrivingschool.com

Skip Barber Racing School
(866) 932-1949 skipbarber.com

NOVICE PERMIT / SCHOOL CREDIT

Allen Berg Racing School
(888) 722-3220
allenberggracingschools.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888 raceschool.com

EXR - Exotics Racing Series
(702) 802-5662 exrseries.com

Pro Drive Racing School
(503) 285-4449 prodrive.net

Spring Mountain Advanced Driving School
(800) 391-6891
springmountainmotorsports.com

Thompson Speedway Motorsports Park
(877) 226-7223 theracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 waterfordhills.com

TIME TRIALS, TRACK EVENTS, CLUB RACING EXPERIENCE, & HILL CLIMBS

NORTHEAST nediv.org
Oct 19-20 TT/TE Summit Point/
Washington DC
Oct 25 TE NJMP/South Jersey
Nov 11 TE Summit Point/Washington DC

SOUTHEAST sediv racing.com
Oct 18-20 TE Sebring/Central Florida
Nov 3 TE Road Atlanta/Atlanta
Nov 16-17 TT/TE Roebing Road/
Buccaneer
Nov 29 TE Sebring/Central Florida
Atlanta (770) 617-0801
Central Florida (407) 415-8714

GREAT LAKES greatlakes-scca.org
Oct 25 TT Mid-Ohio/Ohio Valley
Ohio Valley (330) 460-6706

SOUTHWEST sowdivscca.org
Dec 7 TT MSR Cresson/Texas
Texas (951) 283-5680

NORTHERN PACIFIC norpac-scca.org
Oct 12 TT/TE Thunderhill Raceway
Park/Reno
Reno (775) 450-1393

SOUTHERN PACIFIC
Sep 21-22 TE Buttonwillow Raceway/
Cal Club
Nov 9-10 TE Buttonwillow Raceway/
Cal Club
Nov 30 Las Vegas Motor Speedway/
Las Vegas
Cal Club (661) 304-9382

TIME TRIALS NATIONAL TOUR
2020 schedule to be announced**TRACK NIGHT IN AMERICA**

Carolina Motorsports Park, S.C./Oct. 16
Harris Hill Raceway, Texas/Oct. 16
Heartland Motorsports Park, Kan./Oct. 17
MotorSport Ranch, Texas/Oct. 15
Palm Beach International Raceway, Fla./Oct. 22, Nov 12, Dec 10

STREET SURVIVAL SCHOOLS

Oct 12 Georgetown County Airport/
South Carolina
Oct 20 Portland International Raceway,
Ore./Oregon
Oct 20 Saratoga Auto Museum/
Mohawk Hudson
Oct 26 Dade County High School/
Chattanooga
Oct 27 Des Moines Arena Community
College/Des Moines Valley
Nov 2 Heartland Motorsports Park/
Kansas City
Nov 3 Lancaster County Public Training
Center/Susquehanna
Nov 9 Marana Regional Airport/Arizona
Border
Nov 24 Pacific Raceways/Northwest
Dec 14 Dragon Stadium

SOLO**TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR**

2020 schedule to be announced

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 3-6 Lincoln Airport, Neb.

TIRE RACK® SCCA PROSOLO

Mar 29-31 Crows Landing, Calif
Wong (Super); Wong (Ladies)
Apr 5-7 Auto Club Speedway, Calif.
Otis (Super); Fisher (Ladies)
Apr 12-14 Grenada Municipal Arprt, Miss.
Challenges cancelled
May 3-5 New Meadowlands Sports
Complex, N.J.
Challenges cancelled
May 23-25 Lincoln Airport, Neb.
Whitener (Super); Whitener (Ladies)
May 31-Jun 2 Mineral Wells Airport,
Texas
Dietz (Super); Whitener (Ladies)
Jun 14-16 Toledo Express Airport, Ohio
Connors (Super); Johns (Ladies)
Jul 5-7 Heartland Motorsports Park,
Kan.
Madarash (Super); Blume (Ladies)
Jul 19-21 Hampton Mills Old Lumber
Yard, Wash.
Paulson (Super); Gill (Ladies)
Aug 2-5 Oscoda-Wurtsmith Airport,
Mich.
DiMarco (Super);
Aug 30-Sep 1 Lincoln Airport, Neb.

TIRE RACK® MATCH TOUR.
2020 schedule to be announced

CAM CHALLENGE
2020 schedule to be announced

STARTING LINE SCHOOLS

Nov 16 Crows Landing,
Calif./San Francisco

REGIONAL**NORTHEAST** nediv.org

Oct 12 Lycoming Mall/NE Pennsylvania
Oct 13 TechCity/New York
Oct 13 Splish Splash Water Park/New York
Oct 13 Regency Furniture Stadium/
Washington DC
Oct 13 Bader Field/South Jersey
Oct 19 Camp Upshur/Washington DC
Oct 19 Mid-State Regional Airport/
Central Pennsylvania
Oct 26 Pittsburgh Int'l Race Complex/
Steel Cities
Nov 3 Moore Airfield/New England
Nov 3 Bader Field/South Jersey
Nov 4 New Meadowlands Sports
Complex/Northern New Jersey

SOUTHEAST sediv racing.com

Oct 13 Dade County High School/
Chattanooga
Oct 19 USMC Marine Corps Air Station
Cherry Point/North Carolina
Oct 19 Sebring Int'l Raceway/Central
Florida
Oct 20 NCM Motorsports Park/Tennessee
Oct 27 James Ward Ag Center/Tennessee
Nov 3 Spence Field/Dixie
Nov 9 Atlanta Motor Speedway/Atlanta
Nov 17 Dade County High School/
Chattanooga
Nov 17 NCM Motorsports Park/Tennessee
Nov 24 Deland Airport/Central Florida
Dec 1 South Georgia
Motorsports Park/Dixie

CENTRAL cendiv-scca.org

Sep 15 Quad City Downs/Great River
Sep 28 Route 66 Raceway/Chicago
Sep 29 La Crosse Fairgrounds
Speedway/Land O' Lakes
Oct 6 Iowa National Guard/Great River
Oct 13 Route 66 Raceway/Chicago
Oct 19 Route 66 Raceway/Chicago

GREAT LAKES greatlakes-scca.org

Oct 13 Mid-American Air Center/
Southern Indiana
Oct 13 Tire Rack/South Bend
Oct 13 Lake County Government
Center/Indiana Northwest
Oct 19 City of Eastlake Municipal
Parking Lot/Neohio
Oct 20 Walesboro Cummins Test Site/
Columbus
Oct 20 KFC Lot H/Kentucky
Oct 26 Grattan Raceway/Western
Michigan
Oct 27 Purdue Fort Wayne/Nort Wayne
Oct 27 Grissom Aeroplex/Indianapolis
Oct 28 Whitaker BankLegends Stadium/
Central Kentucky

CALENDAR KEY

All dates/events subject to change

= 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
CRE = Club Racing Experience
r = Restricted
Ro = Runoffs qualifier
RT = Regional Tour
SR = Social Rally
TT = Time Trial
TE = Track Event
TS = TrackSprint
v = Vintage

Contact information for registrars and event organizers available at scca.com. For changes, e-mail sanction@scca.com.

**OFFICERS**

Chairman **LEE HILL**
Vice Chairman **DANIEL HELMAN**
Secretary **ARNIE COLEMAN**
Treasurer **K.J. CHRISTOPHER**
Assistant Treasurer **PETER JANKOVSKIS**

SCCA NATIONAL OFFICE

Toll Free: (800) 770-2055
Main: (785) 357-7222
6620 SE Dwight St., Topeka, KS 66619
www.scca.com

EXECUTIVE LEADERSHIP

President & CEO
MICHAEL COBB
Vice President & Chief Operations Officer
ERIC PRILL
Senior Director of Finance
MINDI PFANNENSTIEL
Senior Director of Solo and Rally
HOWARD DUNCAN
Director of Road Racing
DEANNA FLANAGAN
Senior Director, Marketing &
Experiential Programs
HEYWARD WAGNER

Director of Region Development

CHRIS ROBBINS**SCCA PRO RACING**

Toll Free: (800) 770-2055
Main: (785) 357-7222
6620 SE Dwight St., Topeka, KS 66619
www.sccapro.com

SCCA ENTERPRISES

Phone: (303) 693-2111
14550 E. Easter Ave., Suite 400
Centennial, CO 80112
www.scca-e.com

President & CEO **ROBEY CLARK****SCCA DIRECTORS**

Area 1: **BOB DOWIE**
(845) 325-0930; bdowie@scca.com

Area 2: **JACK BURROWS**
(703) 304-2003; jburrows@scca.com

Area 3: **LEE HILL**
(813) 245-9332; lhill@scca.com

Area 4: **MARCUS MERIDETH**
(734) 776-7799; mmerideth@scca.com

Area 5: **PETER JANKOVSKIS**
(630) 738-0288; pjankovskis@scca.com

Area 6: **CHRIS ALBIN**
(314) 223-3850; calbin@scca.com

Area 7: **DAN HELMAN**
(281) 324-6664; dhelman@scca.com

Area 8: **ARNIE COLEMAN**
(719) 931-8281; acoleman@scca.com

Area 9: **CHARLIE DAVIS**
(650) 740-7898; cdavis@scca.com

Area 10: **EARL HURLBUT**
(585) 993-3119; ehurlbut@scca.com

Area 11: **JASON ISLEY**
(951) 741-6501; jisley@scca.com

Area 12: **TERE PULLIAM**
(678) 697-9755; tpulliam@scca.com

Area 13: **JEFF ZURSCHMEIDE**
(503) 330-3010; jzurschmeide@scca.com

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-65 YEARS

65-YEAR MEMBERS

Arthur N. Johnson 10/1/1954 Life Members

60-YEAR MEMBERS

La Vone A. Daily 10/1/1959 Kansas City
Marion K. Henderson 10/1/1959 Western New York

55-YEAR MEMBERS

Charles J. Derbes 10/1/1964 Delta
Paul T. Miller 10/1/1964 Finger Lakes

50-YEAR MEMBERS

Warren E. LeVeque 10/1/1969 Fort Wayne
Michael Lilley 10/1/1969 Finger Lakes
Richard J. Weader 10/1/1969 Washington DC

40-YEAR MEMBERS

Mario Andretti 10/1/1979 Philadelphia
Fred R. Brett 10/1/1979 Atlanta
Philip N. Harris 10/1/1979 Mid South
Sandy Harris 10/1/1979 Mid South
Jay R. Jensen 10/1/1979 Iowa
Catherine L. Mazoway 10/1/1979 Finger Lakes
Lorraine R. Minor 10/1/1979 Washington DC
Stephen Oseth 10/1/1979 Washington DC

35-YEAR MEMBERS

Leo S. Baker 10/8/1984 San Diego
Heather Baker 10/1/1984 San Diego
Raymond D. Blethen 10/18/1984 New England
Tom Broring 10/18/1984 Cal Club
Sherman D. Engler 10/18/1984 Alabama
Tonia Brandl Engler 10/18/1984 Alabama
Constance V. Hawk 10/25/1984 Florida
Grant M. Hawk 10/25/1984 Florida
Thomas M. Herbert 10/4/1984 North Carolina
Philip W. Lowe 10/15/1984 Central Florida
Timothy N. Lydon 10/8/1984 Central Florida
Neil Mark MacEwen 10/17/1984 St Louis
Beau Martin 10/17/1984 Chicago
Mark W. Muddiman 10/30/1984 Detroit
Ernest Nagamatsu 10/31/1984 Cal Club
Jim Pace 10/17/1984 Mississippi
Dennis E. Riehle 10/29/1984 Arizona
Calvin Rothe 10/17/1984 San Diego

Jim Rueff 10/5/1984 Cal Club
Joseph A. Scavotto 10/8/1984 Atlanta
Richard G. Stewart 10/18/1984 Mohawk Hudson
Michael J. Williams 10/3/1984 Central Florida
Paul V. Young 10/29/1984 Detroit

30-YEAR MEMBERS

Brian Graham 10/31/1989 Glen
Luke Ball 10/31/1989 Texas
Douglas A. Berger 10/18/1989 Oregon
Bill A. Dratwa 10/18/1989 Oregon
Jon A. Goins 10/11/1989 Cincinnati
Kevin C. Gross 10/20/1989 New England
Joe Harlan 10/20/1989 Northwest
Mark K. Hogue 10/11/1989 Indianapolis
Harry R. Kulp 10/30/1989 Washington DC
Ben Martinez 10/18/1989 San Francisco
Fred Nelson 10/20/1989 San Francisco
Scott Peterson 10/31/1989 Kansas City
James Rainey 10/27/1989 Texas
Enid Schmitt 10/27/1989 South Bend
George V. Schmitt 10/27/1989 South Bend
Edwin D. Tisdale 10/31/1989 New England
Joseph W. Traut 10/24/1989 New England
Douglas White 10/10/1989 New England

25-YEAR MEMBERS

Michael Asman 10/5/1994 Washington DC
Carolyn Bayer-Broring 10/20/1994 Washington DC
Tom Broring 10/20/1994 Washington DC
Kurt M. Genatowski 10/5/1994 Washington DC
Gary E. Gist 10/12/1994 San Diego
Len L. Ily 10/17/1994 New England
Lauren I. Kincaid 10/5/1994 Southern Indiana
Michael C. Kincaid 10/5/1994 Southern Indiana
Charles P. McCalla 10/17/1994 New England
Robert R. Oswald 10/27/1994 Blue Mountain
Raymond J. Phillips 10/5/1994 North Carolina
Stephen Allen Rainey 10/5/1994 Texas
Kathleen Rainey 10/5/1994 Texas
Paul Rodler 10/31/1994 San Francisco
Gene Sanders 10/5/1994 Arizona Border
Hans Saurino 10/16/1994 Northeast Oklahoma
Mark Strong 10/17/1994 Central Florida



Dave Green

RALLYCROSS

WHAT Regional events

WHEN Probably this weekend

WHERE Everywhere you want to be

The RallyCross Nationals may be in the books, but the season is far from over. There are many Regional events left, so get out there!

RALLYCROSS

DIRTFISH NATIONAL TOUR

2020 schedule to be announced

DIRTFISH NATIONAL C'SHIP

2020 event to be announced

REGIONAL

NORTHEAST nediv.org

Oct 13 Panthera Training Center/
Washington DC

Oct 19 Pennsylvania Farm Show
Complex & Expo Center/Susquehanna

Oct 27 Panthera Training Center/
Washington DC

Nov 3 Panthera Training Center/
Washington DC

Nov 2 Spooky Nook Sports/Susquehanna

Nov 17 Summit Point/Washington DC

Nov 24 Summit Point/Washington DC

SOUTHEAST sedivacing.com

Oct 26 HollyTree Off Road/Tennessee
Valley

Oct 27 Central Florida Motorsports
Park/Central Florida

Dec 8 HollyTree Off Road/
Tennessee Valley

CENTRAL cendiv-scca.org

Oct 27 Byron Motorsports Park/
Milwaukee

Nov 2 William's Farm/Land O' Lakes

Nov 24 Byron Motorsports
Park/Milwaukee

MIDWEST midiv.org

Oct 19-20 Thunder Valley Sand Drags/
Kansas City

Oct 20 I-80 Speedway/Nebraska

Oct 27 Madison, Ill./St Louis

Nov 2-3 I-35 Speedway/Kansas City

Nov 10 I-80 Speedway/Nebraska

Nov 17 Madison, Ill./St Louis

Nov 17 81 Speedway/Wichita

Nov 24 Santa Fe Trail Cycle Park/
Kansas

Dec 15 Santa Fe Trail Cycle Park/Kansas

ROCKY MOUNTAIN coloradoscca.org

Oct 26 Colorado National
Speedway/Continental Divide

NORTHERN PACIFIC norpacscsa.org

Nov 9 Alaska State Fairgrounds/Arctic
Alaska

Dec 7 Alaska State Fairgrounds/
Arctic Alaska

SOUTHERN PACIFIC

Nov 9 Glen Helen Raceway/Cal Club

Nov 9 MC Motorsports
Park/Arizona Border

Nov 3 Walesboro Cummins Test Site/
Columbus

Dec 1 Robert's Park/Southern Indiana

MIDWEST midiv.org

Oct 13 Metropolitan Community
College/Kansas City

Oct 13 Gateway Motorsports Park/St.
Louis

Oct 13 Remington Park/Oklahoma

Oct 19 East Crawford Rec Area/Salina

Oct 20 Tanger Lot/Northeast Oklahoma

Oct 26 Columbus Air Force Base/
Mississippi

Oct 26 Lincoln Airport/Nebraska

Oct 26 Metropolitan Community
College/Kansas City

Oct 27 Gateway Mtrsprts Park/St. Louis

Oct 27 Yoder Autocross Site/Wichita

Nov 2 East Crawford Rec Area/Salina

Nov 3 Gateway Mtrsprts Park/St. Louis

Nov 9 Liberty Bowl Memorial Stadium/
Mid South

Nov 10 Yoder Autocross Site/Wichita

Nov 11 Crowder College/
Ozark Mountain Region

SOUTHWEST sowdivscsa.org

Oct 20 Ike Hamilton Expo Center/Red
River

Oct 27 Westgate Mall/West Texas

Nov 2 Houston Police Academy/Houston

Nov 2 Waldron Naval Air Base/South
Texas Border

Nov 10 Lone Star Park/Texas

Nov 17 Ike Hamilton Expo Center/Red
River

Dec 7 Waldron Naval Air Base/South
Texas Border

Dec 8 Grandsport Speedway/Houston

ROCKY MOUNTAIN coloradoscca.org

Oct 12 McGee Park/Rio Grande

NORTHERN PACIFIC norpacscsa.org

Oct 12 Jore Manufacturing

Oct 19 Expo Idaho/Snake River

Oct 20 Buttonwillow Raceway/Fresno

Nov 3 Crows Landing/San Francisco

Nov 9-10 Fresno Fairgrounds/San
Francisco

Nov 16 Fresno Fairgrounds/San Francisco

SOUTHERN PACIFIC

Oct 12 Aloha Stadium/Hawaii

Oct 12 SDCCU Stadium/San Diego

Oct 13 Las Vegas Mtr Spdwy/Las Vegas

Oct 13 Arizona Motorsports Park/Arizona

Oct 19 Maui Motorsports Park/Hawaii

Oct 20 Vidinha Stadium/Hawaii

Oct 26 Marana Regional Airport/Arizona

Oct 27 Aloha Stadium/Hawaii

Oct 27 Maui Motorsports Park/Hawaii

Nov 1 SDCCU Stadium/San Diego

Nov 2 Arizona Motorsports Park/Arizona

Nov 3 Sierra Vista Airport/Arizona Border

Nov 3 Sam Boyd Stadium/Las Vegas

Nov 8 Auto Club Speedway/Cal Club

Nov 17 Vidinha Stadium/Hawaii

Nov 17 Aloha Stadium/Hawaii

Nov 17 Marana Regional Airport/Arizona

Nov 22 SDCCU Stadium/San Diego

Nov 29 California Speedway/Cal Club

Dec 1 Arizona Motorsports Park/Arizona

Dec 6 California Speedway/Cal Club

Dec 8 Las Vegas Mtr Spdwy/Las Vegas

Dec 8 Marana Regional Airport/Arizona

Dec 15 Vidinha Stadium/Hawaii

Dec 15 Aloha Stadium/Hawaii

Find more events near you at

www.scca.com/solo

ROADRALLY

NATIONAL

Oct 12 NC Little Dixie, O'Fallon, Mo./
St. Louis

Oct 13 NT Great River Road Tour,
O'Fallon, Mo./St Louis

St. Louis (314) 503-7411

REGIONAL/DIVISIONAL

NORTHEAST nediv.org

Oct 20 The Bagel Bunch/Philadelphia

Oct 24 Saratoga Auto Museum/New
England

Nov 2 Bobby Rahal Honda of State
College/Central Pennsylvania

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

Nov 3 Carolins Blue
Restaurant/South Jersey

HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

1,000+ Stores Nationwide • HarborFreight.com

NEW U.S. GENERAL **SUPER COUPON**

30", 5 DRAWER MECHANIC'S CARTS

- 15,000 cu. in. of storage
- 700 lb. capacity
- Heavy duty locking casters

NOW AVAILABLE IN WHITE

Item 56429, 64031, 64033, 64059, 64721, 64722, 64720

Customer Rating **★★★★**

\$229⁹⁹ **YOUR CHOICE OF COLOR** **\$199⁹⁹**

SAVE \$630

COMPARE TO Snap-On BLUE-POINT MODEL: KRC310TBPES **\$830**

LIMIT 1 - Coupon valid through 12/14/19*

PITTSBURGH SERIES 2 **SUPER COUPON**

***1 SELLING JACKS IN AMERICA**

RAPID PUMP® 3 TON STEEL HEAVY DUTY LOW PROFILE FLOOR JACK

NOW \$99⁹⁹ **SAVE \$90**

COMPARE TO TEQ CORRECT MODEL: T3300182 **\$189⁹⁹**

Item 56618/56619/56620/56617 shown

Customer Rating **★★★★**

\$109⁹⁹

WEIGHS 78 LBS.

LIMIT 2 - Coupon valid through 12/14/19*

HaulMaster **SUPER COUPON**

40" x 72" MOVING BLANKET

Customer Rating **★★★★**

NOW \$3⁹⁹

SAVE 60% **\$9⁹⁸**

COMPARE TO PRATT RETAIL SPECIALTIES MODEL: HMDVBLAN

Item 69504/62336/47262 shown

LIMIT 4 - Coupon valid through 12/14/19*

SUPER COUPON

OVER 5,000 5 STAR REVIEWS **FREE** WITH ANY PURCHASE

SUPER BRIGHT LED SMD WORK LIGHT/FLASHLIGHT

- Super-Strong, Ultra-Lightweight Composite Plastic
- Magnetic Base & 360° Swivel
- Hook for Hands-Free Operation
- 3-A AA Batteries (included)
- 144 Lumens

ALL IN A SINGLE SUPER POWERFUL LIGHT

COMPARE TO PERFORMANCE TOOL MODEL: W2364 **\$13⁵²**

Item 63878/63991 64005/69567/60566 63601/67227 shown

38575824

Cannot be used with other discounts or prior purchases. Original coupon must be presented. Valid through 12/14/19 while supplies last. Limit 1 FREE GIFT per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM*

38578396

Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discounts, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, oil card, open box items, 3 day Parking Lot Sale item, comparison, floor mats, cables, storage cabinets, chests or carts, trailers, welders, Admiral, Ames, Sears, General Machinery, Generators, Engines, Diamondblades, Earthshaker, Frax, Hammer, Icon, Japiter, Luxor, Posh, Predator, Tagger, Viking, Vulcan, Zurich. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 12/14/19.

CENTECH **SUPER COUPON**

2/10/50 AMP, 12 VOLT BATTERY CHARGER AND ENGINE STARTER

Customer Rating **★★★★**

NOW \$29⁹⁹

SAVE 49% **\$59⁷⁷**

COMPARE TO SCHUMACHER ELECTRIC MODEL: SE-1250

Item 60581 3418/66783/60653 shown

38621279

LIMIT 2 - Coupon valid through 12/14/19*

HARDY **SUPER COUPON**

7 MIL HEAVY DUTY POWDER-FREE NITRILE GLOVES PACK OF 50

NOW \$3⁹⁹

SAVE 48% **\$15⁶²**

COMPARE TO GREASE BULLY MODEL: 10046

Item 68504, 61775, 68506, 61774, 61773, 68505 shown

38623432

LIMIT 4 - Coupon valid through 12/14/19*

PITTSBURGH **SUPER COUPON**

2 TON CAPACITY FOLDABLE SHOP CRANE

- Boom extends from 41" to 61-3/4"
- Crane height adjusts from 73-5/8" to 89"

Customer Rating **★★★★**

NOW \$189⁹⁹

SAVE \$110 **\$299⁹⁹**

COMPARE TO BIG RED MODEL: 11674699

Item 60388/69514 shown

38634173

LIMIT 3 - Coupon valid through 12/14/19*

BRAUN **SUPER COUPON**

5000 LUMEN LED HANGING SHOP LIGHT

Customer Rating **★★★★**

NOW \$19⁹⁹

SAVE 57% **\$47**

COMPARE TO INOLED MODEL: SMT288-12

Item 64410

38638848

LIMIT 1 - Coupon valid through 12/14/19*

PITTSBURGH **SUPER COUPON**

LOW-PROFILE CREEPER

- 300 lb. capacity

Customer Rating **★★★★**

NOW \$19⁹⁹

COMPARE TO POWER TORQUE MODEL: GM40300 **\$44⁹⁹**

Item 63371/63424/64169/63372 shown

38642468

LIMIT 4 - Coupon valid through 12/14/19*

drillmaster **SUPER COUPON**

1500 WATT DUAL TEMPERATURE HEAT GUN (572°/1112°)

Customer Rating **★★★★**

NOW \$9⁹⁹

COMPARE TO BLACK+DECKER MODEL: HG1300 **\$28⁰⁶**

Item 35776/62340/62546/63104/96289 shown

38646516

LIMIT 5 - Coupon valid through 12/14/19*

COVER PRO **SUPER COUPON**

10 FT. x 17 FT. PORTABLE GARAGE

Customer Rating **★★★★**

NOW \$169⁹⁹

COMPARE TO SHELTER LOGIC MODEL: 76377 **\$290⁷⁵**

Item 62859/63055/62860 shown

38655264

LIMIT 1 - Coupon valid through 12/14/19*

PITTSBURGH **SUPER COUPON**

40 PIECE, 1/4" AND 3/8" DRIVE SAE AND METRIC SOCKET SET

Customer Rating **★★★★**

NOW \$4⁹⁹

COMPARE TO CRAFTSMAN MODEL: CMHT12019 **\$49⁹⁸**

Item 47902/975/61328/63015/62843 shown

38657206

LIMIT 5 - Coupon valid through 12/14/19*

CENTRAL PNEUMATIC **SUPER COUPON**

20 OZ. GRAVITY FEED AIR SPRAY GUN

NOW \$9⁹⁹

SAVE 80% **\$49⁹⁹**

COMPARE TO KOBALT MODEL: SGV-AIR8872

Item 67181/62300/47016 shown

38669016

LIMIT 5 - Coupon valid through 12/14/19*

PREDATOR **SUPER COUPON**

2000 WATT SUPER QUIET INVERTER GENERATOR

- 12 hour run time

Customer Rating **★★★★**

NOW \$449⁹⁹

COMPARE TO HONDA MODEL: EU2000 **\$1,009**

Item 62523

38670298

LIMIT 1 - Coupon valid through 12/14/19*

HaulMaster **SUPER COUPON**

3/8" x 14 FT., GRADE 43 TOWING CHAIN

- 5400 lb. capacity

Customer Rating **★★★★**

NOW \$19⁹⁹

COMPARE TO MIBRO MODEL: 42820 **\$64⁹⁹**

Item 40462/60658/97711 shown

38678464

LIMIT 1 - Coupon valid through 12/14/19*

PITTSBURGH **SUPER COUPON**

CLICK-TYPE TORQUE WRENCHES

- LIFETIME WARRANTY
- Reversible

Customer Rating **★★★★**

NOW \$9⁹⁹

COMPARE TO HUSKY MODEL: H2017WA **\$89⁹⁷**

Item 239 shown

38681074

LIMIT 5 - Coupon valid through 12/14/19*

*Original coupon only. No use on prior purchases after 30 days from original purchase or without original receipt. Valid through 12/14/19.

At Harbor Freight Tools, the "Compare to" price means that the specified comparison, which is an item with the same or similar function, was advertised for sale at or above the "Compare to" price by another national retailer in the U.S. within the past 90 days. Prices advertised by others may vary by location. No other meaning of "Compare to" should be implied. For more information, go to HarborFreight.com or see store associate.

NEW PRODUCTS



WILWOOD PROHUB

Wilwood's innovative forged aluminum ProHub replaces the one-piece sealed ball hub bearing design found on the 1990-'05 Mazda MX-5, providing a user-serviceable direct bolt-on option. A uniquely designed spindle collar and lock nut system incorporates separate and wider spaced inner and outer tapered roller bearings for added hub support and increased load carrying capacity.

wilwood.com



HOLLEY TERMINATOR X MAX

Holley's EFI's plug-and-play Terminator X Max electronic fuel-injection system gives you self-learning fuel strategies, complete control of your LS engine, and the proven technology of Holley EFI at a budget-friendly price. Now available are Terminator X systems for LS1 engines with EV6, LS2/LS3s systems for late-model trucks, and Terminator X Max systems for numerous drive-by-wire/multi-point-fuel-injection applications with electronic transmission control.

holley.com



OPTIMA BATTERY CASE

Optima Battery Cases are engineered with a non-conductive, lightweight material featuring integrated ribbing for excellent strength. Its patented "Zero-Footprint" mounting base replicates the battery's geometry and utilizes a vehicle's OE hold-down for no-hassle installation. Six isolation mounts protect the battery from the harshest environments.

optimabatteries.com

TOP GEAR

ESSENTIAL TOOLS, ACCESSORIES, AND GEAR FOR RACERS



DEATSWERKS IN-LINE FUEL PUMPS

DeatschWerks in-line fuel pumps feature roller-vane pumping mechanisms that excel at delivering high flow at high pressure. Available in 250lph and 350lph versions, these pumps can be combined with DW Modular Surge tanks to provide ultimate versatility. Compatible with both pump fuels and E85. These pumps feature AN ORB inlets and outlets, and carry a three-year comprehensive warranty.

deatschwerks.com



JE ULTRA SERIES FORGED PISTON KITS

JE Ultra Series pistons for Honda K20 and K20C engines combine JE's premium features plus an all-new, industry-first technology into an off-the-shelf piston kit. This includes a Grain Flow Optimized Forging, a proprietary JE technology that aligns the grain flow in critical areas to improve strength, plus several other high-end features.

jepistons.com



FORGELINE CARBON+FORGED WHEEL

The Forgeline Motorsports Carbon+Forged wheels combine weight-optimized, CNC-machined, forged-aluminum centers with revolutionary proprietary carbon-fiber barrels to deliver the ultimate in technological advancement, exclusive styling, and unparalleled lightweight performance. The carbon fiber barrels are supplied by the renowned British wheel manufacturer Dymag, in a partnership with Forgeline Motorsports, while Forgeline engineers and manufactures the custom, made-to-order centers in 6061-T6 forged aluminum.

forgeline.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.

SCCA TRACKNIGHT[®] IN AMERICA

Driven by **TIRE RACK**.com

THE FASTEST WAY TO GET ON TRACK!



YOU AND YOUR CAR.
32 AWESOME TRACKS.
135+ GRIN-INDUCING EVENTS.

MORE #FUNWITHCARS

FULL SCHEDULE AVAILABLE AT **TRACKNIGHTINAMERICA.COM**





PHILIP ROYLE
EDITOR, SPORTSCAR MAGAZINE

FOR POSTERITY

By the time you read this, all of SCCA's National Championship and top-tier National events will have wrapped. It's almost inconceivable for me to believe that fact, considering I'm writing this shortly after the Tire Rack ProSolo Finale and Tire Rack Solo National Championships wrapped, but it's true. So, by the time this issue hits your mailbox, not only will the autocross title events be a distant memory, but other key SCCA events like the DirtFish RallyCross National Championship, the Time Trials Nationals powered by Hagerty, and the National Championship Runoffs will have all concluded, too. Time truly flies.

Considering these events are slowly fading into the annals of history while the 2020 competition season sneakily pokes its head around the corner, what can this issue of *SportsCar* offer you? After all, it's admittedly coming out more than a month after the sun set on the final day of the Solo Nationals. To that, I humbly submit that this issue offers a lot. You see, between that sunset and now, *SportsCar's* contributors have been busy assembling the finalized results, speaking to key players in all 70-some Solo Nationals classes, and compiling what amounts to the autocross championship's

definitive historical yearbook for 2019. To quote *The Princess Bride*, this is for posterity.

While Count Rugen always makes for spectacular quotes, the line is not used in jest. *SportsCar's* contributors and staff took great pride in assembling this issue, which contains more than 60 pages

of championship autocross coverage, and we're equally as proud to produce the forthcoming December issue (which includes the National Championship Runoffs), the January issue (telling the tale of the RallyCross National Championship), and the February issue (housing the 2019 season wrap-up for SCCA Pro Racing's endeavors). We do so because we know that in years - and generations - to come, motorsport enthusiasts will gaze on these pages with great interest. We know this because that's exactly how historical issues of *SportsCar* are treated by the motorsports community now. After all, *SportsCar* has been produced for all 75 years of the Club's existence.

Look at some of the greats covered in this issue. Tom O'Gorman, Bryan Heitkotter, Billy Davis, Tamra Krystinik, Mike Maier, Patty Tunnell, Robert Thorne, Tom Berry, and more are all SCCA superstars, and it's our honor to be able to record their accomplishments as they happen. Then five, 10, or 15 years down the road, gaze even deeper into this year's Solo Nationals results and undoubtedly many more gems will have emerged. And that's not even to mention the fact that this issue includes the first time an EV has won an SCCA National Championship.

Yes, the 2019 Solo National Championships and ProSolo Finale have concluded, but the battles, names, and emotions will live forever in these pages. And I know I speak for the entire *SportsCar* crew when I say that we can't wait to do it again in 2020. 🍎

"While Count Rugen always makes for spectacular quotes, the line is not used in jest"

FROM THE ARCHIVES

10 YEARS AGO... NOVEMBER 2009



- The 2009 Tire Rack Solo Nationals visited Lincoln Airpark in Nebraska for the first time, and some 1,148 competitors took part.
- Timmy Megenbier earned the \$100,000 Volkswagen Jetta TDI Cup Championship.

25 YEARS AGO... NOVEMBER 1994



- Salina Kansas was the place to be, and 728 Soloist showed up for the 1994 Solo Nationals.
- The Dodge Neon was the car to have at the Solo championship events, and Steve Brolliar earned \$10,750 piloting his to a trio of titles.

50 YEARS AGO... NOVEMBER 1969



- The Times Grand Prix saw Denis Hulme take the win and claim \$13,550 in prize money.
- While membership had declined to 18,733 members over the previous year, the Club had sanctioned a record 340 events.

THE PERFORMANCE RACING INDUSTRY TRADE SHOW

**DISCOVER
NEW TECHNOLOGY.
IDEAS.
BUSINESS.**

—
DECEMBER 12-14, 2019
INDIANAPOLIS, INDIANA
USA

The PRI Trade Show is the racing industry's No. 1 venue for new technology, ideas and business opportunities. If you're in the business of racing, you can't afford to miss this event.

- ALL FORMS OF AUTO RACING
- OVER 1100 EXHIBITING COMPANIES
- A TRADE-ONLY EVENT



THE BUSINESS OF RACING STARTS HERE

PRI

Learn more at pri2019.com

ENDURE AND CONQUER.

MAXXIS®
TIRES



VICTRA VR-1

Extreme Summer Radial

UTQG: 200 AA A

Tread Depth: 9/32nds

Wheel Diameter: 15" – 18"

**New improved S2
compound available in
select sizes***

***visit Maxxis.com for more details**

