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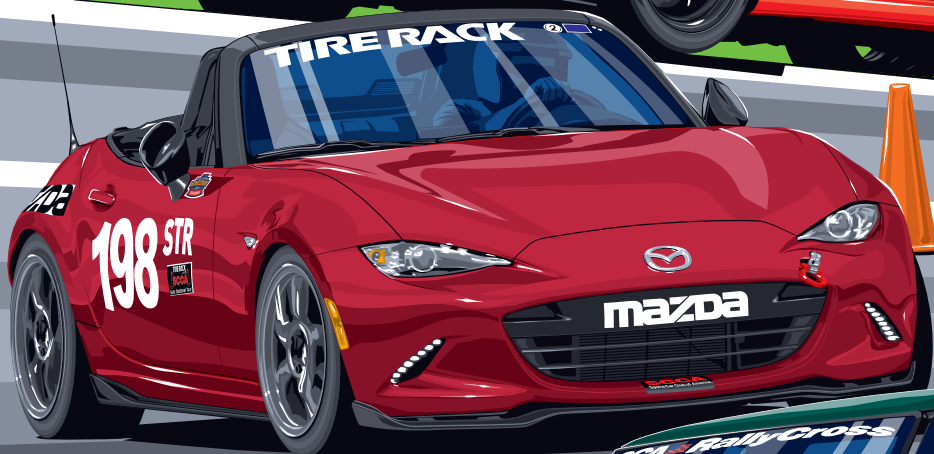
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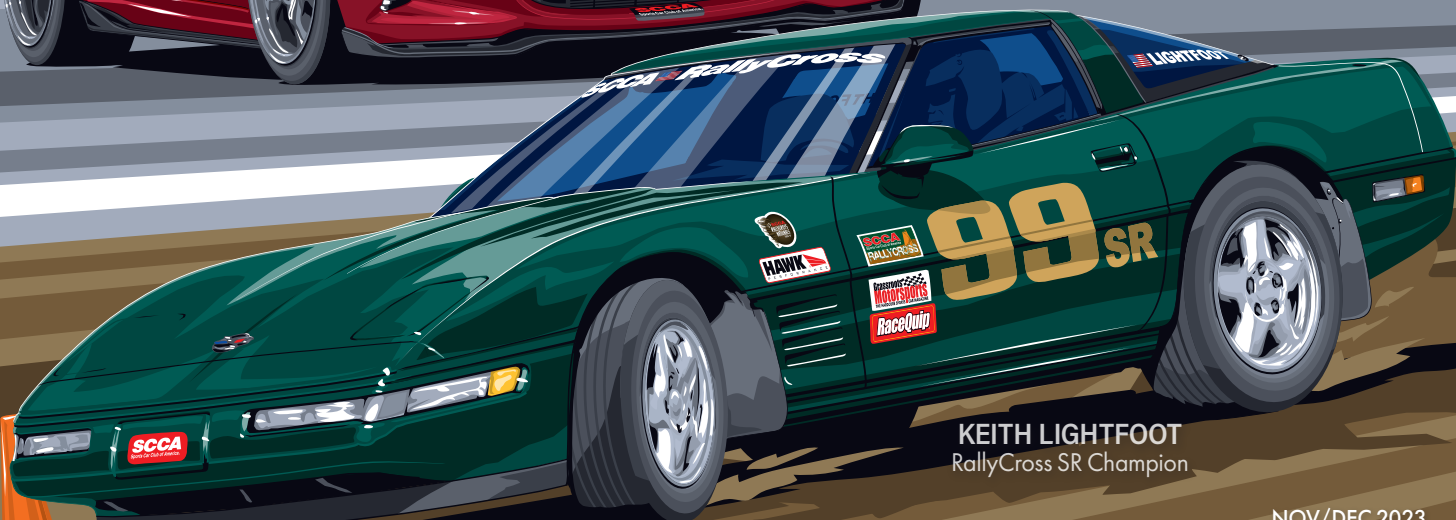
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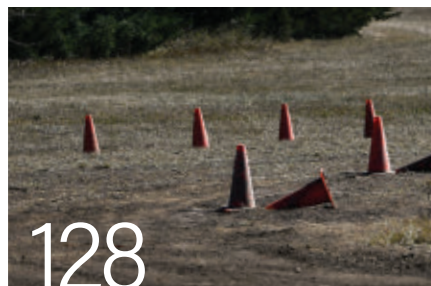
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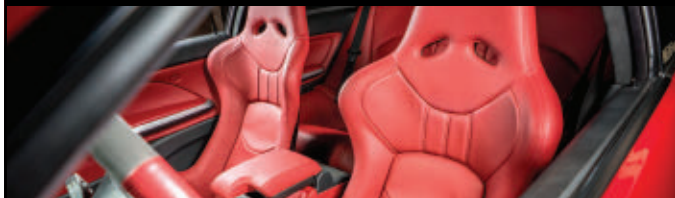
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MIKE COBB

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TALENT WINS RACES, TEAMWORK WINS SCCA CHAMPIONSHIPS

As the beautiful cover of this edition of *SportsCar* depicts, this issue is our Championship Issue highlighting the sights, sounds, winners, and behind-the-scenes stories from some of SCCA's top events:

- Tire Rack ProSolo Finale
 - 50th Tire Rack Solo Nationals Championships
 - 60th National Championship Runoffs
 - RallyCross National Championship
 - Tire Rack SCCA Time Trials Nationals Powered by Hagerty
- In all, the Sports Car Club of America promoted, supported, and executed in superb fashion six championship-caliber events in less than 60 days. (Note: coverage of the 2023 United States Road Rally Challenge will land in the Jan./Feb. 2024 edition of *SportsCar*, as the timing of the event was too close to the deadline for printing this issue.)
- Think about the scope of this accomplishment for a moment as it involved:
- Six events in five different geographic locations across the country.
 - Four different tracks/venue management teams and crews to partner with.
 - Several hundred workers, chiefs, stewards, marshals, volunteers, and staff from across the country.
 - Several thousand drivers, crew members, and family members.
 - The crowning of more than 100 class champions and National Championship winners.
 - And the crowning of 11 SCCA Workers of the Year presented by Mazda.

This, my friends, is one huge lift—and one that I do not believe any other sanctioning body in North America could pull off.

And while many on the SCCA Staff side left to support the ProSolo Finale during the final week of August and returned home sometime in October (with brief visits home to wash clothes and repack), the primary reason we got through this Championship season in the fashion we did is because everyone—workers, chiefs, stewards, marshals, volunteers, staff, drivers, crew members, family members, partners, support players, etc. (aka, the SCCA Family)—*all* had oars in the water and were rowing together in sync, not in circles, to get us across the finish line in true Championship fashion.

Does this mean everyone's experience at each of these events was Championship caliber? No, we still have room for improvement in many areas, and we will continue to work on these areas with you as we plan and execute 2024 events. But based on the overall experience scores I have seen from these events so far (data is still coming in—look for a full report within my sessions during the 2024 SCCA National Convention, taking place Jan. 18-26 for free online), when eight out of 10 people indicated that their experience was good or outstanding, we are definitely doing more things right than not.

While we are certainly focused on celebrating the talent that took home the gold, silver, bronze, and other trophies across these events, I want to acknowledge and celebrate the collaboration and teamwork of the entire SCCA Family for their Championship-caliber contributions and performance this season!

I hope to see you on course or on a corner again soon! 🍷

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THE FRUSTRATION PASS

We can all agree about the easiest pass in racing: Power. It's the safest, too, because it does not require much on the part of the car you are passing. All its driver has to do is not run you off the track on the straightaway. (Tough for some goofballs.)

Anyone can hold the throttle wide open down the straight, pull over, and ride on by, even waving at the poor schmuck in the slower machine.

This is perhaps the best thing about having the most power in the race, or at least the class. It makes one look like a hero driver as well, picking up positions—In blunt reality, without having to drive better.

This is a truth, but I'm not at all sure I ever let myself say or even think it. Is having more power a crime? If legal, no; of course not. Engine prep and aero choices are a big part of the racing game.

It's just that in my heart of hearts, I've always aimed to be the best driver I can be and win because of it. I really want to feel like I earned the victory, not just my dyno sheet.

If the racer you just passed is a little better in the braking and handling department, what do you do? Drive the

wide car. It's legal and even sporting to move to the inside and protect the line to make a re-pass harder. The only thing required to remain an ethical racer is to make only the One Move. Pick a side and do not go back over again later. That's the definition of a block.

Don't pay attention to those actors in Formula 1. That's a show. It's wrong to swerve all over the road, and it's a bad idea to protect too much early in the race.

Think about how you feel when you are the driver giving chase, and the car ahead—which you caught right up to under braking into the last turn, and now are catching coming out with more speed—suddenly pulls away with superior straight-line speed. What's your emotion?

Frustration, I say. "Dang, I'm killing that car in the corners, and it just leaves me down the straights."

Frustration makes a riskier situation because that emotion can cause a level of desperation. Like, "The only way to get past is to make a risky late move, because I'm never close enough to do what Randy says and get right next to him in the brake zone."

Frustration, because after all your

great cornering and braking, you now sit helplessly watching him pull away. Again.

This situation is really quite common on track and extends to the track day world as well. I sometimes call it Miata Hell: Faster in the corners and slower on the straights. In Production, ST, and GT classes, competition is often set by power-to-weight. More horsepower, more weight. The weight slows a car down, especially in the turns, but it'll be quicker on the top end. It is very interesting to watch this play out in SCCA Road Racing.

The Runoffs videos from VIR clearly exhibited this tricky situation in almost every race. The Virginia track has several fantastic corners and two-and-a-half long acceleration zones, as I mentioned in my last Pobst Position. A real advantage for the more powerful, sometimes front-wheel-drive competitors.

(And for those without windshields, by the way, like Cliff Ira's unique F Production Honda Del Sol. Some friends over at Riley Racing once said that deleting the frontal area drag of a windshield can buy more than 5mph on a straight. That's a lot. I did this very mod on a Fiat



X1/9 autocross car years ago, though mostly because it just looked so cool.)

It got my attention when a lightweight CRX was chasing a leading Dodge Don't-Call-It-A-Neon SRT-4 in STU. Better handling, less straightaway speed, polishing the SRT-4 rear bumper in the corners.

Camera missed it, darn it, but they suddenly ended up off the road entering Oak Tree. Oops. Tough situation.

What to do? With a little respect and cooperation (it is a sport after all), these differing characteristics can lead to the best races you'll ever be in. The handling car has got to make a decisive move kind of early in the twisty bits, and work to generate a gap before the straight.

It also means that, sorry folks, at some tracks, your car is just not capable of winning without a mistake or breakdown on the part of the car with more speed. I know we do not want to accept this painful reality, but it will, long-term, make for much better respect in the racing community than a late move that punts the racer ahead out of the way.

In the formula and sports racer classes, this comes up in multi-class racing, like a Formula F stuck behind a winged chassis

with a lesser driver, or a competitor who chose less drag over more downforce and is thus faster on the straight and slower in the corners as a result. Hard to pass. This is probably a good choice at VIR.

This situation requires patience, like a good hunter lying in wait for an opportunity. Keep the pressure on, looking to wear down the lead car's tires and force a mistake. Stay close and look for an opportunity when the leaders lap the back of the pack. Those at the back sometimes throw an unintentional block at just the wrong time for the leader and can create a chance to pass.

Or work your way up: Pass toward the end of the twisty bits, then they go by on the straight, but you are closer. Then pass them in the middle of the twisty bits and get closer still. This way, you work yourself farther down the straight before they catch you. Then take the inside, so they have less speed in the first couple corners of the twisties. The goal is to build enough gap so that they cannot get around you before the brake zone.

Success! Now make it stick with a clean run through those same turns, and you are clear and on to the next step up the podium. Congrats! Now that's racing!

I've raced for nearly 40 years in maybe 700 events, from Regional ITC to the highest levels of international GT and, along the way, I've learned a truth that doesn't sit well with the Must Win mentality.

The best races are ones where both drivers accept that they might not win.

Yep. This is my message to you and the racing world. Be a little more careful. Be better. Be strong. Do everything you can to win except knock the other car off the track.

Quaint, I know. But true.

In Spec Miata this year, there was a dead heat. Too close to call. Amazing. It was decided they would both win in part because the two drivers, Preston Pardus and Nicholas Bruni, each won in two ways. Those last few corners—Oak Tree, Roller Coaster, Hog Pen—were so intense, but there was no contact and no one run off the road. Both drivers—teammates by the way—showed great care and skill not crashing into the other. And with no less desire to best the other one.

That last lap and finish made my racing heart sing. That, my friends, is a motor race. 🍷

THE DUEL

Sadly, cameras missed its premature end in Oak Tree on the penultimate lap. But the ferocious, multi-lap battle for the lead in STU between Joe Moser's nimble CRX and Mark Liller's potent SRT-4 had fans and livestream viewers on their feet.

NUMBERS GAMES

A maxed-out entry ensured full fields and non-stop thrills and chills at the 2023 Tire Rack SCCA ProSolo Finale

WORDS Paul Brown | **IMAGES** Rupert Berrington



The 2023 Tire Rack SCCA ProSolo Finale hit its entry cap minutes after tier three opened in late August. On site, Saturday morning, Sept. 2, saw the last of the pre-entries checked in, so no one on the wait list made it in—to the great disappointment of the handful who showed up hoping for a spot.

The Andy McKee-designed courses were unlike any previous Lincoln ProSolo courses—a relief after all the adventures following this year's Bristol event—but it does appear they ended up biased a bit toward power, setting up a problem in some of the indexed classes. They were challenging to drive and might have seen even more Sunday morning heroics than usual.

As always with a season points championship, there are

drivers at the ProSolo Finale who have no chance at a title but may be able to serve as spoilers. Those vying for ProSolo Championships—entering with either a pair of wins or a win and a second place during the regular season—are in control of their own destiny. Win the event, win the championship.

This year saw an unusually high number of examples of drivers who won the Finale after a less than stellar regular season, leaving the ProSolo Championship to someone who was more consistently fast. It may seem odd that a single mistake, be it a red light, a cone, or even a blown corner on a single run can have implications in a season-long points championship. Add in weather issues like we saw in Bristol and Peru where Sunday morning rain prevented those last-run heroics that make ProSolo so much fun (or so frustrating for the early achievers), and some championships can be dramatic stories.

Still, most class championships go to the winner of the ProSolo Finale.



FANS CLUB

(MAIN) The season is finally winding down for the tireless SCCA Tire Rack National Solo ProSolo crew, the ever-reliable SCCA trailer ready for a short winter break. First, though, the ProSolo Finale on the now-familiar Lincoln (Neb.) Airpark concrete. (INSET) Two-legged Solo fans needed fans in sheet metal to keep things cool ...

AND THEY'RE OFF ...

As is usually the case, Ladies classes started out the competition. L2 groups everything from SS through HS together, and this 21-car class immediately resolved into a battle between Laura Marcus (BS Supra) and Shelly Monfort (FS Strano Mach 1). Marcus led by a narrow margin for much of the event before finding a half-second on her last



left-side run to widen the gap to a more comfortable 0.6 sec. This year's indexes would have the two classes only about 0.3 seconds apart, so Marcus being a full second faster on the courses made the difference.

Jordan Towns put in a heroic effort in her CS MX-5 to claw her way up to third.

L3, the dozen remaining 200 treadwear cars, also needed power

to lead the pack. This time it was Hilary Anderson in the CAM-S Peachey Corvette and Christine Grice in the family Evo (in XA trim) swapping the lead. Anderson was quick out of the gate while Grice had mechanical issues leaving her with no time in the first session. Grice had her car working for the afternoon runs and took a slim lead into the final

session. Anderson could only improve her left side, while Grice had her best runs on her final attempts to hold on to the lead.

Kate Fisher in an STX twin held on to third ahead of Kim Whitener, whose trusty STS Miata had catastrophic engine issues on Saturday morning and borrowed the McCelvey's. A fourth place finish was well

below her expectations as she's won the class in seven of its 10 years in existence.

L4 is just SSC cars, so there's never a course dependency. Meredith Brown led the eight drivers for almost the entire event, but Jennifer Bedell took off 0.7 sec on her last left side, clocking the only 42-second run in the class to take the win.



L1 collects all the cars on race rubber together, so the eight drivers were in an eclectic mix of vehicles. Nicole Wong wasn't the only driver with power, but she dominated the class from the first run by about a second, eventually taking the top qualifier spot and setting herself up for a run for the Fletcher Cup on that hot Sunday afternoon.

In E Street, Miata artist Bartek Borowski never trailed and extended what had been a narrow lead to over half a second in the cool Sunday morning conditions over MR2 driver Joseph Coté.

In SS, James had an unusually easy time winning the 22-car class in the Olvey Porsche GT3 over Jason Bucky in a GT4.

Evan Williams and Chris Yoder were separated by just thousandths of a second after the afternoon GS runs in their Civics, with Lance Keeley in the Karp GTI just a tenth back. Keeley made the most of Sunday's cool conditions, improving by more

"The three non-late-model twins in DS had a power advantage, and they used it."

PAUL BROWN

than a second on just his right side to take the win over Yoder. A calculator was needed to determine that Yoder took the championship by just a half point over Williams, with Keeley another half point back—about as close to a three-way tie as is possible!

Street 5 combines HS, STH, and FSP, so it's relatively uniform as far as power goes. What is unusual is mixing 200 TW tires with DOT race rubber, but the mix does seem to work pretty well. True to form, the Hoosiers tolerated the Saturday afternoon heat better than the street tires.

HS Civic driver Matthew Morhardt took a substantial lead over Jonathan Lugod's FSP Civic (the two cars separated by a dozen model years) on Saturday



morning. Lugod was able to cut the lead in half in the afternoon. Morhardt found just a half second on Sunday morning, and it was barely enough. Lugod put in runs in the mid 40s on both sides and came up just 0.071 short.

Fifteen entries, all but three in late-model twins, faced off in DS. Those three have a power advantage, and they used it to take the top three spots, with Mark Scroggs (Hyundai Elantra N) winning by a scant 0.099 over Alex Muresan (Type R).

Just eight drivers entered in CS—all in ND Miatas. Saturday morning mostly saw times around 42 flat, but Will Teller found a 41.5 and a 41.6 to lead the class by more than a full second. Sunday morning, though, almost everyone improved by large margins—except for Teller, the exception to that trend. Rick Cone put in times a tenth faster than Teller's on both sides to leapfrog into the lead. Kerry Coughlin was 0.2 sec faster than that on the right side, but red lit a winning left side and had to



ON THE NUMBERS

(CLOCKWISE FROM OPPOSITE) Mark Scroggs's shiny new Hyundai took top honors in D Street; Laura Marcus (Toyota Supra) was a stand-out in L2; S1 champ Randall Wilcox (Mazda); Matt Morhardt's HS Honda narrowly edged Jonathan Lugod's older Civic to take the S5 victory; SportsCar columnist Paul Brown (No. 98 Scion, at right) held on to win SSC.

quick on Saturday morning in his BS Supra. Sam Strano wasn't too far behind in his FS Mach 1. Both chipped away a bit in the afternoon. Marcus found a 40.0 on the right on his last try to stay about 0.6 sec ahead of Strano, closely matching the outcome in the same two cars in L2.

S4 pits pretty much all the AWD cars together. All 13 drivers at this event were backed by a healthy dose of horsepower, but Teslas accelerate using hyperspace, so the results may have been closer than expected this time around. Cameron Goode started out quick and clean in his Tesla, and never trailed though he coned away nearly 0.8 sec on Sunday morning. Jay Bullington took a different approach in his SM Audi, coning or redlighting fully half of his runs. His last two were his best but came up just 0.2 sec shy of the stealthy Tesla.

out of his three regular-season events, so Dave Schotz got the season runner-up spot.

STS is dominated these days by NA Miatas, so this 11-car class didn't see much in the way of course dependencies. Rich DiMarco took the early lead on Saturday morning with low 42s on both sides, but Eric Stoltz found just enough time in the afternoon heat to move ahead of him before putting the hurt on the class with mid 41s on both sides on Sunday morning to take a 1.0 sec win.

Eleven of the 12 entries in STX were in twins. This one started out close, with John Caserta just a tenth per side ahead of Bruce Lukens on Saturday morning. He expanded that to more than a second in the afternoon with mid-41s on both sides. Both drivers found low 41s on Sunday, Caserta with a 41.2/41.1 to Lukens' 41.3/41.1 and a .134 margin. When the dust settled, less than a second covered the top five.

STR had nothing but ND Miatas. Daniel McCelvey coned away a 39.9 on his second left side on Saturday, but his first left 40.1 was only .135 slower and combined with a clean 40.3 on the right gave him the lead. Vivek Goel had a 39.8 on the right but coned away a 40.3 on the left and went into the afternoon session trailing by a few tenths. McCelvey cut his right to a 40.0 on his afternoon attempts while Goel could only find a tenth, so the lead expanded.

On Sunday, Goel improved to a 39.9 on the left but couldn't match

settle for fourth. Cone came in with no wins, so Teller took the season win by just two points.

Yours Truly put together a good pair of runs on Sunday morning to take the class lead, but the first three pairs of drivers in SSC got reruns on their first left side runs. Two of them, Jimmy Vadjak (in second place by 0.007 sec) and Mason Herrick (in fifth, 0.016 behind fourth) had great right sides but weaker lefts, set me up for disappointment. But for once things worked

out. Ambient temperatures had ramped up enough that the spec tires were out of their comfort zone. Vadjak didn't improve but with his runnerup finish clinched the season championship. Reed Gibson's let me take second in points over perfect-regular-season guy Herrick.

S3 is one of the more eclectic mixes, including 2WD vehicles from SST, STU, XS, EVX, BS, and FS. The 14 drivers at the Finale represented four of those six classes. Dave Marcus started out

CHEERS AND TEARS

Scheduling conflicts with LS Fest suppressed the CAM entry, but 14 drivers battled it out in a nice mix of CAM-S, CAM-T, and CAM-C vehicles. Justin Peachey has his CAM-S Corvette working really well these days and could easily have stood on his Saturday morning times for the win. He did that on the left, but improved his right side each round, finally posting a winning margin of nearly 2 seconds over Mark Madarash and his CAM-T Trans Am. Madarash had mechanical catastrophes in two



his earlier right, while McCelvey had a blistering 39.7 on the right but was stuck with that 40.1 on the left and fell 0.051 short. What a difference that cone made.

Surprisingly, Billy Davis wasn't much of a factor until Sunday morning, where he had a class FTD 39.7 on the right but could only muster a 40.3 and came up a couple of tenths short of the leaders.

S1 combines a bunch of fast 2WD classes and the 18 drivers entered came from all but XA and XB. Randall Wilcox, driving the Anderson Miata in SSM trim, took the first championship of a collection the car would earn this week, by a margin of 1.883 over his co-driver, leaving a collection of SM and DSP RX-8s fighting for the bronze. Points vagaries being what they are, Steve O'Blenes' fifth-place finish combined with his two regular season wins to earn him the runner-up spot for the season.

A Street had a nice mix of C6 Corvettes and Porsches, with

"Nicole Wong put in mistake-free runs every round to earn her first Fletcher Cup."

PAUL BROWN

the Chevys putting their power advantage to good use. Kevin Wenzel posted high 40-sec runs on both sides on Saturday morning to take a half-second lead over the class. He improved to 40.9/40.3 in the afternoon to stay just a tenth ahead of fellow Corvette pilot William Damhoff. Both posted their best efforts on their last runs, each winning one side by an unusually wide 0.4. Damhoff's 39.8/40.4 added up to be 0.033 faster than Wenzel's 40.2/40.0.

Damhoff entered with a first and a third, so his event win was just enough to take the points win over Wenzel who had a first and a second coming in.

All the Prepared category cars run in R1, but this 10-driver group was an XP party from Saturday

morning onwards. Andy McKee got off to a big lead on Saturday morning with runs in the low 37s and improved his right to a 36.9 in the afternoon heat. Fred Züst used his first two runs on Sunday morning to take the lead—37.1/36.6. McKee coned a nice 36.6 on his first left side but improved both sides to 37.2/36.6 to cut the margin to 0.058 for the event.

Züst had a first and a third during the season, but McKee had a pair of wins, so McKee took the championship by a single point.

All the Modified cars run in R1. Despite 15 entries, this one was no contest with Jeff Kiesel dominating throughout in his familiar EM Sprite. Foregoing his Sunday morning runs to give co-driver Zak a chance with a cooler car allowed KM driver Jackson McLeod to cut the margin to less than 2 seconds.

CHALLENGES FOR THE WINS

An exceptionally large turnout in the L classes meant there were nearly enough to have 32 in the



Challenge. Top qualifier Nicole Wong cut good lights and put in mistake-free runs every round to take what looked like an unusually easy win and earn her first Fletcher Cup. Shelly Monfort, despite her runner-up class position, was similarly consistently fast to reach the final pairing against Wong to take the second-place trophy for the season.

On the Open side, the breakout rounds eliminated most of the cars from the early run groups that ran in cooler conditions. Only Jonathan Lugod, on Hoosiers, survived from the first three groups. The final eight



ended up being shockingly clean, with no red lights and only one cone in the elimination bracket. That cone was an expensive one, costing Dave Marcus his first round and ultimately the Johnson-Clark Johnson Cup. The lucky beneficiary was Jon Caserta, who fell to Kevin Wenzel in the next round but had enough points accumulated to take the Cup even had he not won the consolation round to take third at the event.

Despite both being runners up in their respective classes, Kevin

Wenzel and Daniel McCelvey faced off for the event win, though both were far enough off in points that they were not in contention for the Cup. Dave Schotz had a nearly insurmountable points lead coming in, due to a pair of Challenge wins (Las Vegas and Spring Nationals).

Peachey's dominating CAM-class win left Schotz watching from the sidelines, and the Caserta/Marcus pairing in the final eight doomed him to a runner-up spot for the year.

Dave, I feel your pain. 🍌

THE CHALLENGE ISSUED

(CLOCKWISE FROM OPPOSITE) Challenge winners Kevin Wenzel and Nicole Wong hold their hard-earned Open and Ladies trophies high; Jon Caserta (Scion) took top honors in the Scion vs. Subaru STX class; Christine Grice (Mitsubishi) saved her best for the final rounds to keep the lead in L3; STS champ Eric Stoltz lined up against John Hale's STX Subaru in the Challenge final eight; Justin Peachey's bellowing Corvette dominated the CAM proceedings.

TIRE RACK PROSOLO NATIONAL SERIES

LINCOLN AIRPARK | Lincoln, Neb. | Sept. 1-3, 2023

FINALE RESULTS (TROPHIES)

SS: (22 entrants) 1. James Yom (Porsche) 76.525; 2. Jason Bucki (Porsche); 3. Pat Salerno (Porsche); 4. Sean Greer (Porsche); 5. Monty Pack (Porsche); 6. Brandon Olvey (Porsche); 7. Jay Balducci (Porsche); **AS:** (7 entrants) 1. William Damhoff (Chevrolet) 80.280; 2. Kevin Wenzel (Chevrolet); 3. Greg Janulis (Porsche); **CS:** (8 entrants) 1. Rick Cone (Mazda) 82.990; 2. Will Teller (Mazda); 3. Christian Kolmers (Mazda); **DS:** (15 entrants) 1. Mark Scroggs (Hyundai) 82.681; 2. Alex Muresan (Honda); 3. Garrett Cogburn (Honda); 4. Ken Roller (Subaru); 5. Mark Daddio (Subaru); **ES:** (6 entrants) 1. Bartek Borowski (Mazda) 85.090; 2. Joseph Côté (Toyota); **GS:** (7 entrants) 1. Lance Keeley (Volkswagen) 84.722; 2. Chris Yoder (Honda); 3. Evan Williams (Honda).

SSC: (19 entrants) 1. Paul Brown (Scion) 84.806; 2. Jimmy Vajdak (Scion); 3. Reed Gibson (Scion); 4. Mason Herrick (Scion); 5. Hayden Pirrera (Subaru); 6. Kevin Dietz (Scion).

STR: (15 entrants) 1. Vivek Goel (Mazda) 79.842; 2. Daniel McCelvey (Mazda); 3. Billy Davis (Mazda); 4. Matt Jones (Mazda); 5. Marcus Pyne (Mazda);

STX: (12 entrants) 1. Jon Caserta (Scion) 82.352; 2. Bruce Lukens (Subaru); 3. Manfred Reysser (Scion); 4. John Hale (Subaru); **STS:** (11 entrants) 1. Eric Stoltz (Mazda) 83.098; 2. Rich DiMarco (Mazda); 3. Andrew Salazar (Mazda); 4. David Whitener (Mazda).

CAM: (14 entrants) 1. Justin Peachey (Chevrolet) 63.798; 2. Mark Madarash (Pontiac); 3. Dave Schotz (Chevrolet); 4. Eric Peachey (Dodge); 5. Ryan Otis (Chevrolet).

L1: (8 entrants) 1. Nicole Wong (Chevrolet) 67.541; 2. Holly Schwedler (Honda); 3. Kendra Mabie (Porsche); **L2:** (21 entrants) 1. Laura Marcus (Toyota) 66.584; 2. Shelly Monfort (Ford); 3. Jordan Towns (Mazda); 4. Cindy Duncan (Ford); 5. Kasey Gintner (Ford); 6. Langlee King (Mazda); **L3:** (12 entrants) 1. Christine Grice (Mitsubishi) 66.847; 2. Hilary Anderson (Chevrolet); 3. Kate Fisher (Scion); 4. Kim Whitener (Mazda); **L4:** (8 entrants) 1. Jennifer Bedell (Scion) 68.910; 2. Meredith Brown (Scion); 3. Chris Peterson (Scion).

S1: (18 entrants) 1. Randall Wilcox (Mazda) 64.727; 2. Eric Anderson (Mazda); 3. John Vitamvas (Mazda); 4. David Colletti (Mazda); 5. Steve O'Blens (Mazda); 6. Clyde Caplan (Mazda) **S2:** (14 entrants) 1. Doug Rowse (Porsche) 65.176; 2. Mike Kuhn (Porsche); 3. Steve Waters (Chevrolet); 4. Chris Dressler (Porsche); 5. Matt Ales (BMW); **S3:** (14 entrants) 1. David Marcus (Toyota) 65.588; 2. Sam Strano (Ford); 3. Tim Mason (Ford); 4. Michae Snyder (Ford); 5. Dennis Hubbard (Ford); **S4:** (13 entrants) 1. Cameron Goode (Tesla) 64.206; 2. Jay Bullington (Audi); 3. Bruce Hanson (Tesla); 4. Justin Tsang (Subaru); **S5:** (7 entrants) 1. Matt Morhardt (Honda) 66.770; 2. Jonathan Lugod (Honda); 3. Danny Gross (Mazda).

R1: (15 entrants) 1. Jeff Kiesel (KFR) 64.093; 2. Jackson MacLeod (Tonykart); 3. Jason Hobbs (Novakar); 4. Jason Minehart (Stalker); 5. Larry MacLeod (Tonykart); **R2:** (10 entrants) 1. Fred Zust (Lotus) 65.391; 2. Andrew McKee (Mazda); 3. Alex Jones (Mazda); 4. Adam Norton (Mazda).

IDX1: (30 entrants) 1. Erik Knorrmeier (Chevrolet) 66.804; 2. Rick Newman (Porsche); 3. Robert Lewis (Ford); 4. Carter Heaton (Subaru); 5. Chris Fletcher (Ford); 6. Greg Reno (Toyota); 7. PJ Corrales (Datsun); 8. Tom Harrington (Tonykart); 9. Michael Yanase (Porsche).

2023 PROSOLO CHAMPIONSHIP

JOHNSON-CLARK JOHNSON CUP

(Super Challenge): Kevin Wenzel

FLETCHER CUP (Ladies Challenge):

Nicole Wong

2023 PROSOLO CLASS CHAMPIONS

SS: Peter Ling; **AS:** Kevin Wenzel; **CS:** Christian Kolmers; **DS:** Mark Daddio; **ES:** Bartek Borowski; **GS:** Lance Keeley;

R1: Brad Smith; **R2:** Andy McKee;

S1: Steve O'Blens; **S2:** Jeff Wong; **S3:** David Marcus; **S4:** Cameron Goode; **S5:** Jonathan Lugod;

SSC: Logan Davis;

STR: Daniel McCelvey; **STS:** Rich DiMarco; **STX:** Jon Caserta;

CAM: Dave Schotz.



The 50th Running of the Tire Rack SCCA
Solo National Championships, Sept. 5-8, 2023

WORDS Randy Bish, William Bostic, Jodie Boy, Paul Brown, Craig Carr, Jeff Cashmore, Alan Claffie, Joseph Côté, Chris Dunn, Buck Entriiken, Julian Garfield, Jim Garry, Colton Hobbaugh, Kelsey Karanges, Katie Kelly, Maia Kirk, Mark Krueger, Chris Kunkel, Ryan Lower, Manfred Reysser, Emily Skoglund, Stephanie Wells, Chris Yoder, Tara Young

EDITED BY Rocky Entriiken | **IMAGES** Rupert Berrington

HOMECOMING!

Fifty years ago we had a dirt and gravel paddock, and a course that was basically a mile-long slalom on a racetrack. Now we have acres of concrete and asphalt to park on and delightfully challenging courses set down upon massive reaches of tarmac.

Fifty years ago we had 14 classes in three categories, plus a Ladies index. Now we have multiple categories where competitors can build just about any vehicle they can imagine, and Ladies classes that rival the Open Classes.

Fifty years ago, Nationals was a two-day weekend event. 224 drivers showed up, took their runs, maybe

grabbed a trophy and went home. Today, including the Tire Rack SCCA ProSolo Finale, it's a week and a half reunion of 1300 of your closest friends from coast to coast, catered dinners, golf cart rentals, a food court, vendors, paddock parties ... oh, and there's an autocross, too...

Twenty-twenty-three didn't set a record for the entry only because of an entry cap set at 1,300 drivers. This year, organizers were more specific at managing the cap: 700 drivers for Tuesday-Wednesday, 600 for Thursday-Friday. That had happened more or less inadvertently a year ago, but seeing how well that worked, this year it was intentional.

Eventually, by the end of the week, 1,295 individuals had turned a wheel on at least one course. The record remains at 1,375 set in 2018, a number which overwhelmed organizers at the time. That was also the first time the Solo Nationals had a waitlist (although everyone got in). This year was the second time.

In the wake of a Homecoming!-making summer of triple-digit temperatures everywhere in the country, the weather steward gave us a week in the 80s. Monday was hottest, the coursewalk day topping out at 96 degrees. After that, the competition days, all under bright blue skies, were 89 degrees on Tuesday, 81 on

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Wednesday, 83 on Thursday and 86 on Friday. Some mornings were even cool enough to break out a light jacket or hoodie.

In keeping with the theme, Monday's welcome party in the Tire Rack Event Center (the Big Tent) boasted a Homecoming king and queen, winners of a trivia contest. The king ended up being 10-year-old Phineas Townsend, son of DS driver Van Townsend. The queen was XP driver Teresa Neidel-McKee.

Competition through the week produced few surprises. Twenty champions were repeat winners from the year before including every one of the Modified Category Open-class winners except FSAE.

Salina Region and Southwest Montana Region crowned their first-ever champions—Theresa Walton in ESL and Jonathan Mudge in STX. Nicole Wong won her 12th championship, tying Karen Babb for the longest womens' class win streak. Mark Daddio took his 31st consecutive trophy, seventh in the monster D Street class, tying (with Paul Kozlak) for the longest trophy streak and extending his record for having trophied at every Nationals in which he has competed.

Gone were the ASP and BSP classes, but more than replacing them were CAM-Ladies for the first time, a new

XS/XSL class, and Heritage Classic making a one-time Nationals appearance.

There were 92 potential classes, although just 80 actually competed.

One new innovation, intended to replicate a moment from the days of the indoor banquets on Wednesday and Friday evening, was the Champions' Walk—a representation of the winners' awards during an evening celebration in the Event Center.

On Facebook in the week following Nationals, members were trilling about how perfect the event was. Nothing went wrong, that they saw, never realizing the sometimes frantic work organizers do behind the scenes. —**Rocky Entriiken**

THE COURSES

Running with the theme of "Homecoming," both Karen Babb and the pair of Sam Strano/Shelly Monfort built courses adorned with names reflecting a college football weekend. But while Babb drew a comparatively simple layout for the East Course with only seven or eight basic elements, "Stranfort" came up with a busy technical design on the West Course and seemed to name every corner. West was the quicker of the two courses by about six or seven seconds.

WEST COURSE: THE BIG GAME

Ready! The course began on the west edge with a dragstrip start to an immediate light right at the first left turn.

Set! The next right turn.

Hike! Another right turn.

Quarterback Sneak: A 90-degree left.

The Huddle Hustle: A five-cone slalom.

Off Sides: Fast entry into a sweeping 90-degree left.

Don't Fumble: A long wall forced a left-right zig, but a wide entry allowed a fast passage through and across the bottom (south end) of the course.

Tight End: First part of a 180-degree sweeper.

End Around: The rest of it. And set up for...

Lateral: ...Move the car laterally, left-right-left.

Halftime Show: 180-degree right. Watch out for the outside walls. No rest here.

Wardrobe Malfunction: Hey, wait, that was a Pro thing at a Super Bowl! Slalom the wallums.

Touchdown! Turn 90 degrees left and up through a fast 2-cone slalom.

Crowd Goes Wild: The Showcase 180, but come in wide. The exit sends you past two more wallums.

Overtime: Gotta. Make. That. Last. Turn. To the finish!

Out of Bounds: You've stopped your clock, but there's one final zigzag to complete the course (the cones count) as the driver heads back into the grid.

EAST COURSE: THERE'S NO PLACE LIKE HOME

Festival Begins: Drivers got an easier start, making a 90-degree left before a long approach to the start lights.

Legacy Dance: Dance through a 7-cone slalom and then hammer down through two fencerows before a sweeping 90-degree turning west. Finish tight on the right side of a gate.

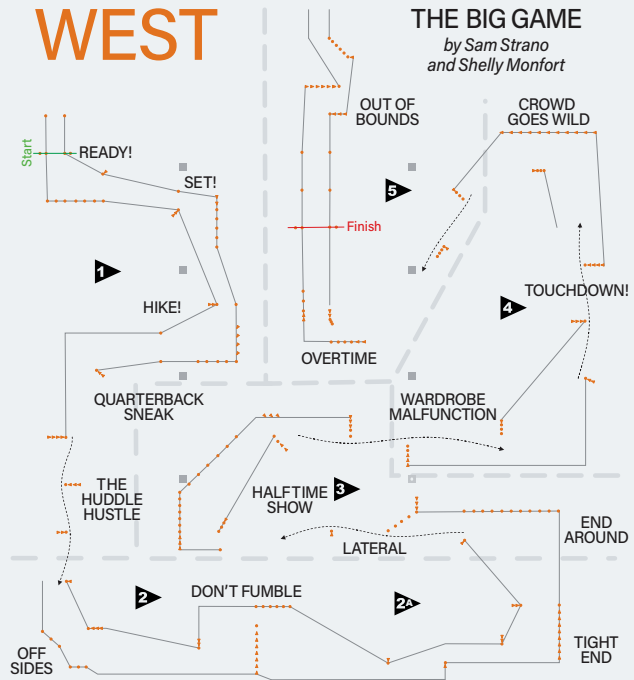
Pep Rally Pivot: Set it up right and you could skip quickly through the tight left-right as you cross the south border of the course. But then shut down for a decreasing 180-degree right sending you back east.

Student Body Left: A giant sweeper—more like 230 degrees—sending you into a fast southwest chute.

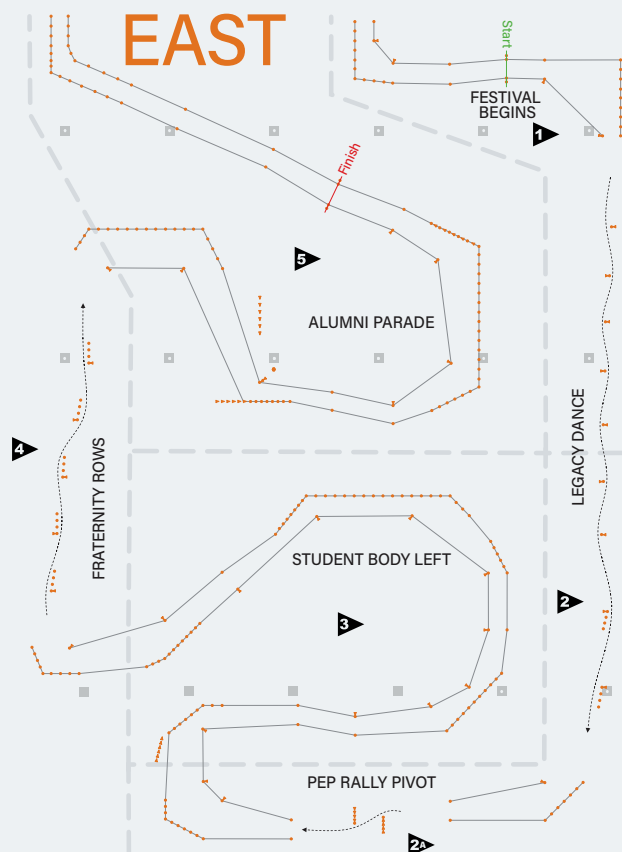
Fraternity Rows: Five fencerows to slalom. Careful past the first three, then hammer past the last two. Felt like a finish but you're not done yet. Beware the outside wall as you turn right about 160 degrees.

Alumni Parade: Down a southeasterly diagonal, across the lot once more and into one last lefty sweeper, faster than it looked on a coursewalk, and WOT to the finish lights. Take a breath and ease off.

—ROCKY ENTRIKEN



EAST COURSE: THERE'S NO PLACE LIKE HOME



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AUG 21-25

Watkins Glen SpeedTour

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more details at gotransam.com

¹TA2 only

²TA, XGT, SGT, GT only

³All double-header events





TRUE LOVE

H Street Ladies winner Laura Harbour has a big hug for her trusty Toyota Celica GT.

While all were impressed with Yom's fourth Nationals win, everyone, including Yom, seemed surprised that he didn't hit a single cone. Every other trophy winner except David Hedderick in 10th had smacked at least one. Perhaps the best part of Yom's win was the bet with co-driver Brandon Olvey, who intended to sell the Porsche but said he wouldn't if Yom won. —Jodie Boy

A STREET LADIES

A Street Ladies seemed wide open, with no former champion of the class among the six drivers. The key phrase here is "of the class" as Sue Eckles has seven jackets in her collection, Kencey Christopher has five and Theresa Berry counts two. But this was Eckles' year.

Laura Corodimas set the early pace with a 58.4 on her first look at the West Course. Eckles, though, took advantage of a rerun to clock a 58.1, taking a lead she would never relinquish. She chipped that down to 57.772 on her last run of the day to hold a lead of about 0.7 sec over Corodimas, with Betty Schuebel another quarter-second back.

Day two saw Corodimas looking like she might have a chance with a dirty 68.6 to Eckles' clean 68.7, but Eckles slammed the door firmly with a second-run 66.6 that gave her nearly four seconds on the class. Third runs saw a bit of drama: Schuebel's last-ditch 58.7 moved her to second in the 2-trophy class ahead of Corodimas, but that would still be 2.215 sec behind Eckles, who chipped off a tenth on her last attempt, getting down to 66.588 and a winning total of 124.360 sec.

A STREET

A Street, with 31 drivers, got the unenviable fifth heat assignment on Thursday and Friday. The target was 54 sec on the West Course, and five drivers found the mark. Greg Janulis' 54.7 in his Cayman S topped Dan Simms' 54.9 in a Z06 on first runs. William Damhoff would

STREET CLASSES

SUPER STREET LADIES

Half a dozen Porsches and a lone Lotus Evora came to the Super Street Ladies grid Tuesday, signaling the start of the second heat on the East Course. Crissy Hedderick in a Cayman GTS would lead after first runs, but it was 16-year-old Olivia Hammac in the Lotus who would lead by the end of the day with a 64.971 to Hedderick's 66.2.

Reruns helped her get the lead. She'd coned her other two runs, but she liked the Evora's handling. While relatively new to the Evora and barely a month after getting her driver's license, Hammac is not new to the National autocross scene. She's been racing karts since she was 7, and in 2019 was a finalist for Sports Illustrated's Sportskid of the Year.

On the West Course, the Evora's handling paid off as Hammac continued to lead the group, winning the class with a third-run time of 57.729 and combined time of 122.700. Hedderick was 1.933 sec back and the last trophy fell to Suzanne Segal, claiming a podium finish on her final run.

Hammac said she enjoyed the course, and even though the ending was a bit scary, she braked hard and

threw the car in for a strong finish. Her competitors grabbed a group photo before bowing to their young class winner.

SUPER STREET

The fifth heat grid boasted 43 Super Street drivers. All the trophy places would be taken by Porsches except for a lone Corvette, Dave Becker sneaking into the final spot by less than a tenth of a second.

After Tuesday's East Course runs, the top five drivers were within 1 sec of Jason Bucki's 60.149 final run, chased by James Yom who'd turned three runs in the 60-sec zone. Yom's goal had been to stay within a few tenths of Bucki, planning to take advantage of his GT3's power on the tighter West Course.

On day two, Monty Pack dropped into the 53s, putting pressure on Bucki and Yom, but could not improve it on his last run. It came down to the last two cars, Bucki and Yom. While Yom was staging, he saw Bucki hit a cone. Yom had the class won, but he wanted to find the time he left out there. Leaving everything on course, Yom finished with FTD of 53.403 and combined time of 113.787 to Bucki's 114.2, and Pack's 114.7.

have been a tick ahead of Simms but for three cones and Dan Bullis woulda had fast raw time at 54.5, but also caught a cone.

Second runs saw Simms take the lead with a nice 54.2, Damhoff spoiling a 54.4 with a cone, Janulis not able to match his first attempt, and Dan Bullis cleaning up to a 54.6 for second place early in the group. Third runs saw Simms take off a tenth to set FTD at 54.169. Bullis was slower, Janulis got down to 54.2 but hit four cones doing it, and Kevin Wenzel finally found 54.5 to move ahead of Bullis for the day, but almost four tenths behind Simms.

On day two, 61 sec would be the target. It was only hit four times, no driver more than once. Simms opened with a 62.1, improving by a scant 0.034 on his second attempt. A number of drivers in the low trophies managed competitive mid-62s on their second runs, but that was too little too late to threaten the podium positions. Damhoff got everyone's attention in his venerable C5 with a 61.7 that moved him to third. Wenzel's 62.1 moved him back into second.

On third runs Simms set fast time with a 61.648. Janulis got a 61.8 that moved him up to second, but only until Wenzel posted a nearly identical 61.8 to return to the runner-up slot. Simms scored his first championship at 115.817 sec, with Wenzel 0.540 sec back. —Paul Brown

B STREET LADIES

It was a sibling Toyota battle in BSL—two Supras vs. two GR Corollas—on the corn side in Tuesday's second heat. Laura Marcus in her white GR Supra drew first blood with her opening 64.7, but tagged a cone. Even with the penalty, she still held first place and, spoiler alert, never looked back for the rest of the event. On second runs, Marcus lost the cone on a

63.394, taking an early 4.1 sec lead ahead of a Dina O'Donnell's Corolla, invading from Ontario. On third runs, with nothing to lose, Marcus decided to go full send and took out three cones while O'Donnell DNF'd.

Over to the plane side Wednesday, it was just more of the same. Marcus put up a 56.277 on her second run to lead O'Donnell by 7.170 sec. Third runs were a repeat of yesterday's full send, only now it was Marcus's DNF and O'Donnell's multiple cone kill. Marcus took home her third championship with a combined time of 119.671 sec.

B STREET

It was the same name, Marcus, at the top through the B Street competition but not with the crushing dominance

SUPER STREET			
1. James Yom	CSCC	#199	
	Porsche GT3	113.787	
2. Jason Bucki	Ariz	#197	
	Porsche GT4	114.258	
3. Monty Pack	SanF	#98	
	Porsche GT3	114.750	
4. Sean Greer	StL	#94	
	Porsche GT4	115.305	
5. Jay Balducci	ArzB	#97	
	Porsche GT4	115.533	
6. Patrick Gaffney	WDC	#191	
	Porsche GT4	116.318	
7. Laurence Casey	WDC	#91	
	Porsche GT4	116.397	
8. Ryan Johnson	Utah	#59	
	Porsche Spyder	116.527	
9. Craig Marhefka	WDC	#87	
	Porsche 911 GT3	116.559	
10. David Hedderick	Hous	#193	
	Porsche Cayman GTS	117.622	
11. Tom Bruck	SnRv	#171	
	Porsche GT3	117.660	
12. Dave Becker	Chi	#121	
	Corvette	117.762	
13. Rick Newman/Susq (#83 Porsche 718 Spyder; 14. Mark Cornelius/Utah (#175 Corvette); 15. Brandon Olvey/Ark (#99 Porsche 911 GT3); 16. Brian Connors/Phil (#78 Porsche GT3); 17. Paul Kozlak/NEng			

(#96 Porsche GT4); 18. Thomas Kenna/CSCC (169 Porsche GT3); 19. Alexandra Zust/CCar (#95 Porsche GT3); 20. Clark Walker/Chi (#41 Porsche 718 Boxster GTS); 21. Marc Segal/LasV (#66 Porsche 718 GTS); 22. William Becker/Chi (#21 Corvette); 23. Joe Wright/CFla (#7 Porsche GT3); 24. Shawn Folkes/Chi (#92 Porsche Cayman GT4); 25. James Wilson/RioG (#37 Porsche 718 Cayman GT4); 26. Edward Young/Fla (#107 Porsche GT3); 27. Tom Larson/SnRv (#71 Porsche GT3); 28. Derek Punch/SanD (#69 Porsche GT3); 29. Dustin Neuville/Cill (#8 Corvette Z06); 30. Norm Flowers/Susq (#187 Porsche GT3); 31. Michael White/InNw (#73 Corvette); 32. Roger Johnson/Hous (#74 Corvette); 33. Shawn Lambert/Ky (#6 Aston Martin Vantage); 34. Vernon Jolley/Utah (#75 Corvette); 35. Nick Rennell/Det (#11

SS ▼ #199
James Yom
Porsche GT3



Corvette); 36. Scott Engler/Nwst (#72 Porsche Boxster GTS); 37. Shane Dossier/Hous (#133 Porsche Cayman GTS); 38. Mark Grissom/Okla (#17 Corvette); 39. Joel Schotz/Phx (#48 Porsche 911 Carrera S); 40. Bernie McHugh/RdRv (#77 Corvette ZR1); 41. Jim Hedderick/Hous (#93 Porsche Cayman GTS); 42. Michael Schnetzer/Hous (#33 Porsche Cayman GTS); 43. Tim Reinhardt/DMV (#88 Porsche Cayman GTS).

SSL ▼ #96
Olivia Hammac
Lotus Evora



SUPER STREET LADIES

1. Olivia Hammac	StL	#96
	Lotus Evora	122.700
2. Crissy Hedderick	Tex	#193
	Porsche Cayman GTS	124.633
3. Suzanne Segal	LasV	#66
	Porsche 718 GTS	126.145
4. Kathi Van Der Werf/Phx (#13 Porsche Cayman GT4); 5. Debra Engler/Nwst (#72 Porsche Boxster GTS); 6. Nancy Judd/Fla (#17 Porsche GT3); 7. Diane Hedderick/Hous (#93 Porsche Cayman GTS).		



A STREET

1. Dan Simms	Chi	#70
Corvette Z06	115.817	
2. Kevin Wenzel	CCar	172
Corvette Z06	116.357	
3. Greg Janulis	Milw	#95
Porsche Cayman S	116.580	
4. Dan Bullis	Ore	#97
Corvette Z06	116.859	
5. William Damhoff	Chi	#90
Corvette Z06	116.947	
6. Vivek Koduri	Colo	#77
Porsche Boxster GTS	117.244	
7. Tim White	CCar	#5
Porsche Cayman	117.788	
8. David Green	Wich	#84
Corvette Z06	118.372	
9. Nick Lindsay	Ala	#72
Corvette Z06	118.702	
10. Jerry Centanni/LnSt (#98 Corvette Z06); 11. Mark Ponusky/NEng (#89 Corvette Z06); 12. Frank Likert/Ark (#99 Porsche Cayman S); 13. David Myers/Susq (#16 Corvette); 14. David Finchum/Chi (#65 Corvette Z06); 15. Frank Vietharn/Kan (#63 Corvette Z06); 16. David Eckles/Neb (#87 Corvette Z06); 17. Aaron Botnick/Colo (#42 Corvette GS); 18. K.J. Christopher/Tex (#111 Corvette Z06); 19. Zack Barnes/Atl (#11 Corvette Z06); 20. Brian McGreevy/Chi (#79 Porsche 911 Carrera S); 21. C.J. Crawford/Susq (#43 Porsche Cayman S); 22. Bill Myers/Chi (#75 Corvette Z06); 23. Eric Jones/CSCC (#10 Porsche 911); 24. Bret Dodson/Nwst (#71 Corvette Stingray); 25. Sean Green/Nwst (#171 Corvette Stingray); 26. Justin Bowen/SanF (#48 Porsche Cayman S); 27. Matthew Partain/Tex (#29 Corvette Z06); 28. Tom Pora/Colo (#81 Corvette Z06); 29. Emanuel Papandreas/NwOh (#80 Corvette Z06); 30. Jeff Janulis/Chi (#195 Porsche Cayman S); 31. Randy Hickman/Colo (#53 Corvette Z06).		

A STREET LADIES

1. Sue Eckles	Neb	#87
Corvette Z06	124.360	
2. Betty Schuebel	Susq	#16
Corvette	126.575	
3. Laura Corodimas/CSCC (#32 Porsche Cayman GTS); 4. Theresa Berry/CSCC (#132 Porsche Cayman GTS); 5. Kencey Christopher/Tex (#11 Corvette Z06); 6. Jen Mathis/Colo (#57 Corvette Z51 Stingray).		

AS ▼ #70

Dan Simms
Corvette Z06



ASL ▼ #87

Sue Eckles
Corvette Z06



of his wife. David Marcus in his GR Supra largely was sitting happy at the top from first runs Tuesday, but the pressure was on from multiple entrants.

Only three drivers cracked the 63 sec barrier on the plane side. Marcus did it on his second run at 62.424. He beat that on his final shot but kicked a cone on the way, while third runs gave Chad Englert a 62.4 of his own in his Aston Martin Vantage, and '22 winner Brandon Porambo's Cayman was sitting on 62.7.

Wednesday, corn side, it was all shuffled. At the end of first runs, Dennis Hubbard's Corvette jumped three spots into third behind Marcus and Porambo. Second runs, and Englert fired back with a 55.8. As the run count ticks down, Hubbard improves to second but still with a half second gap to Marcus, who would be champion for a third time.

And then François Langelier in a barely developed not-a-DS Corolla GR came in on his second run with a 55.069 that bumped the Québécois from fifth to second, just 0.387 sec behind Marcus! All of the top five runners produced their best times on their second runs, all but

Marcus collecting cones on their third. The shakeout left Englert's unlikely British car on the third podium step with Porambo and Hubbard following.

"There is no defense in autocross," Marcus said after he made his final run. "You can't go out and throw a cone at him. You just have to execute, and wait." Langelier mentioned that it's still incredibly early in GR Corolla's development process. Expect him to be a contender in 2024. —Joseph Côté

C STREET LADIES

Mazda's ND Miata was the only car represented in C Street this year. No other makes or models were in the grid in either Open or Ladies. CSL ran in the first heat of the day and the Open class ran in the last heat of the day.

After her first run, consensus favorite Langlee King told her crew and car owner, Rob Clark, that the car was unstable. "It just didn't feel right," she said, sitting third behind Casey Coughlin's strong 57.4 and Mary Lou Holmes at 58.9.

Second run and King was still 0.4 behind Coughlin's 57.4, but now she and Allison Young had moved past Holmes. Coughlin's third-run 57.225 stretched her lead. Holmes joined the 57-sec group, reclaiming third from Young.

Wednesday morning, Coughlin's lead was threatened by King's two-pylon 64. Coughlin coned her second-run 65. Holmes and Young went back-and-forth for the bottom two trophies until Young settled it with a 65.7 final run.

The final run also settled the championship. King won the day at 64.894 but it was not enough. Coughlin finished at 65.0 to hold a 0.427 sec advantage and a 122.316 final time for her fourth championship.

C STREET

In C Street, William Keese ran late among the first drivers, having no co-driver, so it was rather strange what he did. Out of 56 drivers—third largest class of the '23 Solo Nationals—Keese was one of only six whose first run was his best time on the West Course. Most were in the bottom half of the results. In Keese's case it was the best of the 168 timed runs in CS that day—55.268.

Rob Clark tried valiantly with a 55.7 on his second run, after which he discovered the car had a broken left engine mount. He borrowed a car for the third run but coned a slightly faster time. Julian Garfield moved into second place with a 55.5 and Kerry Coughlin's 55.9 was good for fourth place.

On the East Course, Keese's first-run 62.9 was challenged by Coughlin's 62.4. Garfield matched Keese's 62.9 and Clark, with a new engine mount, was in the 63s. Second runs and Keese, Garfield and Coughlin were tight with mid-62s while Clark was down to a 62.2.

On his last run Keese turned a 62.040, but all of his pursuers were behind him in the staging lane. Coughlin got a 62.2, Garfield coned a 61.9 and Clark, the last to go among the leaders, had to get a 61.6 to win. Didn't happen: A 62.1 left him 0.567 sec behind Keese's 117.308 total. Before Clark's last run, Keese would not admit to having an unbeatable advantage. "Rob is tough," he said. "It's not over until it's over." —**Buck Entriken**

D STREET

D Street was the largest class at the 2023 Solo Nationals, with 79 drivers putting times in the books during first-heat competition Tuesday and Wednesday. It is the second-largest class ever at the Solo Nationals, as well as the second-largest



Street class (behind the CS 86 in 2016). Adding the 17 DSL entries, the 96 DS/DSL drivers is the most ever in the combined total for one class. Both were won by record-book margins.

DS was a battle of the Honda Civic Type R versus the second-gen Toyota GR86/Subaru BRZ "twins," with Hyundai's Elantra N poking in as a viable contender.

More than a dozen drivers ran times in the 63-sec range right out of the box on the East Course, but only Ken Roller and Charles Krampert, both in twins, dropped into the 62s. While Krampert's 62.8 was plus one, Roller's clean 62.3 sent an early message to the rest of the class. Alex Muresan led the charge for the Type R brigade, putting down a quicker 62.3 to lead after two runs as neither Roller nor Krampert improved.

Roller and his crew switched to a second set of Bridgestone tires for the final run in his BRZ, and the swap paid off as he became the only driver to break the 62 sec barrier. Many drivers come in from a stellar run with shaky hands, but Roller's 61.890 left him with shaky hands, arms and knees—and also a 0.4 sec lead over

BS ▼ #97
David Marcus
 Toyota Supra



BSL ▼ #97
Laura Marcus
 Toyota Supra



B STREET

1. David Marcus	Fla	#97
Toyota Supra	117.756	
2. François Langelier	NY	#168
Toyota Corolla GR	118.143	
3. Chad Englert	StCt	#25
Aston Martin V8 Vantage	118.345	
4. Brandon Porambo	Colm	#1
Porsche Cayman S	118.553	
5. Dennis Hubbard	CSCC	#94
Corvette	118.982	
6. Jim Reyenga	Colo	#159
Honda Civic Type R	119.326	
7. Bill Bounds	CCar	#59
Honda Civic Type R	119.646	
8. Shawn Bauman	AlHi	#40
Corvette	119.723	
9. Brian Franke	Neb	192
BMW M2C	119.881	
10. Edward Fisher	TnnV	#91
Corvette	119.974	
11. Jason Houghton/ETnn (#4 Toyota GR Corolla); 12. Dean Moheet/WDC (#85 BMW M2); 13. Steve Mongrain/Fing (#68 Toyota GR Corolla); 14. Andrew Ramos/NwOh (#73 Audi RS3); 15. Cody Mountjoy/SanF (#23 Toyota GR Corolla); 16. Ryan Tolleson/Ala (#84 Toyota Supra); 17. Kevin Schultz/Utah (#42 BMW M2C); 18. Michael Bard/CPa (#140 Corvette); 19. Steve Lower/CPa (#32 Corvette); 20. Ian Creps/StCt (#121 Toyota GR Corolla); 21. Matt Skelly/Susq (#22 Toyota Supra); 22. Mark Valera/Phil (#93 Corvette Z51); 23. Ryan St.Louis/WDC (#76 Corvette Z51); 24. James Harrison/Wich (#72 Toyota GR Supra); 25. Quincy Tambo/Neb (#92 BMW M2C); 26. Steven Boddington/Susq (#21 Toyota GR Corolla); 27. Kelly Rowe/Okla (#3 Toyota Supra 3.0 MT); 28. John LaRondeau/Neb (#62 Toyota GR Corolla); 29. George Hammond/LnSt (#14 Toyota GR Corolla); 30. Matt Murray/NNJ (#64 BMW M2 Competition); 31. Adam Walker/DMV (#99 Corvette); 32. Pradipta Sundhoro/Hous (#164 BMW M2 Competition); 33. William Mitchell/CFla (#2 Cadillac ATS-V); 34. Chuck Durrwachter/Delt (#46 BMW M4).		

B STREET LADIES

1. Laura Marcus	Fla	#97
Toyota Supra	119.671	
2. Dina O'Donnell	NwOh	#86
Toyota GR Corolla	126.841	
3. Kristy Cover/Susq (#22 Toyota Supra); 4. Ann LaRondeau/Neb (#92 Toyota GR Corolla).		

C STREET

1. William Keese Mazda MX-5	Chi 117.308	#82
2. Rob Clark Mazda MX-5	Cinc 117.875	#184
3. Julian Garfield Mazda MX-5	NwOh 118.061	#94
4. Kerry Coughlin Mazda MX-5	Delt 118.170	#97
5. Andrew Ferrara Mazda MX-5	MisB 118.388	#154
6. Rick Cone Mazda MX-5	Atl 118.458	#98
7. Christian Kolmers Mazda MX-5	Atl 118.747	#95
8. Kent Weaver Mazda MX-5	Cinc 119.104	#96
9. Jordan Towns Mazda MX-5	Ala 119.519	#155
10. David Barkley Mazda MX-5	Ark 119.609	#146
11. Andrew Aul Mazda MX-5	CCar 119.687	#137
12. Dennis Sparks Mazda MX-5	TnnV 119.877	#55
13. Tom Reynolds Mazda MX-5	RioG 119.990	#176
14. Will Teller Mazda MX-5	BlRg 120.092	#99
15. Will King Mazda MX-5	BlRg 120.137	#84

16. Pax Rolfe/NeOk (#46 Mazda MX-5); 17. Craig Naylor/SanD (#187 Mazda MX-5); 18. Ben Weaver/Cinc (#196 Mazda MX-5); 19. Josh Fowler/CCar (#37 Mazda MX-5); 20. Matt Davis/CSCC (#126 Mazda MX-5); 21. Spencer Dewey/DMV (#47 Mazda MX-5); 22. Tim Raad/Chi (#43 Mazda MX-5); 23. Thomas Frecentese/CSCC (#26 Mazda MX-5); 24. Barrett Adair/Chi (#86 Mazda MX-5); 25. Brandon Griggs/SanF (#12 Mazda MX-5); 26. Jeffrey Harris/CCar (#116 Mazda MX-5); 27. Frank Forcino/ETnn (#16 Mazda MX-5); 28. Chris Dvorak/Chi (#93 Mazda MX-5); 29. Zachary Yost/PnAm (#27 Mazda MX-5); 30. Mason Smith/Wich (#92 Mazda MX-5); 31. Paul Dodd/RioG (#76 Mazda MX-5); 32. Mike Cavanaugh/TnnV (#74 Mazda MX-5); 33. Takuto Takagi/Cinc (#56 Mazda MX-5); 34. Mark Wolfe/SanD (P#87 Mazda MX-5); 35. Kenny Weyrick/StCt (#7 Mazda MX-5 GT); 36. David Prather/BlRg (#88 Mazda MX-5 Club); 37. Marc Portanova/ODom (#68 Mazda MX-5);

CS ▼ #82
William Keese
Mazda MX-5



CSL ▼ #97
Casey Coughlin
Mazda MX-5



38. Brian Young/MisB (#54 Mazda MX-5); 39. Mark Huffman/Ariz (#141 Mazda MX-5); 40. Scott Dobler/Kan (#190 Mazda MX-5); 41. Craig Carr/NwOh (#41 Mazda MX-5); 42. Daniel Sato/Hous (#64 Mazda MX-5); 43. Kevin Bonitz/CFla (#167 Mazda MX-5); 44. Michael Cobb/Tex (#90 Mazda MX-5); 45. James Lane/ConD (#24 Mazda MX-5); 46. Jeff Lundgren/Utah (#21 Mazda MX-5); 47. Scott Swartz/CFla (#67 Mazda MX-5); 48. Ken Shearer/Hous (#57 Mazda MX-5 Club); 49. Raymond Schumin/BlRg (#42 Mazda MX-5 Club); 50. Michael Martins/Tex (#164 Mazda MX-5); 51. Rob Vitale/Colo (#134 Mazda MX-5 GTS); 52. Pat McCelvey/Hous (#79 Mazda MX-5); 53. Tom Mills/WOh (#156 Mazda MX-5); 54. Maahin Beri/StCt (#36 Mazda MX-5); 55. Glenn Krueger/WDC (#34 Mazda MX-5 GTS); 56. Joel Higginbotham/NwOh (#73 Mazda MX-5 Club).

C STREET LADIES

1. Casey Coughlin Mazda MX-5	Delt 122.316	#97
2. Langlee King Mazda MX-5	Cinc 122.743	#98
3. Allison Young Mazda MX-5	MisB 124.293	#54
4. Mary Lou Holmes Mazda MX-5	RioG 125.306	#76
5. Danielle Dvorak/Chi (#93 Mazda MX-5); 6. Ashley Weaver/Atl (#95 Mazda MX-5); 7. Lana Portanova/ODom (#68 Mazda MX-5); 8. Linda Barkley/Ark (#46 Mazda MX-5); 9. Linda Smiley/Cinc (#96 Mazda MX-5); 10. Carol Cone/Atl (#67 Mazda MX-5).		

Muresan, with Garrett Cogburn third in a Type R, followed by Krampert's GR86 and Mark Scroggs' Elantra as the only other drivers with clean sub-63 sec times.

Significantly cooler temperatures greeted the drivers Wednesday morning as they took to the West Course, so tire temperature management was paramount and the tire blankets made an appearance. First runs again saw a plethora of drivers—including Roller, Muresan, and Cogburn—clustered in the same second, this time the 56-second bracket, while Krampert and Scroggs broke into the 55s. Krampert's 55.7 led the way but it was a time he would not improve upon.

Meanwhile, Roller's 55.6 on run two provided a sizeable margin over Muresan, but then, having dodged every bullet fired to this point, he needed to wait while Muresan navigated the course on his final run.

When the time flashed up on the board—no improvement—it meant Roller's third-run 55.582 gave him a 0.949-second margin of victory for his first National championship. It is also the second-widest victory margin for a class of more than 70 cars.

Muresan came home second, with Krampert, Cogburn, and Scroggs rounding out the top five. Roller, the 2019 Rookie of the Year, put in "hundreds of hours of hard work this season, and it all paid off. With so many (Championship) jackets in DS (35 from 12 drivers), I'm happy to say I finally have a jacket of my own."

It wasn't just a jacket and a trophy that Roller took home. The man who drank an entire can of Sugar Free Red Bull before every run each day also took home a special Kiesel Guitar for winning the year's largest class.



DS ▼ #91
Ken Roller
 Subaru BRZ



D STREET LADIES

As with their Open class counterparts, D Street Ladies was the largest Ladies class of the 2023 Solo Nationals. Three-time DSL champion Stephanie Reynoso and 10-time champ Annie Gill (whose jackets came across multiple classes, but none in DSL) set the tone early in their Honda Civic Type Rs with a pair of blazing 64-sec runs on the East Course. But both were dirty, meaning other competitors were in the noise.

However, on second runs Reynoso and Gill showed the competition it would be a two-horse race. Both ran clean 64-sec times on run two, and 63 sec on run three. Reynoso said she felt the course challenged her driving in speed maintenance, an area in which she struggles. She dropped down to a class-leading 63.690 sec tilt, while Gill did a 63.9 sec pass.

Come Wednesday and Reynoso and Gill again declared DSL would be decided between the two of them. Gill briefly took the lead with her 56.7 first run, but Reynoso turned a flyer at 55.950 on her second run that would stand for the rest of the heat. It gave Reynoso a final 119.640 time, a fourth championship by 1.100 sec, and a top-10 mark as the



DSL ▼ #95
Stephanie Reynoso
 Honda Civic Type R



D STREET			
1. Ken Roller	Phil	#91	
Subaru BRZ	117.472		
2. Alex Muresan	SanF	#181	
Honda Civic Type R	118.421		
3. Charles Krampert	TnnV	#94	
Toyota GR86	118.463		
4. Garrett Cogburn	Ore	#75	
Honda Civic	118.850		
5. Mark Scroggs	Phx	#66	
Hyundai Elantra N	118.860		
6. William Koscielny	NEng	#39	
Honda Civic Type R	119.401		
7. Mark Daddio	NEng	#27	
Subaru BRZ	119.609		
8. Javier Reynoso	LnSt	#15	
Honda Civic Type R	119.811		
9. Greg Reno	Kan	#36	
Toyota GR86	119.831		
10. Neal Tovsen	Milw	188	
Toyota FRS	120.055		
11. Mike Casino	CCar	#55	
Subaru BRZ	120.080		
12. Eric Jones	LnSt	#193	
Toyota GR86	120.202		
13. Brayden Knickerbocker	NePa	#29	
Toyota GR86	120.388		
14. Gil Paulo Gabriel	StCt	#169	
Subaru BRZ	120.453		
15. Alex Piehl	StCt	#197	
Toyota GR86	120.509		
16. Aditya Madhavan	Atl	#199	
Honda Civic Type R	120.528		
17. David Nolan	Atl	#99	
Honda Civic Type R	120.782		
18. Brady Loretz	Ark	#172	
Toyota GR86	120.958		
19. Daniel Moore	Tex	#167	
Subaru BRZ	120.989		
20. Joshua Kolbach	Milw	#41	
Honda Civic Type R	121.458		
21. John Rogers	SBnd	#154	
Honda Civic Type R	121.481		
22. Stuart King/Det (#2 Toyota GR86);			
23. Bernie Kaeferlein/LOL (#88 Toyota			
GR86); 24. Mike Pride/Milw (#141 Honda			
Civic Type R); 25. Trevor Jones/CFLA (#102			
Toyota GR86); 26. Peter Hsu/Badl (#98			
Honda Civic Type R); 27. John Rowe/SanF			
(#90 Honda Civic Type R); 28. Kevin			
Brewer/Hous (#87 Subaru BRZ); 29. Tom			
DeYoung/StL (#85 Toyota GR86); 30. Mat			
Beck/LnSt (#67 Subaru BRZ); 31. Steven			
Umholtz/Neb (#12 Ford Focus RS);			
32. Ross Jacobs/Badl (#31 Ford Focus RS);			
33. Dave Eggert/DMV (#9 Toyota GR86);			
34. Kyle Greene/LOL (#61 Honda Civic			

Type R); 35. Chase Gintner/LnSt (#6 Ford Focus RS); 36. Van Townsend/Colo (#177 Toyota GR86); 37. Gil Cethiel Gabriel/StCt (#69 Subaru BRZ); 38. Jeff Chesnut/LnSt (#165 Subaru BRZ); 39. Rob Browning/LnSt (#65 Subaru BRZ); 40. Randy Pearson/StCt (#71 Honda Civic Type R); 41. Timothy Thompson/Wich (#63 Ford Focus RS); 42. Ken Brewer/Hous (#187 Subaru BRZ); 43. Noel Leslie/WDC (#129 Toyota GR86); 44. Michael Parker/Haii (#54 Honda Civic Type R); 45. Craig Thomas/AlHi (#119 Toyota GR86); 46. Hans Villanueva/Milw (#144 Toyota GR86); 47. G.H. Sharp/CCar (#46 Subaru BRZ); 48. Jim Zeisler/Cinc (#164 Subaru BRZ); 49. Neal Bellamy/Tex (#93 Toyota GR86); 50. Morgan Lee/Phx (#52 Subaru BRZ); 51. Brian Fipps/NeOk (#163 Ford Focus RS); 52. Brian Strack/Kan (#96 Volkswagen Golf R); 53. Tim Malzahn/LOL (#95 Honda Civic Type R); 54. Ed Runnion/SanF (#118 Subaru BRZ); 55. Kevin Kirchoff/InNw (#62 Subaru BRZ); 56. John Pisciotto/Tex (#42 Subaru WRX); 57. Ian Jennings/KC (#11 Toyota GR86); 58. Douglas Hitchcock/KC (#111 Toyota GR86); 59. Blake Alvarado/Ark (#72 Toyota GR86); 60. Thomas Kring/CFLA (#76 Volkswagen Golf R); 61. Jason Meyer/StCt (#97 Toyota GR86); 62. Brandon Hipp/WOh (#37 Honda Civic Type R); 63. John Souder/NwOh (#35 Subaru BRZ); 64. Jack Burns/Cinc (#64 Subaru BRZ); 65. Roy Handoko/Chi (#44 Toyota GR86); 66. Terry Baker/WDC (#117 Mustang EcoBoost); 67. Craig Boyle/SanF (#86 Hyundai Elantra N); 68. Greg McCance/NwOh (#178 Camaro LS); 69. Robert Ryniak/StCt (#57 Honda Civic Type R); 70. Larry Peak/Hous (#70 Honda Civic Type R); 71. Paul Nielander/Cinc (#38 Hyundai Elantra N); 72. James Cannon/SInd (#151 Honda Civic Type R); 73. David Curet/StCt (#19 Toyota GR86); 74. Curt Luther/CSCC (#78 Camaro LS); 75. Curtis Staples/ODom (#17 Mustang EcoBoost); 76. Dwayne Komush/SanF (#18 Subaru BRZ); 77. Ernest Roales/SInd (#51 Honda Civic Type R); 78. Rob Landdeck/Colo (#77 Toyota GR86); 79. Tiberiu Muresan/SanF (#81 Honda Civic Type R).

D STREET LADIES

1. Stephanie Reynoso	LnSt	#95
Honda Civic Type R	119.640	
2. Annie Gill	Nwst	#190
Honda Civic Type R	120.740	
3. Emily Whitaker	StCt	#43
Toyota GR86	123.727	
4. Jennifer Parker	Haii	#54
Honda Civic Type R	124.026	
5. Jo Jadeke	Cinc	#90
Honda Civic Type R	124.782	
6. Casey Gintner/LnSt (#99 Ford Focus		
RS); 7. Chelsea McConnell/Ore (#75		
Honda Civic); 8. Cathy Kenny/SBnd		
(#154 Honda Civic Type R); 9. Angela		
Carlascio/RdHl (#13 Honda Civic Type		
R); 10. Carmen Rowlands/NwOh (#98		
Toyota 86); 11. Penelope Strack/Kan (#96		
Volkswagen Golf R); 12. Shelby Stoots/		
NwOh (#198 Toyota 86); 13. Jessica Luhn/		
LnSt (#176 Toyota GR86); 14. Michele		
Brown/Hous (#123 Hyundai Elantra N);		
15. Lynn Ketcham/Hous (#23 Hyundai		
Elantra N); 16. Debbie Zeisler/Cinc (#64		
Subaru BRZ); 17. Connie Hudson/LnSt		
(#76 Subaru BRZ).		

E STREET

1. Bartek Borowski	Chi	#97
Mazda Miata	119.966	
2. Joseph Coté	LnSt	#99
Toyota MR2	120.184	
3. Mark McKnight	Milw	#88
Toyota MR2	121.741	
4. Nicholas Zelisko	InNw	#194
Mazda Miata	121.966	
5. Trevor Renson	CFla	#185
Toyota MR2 Spyder	122.380	
6. Robert Carpenter	ETnn	#9
Mazda Miata	122.615	
7. Andrew McGibbon	RioG	#69
Toyota MR2 Spyder	122.857	
8. Eric Peterson	NCar	#84
Toyota MR2 Spyder	123.097	
9. Ed Lange	NNJ	#98
Toyota MR2 Spyder	123.212	

10. Mark Krueger/Fing (#90 Mazda Miata); 11. Ian Stewart/CFla (#173 Mazda Miata); 12. Jesse Shapiro/Colo (#27 Toyota MR2 Spyder); 13. Mark Groseth/Chi (#161 Mazda Miata); 14. George Schmitt/SBnd (#95 Mazda Miata); 15. Bill Luxon/Chi (#195 Mazda Miata); 16. Wes Jenrich/Chi (#61 Mazda Miata); 17. Scott Bourne/CKy (#73 Mazda Miata); 18. Shane Irving/NCar (#72 Mazda Miata); 19. Todd Rushing/NNJ (#31 Mazda Miata); 20. Garrett Howell/CCar (#5 Mazda Miata); 21. Donald Wright/CFla (#85 Toyota MR2 Spyder); 22. Andriy Sytyashenko/StL (#66 Mazda Miata); 23. Clark Benton/Ark (#40 Toyota MR2 Spyder); 24. Brian Kscinski/Milw (#192 Mazda Miata); 25. Ryan Thompson/Milw (#92 Mazda Miata); 26. Steven Pluta/CPa (#53 Mazda Miata); 27. Jodie Boy/InNw (#94 Mazda Miata); 28. Bill Bauman/KC (#3 Mazda Miata); 29. Andrew Anderson/LnSt (#177 Mazda Miata); 30. David Anderson/SanF (#77 Mazda Miata); 31. Buck EntriKen/Tex (#4 Mazda Miata); 32. Rocky EntriKen/Sal (#104 Mazda Miata).

E STREET LADIES

1. Theresa Walton	Sal	#99
Mazda Miata	127.171	
2. Karen Babb	Nwst	#186
Mazda Miata	130.880	
3. Dawn Danton	Nwst	#86
Mazda Miata	131.035	
4. Emily Skoglund	StL	#96
Mazda Miata	131.174	

5. Avery Bingham/RioG (#69 Toyota MR2 Spyder); 6. Tina Coil/CKy (#73 Mazda Miata); 7. Kristin Walker/Chi (#11 Mazda Miata); 8. Janet Bauman/KC (#31 Mazda Miata); 9. Stacy Irving/NCar (#72 Mazda Miata); 10. Tonya Howell/CCar (#91 Mazda Miata).

ES ▼ #97

Bartek Borowski
Mazda Miata



eighth widest margin of victory in a Ladies class of 16-20 cars.

This was, Reynoso said, "a redemption year after losing out in 2022 by five-hundredths of a second." —Ryan Lower

E STREET LADIES

This year the NB Miatas took home all the ESL trophies. Theresa Walton used a first-run rerun to post a time of 60.0 for her first West Course official time in Heat 3. Veteran Karen Babb was the only other competitor in the 60s, at 60.9. Babb owns 20 championships (the all-time record) from when she and her husband were campaigning their Lotus Elan. This year the Elan was on exhibit in the pop-up museum celebrating the Nationals' 50th running.

Babb's codriver Dawn Danton got in the mix at 60.5 on her second try, matched but for a cone by Emily Skoglund, but Walton found a 59.7. On third runs, Walton gave herself a nice cushion with a 59.108 for a comfortable 1.2-second lead.

Walton's first run on the second day iced the win for her. Her 68.2 was nearly two seconds quicker than anyone else in the class. Babb was closest with

a 70.1, moving her up to second place. Walton's second-run 68.063 would prove the best time anyone would run. The major drama came from Skoglund, who after struggling to seventh place on the first day found a 68.7 on her second try to jump all the way up to third at the time, then ran a 67.7 that would have outrun Walton but for two cones. Danton found just enough time on her third shot to sneak ahead of Skoglund for that last podium spot.

It was Walton's first Championship in just her third Solo Nationals—all in the same Miata. The car was bought as a parts car, but after some examination it turned out to be in far better shape than the car it was supposed to be supporting. It had only 68K on the clock, and the tree that fell on it did mostly cosmetic damage.

E STREET

E Street was a volatile mixture of Miatas and Spyders, running last heat on Thursday and Friday. Seven of the nine trophies were taken by single drivers despite a significant fraction of the 32 entries being in shared cars.

Class icon Bartek Borowski set the West Course pace at 56.8 as the second to last single driver and was just a tick quicker on his next run. On course at the same time, Toyota Spyder pilot Joseph Coté's 56.7 took the class lead by 0.032 sec.

Borowski's Miata retook the lead by a half-second on his third try at 56.249, the fourth and last sub-57 time in the class. Eight drivers were in the 57s, led by Nicholas Zelisko's 57.1. Third could have been Eric Peterson, but seven pylons ruined podium-level runs.

Second day saw times in the mid 64s until Borowski came across with a 63.7. Some 20 sec later, Coté bested that at 63.434 to get within 0.218, but



that was as close as things would get. Neither improved on subsequent runs.

The rest of the trophies saw chaos. Zelisko coned his first run, was off course on his second, and finally salvaged a 64.7 on his third. Mark McKnight's 64.4 moved him past Zelisko to the podium. Peterson finally got a clean 63.9 to move into the trophies—quite an accomplishment given the competitive class.

Borowski needed 119.966 sec to win his 11th championship, tying him for seventh on the men's list of most championships. —Paul Brown

F STREET LADIES

Shelly Monfort shared course design work with Sam Strano, shared his Mustang in competition, and shared honors on the "Most Championships" lists after the golden celebration closed down.

But first the pair had to deal with the "other" course, the one on the east side of the Lincoln Airpark hardpan. Monfort completed Thursday's first heat in first place even with a broken swaybar. For a minute, Cindy Duncan looked as if she was going to inch ahead, finishing second runs almost 0.2 sec ahead of Monfort. But Monfort's final run was 63.378, an 0.4 sec improvement while Duncan came in 0.4 slower.

"When I won driver of eminence some years ago, I said I sucked at this when I first started," Monfort said. "The biggest act of courage is showing up and being in grid because you're putting yourself out there."

Both were in the zone again on Friday, each doing 57 sec twice. On each run Monfort moved closer and closer to her 13th National Championship trophy. Finishing with a 57.066, she took yet another win with a total of 120.444. Duncan followed 0.710 behind.

F STREET

F Street brought the Ford vs. Chevrolet throwdown with a couple of BMWs in the mix. The Heat 5 temps were ideal for muscle cars that need all the heat in the tires on the East Course.

Returning National Champ Sam Strano, was behind the wheel of one of the familiar Mustangs in grid. First runs saw Andy Neilson's Camaro taking the lead at 62.9 sec but he would never do better. Colton Hobaugh's Mach I, not far behind at 63.0, would suffer the same fate. Strano was third-quick at 63.1, but that was his slowest lap.

Second runs saw Chris Levitz's Camaro take a huge leap into first at 62.162 with Strano right behind. Day one would end with Levitz holding that first place seat.

F STREET			
1. Sam Strano	WDC	#141	
Mustang Mach I	117.881		
2. Chris Levitz	Hous	#197	
Camaro	118.123		
3. Jeffrey Darbig	NNJ	#13	
Camaro	118.782		
4. Mike Leeder	Milw	#53	
Mustang Mach I	119.022		
5. James Paulson	Ore	#80	
Camaro SS 1LE	119.210		
6. Eric Knorrmeier	Fing	#18	
Camaro SS 1LE	119.309		
7. Colton Hobaugh	StCt	#72	
Mustang Mach I	119.551		
8. Brian Meyer	KC	#95	
Ford Shelby GT350	119.665		
9. Tim Mason	Tex	#114	
Mustang	120.001		
10. Andy Neilson	Hous	#97	
Camaro SS 1LE	120.241		
11. Ron Bistrais/Phx (#24 Camaro SS 1LE);			
12. Karl Riggs/Det (#199 Camaro SS 1LE);			
13. Michael Snyder/WDC (#41 Mustang			
Mach I); 14. Brandon Hagaman/Det (#90			
Mustang Mach I); 15. Matt Miller/StL (#96			
Camaro SS 1LE); 16. Tom Corron/NwOh (#51			
Camaro SS 1LE); 17. Matthew Luckow/Det			
(#9 Camaro); 18. Cameron DeGroff/Utah			
(#36 Camaro SS 1LE); 19. Brian Mason/Cinc			

(#14 Mustang); 20. Benny Colantuono/NCar (#62 Camaro SS); 21. Korry Berger/Phil (#23 Camaro SS 1LE); 22. Mike Snyder/WDC (#42 Camaro SS); 23. Terrance Pearson/ArAl (#1 BMW M240i); 24. Steven Salisbury/WDC (#142 Camaro SS); 25. Kevin Gleaton/Chi (#76 Camaro); 26. Dan Hawrylkiw/Phx (#73 Mustang Mach I); 27. Patrick Kirkham/StCt (#46 Camaro SS 1LE); 28. Dennis Bay/Det (#98 Camaro 1LE); 29. Jason Petty/Susq (#52 Camaro SS 1LE); 30. Bradley Walker/LnSt (#66 Camaro SS 1LE); 31. Mitchell Cushman/Tenn (#71 BMW M240i); 32. Donald Knop/Neb (#94 Ford Shelby GT); 33. Robert Riggs/Det (#99 Camaro SS 1LE); 34. Brent Sturgeon/Slnd (#63 Mustang GT); 35. Bill Rankin/NwOh (#166 Camaro SS 1LE); 36. Matt Wienk/Tenn (#19 Camaro).

FS ▼ #141
Sam Strano
 Mustang Mach I



F STREET LADIES

1. Shelly Monfort	SanF	#41
Mustang	120.444	
2. Cindy Duncan	CKy	#142
Mustang	121.154	
3. Ivy Chang	Tex	#35
Mustang	125.669	
4. Jeannette Wicks	Colo	#26
Mustang	129.056	
5. Danielle Paulson/Ore (#80 Camaro SS 1LE); 6. Evanthe Salisbury/WDC (#132		
Camaro SS 1LE); 7. Kellie Knop/Neb (#42		
Mustang); 8. Barbara Bielucki/Colo (#32		
Camaro); 9. Jessie Bistrais/Phx (#24		
Camaro SS 1LE); 10. Dawn Sturgeon/Slnd		
(#63 Mustang GT).		

FSL ▼ #41
Shelly Monfort
 Mustang



G STREET

1. Ron Williams	Kan	#195
Honda Civic Si	120.833	
2. Duston Grubbs	WDC	#5
Honda Civic Si	120.911	
3. Evan Williams	Tenn	#24
Honda Civic Si	120.983	
4. Chris Yoder	StCt	#49
Honda Civic Si	121.232	
5. Tyler Kvetko	Hous	#76
Honda Civic	121.686	
6. Eric Simmons	Phil	#71
Honda Civic Si	121.742	
7. Alex Bronson	DMV	#106
Ford Focus ST	122.092	
8. John Azevedo	Chi	#74
Volkswagen GTI	122.643	

9. Brad McCann/Tex (#176 Honda Civic Si); 10. Russell Blume/Kan (#95 Honda Civic Si); 11. Sam Karp/Milw (#91 Volkswagen GTI); 12. Lance Keeley/Milw (#191 Volkswagen GTI); 13. Thomas Austin/RdHl (#54 Volkswagen GTI); 14. Russell Burckhard/MoHu (#81 Volkswagen GTI); 15. Brian Anthony/Det (#14 Ford Focus); 16. Robin Newborg/LOL (#79 Volkswagen GTI); 17. Jim Monroe/Wich (#11 Honda Civic Si); 18. Mike Bronson/DMV (#6 Ford Focus ST); 19. Phillip Meredith/KC (#66 Volkswagen GTI); 20. Scott Ulrich/Ariz (#57 Volkswagen GTI); 21. Keith Koegler/NwOh (#97 Honda Civic Si); 22. Sam Sheehan/Colo (#26 Honda Civic Si); 23. Chris Wooster/SwLa (#17 Volkswagen GTI); 24. Greg Sheehan/Colo (#126 Honda Civic Si); 25. Vincent Lee/WDC (#9 Volkswagen GTI); 26. Phil Osborne/Tex (#96 Honda Civic Si); 27. Jonathan Dove/Bucc (#61 Volkswagen GTI); 28. Thomas Simon/Atl (#99 Ford Focus ST).

G STREET LADIES

1. Jessi Williams	Tenn	#17
Honda Civic Si	124.100	
2. Laney Blume	Kan	#95
Honda Civic Si	124.944	
3. Tracey Burckhard/MoHu (#81 Volkswagen GTI); 4. Diane Austin/RdHl (#54 Volkswagen GTI).		

GS ▼ #195 Ron Williams Honda Civic Si



GSL ▼ #17 Jessi Williams Honda Civic Si



The next day on the course Strano and Shelly Monfort had drawn was warm for the returning FS battle. Strano came out of the gate with issues that prompted the team to do a mad dash tire change in grid, this after an overnight swaybar replacement.

Both Strano and Levitz coned a 56 on first runs, while Jeffrey Darbig's Camaro had its moment in the lead after a 55.8 blast.

Unfortunately, the curse struck again and he never improved.

Levitz ran 55.9 to lead by a quarter-second after two runs, but Strano put it away on his final 55.570 to take the first-place win. As one of the designers of the West Course, he knew the challenge was there and went out and beat the odds. Totalling 117.991 sec, he collected his 10th championship, becoming one of six drivers tied in the 10 spot for "Most Championships-Men." —Tara Young

G STREET LADIES

G Street Ladies was one of the classes kicking off the 2023 Solo Nationals, running Heat 1 on Tuesday and Wednesday. This year it consisted of four drivers, past champions all,

including 2022 National Champion Jessi Williams. Also in grid, Laney Blume has won HSL four times in recent years, Tracey Burckhard was GSL Champion in 2021, and Diane Austin who last came in 2011 when she won DML a second time.

After first runs on the West Course, Williams had a solid 1.6 sec lead on Blume. With both drivers picking up time, Blume moved into first after posting 58.275 on her second run, 0.066 sec ahead of Williams. That is where the standings reminded to the end of the heat.

On the East course, the top two positions switched places. Williams, on her third run, dropped 1.2 sec with a flyer of 65.759. Blume was unable to match it. Williams' final time was 124.100, taking the championship by 0.844 sec.

Expectations were optimistically high for Williams coming into the event. "I was hoping to win again, but going up against another multi-National Championship winner, I had no idea."

G STREET

G Street, the class of fun economy cars, had to wait until the end of the day for its turn. Many competitors were returning from the 2022 Nationals GS grid, including the defending National Champion, Ron Williams. A year ago he'd won in a Volkswagen GTI, one of only five drivers using one. This year, he entered in his more customary Honda, a Civic Si, while 11 drivers showed up in Volkswagens.

And yet, this year he didn't win anything. But at the end, he won everything.

At the end of first runs on day one, Williams sat at the top with a 57.3 and Tyler Kvetko was close behind with a 57.4. Both coned their second runs while Chris Yoder took the lead at 56.9. As the heat wrapped up, Kvetko brought home



H STREET

1. Matt Morhardt Honda Civic	LnSt 122.265	#98
2. Brandon Davis Honda Civic Sport	Utah 123.409	#76
3. Kinch Reindl Honda Civic Sport	Colo 123.461	#176
4. Rob Krider Honda Civic Sport	SanF 124.563	#138
5. Peter Ling Honda Accord	NePa 125.530	#88
6. David Patrick Honda Civic Sport	CKy 125.867	#22
7. Kevin Ceron Ford Fiesta	Tex 125.937	#27
8. Andres Rodriguez/Fing (#61 Honda Civic Sport); 9. Jason Proksch/StL (#91 BMW i3s);		

HS ▼ #98
Matt Morhardt
Honda Civic



HSL ▼ #99
Laura Harbour
Toyota Celica GT



10. Eric Fredricks/GtRv (#85 Fiat 500 Abarth); 11. Jared Lubbert/StCt (#19 Ford Fiesta ST); 12. Josh Brockman/NENG (#89 Honda Civic Sport); 13. Brett Webb/RioG (#70 Ford Fiesta ST); 14. Rob Gibbons/Phil (#18 Honda Civic Si); 15. Dwight Anderson/LOL (#78 Ford Fiesta ST); 16. Travys Armitage/Colo (#127 Ford Fiesta ST); 17. Kevin Chauvin/SanF (#13 Honda Civic Si); 18. Brendan Brown/Det (#32 Nissan Maxima SR); 19. Kyle Joslyn/Det (#23 Nissan Altima SR); 20. Brian Harmer/Kan (#186 Scion TC); 21. Samuel Galindo/SanF (#38 Honda Civic); 22. Rick Myers/Det (86 ScionTC); 23. Christian Korey/StCt (#169 Ford Interceptor); 24. Randy Bish/StCt (#69 Ford Interceptor); 25. Brian Bielanski/CSCC (#43 Honda Fit).

H STREET LADIES

1. Laura Harbour Toyota Celica GT	CKy 128.156	#99
2. Suze Morrison/SanF (#13 Honda Civic Si); 3. Mackenzie McMahan/NwOh (#26 Nissan Altima SR).		



a leading 56.815. Yoder was in second with a slightly quicker 56.9. Williams, half a tenth slower, was sitting in third.

Day two saw massive shakeups down the standings. Kvetko dropped from the lead down to fifth and Yoder went from second to fourth. Atop the heap was the name Williams but, no, not that one. It was Evan Williams (no relation) at 63.524. Second-quick was Duston Grubbs at 63.7, who came into the day in fourth, and Ron Williams was third at 63.8.

Ron Williams had placed third both days, but that consistency had totaled 120.833 sec., the fastest aggregate in the class. Grubbs, who'd placed fourth and second, was just 0.078 in arrears. Evan Williams parlayed placings of sixth and first into the final podium step followed by Yoder (2nd, 4th) and Kvetko (1st, 9th).

"I actually felt pretty good," Ron Williams said, claiming his 10th title. "I had a lot of mistakes on this last run, [but] luckily it was enough." Enough to tie for 10th among "Most Championships-Men" in the record book. —Colton Hobaugh

H STREET

The familiar sound of FWD tire spin signaled the start of HS action for Heat 2 competition on Thursday/Friday. Twenty-five competitors would tackle the technical East Course on day one, with Honda Civic Sports showing quick early pace.

Rob Krider took the initial lead with a time of 66.5 sec over Andres Rodriguez and Kinch Reindl. Second runs saw defending champion Matt Morhardt move up into second place despite sitting on a cone with both of his first two runs, while Krider would pick up almost a second to solidify his early lead. Morhardt cleaned it up on his last run while keeping a blistering pace. His third run of 64.478 sec would

count for more than an eight-tenths lead over Brandon Davis who also managed to score his only clean run. Krider held on for third place.

Day two competition on the West Course saw more early cone trouble for Morhardt, but he still held the lead after initial runs. A conservative 58.8 second run opened the door for Brandon Davis with the lead dwindling to less than 0.06 sec. Morhardt then showed his championship experience in picking up over a second on a final clean 57.7 run to solidify the win, while Davis was unable to improve.

Kinch Reindl ran the fastest West-side time of 57.503 sec to take third overall and complete a Honda Civic podium sweep. Morhardt's combined time of 122.265 seconds would deliver a 1.144 sec margin of victory for his second straight H Street National Championship.

"Trying to keep it clean on the first run and going for broke on the second was my plan for today, but I ended up doing the opposite," Morhardt said. "It got pretty close going into that last run and I'm really happy to come out with the win."

H STREET LADIES

Heat 5 on Thursday/Friday would see a Toyota vs Honda vs Nissan FWD contest in HSL. After trailing Suze Morrison's Civic through first runs, Laura Harbour took the lead in her Celica GT and never looked back. Harbour's fastest day one 68.103 sec was good enough for a 1.4 sec lead after Morrison hit cone trouble on her final run.

On the West Course, Harbour solidified her lead out of the gate

SOLO SPEC COUPE

1. Mason Herrick Scion FR-S	Neb 119.402	#186
2. Jimmy Vajdak Scion FR-S	Det 119.438	#23
3. D.J. Alessandrini Scion FR-S	NeOh 119.539	#192
4. Joey Green Subaru BRZ	Neb 119.858	#96
5. Reed Gibson Scion FR-S	CSCC 119.881	#77
6. Khai Duplantis Scion FR-S	Delt 119.932	#68
7. Hayden Pirrera Subaru BRZ	Tenn 119.955	#138
8. William Bostic Scion FR-S	CCar 120.000	#171
9. Peter Schnore Scion FR-S	StCt 120.420	#92
10. Matthew English Scion FR-S	WDC 120.450	#176
11. Mike Lawson Scion FR-S	CFla 120.533	#27
12. Justin Harbour Scion FR-S	CKy 120.560	#168
13. Andrew Canak Scion FR-S	Milw 120.619	#188
14. Dan Costello Scion FR-S	Neb 120.706	#151
15. Tylour Wargo Scion FR-S	Nwst 120.726	#199
16. Tony Savini Subaru BRZ	Phil 120.793	#132
17. Darrin DiSimo Scion FR-S	RdHI 120.836	#84
18. Alex Paraskevas Scion FR-S	Ore 120.844	#99
19. Jeremy Hebbel/WDC (#73 Scion FR-S); 20. Stephen Tyska/TnnV (#87 Scion FR-S); 21. Chip Manuel/NeOh (#118 Scion FR-S); 22. Peter Loney/CSCC (#177 Scion FR-S); 23. David Spratte/NCar (#184 Scion FR-S); 24. Paul Brown/RioG (#98 Scion FR-S); 25. Stephen Costello/Neb (#51 Scion FR-S); 26. Jeff Jacobs/Phil (#32 Subaru BRZ); 27. Daniel Rowland/KC (#178 Scion FR-S); 28. Layton Cater/Ark (#9 Scion FR-S); 29. Aaron Politsky/Chi (#94 Subaru BRZ); 30. Brian Priebe/NwOh (#67 Subaru BRZ); 31. Chris Carris/ODom (#166 Scion FR-S); 32. Miles Furlong/Tex (#135 Scion FR-S); 33. Rob Undrill/Ore (#81 Scion FR-S); 34. Nicholas Luther/MisB (#18 Scion FR-S); 35. Logan Davis/WDC (#173 Scion FR-S); 36. Brian Duncan/Ore (#181 Scion FR-S); 37. Daniel Berge/WDC (#162 Scion FR-S); 38. Brad Brown/Tenn (#38 Subaru BRZ); 39. Cody Hunt/WDC (#76 Scion FR-S); 40. Juan Carbone/Iowa (#56 Scion FR-S); 41. Kyle Tanglao/CLa (#89 Scion FR-S); 42. Jonathan Warlof/CFla (#137 Scion FR-S); 43. Aldo Flores/Chi (#88 Scion FR-S);		



SSC ▲ #186
Mason Herrick
FR-S

SSCL ▼ #184
Jennifer Bedell
FR-S

44. Stephen Vrooman/ETnn (#193 Scion FR-S); 45. Robert Beaver/TnnV (#187 Scion FR-S); 46. Dave Potocki/WNY (#197 Scion FR-S); 47. James Wanamaker/Delt (#189 Scion FR-S); 48. Jimmy Chen/Tex (#35 Scion FR-S); 49. Michael Potocki/WNY (#97 Scion FR-S); 50. David Zemon/StL (#167 Subaru BRZ); 51. Lee Piccione/WDC (#72 Subaru BRZ); 52. Kevin Buchholz/NwOh (#148 Scion FR-S); 53. Nic Bedell/LOL (#62 Scion FR-S); 54. Conner Herrick/Neb (#86 Scion FR-S); 55. Tim Heaton/Neb (#71 Subaru BRZ); 56. Bill Stockton/WDC (#172 Subaru BRZ); 57. Chris Jenkins/Colo (#91 Subaru BRZ); 58. Jacob Cloninger/NCar (#119 Scion FR-S); 59. Daniel Shugan/CCar 60. Neil Rowland/KC (#78 Scion FR-S); 61. Shane Donahue/CSCC (#37 Scion FR-S); 62. Brian Wells/NCar (#66 Scion FR-S); 63. Perry Bennett/AtI (#48 Scion FR-S); 64. Robert Christmas/NwOh (#50 Scion FR-S); 65. Nickolas Gruendler Sr./LnSt (#22 Subaru BRZ); 66. Doug Stoots/NwOh (#150 Scion FR-S); 67. Rachel Vrooman/ETnn (#93 Scion FR-S).

SOLO SPEC COUPE LADIES

1. Jennifer Bedell Scion FR-S	NCar 122.849	#184
2. Stephanie H Wells Scion FR-S	NCar 123.793	#199
3. Chris Peterson Scion FR-S	NCar 124.226	#84
4. Julie Heaton Subaru BRZ	Neb 124.551	#92
5. Diana Carris/ODom (#99 Scion FR-S); 6. Samantha Vajdak/Det (#23 Scion FR-S); 7. Meredith Brown/RioG (#98 Scion FR-S); 8. Carla Flores/Chi (#88 Scion FR-S); 9. Marcia Haynes/Neb (#96 Subaru BRZ); 10. Bernadette Kuehn/Ore (#66 Scion FR-S); 11. Jody Bedell/Milw (#62 Scion FR-S); 12. Abby Stockton/WDC (#72 Subaru BRZ).		

with a quick time of 60.2 sec, knocked off a tenth on each run, and finished with fast time of 60.053 sec—good enough for a total combined time of 128.156 and a 3.239 sec MOV for her fifth National Championship. —**William Bostic**

SOLO SPEC COUPE

The Solo Spec Coupe classes set a fast runs high bar in Tuesday morning's second heat. Twenty of the 67 drivers posted 57 sec runs on their first tour, but it was not until Peter Schnore, among the last of the first drivers, that the 56s began to show up. After 200 runs by the spec Scion and Subaru twins, nobody had touched Schnore's 56.056.

Closest at 56.6 were Mason Herrick, who managed a 56.4 on his second run, and Chip Manuel, who never went faster. But this is what a spec class should look like: After three runs, 17 drivers were within 1 sec of the leader and another two dozen under the 2 sec bar, all driving essentially the same car.

On day two, it was on to the the longer and faster East Course with its big sweepers. Twenty drivers were at 64 sec or quicker on first runs, but only five found 63s. D.J. Alessandrini led at 63.1 with Mason Herrick at 63.2, and they were half a tenth quicker than the rest. Jimmy Vajdak ripped off some incredibly quick raw 62s but he kept carrying pylons home with them. Finally on his final shot he scored a 62.766—his slowest lap but still faster than everyone else.

Yet not quite fast enough. Herrick had done a 62.9 on his second run and that gave him a total of 119.402—just 0.036 sec quicker than Vajdak's total. A graduate of the Junior Driver program, where he won five times, Herrick, has now won the monster SSC class twice in three years.



"Staying clean was key," said Herrick, who never tagged a cone in his final year in the SSC class.

"The past few years have been so fun running with some of the most competitive, yet supportive people in autocross," he said. "I can't say enough about how awesome this class is, and how lucky I was to be able to be a part of it."

SOLO SPEC COUPE LADIES

In SSCL, Stephanie Wells started off with dirty runs, but never let up and finished at 57.974, clean for FTD on the West Course. Jennifer Bedell, who has won this class three times in its four years, was only a tenth behind. With mid-58s, Diana Carris and Julie Heaton were also in the hunt. Hardly noticed was Chris Peterson, Bedell's co-driver, lurking at 59.1.

Bedell brought the heat on the East Course, posting a second-run time of 63.836, a full second quicker than Wells, totaling 122.849 for a MOV of 0.944 sec. Peterson boomed in at 65.1, going from fifth to third ahead of Heaton and Carris.

"The car was uncharacteristically loose on day one, and we had a hard time dialing in the setup to keep the rear end behind us as the surface got greasier in the afternoon," said Bedell of her fourth SSCL win and sixth overall. "Shock and pressure changes (along with cooler temps) made the car easier to drive on day two and gave both me and Chris the chance to turn in better performances." —**Maia Kirk**

SUPER STREET-R

Super Street-R rolled into grid Thursday on the East Course for the fifth heat, beginning the process of bringing the 50th Nationals to an end. The 80-degree

temperatures held throughout the day, but started to cool down by first runs. That can change everything for this seven-car class of mostly Corvettes, a Lotus Elise and a Porsche GT4, all running on R-comp tires.

There was no returning champion from the previous year, making room for fresh faces on the podium. Oddly, no one had a co-driver so everyone in SS-R went out with the first-driver sequence.

Day one started off strong as Bill Sanford in the Elise took the fastest first run at a 61.9, following it up with another cone-marred 61. But then Jim Perrin, with cones on two previous 60-sec runs, pushed his Corvette Z06 through the course and gained first with a clean 60.337.

On the West Course, with temps a little higher than the previous day, the two resumed their battle, Perrin posting 54.233 on his first run with Sanford only 0.014 sec behind. While Jesse Coates tried to maintain his third-place seat, Lynne Rothney-Kozlak pushed and found her way into the 54s on her final shot to claim the final trophy.

Perrin and Sanford were unable to improve on their first runs, each turning two slower 54s, each catching a cone on his final try. But their first runs held up. The class win was Perrin's with a total of 114.570 sec, leaving Sanford 1.190 sec behind.

"It feels amazing," Perrin said, "because I've been doing this for so many years and never won a [Nationals] trophy!"

"It's about the adventure, not the results," he added. "Only one person can win, but everybody can have a good time!" —**Tara Young**



SUPER STREET-R

1. Jim Perrin	WNY	#88
Corvette Z06	114.570	
2. Bill Sanford	SanD	#90
Lotus Elise	115.760	
3. Lynne Rothney-Kozlak	NEng	#96
Porsche GT4	117.649	
4. Jesse Coates/SagV (#20 Corvette);		
5. Bill Munsell/Okla (#8 Corvette); 6. Jim		
Johnson/InNw (#67 Corvette); 7. Lisa		
Valera/Phil (#93 Corvette).		

SUPER STREET-R LADIES

No entries



SSR ▲ #88
Jim Perrin
 Corvette Z06

FAVORITE INTERCEPTED

The crowd favorite for pure fun in HS would be Christian Korey and Randy Bish in their 2007 Ford PAX Interceptor. The car, complete with a pop-tart cat and rainbow paint scheme, quickly became a crowd favorite, originating from the Steel Cities Region's "Meme Street" class where competitors focus more on enjoyment than competition. The rules are simple and only require "a meme tire like a Linglong or Tiger Paw—a tire greater than 420 treadwear or a tire at least two presidential administrations old," as explained by Korey.

PS: They weren't last! —**WILLIAM BOSTIC**



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RIGHT SIDE UP

The view toward the East Course—labeled “plane side” for obvious reasons—on a sunny morning at the Lincoln Airpark. (The West Course moniker? Why it’s “corn side.”)



STREET TOURING CLASSES

SUPER STREET TOURING

Christopher Wanner, the 2022 SST National Champion, came back to win it again in the golden jubilee of



SST ▲ #25
Christopher Wanner
Corvette Z06

SUPER STREET TOURING

1. Christopher Wanner	Phil	#25
Corvette Z06	117.621	
2. Chris Harp	ETnn	#33
Corvette Z06	117.997	
3. Eric Davis	Ark	#92
Lotus Elise	118.205	
4. Matthew Villegas/Colo	(#99 Audi TT RS);	
5. Andrew Francis/Chi	(#72 Corvette Z06);	
6. Mark Pilson/ETnn	(#133 Corvette Z06);	
7. Matthew Meyers/Phil	(#125 Corvette Z06);	
8. Anthony Oliveri/LnSt	(#91 Corvette Z06);	
9. Shawn Pan/NEng	(#47 Honda S2000).	

SUPER STREET TOURING LADIES

No Entries

the National Solo Championship. SST ran in the fourth heat, beginning Thursday on the East Course. Wanner took the lead on his second run and was never out of first place after that.

But it wasn't that easy.

"After watching and working course on Thursday, I knew that just getting a clean run in the books was going to be a large part of the battle," Wanner said. "My second run on Thursday, which also happened to be my only clean run of the day, just clicked. I knew what I needed to clean up after my first run and everything just worked. I was very surprised to see the time on the clock because it didn't feel very fast, just really smooth."

That second run was a time of 61.936 sec. Three of the nine drivers were in the 62s, led by Chris Harp's 62.5. The two leaders were in the only two-driver cars, but both were the first driver.

"Co-drivers for our heat seemed interesting. Matt (Meyer, his car owner) still had to be put on a stopwatch one time each day because of how fast they cycled through. Tire management was the biggest issue. We really had to start spraying tires immediately.

Getting a fast time in on your first two runs was really important because the tires really started getting slick by third runs."

Wanner arrived at the West Course Friday holding a 0.633 sec lead, then watched it dwindle as the heat progressed. At the end, every driver but one had a 55-sec time and Wanner's 55.6 was seventh-best behind Matthew Villegas's 55.388 in an Audi TT.

"After Thursday seeing the lead I had, Friday was all about protect," Wanner said. "I knew all I needed to do was run times similar to the others."

And so he did, with an aggregate of 117.621 and an edge of 0.376 sec over Harp. Eric Davis in a Lotus Elise snagged third, shutting Villegas out of the final trophy spot. —Rocky Entriaken

STREET TOURING ULTRA

STU started on the West Course in Thursday's first heat. The class had 29 entries in 10 different makes and models of cars.

The team of brothers, Mack and Justin Tsang—they were 1-2 last year—dominated the first day runs in their Subaru STi, with Mack's second-run 53.483 setting FTD, followed by Justin with his third-run 53.6. Brent

Schneekloth's Mitsubishi Evo held third at 53.8. Christopher Vreeland in a Fiat 124 Spider led a parade of eight drivers in the 54 sec zone, with Jeff Stuart's Porsche Cayman S hot on his figurative tailpipe.

Friday morning, the drivers faced a chilly East Course soaked and puddled by a Thursday night rainstorm. As the 8 a.m. sun started to warm the air, it looked like the advantage would go to the driver with the highest car number. First runs on the damp course had drivers slipping, sliding, and hitting pylons. Most second runs were two to three seconds quicker. After two runs, the top three were Mack Tsang, Stuart, and Schneekloth followed by Vreeland and Brian Killourhy's Cayman. Justin Tsang had pylons and was out of the trophies.

The course was nearly dry for third runs, and drivers again improved by whole seconds. Schneekloth dazzled the field with a 60.627, the class FTD, and won his first National Championship with a combined total of 114.444 for a 0.342 sec advantage over Mack Tsang, whose final run was a 61.3. Stuart, also with a 60.6, held onto third. Justin Tsang, nearly matching his brother's 61.3, finally ran clean and leaped into fourth place, while Vreeland's 61.0 was good for fifth place.

Schneekloth commented that he did not change his car's setup for the wet course, crediting his team of friends for the win: "All I had to do was sit and focus while they did all the work."

STREET TOURING ULTRA LADIES

By the time the five STUL drivers started Thursday's third heat, the West Course had dried. Melissa Fehr (Porsche Boxster S) posted a first-run 57.723, the class FTD. On second runs, Thenmozhi Elayaperumal (BMW 328) closed in with her own 57.7, just 0.07 slower.



STU ▼ #96
Brent Schneekloth
Mitsubishi Evo IX RS

Elayaperumal took the lead Friday on the East Course with a first-run 66.7 and held on as Melissa Fehr cancelled two 65-sec runs with pylon hits. After two runs, daughter Megan Fehr held second place, just 0.2 sec ahead of mother Melissa.

On third runs, Elayaperumal came in with a blazing 65.083, the class FTD, to lock up her first championship with a combined total of 122.876. Melissa Fehr came close with a clean 65.7. Megan Fehr coned her a 65.6 to let her mother back into second, 0.600 sec behind Elayaperumal.

"All the people in my home Region (Northwestern Ohio) kept telling me to go to Nationals. I didn't think I was ready," Elayaperumal exclaimed. It appears she was. —Craig Carr

STREET TOURING ROADSTER LADIES

In Thursday's first heat on the West Course, STRL had just three entries, all in ND Miatas. Laurie McCelvey locked in the lead with her second run of 55.686. Ali Wilson finished a seemingly distant 1.5 sec back with a best run 57.1 followed by Alyssa Arts at 57.6.

On the East Course Friday, the STRL trio was greeted with wet



STUL ▼ #71
T Elayaperumal
BMW 328



STREET TOURING ULTRA

1. Brent Schneekloth	Neb	#96
Mitsubishi Evo IX RS	114.444	
2. Mack Tsang	SanF	#188
Subaru STi	114.786	
3. Jeff Stuart	CSCC	#131
Porsche Cayman S	114.896	
4. Justin Tsang	SanF	#88
Subaru STi	115.069	
5. Christopher Vreeland	Utah	#87
Fiat 124 Spider	115.115	
6. Michael Carpenter	Utah	#89
Mazdaspeed Miata	115.700	
7. Jessica Lewis	Ala	#199
Lotus Evora	116.442	
8. Brian Killourhy	Colo	#97
Porsche Cayman S	116.450	
9. Nick Dunlap/CFla (#54 Corvette); 10. Robert Pendergest/Cinc (#106 Subaru WRX STi); 11. Caitlin Dunlap/CFla (#154 Corvette); 12. Donour Sizemore/RioG (#99 Lotus Evora); 13. Abdul Huuda/Det (#92 BMW 328); 14. Jason Daily/Cill (#171 Nissan 350Z); 15. Jose Arroyo/NY (#57 Subaru WRX STi); 16. Steve McLaughlin/Reno (#95 Nissan 350Z); 17. Mark Hill/Kan (#48 Mitsubishi Evo IX); 18. Myke Dziengel/Cinc (#6 Subaru STi); 19. Jeffrey Tattersall/Colo (#23 Nissan 370Z); 20. Paul Kolatorowicz/Chi (#83 Ford Focus); 21. Yon Visell/CSCC (#31 Porsche Cayman S); 22. Stephen Fehr/ODom (#61 Porsche Boxster S); 23. Logan Flaherty/MisB (#36 Nissan 350Z); 24. Eric Brown/Ky (#85 Mazdaspeed Miata); 25. Eric Hunter/NeOk (#77 Audi S3); 26. Andrew Advani/Iowa (#66 Subaru WRX STi); 27. Chris Armstrong/Cill (#71 Nissan 350Z); 28. Adam Miller/Det (#32 Nissan Z Performance); 29. Loren Supernaw/LnSt (#39 Volkswagen Golf R).		

STREET TOURING ULTRA LADIES

1. T Elayaperumal	NwOh	#71
BMW 328	122.876	
2. Melissa Fehr	ODom	#91
Porsche Boxster S	123.476	
3. Megan Fehr/ODom (#191 Porsche Boxster S); 4. Kelly Ann Gladu/Colo (#35 Nissan 350Z); 5. Chelsea Tattershall/Colo (#23 Nissan 370Z).		

STR ▼ #198

Billy Davis
Mazda MX-5



pavement and puddles from the previous night's rain. First runs were forgettable. On second runs, each driver improved by three or more seconds on the drying course. Then came the "for real" runs on an essentially dry course.

Wilson dropped another four seconds to 64.428 for the class FTD, beating McCelvey's 65.9 by enough to take her first championship with a total time of 121.585 sec and a margin of just 0.054.

Wilson's key? "Patience!" she exclaimed. "Patience in the wallum section of the course. Patience pays off!"

"Patience! Patience in the wallum section of the course. Patience pays off!"

ALI WILSON, STRL CHAMP

On the East Course, Goel took a 0.1 sec combined time lead with a first-run 59.8 to Davis's 60.1 and McCelvey's 60.4. On second runs, Davis and McCelvey dropped into the 59s, but Goel's 59.5 kept him in first with a 0.1 sec margin over Davis and 0.4 over McCelvey.

Then Goel clipped a pylon on his third run, which negated a blistering 59.1 and left him a spectator watching as McCelvey moved into first with a 59.311, the class FTD. But the second drivers had yet to run, including Davis, the last car in line. All eyes were on him as he hammered through the finish lights with a 59.6 for his seventh championship and a total combined time of 112.657.

It turned out his result was the reverse of his intended strategy. "I thought the East Course would be better for the way I drive," Davis said. "I wanted to be close yesterday (West Course) so I would have a better chance to win today (East Course)."

As it turned out, he was third on the East, FTD on the West, and STR national champion by 0.004 of a second. It was the narrowest margin of victory of the 2023 Nationals, tied for the fifth-narrowest ever in Open classes. —**Craig Carr**

STREET TOURING XTREME LADIES

Sometimes there just aren't enough trophies. What do you do about a driver in a four-car class who is within 0.037 sec of the winner with nothing to show but the beer glass picked up at check-in and new stickers on the fenders of her car? Hello, Dee Dietz. That was STXL at the 50th Solo Nationals.

STREET TOURING ROADSTER			
1. Billy Davis	NEng	#198	
Mazda MX-5	112.657		
2. Daniel McCelvey	Hous	#99	
Mazda MX-5	112.661		
3. Vivek Goel	LnSt	#52	
Mazda MX-5	112.816		
4. Matt Jones	CSCC	#82	
Mazda MX-5	113.810		
5. Marcus Pyne	WDC	#192	
Mazda MX-5	113.932		
6. Josh Luster	WDC	#89	
Mazda MX-5	114.294		
7. Jacob Glover	StCt	#154	
Mazda MX-5	114.702		
8. Tim Aro	WDC	#39	
Mazda MX-5	115.023		
9. Jeremy Wilson/Neb (#156 Mazda MX-5); 10. Scott Mullens/CSCC (#51 Mazda MX-5); 11. Mark Shrivastava/Phx (#87 Mazda MX-5); 12. Mark Labbanz/NNJ (#189 Mazda MX-5); 13. Greg Pollack/Phil (#75 Mazda MX-5); 14. Trevor Blackwell/WDC (#197 Mazda MX-5); 15. Xufeng Tang/Cill (#24 Mazda MX-5); 16. Alan Claffie/WDC (#97 Mazda MX-5); 17. Jeremy Hess/Ky (#62 Mazda MX-5); 18. Dan Cochran/CCar (#86 Toyota GR86); 19. Jen Fox (#175 Mazda MX-5); 20. Jesse Sybesma/Neb (#56 Mazda MX-5); 21. Richard Kenney/KY (#162 Mazda MX-5); 22. Cameron Asbury/StCt (#54 Mazda MX-5); 23. Greg Camarda/StL (#17 Toyota GR86); 24. Steve Mitchell/WDC (#92 Mazda MX-5); 25. John Hunter/Nwst (#1 Mazda MX-5); 26. Bob Davis/NEng (#98 Mazda MX-5).			

STREET TOURING ROADSTER LADIES			
1. Ali Wilson	Neb	#56	
Mazda MX-5	121.585		
2. Laurie McCelvey/Hous (#99 Mazda MX-5); 3. Alyssa Arts/Ariz (#87 Mazda MX-5).			



STRL ▼ #56
Ali Wilson
Mazda MX-5



16. Jesse Naughton/Arl (#62 Scion FR-S); 17. Brandon Slater/Tex (#92 Subaru BRZ); 18. Cameron Goode/Tex (#192 Subaru BRZ); 19. Manfred Reysser/ArzB (#186 Scion FR-S); 20. Ed Vogt/CFla (#87 Scion FR-S); 21. Jeffrey Hugo/Colo (#1 Mazda RX-8); 22. Geran Rose/Tex (#85 Scion FR-S); 23. Paul Hamilton/SnRv (#76 Subaru BRZ); 24. Barry Ott/ConD (#196 Scion FR-S); 25. Justin Wrighton/Det (#27 Scion FR-S); 26. David Powers/Tex (#185 Scion FR-S); 27. Brian Maskrey/Hous (#198 Scion FR-S); 28. Tyler Salminen/LOL (#88 Scion FR-S); 29. Brett Schultz/Hous (#68 Subaru BRZ); 30. John Moravec/LOL (#188 Scion FR-S); 31. Jason Wright/Iowa (#61 Subaru BRZ); 32. Justin Bourdeau/Fing (#120 Honda Civic Si); 33. Stephen Rife/ETnn (#91 Scion FR-S); 34. Zach

STX ▼ #193
Jonathan Mudge
 Scion FR-S

Thursday they ran on the plane side in the cool of the morning. Times for the top of the class started in the 64s before Emily Brown was able to pull out a 63.853 on her final run to end the first day in the lead. Geraghty Anne Ellis was 0.6 sec behind in the last trophy spot.

Day two saw early cones from Brown and Ellis on the corn side. Ellis finally scored a 58.3, Brown a 58.9 but still leading. Then here came Dee Dietz, flying around the showcase turns, blasting up the finish chute in 57.801. As they say in the carnival games, close but no cigar. Or trophy.

Between Brown and Dietz, Ellis was within 0.024 sec for the closest Ladies class margin of the event and the eighth narrowest ever.

Nerves were getting to Brown after she'd hit cones on her first two runs. She knew she "had to be clean but needed to take a risk" and "felt like she was going to throw up," but pushed through for her first Nationals win.

STREET TOURING XTREME

It quickly became apparent that if you wanted to fight at the top of the dogpile in STX you needed times in the low 61s on the plane side Thursday. There were 49 drivers in the class and eventually two seconds would cover all 13 trophy winners.

Atop the pile on day one, Jon Caserta was able to cut a 61.194. The remainder of the podium was rounded out by co-drivers Kevin Dietz and Jonathan Mudge, who had 61.2 and 61.3 respectively.

For Dietz, it was only his sixth run in the car when Mudge offered him a co-drive after he was unable to get off the Tuesday-Wednesday waitlist for SSC.

Day two on the corn side, Mudge came swinging hard out of the gate with first-run 55.017, the fastest time of the day. It would

prove enough at 116.341 sec to hang out for the win by 0.200 sec over Caserta.

This was Mudge's fourth Nationals and the first in which he was in the hunt after the first day. He said he "never would have thought about winning, just wanted a podium." He also brought Southwest Montana Region its first championship, although though he now calls South Carolina home (moving there from Bozeman). —Chris Dunn

STREET TOURING SPORT

Forty-five drivers lined up for STS in the third heat just after lunchtime coursewalks on the East Course Tuesday. But in the end it was a two-driver contest.

Riley Heaton and Eric Stoltz,



Fauth/Colo (#19 Subaru BRZ); 35. Ragha Madawela/Hous (#98 Scion FR-S); 36. Christian Davenport/Neb (#78 Scion FR-S); 37. Allan Marcial/Chi (#28 Scion FR-S); 38. Zachary Uthoff/Iowa (#15 BMW 128i); 39. Kevin Berba/Colm (#129 Toyota 86); 40. Mike Physk/Fing (#20 Honda Civic Si); 41. Dave Ruybal/RioG (#7 Mazda RX-8); 42. Trinity Conner/SnRv (#176 Subaru BRZ); 43. Chris Riester/DMV (#2 BMW 330i); 44. Charlie Davis/SanF (#13 BMW 330ci); 45. Alex Ortiz/RioG (#77 Scion FR-S); 46. Ethan Wiseley/Tex (#9 Subaru BRZ); 47. Bradley Wickersham/LOL (#46 Subaru BRZ); 48. Andres Andrade/CLa (#10 BMW 325i); 49. Maia Kirk/CSCC (#29 Toyota 86).

STXL ▼ #89
Emily Brown
 Scion FR-S



STREET TOURING XTREME LADIES

- | | | |
|---|---------|-----|
| 1. Emily Brown | Det | #89 |
| Scion FR-S | 122.814 | |
| 2. Geraghty Anne Ellis | CFla | #87 |
| Scion FR-S | 122.838 | |
| 3. Dee Dietz/Nwst (#93 Scion FR-S); | | |
| 4. Victoria Butler/Susq (#95 Scion FR-S). | | |

STREET TOURING XTREME			
1. Jonathan Mudge	SwMt	#193	
Scion FR-S	116.341		
2. Jon Caserta	Phil	#95	
Scion FR-S	116.541		
3. Kevin Dietz	Nwst	#93	
Scion FR-S	116.756		
4. David Fauth	Colo	#96	
Scion FR-S	116.861		
5. Darian Taggart	Phil	#94	
Scion FR-S	116.914		
6. Peter Luu	Fing	#181	
Scion FR-S	117.011		
7. Bruce Lukens	Colo	#36	
Subaru BRZ	117.111		
8. Steven Hughes	Mont	#187	
Scion FR-S	117.253		
9. Evan LeBlanc	NEng	#24	
Scion FR-S	117.371		
10. John Hale	LnSt	#89	
Subaru BRZ	117.610		
11. Adam Tamoff	CSCC	#99	
Mazda RX-8	118.016		
12. Jaik Ortiz	RioG	#177	
Scion FR-S	118.218		
13. Josh Dockstader	Badl	#8	
Subaru BRZ	118.300		
14. Kate Fisher/ArzB (#86 Scion FR-S);			
15. Randy Devito/Fing (#81 Scion FR-S);			



STS ▼ #144

Eric Stoltz

Mazda Miata



both with multiple past National Championships, were the only drivers to run the East Course Tuesday in 61 seconds—61.3 and 61.8 respectively. Wednesday they were the only drivers to do the West Course in the 54s, but they reversed the decimals—Stoltz at 54.3 and Heaton at 54.8.

The East Course had a very long opening slalom that tripped up many drivers with cone calls. Thus it was for Heaton as he laid down the fastest

scratch time but with a cone. He would work hard his remaining two runs to try and reach that scratch time again, but had to settle for a slightly slower third run of 61.321.

The West Course on Wednesday started out a little bit rocky with a timing error that would ice Andrew Salazar (third-quick on Tuesday at 62.1) at the starting line for a good amount of time while the computers were reset. Salazar shook it off and finished fifth in the class.

Both leaders ran 54s on all three runs, but Heaton caught a cone again. Stoltz consistently shaved fractions off, closing at 54.308.

But then he would have to sit and wait. Heaton had yet to make his third run. Competitors and spectators gathered to watch as Heaton pedaled the white Miata through the tight turnarounds. A puff of brake lockup in the middle of the course signaled worry around an otherwise perfect-looking run. He gave it all he had, and it was still his fastest of the day, but by a slim 0.058 sec margin the win would go to Stoltz at 116.150 sec.

Back in grid, Heaton immediately jumped out of his car to congratulate an ice-water soaked Stoltz, who noted his previous win came on a cone call and he felt it more special to win for a third time in a battle of incredible driving by them both.

STREET TOURING SPORT LADIES

Melanie Kwong would take a healthy lead in STSL on Tuesday in Heat 5 with an East Course time of 67.763. Shelby Redding brought the pressure on Wednesday, touring the West Course in 59.183 sec.

An experienced driver with three Nationals under her belt, Kwong was thrilled to finally take the win, driving a CRX borrowed from a friend to a time of 128.210 sec. Redding, on the other hand,

STREET TOURING SPORT

1. Eric Stoltz	SnRv	#144
Mazda Miata	116.150	
2. Riley Heaton	Neb	#190
Mazda Miata	116.208	
3. Adam Barber	Milw	#95
Honda CRX Si	117.718	
4. Rich DiMarco	Phil	#146
Mazda Miata	117.737	
5. Andrew Salazar	Cill	#149
Mazda Miata	147.740	
6. Christopher Heideman	WMch	#76
Honda CRX Si	118.309	
7. Brandon Dean	NEng	#65
Mazda Miata	118.443	
8. Emanuel Martin	Cill	#196
Mazda Miata	118.498	
9. Jackson Lee	Badl	#137
Mazda Miata	118.563	
10. Brandon Dryer	NEng	#94
Honda CRX Si	118.580	
11. Sean Forthun	Badl	#90
Mazda Miata	118.820	
12. Nathan Witt	Badl	#187
Mazda Miata	118.899	

13. Kevin Gu/Det (#176 Honda CRX Si); 14. Jacob Witt/LOL (#87 Mazda Miata); 15. Kameron Clements/Elda (#44 Mazda Miata); 16. Scott Prior/Fing (#198 Mazda Miata); 17. Mike Herrick/Neb (#89 Honda Civic Si); 18. Thomas Waylett/Badl (#150 Mazda Miata); 19. Derek White/NEng (#194 Honda CRX); 20. Andrew Redding/SnRv (#88 Honda CRX Si); 21. Mike Kobialka/NNJ (#46 Mazda Miata); 22. Andrew Clark/Neb (#184 Honda CRX Si); 23. Jake Rogers/LOL (#48 Mazda Miata); 24. Gabe Argenta/InNw (#51 Mazda Miata); 25. Stevenray Beall/Badl (#18 Mazda Miata); 26. Brady Kruize/NCar (#49 Mazda Miata); 27. Jason Lee/Badl (#37 Mazda Miata); 28. Andrew Edgecomb/Fing (#56 Mazda Miata); 29. Shaun Hallam/Fing (#98 Mazda Miata); 30. Emilio Moran/Fing (#96 Mazda Miata); 31. Paul Blume/NeOh



STSL ▼ #94

Melanie Kwong

Honda CRX Si



(#84 Honda CRX Si); 32. Austin Hampton/Cinc (#9 Mazda Miata); 33. Chris Shute/Hous (#35 Mazda Miata); 34. Dawson Moreau/Ariz (#50 Mazda Miata); 35. Robby Helms/CCar (#47 Honda CRX Si); 36. Jeffrey Alan Pierce/RdRv (#188 Honda Civic Si); 37. Mark Sawatsky/Neb (#156 Mazda Miata); 38. Alex Mortensen/Elda (#172 Mazda Miata); 39. Jashua Rodriguez/Neb (#82 Mazda Miata); 40. Ron Schwanz/LOL (#148 Mazda Miata); 41. Clayton White/CCar (#5 Honda Civic Si); 42. John Hatakeyama/Nwst (#52 Toyota MR2); 43. Steven Bissey/Elda (#72 Mazda Miata); 44. Ralph Elder/SanF (#12 Honda Civic); 45. Brian Garman/SCar (#15 Mazda Miata).

STREET TOURING SPORT LADIES

1. Melanie Kwong	NEng	#94
Honda CRX Si	128.210	
2. Shelby Redding	SnRv	#88
Honda CRX Si	128.827	
3. Tyra Pyle/KC (#2 Honda Fit); 4. Teresa Gualtieri-Clark/Neb (#84 Honda CRX Si); 5. Liz White/NEng (#194 Honda CRX Si).		



"I just tried to shoot super hard on my second run. What I learned paid off..."
KYLE HEMP, STH CHAMPION

was delighted with her runner-up award, only 0.617 sec off the pace in her first Nationals and after only starting to autocross less than five months ago. —**Kelsey Karanges**

STREET TOURING HATCH

The classes in the first heat of the first day of these golden jubilee Nationals found the climate just a tad chilly, maybe just right for the two-driver cars. No need to cool down the tires. Especially on the West Course where STH began.

The day one results were no surprise, two Volkswagens and a 2022 Civic leading the class, the only ones with 55-sec runs. Michael Waich's GTR was atop the scoreboard at 55.824 sec, with Andrew Nienhuis in a GTI and Joel Zeller's Civic next up. The next four were Kyle Hemp's Subaru WRX, Jason Tipple's Civic, Aaron Buckley's Audi TT and Steven Clark's Cobalt all with times in the 56s.

By the time Wednesday was over those two groups had flip-flopped. The second quartet had all overtaken Tuesday's leading trio, with Tipple and Hemp leading the charge.

"The tighter course was better for the GTIs," Hemp said. "The next day, the top runners in the GTIs weren't going so easy. Their rear tires weren't sticking."

On the East Course Tipple and Hemp immediately jumped into the 1-2 positions ahead of Waich. On second runs, Buckley's Audi kicked Waich off the podium.

Hemp's goal was to finish at least third. He watched as Zeller spun himself down to seventh place on his first run.

With no co-driver, Hemp was a spectator as the second drivers took their turns. He watched as Tipple got two reruns because he had been red-flagged while workers reset the course. Tipple's first rerun resulted in FTD at 62.532 sec.

"I just tried to shoot super hard on my second run," Hemp said. "I forgot to turn my traction control all the way off—a rookie mistake. But what I learned on my second run paid off on my third run."

Hemp improved almost a full second, down to 62.6 sec. He was now in the lead, 0.125 ahead. Then he had to wait for everyone else, including Tipple, who got another rerun.

"Tipple's third run he got two cones, but [the rerun] was his fifth run," Hemp said. "We had to sit there biting our nails waiting out the five minutes." When the time minimum between runs had passed Tipple went for one final shot. The run was 0.001 sec quicker than Hemp's final, but not an improvement. Hemp's 118.709 held up as the winning time.

STREET TOURING HATCH LADIES

Just two drivers answered the call for STH Ladies in the fourth heat. Both were Nationals rookies, but they put on a worthy contest.

Ally Gobeli set FTD Tuesday on her last run, 59.133 sec. Sam Blackburn was quickest on Wednesday on her last run, 68.625 sec. The final margin was 0.978 sec, Gobeli quickest at 128.144. —**Rocky Entriiken**

STREET TOURING HATCH

1. Kyle Hemp	Milw	#72
Subaru WRX	118.709	
2. Jason Tipple	OhV	#174
Honda Civic Si	118.834	
3. Steven Clark	Colo	#186
Chevrolet Cobalt SS	119.861	
4. Aaron Buckley	NCar	#187
Audi TT	119.977	
5. Andrew Nienhuis	SBnd	#167
Volkswagen GTI	119.979	
6. Michael Waich	Milw	#175
Volkswagen GTR	120.068	
7. Joel Zeller	NwOh	#22
Honda Civic Si	120.404	
8. Carter Heaton	Neb	#89
Subaru WRX	120.618	
9. John Feustel//ConD	(#37 Volkswagen GTI);	



STH ▲ #72
Kyle Hemp
 Subaru WRX

10. George Emery/Ore (#162 Ford Focus ST);
 11. Brian Kelly/Colo (#86 Chevrolet Cobalt SS);
 12. Matthew Noll/LnSt (#95 Subaru WRX);
 13. Thomas Bennett/Ore (#62 Ford Focus ST);
 14. Jacob Orłowski/KC (#6 Volkswagen GTI);
 15. Niles Davis/KC (#106 Volkswagen GTI);
 16. James Rauck/NwOh (#74 Honda Civic);
 17. Dean Rindler/NwOh (#122 Honda Civic Si);
 18. Nigel Boyce/MoHu (#12 Honda Civic Si);
 19. Steve Garnjobst/Milw (#75 Volkswagen GTI);
 20. Keith McWilliams/RioG (#197 Mazdaspeed 3);
 21. Jon Stef/L OL (#1 Subaru WRX);
 22. Karl Shultz/CCar (#87 Audi TT);
 23. Lionel Bohrer/Nwst (#44 Audi A3);
 24. Dustin Jones/TnnV (#77 Ford Focus ST);
 25. Timothy Dordon/SBnd (#67 Volkswagen GTI);
 26. Josh Huff/KC (#70 Volkswagen GTI);
 27. Ian Schmitz/Iowa (#97 Mazdaspeed 3);
 28. Blake McIntyre/KC (#170 Volkswagen GTI).

STREET TOURING HATCH LADIES

1. Ally Gobeli	LnSt	#95
Subaru WRX	128.144	
2. Sam Blackburn/Colo	(#22 Volkswagen GTI).	





STREET PREPARED CLASSES

SUPER STREET PREPARED LADIES

Nicole Wong came to the West Course for the second heat hunting for a 12th consecutive National Championship. But after SSPL's first runs she found her Corvette sitting last in the six-car class.

Wong's second run was solid but only about a half-second clear of Kendra Mabie's Porsche GT4. After that, Wong swapped her brand new Hoosiers for some well-scrubbed and was able to drop another two seconds to 53.992, giving her breathing room with a 1.4-sec lead over Sami Kravetz in a Porsche GT3.

Mabie had run a scratch 54.0, but the spectators' whoop turned into an "ohhhh" as a two-cone penalty was announced.

On Wednesday, Wong led all day, driving spectacularly to put ever increasing margins on the class. She turned the only

"One dozen championships marks [Nicole] Wong several times in the record book."

JIM GARRY

sub 60 sec time in class at 59.641 to total 113.633, with Mabie 3.776 sec behind.

Wong's husband Jeff waited until after the event was over to show off a new necklace he had made out of the broken shock mount discovered at the end of Tuesday's runs. Wong had driven with a replacement shock of different dimensions at one corner of her car making Wednesday's long slalom a serious challenge.

One dozen championships marks Wong several times in the Solo Nationals record book. She tied Karen Babb for the longest winning streak among women,

both consecutive years and individual appearances. That also ties the overall marks for consecutive (Jeff Kiesel) and for appearances (Kiesel and John Thomas). It also adds her to the top-10 win list (women) in a tie for 9th, and moves the couple into a five-way tie for fifth (19 wins) among solo's all-time winningest families.

SUPER STREET PREPARED

The SSP cars took to the West Course during Tuesday's fourth heat with Mike Kuhn establishing himself as the driver to beat from the first run. His opening 52.0 in a Porsche GT3 was not beaten by anyone during the heat, and his finishing 51.815 provided extra cushion from the eight 52 sec runs posted by his closest pursuers.

Jeff Wong would have been among them but for cones on all three of his 52-sec



SSP ▼ #96
Mike Kuhn
Porsche GT3



enough for his first championship at 110.371 sec. Kholondyrev was second, 0.245 behind, with his co-driver G.J. Dixon completing the all-Porsche podium. —**Jim Garry**

C STREET PREPARED

While 1990s Mazda Miatas have dominated C Street Prepared recently, a few of the 20 entrants thought the Honda S2000 or newer Mazda MX-5 could get the job done this year. The class ran the East Course during the first heat. Defending National Champion Ian Baker had cones on his first two runs but came through clean on his third with a class-leading 57.722.

Score one for the second-gen NB Miata. But Raymond Dsouza was less than two-tenths back followed by Austin Clark, both in fourth-gen ND Miatas. Next up were Erik Strelnieks and Michael Willman, sharing an S2000.

Friday morning, the West Course was a wet course from the overnight rain. Conventional wisdom was that the final runs would determine the outcome, which was true for 75 percent of the field, but not

runs. The broken shock mount was discovered only after all was done for the day. Wong completed his competition in Pat Salerno's Porsche but neither trophied.

Kuhn recalled he was in this same leading position at last year's Nationals "and then coned it away on the second day. We're going to try to hold onto the win this year." He was among several drivers saying their cars were pushy in and tail happy on exit. Kuhn said he "tried to stay ahead of the car and dial it back a little bit."

On Wednesday cones fell on several drivers' first runs, including Kuhn's, but not for Yuri Kholondyrev's Porsche GT4. His 58.396 would not be touched. Kuhn ran off a maddeningly consistent string of three 58.9s—



SSPL ▼ #46
Nicole Wong
Corvette



SUPER STREET PREPARED

1. Mike Kuhn	CCar	#96
Porsche GT3	110.731	
2. Yuri Kholondyrev	NNJ	#95
Porsche GT4 RS	110.976	
3. G.J. Dixon	NY	#195
Porsche GT4 RS	111.301	
4. Ryan Pemberton	Neb	#191
Mitsubishi Evo IX	111.797	
5. Grant Reeve	NEng	#97
Corvette Z06	111.816	
6. Michael Yanase	CSCC	#182
Porsche GT4	111.839	
7. Eric Stemler	GuCo	#89
Corvette Z06	111.888	
8. Doug Rowse	Ariz	#74
Porsche GT3	111.936	
9. Chris Dressler/NePa (#174 Porsche GT3); 10. Pat Salerno/NEng (#77 Porsche GT4); 11. Bryan Carbon/Atl (#197 Corvette Z06); 12. Jeff Wong/Phx (#177 Porsche GT4); 13. Cory Hockenbury/NePa (#103 BMW 1M); 14. Keath Marx/Tex (#188 Corvette Z06); 15. Ryan Hockenbury/NePa (#3 BMW 1M); 16. Steve Waters/Atl (#199 Corvette GS); 17. Thomas Thompson/Hous (#13 McLaren 620R); 18. John Fink/CCar (#99 Corvette GS); 19. Chris Haydu/NePa (#198 Corvette); 20. Marco Cruz/CSCC (#82 Porsche GT4); 21. Stephanie Reeve/NEng (#57 Corvette GS); 22. Bill Pemberton/Neb (#91 Mitsubishi Evo IX); 23. Martin Montagno/StL (#88 Corvette); 24. Chris Janusz/NePa (#98 Corvette Z06); 25. Danielle Spora/NY (#75 Subaru WRX); 26. Douglas Wille/Hous (#78 Corvette); 27. Jackie Mutschler/Hous (#Corvette); DQ. Ron Bauer/Nest (#76 Porsche Cayman GT4RS); DQ. Keith Brown/Nwst (#176 Porsche Cayman GT4RS).		

SUPER STREET PREPARED LADIES

1. Nicole Wong	Phx	#46
Corvette	113.633	
2. Kendra Mabie	CSCC	#82
Porsche GT4	117.409	
3. Sami Kravetz/CCar (#96 Porsche 991 GT3); 4. Su Brude/Tex (#17 Porsche 911 Turbo); 5. Donna Marx/Tex (#188 Corvette Z06); 5. Carla Russo/StL (#88 Corvette Z06).		



C STREET PREPARED

1. Raymond Dsouza	Ky	#182
Mazda MX-5	110.692	
2. Austin Clark	SnRv	#197
Mazda MX-5	110.767	
3. Michael Willman	LnSt	#177
Honda S2000 CR	111.314	
4. Ian Baker	WDC	#87
Mazda Miata	111.497	
5. Erik Strelnieks	LnSt	#77
Honda S2000 CR	111.661	
6. Timothy Maxey	ETnn	#82
Mazda MX-5	111.992	
7. Matt Zyskowski/Nwst (#199 Mazda Miata); 8. Kevin Henry/WDC (#187 Mazda Miata); 9. Bob Bundy/Nwst (#99 Mazda Miata); 10. Stephen King/ArzB (#60 Mazda Miata); 11. Jeff Schmidt/ODom (#168 Mazda Miata); 12. Jacques Bene/NCar (#157 Mazda Miata); 13. Cynthia Clark/SnRv (#97 Mazda MX-5); 14. Geoff Bastian/NePa (#19 Mazda Miata); 15. George Bene/CCar (#57 Mazda Miata); 16. Aaron Dewey/Neb (#27 Mazda Miata); 17. Zach Dailey/CKy (#38 Honda S2000); 18. Tom Carroll/WDC (#68 Mazda Miata); 19. Ken Mollenauer/SanF (#67 Mazda Miata); 20. Mike Toombs/Fing (#33 Mazda Miata).		

C STREET PREPARED LADIES

1. Hailey Schmidt	ODom	#195
Mazda Miata	118.298	
2. Carrie Baker	WDC	#87
Mazda Miata	119.611	
3. Vanessa Lau/LnSt (#77 Honda S2000 CR); 4. Lauren Keach/CKy (#95 Mazda Miata).		

CSP ▲ #182
Raymond Dsouza
Mazda MX-5

CSPL ▼ #195
Hailey Schmidt
Mazda Miata



for the top three who all ran their best laps on their second try.

Clark's 52.110 and Willman's 52.3 were the fastest. Kevin Henry, Baker's co-driver, was next but not close enough to contend. Dsouza would have been there but for a cone. All were second drivers. Baker was a first driver so his best chance was his third run, but alas: two cones.

Dsouza's 52.8 was just fast enough. His final time of 110.692 was only 0.075 ahead of Clark to take the victory. Willman completed the podium ahead of Baker.

Dsouza: "We brought rain tires to grid but didn't end up using them. This course had us between gears so there were quite a few up and down shifts required. It was a stressful day but in the end I'm very happy."

Clark: "We don't really drive in the rain back in Idaho so I was a bit of a basket case this morning changing the car setup. I think my 52.110 was fastest today so I couldn't be happier."

Baker sighed: "Cones—you can't live with them and you can't live without them. It was a disappointing result but we still had fun."



C STREET PREPARED LADIES

In CSPL, the NB Miatas prevailed. After two runs on the East Course in the third heat, Hailey Schmidt's second run of 62.756 gave her a 0.1 sec lead over defending National Champ Carrie Baker. Both had cones on their third runs with Baker's ruining the fastest scratch time.

"This course was fast!" said Schmidt. "I was flat to the floor around the whole finish turn."

Said Baker, "I liked the course, it had good flow. You can put the power down if you're in the right spots, but you have to look ahead to get into the right spots."

On Friday, Schmidt took control early and extended her lead. A final run 55.542 gave her a 118.298 total and a 1.313 sec margin of victory.

"I was terrified!" Schmidt said. "Carrie was right on my butt and I was definitely nervous. The West Course seemed tighter and more technical but it was more similar to our courses back home."

Lamented Baker, "I have a bad habit of getting inside my own head. It's really fun running with Hailey because she is on fire and it's really cool to have somebody pushing you." —Jeff Cashmore



THE BIG SCREEN

Among the many SCCA Solo Nationals highlights: "Roll up your golf carts, unfold your chairs and umbrellas, and settle in for some award presentations!"

West. Her final statement was to put down her Friday best with a 0.001-sec improvement over her second effort.

Tran's combined time was 115.994 for a victory margin of 3.316 sec. —Chris Kunkel

E STREET PREPARED LADIES

ESPL had only two drivers—Patty Tunnell, who's done 35 of these things, winning 15; and Katie Barrett, making just her fourth appearance. The difference in experience didn't show.

Thursday they were in the first heat, running the West Course, both in BMWs—an M2 for Tunnell, an M3 for Barrett. Both started with 56s. Tunnell had two more, one with a cone, but her 56.0 was clean. Barrett, however got successively quicker each run, ending with a 55.586.

Friday they were among the classes dealing with the leftover from the overnight rain. Like the rest of the Heat 1 classes, the first run was a throwaway. Second runs were 67s for both drivers, Barrett 0.2 quicker. Third runs were 66's for both drivers, but only because Barrett coned a 64, leaving Tunnell with quick time at 66.132.

The final result shows Barrett took the class win with a total time of 121.820, or 0.339 quicker than Tunnell.

E STREET PREPARED

The new E Street Prepared class displayed a dynamic mix of vehicles—a rash of BMWs, a couple of Honda Civic Type R's, even a Camaro. All would be represented on the trophy list.

Day one's conclusion saw podium contenders within a couple tenths.

D STREET PREPARED

Returning National Champ Steve O'Blenes led the way in a D Street Prepared class heavy with Mazda RX-8s. Dave Colletti set the early pace on the East Course in the third heat, with his first run of the day at 58.5 sec. O'Blenes was finally able to squeak by on his last run, taking a razor-thin 0.007-sec lead into day two. Joe Goeke, warming the tires for O'Blenes, held the third spot.

On the west side, O'Blenes dominated the day but the result—both day two and overall—still ended up the same. O'Blenes went wire-to-wire, fastest on each run, for his eighth championship. He posted two 52.6-sec runs before a final 51.987, winning by a margin of 0.643 sec with a 110.497 combined time. Colletti would hold onto second place with Goeke taking the final podium spot.

D STREET PREPARED LADIES

Catherine Tran sought a second title, and driving the O'Blenes' RX-8, she wasn't disappointed.

As the first DSP Ladies car on course in the last heat, Tran led every moment of each day. The timer display lit up with a 61.028 on the East Course, 54.966 on the

DSP ▼ #194
Steve O'Blenes
Mazda RX-8



D STREET PREPARED

1. Steve O'Blenes	CSCC	#194
Mazda RX-8	110.497	
2. David Colletti	NwOh	#198
Mazda RX-8	111.140	
3. Joe Goeke	Nwst	#94
Mazda RX-8	112.792	
4. David Webb	ArzB	#43
Scion FR-S	114.940	
5. Chris Perry/Chi	(#166 Mazda RX-8);	
6. Chris St. Mary/NEng	(#99 Mazda RX-8);	
7. Taylor Colletti/NwOh	(#98 Mazda RX-8);	
8. Mike Razny/Chi	(#66 Mazda RX-8);	
9. Mindi Cross/ArzB	(#143 Scion FR-S);	
10. Adam Shelton/Utah	(#11 Corvette);	
11. Charles Shelton/Utah	(#111 Corvette);	
12. David Johnson/LOL	(#35 Ford Focus RS);	
13. Everett Buck/Fing	(#25 Mazda RX-8).	

D STREET PREPARED LADIES

1. Catherine Tran	CSCC	#94
Mazda RX-8	115.994	
2. Holly Schwedler/NwOh	(#97 Mazda RX-8);	
3. Heather Cribbassi/NEng	(#99 Mazda RX-8).	



DSPL ▼ #94
Catherine Tran
Mazda RX-8



NEXT GEN

A future SCCA Solo National Champion? Seeds of enthusiasm planted on Lincoln Airpark concrete soil.



E STREET PREPARED

1. A.J. Whitaker	StCt	#143
Honda Civic Type R	113.805	
2. Mark Canekeratne	WDC	#159
BMW 330Ci	113.845	
3. Dennis Barrett	NwOh	#68
BMW M2	114.582	
4. James Darden	Colo	#50
Camaro	114.612	
5. Matt Ales/SanF (#192 BMW M3); 6. Ben Edmiston/StCt (#168 BMW M2); 7. Brandon Dan/Tex (#81 Honda Civic Type R); 8. Sean Mchugo/StCt (#43 Honda Civic Type R); 9. Terence Chang/CSCC (#92 BMW M3); 10. Jonathan Kuo/Colo (#80 BMW M3); 11. Romesh Canekeratne/GuCo (#59 BMW 330Ci); 12. Robert Tunnell/Colo (#198 BMW M2 Competition); 13. Eric Prill/Kan (#98 BMW M2 Competition).		

E STREET PREPARED LADIES

1. Katie Barrett	NwOh	#68
BMW M3	121.820	
2. Patty Tunnell/Colo (#98 BMW M2 Competition).		



ESP ▲ #143
A.J. Whitaker
Honda Civic Type R

A.J. Whitaker's Type R had three times in the 53s including the fastest run at 53.253. Mark Canekeratne's BMW had a 53.3 and James Darden ran 53.4 in his Camaro.

"My game plan on day one was to try to put the pressure on hard at the beginning with the first run, and it seemed to work," Whitaker said.

Day two brought further shakeups. Whitaker dropped to third after the opening runs, while Dennis Barrett in a BMW M2 surged from fifth to second. After the second runs, the top four spots were within three tenths, making the championship anyone's game. Barrett and Darden failed to improve on their final runs, both collecting cones.

Now the spectators turned to Whitaker and Canekeratne, the first two out among the five second drivers. Whitaker shaved off another 0.6 sec but couldn't see his 60.5 time because the scoreboard wasn't working. When he heard the announcer say Canekeratne had gone even faster, Whitaker had no idea who'd won.

Canekeratne had recorded the fastest time at 60.463, but Whitaker's lead from day one secured his victory by a slim 0.040-sec margin and a total time of 113.805. Whitaker shared his excitement, saying, "I had no idea if Mark or I won. I knew it was close, but didn't know for sure until I returned to grid and saw all my friends cheering and screaming that I had done it."

This was Whitaker's second Solo Nationals. His car embraced the "street" in Street Prepared, being the only one in the class not towed to Lincoln. —Chris Yoder



F STREET PREPARED LADIES

Six drivers in FSP made it one of the two largest Street Prepared Ladies classes, but this one was the class of champions with its contenders accounting for 38 past championships! Ginette Jordan has 15, Susan Anderson 11, Kim Whitener four, both Jessica Yeung and Dee Schweikle three, and Brittany Edwards two.

Who would add another? A tough call: After Tuesday's runs in Heat 1, a spread of just 0.663 sec covered the top four.

Yeung was atop the heap after that first day, with a 55.793 sec dash through the busy West Course. Edwards, Jordan and Whitener were under 0.2 sec blanket. Anderson and Schweikle were in "happy to be here" mode, both 100-percenters driving their 50th Nationals, sharing the Schweikles' Alfa Spider.

"It was definitely a stacked class," said Whitener, who had launched into first place after two runs Wednesday. Her final run, 61.092, was a victory lap but did not feel like one because Jordan, co-driving the "Lamborbunni" VW Rabbit with Edwards, still had one run to go.



"There was more time left in my car. I just couldn't figure out the shifting quick enough."
JONATHAN LUGOD, FSP CHAMP

Jordan's final run did not change anything. Wednesday's runs had not only reshuffled the standings, it had spread them too. Whitener's 117.538 won by 1.467 sec over Yeung, with Edwards and Jordan out of the trophies.

F STREET PREPARED

Jonathan Lugod's drive to his sixth National Championship was generally a straightforward progression through his six runs, a little bit faster each time. David Whitener's runner-up finish was anything but.

The Whiteners' 42-year-old Scirocco was a new car to them, on which they'd been working for more than a year. Following Kim Whitener's runs Tuesday morning and after co-driver Gerry Terranova's first run, David found a stripped axle nut. Thus Whitener took all his Tuesday runs in Justin Tilus's Honda Civic Si, but fixed the Scirocco for Wednesday.

Meanwhile, on the West Course, Lugod was steadily working down from an opening 54.2 to a best of 53.565, taking an 0.2 sec lead over Whitener.

The fast East Course, he found, "was a little tricky" because of his car's gearing. "The top of second in my Civic goes to 60 (mph) but there was some elements I was seeing 68-69" in third gear. Other drivers, he said, didn't have to shift.

And then, he was a single driver. He'd gone from 61.5 to 60.7 in his three runs and was still leading, then sat waiting for 20 minutes on his 114.298 total for the co-drivers to cycle through. Among them was Danny Gross, who beat Lugod's time with a 60.507 run, his only clean one, but it was not enough.

Whitener, back in his repaired Scirocco, had coned his first two runs but finally brought in a clean 60.8, closing to within 0.287 sec of Lugod with Gross third.

"I felt like there was a lot more time in my car. I just couldn't figure out the shifting quick enough," Lugod said. "As always, you give it all you [have] and hope it sticks." —Rocky Entriiken

F STREET PREPARED

1. Jonathan Lugod	CSCC	#46
Honda Civic Si	114.298	
2. David Whitener	Tex	#199
Volkswagen Scirocco	114.585	
3. Danny Gross	CSCC	#172
Mazda 3	114.980	
4. Steve Mieritz	FtWn	#137
Honda CRX	115.340	
5. Geoffrey Zimmer	CCar	#177
Volkswagen Rabbit	115.514	
6. Andrew Blasiman	NwOh	#27
Volkswagen Rabbit	116.421	
7. Christian Patrick	CKy	#16
Mazda Protege	116.590	
8. Caleb Pardus/StCt (#21 Dodge Neon S);		
9. Justin Tilus/LOL (#94 Honda Civic Si);		
10. Gerry Terranova/Tex (#99 Volkswagen		



FSP ▲ #46
Jonathan Lugod
Honda Civic Si

Scirocco); 11. Matt Wolfe/Det (#72 Mazda 3); 12. Matt Moore/CKy (#116 Mazda Protege); 13. Gregory Anthony/Det (#7 Dodge Neon ACR); 14. Allen Kugler/Phil; (#179 Honda Civic Si); 15. Andrew Buck/CKy (#13 Nissan 200SX); 16. John Bonvouloir/Colo (#156 Honda CRX); 17. Jay Bonvouloir/Colo (#56 Honda CRX); 18. Austin Eppley/StCt (#121 Dodge Neon S); 19. Denise Kugler/Phil (#79 Honda Civic Si); 20. Justin Barbry/NCar (#82 Ford Escort ZX2); 21. Jerry Sturgill/CCar (#77 Volkswagen Rabbit); 22. Tim Oyer/Cill (#182 Ford Escort ZX2); 23. Stacey DeSpelder/FtWn (#37 Honda CRX); 24. George Schweikle/CKy (#61 Alfa Romeo Spider); 25. Bob Forsberg/Nwst (#19 Fiat X1/9).

F STREET PREPARED LADIES

1. Kim Whitener	Tex	#99
Volkswagen Scirocco	117.538	
2. Jessica Yeung	CSCC	#94
Honda Civic Si	119.005	
3. Brittany Edwards/NCar (#77 Volkswagen Rabbit);		
4. Ginette Jordan/NEng (#177 Volkswagen Rabbit);		
5. Susan Anderson/Sill (#61 Alfa Romeo Spider);		
6. Dee Schweikle/CKy (#161 Alfa Romeo Spider).		

FSPL ▼ #99
Kim Whitener
Volkswagen Scirocco





SSM ▲ #196
Matt Waldbaum
Mazda Miata

SSML ▼ #23
Karen Miller
Nissan Z Performance



SUPER STREET MODIFIED

1. Matt Waldbaum	Chi	#196
Mazda Miata	110.753	
2. Deana Kelley	ArzB	#96
Mazda Miata	113.811	
3. Guy Ankeny	CSCC	#27
Mazda MX-5	114.416	
4. Jake Namer/NY (#13 McLaren 620R);		
5. Mike Wolf/ArAl (#56 Datsun 240Z);		
6. Bryan Hayes/CCar (#89 Honda S2000);		
7. Peter Florance/ODom (#59 Mazda RX-8).		

SUPER STREET MODIFIED LADIES

1. Karen Miller	Det	#23
Nissan Z Performance	132.575	



STREET MODIFIED CLASSES

SUPER STREET MODIFIED

As Super Street Modified opened the second two-day competition Thursday for the golden jubilee of the SCCA Solo Nationals, one car quickly differentiated itself from the class: The NB Miata of Matt Waldbaum and Deana Kelley, the only two-driver car in the class, had become the workhorse of the '23 Nationals. Already it had competed with four drivers, winning XPL and XB and scoring a trophy finish in XP, then needing a new head gasket before Thursday's competition.

It was back for Heat 1 on the plane side. Kelley was able to secure second place for the day with a 60.0 on her second run. Third run was a 59.1, but with two cones on it. She had not been in the car since Nationals in 2022 and the car felt, "like riding a high-horsepower bike!"

Waldbaum would also stand

on his second run, the fastest in class, of 58.621 sec.

Friday's first heat was the only time all week drivers had to contend with a wet course, but the Miata's dominance continued for Waldbaum and Kelley. On the mostly dry second run Waldbaum found a 52.8 and on his third run set the fastest time in class of a 52.132. Kelley was second-quick after two runs only because two faster drivers had pylons. But on her third run, she knocked off 3.4 sec and secured second place on her own.

Kelley was ecstatic, winning her first open-class trophy in what to her felt like winning a jacket. Waldbaum, meanwhile, was, "Very surprised that I had no cones on the weekend" as he says he is "typically not a clean autocrosser."

It was a strong end to the week for the reliable '96 Miata, flying the colors of the Greyhound Pets of America



PANDA HAS FANGS

NER's Todd Kean (center), his wife Jojo and her brother PJ each used "Panda"—a potent Street Modified Nissan 240Z—to collect more Solo Nationals hardware, including an SM title.

She said she returned to the Nationals stage because the Northwest Ohio Region's Ladies index class "had pushed me to improve my confidence to come up to Nationals." —Chris Dunn

STREET MODIFIED LADIES

Street Modified is home to some of SCCA's most highly tuned cars that can still legally obtain a license plate. A mother-daughter tandem from Berry Family Racing was two-thirds of the SML class, both of whom had won it before. Mama Lisa Berry was last year's Champion, ahead of daughter Christine Grice, who last won it in 2008 among her seven National Championships.

Starting Thursday on the East Course, second heat, Grice set the early pace with a pair of 60 sec runs before closing out at 59.875. Berry's opening 60 ran down three cones and afterwards the closest she could do was 61.5.

Friday was mother's day, both drivers trading fast time back and forth with a sequence of 54 sec runs. Berry's final time was 53.856, not quite enough to catch her daughter. Grice was 1.507 sec ahead without needing her last run, leaving her total at 113.928.

"I knew the courses would be cone intensive" Grice said, "so I was happy with my execution to build on clean runs. That was the plan."

STREET MODIFIED

One of the more successful SM cars—the Nissan 240SX known as "Panda"—took the early Street Mod lead in Heat 5 with Todd Kean's first run of 58.3 seconds. John Vitamvas slotted



STREET MODIFIED			
1. Todd Kean	NEng	#99	
Nissan 240SX	110.690		
2. PJ Corrales	NEng	#199	
Nissan 240SX	111.453		
3. Jason Frank	Milw	#196	
Audi S4	111.653		
4. John Vitamvas	WDC	#159	
Mazda RX-8	111.688		
5. Tom Berry/CSCC (#72 Mitsubishi Evo IX RS); 6. Jay Bullington/Milw (#96 Audi S4); 7. Kyle Gottschalk/CKy (#97 Eagle Talon); 8. Nick Pasternack/Fing (#163 Nissan 240SX); 9. Denis Bucher/NePa (#63 Nissan 240SX); 10. Stephen Anstey/NY (#5 Subaru STi); 11. Clyde Caplan/WDC (#59 Mazda RX-8).			
STREET MODIFIED LADIES			
1. Christine Grice	CSCC	#172	
Mitsubishi Evo IX RS	113.928		
2. Lisa Berry/CSCC (#72 Mitsubishi Evo IX RS); 3. Jojo Corrales-Kean/NEng (#99 Nissan 240X).			

SM ▲ #99
Todd Kean
 Nissan 240SX

SML ▼ #172
Christine Grice
 Mitsubishi Evo IX RS



"My goal was to get a good clean run in from the start and build from there."
TODD KEAN, SM CHAMP

(promoting adoption of the retired racing canines), which won three out of four classes and five trophies at the 2023 SCCA Solo Nationals.

SUPER STREET MODIFIED LADIES

Super Street Modified Ladies' sole entry this year was Karen Miller who drove a Nissan Z in her first Nationals. It was also her first time on racing slicks which took a bit of getting used to. Going out in Heat 4, her best East Course run even had a pylon penalty added to 69.324 time. An even quicker run had two cones.

But on the West side she kept it clean all day, closing with 61.251, totaling 132.575.





STREET MODIFIED FWD

1. Dakota Tabler	Wire	#68
Honda CRX	110.724	
2. Craig Wilcox	KC	#198
Honda Civic	111.913	
3. Jonathan Bennett	CCar	#168
Honda CRX	112.333	
4. Jeremiah Thomas	ODom	#189
Mini Cooper S	114.184	
5. Joe Silva	Sal	#98
Honda Civic	114.727	
6. Andrew Bower/NePa (#96 Honda Civic); 7. Nick Bradenbaugh/Susq (#156 Honda Civic); 8. Dylan Brown/Atl (#89 Mini Cooper S); 9. Andrew Hille/NwOh (#122 Honda Civic Si); 10. Jesse Stahlman/Susq (#56 Honda Civic); 11. Rob Wilson/NwOh (#22 Honda Civic Si); 12. Jordan Bontrager/Badl (#142 Honda Civic); 13. Jeffrey Bontrager/Badl (#42 Honda Civic); 14. Darrell Moskowitz/SanF (#13 Honda Prelude).		

STREET MODIFIED FWD LADIES

1. Karen Thomas	ODom	#89
Mini Cooper S	118.789	

SMF ▲ #68
Dakota Tabler
Honda CRX

SMFL ▼ #89
Karen Thomas
Mini Cooper S



into second in his Mazda RX-8 at 59.1, which held up after both Jason Frank and PJ Corrales found cone calls added to their 58.9 sec runs.

With nobody finding much satisfaction on second runs, order was restored on the third. Kean posted fast time at 57.873, last-car-out Corrales co-driving Panda and Frank in his Audi S4 both ran 58.9s, leaving Vitamvas sitting on his first-run time.

Going into day two competition on the West Course with a lead of slightly over a second, Kean's goal was, "to get a good clean run in from the start and build from there." He got his clean run at 53.5, but Frank, Vitamvas, the Mitsubishi Evo of Tom Berry and the Eagle Talon of Kyle Gottschalk all found times in the 52s to crank up the pressure.

Second-run cone trouble for Kean opened the door. Berry flew through with FTD of 52.321 and Corrales laid down his own flyer to find himself in second place. A slim 0.039 sec separated them, and Frank was only 0.239 sec back going into final runs.

With the pressure on all three, Kean was the one who came through in the clutch. He improved more than seven-tenths on his last run while both his pursuers clouted cones.

It was a 1-2 finish for Panda, Kean taking his third Street Modified championship and seventh total for the car. His total time of 110.690 was good enough for a 0.763 sec margin of victory. Frank completed the podium with Vitamvas finishing in fourth and Berry one place out of the trophies in fifth. —William Bostic

"SMF features some of the fastest FWD cars in all of Solo—another Honda battle."
JULIAN GARFIELD

STREET MODIFIED FWD LADIES

The lone SMFL entry of Karen Thomas put together some very competitive times, mid-pack in SMF, in her Mini Cooper S. Sent out in the first heat Tuesday, she took her second win with a 55.696 and 63.093 on the West and East courses, respectively, totaling 118.789.

STREET MODIFIED FWD

Featuring some of the fastest FWD cars in all of Solo, this year's National Championship was another battle of the high-powered Hondas. The defending champion Honda Civic of Craig Wilcox and Joe Silva found rivals in the Honda CRX of Jonathan Bennett and Dakota Tabler, with Tabler blistering the West Course with a 52.533 run on his first attempt. Wilcox chiseled away at Tabler's advantage, finishing second for the day with a 52.9 while Bennett managed a 53.1.

Day two began with a different note on the fast, sweeping East Course. This time Wilcox set the first-run pace with a 58.9, applying the pressure on Tabler who needed to improve on a 60.0 opener. Both drivers coned away their second runs, but Tabler responded with a 58.191 for a winning 110.724 with one last attempt from veteran Wilcox to go. Wilcox coned away a half-sec improvement, crowning Tabler with the 1.189 sec win and his first National Championship. —Julian Garfield



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SCHUBERTH

XP ▼ #94

Dave Montgomery
Porsche 914/6



X PREPARED

1. Dave Montgomery	Cinc	#94
Porsche 914/6	106.231	
2. Andy McKee	SanF	#141
Mazda RX7	106.716	
3. Fred Zust	CCar	#98
Lotus Elise	108.089	
4. Randall Wilcox	SCar	#196
Mazda Miata	108.490	
5. Tom Exley	SanF	#25
Mazda RX7	109.914	
6. Steve Lau	SanF	#187
Porsche Cayman	110.440	
7. Tara Shapowal-Lau/SanF (#87 Porsche Cayman); 8. Eric Anderson/ETnn (#96 Mazda Miata); 9. Christopher Dorsey/Colo (#76 Mazda Miata); 10. Teresa Neidel-McKee/SanF (#41 Mazda RX7); 11. Nick Gruendler/LnSt (#84 Mazda Miata); 12. Ross Bollinger/SBnd (#172 Mazda Miata); 13. Michael Hoyt/Neb (#188 Mazda Miata); 14. Ian Marshall/Hous (#99 Datsun 280Z); 15. Tom Holt/LnSt (#199 Datsun 280Z); 16. Steve Bollinger/SBnd (#72 Mazda Miata); 17. Kent Hoyt/Neb (#88 Mazda Miata); 18. Richard Holden/MidS (#177 Datsun 280Z); 19. Josh Hatchett/MidS (#77 Datsun 280Z); 20. William Rogerson/Fing (#68 Toyota GR Corolla).		

X PREPARED LADIES

1. Layne Lindemann	Atl	#96
Mazda Miata	123.148	
2. Melanie Dorsey/Colo (#76 Mazda Miata); 3. Kim Bollinger/SBnd (#72 Mazda Miata).		



XPL ▼ #96

Layne Lindemann
Mazda Miata



PREPARED CLASSES

X PREPARED LADIES

All three XPL drivers, each in race-prepped early-gen Miatas, started off their Heat 1 Tuesday runs dirty on the East Course. Layne Lindemann had three cones, equaling the day's total by Melanie Dorsey and Kim Bollinger together. But Lindemann's second run was a 10 sec improvement for fastest time of the day at 65.281 sec.

Wednesday morning on the West Course, Dorsey again took the early lead with the only clean first run after Lindemann ran off course and Bollinger coned away her run. On third runs, all three found their best times, each below 60 sec, Lindemann winning the class with her 57.867.

"I had no idea what I was driving until I arrived on site. I was asking around to ladies that were one driver short of making a class," Lindemann said. Eric Anderson, owner of "LaFawnduh," a black '96 Miata that already had five drivers in three classes, offered his car to Lindemann to make XPL a National Championship class. (Current rules require three drivers for a class winner to be declared a national champion.)

"I'd never driven that car

before, but I absolutely wanted to do [it] justice!" Lindemann exclaimed. "I was able to put together some good runs in a phenomenal car. That left me the most exhilarated and happy I've ever been after competition runs."

X PREPARED

X Prepared would be the only class in which "LaFawnduh" was entered but didn't win. But then, half of XP's 20 drivers were past National Champions, with 45 jackets in their collective closets.

In the end, it was a rematch of last year's XP battle—Andy McKee vs. Dave Montgomery.

Montgomery only got in one run Tuesday on the East Course. His 56.6 in his dad's Porsche 914-6 held the early lead, but on his second run, the Porsche suffered a rear suspension failure. That let defending Champ McKee and eight-time class winner Fred Zust go past, with Zust's 56.597 taking the class lead in his Lotus Elise.

The West Course was not kind to Zust, though. While Montgomery opened at 51.1, Zust, just behind him on the course, posted a 51.5 and then DNF'd his last two runs. That left McKee and Montgomery to battle it out for first place.

McKee found his fastest time of 50.1 on his second run. Montgomery came back on his final run with a 49.616, winning at 106.231, or 0.485 ahead of McKee.

"When the car broke after one run on day one, I just felt like it was a missed opportunity," Montgomery said. On day two, he knew it all came down to his final run. "That third run I think was the best run I've ever done at Nationals. It was a special one. I hit all my marks, got the car on the limit everywhere, and didn't feel like I left anything on the table." —Emily Skoglund

C PREPARED

1. Robert Lewis	RdHl	#165
Mustang	111.063	
2. Michael Maier	SanF	#36
Shelby GT350	111.339	
3. Darrel Padberg	RdHl	#79
Mustang	112.725	
4. Tommy Pulliam	Atl	#65
Mustang	113.300	
5. Chris Miller	DMV	#143
Mustang Turbo	114.498	
6. Derek Latshaw	Susq	#184
Mustang GT	114.739	
7. Johnathon Stewart	SanF	#136
Shelby GT350	114.800	
8. Ethan Bradbury	NwOh	#124
Ford Mustang	115.305	
9. Sean Tate	SagV	#118
Mustang	115.691	
10. Todd Farris	Hous	#196
Camaro	116.253	

CP ▼ #165
Robert Lewis
 Mustang



CPL ▼ #165
Tracy Lewis
 Mustang SVO



C PREPARED LADIES

1. Tracy Lewis	RdHl	#165
Mustang SVO	118.914	
2. Aly Kelvin/RdHl	#65 Mustang SVO	
3. Alison Hill/Atl	#99 Mustang	



C PREPARED

CP in 2023 would feature the usual players—Robert Lewis and co-driver Tommy Pulliam in the Outlaw Mustang vs. Mike Maier in his iconic Shelby GT350, with Ethan Bradbury and Darrel Padberg lurking in a ponycar class of 35 cars. The big question: Would the Lewis car, now 300 pounds heavier, still be the top car in class?

After two runs on the East Course, Lewis and Maier were separated by less than a tenth of a second with Pulliam 0.6 sec back, so the weight was having an impact. Bradbury's ride had a mechanical failure taking it out of the event, and Padberg was 0.7 sec behind.

On final runs, Lewis posted a blazing 58.100 to put some distance between himself and Maier, almost a full second back.

On the more turn-intensive West Course, Maier set the tone driving like his hair was on fire with the fastest time on all three runs and leading after two runs. The Mustang's added weight showed as the 57-year-old Shelby came home in 52.403 sec on its last pass and the Lewis/Pulliam car could not keep pace. Still, Lewis shaved a little over a half-sec to take his second consecutive title by 0.276 seconds from Maier with a total time of 111.063 sec.

Padberg rounded out the podium.

C PREPARED LADIES

CP Ladies featured the familiar trio of Tracy Lewis, daughter Aly Kelvin, and Alison Hill all in Mustangs. Mother and daughter commented on how the additional weight of the car affected the way it handled with Kelvin having no seat time before the event to get acclimated.

Mama Bear was able to maintain a lead from day one with best runs of 62.923 and 55.991 for a combined time of 118.914 to take home her sixth consecutive title (and seventh overall) by 3.375 sec on her daughter. —Chris Kunkel

D PREPARED

The 16-driver D Prepared class kicked off Thursday in the second heat on the East Course. Todd Roberts and John Thomas resumed their annual battle, Roberts having won in 2021 and Thomas getting the upper hand in 2022.

Roberts took the early lead in his Mazda Miata with a half-second gap to Thomas in the unicorn Toyota Starlet. As temperatures climbed, the two continued to improve with every run, but the half-second gap would be maintained with Roberts scoring fast time of 57.382 sec.

Cooler temperatures Friday and the twisty nature of the West Course required more patience. Again it was Roberts who had the early success on cold tires with a first run of 52.7 seconds that would extend his lead to 1.2 seconds over Thomas. From

DP ▼ #182
Todd Roberts
Mazda Miata



there Roberts was able to take advantage of the increased tire grip and score the fastest West Course time of 51.917 sec to close the door.

With a winning 109.299 already on the scoreboard, 0.893 sec ahead of Thomas, Roberts took a celebratory third run to soak in his third victory.

"Last year I was leading John by three-tenths going into day two, and I kept thinking about how it's not over until you get it done on both

"I kept thinking about how it's not over until you get it done on both courses..."
TODD ROBERTS, DP CHAMP

courses," Roberts said. "The car felt great on the first run today and it all came together. The engine wasn't in the car until four days before Nationals last year, so this season it's been easier to get more seat time and be better prepared." —William Bostic



EP ▲ #198
Patrick Washburn
Honda Civic



EPL ▼ #50
Kathy Barnes
Honda Civic



D PREPARED

1. Todd Roberts	LnSt	#182
Mazda Miata	109.299	
2. John Thomas	CFla	#152
Toyota Starlet	110.192	
3. Skyler Sisson	Utah	#136
Mazda Miata	112.990	
4. Jeff Warden	LnSt	#199
Mazda Miata	113.105	
5. Charles Audet	NY	#149
Toyota MR2 Spyder	114.837	
6. Deanne Komush/SanF (#52 Toyota Starlet);		
7. Richard Windberg/LnSt (#95 Mazda Miata);		
8. Paul Ryan/LnSt (#99 Mazda Miata);		
9. Michael Thuet/Utah (#36 Mazda Miata);		
10. Ron Baker/Reno (#93 Mazda Miata); 11. Jeff		
Vineyard/LnSt (#193 Mazda Miata); 12. Ward		
Marshall/LnSt (#195 Mazda Miata); 13. David		
Mercier/NY (#49 Toyota MR2 Spyder);		
14. Steve Hudson/LnSt (#82 Mazda Miata);		
15. Tina Reeves/Fing (#135 Mazda Miata);		
16. Brian Reeves/Fing (#35 Mazda Miata).		

D PREPARED LADIES

No entries

E PREPARED

1. Patrick Washburn	Milw	#198
Honda Civic	110.438	
2. Chris Raglin	Atl	#91
Honda Civic	112.236	
3. Ryan Huffman	CCar	#17
Acura RSX Type S	113.102	
4. Chris DeLay/KC (#98 Honda Civic); 5. Nick		
Newcome/NwOh (#74 Honda Civic); 6. Fred		
White/NEng (#50 Honda Civic); 7. Paul		
Krysiak/NEng (#150 Honda Civic).		

E PREPARED LADIES

1. Kathy Barnes	NEng	#50
Honda Civic	134.473	

E PREPARED

E Prepared was dominated by the Honda brand except for Ryan Huffman's Acura RSX. Oh, wait, Honda makes that one too. Huffman was the first car in the staging lane and drew first blood 60.1. That held up until the last car, Patrick Washburn's Honda Civic Type LL, came in at 58.492, and nobody beat that.

What? You never heard of a Type LL? The entry from Lucky Lugnut Racing for Washburn and Chris DeLay? We'll just note that only seven East Course runs were done by an EP car in under 60 sec, four of them by the alleged Type LL.

In the later runs, Huffman hit the course like it owed him money to try and claw back the lead. He posted two of those under-60 runs, but unfortunately tagged a cone on each one.

DeLay ran 59.7 on his second run. Chris Raglin's Civic joined the under-60 club with a 59.4 sec final run, knocking Huffman out of trophies, and the day's end, Washburn/Raglin/DeLay in the trophy positions.

Huffman began day two the same as before, lighting up the timer displays with a first-run 53.0. The last car in,

FAMILY TIES

CPL champ Tracy Lewis (at left) prowls the paddock with some of her crew—daughters Aly (2nd in CPL) and Kristin, and Aly's husband Tim. Tracy's husband Robert (1st in CP) co-founded the Mod Squad Garage based in Tallahassee, Fla.



Washburn looked to repeat his trick, but his 52.5 carried a cone.

Washburn commented about the pressure that the beginning put on him. His cone did not go unnoticed. Huffman immediately started second runs with a 52.9 but Washburn knew his next move was to put in a solid banker. That's exactly what he did with a clean 52.7. He said after that he was still being too conservative, though, and described his last lap as a "hold my drink" kind of run.

On his way up to the start line, someone dared him to get a 51. Ask and ye shall receive. Washburn burned the course in 51.946 sec, becoming the EP National Champion by 1.798 seconds with an overall time of 110.438.

E PREPARED LADIES

Only one driver signed up for EPL's turn in Heat 4—Kathy Barnes in, of course, a Civic. Not really pushing the envelope, she ran 73.052 on the East Course, 61.421 on the West, for her sixth winner's trophy at 134.473 sec. —**Joseph Coté**

F PREPARED

FP ran in Thursday's second heat on the East Course, getting started just before 10 a.m. With air temps in the low 60s, tire blankets were the order of the day. One notable member of this group, Jesse Waymire, was in fact bringing a new tire spec he hadn't tried on the car before. The risk appeared to pay off. Wes Hughson, Waymire's co-driver in the Honda S2000, took a slim 0.3 sec lead after his first run with a 57.379, and never relinquished P1.

"It's set up perfectly, it rotates great," declared Hughson. His competition, though, was keeping him honest.

Caius Boboescu would cone away a class-leading time, but his first-run 57.6 held up for second-quick. Defending National Champ Alex Jones caught cones on two 57-sec runs and settled for third place at 57.9, while Waymire was fourth at 58.5.

The shift to the West Course on Friday came with overnight rain and slightly warmer temperatures. By Heat 2, the pavement was mostly dry but still cold. While most cars didn't seem affected, the perfect balance of the S2000 had gone away, and for a moment the tire gamble looked risky.

"We were making sway bar changes every run in order to get the car to rotate," remarked Waymire. Still, Hughson's lead held up through all three runs on Friday. He went faster every run, getting down to a 51.422, for a two-day total of 108.801 and a second championship. Jones carried on in second place 1.393 sec back. Boboescu struggled with cones and bigger mistakes on his first two runs, leaving him on the back foot for his third run but securing the final podium spot by mere hundredths behind Jones. —**Manfred Reysser**

F PREPARED

1. Wes Hughson	RdHl	#167
Honda S2000	108.801	
2. Alex Jones	NwOh	#192
Pontiac Solstice GXP	110.194	
3. Caius Boboescu	SagV	#119
BMW Z3	110.260	
4. Jesse Waymire	Wire	#67
Honda S2000	110.842	
5. Adam Norton	Ky	#94
Mazda Miata	110.995	
6. Sam Henry/OzMt (#137 Mazdaspeed Miata); 7. Charina Jones/NwOh (#92 Pontiac Solstice GXP); 8. Jackie Boboescu/SagV (#19 BMW Z3); 9. Martin Henry/NeOk (#37 Mazdaspeed Miata); 10. Michael Tews/Milw (#47 Datsun 240Z); 11. Craig Nagler/Tex (#40 Porsche 911); 12. Larry Kurtz/NwOh (#80 Datsun 240Z); 13. Erik Harken/KC (#160 Datsun 240Z); 14. Tony Giordano/KC (#60 Datsun 140Z).		

F PREPARED LADIES

No entries

FP ▼ #167
Wes Hughson
Honda S2000



A MODIFIED

1. Erick Kohler UTA A-Mod	Tex 98.208	#121
2. Marshall Grice Unbalanced Lynx	CSCC 99.192	#95
3. Jeremy Boyer LRC	SnRv 101.278	#177
4. Christopher Dunn UTA A-Mod	Hous 103.849	#21
5. Jonathan Clements/SWVa (#16 CRC A-21A Arista); 6. Timothy Brueske/Neb (#53 Suzuki Buster); 7. Michael Moran/Phil (#188 Exomotive Exocet); 8. Greg Tarantino/Colo (#49 Tomahawk Ax); 9. Gregory Jenkins/Phil (#88 Exomotive Exocet); 10. Neal Stanley/SnRv (#77 LRC).		

AM ▼ #121
Erick Kohler
UTA A-Mod



A MODIFIED LADIES

No entries

B MODIFIED

1. Matthew Ellam Omnifab Cheetah	SanF 97.759	#38
2. Jason Swindle Unbalanced Lynx	CSCC 98.771	#95
3. Tamra Krystinik LeGrand Dragon SR1	NEng 98.997	#185
4. Andrew Krystinik LeGrand Dragon SR1	NEng 102.922	#85
5. Kyriacos Panayiotou/SnRv (#76 LeGrand Mk.18); 6. Josh Kikta/Indy (#35 Stohr WF1); 7. Will Lahee/Indy (#33 Prince SR5); 8. Kenton Cabiness/Chi (#74 Purpose-Built/V VanDragon); 9. Matt Lucas/Tex (#187 Pocket Rocket); 10. Dan Cyr (#65 Lamm Mk. V); 11. Perry Simonds/Tex (#99 Dragon SR1); 12. Tim Boesche/Tex (#87 Pocket Rocket).		

B MODIFIED LADIES

No entries



BM ▼ #38
Matthew Ellam
Omnifab Cheetah



MODIFIED CLASSES

A MODIFIED

For the third year in a row, the car built by the University of Texas-Arlington Formula SAE team took the class win in A Modified with former four-time FSAE winner Erick Kohler securing his second straight AM championship.

The car was designed in 2020 when the COVID-19 pandemic caused cancellation of both the FSAE competition season and the SCCA Solo Nationals. Instead of taking on other alternative projects the team decided to custom build a car to fit into the SCCA AM class. It features a smaller engine to accentuate light weight and cornering.

With an overall time of 98.208 sec, Kohler and co-driver Chris Dunn were the class of the field. Although Dunn, who won in 2021, was fast—FTD of 46.026 on the West Course Tuesday, his only clean run of the week—cone calls and DNFs over the two days left him in fourth place, the last trophy spot, outrunning fifth by 5 sec.

There was a chance for Dunn to win on his last run. Kohler would cone every run that day and recounted that "he told me he was going to go all out. We wanted to challenge for (overall) FTD knowing BM was yet to run. [Chris'] last run was going well until entry into Alumni Parade. He turned at the wall prior and the car slid. [Afterwards] he just keyed in on the wrong pointer cone, cutting a gate."

And so Kohler took the victory by 0.984 sec over Marshall Grice, who was driving the Unbalanced Engineering BM car very quickly in AM. In fact, Grice took East Course FTD at 51.853 sec. Kohler, including his pylon penalty, was just 0.013 slower.

"If any of those dirty runs had hit," Grice acknowledged, "it would have been a bloodbath."

Jeremy Boyer finished third driving in Neal Stanley's A-Mod special LRC—"Little Race Car," so named by his grandchildren. "Very happy," said Boyer. "Our goal was fourth so third was quite a surprise." —Jim Garry

B MODIFIED

Stab wounds? Broken bones? No, this isn't Fight Club. It's tougher than that. It's B Modified!

First there was an erroneous sound call on Matthew Ellam, the defending champ, on his very first East Course run in Thursday's second heat. Scrambling to make the required exhaust change, a screwdriver slipped and speared the palm of Ellam's left hand.

"Things not to do," he said wryly. He would run the rest of the event with gauze on the wound held in place with duct tape. Despite the mishap, he's your 2023 jacket winner: 51.121 on the East Course, 46.638 on Friday's West Course, for a total winning time of 97.759 sec, and also collecting the Small Fortune Racing FTD (overall) Award for a fourth time, third in a row, 0.449 sec quicker than the A Mod winner.

Second place in class goes to Jason Swindle, the only member of the podium not suffering a physical injury at the competition. Swindle had his own struggles, the kind with which most competitors are familiar: Not as fast as hoped.

"Should've been closer to Matt, but you stand on what you stand on, right?" he said matter-of-factly.

CM ▼ #160
Ben Martinez
 Van Diemen RF84

He would be closer to Ellam's Friday times, but his own run-in with a sound meter put him off his game and didn't let him challenge for the win, finishing 1.012 sec behind Ellam.

Rounding out the podium was Tamra Krystinik, making her first appearance in the class after a very successful DSP career. Krystinik put the class on notice Thursday with a wild multi-cone final run in a new-this-year Dragon SR1 that was almost seven tenths faster than Ellam's time. Then came the injury: a misstep off the impound scales left her with a broken left foot.

"I only need it for launching, I don't need it for anything else," she laughed. Arriving in grid on Friday with a boot on her foot, there would be no miracle run on the West Course. But a very competitive effort saw her finish just 0.2 sec adrift of Swindle and almost 4 sec ahead of the final trophy—her husband Andrew in the same car. —**Manfred Reysser**

C MODIFIED

Ben Martinez made victory look easy, leading from start to finish in this 11-car class, going out in the second run group. As if the visual challenges of the West Course weren't enough, by this morning hour, the heat was starting to pick up through an ever-slight smoky haze filtering in from the Canadian wildfires.

Understanding the pressure of competing in C Modified means giving attention to tire company threats to put the kibosh on Formula F slicks because of dwindling sales. Fortunately, for 2023, competitors were able to strike a deal with Hoosier

to keep FF-specific race tire sizes available for at least one more season.

Despite the uncertainty, Martinez maintained his cool. "I never pay attention to others' times," he explained. "It's just getting each run better than the last. That's all I really focus on."

His strategy would pay off with a half-second lead over Eric Clements, a 49.856 to Clements' 50.3.

Had Martinez paid attention to times on Friday, he might have felt Clements breathing down his neck, as only 0.2 sec separated their fastest runs on the East Course with its slaloms and sweepers. Still, the day was gratifying to Martinez, who set FTD at 55.968 sec, totaling 105.824 for a CM three-peat and his fifth championship.

"The sweepers were so much fun. You really had to commit," he said. "I'll always remember the great competition this week," said Martinez. "Everybody was so tight. Eric kept me honest."

"We're all getting older, right? It's how I'm judging how old I'm getting. If I can still compete, then I'm doing good."

C MODIFIED LADIES

Mari Clements won C Modified Ladies for a third time, but this was the most significant.

"I was so scared," said Clements, looking at Heather Howe in the next grid slot. "I thought she had me beat." Actually, Clements led from the first run in the fourth heat, going 55.318 on the West Course, 63.688 on the East, totaling 119.006 with a margin of 1.785 sec for her



C MODIFIED

1. Ben Martinez	SanF	#160
Van Diemen RF84	105.824	
2. Eric Clements	SWVa	#194
Van Diemen RF94	106.560	
3. John Powell	StL	#31
Reynard FF1600	107.327	
4. Chuck Pyanowski	SCar	#90
Van Diemen RF86	108.951	
5. Chris Pruett/SagV (#150 Swift DB1); 6. Jim Garry/MoHu (#197 Citation FF1600); 7. Andrew Howe/Ore (#170 Reynard FF1600); 8. Peter Calhoun/Chi (#50 Swift DB1); 9. Jon Krolewicz/SCar (#70 Reynard FF1600); 10. Sy Danton/Nwst (#Van Diemen RF84); 11. Ken Hurd/MoHu (#97 Citation FF1600).		

C MODIFIED LADIES

1. Mari Clements	SWVa	#94
Van Diemen RF94	119.006	
2. Heather Howe/Ore (#170 Reynard FF);		
3. Brandy Lewis/Ore (#70 Reynard FF).		



CML ▼ #94
Mari Clements
 Van Diemen RF94



DM ▼ #175
Jeremy Ellerby
Sprinto RC 1.4T



fourth win, third in C Modified.

Thing is, the other two were just "National wins" per the rulebook requirement for three cars in class to declare a National Champion. She was a one-car class in 2014, beat one other car in 2016. This time she got the National Champion's jacket.

"I was going to quit after this Nationals," she said. "I was thinking, I'm washed up. I can't drive this car. The last official championship I won was at the 30th anniversary.

So apparently I just need to wait every 20 years. I'll be 77 at the next one," she laughed.

However, had this been a competition for the most fun, the title might have to go to Howe. Her joyful screams of excitement were audible after every run.

"She's so fun to run with," said Clements of Howe. "She makes me smile every time." —**Katie Kelly**

Champion Jeff Cashmore after day one on the West Course, but felt he could have been even faster. He'd pinged the sound meter on his second run, on which he set fast time of 49.646 sec, and was concerned about it on his third lap.

"I hit a cone early and just did an 80-percent run to stay safe on sound," he said.

On the East Course, shaking off a first-run DNF, Ellerby extended his lead to 2.602 sec with best time of 55.422, totaling 105.068 sec for his third consecutive title.

"It feels good, but nothing compares to the first," Ellerby said.

Rounding out the podium were co-drivers Cashmore and Chris Kunkel. Jeff Ellerby claimed the final trophy by 0.055.

D MODIFIED LADIES

The same four drivers as a year ago rolled into the DML grid for Heat 5, but the top two traded places. Briget Sawatsky overcame a stuck throttle and a hard-charging Leah Julich to win her second National Championship title, 12 years after her first.

After day one, Sawatsky's third run of 53.583 was good for a half-second lead over her Lotus Elan co-driver, Carrie Goetz. Julich, the defending National Champion, was another 0.4 sec back in a Sprinto YC-3.

Julich came out swinging on day two to move into the lead, and got faster on each successive run, turning the day's best of 59.473 on her last run. Sawatsky had put down a 59.999 on her second run, but came through the finish chute with a stuck throttle. The Uncle Kunkel Racing team quickly

D MODIFIED

1. Jeremy Ellerby Sprinto RC 1.4T	Iowa 105.068	#175
2. Jeff Cashmore Lotus Elan	ArzB 107.670	#199
3. Chris Kunkel Lotus Elan	WNY 108.570	#99
4. Jeff Ellerby Sprinto RC 1.4T	Iowa 110.284	#75
5. Brian Garfield/WDC (#194 Stalker AXR); 6. Lawrence Danton/Nwst (#13 Lotus Elan); 7. Scott McQueen/ArzB (#39 Caterham 7); 8. Bryan Packingham/Iowa (#10 Sprinto YC-3); 9. Ted Lewis/Ariz (#1 Lotus Elan); 10. Joseph Johnson/Iowa (#109 DL RC 0.5); 11. Zeb Stambrough (#9 DL RC 0.5); 12. Stephen Brinkerhoff/Indy (#77 Ultralite XR7); 13. Lisa Garfield/WDC (#94 Stalker AXR).		

D MODIFIED LADIES

1. Briget Sawatsky Lotus Elan	Badl 113.582	#99
2. Leah Julich Sprinto YC-3	Iowa 113.971	#10
3. Carrie Goetz/WNY (#199 Lotus Elan); 4. Wanda Brinkerhoff/Indy (#77 Ultralite XR7).		



DML ▼ #99
Briget Sawatsky
Lotus Elan



D MODIFIED

Jeremy Ellerby got his D Modified three-peat, equaling his father's win count.

Running in Heat 3, he held a 1.1 sec lead over 12-time National



EM ▼ #143
Jeff Kiesel
 KFR Turbo Sprite

went to work to make repairs, but Sawatsky didn't need them. Her third run was a couple of tenths slower, and Goetz's raw time (never mind the three cones) wouldn't have overtaken Julich.

Sawatsky's four "nines" sealed the championship.

"It feels great," she said. "Leah put up a great fight today and I'm thankful I was able to hold onto first place." —**Mark Krueger**

E MODIFIED

They made Jeff Kiesel run on the cold pavement of the first heat. Didn't matter. He still won.

Keisel added his 16th championship, 15th in E Modified, holding off a hard-charging Jason Minehart by 0.704 sec after two days of competition. It's the seventh time Minehart has chased Kiesel through the lights.

Beginning on the West Course Tuesday, Keisel started strongly with an early 2 sec lead after Minehart hit a cone. He cleaned that up and closed the gap, but Keisel also kept finding speed, finishing at 48.936. At the end of day one, Keisel's toothy turbo bug-eye Sprite held a 1.4-sec lead over Minehart's Stalker AXR, with son Zak Keisel another 0.463 sec behind.

Moving to the East course, Keisel knew Minehart was not going to go away quietly. Minehart's first run was 0.7 seconds faster than Keisel's first, and he was quicker each time out, but so was Kiesel, who ran as the next-to-last car in the heat, and finished at 55.9 sec. It was the fastest time for as long as it took the last car, Minehart, to get there.

Minehart's 55.265 wasn't enough

to make up the first day's deficit. Keisel finished with a total time of 104.897, 0.704 sec ahead of Minehart. Zak Keisel was third, 2 sec distant.

"Prior to the ProSolo, the car felt amazing," Kiesel said. "We had carnage at the Pro though—we broke the rear end on our car and put it back together, but the car has not felt the same."

On the first day, Kiesel said, "I thought it was just a dirty track in the morning, and coming to this side I thought it was going to be better. But it kept wanting to wash out."

"Getting the win is still awesome.

A big, huge, shout to Jason Minehart who threw down an awesome third run. That was cool to see, and it's good to see him progressing with his car."

E MODIFIED LADIES

Kaila Kiesel is learning how to drive this thing. After four Nationals in Junior Karts, she was finally old enough to drive the Sprite. Her mother Shawn, though, who had 13 wins including 11 in a row in EML, was not going to just hand over the keys. So last year, after chasing mom home three times, Kaila just took them.

This year she did it again, though Mom made her work for it.

First of all, Kaila was the tire warmer. Tuesday, it took all three runs for Kaila to catch her mom's 51 sec times, finishing at 51.362. Wednesday was more of the same: Shawn ran 57.494 but Kaila's total of 108.986 was just 0.086 sec too much.

"It was a little stressful at first, because my mom was beating me both days until my third run," Kaila said. "Today, the alternator wasn't



E MODIFIED			
1. Jeff Kiesel	CSCC	#143	
KFR Turbo Sprite	104.897		
2. Jason Minehart	LnSt	#178	
Stalker M-Spec AXR	105.601		
3. Zak Kiesel	CSCC	#43	
KFR Turbo Sprite	107.679		
4. Jason Kupka	LnSt	#78	
Stalker M-Spec AXR	109.172		
5. Nathan Gordon/Wire (#138 Stalker M-Spec AXR); 6. Sean Minehart/CCar (#38 Stalker M-Spec AXR); 7. Gregory Vincent/StCt (#127 Stalker AXR); 8. Jeremy Anderson/LOL (#80 Exomotive Exocet); 9. Anne Vincent/StCt (#27 Stalker AXR); 10. Chuck Sieber/SJy (#82 Lotus Europa).			
E MODIFIED LADIES			
1. Kaila Kiesel	CSCC	#43	
KFR Turbo Sprite	108.986		
2. Shawn Kiesel/CSCC (#143 KFR Turbo Sprite); 3. Teresa Ellerby/Iowa (#75 Sprinto RC 1.4T).			



EML ▼ #43
Kaila Kiesel
 KFR Turbo Sprite



WOMEN ON TRACK

Lincoln Airpark gathering of the enthusiastic SCCA Women on Track family. The mission? "To expand participation of women in all facets of SCCA programs and activities as participants, volunteers, leaders, or supporters."

FM ▼ #199

Jason Hobbs

Novakar J9



charging, and we were scared that the car wasn't going to start. So my dad did the math ahead of time, and told me that I needed a 58.1. If I didn't get that time, I wasn't going to win and we'd park the car."

She got the time, and more—57.6. And a second jacket. For the Kiesel family it was the record-smashing 34th championship. —Alan Claffie

F MODIFIED LADIES

The Ladies of F Modified gave Tuesday/Wednesday competitors a *glorious* wake-up call, running first heat on the East Course. From the outset, Johanna Griest and her Novakar set out to show it was her class for the taking. Her 60.3 sec first run was 5 sec clear of Kristina Clark's opener in the Doofwagon (never mind the three cones).

Not content with that gap, Griest and her husband, Clint, made brake bias and air pressure adjustments before second runs, when she threw down a class-leading 59.263 sec. Clark held second place ahead of Susan Grunenwald's Novakar despite cones on all three runs. Neither could match Griest's pace.

Wednesday's significantly cooler morning temps didn't faze Griest on a layout that "really took a lot of looking ahead and planning your line actively while on course." She chopped more time off each run to claim a final 52.144.

Johanna said she wanted to focus on "not comparing her times to the boys" because she has a habit of doing so and letting it detract from her own performance. She ended up at 111.407, winning by a whopping 8.810 seconds over Clark, the largest margin of victory for any class at the 2023 Solo Nationals.

F MODIFIED

Chants of "For The Glory" filled the air as F Modified defending National Champion Jason Hobbs, his co-driver Matt Murphy, and several other usual suspects fought for the trophies. But one who flew under the radar was Michael Feeney: A torn labrum and other shoulder issues put him in a sling a month ago, and he could only resume iRacing one week before the trip to Lincoln.

Heads turned and jaws dropped when the time display flashed up Feeney's 55.4, a time that held the lead after first runs. Hobbs, normally unflappable, was taken aback, but "changed gameplans" and decided that instead of analyzing a lot of data and video, he would just "take what the car would give me, trust the car, and trust my eyes."

That worked. His final shot put a 54.008 sec pass on the board ahead of Murphy and Feeney, the only others below 56 sec.

Day two on the West Course began much like the day before, with Feeney putting down a first



FML ▼ #91

Johanna Griest
Novakar J9



F MODIFIED

1. Jason Hobbs	LOL	#199
Novakar J9	101.914	
2. Michael Feeney	WTex	#92
Novakar J9	104.069	
3. Matt Murphy	LOL	#99
Novakar J9	104.360	
4. Matt Feeney	BRg	#192
Novakar J9	106.079	
5. Clint Griest	NwOh	#191
Novakar J9	106.292	
6. Brad Smith	KC	#188
SMW DoofWagon	106.405	
7. Michelle Quinn	CFla	#196
KBS Mk. VII	106.865	
8. Joshua Pertzsch	Milw	#198
KBS	107.637	
9. Andrea Albin/Sill (#88 SMW DoofWagon); 10. Jeff Blumenthal/NeOh (#96 KBS Mk. VII); 11. Keith Roberts/Det (#79 Invader); 12. Boris Vujasinovic/Reno (#67 Red Devil); 13. Brandon Thomas/Wich (#28 SMW Doof 3); 14. Kiefer Snell (#91 Novakar J9); 15. Keith Beumer/LOL (#189 Novakar); 16. Phillip Penner/Tex (#35 Zink F500); 17. Gary Kramar/Tex (#135 Zink F500); 18. J.J. Kramer/Iowa (#89 Novakar); 19. Jan Gerber/Neb (#25 KBS Mk. IV); 20. Kevin McEnhill/Neb (#125 KBS Mk. IV); 21. Kent Kroll/Hous (#73 KBS Mk. V); 22. Zach Driver/Hous (#173 KBS Mk. V); 23. Chris Thomas/Wich (#29 Red Devil); 24. Radlee Bien/OzMt (#65 Red Devil); 25. Bud Smith/ConD (#146 Maverick); 26. Steve Pertzsch/Milw (#98 KBS); 27. Arnie Coleman/ConD (#46 Maverick); 28. Ted Visscher/ETnn (#86 Red Devil).		

F MODIFIED LADIES

1. Johanna Griest	Det	#91
Novakar J9	111.407	
2. Kristina Clark/Colo (#88 SMW DoofWagon); 3. Susan Grunenwald/BRg (#92 Novakar J9).		



run only Hobbs could match, their 49.0s joined in the under-50 club only by Brad Smith's 49.6. Third runs brought Hobbs, a 47.906 time, sealing his fifth championship by 2.155 sec, the largest margin of victory of any of his championships.

Feeney's final 48.6 leapfrogged Murphy for second place, while Feeney's dad, Matt, and Clint Griest secured an all-Novakar top five. This year, every FM that took to the course for both days of competition completed all of its runs without a mechanical issue, a phenomenon no driver in the class could recall happening at any prior Nationals.

Hobbs came into this event with a different mental state this year. His target wasn't just the FM win but taking top PAX for the Tuesday/Wednesday run group. "The pressure not just to win the class, but to find time that my comfort level doesn't allow me to find," he explained, pushed Hobbs to achieve the goal. —Ryan Lower

K MODIFIED

Starting both mornings off with a temp drop into the 50s overnight left the K Modified class runners struggling in the first heat to get heat into their tires. But ... the sun was out, the wind was

mild, and the drivers were determined.

Thursday on the West Course demonstrated how it's never truly over until the final run. Larry "Lefty" MacLeod, the returning National Champion, trailed behind his son and co-driver Jackson by almost 2 sec on the first run of the morning. Dad was the tire-warmer, his son going as the second driver. The elder MacLeod notched a 52.110 final run, Jackson finished with a 52.2, leaving the rest of the class more than a second behind.

The drivers came to grid Friday thankful for warmer temps on the East Course which quickly dried the dampness from the overnight rain. Lefty came out determined to get some heat in the tires for his son, who was 6.5 sec faster on first runs. By the end of the heat, normalcy had been restored. The father/son duel would end with Larry taking a final 47.465 run to Jackson's 47.6, and his fifth championship in a row at 99.575 sec.

Daniel Wendel on the third podium step was almost 1.5 sec back.

Post-race, an emotional dad expressed how grateful he is both to get to co-drive with his son and to be a part of the KM class.

"I love this class," Lefty said. "This is the best group to race with." —Tara Young



KART MODIFIED

1. Larry MacLeod	SagV	#33
Tony Kart	99.575	
2. Jackson MacLeod	SagV	#133
Tony Kart	99.900	
3. Daniel Wendel	BIRg	#44
Kommander GP1	101.334	
4. Paul Wright	CFla	#166
Birel	102.282	
5. Sam Dougherty	NCar	#144
Kommander GP1	103.076	
6. Tom Harrington	LnSt	#94
Tony Kart Krypton	103.624	
7. Joseph Paulick/Neb (#137 Tony Kart Racer);		
8. Nicholas Fiorani/Phil (#12 GFC GT14);		
9. Chuck Lutz/CFla (#67 BirelART); 10. Kate		
Regganie/Chi (#21 Honda); 11. Greg Zimmer/		
NwOh (#43 TB Kart S197 Rok); 12. Ryan		
Lower/CPa (#31 BirelART CRY30 Flexyboi);		
13. Eric Less/Iowa (#40 PCR Red Rocket);		
14. Tim Sholar/Det (#26 Tony Kart); 15. Tony		
Mitera/Neb (#37 Tony Kart Racer); 16. Daniel		
Bulgarelli/Iowa (#55 Shockwave Luigi); 17. Paul		
Durr/LasV (#56 CRG Road Rebel); 18. Ramon		
Pellizzaro/Iowa (#155 Shockwave Luigi);		
19. James Stowers/NeOk (#84 Biesse Shark).		

KART MODIFIED LADIES

No entries



KM ▲ #33
Larry MacLeod
Tony Kart



SUPPLEMENTAL CLASSES

CLASSIC AMERICAN MUSCLE-SPORT

The thunderous sounds of angry V8s heralded the arrival of CAM-S in their crusade to find out which Corvette is the best Corvette. Thirty-five CAM-S drivers running Heat 2 on the fast East Court Tuesday made for one of the more enjoyable classes to watch.

Justin Peachey came out on top after day one, fighting his way to a 59.327 time and a 0.705 sec lead over Jeremy Foley, both gentlemen in Z06s. The competition was heated with Peachey coning away a faster run at the buzzer and missing the chance to further his lead, leaving Foley well within striking distance.

The shift to the West Course the following morning led to a more lopsided battle, but a better war story. Peachey dropped a run that was over 1.2 sec quicker than Foley, now

a more distant second place. Undeterred, Peachey took the Hail Mary strategy and pushed it to the extreme on every run. Before his final valiant try, he was seen disconnecting his rear swaybar entirely—victory at all costs!—and then brought home a 52.240 run to win with a total 2.235 sec lead over Foley.

Final results showed Peachey with the only 61 sec run on the East Course and the only 52 sec time on the West, finally catching his white whale in the form of the CAM-S win. He's already looking ahead to new challenges next year, to events in new locations, dipping his toe in other classes, and maybe even some hillclimb adventures.

CAM-SPORT LADIES

CAM Ladies classes were a new addition to the Solo Nationals schedule for the event's golden jubilee, and the distaff side

of CAM-Sport made the first, and largest, entry into the program. CAM-SL's five competitors brought a close to each day in the fifth heat, with a dominant performance much the same as CAM-S had been earlier. Kerry Gonzalez turned in the class's only three 64 sec runs on the East Course, closing at 64.030 sec. Next day hers were the only three 55 sec trips around the West layout, the best at 55.042. Her final 119.072 was 3.985 sec quicker than Bea Regganie's runner-up finish. —Randy Bish

CLASSIC AMERICAN MUSCLE-CONTEMPORARY

A class of 48 roaring engines in CAM-C ran surprisingly like purring kittens during the 50th running of the SCCA Solo Nationals. Cars stayed on course and equipment worked like the fine-tuned machines they



were. Veterans (including defending National Champ Jacob Crow) and rookies alike shuffled the deck in the trophies and created lots of excitement from the ranks.

Relaxing in the top spot since his second run of the event, Dave Schotz said he had his equipment to thank, crediting his Camaro SS motor, which "created lots of power" and his "custom suspension, and all I had to do was follow the car."

With lots of coneage on Thursday's first West Course runs, it briefly looked as if Crow might cinch a repeat win. He'd done 54.9 on his first lap. However, there was a lot of noise made in musical chair fashion from run to run and day to day. Schotz cleaned up his first run



CAM-S ▲ #45
Justin Peachey
Corvette Z06



CAM-SL ▼ #99
Kerry Gonzales
Corvette Z06



CAM CONTEMPORARY

1. Dave Schotz	Ariz	#71
2. John Ward	ETnn	#97
3. Ryan Otis	Ore	#149
4. Jacob Crow	LnSt	#40
5. Robert Gosda	Chi	#95
6. Dave Whitworth	Neb	#139
7. Terry Neuville	CLa	#3
8. Chris Fletcher	Hous	#41
9. Jeff Cox	ETnn	#199
10. Ted Collier	ODom	#177
11. Christopher Brown	Susq	#63
12. Robert Stanley	Colo	#170
13. Krzysztof Zielinski	Cinc	#27
14. Dave Hardy/Atl	(#39 Mustang)	
15. Peter Bruschi/CCar	(#6 Mustang Ecoboost)	
16. Jonathan Weiss/NY	(#129 Mustang)	
17. David Feighner/SagV	(#28 Mustang)	
18. Mikey Albacete/NNJ	(#13 Mustang GT)	
19. Philip Irving/NCar	(#77 Ford Shelby GT350R)	
20. Rick Placek Jr./LOL	(#48 Mustang GT)	
21. Lane Farka/Utah	(#45 Camaro ZL1)	
22. Lacey Otis/Hous	(#49 Camaro)	
23. W.B. Sephus/Okla	(#173 Mustang)	
24. John Brown/ETnn	(#96 Dodge Challenger SRT)	
25. Ron Ver Mulm/DMV	(#38 Camaro ZL1LE)	
26. Todd Morris/KC	(#18 Mustang GT)	
27. Jonathan Blevins/Okla	(#50 Mustang GT500)	
28. Lorian Feighner/SagV	(#128 Mustang)	
29. Ken Stowers/NeOk	(#8 Mustang)	
30. Daniel Martin/KC	(#118 Mustang GT)	
31. John Duncan/Chi	(#86 Camaro)	
32. Hal Dorton/SanF	(#74 Mustang GTPP)	
33. Tim Lehman/FtWn	(#9 Mustang Boss 302)	
34. Nathan Salinas/LnSt	(#25 Mustang GT)	
35. Corey Pettett/Ark	(#56 Mustang)	
36. David Gushwa/SBnd	(#14 Mustang Boss 302)	
37. Jason Kuks/Chi	(#186 Camaro)	
38. Elliot Weiss/NY	(#29 Mustang)	
39. Jon Robertson/KC	(#33 Cadillac CTS-V)	
40. Jennifer Merideth/Det	(#189 Ford Shelby GT)	
41. Paul Tibbals/SanF	(#174 Mustang GTPP)	
42. Marcus Merideth/Det	(#89 Ford Shelby GT)	
43. James Young/KC	(#133 Cadillac CTS-V)	
44. Michael Mai/ConD	(#70 Ford Shelby GT350)	
45. Andrew Benagh/NEng	(#99 Ford Shelby GT350)	
46. Terry Brown/Colo	(#73 Mustang)	
47. Scott Peterson/KC	(#17 Mustang GT)	
48. Kent Radford/Neb	(#68 Camaro)	

CAM CONTEMPORARY LADIES

1. Elizabeth Whitworth	Neb	#39
Mustang	125.532	

CAM SPORT

1. Justin Peachey	Susq	#45
Corvette Z06	111.567	
2. Jeremy Foley	Tex	#1
Corvette Z06	113.802	
3. Mike Johnson	BLRg	#151
Corvette	114.430	
4. Andre Illick	Hous	#58
Dodge Viper GTS	115.052	
5. Eric Peachey	Susq	#93
Dodge Viper	115.060	
6. Alek Tziortzis	Chi	#94
Corvette Z06	115.685	
7. Kevin Keys	Indy	#88
Corvette	116.167	
8. John Hogan	Phx	#51
Corvette	116.454	
9. Brian Coulson	Elda	#148
Corvette	117.208	
10. Richard King	LnSt	#14
Corvette	117.365	
11. Hilary Anderson/Milw	(#145 Corvette Z06)	
12. Brian Regganie/Chi	(#85 Corvette Z06)	
13. Tom Regganie/Chi	(#185 Corvette Z06)	
14. Ron McManus/Indy	(#72 Corvette Z06)	
15. David Rock/ArzB	(#99 Corvette Z06)	
16. Liam Parkes/Ky	(#184 Corvette Z06)	
17. Scott Boito/ETnn	(#68 Corvette Z06)	
18. Robert Armstrong/Cinc	(#35 Corvette GS)	
19. Jeff Woodbury/Ariz	(#19 Corvette	

Z06); 20. Clay Turner/ConD (#90 Factory Five Cobra); 21. Dave Melton/Ky (#84 Corvette); 22. Jeremie Costlow/AlHi (#52 Dodge Viper GTS); 23. Chase Cook/KC (#31 Corvette Z06); 24. Christopher Dirkschneider/Neb (#125 Ford Model T); 25. Tom Warson/Hous (#70 Corvette GS); 26. Brad Larsen/Phx (#97 Corvette Z06); 27. Bill Rogerson/NwOh (#156 Corvette); 28. Chris Kempfer/CCar (#53 Corvette); 29. Cal Craner/Elda (#48 Corvette); 30. Jim French/Wich (#6 Corvette); 31. Quentin Yarie/NY (#56 Corvette); 32. Steve Ducharme/Neb (#25 Ford Model T); 33. Randy Puls/Wich (#77 Corvette FRC); 34. James Green/Neb (#98 Shelby Cobra); 35. Jack Roach/Tenn (#13 Pontiac Solstice GXP).

CAM SPORT LADIES

1. Kerry Gonzales	ArzB	#99
Corvette Z06	119.072	
2. Bea Regganie	Chi	#85
Corvette Z06	123.058	
3. Donna Littlejohn/CCar	(#35 Corvette GS)	
4. Julie Woodbury/Ariz	(#19 Corvette Z06)	
5. Susan Puls/Wich	(#77 Corvette FRC)	

CAM-C ▼ #71

Dave Schotz
Camaro SS





CAM-T ▲ #196
Neil Britton
Camaro

CAM TRADITIONAL

1. Neil Britton Camaro	Det 115.511	#196
2. Emery Seaton Mustang	Iowa 118.152	#92
3. Jon Nwanagu Camaro	CCar 118.216	#188
4. Keith Lamming Camaro	KC 118.303	#72
5. Matthew Ramirez Mustang GT	CSCC 118.448	#90
6. Chris Cargill Camaro	Hous 118.606	#95
7. Brian Harvey Camaro SS	Det 118.611	#39
8. Brandon Nelson Mustang	ConD 118.981	#66

9. Josh McDonough/Det (#96 Camaro); 10. J.J. Mallrich/StL (#82 Camaro Z28); 11. Wayne Atkins/Tex (#195 Camaro); 12. Mark Madarash/Tex (#91 Pontiac Trans-Am); 13. Thomas Kamman/SanD (#47 Pontiac Trans-Am); 14. Frederick Pascual/Nwst (#69 Mustang); 15. Brent Seaton/Iowa (#192 Mustang); 16. Patrick Darling/KC (#172 Camaro); 17. Joseph Craley/NwOh (#152 Mustang); 18. John Williams/Neb (#89 Mustang); 19. Christopher Pokorny/Ore (#17 Mustang); 20. James Geck/NeOk (#81 Mustang Mach 1); 21. Jinx Jordan/NEng (#88 Camaro); 22. Raleigh Boreen/Indy (#87 Camaro); 23. Derek Kiefer/LOL (#99 Chevrolet Chevelle); 24. Chris Price/Neb (#181 Mustang); 25. Brian Underwood/FtWn (#30 Mustang); 26. Bill Niesz/Neb (#9 Pontiac Firebird); 27. Velma Boreen/Indy (#187 Camaro); 28. Joe Craley/NwOh (#52 Mustang); 29. Michelle Wronski/FtWn (#130 Mustang).

CAM TRADITIONAL LADIES

No entries

and landed easily in the top spot with a 54.086 on his second run. Friday he widened the gap even further with the only time under 60 sec, a 59.957 shot to win by 1.436 sec—114.043 total time—with John Ward and Ryan Otis joining him on the podium and Crow in fourth place.

CAM-CONTEMPORARY LADIES

Elizabeth Whitworth was the only CAM-CL driver in Heat 5, posting times of 59.046 on the West Course, 66.486 on the East, and finishing the event with a total of 125.532 to become the first-ever class winner. —Stephanie Wells

CLASSIC AMERICAN MUSCLE-TRADITIONAL

Traditional—these were the cars that gave birth to the CAM concept. The class had 29 drivers in 20 American muscle cars dating back to local driver Bill Niesz's '67 Firebird and spanning 37 years to Matthew Ramirez's '04 Mustang GT.

Competition in the cool first heat was strong, with many drivers posting West Course times around 56 sec. However, Neil Britton, the last driver of the class, lit up the timer display with a blazing 54.2 run, taking a nearly 2 sec lead.

With one run to go, eyes turned to Emery Seaton, the reigning CAM-T champ who'd collected two coned runs, leaving him out of the trophies with one run left. Several drivers chased Britton's impressive time—four had 55 sec runs on their second lap—but no one could match it.

Third runs and now six more drivers were in the 55 sec range,

"First run was 'interesting' but the car was pretty well behaved for what it is."

NEIL BRITTON, CAM-T CHAMP

including Seaton, at last clean, but still short of the leaders. Britton's final run further solidified his dominance, improving to 54.193 seconds.

On day two, the wet East Course from the overnight rain posed a different challenge. Britton once again started strong, clocking a time of 63.8, three seconds faster than his closest competitor. Going out last was an advantage.

"First run was a little interesting, but the car was pretty well behaved for what it is," Britton said, "just a little loose but controllable with the throttle." Later runs saw all competitors knocking off big chunks of time. Everybody's best run, except for one DNF, was his last run.

Seaton, Jon Nwanagu and Keith Lamming all made significant improvements in their final runs, all turning 62s to finish second, third and fourth, with Ramirez in fifth, but none could catch Britton's lead.

Britton already had a quicker 62 before his final run, enough to secure FTD and the CAM-T win. Nonetheless, he went full send on his victory lap on to set the class's fastest time, 61.318 sec., winning by a margin of 2.641 sec and a total time of 115.511 sec. —Chris Yoder

XTREME STREET A LADIES

Halie Sewell, in only her second year of autocross, won XAL in her Subaru STi by a commanding margin

XTREME STREET A

1. Simon Gagnon	NY	#31
Subaru STi	113.179	
2. Christopher Mayfield	Colo	#194
Lotus Evora S	113.601	
3. Chris Bartley	SnRv	#102
Mitsubishi	114.620	
4. Elliott Speidell	Phx	#199
BMW 325is	114.781	
5. Adrian Cardenas	CSCC	#164
Mazda RX7	115.470	
6. Brian Karwan	WDC	#97
Toyota 86	115.712	
7. Chris Gladu	Colo	#40
Subaru Impreza WRX	115.942	
8. Dwight Dongog	Colo	#140
Subaru Impreza WRX	117.761	
9. Ryan Neff	Colo	#94
Lotus Evora S	117.893	
10. James Woodward	KC	#24
Pontiac Solstice GXP	118.378	
11. Chris Weiske/Iowa (#143 Subaru WRX STi); 12. Luke Williamson/Tex (#43 Subaru STi); 13. Brandon Sewell/Cinc (#22 Subaru WRX STi); 14. Mike Forsythe/Colo (#70 BMW M3); 15. Summer Johnson/SnRv (#2 Mitsubishi); 16. Cassidy Coughlin/Colo (#35 Nissan 350Z); 17. Ross Pendergast-Pedersen/CCar (#85 Subaru STi); 18. Nathan Thalhuber/LOL (#17 Toyota MR2); 19. Drew Hackett/Iowa (#76 Toyota GR Corolla Circuit); 20. James Lockard/Neb (#64 Mazda RX7); 21. Monique Forsythe/Colo (#170 BMW M3); 22. Jonathan Griffith/KC (#184 Mazda RX-8); 23. Marl Melchior/Colo (#93 BMW M3); 24. Denny Kort/CFla (#Volkswagen Golf R); 25. Larry Burrow/Ariz (#99 BMW 325is); 26. Elliot Loo/Haii (#148 BMW M3); 27. Steve Eberlein/Tex (#91 Toyota GR Corolla); 28. April Turner/KC (#84 Mazda RX-8); 29. Kent Edmondson/KC (#189 BMW E30); 30. Austin Wentworth/Hous (#77 BMW 335i); 31. Ryan Redenbaugh/Kan (#89 BMW E30); 32. Edward Morfe/Hous (#82 Mitsubishi Evo IX & #177 BMW 335i); 33. Matthew Nyman/CPa (#36 Toyota 86); 34. Sharon Eberlein/Tex (#191 Toyota GR Corolla); 35. Jonathan Guzman/Haii (#48 BMW M3).		

XSA ▼ #31
Simon Gagnon
 Subaru STi



XSAL ▼ #19
Halie Sewell
 Subaru STi



XTREME STREET A LADIES

1. Halie Sewell	Cinc	#19
Subaru STi	126.316	
2. Hannah Wentworth/Hous (#77 BMW 335i); 3. Tanya Kort/CFla (#43 BMW 235i).		



on both days. Driving in Heat 2, she scored 57.596 sec on the West Course and 68.720 on the East, 126.316 total, to win by 9.055 sec.

Sewell, who previously competed in "contesting", a form of gymkhana but on a horse, found many parallels.

"It's similar in that you have a pattern, and then the fastest one through the pattern wins," she explained. "Of course, you have a horse involved, so there's another brain. Autocross is just me. I love it. It feels like a dance."

XTREME STREET A

The XA competition, with 35 drivers, started like that first day of kindergarten no one wants to remember because every kid is sick. Visualize the first oil leak of the day and the many that followed, all in the same last corner before the finish line on the West Course.

Course workers had their work cut out for them.

It all started with first-day leader Chris Bartley, who, along with co-driver Summer Johnson, found themselves delayed with their Mitsubishi's catch can conundrum.

"I was in a hurry, and I screwed it open instead of closed," said Bartley. "And when (Summer) came in, it was just smoking."

For Simon Gagnon and his Subaru STi, the wait was torture.

"My second run was super fast; it put me at the top," he said. "So then (for the third run), I just focused on pushing it a bit more." The result pushed him nearly over the edge, he said. "But it ended up clean."

At this point, Gagnon's 53.5 was

only 0.001 ahead of Christopher Mayfield's Lotus Evora, but then it was a waiting game as Bartley repaired his catch can.

Finally, Bartley, rolled to the line, made his final run and did the fastest time: 53.428, just a tenth ahead of Gagnon and Mayfield.

The fluid leaks were not limited to the Bartley-Johnson car, but there were whispers.

"That was kind of sad because we cleaned everything up, and then a couple other people started leaking," Bartley said. "And people kept thinking it was us. The funny thing was that they called us out on course that we were leaking oil. But we were in grid. That just adds to the shenanigans."

Mayfield and Bartley had stellar runs to take second and third overall, but Gagnon's inspired third run, sliding the car through the last sweeper in 59.660, gave him a victory by 0.422 over Mayfield, with a 113.179 final time. —Katie Kelly

XTREME STREET B

Xtreme Street B, with 15 drivers, started out on the East Course Tuesday afternoon in the fifth heat.



XTREME STREET B

1. Chris Edens Mazda Miata	Ark 115.312	#96
2. Chris Bailey Toyota MR2	Milw 117.316	#94
3. Mike King Mazda MX-5	Bucc 117.436	#43
4. Rob Springer Toyota MR2	Susq 118.689	#32
5. Dallas Reed Lotus Elise	Indy 119.109	#111
6. Iain Mannix/Colo (#71 Lotus Elise); 7. Nick Nardin/LSup (#63 Mazda Miata); 8. Cory Tomoyasu/Nwst (#148 BMW M3); 9. Chris Robbins/Colo (#98 Mazda MX-5); 10. Fred Hemm/TnnV (#161 Mazda MX-5); 11. Mason McGavock/StL (#167 Mazda Miata); 12. Steve Keene/GuCo (#61 Mazda MX-5); 13. Joseph Battista/Haii (#48 BMW M3); 14. Ralph Priebe/WDC (#67 Subaru BRZ); 15. Austin Kirk/CSCC (#11 Lotus Elise).		

XTREME STREET B LADIES

No entries

XSB ▼ #96
Chris Edens
Mazda Miata



With long sweepers and areas that required just a wiggle here or there, there was plenty of space to let their 400+ horsepower cars gallop, which is a lot to contain, but all the podium drivers did so after having only driven their cars, at most, twice.

Chris Edens devoured the course with a 60.296 time, giving him a 2 sec lead over Mike King. Edens' Mazda Miata was being driven by six people in four classes, two of which it was leading. He was complementary of the car's abilities, saying it did everything he wanted it to and a little more. Before the competition, Edens had only driven this Miata to the scales, but he described it as an absolute riot.

King was also building trust in his Toyota MR2 and was looking forward to the tight West Course that was awaiting them on day two.

On Wednesday, Edens and King continued to battle it out over the first two runs, but then XB inserted some drama into the competition: King took a DNF when his MR2 was towed off course with a transmission failure and Edens' Miata blew a gasket, forcing a DNS. This let Chris Bailey's MR2

close the gap on his final run when he threw down XB's West Course FTD of 54.910. Edens' dominating performance on day one meant he won the class with a 115.312, while Bailey was 2.004 sec behind, edging out King for second place. —Jodie Boy

XTREME STREET S

The new, experimental Xtreme Street S brought an exciting group of sports cars that play by their own rules, many of which being project cars, track cars, or dedicated autocross cars with minimal compromises.

First runs proved important on day one, where Eric Sutton in his Porsche 911 Turbo set the pace with a 54.6, a time that led for most of the day but eventually held up for second place.

Shane Chinonn-Rhoden only got a single run of 55.6 before the power steering unit in the Corvette Z06 he was sharing with Justin Neal developed a leak. That left the duo muscling it through the remainder of their runs after each suffered a DNS. Despite the loss of power steering, Neal managed a very respectable 54.6, but a cone would set him

MASS TRANSIT

There are many, many ways
to conquer the vast concrete
expanse of the Lincoln Airpark...

further back in the standings.

It would take until third runs for Sutton to be bested by Ryan Miles' Porsche GT3, topping the West Course timesheet with a 54.547.

Day two on the East Course saw another strong start from Sutton, taking a commanding lead with a strong 60.9 on his first run. Miles was unable to improve on his first run of a 62.1, leaving the door open for Chinonn-Rhoden in the repaired Corvette to lay down a 60.8 on his final run, propelling himself from seventh to second in class and bumping Miles to third.

Capitalizing on teachings from the technical West Course, Sutton was the only XS driver to dip into the 59s cleanly with a 59.774. Ending with an aggregate 114.447, he claimed his first ever Solo Nationals win by 2.099 sec.

XTREME STREET S LADIES

Newlywed Sarah Miles occupied the third seat in the Porsche GT3 co-piloted by Daniel Shea and new husband Ryan as the lone participant in XSL, playing in the middle heat. Chasing the times set earlier in the day by her co-drivers, she made her mark with best-run times of 57.490 and 65.591, totaling 123.081. —**Julian Garfield**

ELECTRIC VEHICLE EXPERIMENTAL

In its second year, the supplemental EVX class came to the third heat Thursday with six drivers, all in Tesla Model 3s. Five of the six drivers were Nationals rookies; the sixth, Andrew Dostal, was competing in his third Nationals. Being virtually a spec class, close competition

was expected and delivered.

Rookie Ian Jordan's final Thursday run of 61.025 on the East Course gave him a 0.579 sec lead over Bruce Hanson who had cone troubles on two of his three 61 sec runs.

"The Teslas are a little heavier car so they don't love the long slalom but the rest of it is really quick and the grip is amazing," Jordan said. "The class rules allow common modifications which are popular among enthusiasts, so Street Touring levels of suspension work. There are no power mods. The Tesla Performance models give you more power than other models and a track mode that backs off the stability control. They haven't really changed since 2018."

Said Hanson, "I liked the course, but you have to look ahead. Stuff comes at you fast. Lots of slaloms which I'm not the best at, but it was fun."

Day two's West Course started with more cones for Hanson but his final-run 54.026 would be fastest of the day. However, Jordan was in the same tenth, and his 115.094 total was good for a 0.536 margin of victory.

"There were more places to put down power on the West Course, which is something the Tesla's are good at," Jordan said. —**Jeff Cashmore**

FORMULA SAE

The international Formula SAE program, involving college students from more than 600 schools worldwide, aims 5to create a racecar that can theoretically be mass produced. For the annual FSAE

XSS ▼ #77

Eric Sutton
Porsche Turbo



XTREME STREET S

1. Eric Sutton	Hous	#77
Porsche Turbo	114.447	
2. S Chinonn-Rhoden	WDC	#64
Corvette Z06	116.546	
3. Ryan Miles	OhV	#138
Porsche GT3	116.648	
4. Daniel Shea	OhV	#38
Porsche GT3	116.760	

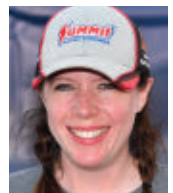
5. Kelsey Karanges/Tex (#94 Lotus Evora);
6. Silvio Zucchet/Tex (#194 Lotus Evora);
7. Danny Kao/WDC (#157 Porsche 911);
8. Justin Neal/WDC (#164 Corvette Z06);
9. Edwin Liu/SanD (#58 Acura NX);
10. Matthew Grainger/STL (#23 Tesla Model 3); 11. Ata Merat Tabesh/WDC Porsche 911).

XTREME STREET S LADIES

1. Sarah Miles	StCt	#38
Porsche GT3	123.081	



XSSL ▼ #38
Sarah Miles
Porsche GT3





ELECTRIC VEHICLE			
1. Ian Jordan	Nwst	#43	
Tesla Model 3	115.094		
2. Bruce Hanson	Phx	#5	
Tesla Model 3	115.630		
3. Daniil Manaenkov/NwOh (#7 Tesla Model 3); 4. Dan Hall/Ore (#143 Tesla Model 3); 5. Andrew Dostal/Iowa (#4 Tesla Model 3); 6. Ryan Thomas/Tenn (#16 Tesla Model 3).			

ELECTRIC VEHICLE LADIES	
No entries	

FORMULA SAE			
1. Philip Pickard	LnSt	#17	
UTA E17	106.827		
2. Timothy Stevens/Tex (#117 UTA E17); 3. Reed Greenwood/Tex (#30 Purpose-Built/V FSAE).			

FORMULA SAE LADIES	
No entries	



EV ▲ #43
Ian Jordan
Tesla Model 3

FSAE ▼ #17
Philip Pickard
UTA E17



competitions, students must build a new car from scratch each year. However, SCCA Autocross is not a part of that program, so older cars are allowed.

This year's FSAE entry was just three cars for four drivers. The quick four-hour sellout of the event when registration opened may explain much of that.

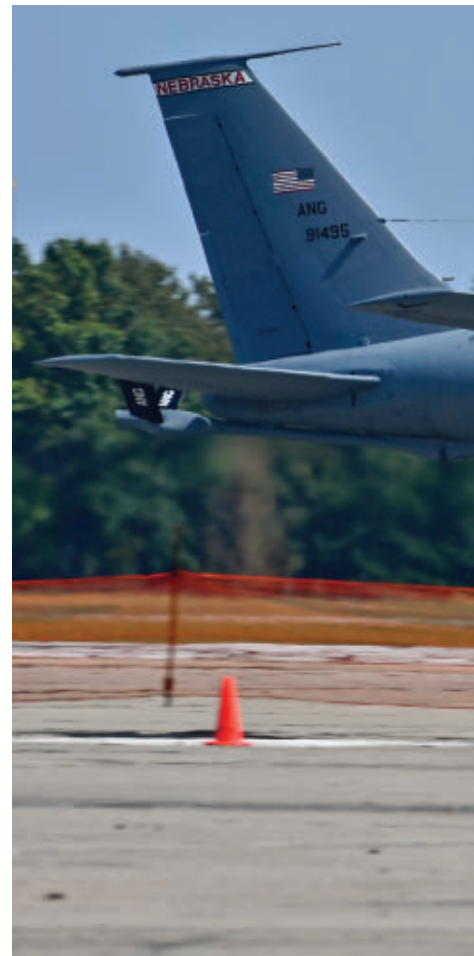
So, why come to the SCCA Solo Nationals? As Chance Huddleston explained, they enjoy running with the SCCA because it is more about *#FunWithCars*. It's less stressful, they see a lot of cool cars, and the SCCA drivers are friendly and love talking about what they're driving.

Huddleston, unfortunately, never got on the track. The turbocharged 300cc motor in his University of Texas at Arlington (UTA) F23 entry did not accept E85 fuel well and Huddleston never got it started in the paddock.

When Heat 2 called, that left only two cars: UTA's electric experiment—a conversion from a 2017 build now designated E17 but dated 2023—to be driven by Philip Pickard and Timothy Stevens, and Reed Greenwood's internal combustion ride, born almost a decade ago in 2014.

Greenwood developed his wing design while at UTA, currently seen on all UTA's competition cars.

Pickard pretty much owned the competition. On the East Course Tuesday he ran 57.762 sec as neither driver took a third run because of overheating batteries. Wednesday he clocked in at 49.065 to win with a total 106.827 sec, 3.548 sec quicker than his co-driver, who again skipped his third run. —Jodie Boy



HERITAGE CLASSIC-RACE

While Heritage Classic-Race had just two cars and four drivers, it was one of the most special classes to watch at the 50th SCCA Solo Nationals. The reason? Labeled as a supplemental class, HCR was introduced with a plan to showcase some uniquely historic cars and give them the opportunity to run at this anniversary event. There was a significant amount of interest, but, with the quick (inside of four hours) sellout of the entry, and confirmation it would be a one-time-only deal, only two cars would make it to the grid.

Steve Backer brought his Datsun Roadster, a venerable SCCA Road Racing car which he rescued from the crusher and turned into an autocross steed.

Also entered was Han Henze who intended to run his Porsche



914 in Heritage Classic-Street class. But when it quit on him, Backer generously offered a co-drive in the Datsun—and Henze quickly accepted.

And then there was Katie Kelly, driving a Lotus 7 America previously owned by her mother. It had won seven National Championships for her late parents, Pat and John (editor of the well-known San Francisco Region publication, *The Wheel*, and the North American Pylon newspapers) in the early days.

Katie had three titles of her own, including one in the 7A. She repurchased the car last year hoping to get it running and bring it to this

event to drive with her husband Craig Sarachene in her parents' memory.

Strangers from as far away as Iowa as well as competitors on the ground loaned Kelly tools, parts, knowledge and labor in assisting Sarachene with the many fixes the aged Lotus 7 required. After missing a run Wednesday due to a mechanical, Kelly was still able to find time on her last run, and a post-audit cone removal would find her in surprise and tears at the trophy presentation where she was awarded second place.

Backer said his only goal was to “get through it without getting towed off the course.” Posting FTD on his final run each day, he had runs of 67.762 sec on the East Course, 59.513 on the West, totaling 127.375 sec. Kelly, who considered it a win just to get the Lotus to Lincoln, was 1.862 sec back. —Kelsey Karanges



HCR ▲ #21
Steve Backer
Datsun Roadster

HERITAGE CLASSIC STREET

No entries

HERITAGE CLASSIC RACE TIRE

- | | | |
|--|---------|------|
| 1. Steve Backer | SLnd | #21 |
| Datsun Roadster | 127.375 | |
| 2. Katie Kelly | SanF | #199 |
| Lotus 7 America | 129.237 | |
| 3. Han Henze/Tenn (#121 Datsun Roadster); 4. Craig Sarachene/SanF (#99 Lotus 7 America). | | |

“HC-R had just four drivers, [but] it was one of the most special classes to watch...”
KELSEY KARANGES



THE SOLO CUP:
Dave "Bugeye" Williams



DRIVER OF EMINENCE:
Ron Bauer



ROGER JOHNSON SPIRIT OF THE SPORT AWARD: Jay Bullington



DICK BERGER PERSEVERANCE AWARD: Roger H. Johnson

SOLO AWARDS 2023

The occasion of the Solo Nationals now provides an opportunity to present the Solo program's most prestigious—and some less prestigious—awards before an appreciative audience. Most are handed out Wednesday evening following an alfresco meal in the Tire Rack Events Center (the big double tent by the vendors and the food court).

A few whose recipients could not be known until the end, were given at a hamburger and beans feed Friday. One new recognition, which will be a rare event, was done during the Monday Welcome Party.

THE SOLO CUP: Dave "Bugeye" Williams, Kansas Region, is that SCCA staff member you never hear about; the behind-the-scenes individual who makes sure everything gets to where it needs to be. He is the equipment manager and the truck driver who hauls all that stuff to this or that Solo National Tour or ProSolo or whatever, with a dedication and care that this year earns him the Solo program's highest honor. Williams has never actually competed in an SCCA Solo event, but he does compete in vintage races, hence the nickname.

DRIVER OF EMINENCE: Ron Bauer, Northwest Region, came to the 50th Nationals having trophied in 24 consecutive appearances, five of them championships, and never placing below fifth in the past 12 years.

ROGER JOHNSON SPIRIT OF THE SPORT AWARD: Jay Bullington, Central Carolinas Region, a "kind, fun and happy soul" known for his paddock ice cream parties.

DICK BERGER PERSEVERANCE AWARD: Roger H. Johnson, Houston Region, who despite having designed numerous National-caliber autocross

courses at the Solo Nationals and competing in 11 different classes across 26 appearances, echoes the accomplishment of award namesake Berger in that he has never once claimed a trophy finish.

ROTHNEY-KOZLAK CUP: Jessica Lewis, Alabama Region, the closest Open-class finish by a female driver. Placed a trophy seventh in Street Touring Ultra, 1.998 sec behind the winner.

SMALL FORTUNE RACING FTD AWARD: Matthew Ellam, San Francisco Region, for the third year in a row (and fourth overall) outran everyone in his B Modified Omnifab Cheetah with a best two-day time of 97.759 sec. Ellam was 0.449 sec quicker than the A Mod winner.

KIESEL GUITARS TOP PAX AWARD: Jason Hobbs, Land O' Lakes Region, and Larry MacLeod, Saginaw Valley Region. Hobbs won F Modified in the Tuesday-Wednesday group with an index of 93.149 sec, while MacLeod topped the Thursday-Friday heats in Kart Modified indexing 92.903 sec. Another Kiesel Guitar was awarded the winner of the Nationals' largest class, Ken Roller, Philadelphia Region, champion of the 79-car D Street class.

WOMEN ON TRACK LADIES CLASS INDEX:

Stephanie Reynoso, Lone Star Region, and Catherine Tran, Cal Club Region. Reynoso led the Tuesday-Wednesday index at 96.669 sec while winning the largest Ladies class, a 17-car DSL. Tran was best among Thursday-Friday Ladies, winning DSPL with a 97.899 index.

MASTERS INDEX: Ben Martinez, San Francisco Region, the CM winner at a 94.818 index, best among 189 designated Masters drivers.

BOB WOODS AWARD: Philip Pickard, Lone Star Region, quickest student in FSAE and the class winner.

CHAIRMAN'S AWARD: Jamey McDaniel, Kentucky Region, a Chief of Safety, and Jeff Jacobs, Philadelphia Region, a Chief Steward.

GOLDEN CIRCLE:

The new award was presented for the first time Monday evening, honoring the seven 100 Percenters who became the first to have competed in 50 Solo Nationals. It will be a rare award, as the next two eligible drivers won't reach the milestone until 2027 providing they don't miss any events until then (neither competed this year). The charter members of the Golden Circle: Susan Anderson, Southern Illinois; Dick Berger, Kansas City; Charlie Clark, Kansas City; Rocky Entriiken, Salina; Rick Ruth, Chicago; Dee Schweikle, Central Kentucky; George Schweikle, Central Kentucky.



KIESEL GUITARS TOP PAX AWARD:
Jason Hobbs



WOMEN ON TRACK LADIES CLASS INDEX: Stephanie Reynoso

SILVER CIRCLE:

Competing in their 25th Solo Nationals were 15 drivers, the largest group ever: Christopher Dorsey, Colorado; Anthony Espinosa, Houston; Jim French, Wichita; Steve Hudson, Lone Star; Dwayne Komush, San Francisco; Mike Maier, San Francisco; Jennifer Merideth, Detroit; Barry Ott, Continental Divide; Tim Reinhardt, Des Moines Valley; Dean Rindler, Northwestern Ohio; John Thomas, Central Florida; Frank Wietharn, Kansas; Dave Whitworth Jr., Nebraska; Fred White, New England; Geoffrey Zimmer, Central Carolinas.

—ROCKY ENTRIKEN



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Every running of the SCCA National Championship Runoffs is historic, but the sense of history was even greater than usual this year—in part because this was the 60th running of our Club's premier SCCA Road Racing event. More than that, though, this year's Runoffs, taking place Sept. 23–Oct. 1, also added several notable moments to the history books, including SCCA's first-ever co-champions in a race that everyone agreed was too close to call.

For the third time in Runoffs history, the cream of SCCA's road racers gathered at VIRginia International Raceway to hammer out our champions. This year's racing took place under much more clement conditions than last year when Hurricane Ian dumped inches of water for days. Mornings were generally cool and overcast, and afternoons clear and warm, creating near-perfect conditions for racing.

As with the 50th running at Road America, a great number

of past champions returned to compete this year. Of the 23 classes that raced for a title, 21 saw last year's National Champion return to defend. When all past champions are included, 209 prior Runoffs championships were represented on the grids this year.

In all, 34 drivers in this year's Runoffs held a single past championship, while many more can claim multiple Runoffs titles on their resumé's. At the top of the active driver list, John Heinricy brought his 16 past

championships to the Touring 2 field, while Andrew Aquilante brought 13 victories to Touring 1, and added a 14th on Saturday.

Throughout the event, the quality of racing was among the highest recorded in Runoffs history, with a fairytale performances like Chip Herr, who fell off track and hit the tire wall on the first lap of the STU race, and then rallied back to win the championship. Brothers Steve and Jason Ott claimed the top of the podium in Touring 3, and the son and

DIAMOND JUBILEE

This year, no rain or gale-force wind,
only history in the air at the 60th SCCA
National Championship Runoffs

MAIN IMAGE Rupert Berrington | IN MEMORIUM Tom Schultz



father duo of Nolan and Robert Allaer finished on the top two steps in Formula Continental.

Perhaps most interestingly, of the 23 classes that raced this year, 24 champions were crowned, as a first-ever Runoffs co-championship was declared—where else but in Spec Miata?

In another historic moment, but not in a good way, several GT-1 entries dropped out during practice and the first qualifying session. By Tuesday evening, there were only three viable

GT-1 cars. SCCA officials had conversations with each of the drivers about what to do with a three-car class, and the drivers ultimately elected not to race. Because qualifying was held, David Pintaric earned the Tire Rack Pole Position, but the GT-1 race was taken off the schedule.

Similarly, Formula Atlantic, too, was dropped for lack of a full field.

Before the drivers crowned their champions, they joined the SCCA specialty workers in recognizing the Workers of the

Year. As usual, every winner received a commemorative jacket, and Kathy McLeod, a steward from the Washington D.C. Region, was selected at random to win the all-expense paid trip to a race weekend, sponsored by Mazda.

Throughout the event, the history of SCCA mingled with the present as we once again held our annual family reunion. Old stories were retold, and new legends minted at the apex of SCCA's competition year.

—Jeff Zurschmeide

ONE FOR THE AGES

The photo showed a dead heat. Though Preston Pardus (42) took the Spec Miata victory lap alone, he would share the Runoffs win with East Street Racing teammate and regular sparring partner Nicholas Bruni (6)—the first co-champions in the SCCA's storied National Championship Runoffs history.

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SMX*	4:00 p.m.	103

*Exhibition only



RACE 1 | FRIDAY | SEPT. 29, 2023 | 8:15 A.M.

AMERICAN SEDAN

It was not a good year to be a Mustang driver in American Sedan. All three Ford drivers in the race dropped out due to mechanical issues at some point; “mechanical issues” being a polite term for what actually happened.

Before the green flag, things looked different. Daniel Richardson was on the Tire Rack Pole in his Hoosier/AutoGear/GentiumTech Chevrolet Camaro, with three-time Champion

Greg Eaton outside in his Eaton Racing and Development Ford Mustang. On the second row, was Clark Cambern in the lone Mopar entry, the No. 78 Wesley Motorsports/Bilstein/Dodge Challenger, paired with 2021 AS Champion James Jost in the Jost Iron Works/Yanek Custom Guns Ford Mustang. Eight-time Champion Andy McDermid was fifth in the WeatherTech/Felice Engines/Lane Ford Mustang.

With Eaton and Jost on his right side and McDermid close behind, Richardson had his work cut out for him. At the green flag, everyone jumped in on cold tires and Richardson went side-by-side with Eaton through several turns. Few noticed McDermid pull off with mechanical troubles on the opening lap, but everyone saw when Jost lost his engine just behind the leaders.

That fracas allowed Eaton and

Richardson to start developing a gap back to Thomas West in the Limerick Machine Cadillac CTS-V, who inherited third when Jost blew up. West and Cambern were running together, about 4.5sec behind the leaders. With Eaton in front, it looked like this race could be over in the first lap. But you already know it didn’t play out that way.

On the Climbing Esses, in the third lap, Richardson

Rick Corwine

FLAG TO FLAG

The issues sidelining the trio of top-five-qualifying Mustang drivers had little bearing on Richardson (22)'s dominant performance. The polewinning DC Region Camaro pilot skated into the lead following poor Eaton's messy Lap 2 retirement, and romped away unchallenged to the checkered flag.

got past Eaton as the Ford's engine went off its song, and then spectacularly exploded.

"All the precious bodily fluids left the car," Cambern recounted after the race. Along with the oil and coolant on the track, Eaton's engine left a billowing cloud of smoke, with racers tiptoeing through the mess.

"The first time back around I coasted the whole way up and it just slid," Richardson remarked. "It was an ice-skating rink in the Esses."

By the sixth lap, the oil had abated somewhat, and

Richardson had a 6.8-sec gap on Cambern, with West working to hold off a challenge by Amy Aquilante in the TAR/DBA Rotors/Hoosier/Hawk Pontiac Firebird. She got around West on the 10th lap but faced a huge gap to Cambern with just five laps to go. For a moment in the 14th lap, things looked like they might change again as Cambern went off sideways at the entry of Turn 1, but Aquilante was 36.5sec back at that point, and Cambern came back on without losing the position.

At the checker, it was Richardson scoring his first

Runoffs championship, Cambern in second, and Aquilante in third, also claiming the Sunoco Hard Charger award. Richardson was emotional about his win in pit lane and on the podium, saying, "Before I thank anyone else, I have to thank my wife. She's at home with all three kids, and I'm missing my oldest, Annie, who comes to the track with me all the time, but she's in school now. I also have to thank my mom, and my crew. I'm on cloud nine right now."

At least it wasn't a cloud of smoke.

—Jeff Zurschmeide



Jay Benavidez

AS CHAMPION

DANIEL RICHARDSON

Washington DC Region
Chevrolet Camaro

CHALLENGERS

(BELOW) One of the pre-race favorites, Cambern (78) qualified third, finished second. (ABOVE) Amy Aquilante (51) edged West (56) on route to a fine third.

AS QUALIFYING

Qualifying Pos. Driver/Region

(Car) Best Time: 1. Daniel Richardson/WDC (Chevrolet Camaro) 2.03.082; 2. Gregory Eaton/WDC (Ford Mustang) 2.03.096; 3. Clark Cambern/WMR (Dodge Challenger) 2.04.095; 4. James Jost/PHL (Ford Mustang GT) 2.04.977; 5. Andrew McDermid/DET (Ford Mustang) 2.05.316; 6. Thomas West/NER (Cadillac CTS-V) 2.06.167; 7. Amy Aquilante/PHL (Pontiac Firebird) 2.06.211; 8. Kyle Jones/DET

(Pontiac Firebird) 2.07.886; 9. Beth Aquilante/PHL (Pontiac Firebird) 2.11.234; 10. Sam Daniels/Tex (Chevrolet Camaro) 2.13.230; 11. Kelly Lubash/NER (Chevrolet Camaro) 2.14.843.

AS RACE

Race 15 laps, 49.05 Miles: Pos.

Driver (Laps): 1. Daniel Richardson (15); 2. Clark Cambern (15); 3. Amy Aquilante (15); 4. Thomas West (15); 5. Beth Aquilante (15); 6. Kyle Jones (15); 7. Sam Daniels (14); 8. Kelly Lubash (13); DNF. Gregory Eaton (2); DNF. James Jost (0); DNF. Andrew McDermid (0).

Overall Time of Race: 31:25.221;
Average Race Speed: 93.665 mph;
Margin of Victory: 23.566 sec.;
Fastest Race Lap: Eaton 2:03.996 (94.939 mph); **Lap Leaders:** Eaton 1-2; Richardson 3-15; **Sunoco Hard Charger:** Aquilante



Rick Corwine



John W. Wilmoth



RACE 2 | FRIDAY | SEPT. 29, 2023 | 9:15 A.M.

F PRODUCTION

There was a lot of “power” at the front of the FP grid. Cliff Ira was on the Tire Rack Pole with his Cliff Ira Motorsports/JPM Honda Civic Del Sol Si VTEC, a car that has taken him to a win and several top qualifying spots. Bill Hingston’s Mazda Miata shared the front row, qualifying less than a second back from Ira. Then came Ken Kannard, Kevin Ruck, Mason Workman, and Charlie Campbell, Runoffs veterans all.

The start was crazy. Ira kept the lead, but Doug Weaver’s Miata shot into second temporarily, Ruck was charging, and Campbell passed Kannard’s Northwest Cable/Hoosier/G-LOC/OPM/J Acura Integra LS.

At the end of the first lap, it was Ira, Ruck, Hingston, Campbell, and Kannard. Up the hill, through the Esses they went, until Hingston and Ira came together—a big hit into

the side of Ira’s car. Both went off and fell back. That put Ruck’s Hoosier/Wilwood/AEM Acura Integra into the lead with a gap to Kannard in second, but Ira was coming. He had fallen to fifth, but he was soon past Campbell and Workman and was challenging Kannard for second.

Then tragedy for Ruck—Hingston hit the tire wall at Hog Pen and there was

UNDER PRESSURE

(BELOW) An eventful race for both Workman (52) and Campbell (89) who kept the leaders in sight in their run to fourth and fifth. (ABOVE, RIGHT) Ira and Kannard in a clean, desperate battle for top honors ...





Rick Corvine

GOLD AT LAST

Luck behind his inheriting the lead, yes, but there's no doubting Kannard's skill as, through the last three laps, his orange Acura (51) held off a relentless assault from a pair of two-time champions—Ira in a wounded Honda Del Sol (2) and Ruck's Acura Integra (73). The bearded Floridian notched a popular, well-deserved first Runoffs victory in his 24th start.

a full-course yellow. "Not again!" Ruck exclaimed, asked afterward what he thought when he saw the flags.

On lap 8, the green flew, and Ruck, Kannard, and Ira went into Turn 1 three wide, allowing Workman and Campbell to get past Ira, demoting him to fifth. Workman continued to challenge and took second from Kannard at South Bend, but Kannard's Acura power got the position back as they descended the Roller Coaster.

"I knew in Sectors 1 and 3 I had the best car out there,"



Richard S. James

Ruck said, "but I also knew that once we got into some drafting, it was going to be hard."

On lap 10, Kannard used that draft to get past Ruck for the lead going through the Roller Coaster and Hog Pen. Ira was in third by then and passed Ruck a lap later. Now, with less than a third of the race's 15 laps left, there was a very serious battle for the gold between Kannard and Ira. Ira got past and into the lead on lap 13, passing Kannard in NASCAR Bend. They raced side-by-side through the next few turns, and then Kannard took back the lead—it was incredible, clean racing.

On the last couple laps, Ira was so close, especially through Hog Pen. About the last lap, he said, "I thought I could beat him to the line. My gearing was killer right there, and I faked inside to

make him come over [so I could] go outside." But Ira's move came too soon. He lost a bit of draft, allowing Kannard to stay ahead.

Kannard spoke about the race-craft he had to apply to keep Ira behind him: "Cliff and I had a good dice down into [Turn] 1 a couple times. I generally took the defensive line and stayed inside forcing Cliff outside. [It was] very close racing and clean."

With 23 starts at the Runoffs, Kannard was pleased with his win, saying: "It's about time."

Ruck was faster in the race than he was in qualifying, having endured two axle failures in two of the qualifying sessions. Without the yellow, he might have won another National Championship, but this one went to a very deserving Kannard.

— J. Michael Hemsley

FP CHAMPION

KEN KANNARD

Atlanta Region
Acura Integra GSR



Richard S. James

FP QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time:

1. Cliff Ira/KCR (1996 Honda Civic Del Sol Si VTEC) 2:08.248; 2. Bill Hingston/Colo (1990 Mazda Miata) 2:08.641; 3. Ken Kannard/Atl (1995 Acura Integra GSR) 2:08.956; 4. Kevin Ruck/OVR (1990 Acura Integra) 2:09.266; 5. Mason Workman/OVR (1992 Mazda Miata) 2:09.297; 6. Charlie Campbell/MHR (1993 Mazda Miata) 2:09.931; 7. Doug Weaver/DET (1990 Mazda Miata) 2:10.011; 8. Stephen Simonds/Hous (1990 Mazda Miata) 2:10.468; 9. Michael Kamalian/Atl (1997 Mazda Miata) 2:10.908; 10. Perry Simonds/Tex (1992 Mazda Miata) 2:11.418; 11. David Strittmatter/NEO (1991 Acura Integra) 2:13.233; 12. Steffen Clark/BRR (1990 Mazda Miata) 2:15.730; 13. Les Chaney/CCR (1997 Acura Integra) 2:17.102; 14. Mark Weber/STL (1993 Mazda Miata) 2:18.268; 15. David Colbey/GLN (1999 Acura

Integra LS) 2:18.472; 16. Richard Gallup/CFR (1992 Mazda Miata) 2:18.593; 17. Ben Glowka/NCR (1990 Acura Integra) 2:20.144; 18. Steven Layfield/BRR (1990 Mazda Miata) 2:21.377; 19. George (Spike) Behning/WDC (1991 Mazda Miata) 2:26.157; 20. Gregg Seigart/ETR (1991 Mazda Miata) 2:26.178; 21. Stephen C Hyatt/SUS (2002 Dodge Neon ACR) 2:33.519.

Hyatt - 3-event probation per SOM - GCR 6.11.1.A,D

Workman - Loss of qualifying 3 times per Race Director - GCR 6.11.B

Hyatt - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

FP RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Ken Kannard (15); 2. Cliff Ira (15); 3. Kevin Ruck (15); 4.

Mason Workman (15); 5. Charlie Campbell (15); 6. Doug Weaver (15); 7. Les Chaney (15); 8. Richard Gallup (15); 9. Steffen Clark (15); 10. Steven Layfield (15); 11. David Colbey (15); 12. David Strittmatter (15); 13. George (Spike) Behning (15); 14. Gregg Seigart (15); 15. Mark Weber (12); 16. Ben Glowka (11); 17. Stephen Simonds (10); 18. Perry Simonds (8); DNF. Michael Kamalian (5); DNF. Bill Hingston (3); DNS. Stephen C Hyatt.

Hyatt - 3-event probation per SOM - GCR 6.11.1.A,D

Hingston - 3-event probation per SOM - GCR 6.11.1.A,B,D

Overall Time of Race: 35:34.489;
Average Race Speed: 82.727 mph;
Margin of Victory: 0.123 sec.;
Fastest Race Lap: Ira 2:07.787 (92.122 mph); **Lap Leaders:** Ira 1, 11-12; Ruck 2-9; Kannard 10, 13-15;
Sunoco Hard Charger: Gallup

RACE 3 | FRIDAY | SEPT. 29, 2023 | 10:15 A.M.

FORMULA ENTERPRISES 2

Formula Enterprises 2 had a healthy grid at this year's Runoffs, with 26 drivers contending for the championship. Among the top qualifiers was three-time National Champion Darryl Wills in ninth position, last year's FE2 Champion Bailey Monette in eighth, and two-time (and defending) SRF3 Champion Franklin Futrelle on the outside of the front row.

That lineup, plus Caleb Shrader, the wild card racer from Oregon, gave Tire Rack Polesitter Charles Russell Turner plenty to think about as he waited for the race in his No. 32 SCCA Mazda FE2. Futrelle had qualified his Comprent Motorsports/Meco Inc. machine just 0.3 sec slower, and behind them in the second row sat Shrader in the Liquid Death car,

paired with Adam Jennerjahn in the Jennerjahn Machine FE2.

Only Futrelle, though, had been able to get within a second of Virginian Turner as he looked for his first championship after finishing second to Futrelle last year in SRF3.

At the green flag, the FE2 drivers managed to navigate several turns in a tight pack before anyone made a serious error. Turner slid wide off course in Turn 4, losing several positions, but luckily was well clear of the major incident in the Uphill Esses that took out eight cars in one chaotic moment. A full-course caution led to a black flag, the field forced to wait in the pit lane for the mess to be cleaned up.

The stewards reset the clock to give the drivers a full 15 minutes of racing at the

single-file restart. The order was Futrelle, Jennerjahn, Shrader, Turner, and Monette in his Optech Monette FE2. Still stinging from the off-course excursion that took him out of the lead, Turner bulled ahead to take second place in Turn 1. In the second half of that lap, Turner and Futrelle went

"It's been a superb week—my first Runoffs win and my first Super Sweep. It feels awesome!"

CHARLES RUSSELL TURNER



Rupert Barrington

FE2 CHAMPION

CHARLES RUSSELL TURNER

Washington DC Region
SCCA Mazda FE2



Rick Cowine

FE2 QUALIFYING

Qualifying Pos. Driver/Region (Car*)

Best Time: 1. Charles Russell Turner/WDC 1.50.665; 2. Franklin Futrelle/Atl 1.50.967; 3. Caleb Shrader/Ore 1.51.915; 4. Adam Jennerjahn/IND 1.52.826; 5. Justin Huffman/WDC 1.52.918; 6. Paul Schneider/CCR 1.52.939; 7. Jamison Huffman/WDC 1.53.007; 8. Bailey Monette/Atl 1.53.293; 9. Darryl Wills/Hous 1.53.784; 10. John Yeatman/SFR 1.54.066; 11. Kelton Jago/WDC 1.54.298; 12. Sam Harrington/WDC 1.54.428; 13. Bryan Yates/NCR 1.54.558; 14. Matthew Romer/CSCC 1.54.633; 15. Steve Whitston/Milw 1.54.667; 16. Eric Cruz/NCR 1.55.037; 17. Todd Vanacore/CFR 1.55.153; 18. Dean Oppermann/CHI 1.55.338; 19. Thomas Green/CFR 1.55.604; 20. James Regan/NER 1.56.356; 21. Tom Burt/Nwst 1.57.085; 22. Alastair McEwan/NCR 1.58.025; 23. James Brookshire/CCR 1.58.348; 24. Jonathan Weisheit/WDC 1.59.268; 25. Craig Haltom/ETR 2.00.792; 26. Marc Stern/Bucc 2.02.615.

*All Cars (SCCA Mazda FE2)



John W. Wilmoth



FE2 RACE

Race 11 laps, 35.97 Miles: Pos. Driver

(Laps): 1. Charles Russell Turner (11); 2. Franklin Futrelle (11); 3. Caleb Shrader (11); 4. Adam Jennerjahn (11); 5. Paul Schneider (11); 6. Justin Huffman (11); 7. John Yeatman (11); 8. Bryan Yates (11); 9. Sam Harrington (11); 10. Bailey Monette (11); 11. Steve Whitston (11); 12. Darryl Wills (11); 13. Thomas Green (11); 14. James Regan (11); 15. Alastair McEwan (11); 16. Tom Burt (11); 17. Craig Haltom (11); 18. Marc Stern (11); 19. James Brookshire (8); DNF. Jamison Huffman (0); DNF. Kelton Jago (0); DNF. Matthew Romer (0); DNF. Eric Cruz (0); DNF. Todd Vanacore (0); DNF. Dean Oppermann (0); DNF. Jonathan Weisheit (0).

Wills - Loss of 3 positions per Race Director - GCR 6.1.1.B

Overall Time of Race: 42:40.543;
Average Race Speed: 50.572 mph;
Margin of Victory: 0.434 sec.; **Fastest Race Lap:** Futrelle 1:51.098 (105.961 mph);
Lap Leaders: Futrelle 1-3; Turner 4-11;
Sunoco Hard Charger: Haltom

side-by-side down the Roller Coaster, and Turner took the lead heading into the Hog Pen turn onto the front straight.

With clear track in front of him, Turner started to lay down some of those fast laps that had earned him the pole, opening a small gap over Futrelle and a slightly larger one over third-placed Jennerjahn.

At the start of Lap 7, there were just over nine minutes left to race, giving the FE2 drivers another five laps if everything went cleanly. Turner was legging it out, setting a new track record on the eighth lap. Back in the

field, Shrader and Jennerjahn were having an energetic race for third place, trading positions and looking for any advantage.

But on the 10th lap, another full-course caution slowed the field, and with just over three minutes remaining, the race had to be checkered under caution. At the line, it was Turner, Futrelle and Shrader who earned the podium. None was more deserving than Turner, who ran a near-perfect race after his first-lap mishap.

The victory also secured Turner the first Super Sweep award of this year's Runoffs.

"It's been a superb week," the winner exclaimed. "My first Runoffs win and my first Super Sweep. It feels awesome! After the first lap, I was on tilt, let's put it that way. I was driving 10/10ths, making mistakes. Had I slowed up a little bit, I probably would've been a bit faster! So, I collected myself, had a great restart and a good opening lap to get back to the lead. I just based myself from there."

The Sunoco Hard Charger award went to Craig Haltom, who advanced from 25th on grid to 17th overall.

—Jeff Zurschmeide

CONGRATULATIONS TO OUR 2023 NATIONAL CHAMPIONS!



GT-Lite | Graham Fuller

Formula Enterprises 2 | Charles Russell Turner

Formula Vee | Andrew Whitston

American Sedan | Daniel Richardson
B-Spec | Richard Hromin
E Production | Greg Ira
F Production | Ken Kannard
H Production | Chris Schaafsma
Formula 600 | Calvin Stewart
Formula Continental | Nolan Allaer
Formula F | Nolan Allaer
GT-2 | Jared Odrick
GT-3 | Tony Ave



Prototype 1 | Todd Vanacore
Prototype 2 | Lucian Pancea
Spec Miata | Nicholas Bruni & Preston Pardus
Spec Racer Ford Gen3 | Franklin Futrelle
Super Touring Lite | Joe Moser
Super Touring Under | Chip Herr
Touring 1 | Andrew Aquilante
Touring 2 | Kurt Rezzetano
Touring 3 | Steve Ott
Touring 4 | Devin Anderson

THANK YOU TO OUR DRIVERS, VOLUNTEERS, MEMBERS, AND PARTNERS FOR A TERRIFIC SEASON. WE'LL SEE YOU IN 2024!



Prepared Front Wheel Drive
Jim Rowland



Stock Front Wheel Drive | Brad Turnbull
Stock Rear Wheel Drive | Keith Lightfoot
Stock All Wheel Drive | Timothy Thompson
Prepared Rear Wheel Drive | Lothrop Withington IV

Prepared All Wheel Drive | Mark Hill
Modified Front Wheel Drive | ZB Lorenc
Modified Rear Wheel Drive | Jason Fuller
Modified All Wheel Drive | Chris Endres

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50TH RUNNING



A Street | Dan Simms



B Street | David Marcus



F Street | Sam Strano



Solo Spec Coupe Ladies
Jennifer Bedell



Street Touring Xtreme
Jonathan Mudge



Street Touring Xtreme Ladies
Emily Brown



Street Touring Ultra | Brent Schneekloth



CAM – C | Dave Schotz



Street Modified FWD Ladies | Karen Thomas



C Prepared | Robert Lewis



F Prepared | Wes Hughson



E Modified | Jeff Kiesel

A Street Ladies | Sue Eckles
 B Street Ladies | Laura Marcus
 C Street | William Keese
 C Street Ladies | Casey Coughlin
 D Street | Ken Roller
 D Street Ladies | Stephanie Reynoso
 E Street | Bartek Borowski
 E Street Ladies | Theresa Walton
 F Street Ladies | Shelly Monfort
 G Street | Ron Williams
 G Street Ladies | Jessi Williams
 H Street | Matt Morhardt
 H Street Ladies | Laura Harbour
 Super Street | James Yom
 Super Street Ladies | Olivia Hammac
 Super Street R | Jim Perrin
 Solo Spec Coupe | Mason Herrick
 Street Touring Sport | Eric Stoltz
 Street Touring Sport Ladies | Melanie Kwong
 Street Touring Hatch | Kyle Hemp
 Street Touring Hatch Ladies | Ally Gobeli
 Street Touring Roadster | Billy Davis
 Street Touring Roadster Ladies | Ali Wilson

Street Touring Ultra Ladies | Thenmozhi Elayaperumal
 Super Street Touring | Christopher Wanner
 C Street Prepared | Raymond Dsouza
 C Street Prepared Ladies | Hailey Schmidt
 D Street Prepared | Steve O'Blenes
 D Street Prepared Ladies | Catherine Tran
 E Street Prepared | AJ Whitaker
 E Street Prepared Ladies | Katie Barrett
 F Street Prepared | Jonathan Lugod
 F Street Prepared Ladies | Kim Whitener
 Super Street Prepared | Mike Kuhn
 Super Street Prepared Ladies | Nicole Wong
 Street Modified | Todd Kean
 Street Modified Ladies | Christine Grice
 Street Modified FWD | Dakota Tabler
 Super Street Modified | Matt Waldbaum
 Super Street Modified Ladies | Karen Miller
 X Prepared | Dave Montgomery
 X Prepared Ladies | Layne Lindemann
 C Prepared Ladies | Tracy Lewis
 D Prepared | Todd Roberts
 E Prepared | Patrick Washburn

E Prepared Ladies | Kathy Barnes
 A Modified | Erick Kohler
 B Modified | Matthew Ellam
 C Modified | Ben Martinez
 C Modified Ladies | Mari Clements
 D Modified | Jeremy Ellerby
 D Modified Ladies | Briget Sawatsky
 E Modified Ladies | Kaila Kiesel
 F Modified | Jason Hobbs
 F Modified Ladies | Johanna Griest
 Kart Modified | Larry MacLeod
 Formula SAE | Philip Pickard
 CAM – C Ladies | Elizabeth Whitworth
 CAM – S | Justin Peachey
 CAM – S Ladies | Kerry Gonzales
 CAM – T | Neil Britton
 Electric Vehicle Experimental | Ian Jordan
 Xtreme Street A | Simon Gagnon
 Xtreme Street A Ladies | Halie Sewell
 Xtreme Street B | Chris Edens
 Xtreme Street | Eric Sutton
 Xtreme Street Ladies | Sarah Miles
 Heritage Classic Race | Steve Backer



RACE 4 | FRIDAY | SEPT. 29, 2023 | 11:15 A.M.

GT-2

One cool thing about GT-2 is the variety. Among the top five qualifiers were four very different kinds of cars, all of which are good GT-2 cars. On the Tire Rack Pole and in fourth were two Trans Am TA2-class cars (Ford Mustang and Chevrolet Camaro). Between them were a tube-frame car (Nissan 350Z) and a Porsche Cup car. Fifth on the grid was a vintage “tub car”—

the Hoosier/Felice Engines/Carbotech Sunbeam Tiger that has been raced by Tom Patton for 44 years and is built to very early GT-2 specifications.

There was also variety among the top five drivers: Tony Ave, who qualified his Nissan 350Z second, has three championships; Patton and Bender each have one; Odrick was in just his second year at the Runoffs; and Boes was a Runoffs novice.

It was a typical VIR start, with cars side-by-side into Turn 1 with the usual surprises about how they came out of the corner. This time, Boes’ Accio Data/Data Facts Ford Mustang got a good jump and led with Ave second and Simon Asselin (Racer on Rails Porsche 991.1 GT3 Cup) from sixth to third. They got sorted out a bit over the lap, and the order was Boes, with a nice gap back to Ave, Odrick, and Bender.

It took two more laps, but Ave was able to put his Nissan past the heavier Mustang to take the lead on lap 4. For a number of laps, the leaders were Ave, Boes, Odrick, with Bender and Patton falling farther back. Drama on lap 11, though, set the stage for the rest of the race when Ave’s Nissan emitted a plume of smoke. He struggled on for a few corners, but the issue was fatal for the Nissan.



Richard S. James

TO THE FORE

Runoffs sophomore (and former NFL defensive end) Jared Odrick finally found a way past polesitter (and Runoffs rookie) Barry Boes on Lap 11—and then played tough defense right to the end.

Now, the focus was on the battle between Odrick's Black Underwear Porsche 991.2 GT3 Cup and Boes' Mustang. Bender's Bravo Trailers Chevrolet Camaro was well back in third, and Patton was farther back in fourth, neither being challenged.

Odrick and Boes raced hard for the championship during the last third of the race. No matter how hard Boes tried, Odrick kept him behind by positioning his car well. Maybe what he learned as an NFL defensive end served him well defending his position. In the

interview in the pits, Odrick was very emotional, and when asked what it felt like to win, he simply said, "This is really cool." On the podium, Odrick praised Boes, and commented about racing: "Racing has taught me a lot. There have been a lot of men who have taught me a great deal here, lessons I didn't learn in football."

"What I really tried to do was just stick to him coming out of Oak Tree and get him coming into the next corner," Boes ruminated. "But I could never quite get it right."

Bender said his distant third was likely caused by a problem the team fought all week: "The car was just outrageously loose, and I couldn't put any power down to keep up. We think the diff may be failing and causing it. Not sure, but we dealt with it all week and it got progressively worse."

Hopefully, GT-2 will continue to be a class with a lot of variety. One thing is for sure—all these guys will be battling for gold again.

— J. Michael Hemsley



Rupert Barrington

GT-2 CHAMPION

JARED ODRICK

Susquehanna Region
Porsche 991.2 GT3 Cup

PUNCHING THROUGH

(ABOVE) Ave (right) seizes the early lead from the polesitter. (BELOW) Bender would salvage third in a troubled TA2 Camaro.

GT-2 QUALIFYING

Qualifying Pos. Driver/Region (Car)

Best Time: 1. Barry Boes/LnSt (Ford Mustang) 1.52.004; 2. Tony Ave/CCR (Nissan 350Z) 1.52.015; 3. Jared Odrick/SUS (Porsche 991.2 GT3 Cup) 1.52.430; 4. Daniel Bender/CHI (Chevrolet Camaro) 1.53.030; 5. Tom Patton/CIN (Sunbeam Tiger) 1.53.618; 6. Simon Asselin/Nwst (Porsche 991.1 GT3 Cup) 1.53.690; 7. Jorge Nazario/GPR (Chevrolet Corvette) 1.53.754; 8. Michael Quattlebaum/Hous (Chevrolet Corvette) 1.54.411; 9. Jack Stanford/Atl (Chevrolet SS) 1.54.822; 10. Scotty B White/Nwst (Dodge Viper Comp Coupe) 1.55.245; 11. Al Rowland/

NCR (Chevrolet Camaro) 1.55.467; 12. Pete Peterson/CCR (Toyota Celica) 1.56.609; 13. William Moore/NEO (Chevrolet Camaro) 1.58.034; 14. Paul Ruth/Tex (Pontiac Grand Prix) 2.08.350; 15. Dan Harding/NEO (Porsche 996) 2.08.818; 16. Paolo Salvatore/Hous (Ford Mustang) No time.

Peterson - Loss of qualifying 3 times per Race Director - GCR 9.1.2.F.715.D.1 page 223

Asselin - Loss of qualifying 3 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

GT-2 RACE

Race 15 laps, 49.05 Miles: Pos.

Driver (Laps): 1. Jared Odrick (15); 2. Barry Boes (15); 3. Daniel Bender (15); 4. Tom Patton (15); 5. Simon Asselin (15); 6. Michael Quattlebaum (15); 7. Al Rowland (15); 8. Jorge Nazario (15); 9. Scotty B White (15); 10. Jack Stanford (15); 11. William Moore (15); 12. Dan Harding (13); 13. Tony Ave (10); DNF: Paul Ruth (3); DNF: Paolo Salvatore (1); DNS: Pete Peterson.

Overall Time of Race: 28:39.125;
Average Race Speed: 102.715 mph;
Margin of Victory: 0.348 sec.;
Fastest Race Lap: Odrick 1:52.865 (104.302 mph); **Lap Leaders:** Boes 1-2; Ave 3-10; Odrick 11-15; **Sunoco Hard Charger:** Rowland



Rick Corwine



Jay Bonvuloir

RACE 5 | FRIDAY | SEPT. 29, 2023 | 1:00 P.M.

SPEC MIATA

Blink your eyes as fast as you can. If you're like most people, that action takes about 1/10th of a second. That's about 33 times longer than the 0.003-second margin of victory recorded by the transponder timing system at the end of the Spec Miata race at the Runoffs—and any finish that close gets reviewed by race officials.

When the stewards looked at the high-speed camera frames from the start-finish line, no one could detect whether Preston Pardus or Nick Bruni was ahead at the line. It was a tie. And so, for the first time in Runoffs

history, Pardus and Bruni were declared co-champions.

But before they arrived at the finish line simultaneously, there was a whole race that made this history-making finish possible. On the Tire Rack Pole sat three-time National Champion Danny Steyn in the OPM/Rossini/G-Loc/Planet Miata, a 2002 model. No stranger to the pole position, Steyn's fast qualifying lap was just 0.044sec faster than outside front-row sitter and three-time champion Pardus in the Danus Utilities/East Street Racing 2003 machine. Just behind Steyn was the East Street Racing 2002 Miata of defending national champion Nicholas Bruni. Next to Bruni was 1999 T2 champion Rob Hines (G-Loc/East Street Racing/TechSport 2001 Miata). Count 'em: Eight past

"[Preston] is not an easy guy to beat. We both drove the worst laps of our lives on that last lap."
NICHOLAS BRUNI

NOT FOR THE FAINT OF HEART

(MAIN) Lap 1: Tire Rack Polewinner Steyn (39) leads eventual co-Champs Bruni (6) and Pardus (42), Drago (2), Mactutus (66) and the rest. Fitting that the 2023 Spec Miata extravaganza should end in a tie, as the lead was invariably the least-secure place to be. (BELOW) On their way to history.



Rupert Berrington

Rupert Berrington



SM CO-CHAMPIONS

NICHOLAS BRUNI
Washington DC Region
2002 Mazda Miata

PRESTON PARDUS
Central Florida Region
2003 Mazda Miata



Rick Corwine

SM QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Danny Steyn/FLA (2002 Mazda Miata) 2:14.986; 2. Preston Pardus/CFR (2003 Mazda Miata) 2:15.030; 3. Nicholas Bruni/WDC (2002 Mazda Miata) 2:15.056; 4. Rob Hines/WDC (2001 Mazda Miata) 2:15.103; 5. Charles Mactutus/SCR (2002 Mazda Miata) 2:15.135; 6. Brian Henderson/WDC (2001 Mazda Miata) 2:15.301; 7. Elivan Goulart/NER (2000 Mazda Miata) 2:15.534; 8. Ethan Goulart/NER (1999 Mazda Miata) 2:15.638; 9. Jim Drago/MIDS (2005 Mazda Miata) 2:15.692; 10. Sean Noonan/NYR (1999 Mazda Miata) 2:15.752; 11. Raiden Nicol/Atl (2003 Mazda Miata) 2:15.763; 12. Nick Leverone/NER (2001 Mazda Miata) 2:15.967; 13. Todd Buras/CFR (1999 Mazda Miata) 2:15.972; 14. Logan Stretch/Tex (2002 Mazda Miata) 2:15.977; 15. Daniel Conway/WDC (1999 Mazda Miata) 2:16.193; 16. Julian



DaCosta/CFR (1999 Mazda Miata) 2.16.210; 17. Ethan Jacobs/Milw (1999 Mazda Miata) 2.16.343; 18. Laurin Brallier/NCR (1999 Mazda Miata) 2.16.355; 19. Eric Gerchak/CCR (2003 Mazda Miata) 2.16.505; 20. Christian Sarnecki/NER (1999 Mazda Miata) 2.16.526; 21. Brett Kowalski/PnAm (1999 Mazda Miata) 2.16.644; 22. Cam Ebben/Milw (1999 Mazda Miata) 2.16.644; 23. Jonathan Davis/NEO (2000 Mazda Miata) 2.16.646; 24. Noah Harmon/CFR (1999 Mazda Miata) 2.16.728; 25. Boris Said Jr/SanD (2002 Mazda Miata) 2.16.926; 26. Jordan Rick Segrini/FLA (1999 Mazda Miata) 2.16.961; 27. Spencer Lofton/MIDS (2004 Mazda Miata) 2.17.027; 28. Jonathan Neudorf/PAZS (1999 Mazda Miata) 2.17.063; 29. Frankie Barroso/FLA (2004 Mazda Miata) 2.17.190; 30. Anthony Geraci/NYR (1999 Mazda Miata) 2.17.228; 31. Bobby Gossett/SCR (2003 Mazda Miata) 2.17.560; 32. Matthew Sisson/NYR (1999 Mazda Miata) 2.17.687; 33. Joseph Tobin/Bucc (2002 Mazda Miata) 2.17.717; 34. Charlie Campbell/MHR (2002 Mazda Miata) 2.17.813; 35. Ford Munnerlyn/NCR (2001 Mazda

Miata) 2.17.874; 36. Amy Mills/Nwst (2002 Mazda Miata) 2.17.910; 37. Domenico Leuci/GLN (2004 Mazda Miata) 2.17.966; 38. Alfredo Zedan/CFR (1999 Mazda Miata) 2.18.210; 39. Jeremy Butz/WDC (2005 Mazda Miata) 2.18.295; 40. Jesse Singer/FLA (2003 Mazda Miata) 2.18.436; 41. Chris Clarke/CFR (2003 Mazda Miata) 2.18.704; 42. David Henderson/WDC (2003 Mazda Miata) 2.18.797; 43. Douglas Ahn/NYR (1999 Mazda Miata) 2.18.833; 44. John Jenkins/NYR (1999 Mazda Miata) 2.19.134; 45. Patrick McGovern/NCR (2003 Mazda Miata) 2.19.258; 46. Theodore Cahall/WDC (2003 Mazda Miata) 2.19.497; 47. Rob Bailey/CFR (1999 Mazda Miata) 2.19.789; 48. Whitfield Gregg/NYR (1999 Mazda Miata) 2.20.519; 49. Bailey Sigler/CCR (1991 Mazda Miata) 2.21.207; 50. Marc Briley/LnSt (1999 Mazda Miata) 2.21.998; 51. Russell King/LOL (1990 Mazda Miata) 2.22.237; 52. Andrea King/LOL (2003 Mazda Miata) 2.24.004.

Jacobs - Reprimand per Race Director - GCR 6.11.1.A,B,D

SM RACE

Race 12 laps, 39.24 Miles: Pos.

Driver (Laps): 1. Preston Pardus (12); 1. Nicholas Bruni (12); 3. Brian Henderson (12); 4. Danny Steyn (12); 5. Jim Drago (12); 6. Daniel Conway (12); 7. Ethan Jacobs (12); 8. Raiden Nicol (12); 9. Julian DaCosta (12); 10. Todd Buras (12); 11. Charles Mactutus (12); 12. Jordan Rick Segrini (12); 13. Brett Kowalski (12); 14. Boris Said Jr (12); 15. Spencer Lofton (12); 16. Logan Stretch (12); 17. Christian Sarnecki (12); 18. Sean Noonan (12); 19. Cam Ebben (12); 20. Nick Leverone (12); 21. Noah Harmon (12); 22. Jonathan Davis (12); 23. Frankie Barroso (12); 24. Joseph Tobin (12); 25. Ford Munnerlyn (12); 26. Eric Gerchak (12); 27. Jonathan Neudorf (12); 28. Ethan Goulart (12); 29. Domenico Leuci (12); 30. Matthew Sisson (12); 31. Jesse Singer (12); 32. Alfredo Zedan (12); 33. Bobby Gossett (12); 34. Patrick McGovern

(12); 35. Charlie Campbell (12); 36. Rob Bailey (12); 37. David Henderson (12); 38. Whitfield Gregg (12); 39. John Jenkins (12); 40. Andrea King (12); 41. Russell King (11); 42. Laurin Brallier (10); 43. Theodore Cahall (8); DNF. Elivan Goulart (4); DNF. Douglas Ahn (3); DNF. Amy Mills (1); DNF. Rob Hines (0); DNF. Jeremy Butz (0); DNF. Chris Clarke (0); DNF. Bailey Sigler (0); DNS. Anthony Geraci; DNS. Marc Briley.

Jacobs - Reprimand per Race Director - GCR 6.11.1.A,B,D

Henderson - Reprimand per SOM - GCR 6.11.1.A

Overall Time of Race: 1:09:14.352;
Average Race Speed: 34.004 mph;
Margin of Victory: 0.003 sec;
Fastest Race Lap: DaCosta 2:16.229 (86.413 mph); **Lap Leaders:** Steyn 1-2; Pardus 3-5, 7, 11-12; Nicol 6; Bruni 8-10, 12; **Sunoco Hard Charger:** Segrini



Jay Benavolite

MID-RACE SCRAMBLE

(MAIN) Nicol (193) was one of four different leaders in the wild SM affair. (BELOW) Henderson (97) would edge both Drago (2) and Steyn on the last lap.

championships on the first two rows alone.

At the green, Steyn led the Spec Miata horde into Turn 1. Most of the field made it through the early turns before a massive shunt through the Snake section left the guardrail damaged and one car on its side. The stewards called a black flag and held the racers in the pit lane for a long while as the track was repaired.

When the cars went out to race again, the stewards set the clock for about 25 minutes of racing. With the race set to end on time, rather than laps, no one knew exactly how many laps to expect, which dramatically changed the strategic thinking by the drivers.

Restarting in single file, the cars stayed in a tight pack through the first lap, with the top four going side-by-side through the Climbing Esses. Pardus came around in the lead, chased by Bruni, Charles Mactutus, two-time Champion Jim Drago,

and Steyn. Raiden Nicol, who qualified 11th, had worked his way up to sixth, pressing Steyn for entry into the top pack, with four-time Champion Elivan Goulart watching and waiting in seventh.

After some shuffling over the next three laps, Nicol made his bid. Pushing hard into Turn 1, Nicol (2003 Miata) swept past everyone into the lead in his 2003. On Lap 8, the leaders were once again side-by-side heading up the hill, only to scatter at the Oak Tree turnaround. Steyn and Nicol went wide off at the exit, taking both drivers out of contention for the moment. Bruni took over the lead, followed by Pardus and Drago. Pardus came back to the lead heading into Turn 1 on the 11th lap, making an inside pass on Bruni.

The Miata drivers saw the white flag indicating one last chance at the beginning of Lap 12 with Pardus leading Bruni. They were followed by Steyn



Jay Benavolite

and Brian Henderson in the BDL Motorsports/PAW 2001 Miata. Pardus was leading up to the all-important Oak Tree corner, but he bobbled for a moment, scrubbing speed and giving Bruni the barest hint of an opening. On the downhill stretch out of Oak Tree, Pardus and Bruni went side-by-side, continuing doorhandle-to-doorhandle through the Roller Coaster. Pardus led coming onto the front straight, but Bruni had a run on him. At the line, the electronics registered Pardus by 0.003, but was quickly ruled a "dead heat" by officials. For Runoffs history buffs, this was a finish for the books.

"I missed the [Oak Tree] corner," Pardus said. "I thought

I had him [Bruni] for sure going into Oak Tree. I had a little rookie mistake, but I made it work."

"What could be better than getting to race with my good friend Preston on the final lap there?" Bruni laughed. "He's not an easy guy to beat. I think we both drove the worst lap of our lives in that last lap. But I was trying to get a good run on him coming down the backside, just to get alongside him."

On the last lap, Henderson worked his way around Steyn at the end to claim third place.

"I was able to squeeze out Danny there at the line," Henderson said, "So, it was just great. I couldn't ask for a better week of racing, and to cap it off with this podium means a lot to me."

The Sunoco Hard Charger award went to Jordan Rick Segrini, who started 26th and advanced to 12th by the end of the race.

—Jeff Zurschmeide



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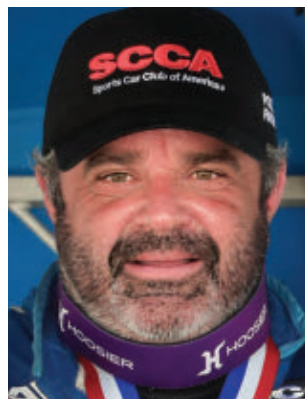
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Richard S. James



Rick Corwine

GT-3 CHAMPION

TONY AVE

Central Carolinas Region
Acura RSX

ON THE REBOUND

(MAIN) Ave (44) bounced back from his huge GT-2 disappointment with a dominant win in GT-3. (BELOW) Dernehl (63) and Montague (37) chased in vain. (BOTTOM) Sadly, Lewis (32) retired his RX-7 on lap 8.

RACE 6 | FRIDAY | SEPT. 29, 2023 | 2:00 P.M.

GT-3

If GT-3 is a throwback to the "good old days" of racing—purpose-built cars, hand built, no two alike with highly stressed, will-they-or-won't-they make it to the end motors—then its only appropriate that the class champion be a man who defines throwback: Tony Ave.

If there's a race, Tony Ave will come prepared to win it. Open wheel, GT-based, slicks, DOTs—none of it matters. Hand Ave the steering wheel, point him to the green flag, and watch what happens.

At the 2023 Runoffs, "what happened" was defending National Champ Ave winning the GT-3 race, leading flag to flag and turning the race fastest lap enroute to a 20.725sec victory margin. It was his fourth career SCCA National Championship title.

Like a true throwback, Ave can project a gruff exterior at first glance, but the win in his Acura RSX brought a twinkle to his eye.

"GT-3 is my favorite class," Ave said. "I just love these little cars—it's a mini Trans Am car, really. The harder you drive

them, the faster they go, and I've never been Mr. Finesse, so it fits my style. I really enjoy it. I enjoy racing with those guys."

Those guys include a community that has popped up in this class, which, by definition, requires tinkerers. It's no class for those who just want to arrive and drive. Jeff Dernehl, the 2019 GT-3 champion, crossed the stripe in second, and Warren Montague—who was an old-school GT-4 racer himself in the 1990s, and came back in GT-3 a year ago—finished third.

In short, it's a class made for the type of racer that Ave loves to be around. And it was a track that meant something to him now that he calls the Charlotte area home.

"This track is like my home track now, and with the Runoffs being here for the last time for a while I wanted to win one," Ave said after narrowly missing a GT-2 title earlier in the day.

Respect works both ways in this class. Dernehl, a seven-time podium finisher, was pleased with his silver medal.

"That was great," Dernehl said.

"Tony is just an animal, and [when] you're dealing with someone who's a complete professional, you don't feel too bad."

With the Runoffs returning to Road America and its long straightaways in 2024, there's even more appeal for a super light, super loud, anything-can-happen race. So, if you're a person who finds himself longing for the good old days, or a younger racer wondering what you've missed, be sure to mark the GT-3 rematch on your calendar.

—Reece White



Jay Bonvaubair



Jay Bonvaubair

GT-3 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Tony Ave/CCR (Acura RSX) 1.58.065; 2. Jeff Dernehl/Atl (Mazda RX-7) 1.59.008; 3. Warren Montague/WDC (Toyota Celica) 1.59.444; 4. Michael Lewis/CSCC (Mazda RX-7) 2.00.805; 5. Joe Kristensen/DET (Honda Civic) 2.01.882; 6. Zachary Hollingshead/Bucc (Mazda Miata) 2.02.372; 7. Chris Edens/ARK (Mazda Miata) 2.02.774; 8. Timothy Proctor/SJR (Nissan 240SX) 2.08.035; 9. Ray Stephenson/FLA (Mazda RX-7) 2.11.536.

Stephenson - Loss of qualifying 3 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

Dernehl - Loss of qualifying 3 times per Race Director - GCR 6.1.1.B

GT-3 RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Tony Ave (15); 2. Jeff Dernehl (15); 3. Warren Montague (15); 4. Zachary Hollingshead (15); 5. Ray Stephenson (14); 6. Timothy Proctor (14); 7. Chris Edens (7); 8. Michael Lewis (7); DNS. Joe Kristensen.

Overall Time of Race: 30:18.730; **Average Race Speed:** 97.090 mph; **Margin of Victory:** 20.725 sec.; **Fastest Race Lap:** Ave 1:59.872 (98.205 mph); **Lap Leaders:** Ave 1-15; **Sunoco Hard Charger:** Hollingshead

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RACE 7 | FRIDAY | SEPT. 29, 2023 | 3:00 P.M.

TOURING 4



It takes a lot of experience to win the SCCA National Championship Runoffs, right? Not if you ask the Touring 4 podium, which had a grand total of five Runoffs starts between them. And the winner, after finishing second last year, was making only his second start.

Marshall Mast was expected to star in this field, but the first sign he might not do so came in qualifying, when semi local Devin Anderson took the pole in his TechSport Racing/Red Line Oil Subaru BRZ. Anderson calls Mooresville, N.C., about two hours down the road from VIRginia

International Raceway, home, but he could probably list VIR as his second residence. His father Kevin Anderson's TechSport Racing shop is at the track, and Devin has more laps at VIR than anywhere else—and perhaps more than anyone in the field. It showed with a pole time of 2:10.514s.

Mast pushed his Phoenix Performance/Hawk/Hoosier Toyota 86 into the lead briefly in Turn 5 on the first lap, but it didn't last long, as Anderson had the lead back in short order. Mast continued to bide his time in second until the third lap when he dropped a wheel

at the exit of South Bend, spun back across the track and hit the tire barrier on driver's left.

It was the final blow in a week that Mast would like to forget, including crashing his T3 car in qualifying and losing an engine in the T4 car. Mast's crash in the T4 race brought out the race's only full-course caution.

That left Jonathan Neudorf (Neuterra Mazda Miata) to hound Anderson, and hound he did when the race resumed on lap 7. Neudorf could get alongside, and sometimes in front of Anderson, through Turns 3 and 4; but if he managed to get in front, Anderson

would have the lead again, if not by Turn 14 then by Turn 1.

Behind them, Raymond Blethen, Nick Leverone, Jaden Lander and Christian Braunlich were battling for the final step on the podium, but attacking seemed to immediately relegate a driver backward, as happened to Lander when he briefly took third from Leverone, but then slid backward several positions. Leverone was next to lose contact with the fight at the front, as Blethen and Braunlich got past. Braunlich chased Blethen in a battle of Mazda RX-8s until Blethen had a little bobble in Turn 10 and Braunlich took third.



Jeff Loewie

LOCAL HERO

Runoffs sophomore Anderson (11) has a wealth of experience at VIR, and used it to good effect, leading all but a few hundred yards of the T4 15-lapper, withstanding relentless pressure from behind.

On the penultimate lap, Neudorf made a now-or-never move starting in Turn 3 and finishing the pass in Turn 5. But it was for naught, as Anderson motored by him on the back straight.

The race was far from settled, though.

Braunlich's Eckerich Race Eng/Mazda/Hoosier RX-8 had been closing in and, on the final lap, passed Neudorf headed to Turn 14. That set up a monster run through Hog Pen onto the front straight. Braunlich, in his first Runoffs, was on

Anderson's bumper and pulled out as they approached the checker; Braunlich might have had him by Turn 1 but didn't get there before the stripe. Local knowledge had won out.

"It was scary watching that RX-8 barrel down on me at the end," declared Anderson, who led every lap and also set the race's fastest lap. "I just want to say, amazing race by all my competitors. It was a very tough race to win, took a lot of consistency, digging deep to try and stay ahead of these guys."

Braunlich had no pre-race thoughts of battling for the win: "I was not expecting this coming in. I didn't really think it'd be a race for a podium position. My whole goal coming into this was a top five."

Neudorf had a podium in his first appearance in T4 at the Runoffs, having competed in Spec Miata last year. Blethen and Kevin Fryer (Mazda MX-5) rounded out the top five.

—Richard S. James



Jeff Loewie

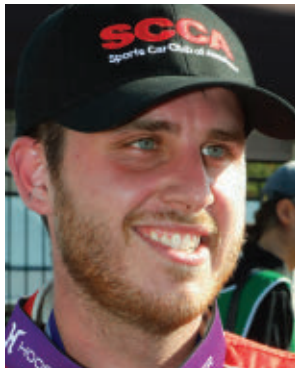
HOT PURSUIT

(ABOVE) Neudorf (95) finally slipped by on lap 14, only to be quickly re-passed. (BELOW) Braunlich (83)'s last-corner momentum took him to within 0.075 sec.

T4 CHAMPION

DEVIN ANDERSON

North Carolina Region
Subaru BRZ



Rick Corwine



John W. Wilmoth

T4 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Devin Anderson/NCR (2019 Subaru BRZ) 2:10.514; 2. Marshall Mast/PHL (2017 Toyota 86) 2:10.810; 3. Nick Leverone/NER (2013 Subaru BRZ) 2:10.924; 4. Raymond Blethen/NER (2004 Mazda RX-8) 2:10.998; 5. Jaden Lander/NYR (2006 Mazda MX-5) 2:11.086; 6. Jonathan Neudorf/PAZS (2005 Mazda Miata) 2:11.190; 7. Christian Braunlich/CCR (2009 Mazda RX-8) 2:11.393; 8. Christopher Windsor/WDC (2006 Mazda MX-5) 2:11.515; 9. Kevin Fryer/WDC (2006 Mazda MX-5) 2:11.548; 10. Stephen Blethen/NER (2009 Mazda RX-8) 2:11.916; 11. Sergio Zlobin/Hous (2009 Mazda MX-5) 2:12.080; 12. Paolo Salvatore/Hous (2010 Ford Mustang V6) 2:12.124; 13. Jeremy Butz/WDC (2012 Mazda MX-5) 2:12.219; 14. Richard Astacio/NER (2007 Mazda MX-5) 2:12.732; 15. Owen Schefer/WDC (2004 Mazda RX-8) 2:13.201; 16. Jeff Giordano/NCR (2011 Mazda MX-5) 2:13.249; 17. Brent Simonson/WDC (2005 Mazda RX-8) 2:13.634; 18. Ayden Rose/NYR (2006 Mazda MX-5) 2:13.809; 19. Ken Lendrum/MHR (2017 Subaru BRZ) 2:16.208; 20. Ron Munnerlyn/NCR (2014 Mazda MX-5) 2:16.537; 21. Morgan Mehler/NCR (2006 Mazda MX-5) 2:16.703; 22. Christopher Deen/NCR (2013 Scion FR-S) 2:17.226; 23. Mathew Milford/NCR (2009 Honda Civic Si) 2:17.995; 24. John McLendon/NCR (2006 Mazda MX-5) 2:19.922.

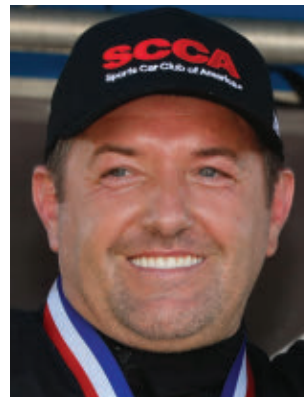
T4 RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Devin Anderson (15); 2. Christian Braunlich (15); 3. Jonathan Neudorf (15); 4. Raymond Blethen (15); 5. Kevin Fryer (15); 6. Sergio Zlobin (15); 7. Nick Leverone (15); 8. Jaden Lander (15); 9. Richard Astacio (15); 10. Stephen Blethen (15); 11. Owen Schefer (15); 12. Christopher Windsor (15); 13. Jeff Giordano (15); 14. Paolo Salvatore (15); 15. Ayden Rose (15); 16. Brent Simonson (15); 17. Ron Munnerlyn (15); 18. John McLendon (15); 19. Morgan Mehler (15); 20. Ken Lendrum (13); 21. Jeremy Butz (8); DNF. Christopher Deen (5); DNF. Marshall Mast (2); DNS. Mathew Milford.

Overall Time of Race: 40:13.776;
Average Race Speed: 73.155 mph;
Margin of Victory: 0.075 sec;
Fastest Race Lap: Anderson 2:11.962 (89.207 mph); **Lap Leaders:** Anderson 1-15; **Sunoco Hard Charger:** McLendon



Jeff Loewe



Rick Corwine

P2 CHAMPION

LUCIAN PANCEA

Lone Star Region
Stohr WF1 Kawasaki

RACE 8 | FRIDAY | SEPT. 29, 2023 | 4:00 P.M.

PROTOTYPE 2

Prototype 2 is always among the fastest classes at the Runoffs, and this year was no exception. By the end, the top five finishers had all driven laps under the existing P2 track record. Lucian Pancea was the fastest in his Young Racing/Newport Villa/LuckorL Stohr WF1 Kawasaki, setting the fastest race lap at 1:48.829, which was more than half a second faster than the second-best lap, also under the record, turned in by Tony Ave's Stohr WF1 Suzuki.

Two-time National Champion Greg Gyann had qualified his Gyor International Stohr WF1 Suzuki on the Tire Rack Pole but did not better the 1:47.566 qualifying record. Outside on the front row was Tim Day, Jr. (Goodyear/GDRE/Summit/Hawk Stohr WF1 Suzuki) while the second row was occupied by Sherman Chao (Stohr Suzuki) with Pancea on the outside.

When the green flag fell, the 10 chasers slotted neatly into place behind Gyann in qualifying order, except fifth-qualifier Ave got around Pancea early. On

the second lap, once the tires were warmed, Day passed Gyann for the lead while Ave and Pancea battled it out for fourth. On Lap 6, Gyann made a move to re-take the lead around the outside in Turn 1, but spun, rejoining a long way back in sixth.

"Turn 1 is usually a good turn for me," the Illinois driver explained after the race. "I'm usually pretty good around the outside there, but I dropped the back left wheel off. I almost had it, but then lost it. Sadly, almost doesn't count."

Gyann's excursion left Day with a 2-second lead over Chao, followed by Ave and Pancea another second behind.

In the eighth lap, Ave bobbled exiting the treacherous Oak Tree corner, and Pancea was ready to pounce. Getting a run down the hill, Pancea went right by Ave and then continued on to pass Day as Chao drove off in Hogpen, the corner leading onto the front straight.

As the second half of the race wore on, Day was all over the back of Pancea, looking

for any weakness to provide an opportunity to pass. Ave set himself up in third place, followed by a resurgent Gyann and then Chao. On Lap 10, Day got around Pancea on the front straight, but Pancea took it back in the next lap, while Gyann passed Ave to take up third position.

At the checkered flag, it was Pancea by a scant 0.063sec over Day, with Gyann third. Ave and Chao rounded out the top five.

THE BACK AND FORTH

(MAIN) Pancea (99) timed his passing moves perfectly on a run from fourth to first. (BELOW) Day Jr. (8) led more laps, but rival Pancea led the lap that mattered.



Jeff Loewe

"Man, it's fantastic," Pancea enthused. "I have no words. It was a tough race starting fourth, but I knew if I kept my head in the game, I could make it happen."

—Jeff Zurschmeide

P2 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Greg Gyann/CHI (Stohr WF1 Suzuki) 1:48.590; 2. Tim Day Jr/SFR (Stohr WF1 Suzuki) 1:48.770; 3. Sherman Chao/CFR (Stohr WF1 Suzuki) 1:49.096; 4. Lucian Pancea/LnSt (Stohr WF1 Kawasaki) 1:50.220; 5. Tony Ave/CCR (Stohr WF1 Suzuki) 1:50.260; 6. Mike Reupert/Milw (Stohr WF1 Suzuki) 1:50.575; 7. Bart Wolf/Milw (Ligier JS49 Honda) 1:51.077; 8. Peter Shadowen/FLA (West WX10 Suzuki) 1:51.092; 9. Thomas Kaufman/FLA (Stohr 01D Suzuki) 1:53.623; 10. Michael Moulton/NCR (Stohr WF1) 1:54.298; 11. Richard Colburn/CIN (Nostendo 1 Suzuki) 1:58.755; 12. AJ Snyder/CCR (Stohr WF1 Suzuki) 2:03.595.

Reupert - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

P2 RACE

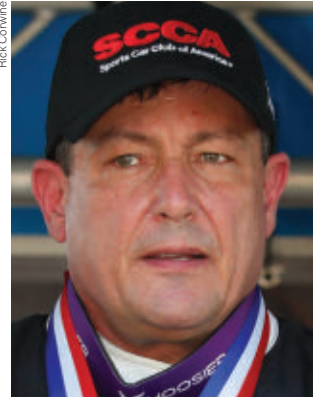
Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Lucian Pancea (15); 2. Tim Day Jr (15); 3. Greg Gyann (15); 4. Tony Ave (15); 5. Sherman Chao (15); 6. Bart Wolf (15); 7. Thomas Kaufman (15); 8. AJ Snyder (15); 9. Mike Reupert (8); 10. Richard Colburn (7); DNF. Michael Moulton (6); DNS. Peter Shadowen.

Overall Time of Race: 27:40.802;
Average Race Speed: 106.322 mph;
Margin of Victory: 0.063 sec.;
Fastest Race Lap: Pancea 1:48.829 (108.170 mph); **Lap Leaders:** Day Jr. 1-7, 9; Pancea 8, 10-15; **Sunoco Hard Charger:** Snyder

Rupert Berrington



Rick Corvine


P1 CHAMPION
TODD VANACORE

 Central Florida Region
 Elan DP02 Mazda

RACE 9 | FRIDAY | SEPT. 29, 2023 | 5:00 P.M.

PROTOTYPE 1

A rocket of a start by Jim Devenport to move his Cranbrook Group Inc. Elan DP02 Mazda from fifth to the back of Tire Rack Polesitter Todd Vanacore's Elan DP02 Mazda set up a first-lap incident that changed the course of the Prototype 1 race, although exactly how wasn't clear at the time.

Devenport stayed on Vanacore's tail for most of the first lap before attempting a move as they entered Turn 14. Devenport moved left, but there wasn't quite enough room, and after putting the left-side tires in the dirt, came back on track and made contact with Vanacore's Elan. Devenport's right front hit Vanacore's left rear and spun Vanacore. The polesitter was now last, and Devenport was leading.

After the race, Vanacore and Devenport voiced different opinions of the incident. Stewards would eventually decide that Vanacore's was the correct one, but it wouldn't have mattered much had Vanacore not had a stellar recovery drive through the field.

Up front, Devenport was far from assured of finishing first. Lee Alexander was the first to take the lead from him, taking advantage of Devenport fumbling with a dash data unit that had come loose. The Tennessean's lead lasted only one lap, though, as on Lap 3, he went wide at Oak Tree, bottoming out on the exit curb and spinning across the track. Greg Case spun at about the same time, and then later rolled to a stop, bringing out a full-course caution.

On the restart to begin Lap 7, Chip Romer took the point, which he held for four laps until Devenport got back by on the front straight as the ninth lap began. Devenport would not be headed again.

Meanwhile, Vanacore fifth at the restart, dispatched Jason Miller in short order, then John McAleer to take third. He was stuck behind Romer until Romer's engine expired and Vanacore advanced to second, falling just nine seconds short of completing his comeback.

However, the stewards decided the first-lap incident wasn't just racing, and penalized Devenport

one position—a tough result for the Californian whose Elan Mazda “was just a pile of parts” only weeks before, following an incident at Road America.

The decision gave the 2023 P1 National Championship to Vanacore—his first Runoffs gold.

“I'd rather have crossed the line first, but there's no doubt I had the car to beat,” said the Floridian.”

Jason Miller finished third in the unique Kohler/Millennium/Hoosier Wynnurfst WF1 Kohler.

“The car wasn't quite there, but we're really happy,” said Miller. “We

P1 IN P1

(MAIN) Vanacore (19) was the fastest man on track, charging heroically from last to first. (BELOW) Devenport (23)'s lap 1 lunge for the lead came with a cost.

Jeff Loewie



just didn't have a lot of testing time this whole Runoffs and it did as well as I could drive it. We're real excited to bring it back to Elkhart Lake.”

Vanacore set the fast lap, and John Manfroy was the Sunoco Hard Charger, moving up from 10th to fifth.

—Richard S. James

P1 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Todd Vanacore/CFR (Elan DP02 Mazda) 1.42.602; 2. Chip Romer/SFR (Elan DP02 Mazda) 1.42.783; 3. Lee Alexander/TEN (Stohr WF-Z Kawasaki) 1.43.173; 4. John McAleer/Atl (Elan DP02 Mazda) 1.43.260; 5. Jim Devenport/SFR (Elan DP02 Mazda) 1.43.549; 6. Jason Miller/Milw (Wynnurfst WF1 Kohler) 1.45.745; 7. Matthew Gendron/NER (Downing Atlanta Peach Mazda) 1.47.892; 8. Todd Parks/NER (Stohr WF1 Suzuki) 1.50.295; 9. Greg Case/CILL (Stohr WF1 Suzuki) 1.52.274; 10. John Manfroy/SFR (Stohr WF1 Suzuki) 1.54.394.

P1 RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Todd Vanacore (15); 2. Jim Devenport (15); 3. Jason Miller (15); 4. Todd Parks (15); 5. John Manfroy (15); 6. Chip Romer (13); 7. John McAleer (11); 8. Lee Alexander (8); DNF. Greg Case (3); DNS. Matthew Gendron.

Devenport - Loss of 1 position per Race Director - GCR 6.11.1.A,D

Overall Time of Race: 30:33.367; **Average Race Speed:** 96.315 mph; **Margin of Victory:** NA; **Fastest Race Lap:** Vanacore 1:44.329 (112.835 mph); **Lap Leaders:** Devenport Jr, 1, 3-5, 10-15; Alexander 2; Romer 6-9; **Sunoco Hard Charger:** Snyder

RACE 10 | SATURDAY | SEPT. 30, 2023 | 9:15 A.M.

TOURING 1

In recent years, Touring 1 has usually been one of two stories: Either Andrew Aquilante cruises to a victory in his Phoenix Performance/Hoosier/Hawk Ford Mustang, or something breaks and Mark Boden wins. This year was the former, as Aquilante led from Tire Rack Pole to checker for his 14th Runoffs gold medal.

It might have ended up differently, as the venerable Mustang was sounding a little rough on the victory lap, but it held on. And Aquilante, at least at first, didn't put a big gap on the field either.

"That car is big and heavy [and has] a smaller tire than everybody else, comparatively, so race pace is always a concern," said Aquilante. "A lot of people say, 'Oh, my god, you hit your marks every lap!' but that's what you've got to do. And the first few laps, I'm like, 'OK, feels OK,' but I'm looking back, going, 'S--t. He's still there.' I'm thinking I'm not going to be able to keep this pace up.

"About Lap 5, all of a sudden I think the tire pressures came in. 'All right, let's go, let's go!' And kept cranking them out."

Behind him, Boden was looking for a way past second-qualifier James Candelaria; it came a little easier than he expected when Candelaria missed a shift in the Candelaria Racing Products Corvette coming onto the back straight on the first lap.

"It's disappointing because

I thought me and Mark would have a great race, but I missed that shift," explained Candelaria, who held on to finish third.

"But you know what? It brings me a lot of pleasure to be able to run with the top dogs in T1. I mean, Mark and Andrew are perennial winners, so just being up here with them is an honor."

"James missed a shift and

I was able to get by him. He gave me enough room," added Boden. "I'm like, 'How far is he going to take me into 14?' He knew he made the mistake and made sure that, early in the race, we didn't take each other out."

Boden was able to put some distance between his Fall-Line Motorsports BMW E92 M3 and Candelaria, but really had



Rick Corwine

ALL THE LONELY PEOPLE

(ABOVE) Neither Boden's well-driven BMW (46) nor (BELOW) Candelaria's potent and menacing Corvette (134) had anything for Aquilante's fleet Phoenix Racing Mustang on the day. They finished well adrift in second and third, respectively, after lonely runs.



John W. Wilmeth

Jeff Loewe

UNSTOPPABLE

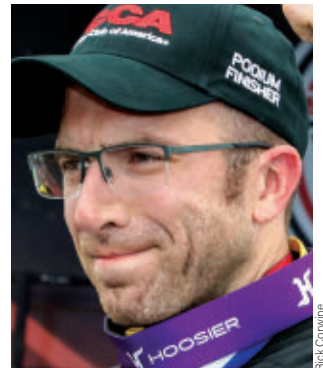
On the pole, led every lap, fastest race lap, 13-plus-second margin of victory over some of the best in the sport—for now, there is no stopping 14-time Runoffs Champion Andrew Aquilante (33).



T1 CHAMPION

ANDREW AQUILANTE

Philadelphia Region
Ford Mustang



Rick Corwine



THAT'S ENTERTAINMENT

(BELOW) The irrepressible Ave (44) hopped into his T1 Merc AMG on Saturday morning, his third 2023 Runoffs start a tough—and entertaining!—scrap for fourth throughout with Stewart's BMW (23).



John W. Wilmoth

nothing for Aquilante once the Mustang's rubber came in.

"[Aquilante] is so good.

And he's got that car dialed: It puts power down so well. When you get later in the race when you're just fighting to put the power down, and you see him just hooking up and lifting a tire and going, it's really pretty cool," Boden said.

One of the best battles on track for much of the race was between Tony Ave (Mercedes-AMG GT4) and Hugh Stewart (BMW E46 M3), which Ave claimed at the checker.

—Richard S. James

T1 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time:

1. Andrew Aquilante/PHL (2014 Ford Mustang) 1:54.520; 2. James Candelaria/CFR (2005 Chevrolet Corvette) 1:55.893; 3. Mark Boden/CHI (2009 BMW E92 M3) 1:55.952; 4. Tony Ave/CCR (2019 Mercedes Benz AMG GT4) 1:56.525; 5. Hugh Stewart/NER (2003 BMW E46 M3) 1:58.257; 6. Ann Doherty/Nwst (2021 Porsche Cayman) 1:58.321; 7. Thad Berger/Nwst (2020 Porsche Cayman) 1:59.463; 8. Scotty B White/Nwst (Dodge Viper SRT RT-10) 1:59.709; 9. Brian Goodman/NER (2004 BMW E46 M3) 2:00.294; 10. Dustin Cornell/WDC (2014 Ford Mustang GT) 2:00.391; 11. Paolo Salvatore/Hous (2017 Ford Mustang FP350S) 2:00.427; 12. Robert Korzen/WDC (2013 Ford Mustang) 2:01.633.

Korzen - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

T1 RACE

Race 15 laps, 49.05 Miles: Pos.

Driver (Laps): 1. Andrew Aquilante (15); 2. Mark Boden (15); 3. James Candelaria (15); 4. Tony Ave (15); 5. Hugh Stewart (15); 6. Scotty B White (15); 7. Dustin Cornell (15); 8. Paolo Salvatore (15); 9. Thad Berger (15); 10. Robert Korzen (15); 11. Brian Goodman (14); 12. Ann Doherty (9).

Overall Time of Race: 29:05.593; **Average Race Speed:** 101.158 mph; **Margin of Victory:** 13.359 sec.;

Fastest Race Lap: Aquilante 1:55.488 (101.933 mph); **Lap Leaders:** Aquilante 1-15; **Sunoco Hard Charger:** Cornell

RACE 11 | SATURDAY | SEPT. 30, 2023 | 10:15 A.M.

E PRODUCTION

The livestream commentators engaged in a lively discussion about SCCA racing in general prior to the E Production start, and one noted the longevity of the Production classes, calling them “the core of SCCA Club Racing.” Looking back at the results of the first National Championships in 1964, the only classes that have continued since that time are E, F, and H Production.

Indeed, Production racing is certainly at the core of SCCA racing.

Greg Ira’s EP pole-winning Blue Oceans Yachting BMW Z3 2.5L has been competing for only a fraction of those 60 years, but it’s been on pole before and took its builder and previous driver—Jesse Prather—to three consecutive EP championships. This year, though, Prather was at the Runoffs in a supporting role for several competitors for whom he has built or maintains cars.

With two-time Champion Ira, Prather’s winning BMW was in very capable hands. But it was John Hainsworth who put his Turf Trade/Hoosier/Carbotech Mazda RX-7 convertible on the Tire Rack Pole a little more than 0.1 sec faster than Ira.

Peter Norton was a surprise third fastest—Caterham/Lotus 7s are not known for their speed on long straights. Jon Brakke, in another BMW Z3, was on the outside of the second row. Less than two seconds covered the top four cars. It was

another two seconds to the fifth car on the grid, the NC Region Scholarship Program BMW Z3 of Doug Piner.

Hainsworth made a solid start and the top-three qualifiers speed away in that order, with Brakke falling back, saying he believed that the gap “was due to [his] excess caution on the start.” On the second lap, Jeff Young spun his Lemmy Kilmister Triumph TR8 in the Snake and was hit by two competitors, spreading debris across the course. (No serious injuries were reported.)

A red flag was immediately thrown, since the course was blocked, and the remaining competitors stopped where they were on course. It was a long red flag, followed by a black flag which allowed the cars to be driven into the pits and put

“I got to Ira’s bumper 100 feet too soon, and with a big head of steam, it was hit him or bail...”

JOHN HAINSWORTH

back in the proper order. When they moved the cars forward to make room for the re-ordering, Hainsworth’s Mazda did not want to start. He was pushed by grid personnel, and he kept the car running until they went back on course.

With the 40-minute race time nearly out, the cars were put back on track and given another 15 minutes or so of time. Hainsworth kept the lead with Ira, Norton, and Brakke right behind. Apparently Brakke did not use “excess caution” at the restart.

Working the sixth lap, of what would be an eight-lap race, Ira



EP CHAMPION

GREG IRA

Florida Region
1999 BMW Z3 2.5L

JUST NO TIME

(BELOW) The long delay to clear crash damage ruined what could have been an especially exciting EP battle. Despite a “cautious” start, three-time National Champion Brakke (89) turned on the hustle after the restart and gave BMW a fighting 1-2 finish.



Jay Benavoli



Rick Corwine



Jeff Loewie

BACK TO THE FUTURE

(MAIN) A now-familiar 2.5-liter BMW Z3 notched its fourth consecutive Runoffs victory, driven superbly in the much-abbreviated race by Greg Ira instead of its builder, triple-Champ Jesse Prather, who convinced the Floridian to use it for a Runoffs return.

EP QUALIFYING

Qualifying Pos. Driver/Region (Car)

Best Time: 1. John Hainsworth/SJR (1990 Mazda RX-7) 2.03.215; 2. Greg Ira/FLA (1999 BMW Z3 2.5L) 2.03.343; 3. Peter Norton/NCR (2000 Lotus/Caterham 7 America) 2.04.829; 4. Jon Brakke/LOL (1999 BMW Z3 2.5L) 2.05.146; 5. Doug Piner/NCR (1999 BMW Z3 2.5L) 2.07.539; 6. Austin Bradshaw/Ore (1982 Mazda RX-7) 2.09.141; 7. Jeff Young/NCR (1980 Triumph TR8) 2.09.434; 8. Heikki Silegren/CHA (1973 Nissan 240Z) 2.09.451; 9. Don Tucker/MIDS (1995 Mazda Miata) 2.10.413; 10. Lance Loughman/WMR (1973 Nissan 240Z) 2.11.214; 11. David Spillman/CCR (1994 BMW 325i/is) 2.11.291; 12. Steve Rose/CCR (1987 Mazda RX-7) 2.12.114; 13. Sean Saggese/Bucc (1986 Mazda RX-7) 2.13.216; 14. Greg Amy/NER (2008 Honda Civic Si) 2.13.362; 15. Mark Weber/STL (1993 Mazda Miata) 2.15.150; 16. Matthew Fritz/CFR (1993 BMW 325i/is (E36)) 2.15.151; 17. Michael Cooke/NCR (1988 Mazda RX-7) 2.16.096; 18. Ron Earp/NCR (1998 Ford Mustang) 2.16.203; 19. Mark Bradley/NCR (1998 BMW Z3 2.8L) 2.17.822; 20. Steve Eckerich/CCR (1990 Mazda RX-8) 2.17.917; 21. Anthony Parker/NER (1970 Triumph GT6) 2.18.019; 22. John Bell/CFR (1989 Mazda RX-7) 2.19.548; 23. Yuri Collazos/FLA (1984 Mazda RX-7) 2.19.725; 24. Steve Shelton/CFR (1994 BMW 325i/is (E36)) 2.21.597.

Eckerich - Loss of qualifying 1 times - Car Change

EP RACE

Race 8 laps, 26.16 Miles: Pos. Driver (Laps)

1. Greg Ira (8); 2. Jon Brakke (8); 3. Peter Norton (8); 4. Doug Piner (8); 5. Heikki Silegren (8); 6. Austin Bradshaw (8); 7. Don Tucker (8); 8. Steve Rose (8); 9. Sean Saggese (8); 10. Matthew Fritz (8); 11. Steve Eckerich (8); 12. Ron Earp (8); 13. Anthony Parker (8); 14. Michael Cooke (8); 15. Mark Bradley (8); 16. John Bell (8); 17. Mark Weber (8); 18. John Hainsworth (7); 19. Lance Loughman (7); DNF. Jeff Young (1); DNF. David Spillman (1); DNF. Greg Amy (1); DNF. Yuri Collazos (0); DNS. Steve Shelton.

Young - 3-event probation per SOM - GCR 6.11.1A

Overall Time of Race: 50:28.473;
Average Race Speed: 31.097 mph;
Margin of Victory: 2.588 sec;
Fastest Race Lap: Ira 2:04.050 (94.897 mph) **Lap Leaders:** Hainsworth 1-5; Ira 6-8; **Sunoco Hard Charger:** Eckerich

CROWD PLEASER

(BELOW) Clearly a fan favorite, Norton's Y2K Caterham (5) was stunningly quick all week long, qualifying and finishing a strong third.



Jay Bonvolont

made his move. "I made the over-under move [at Turn 1] which I've worked on for a long time," said Ira. It was perfect—outside at the entry to Turn 1, then diving to the inside at the exit, sweeping into the lead. Norton and Brakke were losing contact with the leaders, but Brakke got past Norton's Wilson Motor Company/Omer Norton Lotus/Caterham 7 in the Climbing Esses. The two of them raced hard together until the end.

Hainsworth had one more shot at Ira. "On the last lap, I was fully committed in the Climbing Esses to set up a pass in South Bend. I knew it was my last shot.

I had a great run up the Esses but got to Ira's bumper about 100 feet sooner than I was expecting and with a big head of steam. It was either hit him or bail. I bailed left, got my tires in the marbles, and went for a ride through the grass after putting two off."

Ira took the checker with a significant lead on Brakke and Norton, who were in turn clear of Piner and Heikki Silegren (Nissan 240Z).

A short race, but intense. All the finishers—including winner Ira—would have liked to have raced for all 15 laps.

—J. Michael Hemsley



RACE 12 | SATURDAY | SEPT. 30, 2023 | 11:15 A.M.

SUPERTOURING LITE

At the end of qualifying, it looked like Danny Steyn would have this year's Super Touring Lite championship race all his own way. Driving his now-familiar Ocean Machinery/OPM/Nelson/G-Loc Mazda MX-5, Steyn laid down a qualifying time of 2:05.779 for the Tire Rack Pole, a full second and a half faster than second-place qualifier Joe Moser in the Hoosier/King Motorsports/Carbotech Honda CRX Si. And that was no fluke – Steyn was consistently about 1.5sec faster in all three sessions, in a variety of conditions.

Behind Steyn and Moser on grid were Mike Taylor in the JustTrackIt/E3 Storage Alpharetta Acura Integra and Max Gee in the Hoosier/Carbotech/Winter Snowplows Honda Prelude. The third row was filled by the No. 57 of Chuck Hines (we see what you did there, Chuck)—the Auto Business Inc./Slim Chance Mazda MX-5—and Jose Osiris Peña's Mas Race Team Honda CRX.

When the race was flagged green, Moser jumped out ahead and Steyn took up second place heading into Turn 1. Steyn, however, made his move in the

second half of the lap, going to the inside in the last turn, Hogpen, and accelerating onto the front straight in the lead.

Steyn and Moser traded positions just about every lap through the first half of the race, seeing more of each other's door handles than they did through the windshield or the mirrors. Visibly, Steyn stopped fighting for a few laps toward the end of the race, clearly preparing for a last-lap shootout with the speed he had proven all week.

Meanwhile, Taylor and Peña were engaged in a similar knock-down, drag-out battle

for the last step of the podium. The two seemed connected by a bungee cord as they battled through the full 15 laps.

On the last lap, everyone watching held their breath, waiting for a bold move from Steyn...that never came. Moser led the way to the flag, the margin of victory a mere 0.130 sec. Peña finished third, 24sec behind Steyn, but just half a second ahead of Taylor, while Gee rounded out the top five.

Brad Williams earned the Sunoco Hard Charger award, moving his Peak Environmental Mazda Miata from 20th on grid to 16th overall.



Rick Corwine

HEART STOPPING

After nearly 14 laps of pass and repass, the VIR Saturday crowd held its collective breath through the whole 15th. At the flag, the Texas Honda (36) edged the polewinning Florida Mazda (9) by the thickness of a bumper—0.13 sec.

Notably, all three podium finishers beat the existing racing lap record, now held by Moser at 2:06.682.

"I can't tell you how relieved I am to be sitting here right now with a still-clean car," said runner-up Moser. "No hits in this race. Racing against a guy like Danny Steyn just makes it all worth it. That's what you come to the Runoffs for. It was awesome."

Steyn was similarly gracious: "Damn, I have never worked that hard in a race car in my entire life. Joe Moser is a hell of a driver. I've had some great Spec Miata races, but in terms of STL, this was freaking epic."

Asked about the last lap, Steyn revealed the reason he couldn't make a move. "I run about 400 pounds heavier than Joe does, so my tires go off more quickly. My car works at wide

open throttle, you just stand on it. But I couldn't do that because I was just snapping and so I had to feed in the throttle. I could never get the run I wanted."

Moser seemed to know that and had planned his race around it.

"Danny and I have been racing together in STL since 2020," Moser said. "I thought maybe with my race setup, I'd have a little on him because his car sometimes has a tendency to fall off from its qualifying speed during the race."

—Jeff Zurschmeide



Jeff Loewer

STL QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Danny Steyn/FLA (Mazda MX-5) 2.05.779; 2. Joe Moser/DET (Honda CRX Si) 2.07.215; 3. Mike Taylor/Atl (Acura Integra) 2.07.929; 4. Max Gee/NEO (Honda Prelude) 2.08.580; 5. Chuck Hines/NCR (Mazda MX-5) 2.09.150; 6. Jose Osiris Pena/GPR (Honda CRX) 2.09.435; 7. David Palfenier/CHI (Mazda MX-5) 2.09.785; 8. Amy Mills/Nwst (Mazda Miata) 2.11.485; 9. Jon Sewell/FLA (Acura Integra Type R) 2.11.909; 10. Nathan Pring/NCR (Ford Mustang) 2.12.357; 11. Zsolt Ferenczy/Atl (Acura Integra GSR) 2.12.369; 12. Austin Hilliard/SCR (Honda S2000) 2.13.353; 13. Theodore Cahall/WDC (Mazda Miata) 2.14.143; 14. Brian Hooper/NCR (Honda Civic Si) 2.15.081; 15. Michael Sperber/NCR (Ford Focus zx3) 2.15.176; 16. Robert McManus/CCR (Mazda RX-8) 2.15.922; 17. Steve Hunt/WDC (Mazda Miata) 2.16.322; 18. Neil Gueldner/NCR (Mazda RX-7) 2.16.389; 19. Chris Clarke/CFR (Mazda MX-5) 2.18.161; 20. Brad Williams/WDC (Mazda Miata) 2.19.722; 21. Dan Harding/NEO (Mazda Miata) 2.20.617; 22. Whitfield Gregg/NYR (Mazda Miata) 2.21.555.

Harding - Loss of qualifying 3 times per Race Director - GCR 9.1.4.2.F.1

Hilliard - Loss of qualifying 2 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

STL RACE

Race 15 laps, 49.05 Miles: Pos.

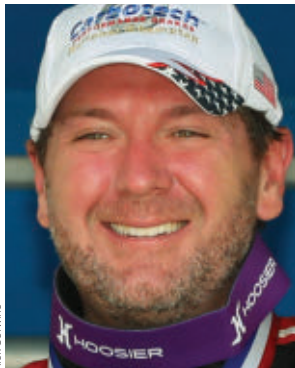
Driver (Laps): 1. Joe Moser (15); 2. Danny Steyn (15); 3. Jose Osiris Pena (15); 4. Mike Taylor (15); 5. Max Gee (15); 6. Chuck Hines (15); 7. Jon Sewell (15); 8. Zsolt Ferenczy (15); 9. Nathan Pring (15); 10. Amy Mills (15); 11. Brian Hooper (15); 12. Theodore Cahall (15); 13. Austin Hilliard (14); 14. Robert McManus (14); 15. Neil Gueldner (14); 16. Brad Williams (14); 17. Dan Harding (14); 18. Whitfield Gregg (14); 19. Steve Hunt (8); DNF. David Palfenier (1); DNS. Michael Sperber; DNS. Chris Clarke.

Overall Time of Race: 31:55.016;
Average Race Speed: 92.208 mph;
Margin of Victory: 0.130 sec.;
Fastest Race Lap: Moser 2:06.682 (92.926 mph); **Lap Leaders:** Steyn 1-2, 4, 7; Moser 3, 5-6, 8-15; **Sunoco Hard Charger:** Williams

STL CHAMPION

JOE MOSER

Detroit Region
 Honda CRX Si



Rick Corwine

MANO A MANO

(BELOW) In the early laps, Pena (199) found a way past fourth-place qualifier Gee (22). But it was Taylor (39, ABOVE) who most seriously threatened Pena's advances, the CRX and Integra dueling as fiercely as the leaders. Taylor finished just half a second short of a podium finish.



Jay Bonvuloir

RACE 13 | SATURDAY | SEPT. 30, 2023 | 1:00 P.M.

SPEC RACER FORD GEN3

The grid of any Spec Racer Ford Gen3 race at the Runoffs is a "Murderers' Row" of past National Champions and serious contenders. This year's field collectively held 11 past National Chams, 49 past podium finishes, and 291 Runoffs starts. An experienced field and a clean, dry track make for a close race, and this year's SRF3 contest was one to remember.

On the Tire Rack Pole was 17-year-old Morgan Burkhard in the Dog Gone Racing/Kids Sea Camp/OG car. A Washington D.C. Region member, VIR is West Virginian Burkhard's local track, and he lapped it at 2:03.842. Not bad for his first Runoffs start.

Burkhard was just a hair under half a second faster than 10-time Runoffs veteran and Friday's FE2 winner Charles Russell Turner (also a D.C. Region member) in second position with his No. 23 SRF3. On the second row, sat the Salt Stick/Sim Seats machine piloted by David Ogburn (six career Runoffs starts) and Franklin Futrelle in the Comprint Motorsports/Meco Inc. SRF3 (also six career Runoffs races plus two championships). In the third row, were Bobby Sak and Brian Schofield, each with two prior Runoffs victories.

After a clean start, Turner and Futrelle wasted no time getting around Burkhard, and then Ogburn took up third place, with four-time Champion John Black coming up from the fifth row to slot into fifth. Futrelle took

over the lead in the second lap and held it until Turner went back ahead on Lap 5, Ogburn holding third and Burkhard fourth. Futrelle passed Turner again before the end of that lap and traded the lead with Turner several times over the next five laps.

On Lap 11, things started to get serious as Ogburn took over second place, and then both Ogburn and Turner trained past Futrelle on the downhill run to Hog Pen. Burkhard stubbornly held onto fourth as Caleb Shrader came up to claim fifth position.

Sadly, Burkhard pulled off track with a smoking rear tire at South Bend on the next lap, leaving the top three all alone to hammer out podium finishes in the closing few minutes.

All three leaders went side-by-side going into Turn 1 on the 13th lap, with Futrelle

and Turner continuing parallel through Turns 2, 3, and 4. The cars went three wide again in the Uphill Esses before encountering lapped traffic at South Bend.

As the white flag signaled the last lap, Turner grabbed the lead heading into Turn 1, and the three were again nose-to-tail heading up to Oak Tree. Futrelle grabbed the lead in South Bend, and Turner seemed to balk momentarily, allowing Ogburn to take second. After that, it was an easy ride down the hill to the checker, with Futrelle eking out a 0.359sec margin of victory over Ogburn, and Turner crossing

"This race was pretty flawless by all of us. This is how all Spec Racer races should be."

FRANKLIN FUTRELLE

BATTLE STARS

(MAIN) On the last lap, Futrelle (97) and Ogburn (108) swept past Turner (23) into the lead in South Bend. The latter, though, lost his bronze medal to a post-race penalty. (BELOW) The beloved "Father of Spec Racer," Bill King, sends them off.



Jeff Loewie

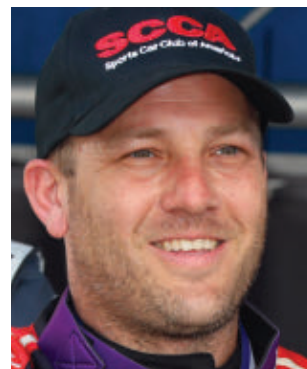
Rupert Barrington



SRF-3 CHAMPION

FRANKLIN FUTRELLE

Atlanta Region
SCCA Spec Racer Ford Gen 3



Rick Corwin



SRF3 QUALIFYING

Qualifying Pos. Driver/Region

(Car) Best Time:** 1. Morgan Burkhard/WDC 2.03.842; 2. Charles Russell Turner/WDC 2.03.890; 3. David Ogburn/WTex 2.03.904; 4. Franklin Futrelle/Atl 2.03.911; 5. Brian Schofield/CFR 2.03.996; 6. Bobby Sak/DET 2.04.085; 7. S Sandy Satullo III/NEO 2.04.174; 8. Caleb Shrader/Ore 2.04.259; 9. John Black/SFR 2.04.328; 10. Denny Stripling/Tex 2.04.507; 11. Justin Claucherty/DET 2.04.904; 12. Todd Vanacore/CFR 2.04.915; 13. Robeson Clay Russell/CCR 2.05.173; 14. Mac Harrison/WDC 2.05.189; 15. James Goughary/FLA 2.05.283; 16. Gianclaudio Angelini/NYR 2.05.331; 17. Sam Schechter/WDC 2.05.935; 18. Scott Monroe/FLA 2.06.079; 19. Chris Jennerjahn/IND 2.06.283; 20. Brian Cates/WDC 2.06.479; 21. Jase Petty/

CILL 2.06.504; 22. Sal Webber/LnSt 2.06.562; 23. Charlie Rogers/CCR 2.06.728; 24. Lee Hill/NCR 2.06.891; 25. Andre Perra/Ore 2.07.025; 26. William Hendrix/NER 2.07.681; 27. Matt Gray/LOL 2.07.851; 28. Ben Jacobs/Milw 2.07.922; 29. Tom Burt/Nwst 2.08.062; 30. Steven Greenhill/CHI 2.08.164; 31. Russell King/LOL 2.08.200; 32. Scott Ross/TEN 2.08.288; 33. Craig Chase/NER 2.08.302; 34. Jeff Beck/CHI 2.08.624; 35. Steven Spano/GLN 2.09.044; 36. Keith Fraser/WDC 2.09.693; 37. Kenneth Reilly/NER 2.09.746; 38. Jeff Futrelle/Bucc 2.10.903; 39. Craig Wheatley/CFR 2.11.252; 40. Andrea King/LOL 2.11.713;

****All Cars (SCCA Spec Racer Ford Gen 3)**

Petty - Loss of qualifying 1 times - Car Change

SRF3 RACE

Race 15 laps, 49.05 Miles: Pos.

Driver (Laps): 1. Franklin Futrelle (15); 2. David Ogburn (15); 3. Caleb Shrader (15); 4. Justin Claucherty (15); 5. Jase Petty (15); 6. Robeson Clay Russell (15); 7. Todd Vanacore (15); 8. Sam Schechter (15); 9. Scott Monroe (15); 10. Sal Webber (15); 11. James Goughary (15); 12. Chris Jennerjahn (15); 13. Matt Gray (15); 14. Brian Cates (15); 15. William Hendrix (15); 16. Tom Burt (15); 17. Andre Perra (15); 18. Russell King (15); 19. Gianclaudio Angelini (15); 20. Craig Chase (15); 21. Lee Hill (15); 22. Ben Jacobs (15); 23. Steven Greenhill (15); 24. Jeff Beck (15); 25. Scott Ross (15); 26. Steven Spano (15); 27. Charlie Rogers (15); 28. Jeff Futrelle (15); 29. Keith Fraser (15); 30. Craig Wheatley (15); 31. Mac Harrison (14); 32. Kenneth Reilly (14);

33. Andrea King (14); 34. Morgan Burkhard (11); 35. Denny Stripling (9); 36. Charles Russell Turner (15); DNF. Bobby Sak (4); DNF. John Black (3); DNF. S Sandy Satullo III (1); DNF. Brian Schofield (0).

Turner - Moved to last position per Race Director - GCR 9.1.8.D.1.X.K

Overall Time of Race: 31:23.702;
Average Race Speed: 93.741 mph;
Margin of Victory: 0.359 sec.;
Fastest Race Lap: Ogburn 2:04.911 (94.243 mph); **Lap Leaders:** Futrelle 1-3, 5-10, 13, 15; Turner 4, 14; Ogburn 11-12; **Sunoco Hard Charger:** Petty



Jeff Loeve



Jay Bonvolant



Jeff Loeve

FEATS OF STRENGTH

(TOP) Sunoco Hard Charger Award winner Petty (106) clawed his way through a tough field from 21st to sixth! (ABOVE) Sadly, teenage Tire Rack Polewinner Burkard (02, here chasing eventual runnerup Ogburn) pulled off with just four laps remaining. (ABOVE, RIGHT) Turner's DQ handed a hard-working Shrader (99) the final podium spot.

the line about a half-second later, with Shrader finishing fourth, 13 seconds behind.

However, after the race, Turner's rear tire camber proved to be outside allowable spec, and he was moved to last finisher overall by the stewards, elevating Shrader to the last step of the podium as the third-finishing compliant car.

"I wanted to get out to a lead early, to try to turn the race into maybe three, four or five cars instead of 10 or 15," Futrelle

said. "We managed that and then about a quarter of the way through, Turner took the lead. My brakes got a little hot and I started to notice I was really good out of Hog Pen, which is coming onto the front stretch. At the end of the race, I saw an opportunity to take the lead at the end of the back stretch, which put me in the lead for the last corner, which is not always where you want to be in Spec Racers on the last lap. But today with the run I was getting all day, it was where I wanted to be.

"This race was pretty flawless by all of us. This is how all Spec Racer races should be."

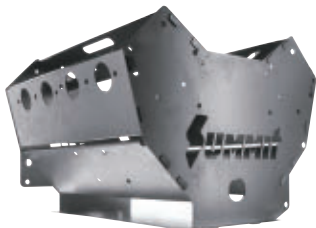
For his part, Ogburn was thrilled to notch his first podium finish.

"I'm amazed that it was just the three of us at the end," Ogburn said. "I feel bad for whatever happened to Morgan. I mean, he was hanging right in there. I'm super happy to be on the podium. It's a big race, big field."

—Jeff Zurschmeide



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RACE 14 | SATURDAY | SEPT. 30, 2023 | 2:00 P.M.

FORMULA CONTINENTAL

Call it a cliché if you must, but SCCA members are a family. However, there's something extra special about seeing SCCA members do well when they're actually family.

Nolan and Robert Allaer have each spent time on the top of the podium as National Champions in their racing career—21-year-old Nolan was defending National Champion in the Formula Continental class, and his father Robert took the title in 2014 and 2021. But sharing the top two positions, at the same Runoffs, in the same race, was beyond comprehension.

The youngster made his intentions clear, racing away from the field at the start in his Martini/Chandon/LTD Motorsports Van Diemen RF02 and doing the same after a mid-race restart, earning a 5.389sec win.

That meant it was up to dad to hold up his end of the bargain—no easy feat given that starting in front of him were Tim Minor (Hoosier/Quicksilver/Carbotech Citation), Michael Varacins (Pepperball/Hoosier/Carbotech Van Diemen), and their total of eight gold medals.

Coming to that last restart with three laps to go, though,

it was down to Minor vs. the elder Allaer (Martini/Chandon/LTD Motorsports Van Diemen RF02) to determine who finished second. Over the last 10 miles, Allaer kept Minor behind, and the storybook ending was made real.

"We're blessed," Robert said. "My father-in-law started this when he was 15 years old racing go-karts, and he instilled that into his son. When I married into the family, he brought me under his wing and got me into it. Nolan's been a track rat since he was born, and this is in his blood. He just loves it. It's everything to him, and it's everything to our

PODIUM REDUX

Yet another podium finish for the 2019 FC National Champ, Tim Minor, making his 14th Runoffs start in FC and his sixth aboard the Citation (88) that replaced his venerable '98 Van Diemen.





Rick Corwin

TITLE DEFENSE

A season of racing abroad has only sharpened the 21-year-old Allaer (11)'s already abundant skills. He led every lap from the pole to claim a second-consecutive FC title.

"To be on the podium with my dad just means so much. It's a dream come true."
NOLAN ALLAER

family. To come to the Runoffs and have this sort of finish, it's a dream come true. It really is."

And, while perspective comes with age, the youngster already appreciates how rare this is. More importantly, despite a summer overseas for the first time as a professional driver, Nolan recognized the value of the SCCA Runoffs championship.

"I'm just very blessed to get the opportunity to even be in a race car," Nolan said. "To be on the podium at the SCCA Runoffs with my dad just means so much. It's a dream come true."

Likely the first of many.

—Reece White

FC CHAMPION

NOLAN ALLAER

Detroit Region
 Van Diemen RF02

PROUD PAPA

The senior Allaer (52) made his son proud, smoothly pushing up from a fourth-place qualifying spot to make it a family Van Diemen 1-2.

FC QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Nolan Allaer/DET (Van Diemen RF02) 1.50.281; 2. Tim Minor/BRR (Citation US2000) 1.51.411; 3. Michael Varacins/CHI (Van Diemen F2000) 1.51.688; 4. Robert Allaer/CFR (Van Diemen RF02) 1.52.137; 5. Dean Kiriluk/DET (Van Diemen RF01) 1.52.601; 6. Chris Scharnow/CFR (Van Diemen RF01) 1.53.977; 7. Hunter Tatman/Colo (Van Diemen RF06) 1.54.103; 8. Glenn Cordova/NYR (Van Diemen RF04) 1.54.331; 9. Rick Silver/WDC (Van Diemen RF98) 1.55.395; 10. Kevin Fandozzi/DET (Mygale SJ2012H) 1.58.820; 11. John Mirro/PHL (Van Diemen DP08) 2.10.505.

Cordova - Loss of qualifying 1,2 times - Car Change

Silver - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

FC RACE

Race 15 Laps, 49.05 Miles: Pos. Driver (Laps): 1. Nolan Allaer (15); 2. Robert Allaer (15); 3. Tim Minor (15); 4. Glenn Cordova (15); 5. Hunter Tatman (15); 6. Dean Kiriluk (15); 7. Chris Scharnow (15); 8. Michael Varacins (15); 9. Kevin Fandozzi (15); m10. Rick Silver (8); DNF. John Mirro (6).

Mirro - 3-event probation per Race Director - GCR 2.1.4

Overall Time of Race: 33:08.525;
Average Race Speed: 88.799 mph;
Margin of Victory: 5.389 sec.;
Fastest Race Lap: N. Allaer 1:51.169 (105.893 mph); **Lap Leaders:** N. Allaer 1-15; **Sunoco Hard Charger:** Cordova

SMX, MEET THE RUNOFFS

Runoffs participants and fans were treated to a 2024 preview when Spec MX-5 will become a National Championship class. The Spec MX-5 Challenge Series Presented by Toyo Tires held its two-race season finale at VIR in conjunction with the Runoffs, with races on Saturday morning and after the final Runoffs race on Sunday afternoon.

"It's a great kickoff for next year," declared Josh Smith, Business Development Manager at Mazda Motorsports. "This is exactly what we wanted to showcase—great racing and a great young group of [drivers] hungry for the next step of [MX-5 Cup]."

"And what a better place than at the 60th running of the Runoffs to kick it off next year as a national class with SCCA. I couldn't ask for anything more, so this is absolutely perfect in my opinion."

The first race was cut short with a crash in Turn 14 on the first lap that required extensive tire wall repair. Polesitter Nathan Nicholson was the winner of that one, while Westin Workman took the victory on Sunday after moving up from sixth place. The 2023 Spec MX-5 Challenge season championship, meanwhile, went to Alex Bertagnoli.

—RICHARD S. JAMES



Rick Corwin



Rick Corwin

Richard S. James



2024 PREVIEW

Workman (113) won the Sunday SMX demo.



RACE 15 | SATURDAY | SEPT. 30, 2023 | 3:00 P.M.

FORMULA VEE

A Formula Vee race at the Runoffs is typically anything but predictable. But a clear pattern recently has emerged that may make handicapping these races a bit easier moving forward: Twice before, Andrew Whitston has earned pole as the fastest qualifier—in 2019 at VIR, and in 2021 at Indianapolis Motor Speedway. Both times, Whitston went on to take the gold medal in the race.

So, when Whitston in the Rocket Motors/LOA Const./Infamous Brew Protoform P3 claimed the Tire Rack Pole, in

an odd-numbered year at that, it was a sign that the 27-car field should have heeded. And, when the race ended under yellow with Whitston out front, what previously could have been deemed a coincidence was clearly a pattern.

Because the only way to drive the skinny tires of a Formula Vee machine is on the edge, a five-car breakaway became just two after a series of spins, and some contact. That left Whitston and Alex Scaler up front alone, building a lead but ready to battle for the win.

Unfortunately, Whitston's brother, Zachary, spun into the

tires on Lap 11 with nine minutes to go in the race. Though it bunched the field, there was not enough time remaining to clean up the incident and go back to green. That made three career National Championships for Whitston—though he would have preferred to duke it out with young New Jersey driver Scaler out on the track.

"I was trying to get rid of him, and it just wasn't happening," Whitston said. "Then I got behind him and I kind of fell under the same strategy as him, and I was just going to sit and wait until the last lap, because if you're leading, you're in trouble.

FAMILY AND FRIENDS

(BELOW) Scaler (79) was robbed of a shot at victory by the yellow flag, but offered only thanks on the podium. (ABOVE, RIGHT) A yellow flag and his dad's spectacular tire change helped Abbott (25) claim third!



Richard S. James



Jeff Loeve

A PATTERN EMERGING

First the Tire Rack pole then the Runoffs victory—and both in an odd-numbered year. Has a pattern emerged? Fate or no, Andrew Whitston (12) gave a Vee-racing master class (with some well-thought-out strategy at the end) on route to a third National Championship.

"But then it was also going through my mind [that] if a full course caution comes out with a couple laps to go, it probably won't go green again," Whitston continued. "So, I was kind of weighing those back and forth, and I still hadn't made a decision when the yellow flag came out. I was just in the right place at the right time."

The win became a Super Sweep for Whitston, in addition to his third gold medal. He claimed the same crown during his 2021 victory.

It was the second career



Jay Bonvaillant

"I was weighing the [options] when the yellow flag came out. Right place, right time."

ANDREW WHITSTON

podium and best-ever finish for Scaler (Advantage Motorsports/Autowerks Scaler Mk1), who thought he had a shot at the win.

"I was trying to save tires and just let the draft make up the difference [so] we had enough at the end," Scaler said. "Unfortunately, it didn't work out. But we wouldn't even be this far up if it weren't for everyone who helps us out...there's so many people. We're just happy to be here. We'll keep fighting."

The most impressive drive of the event may have been to third place, where Andrew Abbott surprised the field, and himself.

Abbott (Hoosier/Autowerks/LDC Equipment Vector AM-1), a contender in most instances, had a flat tire early in the race and pitted during the Lap 1 caution. His father, his lone crew member, swapped the tire in record time and sent Abbott back out, where he steadily picked off the competition until he got into the bronze medal position.

"[At the restart] I got on it and passed a bunch of people on the front straightaway—luckily not getting caught in bad spots and just picking people off," Abbott said. "The next thing I know, I'm like, 'Holy crap, this is for the podium! We're here, let's go!'"

So, if Whitston's Formula Vee Runoffs wins have truly become a pattern, there is one opportunity—next year, an even-numbered year—for someone to top him. Then it'll be 2025. Will the trend continue?

—Reece White

FV CHAMPION

ANDREW WHITSTON

Milwaukee Region
Protoform P3



Rick Corvino

FV QUALIFYING

Qualifying Pos. Driver/Region

(Car) Best Time: 1. Andrew Whitston/Milw (Protoform P3) 2:15.639; 2. Alex Scaler/SJR (Scaler Mk1) 2:15.702; 3. Brian Farnham/NEO (Silver Bullet FR-S) 2:15.952; 4. Steve Whitston/Milw (Protoform P3) 2:16.312; 5. Andrew Abbott/DET (Vector AM-1) 2:16.998; 6. Zachary Whitston/Milw (Protoform P3) 2:17.036; 7. Mitchell Ferguson/Atl (Vortech FV) 2:17.396; 8. Brandon Abbott/DET (Vector AM-1) 2:17.666; 9. Hunter Phelps-Barron/Tex (Mysterian M3) 2:18.075; 10. Jonathan Weisheit/WDC (Protoform P3) 2:18.084; 11. Trevor Carmody/GLN (Volkswagen Protoform) 2:18.169; 12. Gerard Owen Callaghan/NER (Problem Child SM 01) 2:18.314; 13. Jeffrey Valeo/NYR (Mysterian M3) 2:18.376; 14. Jeff Filipkowski/PHL (Vector GB-4) 2:18.464; 15. Roger Siebenaler/NNJ (Mysterian M3) 2:18.562; 16. Rick Shields/STC (VDF) 2:18.631; 17. Chris Jennerjahn/IND

(Vortech) 2:18.673; 18. Donnie Isley/CCR (Vortech) 2:18.738; 19. Stevan Davis/Atl (Vortech) 2:19.011; 20. Ron Whitston/Milw (Protoform P3) 2:19.093; 21. Devin Boucher/Tex (Caracal Caracal D) 2:19.242; 22. Michael Hinkle/NER (Protoform P3) 2:19.281; 23. Chase Johnson/NER (Mysterian M3) 2:19.388; 24. Stuart Delaney/DET (Caracal C) 2:20.059; 25. Smith Jackson Ragsdale/CCR (Vortech) 2:20.143; 26. Ray Qualls/WDC (Protoform P3) 2:20.360; 27. William Duke Ragsdale/CCR (Vortech) 2:20.926.

FV RACE

Race 13 laps, 42.51 Miles: Pos. Driver

(Laps): 1. Andrew Whitston (13); 2. Alex Scaler (13); 3. Andrew Abbott (13); 4. Hunter Phelps-Barron (13); 5. Jonathan Weisheit (13); 6. Jeffrey Valeo (13); 7. Roger Siebenaler (13); 8. Brian Farnham (13); 9. Brandon Abbott (13); 10. Trevor Carmody (13); 11. Stevan Davis (13); 12. Chris Jennerjahn (13); 13. Stuart Delaney

(13); 14. Michael Hinkle (13); 15. Devin Boucher (13); 16. Ray Qualls (13); 17. Chase Johnson (13); 18. Smith Jackson Ragsdale (13); 19. Zachary Whitston (10); DNF. Steve Whitston (5); DNF. Mitchell Ferguson (5); DNF. Jeff Filipkowski (2); DNF. Donnie Isley (1); DNF. Gerard Owen Callaghan (0); DNF. Rick Shields (0); DNF. Ron Whitston (0); DNF. William Duke Ragsdale (0).

Abbott - Reprimand per Race Director
- GCR 6.111.A

Ferguson - Reprimand per Race Director
- GCR 6.111.A

Whitston - Penalized per Race Director
- GCR 6.111.A

Overall Time of Race: 37:21.127;
Average Race Speed: 68.285 mph;
Margin of Victory: 0.560 sec.; **Fastest Race Lap:** Abbott 2:16.611 (86.172 mph);
Lap Leaders: Farnham 1-5; A. Whitston 6-8, 10-13; Scaler 9; **Sunoco Hard Charger:** Delaney



RACE 16 | SATURDAY | SEPT. 30, 2023 | 4:00 P.M.

TOURING 3

Last year, brothers Jason and Steve Ott finished 1-2 in the Touring 3 race, and this year's result was almost the same, except that Steve took the top step this time out. Together, the brothers seem to have the measure of the class, and they certainly know how to race each other.

Eighteen drivers entered T3 this year, in a range of popular performance cars from the Toyota 86 to the Subaru WRX

STI and E46-era BMW 3-Series. Nissan was heavily represented, as were the BMW Z4M coupes driven by the Ott brothers.

Steve Ott claimed the Tire Rack Pole in his Hoosier/Alpine Motorsports Z4M, while defending Champion Jason Ott was on the outside of the front row in the Alpine Motorsports/Hoosier/Spyglass Z4M. The second row was made up of Chris Hart (Fabtek Nissan 370Z) and 1999 T2 Champion

Rob Hines (TechSport/G-Loc/Hoosier/Nissan 350Z). The other past champion, Jim Leithauser, was gridded fifth in the Hoosier/BimmerWorld/BimmerHaus Z4M.

The Ott's had a plan to race, and they raced the plan. When the green flag flew, the brothers got a solid start, and neither of the Nissans came up to challenge for the first turn. Hart and Hines got in line and the field set about getting their tires and cars warmed up.

But by the third lap, the top four were being followed by the hard-charging Travis Washay in the Indian Summer Racing/Da Gubment VW GTI. Washay had started ninth, but made a steady push to the front, moving up to fourth on the seventh lap as Hines fell back, then into third on Lap 12, as Hart went off at Oak Tree and hit the tire wall.

No one really challenged the Ott brothers in this race. Hart gave



Richard S. James

T3 STEREO

After qualifying and even before rapid third-qualifier Hart's untimely lap 11 retirement, the only question was which Ott brother would take the top T3 honors this year? Answer? Steve, flag to flag.

it all he had, but there was no easy way around Jason Ott. When he took over third, Washay had an 18-second deficit to catch the brothers, but Hart's hit brought out a full-course caution and that allowed Washay to catch up for free. Alas, we never got to see if Washay would have anything left to challenge for the lead, as the race ended one lap early under the full-course yellow flag.

"They were honking fast," Washay said after the race. "It all would have come down to that last lap. But I have a feeling about brotherly love.

I'm sure they would've made it nearly impossible for me to get by. They did seem to be working really well together, and they were not going to let me come out of nowhere and ruin their family party."

Finishing under caution did nothing to dim the enthusiasm of the brothers after the race. The two embraced in the pit lane and were once again on top of the world.

"To be here with my brother—it's as good as it could possibly get," said Steve. "I'm very happy," Jason agreed. "It was nice to

have good competition with Chris up there, keeping us honest and showing that these cars are evenly matched. There's really good competition in this class."

After the race, the brothers also touched on the most sensitive point: Who'll have bragging rights around the family Thanksgiving table?

"I still won a championship during a hurricane," Jason insisted. "But I won the most recent championship," Steve countered. Either way, both brothers deserve an extra slice of pie.

—Jeff Zurschmeide



John W. Wilmoth

IN AMONGST THE Z4S

(BELOW) Washay (30)—up from ninth—and Leithauser (06) were 2 sec behind the Otts in third and fourth at the end. (ABOVE) Che's striking Toyota (29) wound up fifth.

T3 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Steve Ott/Hous (2006 BMW Z4 M) 2.04.520; 2. Jason Ott/Colo (BMW Z4 M) 2.04.534; 3. Chris Hart/Nwst (2011 Nissan 370Z Nismo) 2.05.534; 4. Rob Hines/WDC (2007 Nissan 350Z Nismo) 2.06.064; 5. James Leithauser/Colo (2007 BMW Z4 M) 2.06.386; 6. Shaoyi Che/SUS (2022 Toyota 86) 2.06.473; 7. Francis Selldorff/NER (2004 BMW M3) 2.06.611; 8. Simon Asselin/Nwst (2001 BMW SpecE46) 2.07.305; 9. Travis Washay/NER (2015 Volkswagen GTI) 2.07.398; 10. Jared Lendrum/MHR (2017 Subaru WRX STI) 2.10.134; 11. J

David Orem/Nwst (2000 BMW SpecE46) 2.10.323; 12. Anthony Piselli/WDC (2006 Subaru WRX STI) 2.11.312; 13. Ben Slechta/SUS (2007 Nissan 350Z Nismo) 2.12.164; 14. Steve Smyczek/Milw (2011 Nissan 370Z Track) 2.12.178; 15. Edward Karabec/NER (2004 BMW SpecE46) 2.13.510; 16. Frank Selldorff/NER (2001 BMW 330i/ci) 2.14.644; 17. Randy Johnson/Nwst (2012 Ford Mustang V6) 2.15.927; 18. Allen Briere/NER (2006 Volkswagen GTI) 2.16.213.

S. Ott - Loss of qualifying 1 times per Race Director - GCR 9.3.50

T3 RACE

Race 14 laps, 45.78 Miles: Pos.

Driver (Laps): 1. Steve Ott (14); 2. Jason Ott (14); 3. Travis Washay (14); 4. James Leithauser (14); 5. Shaoyi Che (14); 6. Rob Hines (14); 7. Francis Selldorff (14); 8. Simon Asselin (14); 9. Jared Lendrum (14); 10. Anthony Piselli (14); 11. Steve Smyczek (14); 12. J David Orem (14); 13. Ben Slechta (14); 14. Edward Karabec (14); 15. Randy Johnson (14); 16. Frank Selldorff (14); 17. Allen Briere (14); 18. Chris Hart (11).

Overall Time of Race: 32:31.526;
Average Race Speed: 84.451 mph;
Margin of Victory: 0.333 sec;
Fastest Race Lap: Hart 2:05.854 (93.537 mph); **Lap Leaders:** S. Ott 1-14; **Sunoco Hard Charger:** Washay



Rick Corwine

T3 CHAMPION

STEVE OTT

Houston Region
 BMW Z4 M



Rick Corwine



RACE 17 | SUNDAY | OCT. 1, 2023 | 8:15 A.M.

B-SPEC

In the past few years, B-Spec has grown into one of the must-see races at the Runoffs. The appeal of low-budget subcompact cars running with very few modifications, plus extensive evangelism by the B-Spec driver community, has grown the class to 25 entries this year.

Five of the B-Spec drivers who came to Virginia had prior championships, among them defending National Champ Steve Introne (Sripath/BlackHog/Purpose Energy Mini Cooper) and 2020 Champion Riley Salyer, who qualified on

the pole in his MSR Houston/HandsOnDrivingAcademy Mazda2.

Outside on the front row was Connor Kelleher in the MSR Houston Mini Cooper. The second row included Introne and his teammate Richard Hromin (RP Performance/PAW/VCF Mini Cooper Coupe), while in the third row sat 2021 B-Spec Champion David Daughtery (G-Loc Ford Fiesta).

At the green flag, the B-Spec cars spread out like a swarm of angry bees, charging to Virginia's fast Turn 1. The predictable chaos ensued and,

in the melee, Introne was forced off track as the field drove by, able to rejoin but in last place.

Up front, Kelleher emerged in the lead followed by Hromin, Salyer, and Daughtery. On Lap 2, Hromin took over the lead before a full-course caution bunched up the field for a lap. At the restart, Daughtery charged up from fourth to second, leaving Kelleher and Salyer to fight for third place.

In the long middle of the race, the top four concentrated on gapping the rest of the field, with Daughtery occasionally probing for a way around

LEADING THE CHARGE

(BELOW) Daughtery's potent Fiesta (01) led three laps officially and dogged Hromin throughout. (ABOVE, RIGHT) Wolfe (7), climbing from 19th to sixth, was a deserving Sunoco Hard Charger Award winner.





Richard S. James

'ON MY OWN'

Hromin (11) lost drafting partner and defending-Champion teammate Introne on the first lap, but rose to the occasion, fending off primary challengers Daughtery (01), Kelleher (14) and Salyer (22) who finished fourth, second and third respectively.

Hromin that simply wasn't there. Meanwhile, Introne was steadily working his way back through the field, up to 17th by Lap 5, and 12th by the end of Lap 7.

Daughtery did eventually get around Hromin in the Climbing Esses, holding the lead for three laps in the middle of the race; but Hromin found his way back around on the 10th lap in Turn 3. Kelleher and Salyer hadn't moved and remained ready for an end-of-race charge.

As the white flag signaled one to go, Daughtery gave everything he had to find his way



John W. Wilmoth

"When we lost Steve right away, I was like, 'Oh, man, this is just a one-man show now.'"

RICHARD HROMIN

back to first place, but Hromin held on. At the checker it was Hromin, Daughtery, Kelleher, and Salyer, with Trenton Kramer's Mini Cooper in fifth place.

Introne had worked his way back to a very respectable, if hugely disappointing, ninth-place finish.

However, in post-race analysis, the Chief Steward found Daughtery at fault for the first-lap fracas that sent Introne to the back of the pack, and penalized him two finishing positions, elevating Salyer to third place and Kelleher to second in the official results.

The victory was Hromin's first National Championship, and he was predictably elated, especially after following his racing partner Introne to a second-place finish last year.

"When we lost Steve right away, I was like, 'Oh, man, this is just a one-man show now,' and I knew I was going to be in trouble," Hromin said, "But I figured out that I could go deeper [than Daughtery] on the brakes and still make the corner. On the last lap, I knew I had to nail Oak Tree, and it just worked out."

The Sunoco Hard Charger award went to Matt Wolfe in the Team Effort Motorsports Mazda2. Wolfe started the race in 19th and raced to sixth place by the end.

—Jeff Zurschmeide

B-SPEC CHAMPION

RICHARD HROMIN

Washington DC Region
Mini Cooper



Richard S. James

B-SPEC QUALIFYING

Qualifying Pos. Driver/Region (Car)

Best Time: 1. Riley Salyer/Hous (2013 Mazda2) 2.22.707; 2. Conner Kelleher/Hous (2012 Mini Cooper) 2.22.744; 3. Steve Introne/NER (2010 Mini Cooper) 2.22.941; 4. Richard Hromin/WDC (2012 Mini Cooper) 2.23.005; 5. David Daughtery/IND (2014 Ford Fiesta) 2.23.754; 6. Frank Schwartz/DET (2010 Mini Clubman) 2.24.885; 7. Josh Schmidt/CCR (2013 Chevrolet Sonic) 2.24.999; 8. Clay Keel/CFR (Mazda2) 2.25.157; 9. Chris Taylor/LnSt (2011 Mazda2) 2.25.170; 10. Trenton Kramer/OVR (2008 Mini Cooper) 2.25.224; 11. Stewart Black/NCR (2013 Chevrolet Sonic) 2.25.282; 12. Brandon Lewis/NNJ (2012 Ford Fiesta) 2.25.425; 13. Blair Deffenbaugh/NCR (2010 Honda Fit) 2.25.549; 14. Luke Russell/CFR (2015 Honda Fit) 2.25.753; 15. Clayton Condrey/NCR (2008 Mini Cooper) 2.25.760; 16. Peter Zekert/STL (2010 Honda Fit) 2.26.279; 17. Chris Daughtery/CCR (2015 Honda Fit) 2.27.656; 18. Jared

Lendrum/MHR (2013 Mini Cooper) 2.27.766; 19. Matt Wolfe/DET (2012 Mazda2) 2.28.170; 20. Steve Strickland/BRR (2011 Mazda2) 2.28.208; 21. George Badger/IND (2008 Mini Cooper) 2.28.353; 22. JB Swan/NER (2012 Chevrolet Sonic) 2.28.399; 23. Anthony Ruddy/NER (2012 Chevrolet Sonic) 2.28.664; 24. Richard Osborne/NCR (2014 Nissan Versa Note) 2.29.205; 25. Joe McClughan/Hous (2011 Mazda2) 2.29.646.

C. Daughtery - Loss of qualifying 1 times - Car Change

D. Daughtery - 3-event probation per SOM - GCR 2.1.5, 2.1.7

Schwartz - Loss of qualifying 1 times per Race Director - GCR 9.1.10.45

B-SPEC RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Richard Hromin (15); 2. Conner Kelleher (15); 3. Riley Salyer (15); 4. David Daughtery (15); 5. Trenton Kramer (15); 6. Matt Wolfe (15); 7. Chris Taylor (15); 8.

Stewart Black (15); 9. Steve Introne (15); 10. Chris Daughtery (15); 11. Jared Lendrum (15); 12. Peter Zekert (15); 13. Frank Schwartz (15); 14. JB Swan (15); 15. Clayton Condrey (15); 16. George Badger (15); 17. Richard Osborne (15); 18. Anthony Ruddy (12); 19. Luke Russell (15); 20. Brandon Lewis (7); 21. Steve Strickland (7); DNF Blair Deffenbaugh (4); DNF. Clay Keel (1); DNF. Josh Schmidt (0); DNS. Joe McClughan.

D. Daughtery - 3-event probation per SOM - GCR 2.1.5, 2.1.7

Russell - Loss of 3 positions per Race Director - GCR 6.1.1.B

D. Daughtery - Loss of 2 positions per Race Director - GCR 6.1.1.A

Overall Time of Race: 39:58.318;
Average Race Speed: 73.627 mph;
Margin of Victory: 0.867 sec.;
Fastest Race Lap: Hromin 2:23.732 (81.902 mph); **Lap Leaders:** Kelleher 1; Hromin 2-7, 11-15; D. Daughtery 8-10;
Sunoco Hard Charger: Wolfe



Richard S. James



Rick Corwine

F600 CHAMPION

CALVIN STEWART

Detroit Region
Novakar J10 Suzuki

PODIUM RUN

(MAIN) Stewart (07), Martin (78) and Weida were the prime protagonists, but the latter DNF'd, gifting Joslyn (55) a podium spot. (BELOW) All smiles!



Jay Bonvillian

RACE 18 | SUNDAY | OCT. 1, 2023 | 9:15 A.M.

FORMULA 600

The class has a new name, but a familiar face conquered the field and stood atop of the podium following the Formula 600 race at VIRginia International Raceway. Using his trademark speed and smarts, and flashing his signature smile, Calvin Stewart held the gold medal for the second time in his career.

Stewart (SabbathTruth.com/Hoosier Novakar J10 Suzuki), Jason Martin, Keith Joslyn and James Weida ran away from the field early in the race, with Martin (Novakar J10 Suzuki) moving from third to the lead in the early stages.

With Martin holding the point, Stewart's aggressiveness began to show through. On Lap 3, he made a bold move for the lead into Roller Coaster, running side-by-side with Martin nearly through Hog Pen. That sparring match, which continued all the way around the track to VIR's Turn 5, opened the door for Weida's Weida Apartments/Formula X-1 Scorpion S1 Rotax, which began to reel in the two leaders.

"There were a couple sectors where [Martin] was quicker. But if I could just run down the middle..."

CALVIN STEWART

A Lap 6 full-course caution and Lap 8 restart gave the leaders only a brief chance to catch their breath before resuming the battle...

Stewart quickly launched back into the lead, followed by Martin with Weida in the mix. Running hot on the restart, Weida slipped into the lead for the first time coming out of Oak Tree, and the race had its third different leader.

Sadly, on Lap 12, Weida spun in the exit of Oak Tree, leaving Martin and Stewart to decide the winner as the laps counted down. The pair were still side-by-side going into the Roller Coaster on the final lap, briefly touching with Stewart on the outside. Martin held the lead, but Stewart pulled out for the pass on the front straight, taking the win and the National Championship title by just a few feet and 0.112sec.

"I had [Stewart] everywhere except that straightaway, and he took advantage of it, and he got his elbows out," Martin said after his first podium finish in four tries. "But we tried hard and I'm just happy to finish—happy to get the podium."

Stewart's last Runoffs win, at Daytona in 2015, showed some of the same daring and willingness to take chances. That paid off in the form of his first gold medal and a Mark Donohue award from the Road Race Drivers Club (RRDC).

The race at VIR showed much of that same understanding of the racetrack and the class, his Novakar set up to take advantage of the quickest parts of the racetrack.

"I knew there were a couple sectors where [Martin] was quicker," Stewart said. "But if I could just run down the middle and make it harder for him to get by..."

"[Martin and Weida] put on an awesome fight," Stewart continued. "It was fun."

—Reece White

F600 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Calvin Stewart/DET (Novakar J10 Suzuki) 1.57.437; 2. James Weida/IND (Scorpion S1 Rotax) 1.57.553; 3. Jason Martin/CHI (Novakar J10 Suzuki) 1.57.891; 4. Keith Joslyn/WNY (Scorpion S1 Rotax) 2.02.060; 5. H Cory McLeod/CCR (Red Devil Aero Rotax) 2.02.146; 6. David Lapham/NYR (Novakar J10 Suzuki) 2.02.741; 7. George Bugg/TVR (Novakar J10 Rakavon Suzuki) 2.04.166; 8. Robert Gray/NYR (Novakar J9 Suzuki) 2.05.157; 9. Jack Walbran/STL (Scorpion S1 Suzuki) 2.09.724.

Walbran - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

F600 RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Calvin Stewart (15); 2. Jason Martin (15); 3. Keith Joslyn (15); 4. H Cory McLeod (15); 5. David Lapham (15); 6. Jack Walbran (15); 7. Robert Gray (15); 8. James Weida (13); DNF. George Bugg (6).

Overall Time of Race: 33:13.917; **Average Race Speed:** 88.559 mph; **Margin of Victory:** 0.112 sec.; **Fastest Race Lap:** Stewart 1:58.816 (99.078 mph); **Lap Leaders:** Martin 1-2, 6, 9-12; Stewart 3-5, 7, 13-15; Weida 8; **Sunoco Hard Charger:** Martin



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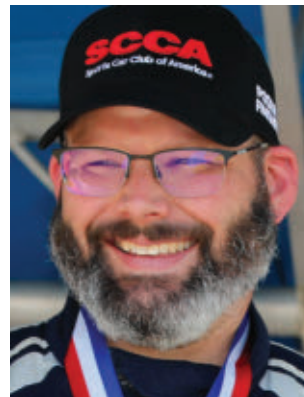
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Rupert Barrington



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GT-L CHAMPION

GRAHAM FULLER
Washington DC Region
Toyota Tercel

RACE 19 | SUNDAY | OCT. 1, 2023 | 10:15 A.M.

GT-LITE

Graham Fuller made a decision a year or so ago that helped make him an SCCA National Champion. For six years, Fuller brought a GT-Lite Honda CRX to the Runoffs, finishing as high as second. This year he brought something new—a very fast Toyota Tercel.

Almost as expected, Peter Shadowen took the Tire Rack Pole in his Road N Race/Goodyear CRX. The Floridian has five GT-L titles, and three other podium finishes in his Honda, and he qualified nearly a second faster than Fuller and Michael Lewis (Goodyear Mazda RX-7) who were in turn nearly two seconds faster than James Gregorius (Livonia Redemption Center Mazda RX-7).

Shadowen jumped into an immediate lead at the green, but it didn't last long. Both Fuller and Lewis were past him on that first lap, Shadowen falling back into the clutches of Gregorius, Jonathan Goodale (Mazda/Hoosier/Summit/Hawk/Big R Mazda MX-5) and Chris Kopley (AER Mini Cooper).

The defending champ was running some five seconds a lap slower than his qualifying time. Clearly something was very wrong.

"For some reason, yet to be determined, the car was down on power," Shadowen explained after the race. "The driver was also operating at a diminished capacity from [my] accident in the Prototype."

Poor Shadowen crashed his P2 car in qualifying and was still feeling the effects.

Despite the bright yellow CRX's backward slide, there were several good races going on. Lewis was hounding Fuller for the lead. Farther back, Gregorius, Kopley and Goodale were all over Shadowen, Kopley having gotten his Mini past the Mazda.

At the halfway mark, Lewis had lost time to Fuller, Gregorius was well back in what appeared to be a very safe third place, and Kopley was still harassing Shadowen.

As the laps wore down, Lewis closed the gap to Fuller to within a half second, but it was not enough.

"The engine was rich for some reason," said the vastly

experienced Lewis. "Graham was better putting the power down out of Turn 1 and Turn 5 onto the Snake. I was better under braking for Turn 1 and the end of the back straight. If I was in his tow, I could keep pace down the back straight. Without the tow, he had slightly more. All in all, we were pretty even."

Gregorius came home a lonely third with Shadowen fourth, and a happy Kopley—who took the Sunoco Hard Charger award—fifth.

"A classic Mini is a butter knife at a gun fight," said Kopley. "I managed to put it all together, though."

Fuller's race strategy was to "drive clean, drive smooth, and stay in front," which he accomplished very well. He also managed to be one of the few drivers to take a Super Sweep title, meaning that he won a Runoffs race, the Hoosier Racing Tire point championship, a U.S. Majors Tour point championship, and a Super Tour race win—all in the same class—this season.

—J. Michael Hemsley

GOOD CALL

(MAIN) Fuller (22) parlayed his CRX-for-Tercel swap into a National Championship. (BELOW) Gregorius (9) took third on Lap 5 from troubled polewinner Shadowen (72).



Richard S. James

GT-L QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Peter Shadowen/FLA (Honda CRX) 2.09.564; 2. Graham Fuller/WDC (Toyota Tercel) 2.10.472; 3. Michael Lewis/CSCC (Mazda RX-7) 2.10.506; 4. James Gregorius/FLR (Mazda RX-7) 2.12.718; 5. Eric Vickerman/DET (Mazda MX-3) 2.14.449; 6. Jonathan Goodale/Colo (Mazda MX-5) 2.14.847; 7. Roy Lopshire/KCR (Toyota Tercel) 2.17.737; 8. Chris Kopley/NER (Mini Cooper) 2.18.021; 9. David Blain/NCR (Mazda Miata) 2.22.410; 10. Kenneth Berdine/OVR (MG Midget) 2.35.718; 11. Roger Welling/NNJ (Nissan 200SX) 2.44.413.

Blain - Loss of qualifying 1 times per Race Director - GCR 9.1.2 Appendix X

GT-L RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Graham Fuller (15); 2. Michael Lewis (15); 3. James Gregorius (15); 4. Peter Shadowen (15); 5. Chris Kopley (15); 6. Jonathan Goodale (15); 7. Roy Lopshire (14); 8. David Blain (14); 9. Kenneth Berdine (13); 10. Roger Welling (7); DNF. Eric Vickerman (0).

Overall Time of Race: 33:04.858;
Average Race Speed: 88.964 mph;
Margin of Victory: 0.316 sec.;
Fastest Race Lap: Fuller 2:11.277 (89.673 mph); **Lap Leaders:** Fuller 1-15; **Sunoco Hard Charger:** Kopley

THANKS WORKERS!

This year, **369 people** volunteered time, effort, and expertise to pull off the ultimate event in amateur motorsports, working hard from the wee hours of the morning to all hours of the night... then doing it all over again the next day. On behalf of the drivers, members and staff, **THANK YOU.**



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Rick Corwine

FF CHAMPION

NOLAN ALLAER

Detroit Region
Van Diemen RF00 Ford

RACE 20 | SUNDAY | OCT. 1, 2023 | 11:15 A.M.

FORMULA F

Many thought the days of a Ford engine finishing atop the Formula F standings were long gone. For 12 years, it had been—until Nolan Allaer brought his to VIRginia International Raceway.

Allaer's Martini/Chandon/Evan Williams Van Diemen RF00 topped a small-but-mighty FF field by pulling around Jonathan Kotyk (Mygale SJ14 Honda) with a perfectly timed pass down the front straight on the final lap, crossing the line just 0.051sec in front. The win marked the first for Ford in FF at the Runoffs since 2011, following more than a decade of Honda dominance in the class.

But there was some kismet in the air surrounding the win.

The 21-year-old took the class championship—his second of the weekend, and third of his career—by topping Kotyk, who had claimed four of the last five FF titles, and William Ferguson (BGR/Piper RaceCars Piper DL7 Honda), a 19-year-old up-and-comer, by making the right moves each and every time.

Coming into the last lap, it was clear that second place at the end of the back straight was the place to be. With Kotyk in front, Ferguson made his move for second around Allaer at the beginning of the climbing esses. Unfortunately, he ran just a bit too wide, sliding off track and leaving Kotyk and Allaer to settle the score.

It was obvious to everyone, especially the two leaders, that the straightforward race was going to become something else as a lapped car was coming into play for the final mile. Kotyk slowed the pace in an effort to use it to his advantage, leaving Allaer to decipher where best to make the move. Kotyk slowed the final half lap to a crawl (Allaer's final lap time dipped to 2:03.144; his second-slowest lap of the 15 was 2:02.2), waited to pass the lapped car on the front straight where it would be a straight-line pick.

His plan didn't work. Allaer got half of his Van Diemen in front at the stripe for the win.

"I knew [Jonathan] was going to try to use [the lapper] as a pick,

I just didn't know where or when," Allaer said. "I thought [the move] would come on the back straight, but he held off. He was smart and tried to use him on the Roller Coaster, made a big lunge on the outside. He used him all the way to the line, [but] it ended up being the lapped car's draft that pulled me to the front at the line."

No matter the situation, the race felt like destiny for Allaer. For one, he had spent the summer racing Formula Ford in the United Kingdom, honing his skills.

But secondly, that last Ford-winning championship? It was from the same DNA, and in the same exact race car: Lewis Cooper III, his maternal uncle, was the last to accomplish the feat. Then-eight-year-old Nolan was at the track that day.

"[Uncle Lewis] has been a big motivation of mine, and he's been really helping me get into this position and make this possible," Allaer said. "He was pushing me forward, and wanted to do it with a Ford, so it's a big honor to be able to do it with that Kent engine."

—Reece White

VINTAGE FF

(MAIN) Allaer (11), four-time Champion Kotyk (08) and upstart Ferguson put on a vintage-FF-style show. (BELOW) Perona (73) inherited third with Ferguson's DNF.



John W. Wilmoth

FF QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Nolan Allaer/DET (Van Diemen RF00 Ford) 1.59.249; 2. Jonathan Kotyk/Bucc (Mygale SJ14 Honda) 1.59.894; 3. William Ferguson/SFR (Piper DL7 Honda) 2.00.371; 4. Zachary Rivard/OVR (Van Diemen RF99 Honda) 2.00.806; 5. Calvin Kautz/CHI (Piper DF3D Honda) 2.02.074; 6. Robert Perona/IND (Piper DF3D Honda) 2.02.916; 7. Matt Boian/SwLa (Piper DF2C Honda) 2.04.363; 8. Robert Gross/DET (Piper DL7 Honda) 2.07.838.

Rivard - Loss of qualifying 2 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

FF RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Nolan Allaer (15); 2. Jonathan Kotyk (15); 3. Robert Perona (15); 4. Calvin Kautz (15); 5. William Ferguson (15); 6. Zachary Rivard (15); 7. Matt Boian (15); 8. Robert Gross (14).

Overall Time of Race: 30:23.216; **Average Race Speed:** 96.851 mph; **Margin of Victory:** 0.051 sec.; **Fastest Race Lap:** Kotyk 2:00.583 (97.626 mph); **Lap Leaders:** Allaer 1-9, 11, 13, 15; Kotyk 10, 12, 14; **Sunoco Hard Charger:** Perona

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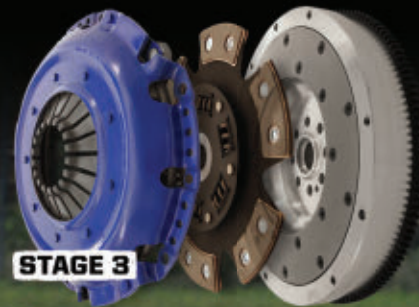
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RACE 21 | SUNDAY | OCT. 1, 2023 | 1:00 P.M.

SUPER TOURING UNDER

Absolutely anything can happen at the SCCA National Championship Runoffs. If you don't believe it, watch this year's Super Touring Under (STU) race—an object lesson in never giving up.

Johan Schwartz claimed the Tire Rack Pole in his beautifully prepared VanSteenburg Performance Porsche 944, lapping more than a full second a lap faster than the competition in qualifying. Second on grid was Chip Herr in the ex-pro racing Warwick Autopark/Carbotech/Hoosier Audi A4, while behind was the Honda CRX Si of Joe

Moser, fresh from its Saturday STL victory, and Mark Liller's Angry Sheep Motor Sport/Hoosier/Carbotech Dodge Neon SRT-4.

Schwartz took the lead at the start with Liller pressing Herr, coming up on the outside. Schwartz and Herr ran side-by-side through the first turns of the race, but suddenly, the heavy Audi on its cold tires slid off track and into the tire wall—a solid hit.

Schwartz, Moser, and Liller raced on while Herr extricated his Audi from the wall and rejoined—in last place.

Moser was all over Schwartz, and Liller all over Moser

through the first two laps, the order re-shuffling on Lap 3 as Liller got by both drivers in front to sweep into the lead.

Meanwhile, Herr was steadily climbing back through the 13-car field. By the fourth lap, he had made it back to seventh. He made up another position on Lap 6 and advanced to fifth on Lap 8 as he began reeling in the faster cars.

By then, Liller and Moser had left the rest behind and had a great race going. Moser would get past Liller, only to see the pass taken back a few turns later.

Some ways behind, fifth-place qualifier, Darin Treacle's BMW

325, first threatened Schwartz' Porsche for third and then got around, with Herr coming up fast in the Porsche's mirrors.

Tire management was becoming an issue. Leaders Liller and Moser were both sliding visibly as, on Lap 11, Herr blazed past Schwartz (who would retire on that lap) and set his eyes on Treacle and a possible podium spot.

Everything came unglued on the 14th lap as Moser slid once again, this time into Liller on the approach to Oak Tree. Both cars managed to get going again, Moser now in



Jay Bonvillian

STUFF OF LEGENDS

Herr (18) extricated his wounded Audi from the tire wall on the first lap, gathered himself up, and set off in chase of the leaders. Fourteen laps later, he swept past then-leader Moser (36) in Turn 1, and held on for a storybook last-to-first finish.

the lead as Herr swept past Treakle on the downhill Roller Coaster and was suddenly challenging for the lead.

As the white flag flew, Herr used momentum to pass Moser in Turn 1, with Treakle still running third ahead of Liller.

Sadly, Moser spun again in the Uphill Esses, taking himself out of podium contention. Incredibly, Treakle also fell off the track at that point, leaving Herr all alone in the lead.

At the checkered flag, it was the Audi driver with an astounding margin of victory of

37.250 seconds over Liller, with Jose Osiris Peña in third, the same position he earned through steady driving in the STL race.

David Fiorelli went home with the Sunoco Hard Charger award, advancing his Ford Mustang from 10th on grid to 4th overall.

Moser took the pit lane instead of staying out for the checker and was initially listed in fifth. But the stewards levied a two-position penalty for contact in the race.

Herr was predictably ebullient after the race.

"I got a great inside line [on

Lap 1], put the power down, and sliding off was my mistake," Herr said. "I don't think anybody hit me. I just didn't have the bite in the corner and it's on me. After that, I had nothing to lose. I put my head down, and literally just kept taking laps. The Carbotech brakes were perfect, and this car's just a tank with the wall hit and the way I was pounding on it. This is the same car I drove to win my first Touring Car race. This is so special to me!"

Anything can happen at the Runoffs. #ChangeMyMind.

—Jeff Zurschmeide



Richard S. James

STU CHAMPION

CHIP HERR

Susquehanna Region
Audi A4

WHAT GOES AROUND...

(BELOW) Liller (19), who led much of the race, was tagged and spun off on Lap 13 but skillfully salvaged second. (ABOVE) Poleman Schwartz (4) led early but DNF'd.

STU QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Johan Schwartz/NCR (Porsche 944) 2:00.389; 2. Chip Herr/SUS (Audi A4) 2:01.161; 3. Joe Moser/DET (Honda CRX Si) 2:01.596; 4. Mark Liller/WDC (Dodge Neon SRT-4) 2:02.644; 5. Darin Treakle/WDC (BMW 325) 2:02.707; 6. Jose Osiris Pena/GPR (Toyota GT86) 2:03.388; 7. Anthony Geraci/NYR (Lotus Exige) 2:03.804; 8. Jorge Nazario/GPR (Mazda MX-5) 2:05.873; 9. John Schmitt/OVR (Honda Accord) 2:06.079; 10. David Fiorelli/Tex (Ford Mustang) 2:06.414; 11. James Slechta/Colo (Nissan

300ZX) 2:12.269; 12. Michael Reece/NYR (Honda S2000) 2:16.426; 13. Whitfield Gregg/NYR (Mazda Miata) 2:19.105.

Pena - Loss of qualifying 1,2 times - Car Change

Pena - Loss of qualifying 2 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

STU RACE

Race 15 laps, 49.05 Miles: Pos.

Driver (Laps): 1. Chip Herr (15); 2. Mark Liller (15); 3. Jose Osiris Pena (15); 4. David Fiorelli (15); 5. Darin Treakle (14); 6. James Slechta (14); 7. Joe Moser (14); 8. Michael Kuna (14); 9. Michael Reece (14); 10. Whitfield Gregg (14); 11. Anthony Geraci (12); 12. Johan Schwartz (10); DNF. Jorge Nazario (4); DNF. John Schmitt (1).

Moser - Loss of 2 positions per Race Director - GCR 6.11.1.A

Overall Time of Race: 31:10.521;
Average Race Speed: 94.402 mph;
Margin of Victory: 37.250 sec.;
Fastest Race Lap: Liller 2:02.302 (96.254 mph); **Lap Leaders:** Schwartz 1-2; Liller 3-8, 10-13; Moser 9, 14; Herr 15; **Sunoco Hard Charger:** Fiorelli



Rupert Berrington



Rick Corwine

RACE 22 | SUNDAY | OCT. 1, 2023 | 2:00 P.M.

H PRODUCTION

Within minutes of the green flag, several things happened that were instrumental in securing Tire Rack Pole winner Chris Schaafsma his second-consecutive H Production National Championship victory.

The Chicago Region driver led as predicted through Turn 1, but his primary challenger, Steve Sargis, was demoted to fourth by a fast-moving Will Perry (Rivergate5speed.com Honda CRX Si) and Chris Albin.

Sargis' venerable Hoosier/Carbotech Triumph Spitfire was back to second within a few corners but, by then, Schaafsma's Hoosier/Race-Keeper/G-Loc/NGP VW Golf had a lead of more than three seconds, denying Sargis the draft.

(Sargis would later explain, "I lost Schaafsma's draft at the beginning. But I don't think I could've run with him anyway. He was just too fast and too good today.")

By the third lap, when Albin's Over The Limit Racing/Hoosier VW Golf got past Perry, the top three positions were set for the rest of the race. Albin's week had improved dramatically on Saturday with the loan of a set of shocks by Schaafsma—an act that's not unusual in production racing where competitors look after each other.

With the top three running consistently, not challenging each other, and not being challenged, the best races were farther

down in the field. The best of them was for the fifth spot, and it involved four drivers—Vesa Silegren, Erik Benazic, and Mike Ogren, all in Hondas, and Jason LaManna in a VW Golf.

On Lap 11, these four caught and passed Perry, and the battle became one for fourth place—no telling what it could become if the leaders had problems. On the next lap, though, the race lost two of the four, when LaManna's aggressive pass attempt in Turn 4 took up both himself and Benazic. The latter was able to continue, but LaManna was out.

The final result of that top-five battle? Silegren and Ogren finished nose to tail in fourth and fifth, with Perry 20 seconds behind.

Schaafsma credited his crew with the car's performance: "My team that helps me, volunteering their time, did such a great job

"The car was easier to drive than it has been in years past. Super happy."
CHRIS SCHAAFSMA

helping us find just a little bit more in every part of the car. The car was much easier for me to drive than it has been in years past. I'm super happy and super proud of my team."

Sargis, after noting the loss of the draft, said that while he loves the track, "VIR has not been kind to me."

Albin, meanwhile, was ecstatic with his podium finish. "We changed everything [on Saturday], and it drove awesome. I could even hold it flat through the Climbing Esses."

Once again, HP put on a good show.

—J. Michael Hemsley

CHRIS CRAFT

(MAIN) There was no denying defending champ Schaafsma (1) a second consecutive HP title, as arch rival Sargis (18) struggled. Meanwhile, third-qualifier Albin (3) finished a lonely third as fast-starter Perry (36) slipped back to sixth. (BELOW) Silegren (60, up from seventh on the grid) and Ogren (199) wound up fourth and fifth, respectively.



John W. Wilmoth

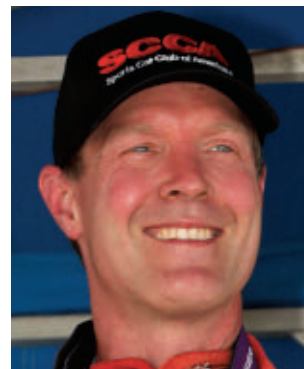
Rick Corwine



HP CHAMPION

CHRIS SCHAAFSMA

Chicago Region
Volkswagen Golf



Rick Corwine

**THANK YOU**

(BELOW) An appropriate message
displayed on the checkered
flag lap by the happy winner.



Jay Bonavolito

HP QUALIFYING**Qualifying Pos. Driver/Region (Car)**

Best Time: 1. Chris Schaafsma/CHI (1986 Volkswagen Golf) 2:14.029; 2. Steve Sargis/BVR (1975 Triumph Spitfire) 2:14.565; 3. Chris W Albin/SILR (1985 Volkswagen Golf) 2:16.383; 4. Mike Ogren/CFR (1987 Volkswagen Scirocco) 2:16.514; 5. Will Perry/CHA (1987 Honda CRX Si) 2:16.757; 6. Enrik Benazic/NYR (1986 Honda Civic Si) 2:16.905; 7. Vesa Silegren/CHA (1987 Honda CRX) 2:17.709; 8. Jason LaManna/FLR (1984 Volkswagen Rabbit) 2:17.911; 9. William Trainer/CHI (1987 Volkswagen Scirocco) 2:19.145; 10. Greg Gauper/Milw (1984 Honda Civic Si) 2:20.316; 11. Angus Crome/SILR (1985 Volkswagen Golf) 2:20.584; 12. Scott Hileman/OVR (1985 Volkswagen Scirocco) 2:21.209; 13. Kendall Jones/DET (1976 MG Midget) 2:22.258; 14. Matthew Benazic/NYR (1986 Honda Civic Si)

2:23.172; 15. Joe Camilleri/WNY (1976 Volkswagen Scirocco) 2:23.341; 16. Michael Miller/CCR (1966 Austin-Healey Sprite) 2:23.459; 17. Charles Guest/NCR (1957 MG Midget) 2:24.438; 18. Frank Schwartz/DET (2012 Mini Cooper) 2:25.163; 19. Vincent LaManna/FLR (1982 Volkswagen Rabbit) 2:25.399; 20. Jack Schulz/OZMT (1970 MG Midget) 2:25.525; 21. Jerry Oleson/Colo (1962 Austin-Healey Sprite) 2:26.174; 22. Edward Werry/SJR (2010 Honda Fit) 2:26.361; 23. Tom Broring/WDC (1977 Triumph Spitfire) 2:28.322; 24. John Fine/Atl (1984 Honda Civic Si) 2:28.564; 25. Taylor Hyatt/WDC (1987 Volkswagen Golf) 2:35.918.

HP RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Chris Schaafsma (15); 2. Steve Sargis (15); 3. Chris W

Albin (15); 4. Vesa Silegren (15); 5. Mike Ogren (15); 6. Will Perry (15); 7. Angus Crome (15); 8. Greg Gauper (15); 9. Enrik Benazic (15); 10. Scott Hileman (15); 11. Matthew Benazic (15); 12. Michael Miller (15); 13. Edward Werry (15); 14. Joe Camilleri (14); 15. Frank Schwartz (14); 16. John Fine (14); 17. Jerry Oleson (14); 18. Kendall Jones (12); 19. Tom Broring (12); 20. William Trainer (10); 21. Vincent LaManna (9); 22. Jason LaManna (11); DNF. Jack Schulz (4); DNF. Taylor Hyatt (4); DNS. Charles Guest.

LaManna - Loss of 2 positions per Race Director - GCR 6.11.1.A

Overall Time of Race: 34:00.944;
Average Race Speed: 86.519 mph;
Margin of Victory: 16.327 sec.;
Fastest Race Lap: Schaafsma 2:14.681 (87.407 mph); **Lap Leaders:** Schaafsma 1-15; **Sunoco Hard Charger:** Werry



RACE 23 | SUNDAY | OCT. 1, 2023 | 3:00 P.M.

TOURING 2

It was Dodge V-10 power vs. Mustang agility in the 2023 Touring 2 contest. Kurt Rezzetano assumed his usual spot on the Tire Rack Pole with a 1:59.504 best qualifying lap in the Phoenix Performance/Hawk Ford Mustang. But Scotty B. White was lurking not far behind in his Knight Transport LLC/Goodyear/Hawk Dodge Viper SRT-10.

At the start, White

catapulted the Viper into the lead, but it only lasted a few corners before Rezzetano got back by him in Turn 3.

That might have been that, had there not been a full-course caution for Tom O'Toole meeting the tires in Turn 14. It gave White another shot at it, and he pulled it off again on the restart. His lead lasted about one more corner than before, but the result was

"I could get out of Oak Tree just good enough to keep [Scotty] behind me, and stay ahead."

KURT REZZETANO

the same—Rezzetano out front and building a gap to an eventual 2.867sec margin of victory and his fifth National Championship.

"When I saw the full course, I knew I was in a little bit of

trouble because we started on stickers," said Rezzetano. "They're good if you can keep running on them like that, but once they go through that cure cycle, they really need to sit for like a day to really come back. So, I was doing everything I could to kind of cool them off.

"Luckily this place is huge, and I could do a little bit of just straight-line driving and keep the heat out of the tire. But



Jay Bonvillian

PHOENIX RISING

Rezzetano (37) faced down a stiff challenge from the hard-trying White (0), the Mustang holding a slight advantage over the Viper in all the right places.

Scotty's car—he's got a big steamroller of rear tire on it. So, I knew I had to kind of be delicate with it in the drive-off areas. Luckily, I could get out of Oak Tree just good enough to keep him behind me and it worked out that I could stay ahead."

White noted that his Viper was better than last year. But getting power out of it in the short squirts in the Turn 3-5 complex was an issue.

"Kurt had his hands full a little bit, but we just didn't quite have enough to get there. Phoenix builds an incredible

car and Kurt's a shoe—I've seen Kurt's data and I know what it takes to keep up with him, and it isn't easy.

"Still, I thought we had a shot. Certainly, we had a little more juice when the green dropped. But then you have to 'Whoa!' the thing down and do all the other stuff. It was fun racing with him. I was better in a few spots, he was better in a few spots, and I was hoping that if I could just get to his bumper at the top of Roller Coaster, I could have him by start/finish. But I just couldn't quite get there."

The top five finished in the order they qualified—White, Mark Boden (Fall-Line Motorsports Porsche 911), John Heinricy in the Runoffs debut of his Cadillac CT4-V Blackwing, and David Sanders (Chevrolet Corvette). In fact, you had to look all the way back to seventh place to find somebody who had moved up a position, and that was Mark Boden's son Joe, who earned the Sunoco Hard Charger award as the highest-placed advancer.

—Richard S. James



Jeff Lowrie

T2 CHAMPION

KURT REZZETANO

Philadelphia Region
Ford Mustang GT



Rick Corwine

THE PURSUIT

(BELOW) Boden (46), Heinricy (35) and (ABOVE) Sanders (73) finished less than a second apart in third, fourth and fifth, respectively.



Rick Corwine

T2 QUALIFYING

Qualifying Pos. Driver/Region (Car) Best Time: 1. Kurt Rezzetano/PHL (2013 Ford Mustang GT) 1.59.504; 2. Scotty B White/Nwst (2005 Dodge Viper SRT-10) 1.59.924; 3. Mark Boden/CHI (2004 Porsche 911/997) 2.00.383; 4. John Heinricy/DET (2022 Cadillac CT4-V Blackwing) 2.01.091; 5. David Sanders/PHL (2003 Chevrolet Corvette C5 Z06) 2.01.650; 6. Alan Kossof/CHI (2003 Porsche 911/996) 2.02.851; 7. Brian LaCroix/NER (2005 Chevrolet Corvette C6) 2.03.365; 8. Joe Boden/CHI (2008 Porsche Carrera S) 2.03.375; 9. Matthew O'Toole/CHI (2011 Porsche 911/997)

2.03.745; 10. Aaron Kaplan/CHI (2020 BMW M2CS Cup) 2.03.941; 11. Scott Sewell/Tex (2015 Porsche Cayman GT3) 2.05.879; 12. Alan Phillips/SJR (2014 Ford Mustang GT) 2.08.165; 13. Tom O'Toole/CHI (2016 BMW M2CS Cup) 2.09.098.

Sewell - Loss of qualifying 3 times per SOM - GCR 9.3.25, Supp. 8.11-8.16

Phillips - Loss of qualifying 1,2 times - Car Change

LaCroix - Loss of qualifying 1 times per Race Director - GCR 9.3.25, Supp. 8.11-8.16

T2 RACE

Race 15 laps, 49.05 Miles: Pos. Driver (Laps): 1. Kurt Rezzetano (15); 2. Scotty B White (15); 3. Mark Boden (15); 4. John Heinricy (15); 5. David Sanders (15); 6. Alan Kossof (15); 7. Joe Boden (15); 8. Matthew O'Toole (15); 9. Aaron Kaplan (15); 10. Brian LaCroix (15); 11. Scott Sewell (15); 12. Alan Phillips (15); DNF. Tom O'Toole (5).

LaCroix - Loss of 2 positions per Race Director - GCR 6.11.1.A,B

Overall Time of Race: 37:53.503;
Average Race Speed: 77:669 mph;
Margin of Victory: 2.867 sec.;
Fastest Race Lap: Rezzetano 2:01.201 (97.128 mph); **Lap Leaders:** Rezzetano 1-15; **Sunoco Hard Charger:** J. Boden



2023 ROAD RACING WORKERS OF THE YEAR

The 2023 SCCA Worker of the Year awards were presented on Thursday, Sept. 28, during the All-Participant Dinner at VIRginia International Raceway, the banquet one of the highlights of this year's SCCA National Championship Runoffs.

Each year, a select few volunteers are honored as an SCCA Worker of the Year presented by Mazda—men and women who handle all facets of the Summit Racing Equipment SCCA Road Racing program, from event operations to technical inspection.

This year's recipients were:

REGISTRATION

Betty Harrison, Washington D.C. Region. One of Harrison's signature moves is the pre-work she does in advance of events, helping to ensure drivers and workers have a smooth check-in experience. She and her registration team have worked hard to set new standards in streamlining check-in, using technology where they can.

EMERGENCY SERVICES

Bonnie Lawler, Cal Club Region. Lawler serves as the primary dispatcher for her Region, not missing any events last year. Extremely knowledgeable about her track, the equipment, and her team, Lawler's experience allows her to provide safe and thoughtful input to Race Control Stewards, and sound decisions when dispatching.

SCRUTINEER

Joseph Menowsky III, Washington D.C. Region. Menowsky has worked diligently to improve his Region's Tech program, while maintaining the high standards and integrity of the

GCR. He's a true mentor to new drivers and volunteers, no matter the Region they come from, dedicated to making everything is open and transparent.

PIT & GRID

Brian Williams, Central Florida Region. Volunteering at several of the tracks in his area and working his Region events and many Pro events, Williams is always positive, extremely understanding, and supportive of his fellow workers. He's inclusive of others and tries to get people in roles they're comfortable in.

START

John and Beth Burkhard, Washington D.C. Region. A husband-and-wife team, the Burkhardts stepped up when their Region's chief starter was suddenly faced with a health issue, and stayed in their new role despite experiencing their own family loss of someone who was also a longtime SCCA member and flagger.

RACE ADMINISTRATION

Julie Hammons, Land O'Lakes Region. Hammons, always calm and cool under pressure, has an ability to navigate curveballs thrown at her, pulling together teams in her regular role—as at an LOL event last summer which had a volunteer shortage—while additionally serving in Tech.

TIMING & SCORING

Tim O'Brien, Finger Lakes Region. A member since 2000, O'Brien travels across his Division to work events. He arrived at the SCCA with a wealth of knowledge gained with other clubs, and has been a key reason why Regions in his Division can hold such successful events.

RACE DATA TECHNICIAN

Todd Heilicher, Chicago Region. A member since 1978, Heilicher has been a racer, worked Emergency Services, driven a pace car, and recently took on a new challenge as a Race Data Technician. He supported the Hoosier Super Tours, traveling to events and managing the data box program with very limited resources.

STEWARD

Kathy McLeod, Washington D.C. Region. Joining the SCCA in 1972, McLeod has held licenses for Flagging & Communications, Registration, Tech, and is a National Steward. Extremely active in her Division and working nearly 15 events each year, McLeod serves as the Deputy Executive Steward and Training Steward as well as Conference Majors Race Director for her Division.

NOTE: McLeod was the randomly selected at the awards ceremony to receive an all-expense paid trip to a race weekend supported by Mazda.

FLAGGING & COMMUNICATIONS

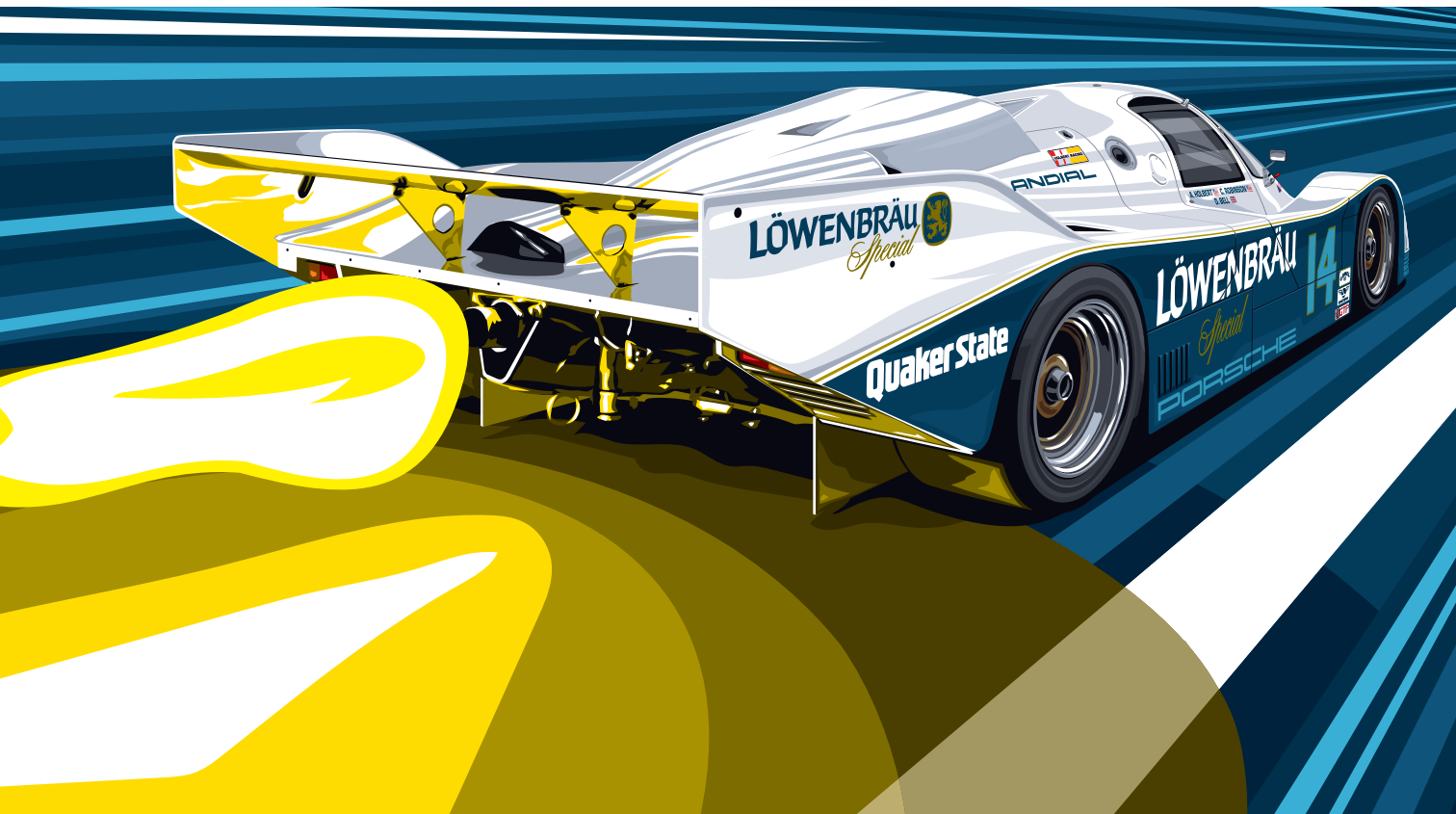
Donald Drennon, Atlanta Region. Drennon, a member since 1987, is a teacher, a mentor, and a champion of the sport and the Club. He's been corner captain, communicator, event chief, Divisional administrator, Runoff's chief, and much more.

NOTE: This year, Drennon took on an impactful new role in the Club: Lead Specialty Advisor, author, and voice of the new SCCA Flagging & Communications Training for Corner Marshals—a training that will be used by people across the country and multiple organizations for years to come.

THANKS AGAIN, AiM!

For several years now, AiM Sports has assisted *SportsCar's* editors in bringing some of the best race coverage and technical analysis to SCCA members. Again in 2023, AiM is helping us present more than 50 pages of Runoffs coverage in this issue. For its ease of use, size, and power, the AiM Solo 2 is one of our go-to data systems — it's even the data box used by SCCA's Club Racing Board. Beyond that, AiM's powerful budget oriented MXM display has been *SportsCar's* dash logger of choice for numerous magazine performance tests requiring the use of external sensors. AiM offers everything from full-color dash loggers to sensors to integrated steering wheel data systems. For more info, head to aimsports.com.





Paul Laguerre Illustration

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A Scottish touring car driver and an American stock car racer walk into a race paddock...

No, it's not the start of a joke, but the true story of how two guys from disparate backgrounds came to form one of the powerhouse teams in the IMSA-sanctioned Idemitsu Mazda MX-5 Cup Presented by BFGoodrich.

Chad McCumbee and Stevan McAleer, past Central Carolinas and New York Region SCCA members, are the duo behind McCumbee McAleer Racing (MMR), which has been an MX-5 Cup entrant every year since 2014. That makes them among the longest-established teams in the series. The pair met

by chance in 2012 when their very separate paths led them to the cockpit of a Mazda racecar.

"Our partnership really came from Mazda's involvement with everything that we were doing," says McCumbee. "Stevan had just come over here chasing his way up the ladder, and ultimately won the MX-5 Cup championship in 2012. I'd been on a parallel path in the circle track world. It was two totally different areas of the sport."

When they found themselves at CJ Wilson Motorsport a decade ago, little did they know that what transpired then would lead to where they are today.

"It's a crazy story," McAleer recounts. "I wanted to drive in the British Touring Car

Championship (BTCC). I won a scholarship; however, the previous winner had so much crash damage that the scholarship lost money.

"A good friend of mine in the UK put me in touch with CJ Wilson, and I drove the 25 hours of Thunder Hill in 2011, where we won our class," he continues. "I thought Mazda was a great platform for me because knowing the financial problems that 99 percent of racecar drivers have, I was like, 'Wait a minute, if I can win this championship, I'm going to get a funded seat in the level above?'"

After racing in the same team both as competitors and co-drivers for several seasons, including winning



the ST championship together in the previous iteration of the IMSA Michelin Pilot Challenge, the pair took a chance on starting their own team.

"I would say that Stevan and I both were excited about



the opportunity to start our race team," McCumbee says. "But we both questioned if we were ready for it. We were both still heavily involved in our personal driving, and still are. At some point we know we're not going to drive, and motorsports is what we know."

They've certainly put their collective knowledge and skills to good use. McAleer tends to put his focus on driver and sponsor relationships, in addition to coaching, while McCumbee looks after the operational elements. Any major decision is always taken jointly. After nine seasons, MMR has a championship and a bounty of race wins to its credit.

One of the elements



that sets MMR apart is that racing is its sole focus.

"The only cars in our shop are our racecars," says McCumbee. "Our drivers' cars are getting attention from the time they come off the racetrack to

the time they go back on the racetrack. The quality of teams now in MX-5 Cup is just second to none, so every year we try to continue to be better."

That's not the punchline; it's just the truth. 🍎

Perennial Mazda MX-5 Cup front-runners
McCumbee McAleer Racing turned fate into fortune

WORDS George Tamayo | IMAGES Ignite Media

POWER COUPLE

TOTAL FOCUS

(MAIN and FAR LEFT) Rookie Nate Cicero (83) finished sixth in overall points and took 2023 Rookie of the Year honors. (LEFT) Co-owners Chad McCumbee (far left) and Stevan McAleer (center) oversee one of the powerhouse teams in Mazda MX-5 Cup. (BELOW) McCumbee McAleer Racing's total focus is the racecars the team puts on track.

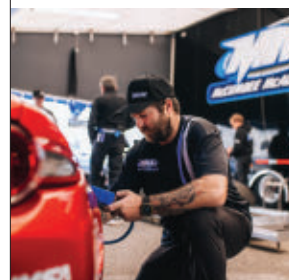
MMR BY THE NUMBERS

Over almost nine complete seasons of competition, McCumbee McAleer Racing has built a strong record. That's not easy to do in the hyper-competitive landscape that is the Mazda MX-5 Cup Presented by BFGoodrich.

The team has one driver's championship to its credit, courtesy of Patrick Gallagher in 2017. In fact, 2017 was MMR's best season to date, having also secured the Rookie of the Year title with Robert Stout, along with Team of the Year and Mechanic of the Year accolades.

Overall, MMR has scored 17 race wins, 16 pole positions, and 29 podium appearances.

This season, it placed four drivers in the top 20 in points, with SCCA members Nate Cicero and John Jodoin finishing sixth and ninth, respectively. Cicero, meanwhile, took Rookie of the Year honors.





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STILL ANOTHER WORKER OF THE YEAR

Fourth and final in a series: One more outstanding worker singled out at the 2022 SCCA National Championship Runoffs for volunteer service above and beyond

WORDS J. Michael Hemsley | **IMAGE** Richard S. James

SCRUTINEER WORKER OF THE YEAR

Gary D'Abate Atlanta Region

Gary D'Abate joined Atlanta Region in October 1987 even though he lived in South Carolina. Atlanta was hosting rallies, and he wanted to become more involved in Pro Rally. His involvement in Club Racing didn't happen until the Labor Day weekend in 1996.

Preparing for a move, "I was cleaning out, and I put a Mk1 Ford Fiesta that I had for sale in the Atlanta Region newsletter," he remembers. "I got a call from someone who was looking for a car like the one I had who said he was a scrutineer at Road Atlanta."

D'Abate agreed to drive the car down to the track on the Labor Day weekend so the potential buyer could have a look.

"I loaded up all the extra parts, tires and wheels, and drove to Road Atlanta, and he bought it." The buyer invited him to stay and see what scrutineering was all about, then several Region members invited him to come back.

"I did, and that's how I became involved [in road racing]."

Scrutineering was a good fit for D'Abate; he had done scrutineering for several Pro Rallies, so it immediately interested him. More than 25 years later, it still does: "I enjoy it!" he exclaims. "I enjoy being around the cars, I enjoy being around the people, I enjoy seeing the wide variety of cars in Club Racing, and I enjoy how they're prepared, including seeing some of the creative preparations."

D'Abate has volunteered in Timing & Scoring and would like to work a corner, but he's not sure he'd want to do either full time. He's more than content to hang out in the tech shed, thanks to several people who have helped him and who "make me look good." They include his predecessor, Phil Mellor, and many others, like Rich Crowell, Roger Sund, Chris Neufeld, Larry Dunaway, and Jim and Tony Creighton.

D'Abate, who served as Chief Scrutineer at this year's Runoffs, offered special thanks to two members who are no longer with us, Mike Pasquale and Herb O'Toole. 📍



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 and caring that the work is done right.

Here's wishing everyone a safe and good time racing their Formula Fords.



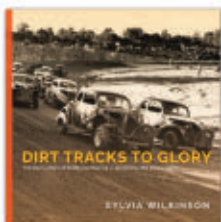
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The 2023 SCCA RallyCross
National Championships

TAKING IT TO HEART

WORDS Rob Krider
IMAGES Rupert Berrington

The massive grassy parking area at Heartland Motorsports Park in Topeka, Kan., was the site chosen to host the 2023 SCCA RallyCross National Championship, taking place Oct. 6-8. Officially the 17th RallyCross National Championship, the first being held in 2007, the event is a mere “teenager” alongside this year’s 50th Tire Rack SCCA Solo National Championships and 60th SCCA National Championship Runoffs. But there are advantages to youth; this year’s event was very much like mom and dad left the teens at home alone, and those kids threw an epic house party—in the dirt.

And this party didn’t disappoint, with great competition, fast flowing courses, rooster tails of dust, some mechanical carnage and nine worthy National Champions crowned.

Eighty competitors from all parts of the country made the trek to Kansas and traversed three separate courses over two days of competition. The sport of RallyCross utilizes the times of every run to culminate for the final official time in the event. Cone penalties cost drivers two seconds while a DNF (missed gate, or mechanical failure on a run) results in the driver taking the slowest time of the run group plus 10 seconds.

The keys to winning a 2023 National Championship were staying off the cones and keeping the tires beaded on the rims. Here’s how the nine newly crowned National Champions each claimed gold....



RETURN TO HEARTLAND

The SCCA RallyCross Nationals returned to the grass-and-dirt HMP parking lot after a six year absence.

OVERCOMERS ONLY
Key challenges at the 2023 event were the rooster tails of dust and dirt, and keeping tires on the rims...

STOCK FRONT WHEEL DRIVE
The Stock Front Wheel Drive class fielded eight drivers in a multitude of makes—Mini Coopers, Nissan Sentras, Volkswagen GTIs and one Ford Fiesta ST. After 11 runs, it was the little Ford Fiesta driven by Brad Turnbull who was the man at the pointy end of the podium, earning Brad his first National Championship after six attempts.

“Frickin’ amazing,” Turnbull exclaimed after collecting his National Championship trophy. He’d won the class by a whopping 27.881sec over second-place Caleb Warren (2002 Nissan Sentra SE-R) and third-place Hal Denham (2006 Mini Cooper S). The 27sec gap was the largest margin of victory at the 2023 event; however, that big margin doesn’t really tell the story.

Josh Armantrout was picked in the polling to win SF, and during the first runs, things were looking good. Unfortunately, a broken engine mount on his Mini Cooper S led to other issues which ultimately earned him a DNF on Saturday destroying his chances for a trophy finish.

Others in the Stock FWD field had bad luck, too: A confused MAP sensor on Caleb Warren’s Sentra resulted in him having to take his last run in limp mode, costing him a full 10 seconds and very nearly his second-place finish.

Avoiding all of the bad



luck and also avoiding cones on every one of his 11 runs, Brad Turnbull ended up with the Stock FWD National Championship crown.

“I got the chance to drive Evan Markowitz’s Fiesta ST and I knew I needed to buy one,” he said. He searched the interwebs until he located a Molten Orange non-sunroof 2015 edition with Recaro seats in Ohio. He picked up the car in February, and then drove it back to his hometown of Erda, Utah.

“I put the car back to stock to make it legal in the class and ordered some 16-inch Sparco Terra wheels and Continental Viking Contact 7 snow tires from Tire Rack,” Turnbull said.

He took a conservative approach to all his runs, using a little extra air pressure to ensure he didn’t de-bead a tire, and it paid off.

“The car ran great,” Turnbull said. “I didn’t have a single issue all weekend.”

STOCK REAR WHEEL DRIVE
Sometimes you need to think outside the box. That is exactly what the 2023 Stock Rear Wheel Drive National Champion did: Keith Lightfoot decided to bring something different to the 2023 RallyCross Nationals.

Lightfoot has competed in 15 of the 17 National Championships that have been held to date, and his win in 2023 was his third National Championship title. His first two titles came driving a FWD Ford Focus SVT in the Prepared class. But for 2023, the Colorado driver did something drastically different. He brought a C4 Chevrolet Corvette.

“It will be fun to see how many people field Corvettes in the coming years,” said Lightfoot. To keep people guessing what he was bringing to the Nationals, he entered his vehicle as a “1994 Chevrolet Chevette GT” which is not actually a thing.

STOCK CATEGORY RESULTS		
STOCK FRONT WHEEL DRIVE		
1.	Brad Turnbull Ford Fiesta ST	631.512
2.	Caleb Warren Nissan Sentra SE-R	659.393
3.	Hal Denham Mini Cooper S	661.410
4. Dan Sanford (VW Golf GTI); 5. Geoffrey Hamilton (VW Golf GTI); 6. Parker Sattler (Dodge Neon); 7. Ken Krenk (Volvo C30); 8. Josh Armantrout (Mini Cooper S).		
STOCK REAR WHEEL DRIVE		
1.	Keith Lightfoot Chevrolet Chevette GT	670.038
2.	Jared Phillippe BMW 328i	684.481
3. Trevor Philippe (BMW 328i); 4. Jackson Lee (Mazda MX-5); 5. Jason Lee (Mazda MX-5); 6. James Wood (Mazda MX-5).		
STOCK ALL WHEEL DRIVE		
1.	Timothy Thompson Ford Focus RS	618.762
2.	Jan Gerber Mitsubishi EVO IX	629.031
3.	Robert Seelig Ford Focus RS	635.031
4.	Zachary Smith Subaru WRX STI	645.839
5. Sean Heinrich (Subaru Legacy); 6. Ryan Ruhle (Subaru Impreza WRX); 7. M.L. Culpepper (Ford Maverick AWD); 8. Mason Smith (Subaru WRX STI); 9. Steve Ducharme (Mitsubishi Lancer EVO); 10. Randy Eickhoff (Subaru Impreza WRX); 11. Rick Myers (Subaru WRX).		

STOCK CHAMPIONS

(LEFT, TOP TO BOTTOM)

SF: Brad Turnbull, Ford Fiesta ST

SR: Keith Lightfoot, Chevrolet "Chevette GT"

SA: Timothy Thompson, Ford Focus RS

STOCK ALL WHEEL DRIVE

The Stock All Wheel Drive class features those racy OEM all-wheel-drive models built and marketed toward the sports of professional rally and RallyCross, like the Mitsubishi Lancer Evo, Subaru Impreza WRX and Ford Focus RS.

When the checkered flag few after 11 stages (or "laps" depending on who you ask) it was the 2016 Ford Focus RS driven by Tim Thompson from Leon, Kan., that had claimed the 2023 Stock AWD RallyCross National Championship.

This wasn't an especially shocking result as Thompson had been picked to win, having won at the 2022 Nationals in Colorado driving the same car. But, being picked beforehand didn't make winning any easier as the 11 cars in Stock AWD were driven by notable previous National Champions, namely Jan Gerber who finished in second place (10.269sec back); Bob Seelig, sharing Thompson's Focus RS, in third; and Zach Smith who picked up the final trophy in his Subaru WRX STi in fourth.

Mechanical problems and de-beaded tires plagued this Stock class, including its winner. "I stopped for a downed cone and then after that portion of the course I had a de-bead," said Thompson. "Then Bob had a de-bead in my car on his last run. The car ended up finishing the race on two black Sparco wheels and two white ones."



Lightfoot purchased the 'Vette from an elderly couple in his neighborhood. The car had 54,000 miles on it and was bone stock other than a Borla cat-back exhaust.

Lightfoot mounted some knobby mud tires on the rear and snow tires on the front.

"I had mud tires for the front, but they rubbed the fenders," he said.

The National Championships was his first endeavor off-road with the car. "It was great,"

said Keith. "It was like a Miata with 300-horsepower."

Clearly the fast and flowing courses suited the Corvette. "If it had been a tight course, I don't think the 'Vette would have fared as well."

Lightfoot took the lead early and held it throughout the weekend, taking the win over second-place finisher Jared Phillippe (1999 BMW 328i) by 14.443sec.

Lightfoot's dominance of Stock RWD did not come

without drama. Kent Hamilton, a long-time RallyCross competitor from Alaska, filed a late protest indicating, "Driver failed to wear appropriate Corvette attire. White New Balance shoes, Jorts, and wraparound sunglasses were not seen at any time."

The protest was not upheld. ("It was expressed that if this was a Corvette Club event the decision would have gone differently.")

Keith got to keep his third National Championship trophy.

INTACT FOR NOW
Lothrop Withington's pristine Prepared Rear Wheel Drive MR2 Spyder before its rear bumper sacrifice ...

Thomson had a complete set of backup wheels and tires with tools ready to go for just that situation. Unfortunately for Gerber, his Mitsubishi ran into mechanical issues and was unable to complete the final runs. Thompson graciously offered his car which allowed Gerber to make the final run and hold onto his second-place position.

Thompson credited his success to getting to work with his co-driver, four-time National Champion Bob Seelig.

"We have been riding with each other to local events, sharing data, discussing driving techniques and pushing each other. After the first runs [here], we were a mere 0.005sec from each other!"

Thompson also thanked his wife, Crisanne, for letting him borrow her car: "The Focus is hers. I just keep buying her parts and she lets me play with it."

PREPARED FRONT WHEEL DRIVE

There were just five entries in Prepared Front Wheel Drive at the 2023 National Championships, but that small car count was deceptive given just how difficult it would be to win the class. Four of the five drivers were previous National Champions and, in the end, first and second were separated by a scant 0.346sec after nearly 11 total minutes of racing.

Jim Roland (1992 Nissan Sentra SE-R) and Christian

Retterer (2001 Acura Integra GSR) battled back and forth for the top spot during two days of racing across three separate courses. Both drivers hit cones. David Capesius in a 2004 Dodge SRT4 was also in the hunt until he lost an axle, then had to jump into Retterer's Acura to complete his runs to finish third.

In the end, hitting the fewest number of cones and avoiding mechanical problems gave Roland the 2023 Prepared FWD National Championship, his third Nationals win. Retterer who picked up one more cone than Jim had to settle for second place.

Roland, from Rogers, Ariz., is a 25-year member of the SCCA. The first car he drove in an SCCA event—an autocross in 1999—is the same Nissan Sentra SE-R in which he just won the Nationals.

"This was one of those years when staying clean on cone penalties paid off," he said. "Conditions were quick, dry,

hard-packed, and dusty, so it would be easy to have a wobble or an odd bump and walk the car out to clip a cone. The courses were entertaining, but [they] took a lot of patience and precision."

Roland suffered a de-bead on his last run, came in, swapped out a wheel and tire, and was allotted a rerun.

"I had no idea who the winner was as I crossed the lights on the last run. My last run was good, but I didn't know if it was enough until a crowd of people began reacting at the timing trailer."

Roland's father, who introduced his son to cars, had passed away two weeks prior to the National Championships. It was actually Jim's dad who found this SE-R for sale beside the road many years ago.

"I was thinking about my dad, but race weekends are so busy, it was a good way to keep my mind going," Roland said. "It was a positive thing to go to Nationals this year."



PREPARED CATEGORY RESULTS		
PREPARED FRONT WHEEL DRIVE		
1. Jim Roland	Nissan Sentra SE-R	646.334
2. Christian Retterer	Acura Integra GSR	646.680
3. David Capesius (Dodge SRT4); 4. Greg Cheney (Ford Fiesta ST); 5. Warren Elliott (Mini Cooper S).		
PREPARED REAR WHEEL DRIVE		
1. Lothrop Withington IV	Toyota MR2 Spyder	654.177
2. Shawn Roberts	Mazda Miata	654.711
3. Gonzalo San Miguel	Mazda Miata	655.676
4. Ethan Buettner (Toyota 86); 5. James Green (Subaru BRZ); 6. Katie Orgler (Mazda Miata); 7. Joey Green (Toyota MR2).		
PREPARED ALL WHEEL DRIVE		
1. Mark Hill	Mitsubishi EVO IX	608.096
2. Edwin Cunill	Subaru Impreza WRX	611.774
3. Jamison Whisenhunt (Audi A4); 4. Joe Lavelle (Subaru WRX STI).		

PREPARED CHAMPIONS

(LEFT, TOP TO BOTTOM)

PF: Jim Rowland, Nissan Sentra SE-R

PR: Lothrop Withington IV,

Toyota MR2 Spyder

PA: Mark Hill, Mitsubishi Evo IX

"Saturday morning, I was ahead by four seconds," said Withington. "Then first run Saturday afternoon I misread the course and almost missed a gate, lost 10 seconds, dropping from first to third. By the end of Saturday, I had grabbed back a second or two but not a whole lot. Gonzo was leading by three seconds. Then Sunday, Shawn and I closed the gap on Gonzo, and I closed on Shawn.

"It came down to the last run. I drove my bumper off, literally, and Gonzo hit a cone which changed everything. I ended up winning."

Withington's final words on the 2023 RallyCross Nationals: "I want to thank ZB Lorenc at Sigma Tec Automotive for helping me replace an engine in the Toyota, and my wife, Danielle, for putting up with all of this."

PREPARED ALL WHEEL DRIVE

Mark Hill from Lawrence, Kan., was picked to win the Prepared All Wheel Drive class for good reason. Previous to the 2023 event, Hill had won three RallyCross National Championships.

Well regarded as a formidable competitor, Hill has National Championships in both RallyCross and ProSolo and has multiple podium finishes at the Solo Nationals. He owns five different Mitsubishi Evos and for the RallyCross Nationals at Heartland Motorsports Park, a home track to him, he brought out his trusty Lancer Evo IX MR.

PREPARED REAR WHEEL DRIVE

Some people are of the opinion that bodywork, like rear bumper covers, are unnecessary for RallyCross. Lothrop Withington, from Dublin, Ohio, might argue that fact. He sacrificed his 2003 Toyota MR2 Spyder's rear bumper on his way to winning the Prepared Rear Wheel Drive class at the 2023 Nationals.

"I didn't even know the rear bumper was damaged," said Withington. "Shawn Roberts came up to me at the finish and

said, 'I want to see your face when you look at the back of your car,' so I knew something had happened."

This is the second National win in a row, and also the second rear bumper cover destroyed at the Nationals for Lothrop.

"I hit a hole in Colorado [last year] which did the bumper in," he said. "I don't know what happened here."

Maybe losing a rear bumper cover is what Withington needed to do to take the win in a seven-car field by a very small

margin, just 0.534sec, over second-place Shawn Roberts driving a 2002 Mazda Miata (who kept his rear bumper). Third place was Gonzalo "Gonzo" San Miguel in a 1997 Mazda Miata (also with a full rear bumper).

Withington was picked to win, and he came through with a solid performance, staying off the cones and avoiding mechanical issues. But he didn't run away from the competition. The lead changed multiple times between the podium finishers.



EVENT COVERAGE

ALL CLEAR

A picture-perfect morning, and David Capesius' Dodge (90) awaits its next Prepared Front Wheel Drive run after a rapid axle change.

The battle in Prepared AWD shaped up to be a classic Mitsubishi/Subaru matchup between Hill in his Evo and Edwin Cunill in a 2006 Subaru WRX TR. The battle was formidable with both drivers picking up cones early in the weekend and pushing each other hard through the dirt courses. At the end of the day Saturday, Cunill had a 1.911sec lead, and Hill was starting to doubt himself.

"On Saturday night, Tim Thompson and Jamison Whisenhunt gave me some cognitive therapy," said Hill. "They told me to keep my focus, not to fret, and to drive my own game; not pay attention to what other drivers were doing. I really needed to hear that."

On Sunday, Hill was ready mentally to try to take back the lead, and then his fuel pump started to fail.

"The car would run good under 90-percent throttle, but at max throttle the fuel pressure would fall," said Hill. "I had to drive at 90-percent throttle while trying to catch a guy who was ahead of me. I just got hyper focused, caught Cunill, pulled away and didn't make any mistakes."

Cunill had a de-bead on his second run. He tried to re-bead the tire, but it just wouldn't snap into place. He had to switch to a different tire and posted a slower run.

Hill chose a more conservative approach,

utilizing a higher tire pressure to ensure he did not de-bead any tires during the event—a strategy that ultimately gave him the win. Cunill finished in second place earning a trophy in the four-car field.

"RallyCross is a little bit of luck with the surface," said Hill. "And memorizing the course and looking ahead is key to success in all types of racing." Sage advice from a 70-year-old man who had just won his fourth RallyCross National Championship.

MODIFIED FRONT WHEEL DRIVE

The Modified Front Wheel Drive class at the 2023 SCCA RallyCross National Championships had nine entries which included the course designer, ZB Lorenc, from Dublin, Ohio, driving a 1998 Volkswagen GTI.

Ask Lorenc what his initials stand for and he will

tell you, "I'm from Poland and it's a name nobody can comprehend. Just call me ZB."

What the entrants at the 2023 event did comprehend was the outstanding course design Lorenc put together. It was universally touted by all the competitors, and the event ran smoothly. Lorenc also ran smoothly, earning his fifth National Championship.

His knowledge of the courses he designed helped him to avoid the cones which gave him a 9.461sec victory over second-place finisher Blanton Payne in a 1991 Honda Civic Si. Jarrod Barlow in a 2000 Ford Focus picked up the final podium spot and trophy.

"That is the key," said Lorenc. "Not to hit cones."

Lorenc's VW GTI ZB "is the culmination of a 10-year build," he said, noting that there is very little left from the original car.

"I replaced the rear suspension with an independent system and added a 2-liter

supercharged engine. The car is very light, 1,600lbs."

Because of how light the car is, Lorenc says he runs extremely low air pressure in the tires.

He did not run away with the event and was in second place after the first few runs, suffering from some fuel pressure issues.

"I kept working on the car and increasing the fuel pressure until the car started to run correctly."

By the end of the day Saturday, Lorenc was ahead of early leader Payne who Lorenc says, "is a future National Champion and outstanding driver."

On Sunday morning, Lorenc's VW was the first car out on the fresh and dewy wet course. "It was nerve racking. I didn't want to make a mistake."

He didn't, and instead increased his lead and won the Prepared Front class.

Lorenc is sponsored by his shop, Sigma Tec Automotive located in Hilliard, Ohio.





MODIFIED CHAMPIONS

(LEFT, TOP TO BOTTOM)

MF: ZB Lorenc, VW GTi

MR: Jason Fuller, Porscharu 914

MA: Chris Endres, GMC Typhoon



MODIFIED CATEGORY RESULTS

MODIFIED FRONT WHEEL DRIVE

1. ZB Lorenc	VW GTi	623.582
2. Blanton Payne	Honda Civic Si	633.043
3. Jarrod Barlow	Ford Focus	645.372
4. Donald Carl	(Dodge Neon);	
5. Kevin Murphy	(Nissan Sentra);	
6. Brian Peel	(Chevrolet Cavalier);	
7. Sean Grubb	(Nissan Sentra);	
8. Josh Karczewski	(Honda CRX);	
9. Bret Hunter	(Honda CRX).	

MODIFIED REAR WHEEL DRIVE

1. Jason Fuller	Porscharu 914	623.847
2. Leon Drake	Porscharu 914	625.381
3. Doug Leibman	VW Super Beetle	660.892
4. Todd Wicker	(BMW 325is);	
5. Ryan Redenbaugh	(MG GTS);	
6. Andrew Benagh	(Mazda Miata MX-5);	
7. Rodman Hunsaker	(Porsche 944 NA);	
8. Larry G. Smith	(Mazda Miata MX-5);	
9. Parker Field	(Mazda Miata).	

MODIFIED ALL WHEEL DRIVE

1. Chris Endres	GMC Typhoon	580.235
2. Todd Briley	Subaru Impreza	591.152
3. Mark Macoubrie	Subaru WRX STI	593.587
4. Daniel Ebling	Subaru Impreza 3.3	606.264
5. Niles Davis	BHR Audi A4	606.833
6. Shane Blankenship	(Dodge ST);	
7. Benjamin Howe	(Subaru Impreza WRX);	
8. Alex Reinkordt	(Subaru Legacy SS);	
9. Kevin Schatz	(Subaru Legacy);	
10. Valerie Briley	(Subaru Impreza);	
11. Joshua Campfield	(Subaru WRX);	
12. Neftly Bloom	(Subaru WRX);	
13. Ryan Plourde	(Subaru WRX);	
14. Joshua Mefford	(BHR Audi A4);	
15. Jess Moeding	(Mitsubishi Lancer);	
16. Austin Dowda	(Honda RT 4WD Wagon);	
17. Kent Hamilton	(Isuzu Impulse RS);	
18. Blake McIntyre	(Subaru Impreza WRX);	
19. Chris Delaney	(Subaru GC8);	
20. Jonathan Olschewski	(Isuzu Impulse RS);	
21. James Woodward	(Subaru Impreza WRX).	

MODIFIED REAR WHEEL DRIVE

The Modified Rear Wheel Drive class throws rooster tails like no other class in RallyCross. This is often the class to watch if you want to see a show, and Mod RWD at the 2023 RallyCross National Championships did not disappoint.

The specific car to watch was a 1976 Porsche 914 with a Rothmans livery. The car is owned by former National Champion Leon Drake and co-driven by Jason Fuller. The two

had their own battle on course, besting the rest of the field by a whopping 35 seconds. Third place went to Doug Lieberman in a 1971 Volkswagen Super Beetle. But the winner between the two drivers in the Porsche wouldn't be decided until the final runs of the weekend.

On Saturday, Fuller, from Knoxville, Tenn., had the steering wheel pop off the quick release. "Luckily it was at the start, and the car was going straight," said Fuller. "I was able

to line up the wheel, snap it into place, and just keep driving."

Drake had a similarly unfortunate experience, coming into a large dust cloud with the sun hitting the cloud in the worst way. He couldn't see the course, and it cost him more than five seconds on that run.

Fuller went through the same section on the next run. "I just pinned it, Days of Thunder-style, hoping that when I came out of the cloud everything would be clear. And it worked! No cones!"

**FIELD DAY**

(ABOVE) RallyCross Nationals are formally informal. (BELOW) Rick Myers, SCCA Director of Rally/Solo, was a deserving True Grit Award winner. And that's a trophy!

On Sunday, car owner Drake started to whittle away the lead, besting his co-driver on every run. But there just weren't enough runs left, and the National Championship in Prepared RWD went to Fuller in a borrowed car—his first National Championship—over a field of nine.

Fuller was extremely grateful that Drake let him co-drive the spectacularly modified Porsche.

Asked if he would be invited to co-drive again, Fuller laughed and admitted, "No. Leon said, 'You're not driving with me next year.'"

The No. 41/141 Porsche 914, called the Porscharu in deference to its Subaru drivetrain, is sponsored by Higher Grounds and Bankrupt Motorsports.

MODIFIED ALL WHEEL DRIVE

The Modified All class was the largest field at the 2023 SCCA RallyCross National Championships with 21 entries. The man picked once again to win the championship was Jonathan Olschewski whose luck at Nationals over the years reads like a Shakespearean tragedy.

Sadly, 2023 would be no different, adding to the long list of woes.

A broken shock on Saturday had Olschewski's Drive Auto Sports 1991 Isuzu Impulse RS on the trailer and heading back to Utah—which still left a huge field to do battle for the five trophies that would be handed out and plenty of wicked all-wheel-drive modified machinery to chew up the dirt and battle for the National Championship title.

In the end, that title would go to Chris Endres from Janesville, Wis., driving a 1993 GMC Typhoon and earning his first ever National Championship. Endres had a picture-perfect weekend, missing every cone on course through 11 runs for a total time of 580.235sec—the fastest time of the Nationals.

His championship was the culmination of hard work and development on the Typhoon by Chris at his Janesville shop, CTR Automotive. He installed a Corvette independent rear suspension and aluminum block V8 to the Typhoon and



made a major change to the vehicle by moving 150lbs from the front of the truck to the rear.

"I went to the RallyCross National Tour in West Virginia earlier this year and found a big problem with the truck," said Endres. "I came back and sourced the issue to a front axle that was popping out and had sheered splines. If I hadn't run the Tour, I wouldn't have known it was a problem until the Nationals in Kansas. That saved me.

"I fixed it and the truck with its new weight distribution was a rocket."

Because Endres enjoys the

build of his vehicles as much as racing them, he says his future plans are to build an LS-powered Fiero for the Modified RWD class.

Endres won by 10.917sec and said, he thanks the Lord for giving him the ability. Second place went to Todd Briley in a 1993 Subaru Legacy; third was Mark Macoubrie in a 2005 Subaru WRX; fourth was Danial Ebling driving a 1993 Subaru Impreza; and the final trophy spot in Modified AWD went to fifth-place Niles Davis in a 2002 Audi A4.

THAT'S A WRAP

The 2023 SCCA RallyCross was a massive success in how smoothly the event operated. The ZB Lorenc-designed courses held up well due to some great pre-preparation completed by SCCA's Rick Myers.

When the dust settled, nine National Champions were crowned in Kansas, three of them for the first time.

Congratulations to all the competitors. We can't wait to see what these many talented RallyCross competitors build and/or find a way to break next year. 🍷

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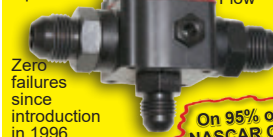
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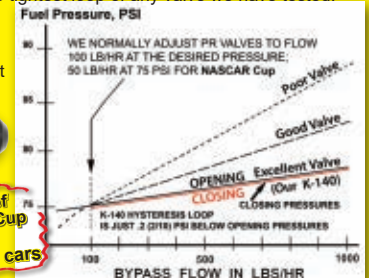
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TIME AFTER TIME

Cars, Stars and a Ton of Fun: Highlights from the 2023 Tire Rack SCCA Time Trials Nationals Powered by Hagerty

WORDS Reece White

IMAGES Tradd Slayton

The Tire Rack SCCA Time Trials Nationals Powered by Hagerty (TTN) is the single largest Time Trials event in the country and, in many ways, the most inclusive.

Like with previous years, the 2023 weekend hosted at the National Corvette Museum (NCM) Motorsports Park in Bowling Green, Ky., opened with an easy practice: Holley Day is the now-traditional Thursday practice day whose tab is picked up by Holley Performance Products.

When Friday morning, Oct. 13, rolled around, everything started to count. At Time Trials Nationals, Friday consists of full-course TrackAttack sessions, where the best time of the day counts for one-fourth of the final tally.

On Saturday, the challenging NCM track was split into shorter sections, one on the east side and one on the west side, for events called TrackSprints. These are like an autocross or HillClimb, with cars launching from a standing start and the best of three runs in each section counts—two more fourths towards the total.

Sunday amps up the pressure. Back to TrackAttack, the best lap is the one that counts (the final



ON A ROLL

(MAIN) Mustang-equipped U1 champ Steve Luca (500) shattered the existing NCM lap record. (OPPOSITE, TOP) The M1 record fell, too, courtesy Justin Peachey's 'Vette (45). (OPPOSITE, MIDDLE) S4 class honors went to Honda S2000 driver Derek Secord (136). (OPPOSITE, BOTTOM) Derek Meinke (15) picked up the Never Surrender award.

one-fourth), but the sessions are shorter. That best lap has to come, essentially, right now—no waiting for the end of a long session to continue to improve.

But here's the beauty of Time Trials Nationals: It's a vibe, not a goal. Sure, some, like Steve Luca, are running for the fastest time of the weekend. Luca, by the way, is now the all-time quickest car and driver combination at Time Trials Nationals, beating Kyle Carrick's mark from 2021 by nearly two seconds.

"There are three modes of thought when it comes to SCCA Time Trials, and none are wrong."

REECE WHITE

Luca's run in an Unlimited 1 Ford Mustang was amazing to watch, but Justin Peachey also went under Carrick's previous mark, except he did it in a Max 1 car on 200 treadwear tires to become the second fastest car ever at Time Trials Nationals.



TO EACH HIS OWN

There are three real modes of thought when it comes to SCCA Time Trials, and none of them are wrong. The first, of course, is to take a good-running car, leave it largely stock, and see how fast you as a driver can make it go.

The second is to take a car and make it the best and fastest version of that car your skill and resources allow.

And then there's the third version, which might be the most righteous of them all: Take

a car and turn it into something it was never meant to be.

"Full stupid," is how Jimmy Rauck refers to that, and it's the approach he took to put a 1999 Honda Civic hatchback up to third overall on the opening day of full lapping.

You read that right, a Honda Civic. This one, though, boasts a measured 600 horsepower at the crank (with low boost; it can go up!), and is now the all-time fastest front-wheel-drive car, of any measure, around NCM Motorsports Park.

"This is the second weekend

we ran this car," Rauck said.

"We're still dialing it in, working up to speed in it. We've had the transmission out four times in the last day and a half," he added with a wry smile.

The Civic's newness alone is scary for other Time Trials competitors around the country. Rauck's Time Trials machine is completely stripped on the inside and weighs 2,100 pounds. Its unique aero package includes a splitter, flat bottom, diffuser, and small wing.

Not surprisingly, it handles quite a bit differently than the Porsche he previously drove. The power comes down very differently, especially considering the Honda is putting all of its power to the front of the car instead of the rear. And that power, along with the aero, makes the steering very different.

"I think if I went back to the Porsche, I could drive it one-handed around here," Rauck said. "This is a two-handed car. In second gear, if I'm not fully



JUST IN TIME

(ABOVE, TOP) Mark Bowling (50) claimed Top Novice honors. (ABOVE, MIDDLE) M5 champ Andy Hollis (91). (ABOVE) M3 class winner Robert Wilmoth's striking Audi (151). (ABOVE, RIGHT) Lori Weber (113) took home the Women on Track Driver of the Event special award.

paying attention or otherwise engaged, it'll rip the steering wheel out of my hands." As for the aero, "It's stable, where the Porsche starts to get a little light," he said. "We give up low speed stuff in this car for sure. Finding the limit is entertaining because it's my first car with a lot of aero. Aaron at Pure Tuning [in Toledo, Ohio] developed it all. It's a lot to wrap my head around. Between me and the car, there's more time. We're tiptoeing up to it."

But with checklist upon checklist to review every time he comes off the track, is it really worth it? "Oh, yeah. It's been fun. It's been a lot of fun."

SUNDAY CRUISE

Of course, there's the other end of the spectrum, and a place at Time Trials Nationals for everybody.

Just ask Alan Lani. His car isn't the most expensive and it's certainly not the quickest. But he's having as much fun as anyone, and it's garnering

a lot of attention from some that might traditionally be considered slightly more, well, "cool."

Why? Because he came to NCM Motorsports Park with a PT Cruiser. On purpose.

Lani didn't begin his SCCA Time Trials career yearning for a PT Cruiser. He has had an NB Miata and a BMW. But this year, he was looking for something different.

"I originally bought a different PT Cruiser that I found on Facebook for \$500 that had a



five-speed and disc brakes, and it might have been a halfway decent car," Lani said. "But I ran out of time to finish it. Rather than miss the event, Friday of last week, I told my girlfriend 'I'm taking your car.' This is her daily driver. That's part of why I chose PT Cruisers. She loves them. They haven't been [in production for] 15 years, but I've built her three different cars, so I know the platform. I have parts sitting around. It's not a big deal."

Lani took the high-performance

Hawk brakes and shocks off the \$500 car that hadn't yet been put together and put it on his girlfriend's commuter car. There was some concern about the height versus the width, so he overnighted some lowering springs to the track and put them on by flashlight in the paddock.

Then he did what everyone around him at NCM was doing—he drove.

"It's been hilarious," Lani said. "The interest has really surprised me. I was just doing this not to

HEADLINERS

(MAIN) Robert Ellsworth's stand-out purple '70 Challenger (488) turned heads and picked up the Fastest Classic award. (ABOVE, LEFT) Nicholas Johnston, the new M5-class track record holder. (ABOVE) Philip Jue (321) earned True Grassroots honors, a unique award presented by Grassroots Motorsports Magazine.

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RESULTS

NATIONAL CORVETTE MUSEUM
Bowling Green, Ky. | Oct. 13-15

WINNERS

Unlimited 1: Steve Luca, Ford Mustang**Unlimited 2:** Jimmy Rauck, Honda Civic**Max 1:** Justin Peachey, Chevrolet Corvette**Max 2:** David Marcus, Toyota Supra**Max 3:** Robert Wilmoth, Audi RS3**Max 4:** Josh Owens, Mazda Miata**Max 5:** Andy Hollis, Honda CRX**Tuner 1:** Jeff Tucker, Chevrolet Camaro**Tuner 2:** Mark Sarcevicz, Chevrolet Corvette**Tuner 3:** Lyle Zyra, Toyota GR86**Tuner 4:** Justin Tilus, Honda Civic**Tuner 5:** Christopher Heideman, Honda CRX**Sport 1:** David Entz, Porsche Cayman**Sport 2:** Sam Strano, Ford Mustang**Sport 3:** Luke Corl, Volkswagen Golf**Sport 4:** Derek Secord, Honda S2000**Sport 5:** Steven Duran, Subaru BRZ**Sport 6:** Kevin Lindley, Mazda RX-8

WEEKEND SUPERLATIVES

True Grassroots, Presented by Grassroots Motorsports Magazine: Philip Jue, Nissan 350Z**Fastest Classic, Presented by Classic Motorsports Magazine:** Robert Ellsworth, 1970 Dodge Challenger**Spirit of Time Trials:** Phil Jue, Andrian Willoughby, Lyle Zyra, Chris Reagen, Jack Nguyen, Justin Kennedy**Most Improved:** Mark Kilgore, by 15 seconds**Top Novice:** Mark Bowling, Ford Mustang**Worker's Choice:** Robert Ellsworth**Keepin' It Cool Award, Presented by Hagerty:** Kentucky Region, for an outstanding effort in welcoming the community to their tent in the evenings for relaxation.**Never Surrender:** Derek Meinke**SCCA Women On Track Driver of the Event:** Lori Weber, Chevrolet Camaro**SCCA Women On Track Ambassador:** Nikki Edwards

NEW NATIONAL CORVETTE MUSEUM RECORDS

Unlimited 1: Steve Luca, Ford Mustang, 2:02.759**Unlimited 2:** Jimmy Rauck, Honda Civic, 2:11.571**Max 1:** Justin Peachey, Chevrolet Corvette, 2:04.362**Max 2:** David Marcus, Toyota Supra, 2:09.629**Max 4:** Josh Owens, Mazda Miata, 2:13.930**Max 5:** Nicholas Johnston, Mazda Miata, 2:19.369**Sport 4:** Derek Secord, Honda S2000, 2:22.674**Tuner 2:** Mark Sarcevicz, Chevrolet Corvette, 2:13.106**Tuner 3:** Lyle Zyra, Toyota GR86, 2:16.966

MEN AT WORK

(TOP) For some, the work was non-stop. (ABOVE) S3 class winner Luke Corl (127). (ABOVE, RIGHT) Jimmy Rauck's outrageous 600hp Civic.

miss the event, and people have been really excited."

So, sure—the underpowered and over-braked car wasn't going to set any speed records this week. But Lani's got the same amount of track time and had the same amount of giggles—maybe more—as anyone.

"Every car has its challenges. Learning how to drive this car fast has been really exciting for me," he said. "It doesn't accelerate worth anything. I had a top speed of 92.4 mph. Lowered, and with the Hawk brakes and SRT calipers on the front, it's actually [capable of] 1.1g of cornering and braking. Just trying to figure out how

to be...I won't say fast, but not slow [either] in a PT cruiser has been interesting."

GO TEAM

Cooperation and teamwork, often between on-track rivals, is a familiar display at TTN. Justin Kennedy was like a lot of the competitors who run Time Trials in that he drove his car to the track—in his case, it was a Mini Cooper he drove to Kentucky from his Naugatuck, CT, home towing his tire trailer. That, however, became a problem when his transmission went out on opening day at the track.

Luckily, SCCA Time Trials promotes teamwork, both on and off the track.

Adrian Willoughby—Kennedy's friend and fellow Mini Cooper driver—was paddocked right next to Kennedy, and helped his friend locate a

transmission in Indianapolis, approximately four hours north of NCM Motorsports Park.

Step one, complete.

While Kennedy and Lyle Zyra headed north, a small group led by Willoughby pulled the expired transmission. That left the Mini waiting and ready when Kennedy and the fresh transmission were back at the track at 6:30 on Friday morning.

A team consisting of Kennedy, Willoughby, Zyra, Phil Jue, Lyn Jean, Miles Furlong and Jack Nguyen teamed up to get the transmission installed and tested in time to make the third session of the day and get a time in, saving Kennedy's weekend.

Was it worth it? Considering Kennedy set his personal best by more than two seconds, and he was able to drive home to Connecticut when the event was over, most definitely. 📍

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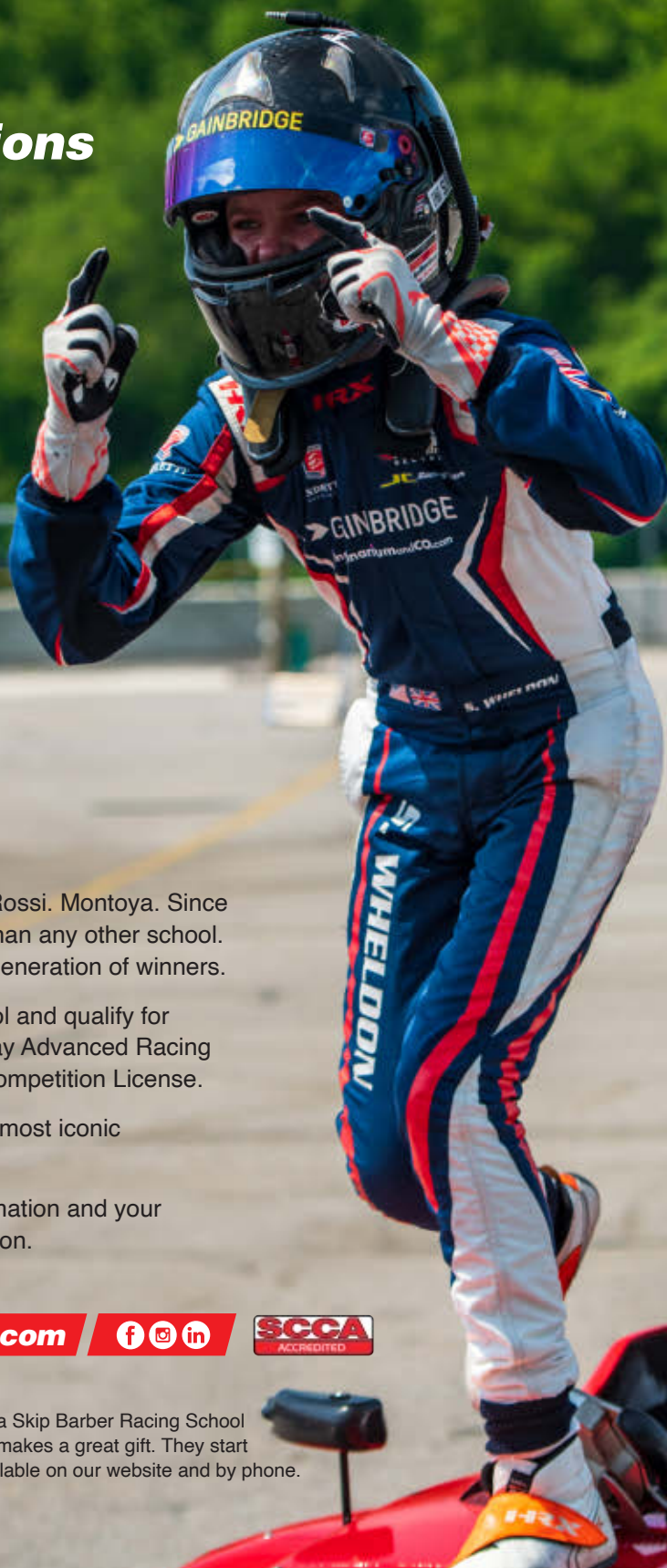


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