

# NORTHWEST SPORTS CAR NEWS

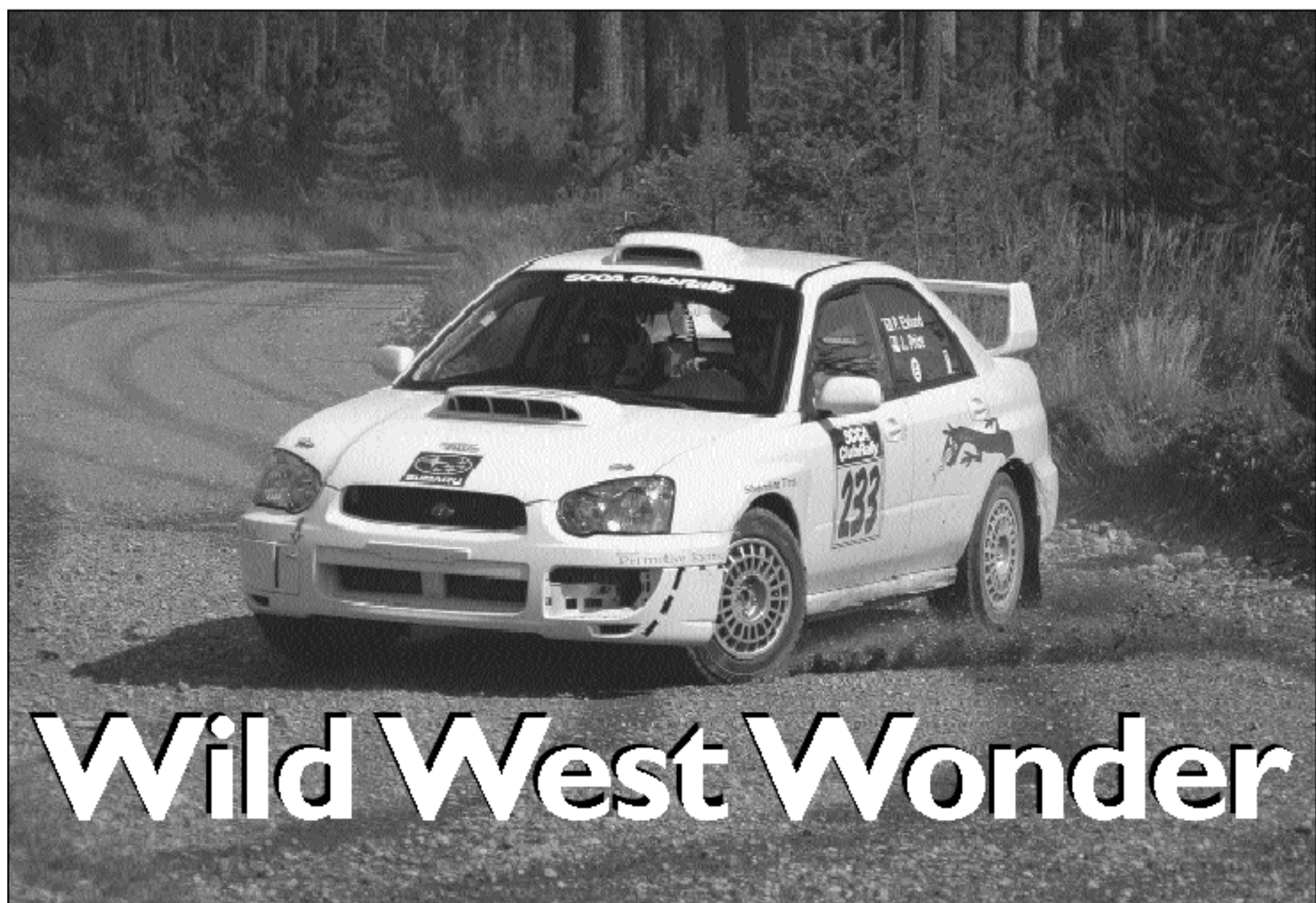


The Official News Source of SCCA's Northwest Region

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## Wild West Wonder

Jm Culp / www.prorallypic.com

Paul Eklund and Jeff Price power through a turn on their way to eventual victory in the two Club Rallies that make up the Wild West International Rally.

### Wild West International Rally 2004: A view from in front of the front

BY RON SOREM  
Contributing editor

The 2004 Wild West Rally was headquartered at the Little Creek Casino Resort complex near Shelton on Sept. 10-12. The weekend would include two Sports Car Club of America "Club Rally" events: Southwestern and Simpson Stages. Both are part of the North West Region SCCA Rally Championship, the North Pacific Division Championship, and day two also counting toward the Western States Rally Championship.

The overall weekends combined events comprised the FIA (Federation Internationale d'Automobile) Wild West International, observed by FIA with the eventual goal being a return to inclusion in the FIA rally calendar.

The start ramp at headquarters saw 32 cars in five classes embark on a fast-paced run through 415 miles, including 133.51 miles of forest stages.

As a departure from normal volunteer duties at this event, I would not see the start, the road marshal positions, or the finish of stages by standing in the woods. I would see all of these positions filled by enthusiastic volunteers, some only in passing, at speed as Car 00, different than competing for the championship, but rewarding and fun. This year I talked another Seattle-area driver, Casey Woodrum, into being my co-driver

#### Inside

Full results of the Wild West International Rally appear on **Page 5**.



Jamie Thomas and Matt Gauger finished fourth overall and first in Production GT at the Wild West International Rally.

Jm Culp / www.prorallypic.com

### Wild West PGT class win secures 2004 title for Thomas and Gauger

BY JAMIE THOMAS  
Contributing editor

OLYMPIA — Team Subie Gal Racing and Burnsie the Rally Wagon tackled their "home stand" event at the annual running of the Wild West International FIA Rally. This rough and rocky two-day event consists of more than 130 of the most challenging stage miles in the country.

Day two of Wild West, the Simpson Stages Club Rally was also Round 4 of the Western States Rally Championship. The team had a few issues but drove well,

managing fourth overall both days while securing first in PGT Class each day as well as fourth overall in the International rally event.

The Wild West International Rally is a full-on FIA event. Timing and rules may differ slightly from most rally events in the country but the roads and challenges therein are what brings teams back year after year. This year, with 30-plus entries the field was diverse and every car class had several competitors. On

See **Thomas**,  
Continued on page 4

See **Wild West**,  
Continued on page 4

## They're singing in the rain

### First Solo national champs crowned on damp day two

BY CURTIS KITCHEN  
SCCA staff

TOPEKA, Kan. — The week's lone chance for rain during The Tire Rack SCCA Solo National Championships turned out to be a pretty darn good one.

But, for a few competitors who had to run under the dark thunderheads that doused Forbes Field early Sept. 15, the day couldn't have been brighter.

In Street Touring Xtreme, Tom Hoppe of Raleigh, N.C., utilized every bit of all-wheel drive his Boxer4Racing.com 2002 Subaru Impreza WRX

#### Who brought home trophies

Find out who's returning from Topeka with a trophy for their efforts. Complete list of class winners, **Page 4**.

could muster, holding off charges from both second-place finisher Courtney Cormier of Richmond, Va., and bronze winner Mike King of Jacksonville, Fla., to earn his first National Championship.

Hoppe, who had never finished higher than 11th in his previous two attempts at the Solo Nationals, had a nearly 0.4-second advantage going into the last round. However, Cormier, in his Webb Motorsport-KW Suspension-Helix 2003 Mini Cooper S followed up a strong finish to day one with his best time of

day two, slicing Hoppe's lead down to 0.191-sec. but not able to get any closer.

F Modified Ladies soloist Jessica Gray of Blue Springs, Colo., also rose to the occasion despite the wet conditions as she also earned her first national title. As the rains tapered off, Gray gradually got faster in her MidAtlanticMotorsport.com 1993 KBS MK7 and turned in her fastest time of the morning by nearly 1.5 seconds, posting a 58.427.

Christina Libecco of Warren, Ohio, entered the final three runs with a 0.378-sec. lead over Gray, but could only manage a 58.842 in her MidAtlanticMotorsport.com 1993 KBS MK7 on her last attempt, giving the class title to Gray by a slim 0.037 seconds.

See **Topeka**,  
Continued on Page 4

# All's well that ends well at Wild West

What a nice little rally. The 2004 edition of the Wild West International Rally presented a new mix of challenges, but what the hey, it's a rally. Challenges are to be expected.

Last year, the fire danger forced us to switch to a split schedule at the last moment on Saturday. This year, in anticipation of similar problems, an early morning fire schedule was devised and published along with the more traditional, and preferred, schedule in the event the former was required. This year, the weather gods smiled on the rally stages, although the Friday night stages did make scrutineering more difficult.

The weeks before the rally brought a change in the weather pattern we had been experiencing and enough much-needed rain to obviate the need for a fire schedule. Friday night's heavy rains held off until the press stage was complete and the set up for Saturday's stages was complete. Thanks to the help of Dave Folker, Mike Shay and Gloria and Randy Hale, we got the stages set and were all able to make the Friday night welcome party.

The rain disappeared by Saturday morning, and

## Rally Round

JOHN NISPEL, ASSISTANT RE RALLY

with the exception of a few localized showers, it remained dry for the rest of the rally. Except for some deep puddles and an unexpected water crossing on the first two miles of the Nahwatzel stage and allowing the rally to run at one minute spacing between cars, the rains had little effect on the rally. What did have a major impact was the fact that bow-hunting season opened on the Friday the rally started and Green Diamond Resource opened nearly all of the gates that had been locked all summer. This meant that we had to deal with a lot more people in the woods in order to get control of the stage roads. It also had another unanticipated consequence that I'll come to later.

Again Dave Folker and Ron Barker's help in pre-advancing the stages was instrumental in keeping me on schedule, which enabled the rally to stay on schedule and the rally ran essentially flawlessly. Again, with the help of Folker, the Hales, Chris Portal and Chris Hale,

set-up for Sunday's stages was accomplished just after dark, and I was able to catch a few minutes of Rodeo Kill, the live entertainment at the Saturday night party.

Basically, the rally went flawlessly until the transit following the last stage of the event. It was then that I discovered that the lock had been changed on the Port Blakely gate. Although I had a Port Blakely key, it was not the correct one. Fortunately there was an easily described, albeit much longer, alternative transit route available. As a result the final transit had to be thrown, but that was of little consequence. A little challenge to end the rally, but overcoming little challenges is what rally is all about. I remained at the start of the transit until all of the crew cleared the stage and then led them to pavement, since most were unfamiliar with the alternative route.

Back at the awards party, I was amazed to discover that there was a two-way tie for second place and Paul Eklund's winning margin was a mere 10 seconds after more than 134 stage miles. It's just awesome how competitive this sport has become.

Next up Hood River. See you in the woods.

# Race program needs fresh ideas, volunteers

For this month's column, I have no specific message that I want to convey. Since NWR's last event in August, I have spent a lot of time thinking about our race program and have talked to a lot of people involved with it trying to figure out why we've seen the decline in participation — not just drivers and entrants, but also race officials.

The race officials that I have talked to who are planning on not volunteering at our events next year had some pretty legitimate reasons for not coming back for next season. Some of the reasons were "they had been doing this for 20 to 30 years and were getting burned out doing 18 to 20 races a year". Some of these volunteers travel up to 300 miles to attend our

## Race Report

DAN CARCHANO, ASSISTANT RE RACE

events and with the price of fuel and the cost of accommodations it was getting too expensive for them.

I was only able to talk to drivers who do participate at our events and most of them were clueless as to why the entries were down this year.

So remember the Supps meeting for the 2005 race season will be on Nov. 15 at Andy's Diner on Fourth Ave. S. in Seattle I hope to see a really good turnout

of drivers at this year's meeting.

Last weekend I participated in the Wild West Rally out on the Olympic Peninsula. Every year a lot of Rally people help us put on our events so for a thank you, myself and a couple of other people from race help with the Wild West Rally. I have to tell you, rally people know how to put on a fun event.

Our awards party this year will be on Dec. 11, we will try to have it again at Bison Creek Pizza. Last year they did a good job of making us feel right at home.

And finally to all of the people who were part of our events during the 2004 race season I want to thank you!

# Nationals mean Solo II season is winding down

Tim Irwin chaired SCCA event No. 7 on Sunday, Sept. 5. We had 175 entrants compete on the Dan Barnes-designed course. It was very challenging but also fun at the same time. The weather was fantastic and everybody received four runs. BSCC held a practice on the south end of site. It made it nice for those people wanting to maximize seat time before heading out to Nationals.

The Pro Solo Finale and the Solo II National Championships were Sept. 11-17. As I write this, the Pro Finale is over. Kevin Dietz was second in SS, Stacy Moleker was third in SS, Joe Goeke was second in BS, Ron Bauer was second in DS, Alan Dhal was second in HS, Keith Brown was third in HS, Bill Buetow took the win in BSP, LJ Moffet was fourth in BSP, Scotty B White was third in SM2, Linay White took the win in L2 and Angela Moffet was fourth in L2. That's 11 trophies already. I don't have the year-end numbers yet for the Pro Solo Series but we should have them in time for the next issue. Nationals competition starts to mor-

## Around The Pylon

KARL COLEMAN, ASSISTANT RE SOLO II

row. We should have a bunch of NWR Nationals results and trophies to talk about in the next issue of NSCN. Good luck everyone! (A list of class winners appears on Page 4.)

Sept. 25 and 26 will be an SCCA open practice on Saturday and Event No. 8 on Sunday in Packwood. Scott Miller and myself will be the event chairs for this weekend of fun. Karen Babb is designing the course. As usual, our 2004 team of specialty chiefs will be on hand to make sure these events go perfectly. Plan to head out there on Friday night or Saturday morning and stay the whole weekend. There will be a pre-event social at Cruisers Pizza on Saturday night. The town is looking forward to having us. Check the region's Web site (www.nwr-scca.org) for more info.

October will bring us our final two events of the season. Event No. 9 will be on Oct. 10 at BMP and Event No. 10 will be on Oct. 24 at BMP. With 10 events, we'll count seven of the 10 for season points. Keep checking the Web site for additional info.

That's it for now.

**GET INVOLVED:** Come to the monthly SCCA Solo II committee meetings. We meet on the second Tuesday of every month at McGowans in Renton starting at 7 p.m. Everyone is welcome and encouraged to attend.

## Regional Perspective

JOHN FORESPRING, REGIONAL EXECUTIVE

John Forespring is on the road this month. Look for his column in the next issue of Northwest Sports Car News.

## Letter to the editor

### Pacific Raceways desperately needs a financial savior

To the editor:

First of all, thank you all, who have put in many hours, days, years of effort in trying to make the Northwest Region viable.

I have raced in the SCCA for six seasons now, usually trying to get five or six race weekends per year in. Yes, there are monetary and time constraints that determine the final number of races that I can do per season. As drivers like me can attest, the actual race weekend is the icing on our cake. There's plenty of late nights reassembling blown trannys, engines and other hard, greasy, race-related wear and tear items on our cars. For some of us, that's part of the fun. For others, it isn't.

Don't get me wrong — racing is my passion. But it is also expensive and time consuming. I'm quite proud of my low-budget approach. Yet, a race weekend requires on the average for me 10-20 hours of work on the car, \$1,600 in parts, gas, entry fees, food and three days away from home. Why three days? Because I choose to race at Portland, even though I live in Woodinville. Your question is "Why?"

Why drive 400 miles and spend extra money on room and board to go out of state to race? The answer is, first and foremost, "The Track." PIR is funded and cared for by virtue of it being a city asset. It's part of the Parks and Recreation division. It's accessible to the masses and the clubs. The racing surface is good, the runoff areas safe and the Oregon Region does an excellent job of sanctioning. They also make road racing their main focus and priority.

The Northwest Region seems more focused on SOLO events, which are great, but not of a lot of interest to most road racers. And what road racing is offered in this region is just not worth the cost. That sounds harsh, but it's reality.

For people with an unlimited budget Bremerton and Pacific are definitely better than nothing. But for my money, I'll go where the track is in good condition and safe passing is actually possible. It is truly unbelievable to me, that in a county with some of the richest people in the nation, not one individual or group has been able to commit to making Pacific Raceways back in to the high quality venue it used to be. (And a lot of these people are race car enthusiasts!)

I love the track. My love of racing was born there as a boy. I attended Trans-Am, Can-Am and F-5000 races there in "the day." The first Children's Hospital Vintage race inspired me to pursue racing myself. But the track has been allowed to fall into ruin. Now it would take \$4 million or \$5 million to widen and repave the whole mess, restore the front straight, put a bridge or tunnel to the infield, address some safety issues, build some

real pits and get a couple of world-class road racing events to come each year.

Do those things and I believe that interest in the place would explode. But judging from the overall lack of enthusiasm from investors and drivers alike, I'm afraid Pacific Raceways is doomed to be a feature in "Ghost Tracks" in the not too distant future. The best case scenario at this point would be if Bruce McCaw bought it, built a car museum for his and other people's vintage race cars, refurbished the track and attracted some attention to the place. Short of that, it's likely the place is history. King County is certainly not going to add it to their Parks and Recreation department. Pacific Raceways is being mismanaged to extinction.

So while all of the region's efforts are greatly appreciated, you have been working at an unfair disadvantage, with what you have to promote. God Bless you and all the other volunteers who have given your time, and lets hope a miracle by the name of McCaw, Gates, Allen or Shirley takes a sudden interest in the track. Thanks, good luck!

DOUG CRAM  
Woodinville

Feel free to sound off in a letter to the editor. E-mail to [kurtbatdorf@earthlink.net](mailto:kurtbatdorf@earthlink.net) or send it the old-fashioned way to: Kurt Batdorf, NSCN editor, 11220 Walker Rd., Mount Vernon, WA 98273-7265.



**Northwest Sports Car News**  
The Official News Source of SCCA's Northwest Region

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## Race supplementals meeting set Nov. 15

Attention drivers, entrants and race officials: The supps meeting for the 2005 race season will be Nov. 15. This is the one race committee meeting that is important for all of you to attend!

**Place:** Andy's Diner  
**Where:** 2963 Fourth Ave. S., Seattle  
**Time:** 6:30 p.m. (If you would like to have dinner plan on being there at 5:30 p.m.)  
 If you need further information you can contact Dan Carchano at dan@waterfrontconstruction.com or call 206-938-0094.

## NWR 2004 race and officials awards party

**When:** Dec. 11  
**Time:** 6-10 p.m.  
**Where:** Bison Creek, 630 SW 153rd St., Burien  
 Come and eat pizza, drink beer, bench race and find out who won the regional classes.  
 We will also be acknowledging the officials and volunteers who worked their asses off to make 2004 a great season.  
 For further information and RSVP contact Dan Carchano, dan@waterfrontconstruction.com or 206-938-0094.

**Combined November-December NSCN deadline**

The November and December issues will be combined this year! Tell your fellow Northwest Region members what's going on. E-mail stories and photos to kurtbatdorf@earthlink.net or editor@nwr-scca.org. The deadline for news and advertising for the combined November-December issue is Friday, Oct. 22.

## 2004 race events

PREPARED BY FRANK MANLEY

DATE	TRACK	CLUB	EVENT
Oct 2-3	Pac. Ways	IRDC	ESCC Race
Oct 2-3	Thunderhill	SFL	SCCA Regional
Oct 4-10	P.I.L.	OIL	SCCA Regional
Oct 10	Maryhill	SOVREN	Vintage Hill Climb
Oct 14-17	P.I.L.	CSCC	ESCC Enduro
Oct 14-17	Mission, BC	GACC	Race/Enduro
Oct 22-23	Laguna Seca	SFL	SCCA Vintage
Nov. 5-7	Thunderhill	SFL	SCCA Western States Championship

# Two-way transponder remains long ways off

BY FRANK MANLEY  
*Race chair emeritus*

Six or seven years ago, whenever SCAA had the convention at the lovely Treasure Island resort in San Diego, we met Kevin Oonk, then a top engineer-sales type for AMBit, in Holland. He was sent here with some sample timing systems to establish a market in the U.S.

He knew he needed to get a foothold in SCCA, as 110 regions were good prospects. He had a working display, as did Dave Benzel, who built and owned DbcMM, a timing system using transmitters. (SOVREN bought, and fought this system for three years.)

At that time Bill Skibbe was national administrator for Timing and Scoring for the SCCA, and of course Joan and I knew him. He had planned a new manual on these subjects, and Joan was to review it. He was replaced before he could accomplish this. We had instant rapport with Kevin, and loved the TranX260 system for club racing. We introduced him to Bill and other officials, including Nick Craw, and sort of launched him into the club. The rest is history regarding SCCA involvement.

He gave me a copy of the then current "Chronovelties," the excellent AMB newsletter. I noted a nice color picture of a two-way transponder mounted on a shifter cart steering wheel spider, that read out in lap speed/lap time and best lap. I asked when we might expect a like item for club racing. The laconic comment was, "We're working on it." Like a lot of other things — like better software and timing systems for

Formula 1.

Many of the subsequent times that we had contact, and when he stayed at my house for a sales visit here, I would ask him about the 2-way. Always the answer was, "We are working on it." Finally, after four years (about two years ago) he advised that they had succeeded, but it was too big, and far too expensive for club racing. Just a short time ago, I received an advisory from him regarding this desired item.

"A practical and effective unit had been developed, but only Bernie Ecclestone could afford it, therefore the two-way for club racing is now in the distant future, with no firm timetable, but still an active project for club racing.

"The problem is technically daunting. The kart transponder is about one or two inches off the loop. The data in any car's transponder has to transmit itself to the loop as it approaches same, then the loop sends it (at the speed of light) through 300-meter coaxial cables to the decoder, which must unscramble this data and convert it to something the timing computer can put on paper via a printer, or LAN system. With the 2-way, the decoder must now reverse itself and send the recognizable data back down 300 meters of coax cable, through the lead-ins and out the loop. The loop then has to send the basic data to the passing transponder before it is out of range.

"All this takes a finite amount of time (not very much) and with the various track loop locations (such as the IRDC antenna near turn one at Pacific Raceways), top car speed is a factor for time in range. With the present transponder located up to 40 inches above the loop, you can see the problem."

## NayKid Racing vies for Runoffs title

BY TOM MOORE  
*NayKid Racing*

PUYALLUP — Racing, no matter if you're at Le Mans or making your first start in a SCCA autocross, is a tough business. The truth about racing is that it takes dedication, hard work and more than just a little sacrifice while offering more disappointment than celebration in return.

Few teams have come to the SCCA Runoffs at the Mid-Ohio Sports Car Course with a better understanding of all it takes to win at the national level than NayKid Racing of Puyallup. However, despite having earned eight SCCA division T1 titles, as well as five SCCA Pro Solo Championships and seven Solo II titles, the crown jewel, a win at the Runoffs, has eluded the team and its drivers.

The three KUMHO Tire-Suburban Chevrolet-CORSA Exhaust-Redline Oil Corvette Z06s of Scotty

B. White of Puyallup (white No. 3), Cindi Lux of Aloha, Ore., (red No. 78) and Ryan Snodgrass of Kirdland (black No. 75) went to the Runoffs the week of Sept. 20 to try and put the final touches on a dominating season and return to the Northwest with the T1 National title in their grasp.

Lux and White have battled like dire enemies rather than the close friends and teammates that they are this season. During the year, NayKid Racing's Corvettes have won every event entered, taken nine one-two finishes and swept the podium six times. White walked away with the Rocky Mountain T1 divisional championship while Lux grabbed her second-straight Northern Pacific class title.

Entering the 2003 Runoffs, NayKid had 11 victories in 13 starts and was looking at a probable national title. However, an injury to Lux and a rare mechanical issue for White kept the team from victory lane once again.

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# Topeka: National Tour champions crowned

Continued from page 1

Theresa Pistora of Salina, Kan., finished third, 2.793 seconds behind Libecco.

Jason Saini came into the National Championships on a five-event winning streak and capped off his year by becoming the week's first repeat champion as he came from behind to successfully defend his B Stock crown by knocking out Bradley Lamont, who held a slight lead going into the class' final day.

Down by 0.111 seconds before the day started, Saini ran into cone problems on his first and last runs. However, the second run in his speedniche.com-moton-+6r 2001 Honda S2000 was clean and just happened to be the second-fastest time recorded in B Stock (50.098). Lamont was consistently fast, with all three times under 51 seconds, but the best he could produce in his OverGracing.com 2001 S2000 was a 50.271, giving Saini the title by 0.062 seconds. Lamont's co-driver, Steve Wynveen of Germantown, Wis., was on Lamont's heels, posting the class' fastest run (50.050) finishing third in his Mercury Marine 2001 S2000 only 0.018 seconds behind.

Vic Sias started slowly on day two but picked it up when needed as he outlasted the efforts of Bob Tunnell of Superior, Colo. Both driving 1995 BMW M3s, Sias' Sias Tuning-sponsored, Kumho-shod ride started slowly, nicking a cone on the first run. However, his next two runs were four seconds faster (two without the penalty) as he finished 0.450 seconds ahead of Tunnell's BimmerHaus-Hoosier-H&R

Springs M3. Jeff Reitmeir of Los Altos, Calif., wrapped up third in his Reitmeir's Werstatt Inc. 1995 M3.

When Sept. 15 began, John Ames of Colorado Springs, wasn't even on the podium. By the end, however, he was D Modified Champion. After two DNF runs on day one, Ames nailed the class' fastest time (55.359) Wednesday in his Hoosier 1974 Lotus Europa. Ames' efforts boosted him into the top spot by 0.373 seconds, and knocked Rob Heiser of Tucker, Ga., from first to second. Heiser, in his Harold Knobel Blue Max Racing 1960 Austin Mini, finished 0.446 seconds ahead of the Sprinto 2002 Acura 7 driven by bronze winner Jeffrey Ellerby of Marion, Iowa.

Forty-two drivers filled the F Street Prepared ranks and six runs later, Allen Kugler of Springtown, Pa., had beaten them all. Kugler, in his Dart-Hahn Racing Engines 1992 Honda Demon, started the day in fourth. But Kugler ripped off three consecutive runs in the 56-second range (the only FSP driver to do so) and took over the top spot. Jim Harnish of Prescott Valley, Ariz., garnered silver honors in his Superior Racing Development 1995 Honda Civic, 0.577 seconds behind Kugler, while Geoff Zimmer of Concord, N.C., in his 1977 Volkswagen Rabbit, just missed Harnish by 0.074 seconds.

Robert Carpenter was runner-up in G Stock a year ago and decided that wasn't good enough as he charged from second to first, taking the class win by 1.485 seconds and winning his second national championship and first since 2001. After striking two

cones on his first run, Carpenter cleaned things up, running the fastest second-day time (53.378) in the class in his Volunteers X-Ray-Kumho-Evolution 2001 Toyota Celica.

Ian Baker of Herndon, Va., finished second in his Mini Mania-CG Lock 2002 Mini Cooper S, a vast improvement from his 12th-place showing last year in H Stock. Mike Lillejord of Redmond made a nice jump from sixth to the podium, taking third place after finishing 0.044 seconds behind Baker.

Nancy Maloney of Scottsdale, Ariz., made up nearly a full second on first-day leader Jennifer Merideth of Westland, Mich., and took the E Street Prepared Ladies title. Maloney, in her Arizona Motorsports Park 2003 Mitsubishi Lancer Evolution, posted the only time under 55 seconds (54.909), enabling her to leap Merideth's Margrave Motorsports 1996 Ford Mustang. Kelley Mossgrrove-Tipple of Galloway, Ohio, also moved up a spot, going from fourth to third in her Team Sandbag-Stemler LLC 2004 Mitsubishi Lancer Evolution.

Annie Bauer of Renton hammered her Wednesday runs, moving from the bottom of the podium after the first day to the top at the end, taking the B Stock Ladies Championship in her Team Built Heat! 2001 Honda S2000 by 0.508 seconds over Ann Vogel of Tulsa, Okla. Vogel posted times good enough to remain in second in her Idiot Savant Motorsports 2001 S2000 as first-day leader Juliann Pokorny ran into some trouble in her speedniche.com-moton-+6r 2001 S2000 and could only muster times in the 59-second range.

## Nationals go down to the wire

### Final runs decide many winners as SCCA Solo championships close

BY CURTIS KITCHEN  
SCCA staff

TOPEKA, Kan. — The schedule of The Tire Rack SCCA Solo National Championships said that the event was supposed to be winding down to a close Friday, Sept. 17. The way competitors attacked the Forbes Field courses, however, one would've thought the event was just starting, not ending.

Even with an hourlong delay tucked into the middle of the final day (caused by lightning from an unexpected thunderstorm after forecasts had called for clear skies), many soloists were dialed in and turned in some of the week's best finishes.

Kevin McCormick of Lincoln, Calif., had over a day's drive to Topeka, and he walked away as Street Touring champion by 0.006 seconds. In his Kumho-HAP-Bilstein-American Tire 1989 Honda Civic Si, McCormick, reeled off a time of 49.952 seconds, just eclipsing Andy Hollis of Austin, Texas, who held the class lead in his Mazda South-Soul Speed 1989 Civic Si until McCormick's final run. Chris Shenefield of Trucksville, Pa., earned third-place honors in his Redshift Motorsports 1989 Civic Si, 0.136 seconds behind Hollis.

C Modified soloist Andy Aust of Boulder, Colo., snuck into the top spot on his second run Friday in his 1988 Reynard Formula Ford and then had to watch as Don Elzinga missed his chance to win it all by a breath. Elzinga of Waterford, Mich., turned in a 45.408 on his last run in his 1984 Reynard Formula

Ford 1600, but it left him 0.075 seconds behind Aust. Gary Godula of Farmington Hills, Mich., wasn't far behind Elzinga, earning a spot on the podium while finishing 0.135 seconds down to Elzinga.

Super Stock was every bit of that as Stacey Molleker of Granite Falls finished on top of the class in his Medallion Healthy Homes 2004 Chevrolet Corvette, 0.026 seconds ahead of Pat Salerno of Danbury, Conn. Salerno's 2002 Chevrolet Corvette Z06 ripped off the fast time for the class Friday (46.264), but it wasn't enough as he finished 0.026 seconds down to Molleker. Erik Strelnieks of Austin, Texas, finished third for the second year in a row, this one in his Jungle Cat Racing-Soul Speed 2004 Z06.

Chrissy Weaver of Beavercreek, Ohio, also squeaked out a national championship, this one in F Stock Ladies. Weaver's Xtreme Autosports 2003 Ford Mach 1 notched a cumulative score of 106.488 seconds, a mere 0.032 seconds ahead of the Kumho-Loyal Kittson Excavating 2001 Ford Mustang driven by Tristan Kotzian-Coulter of Hillsboro, Ore. Just Ducky Racing's Bonnie Mueller of Eugene, Ore., nabbed bronze honors with a cumulative time of 108.701.

He led start to finish in C Street Prepared, but Tim Aro of Richmond, Va., had to sweat it out as he watched George Doganis of Lakeside, Calif., continually slice into his lead. Aro, in his McGeorgeToyota.com 2002 Toyota MR2, held a 0.940-second lead after Thursday, but Doganis came out firing early and often Friday in his Racing Beat-Dinos-Goodwin Racing 1994 Mazda Miata but fell short as he finished second behind Aro, just 0.160 seconds back. Kenji Sakai of Torrance, Calif., nailed down a bronze trophy, 1.495 seconds behind Doganis.

Ryan Buetzer became the second Topekan to win a national title as he claimed the E Stock title by a whopping 1.193 seconds over Paul Brown of Los Alamos, N.M. Buetzer led after day one in his The Dent Guy 1999 Toyota MR2 and never relinquished

the top spot, turning in the class' fastest time (51.176) Friday. Richard Fletcher of Durango, Colo., finished third in his Solo Arts 1993 MR2, 0.233 seconds behind Brown's Isotope Wheels-Automotive Pros 1993 MR2.

The inaugural Dr. Bob Woods Cup, given to the top finishing student driver in Formula SAE, went to the University of Texas-Arlington's Erick Kohler of Arlington, Texas, after he won FSAE by 2.167 seconds over schoolmate Jon Huddleston, also of Arlington. Bob Woods, the Cup's namesake, finished third behind the students, 0.105 seconds in back of Huddleston.

While Mother Nature flashed bolts of lightning Friday, the C Prepared Ladies class provided fireworks of its own as Susan Delzell of Pittsburgh, Pa., stormed back from a first-day deficit over more than a second to take the CPL Championship in her 1979 Ford Mustang.

Delzell wrestled the lead away from Desiree Padberg of Muskego, Wis., who held the lead after Thursday in her 4 Kidz Racing Team 1988 Mustang, but couldn't match Delzell's times over the final three runs and finished 0.332 seconds behind. Brandy Sandberg of Magnolia, Ill., ended up third in her Sandberg Trucking-Gearjammer R 1970 Plymouth Barracuda.

Leslie Cohen of Encinitas, Calif., left no doubts who the faster car belonged to on Friday, as her Brindle Racing 2003 Chevrolet Corvette Z06 ripped off a time (47.298) almost four-tenths faster than anyone else in the Super Stock Ladies field, moving her from 0.013 seconds down to the top spot where she would stay. Beth McCure-Strelnieks of Austin, Texas, began the day in first in her Jungle Cat Racing-Soul Speed 2004 Z06, but was only able to post a 47.625, which dropped her to second, 0.563 seconds behind Cohen. Laura Molleker of Granite Falls received the bronze trophy for her efforts in her Medallion Healthy Homes 2004 Corvette.

## 2004 National Champions, by class

(Victory margin in parentheses)

**A Prepared:** Gordon Kinney; Columbus, Ohio; 1965 Sunbeam Tiger (1.036)

**A Prepared Ladies:** Shelley Beckett; San Diego, Calif.; 1967 Lotus Elan

**A Stock:** Scott McHugh; Santa Clarita, Calif.; 1989 Chevrolet Corvette (0.421)

**A Stock Ladies:** Jennifer Isley; Mission Viejo, Calif.; 1989 Chevrolet Corvette (1.488)

**A Street Prepared:** Gary Thomason; Oceanside, Calif.; 1999 Chevrolet Corvette (0.196)

**A Street Prepared Ladies:** Bea Regganie; Joliet, Ill.; 2003 Chevrolet Camaro Z06 (0.134)

**B Prepared:** Sam Platt; Chesterfield, Mo.; 1973 Chevrolet Corvette (2.179)

**B Prepared Ladies:** Su Brude; Frisco, Texas; 2004 Chevrolet Corvette

**B Stock:** Jason Saini; Lake Forest, Ill.; 2001 Honda S2000 (0.062)

**B Stock Ladies:** Annie Bauer; Renton; 2001 Honda S2000 (0.508)

**D Modified:** John Ames; Colorado Springs, Colo.; 1974 Lotus Europa (0.373)

**D Modified Ladies:** Karen Babb; Renton; 1967 Lotus Elan

**D Prepared:** Chris Lindberg; Farmington Hills, Mich.; 1990 Mazda Miata (0.927)

**D Prepared Ladies:** Tina Reeves; Rochester, N.Y.; 1990 Mazda Miata; (4.926)

**D Stock:** Brian Fitzpatrick; Omaha, Neb.; 2001 Acura Integra Type R (0.287)

**D Stock Ladies:** Kathy Fitzpatrick; Omaha, Neb.; 2001 Acura Integra Type R (2.167)

**E Modified:** Wendell Karr-Ake; Yukon, Okla.; 1990 Mazda Miata (0.418)

**E Modified Ladies:** Kim Bollinger; Granger, Ind.; 1988 Pontiac Fiero (0.978)

**E Street Prepared:** Sam Strano; Brookville, Pa.; 2001 Chevrolet Camaro (0.090)

**E Street Prepared Ladies:** Nancy Maloney; Scottsdale, Ariz.; 2003 Mitsubishi Lancer Evolution (0.190)

**Formula 125:** Paul Russell; San Diego, Calif.; 2002 Honda/CRG Heron (0.265)

**Formula 125 Ladies:** Suzanne Segal; Las Vegas,

Nev.; 2002 Birel Honda (4.967)

**F Modified:** Scott Nardin; Grandville, Mich.; 1985 Solo Vee Works (0.635)

**F Modified Ladies:** Jessica Gray; Blue Springs, Mo.; 1971 Caraca; B (0.037)

**F Street Prepared:** Allen Kugler; Springtown, Pa.; 192 Honda Demon (0.577)

**F Street Prepared Ladies:** Lisa Krueger; Midland, Mich.; 1982 Volkswagen Rabbit (0.286)

**G Stock:** Robert Carpenter; Knoxville, Tenn.; 2001 Toyota Celica (1.485)

**G Stock Ladies:** Wendi Allen; Weston, Fla.; 2003 Mini Cooper S (0.344)

**Street Modified:** Vic Sias; Santa Clara, Calif.; 1995 BMW M3 (0.450)

**Street Modified Ladies:** Debbie Fessler; Sylvania, Ohio; 1994 Honda Civic (1.534)

**Street Modified 2:** Andrew McKee; San Jose, Calif.; 1993 Mazda RX7 (2.288)

**Street Modified 2 Ladies:** Lori Robertson; 1999 Chevrolet Corvette (2.883)

**Street Touring Xtreme:** Tom Hoppe; Raleigh, N.C.; 2002 Subaru Impreza WRX (0.191)

**Street Touring Xtreme Ladies:** Julie Award; Topeka, Kan.; 1989 Honda Civic (0.485)

**A Modified:** Chuck Sample; Fort Wayne, Ind.; 2002 BBR Shark (1.008)

**A Modified Ladies:** Karen Christoff; Oxford, Miss.; 1986 Honda Civic

**B Modified:** Tommy Saunders; Southlake, TX; 1999 Dragon Sr1 (0.916)

**B Modified Ladies:** Kiersten Scharnberg; Stilwell, Kan.; 1982 Ralt RT4 (0.508)

**B Street Prepared:** Harold Olsen; Folsom, Calif.; 1996 Chevrolet Corvette Coupe (0.913)

**B Street Prepared Ladies:** Angela Moffett; Puyallup; 1989 Chevrolet Corvette (0.893)

**C Modified:** Andy Aust; Boulder, Colo.; 1988 Reynard Formula Ford (0.075)

**C Modified Ladies:** Linda Smiley; Kettering, Ohio; 1988 Formula Ford Reynard (2.139)

**C Prepared:** Mike Maier; San Ramon Calif.; 1993 Ford Mustang (0.277)

**C Prepared Ladies:** Susan Delzell; Pittsburgh, Pa.;

1979 Ford Mustang (0.332)

**C Stock:** Steve Telehowski; Auburn Hills, Mich.; 1999 Mazda Miata (0.497)

**C Stock Ladies:** Kyung Wootton; Austin, Texas; 1999 Mazda Miata (3.349)

**C Street Prepared:** Tim Aro; Richmond, Va.; 2002 Toyota MR2 Spyder (0.160)

**C Street Prepared Ladies:** Jennifer Lee; Kailua, Hawaii; 1991 Mazda Miata (2.979)

**D Street Prepared:** Derek Butts; San Bruno, Calif.; 2001 Lexus IS300 (0.735)

**D Street Prepared Ladies:** Patty Tunnell; Superior, Colo.; 2002 BMW 330Ci (1.884)

**E Prepared:** Chris Dorsey; Colorado Springs, Colo.; 1985 Honda CRX (1.787)

**E Prepared Ladies:** Martha Lou Haddon; Chesterfield, Mo.; 1985 Honda CRX (0.441)

**E Stock:** Ryan Buetzer; Topeka, Kan.; 1993 Toyota MR2 (1.193)

**E Stock Ladies:** Meredith Brown; Los Alamos, N.M.; 1993 Toyota MR2 (0.452)

**Formula SAE:** Erick Kohler; Arlington, Texas; 2004 UTA FSAE (2.167)

**Formula SAE Ladies:** Jane M. Willis; Plano, Texas; 2004 UTA FSAE (42.029)

**F Prepared:** Chris Cox; Morgan Hill, Calif.; 1995 BMW M3 (1.064)

**F Stock:** David Schotz; Granada Hills, Calif.; 2004 Ford Mustang Mach 1 (0.344)

**F Stock Ladies:** Chrissy Weaver; Beavercreek, Ohio; 2003 Ford Mustang Mach 1 (0.032)

**H Stock:** Keith Brown; Des Moines, Iowa; 2002 Mini Cooper (0.378)

**H Stock Ladies:** Dawn Maxwell; Phoenix, Ariz.; 2002 Mini Cooper

**Street Touring:** Kevin McCormick; Lincoln, Calif.; 1989 Honda Civic Si (0.006)

**Street Touring Ladies:** Katie Elder; Folsom, Calif.; 1989 Honda Civic Si (1.866)

**Super Stock:** Stacey Molleker; Granite Falls; 2004 Chevrolet Corvette (0.026)

**Super Stock Ladies:** Leslie Cohen; Encinitas, Calif.; 2003 Chevrolet Corvette Z06 (0.563)

# Berry wins last ProSolo challenge

BY CURTIS KITCHEN  
SCCA staff

TOPEKA, Kan. — Tom Berry, of Alta Loma, Calif., captured the last SCCA ProSolo Hawk Performance Super Challenge of the year Sept. 12 at Forbes Field, and he needed every bit of help he could find to do it.

Berry had to overcome several mechanical issues suffered by his Kumho-Ankeny Racing Enterprise 1996 Chevrolet Corvette spread out over weekend, but had it not been for Dan Chadwick, of Smyrna, Tenn., lending him a spare Corvette part, Berry wouldn't have earned his second Super Challenge win of the year, or more importantly, the season's overall Super Challenge point title, the crown jewel of The Tire Rack SCCA ProSolo National Series.

His car repaired, Berry beat out the McGeorge Toyota.com Skittles 2002 Toyota MR2 driven by C Street Prepared competitor Tim Aro, of Richmond, Va., in the weekend's Challenge final, earning him 56 points and virtually doubling his overall point total from 63 to 114. The new total put him just three points ahead of C Stock soloist Steve Telehowski, of Auburn Hills, Mich., who earned 50 points with a third place finish in the Challenge in his 1999 Mazda Miata and ended the year with 111.

Beth McClure-Strelnieks, of Austin, Texas, nailed down the Ladies Challenge Point Championship this weekend by finishing second Sunday behind late-season hard charger Patty Tunnell, of Superior, Colo., who won her first Challenge of the season and earned her fifth class podium in the last six events.

Leslie Cohen, of Encinitas, Calif., also capped off a successful ProSolo Ladies Challenge season, finishing third in the Challenge and second in the point standings to McClure-Strelnieks, 184-175.

The point championships were decided in nearly perfect conditions over the weekend. Except for a consistent, moderately strong breeze, sunny and dry conditions allowed all ProSolo finale competitors ample opportunity to finish the ProSolo season while making final preparations for this week's The Tire Rack SCCA ProSolo National Championships.

Several soloists continued personal hot streaks as they headed into Championship action beginning Sept. 14.

Before watching wife Beth win her point champi-

onship, Eric Strelnieks, of Austin, Texas, drove the couple's Jungle Cat Racing-Soul Speed 2004 Chevrolet Corvette Z06 to the Super Stock win, Strelnieks' third straight SS win, fourth straight class win and fifth win overall.

Kevin Dietz of Federal Way finished second in his Jim's Detail-Evolution Schools 2004 Corvette, 0.356-sec. behind the winner. Stacey Moleker of Granite Falls settled for third while co-driving for Dietz.

There is no one hotter going into the National Championships than B Stock's Jason Saini. Driving his speedniche.com-Moton+6r 2001 Honda S2000, Saini, of Lake Forest, Ill., breezed to the win by 0.583-sec. over Joe Goeke of Kirkland and picked up his fifth-consecutive B Stock win. Goeke's silver finish in his Team Butt Heat-Big-O Tires S2000 matched his best class effort of the year, while James Yom, of Palatine, Ill., in his Cobalt Friction-LPhiE Racing S2000 just missed Goeke, winding up third by 0.018-sec.

Last year's C Stock National Champion, Telehowski proved he's ready to defend his title, taking the class win by a large 1.176-sec. margin over Donald Barnes, of Chapel Hill, N.C.

The battle for second between Barnes' Timeless Machines 1999 Miata and the The Tire Rack 1999 Miata driven by Chris Harvey, of Osceola, Ind., was much tighter, with the nod going to Barnes by just 0.060-sec.

Jeff Cashmore, of New Berlin, Wis., began 2004 with a ProSolo E Stock win in Atlanta, Ga., and finished doing the same in Topeka. The 2003 ES National Champion, in his Inacom Information Systems 1993 Toyota MR2, edged out Paul Brown, of Los Alamos, N.M. by 0.239-sec. for the victory. Brown finished comfortably in second in his Isotope Wheels-Automotive Pros 1993 MR2, 0.351-sec. ahead of the Team Underdog 1993 MR2 driven by Jesse Naughton, of Gainesville, Fla.

While he eventually walked away as the Super Challenge winner, Berry couldn't say the same for his B Street Prepared efforts. Bill Buetow of Puyallup in his Kumho-NayKid Racing 1989 Corvette overcame cone issues and last-run red light to escape with the BSP win by a miniscule 0.008-sec. Next to that time difference, Berry finished second by a comparatively large margin over Harold Olsen of Folsom, Calif., who just missed a silver trophy by 0.024-sec. in his Les Schwab Tire 1996 Corvette.

Vic Sias of Santa Clara, Calif., proved why he was worthy of winning the 2004 overall Honda Street Challenge point Championship by disposing of the rest of the Street Modified class. Sias, in his Sias Tuning-Kumho 1995 BMW M3, soundly defeated the BimmerHaus-Hoosier-H&R Springs 1995 M3 driven by Bob Tunnell of Superior, Colo., by 0.814-sec. Matthew Braun of Farmington Hills, Mich., wound up third in his PowerPlug 1995 M3, 0.427-sec. behind Tunnell.

Both the Street Touring S and Street Touring X classes were witness to classic battles as the top spots in each class were decided by less than five hundredths of a second.

Ken Motonishi emerged the victor in his STS Kumho 1989 Honda Civic Si, clipping Corey Ridgick of Allentown, Pa., by 0.026-sec. Ridgick battled red light issues and a DNF in his Phoenix Performance 2000 Subaru Impreza RS and fended off a strong effort from Billy Brooks, who earned the class bronze in his Crazy Monkey Racing-Team ARG! 2000 Subaru Impreza 2.5 after finishing just 0.051-sec. behind Ridgick.

Josh Sortor of Glendale, Ariz., proved his 5zigen-Progress-BFGoodrich 2002 Subaru Impreza WRX could handle dry conditions, and a host of other WRX entries, by taking the STX win by 0.046-sec. over Tom Hoppe of Raleigh, N.C. Hoppe's Boxer4Racing.com 2002 WRX nabbed second place honors after clipping Mike King of Jacksonville, Fla., and his 2004 WRX by a scant 0.067-sec.

Dawn Maxwell, of Phoenix, Ariz., turned in a full weekend of error-free runs and earned top honors in Ladies 1 for the fourth time in 2004 as she topped Denise Cashmore of New Berlin, Wis., by 0.765-sec. Behind Maxwell's MiniUSA.com 2002 Mini Cooper and Cashmore's Inacom Information Systems 1993 Toyota MR2, Kyung Wootton of Austin, Texas, finished third in her autostradausa.com 1999 Mazda Miata, 0.801-sec. in back of Cashmore.

LiNay White of Puyallup turned in a solid performance in the year's final ProSolo in her Kumho-Redline Oil-Corsa 2002 Chevrolet Corvette Z06, taking the Ladies 2 class by 0.850-sec. over Paula Whitney of Sherwood, Ark. Whitney, in her Dragon Racing-Mazda 1993 Mazda Miata, finished comfortably in second, 0.850-sec. over eventual Ladies Challenge winner Tunnell.

# Drivers' services sees better communication

BY FRANK MANLEY  
Race chairman emeritus

Having a birthday Aug. 2 brought me up sharp as to what had I done for racing in the past 50 years, besides drive and enjoy the company, and what could I do in my few remaining years to leave as my legacy to Northwest racing?

Probably the most spectacular trick was saving the Trans Am in 1987 at SIR, where I was race chairman, and had bought 100 feet of TV antenna wire Saturday night at 5 minutes before closing at Kmart, as the only two-conductor wire they had. The aging hard-wire communication system had gone belly up because when Jim Rockstad mowed and dragged the verges, he had parted the splice UNDER the track at turn 2. But that is another tale.

Having been hanging about drivers' services to enable Joan to do her job better for a couple years, and having no particular assignment in the race organization, I decided to improve drivers' services beyond other clubs. The first and easy step was to offer accurate Ambient OAT for drivers who had forgotten their sling psychrometer, and wanted to adjust their fuel injection. The second advance was much more expensive. It was difficult (almost gave up!) and required many hours on the phone to Verizon's top technicians. Having through the years spent a (mostly forgotten) \$8,000 for race equipment for the region, what is another grand?

I decided to establish a wireless communication center at drivers' services, with a notebook computer and wireless modem, so any driver (or other) wishing to could send or receive an e-mail, or access the Internet for whatever, and particularly go to mylaps.com and check worldwide racing or follow live timing and scoring at an ongoing race worldwide that uses AMB and utilizes high-speed Internet access from their decoder in timing.

I started with my old Sager notebook with a Pentium 166 CPU and Windows 95. Was advised that 95 would not go wireless (not WiFi as some of you may use with a \$39 PC card antenna at the latte shops, where Starbucks charges \$29.50/month and it is free at Tully's). So I had my computer guru uninstall 95 and do a clean install of 98SE (Special Edition). This configuration did not work, so upon more supposed expert advice (the CPU was not fast enough) I sold my \$1,400 Sager for \$50 to Seattle Lap Top, and bought a \$6,000 Compaq used, for \$450. (Finally downloaded a 200-page manual

for the thing.) This had a Pentium 2, 300 mhz CPU.

Fast enough now, but to change ports and assign ports was advised to get Windows 2000. Another uninstall and buy Windows 2000, and let them give me a clean C drive, so I could install the 2000. This finally did the trick. I can access the Net or e-mail from my car, or drivers' services either instantaneously for 25 cents a minute, or slower access that just takes minutes off my cell/cam phone (the wireless modem) anywhere I can get a digital or analog signal.

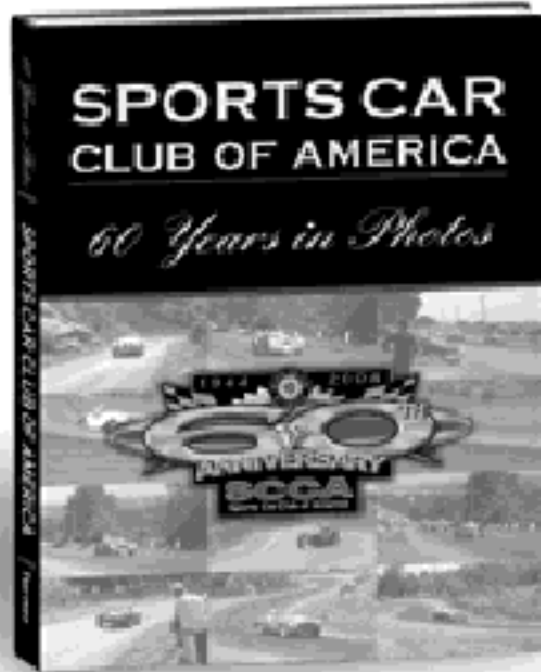
These advances bear announcing in due time. Should I buy another \$150 of software, obtain a secure connection and learn a bit more, a businessman (or other

could access his office, or home, computer, read his e-mail and answer same from the track. This could be an important service some time to someone. Another legacy would be my personally funded and installed hard-wire communication system to all four important race locations, for fax, phone or modem with private, crystal-clear communication, toll free.

Another (relatively) late development lets us place a fax anywhere on the campus, even in the starter's stand to accurately (and with permanent record) relay the checker lap to timing. It takes 110 volts, but the smallest Honda generator is fine for this task. We have come a long way!

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# Performance Rally board adds Becker

SCCA STAFF

TOPEKA, Kan. — Jeff Becker, of New York, N.Y., has been appointed to the Performance Rally Board, effective immediately. His appointment fills the void left by George Plsek, of Del Mar, Calif., who resigned his position earlier this year.

A seven-time SCCA ProRally Overall Co-Driver champion, Becker, 50, brings over three decades of rally experience with him. His last championship came as a member of the Libra Racing team in 2000, when he co-drove for Paul Choiniere.

"Jeff's decades of experience in rallying will be a tremendous asset to the Performance Rally Board and to SCCA Performance Rally overall," SCCA Manager of Performance Rally Sue Robinson said.

# Wild West: Early rain makes for perfect conditions

Continued from page 1

in the Subaru RX as part of the Pace Crew, running 30 minutes or so ahead of the front runners.

Leaving the Seattle area, 90 minutes by freeway from the rally headquarters, the advance and course set-up crews could be heard on HAM radio, already checking the banner-guard tape and signage that had been placed during previous days to mark the spectator areas and to close access to the high-speed gravel stages. These are part of the behind-the-scenes activities that most who attend rallies seldom see. Time: 5 hours before the first stage start.

Casey and I arrive at rally HQ, sign in, pick up our route book and paperwork packet and look in vain for the start crew. The other two pace cars, a newly prepped Audi Quattro from Everett, planning a 2005 debut, and a veteran Eagle Talon from Montesano, are in the parking lot, but with no crew in attendance. We've now seen most of the rally cars, clean and ready, and we need to get out into the woods. We tune to the appropriate frequency, check with Chief of Controls and head for Special Stage One. Time: 1 hour before the first stage start.

Our assignment is "Slow Pace," Car 00. Our task is one of the final checks of the course. We look for missing banner guard, missing signs, misplaced arrows, or changed conditions on the road. The Pace Crews check that all instructions make sense at rally speed and that the stage is clear of intruders — motorcycles, ATVs, grouse hunters with dogs, mushroom hunters and wandering spectators. If Advance and Pace cannot resolve the issues quickly to provide a clean course, we will have to stop the rally.

The two "Fast Pace" cars will continue this process, each much closer to competitive speeds, and verify any last-minute driver information bulletins from advance, slow pace or the stage captain.

For example, the weather had changed from high fire danger, to moderate, to low, and now with a three-day rain, the "puddles" were overly full, enough to warrant a note for the rally cars on SS1, "Nahwatzel." Even with the warning, eventual winners, Paul Eklund and Jeff Price, lost a couple of minutes on the stage with a wet, rough-running motor in the new yellow Subaru (not Yellow Submarine).

Nahwatzel stages can be configured differently each year and only small stretches are comfortably familiar. There are enough variations to create a 45-mile stage if desired. This year starts with a "left after crest" into a "triple caution uphill into exposure right". Everyone awake now?

For this 22-mile stage we will start 45 minutes ahead of First Car Out, and run the entire stage; slow enough to do a thorough inspection and deal with spectators, fast enough to not delay the rest of the Pace Crew. Fast Pace 0 will leave the Start and run the first half or so, to Spectator Corner, where Fast Pace 000 will light up the big flashing yellow roof lights and try to catch me, while checking the last half of the stage at speed.

For shorter stages we will all three open the entire stage with intervals of 30-, 20-, and 15-minutes before first-car out. We are in constant radio contact with each other if needed, and with "Mountain Top" Net Control, Stage Start, HAMs along the course, and Stage Finish. The course is Hot and there are competitors on the high-speed, 55 mph average stage.

SS1 is followed by a service break and regroup control, then SS2, "Kuhnle One," a 7.15-mile stage of narrow twisting gravel with several climbs and drops, a triple caution off-camber narrow bridge, and lots of hairpin and 90-degree turns. For example, the instructions at one point are: "Double Caution. Crest into hairpin right into hairpin left. Exposure left." Then "Double Caution, blind crest into hairpin left." The route book defines cautions as: Single, may "bend the car"; double, may "break the car"; and triple, "you may get broken". Pace Crews check for accurate signage. The technical nature of this stage keeps the average at around 42 mph.

A short road section, below the speed limit, leads to



Jm Culp / www.prrallypic.com

ABOVE: Doug Herodas and Gabe West finished first in GS, 15th overall, in their Mazda RX7.  
LEFT: Vilis Husko and John Schwab finished third in Production, 16th overall, in their Toyota Corolla.



will stay overnight with no chance for crews to see to repairs, other than a brief stop at service.

Running slow pace, then finish MTC, means we are nearly the first out and probably the last in to the HQ. The fuel reserve light comes on as Casey gets out of the car. Time: A little over 15 hours.

Day Two begins with a repeat of the 22-mile "Nahwatzel" stage. The passage of all 32 cars at speed has emptied the puddles, but deepened the ruts, and at the water crossing, the depth is significantly greater than before. A driver's bulletin is issued for the stream crossing. Another bulletin is issued for an acute right that has suffered deep rutting, erosion at the apex, and slippery surfaces exiting the corner. The balance of the stage has been swept of the loose gravel and is now a couple of miles per hour faster for the overall average.

"Dayton" stage is being run this year in the opposite direction for the first time. It now climbs steeply over a pass through several hairpin turns with deep exposures on the outside. Advance has suggested a driver's bulletin for two corners with rocks in the apex such that a car could be pitched unexpectedly to the outside, into the exposure, a long way down. The bulletins will read "Don't Cut" at instructions 19 and 35. A "puddle" that is not in the instructions has been questioned by the stage crews, but after the control workers and Advance have driven through it, we determine it will not be a surprise to the competitors. "Dayton" covers 8.15 miles and the top cars average 47 mph.

"Taylor Hill" is 9.66 miles of rough roads, holes, sharp crests and tricky apexes. A surprise to us, and most likely to all following, is a hole in the road, noted in the route book at 1.68 miles. Not noted, however, is the shadow of the trees making the hole very hard to see. Shortly thereafter, the instructions are "Caution road drops!" and "Caution road drops more!" The spectator corner is noted as "Double caution, acute left, at crest" giving a good show to the folks standing in the trees. Deceptively twisty, the straights keep the average above 47 mph. The section after the finish is very rough, downhill, crawling speed, with numerous car breaking cross-ditches in fresh sharp black rock.

Before repeating "Dayton" and "Taylor Hill" the rally is allowed time in service, where crews change out tires, refuel, repair suspension parts and compare stage times.

The final stage of the rally is "Wildcat," covering 7.11 miles, and produces the slowest average speed of the two days, at 41 mph. Examples of the difficulty are "Left after crest, trees right" into "Crest into keep right" into "Caution off-camber and tightens over crest" followed by several hairpins, 90s and acute turns. "Begin steep downhill into hairpin right then left," followed by another "hairpin right, drops more". Near the end of the stage two, identical instructions read "Caution, sharp hump over new culvert, possible yump," and so it was. Flying finish is at a sharp left with the road dropping to a hairpin for the stop control.

The stage roads are completed, but as Slow Pace completes the course, expecting to take it easy the short distance out to pavement, we hear ominous radio traffic from Advance: The gate OUT is locked! Another rally adventure in the woods...

New instructions are drafted, repeating portions of "Taylor One" (and the rough downhill), including opportunities for fuel, as the detour is lengthy, and everyone finally gets to the rally HQ for podium photo ops, parc ferme, an excellent dinner and awards.

Attrition was about normal for the Northwest roads. Advance gets stuck checking out a spur after downed banner guard, only to extricate himself. Competitors get high-centered and a tug from sweep is all they need to continue. Cars have suspension problems, a blown turbo, a wiring fire and one blown differential and axle. Twenty-six of the 32 finish day one, while 24 of 28 finish Day Two. A good time was had by all.



Jm Culp / www.prrallypic.com

The son-and-father team of Michael and Janusz finished seventh overall and fourth in the Open class in a Mitsubishi Galant GSX Turbo.

## Thomas: PGT class win clinches Western States title

Continued from page 1

the eve of the rally, the skies opened up and there was a massive downpour, leading to some soggy, nasty, slippery stages for the first leg of the rally. Day 2 was what rallyists would call "ideal" conditions. Not too dry, not too soggy, perfect day for blasting through.

"We had some issues on Saturday," Subie Gal Racing team driver Jamie Thomas said. "The car has been experiencing a random misfire code that is not consistent, nor have we been able to pinpoint it, thus we struggled to get going there for a bit. We were quick,

### Next event

Pacific Forest Rally (tentative), CARS Canadian National Event, [pacificforest rally.com](http://pacificforest rally.com).

but we were not fast.

"On Sunday, as the misfire returned, I decided to trick the computer and 'clear' the code, thus allowing the car to get up and go (until the code returned) and we went! This trick allowed us to finally get moving.

The car felt good, Matt did great, crew held us together — just overall a fantastic weekend."

"We... were... fast!" team navigator Matt Gauger said. "This rally went really well for us, I think we can make this thing work! It was fun...!"

With their Wild West class win, Thomas and Gauger secured the 2004 Class Championship in the Northern Pacific SCCA PGT Class as well as the North West Region Driver Class 2. Thomas and team are also currently leading the Western States Rally Championship PGT Class as well with three points-paying events remaining in the 2004 championship.

# Wild West International Rally results

## Sou'wester Rally

Pos	Pos	Ign	Car	Driver/Co-driver	Driver/Co-driver Info	Make/Model	SS1	SS2	SS3	SS4	SS5	SS6	SS7	MS	Pts	Day 1	SS1	SS2	SS3	SS4	SS5	SS6	MS	Pts	Day 2	Both Day	
1	1	0	233	Bilund, P/Price, J	Tigard, OR/Portland, O R	02 Subaru WRX	0:24:29	0:10:09	0:10:10	0:08:46	0:09:58	0:09:50	0:08:44			1:2206	0:23:14	0:10:26	0:12:19	0:10:10	0:11:57	0:10:46			1:18:52	2:40:58	
2	2	1	0	307	Rinto, R/Rinto, R	Enus daw, WA/B Cajon, CA	02 Subaru WRX	0:23:49	0:10:14	0:10:06	0:08:56	0:10:07	0:10:05	0:08:51			1:2208	0:23:22	0:10:38	0:12:17	0:10:18	0:12:14	0:10:21			1:19:00	2:41:08
3	3	0	99	lorio, M/Lio, P	Millis, MA/Wellows Fels, VT	02 Mitsubishi Evo	0:25:22	0:10:16	0:10:09	0:09:01	0:09:51	0:09:54	0:08:48			1:2321	0:23:00	0:10:17	0:12:20	0:09:55	0:11:56	0:10:19			1:17:47	2:41:08	
4	1	2	215	Thomas, J/Gauger, M	Wirkland, WA/Sacramento, CA	03 Subaru WRX	0:25:07	0:10:47	0:10:41	0:09:16	0:10:25	0:10:28	0:09:33			1:2627	0:23:33	0:10:34	0:12:27	0:10:14	0:11:56	0:10:33			1:19:17	2:45:44	
5	2	0	294	Kah, R/Kansen, R	lend, OR/Friday Harbor, WA	91 Subaru legacy	0:26:13	0:10:55	0:11:02	0:09:44	0:11:07	0:11:11	0:09:49			1:3001	0:25:39	0:11:23	0:13:34	0:10:52	0:13:14	0:11:19			1:26:01	2:56:02	
6	3	3	285	Goodwin, M/Wenzara, R	Aurora, OR/Vancouver, WA	88 Mazda 323 GTX	0:26:58	0:11:02	0:10:54	0:09:45	0:11:12	0:11:12	0:10:00			1:3103	0:25:51	0:11:25	0:13:31	0:11:08	0:13:13	0:11:09			1:26:17	2:52:20	
7	4	0	299	Rynd, J/Bik, R	Oak Harbor, WA/Turkington, WA	93 Eagle Talon	0:27:21	0:11:09	0:11:13	0:09:50	0:10:56	0:11:02	0:09:52			1:3123	0:26:02	0:11:16	0:13:30	0:10:58	0:12:59	0:11:36			1:26:11	2:52:34	
8	1	3	239	Welleweyer, R/Welleweyer, R	Olympia, WA/Olympia, WA	84 Mazda RX-7	0:27:36	0:11:56	0:11:30	0:09:44	0:11:19	0:11:07	0:09:50			1:3252	0:25:47	0:11:01	0:13:02	0:10:48	0:12:59	0:11:00			1:24:37	2:52:34	
9	5	3	0	234	Nodinski, M/Nodinski, J	lotheil, WA/lotheil, WA	90 Miata Galant GSK	0:27:35	0:11:17	0:11:24	0:10:41	0:10:54	0:11:06	0:10:00			1:3257	0:26:02	0:11:16	0:13:30	0:10:58	0:12:59	0:11:36			1:26:11	2:52:34
10	6	3	0	218	Rea, G./Nolan, T	leiser, O MS capoose, OR	88 Mazda 323 GTX	0:27:33	0:11:44	0:11:35	0:09:52	0:11:19	0:11:13	0:09:56			1:3312	0:26:16	0:11:33	0:13:30	0:11:14	0:13:49	0:11:36			1:27:58	3:01:10
11	3	6	452	Koster, C./Shadd/Bounds, R	Olympia, WA/Portland, O R	74 Mazda RX-3	0:27:30	0:11:39	0:11:21	0:10:01	0:11:12	0:11:21	0:10:25			1:3319	0:27:53	0:11:05	0:13:30	0:11:16	0:13:05	0:11:36			1:27:58	3:01:10	
12	1	3	296	Rusko, V./Schwab, J*****	Selah, WA/Melloue, WA	86 Toyota Corolla	0:27:52	0:11:36	0:11:32	0:10:07	0:11:07	0:11:21	0:09:59	0:02:10		1:3344	0:26:56	0:11:43	0:14:17	0:11:16	0:20:03	0:12:04	0:01:12			1:27:31	3:11:15
13	3	6	303	Iredos, R/West, G****	Portland, O R/???	82 Mazda RX7	0:27:21	0:11:21	0:11:24	0:10:29	0:11:17	0:11:25	0:10:12	0:02:24		1:3353	0:31:40	0:11:53	0:14:27	0:11:50	0:14:04	0:11:57			1:35:51	3:09:44	
14	2	3	297	Greer, S./Tubach, A	hattleGround, WA/Vancouver, WA	95 Subaru Impreza	0:27:34	0:11:37	0:11:38	0:10:14	0:11:21	0:11:34	0:10:17			1:3415	0:27:14	0:12:05	0:14:07	0:11:48	0:14:04	0:11:49			1:31:07	3:05:22	
15	4	3	263	Olson, J./Lindstrom, J*****	Oak Harbor, WA	90 Eagle Talon	0:27:18	0:11:25	0:11:42	0:10:17	0:11:12	0:11:47	0:10:17	0:02:24		1:3422	0:28:34	0:11:51	0:14:00	0:11:32	0:13:42	0:11:30			1:31:09	3:05:31	
16	3	3	222	Tabor, R./Blin, J	West Arm, OR/Vancouver, WA	91 Nissan Sentra SE-R	0:28:21	0:11:15	0:11:51	0:10:17	0:11:22	0:11:20	0:10:03			1:3429	0:26:38	0:11:58	0:13:56	0:11:39	0:13:42	0:12:04			1:29:57	3:04:36	
17	1	3	247	Miller, C./Ragg, R	Snohom ish, WA/Seattle, WA	93 Honda Civic	0:28:00	0:11:40	0:11:37	0:10:05	0:11:25	0:11:35	0:10:14			1:3436	0:27:29	0:11:55	0:13:57	0:11:49	0:14:00	0:11:43			1:30:53	3:05:29	
18	2	3	240	Rakeley, C./Grahm, J*****	Newcastle, WA/Federal Way, WA	92 VW GTI	0:27:29	0:11:45	0:11:35	0:09:58	0:11:16	0:11:17	0:09:54	0:01:24		1:3438	0:33:19	0:12:02	0:15:39	0:11:15	0:13:40	0:11:45			1:37:40	3:12:18	
19	3	3	288	Thomson, J./Blackburn, R	North Bend, WA/ Shelton, WA	85 VW GTI	0:24:03	0:10:50	0:10:45	0:09:27	0:10:35	0:10:40	0:09:35			1:3555	0:26:56	0:11:06	0:13:30	0:10:47	0:13:05	0:11:11			1:26:25	3:02:20	
20	4	3	251	Red, L./Rean, R	Uk. For. Park, WA/Everett, WA	86 Toyota MR2	0:28:16	0:12:10	0:11:52	0:10:37	0:11:59	0:11:50	0:10:31			1:3715	0:29:09	0:12:34	0:14:07	0:13:05	0:13:05			1:27:38	3:05:22		
21	5	3	231	Tabor, R./Tabor, J	Tigard, OR/West Linn, O R	91 Nissan Sentra SE-R	0:28:38	0:11:52	0:11:50	0:10:39	0:11:46	0:12:01	0:10:42			1:3728	0:40:41	0:12:18	0:14:53	0:12:09	0:14:28	0:12:01			1:46:30	3:23:58	
22	4	3	273	Hoagland, R./Hoagland, E	Corvallis, OR/lend, O R	95 Honda Civic EX	0:29:33	0:13:39	0:12:02	0:10:55	0:12:08	0:11:51	0:10:44			1:4052	0:27:36	0:12:12	0:14:07	0:11:36	0:14:35	0:13:09			1:33:15	3:14:07	
23	7	0	455	Wandford, R./Warner, T	Portland, O R/Wichita, O R	93 Subaru Impreza	0:30:01	0:12:53	0:12:30	0:11:00	0:12:34	0:12:47	0:11:39			1:4314	0:29:09	0:13:19	0:15:02	0:12:45	0:15:32	0:12:49			1:38:36	3:21:50	
24	5	2	271	Tabor, M./Zurschweide, J*	Wilsonville, O R/Tualatin, O R	88 Mazda 323 GTX	0:26:55	0:11:34	0:10:21	0:10:14	0:11:35	0:11:37	0:10:31	0:04:00		2:16:37	0:26:36	0:11:56	0:13:51	0:11:37	0:14:13	0:12:23			1:30:36	3:47:03	
25	5	3	260	Chris Irsen, T./Mohan, T***	Juvall, WA/Wynnwood, WA	86 Mazda 323	0:26:50	0:11:07	0:10:56	0:09:36	0:11:02	0:10:57	0:09:55	0:06:36		0:06:36	0:25:31	0:28:43	0:13:57	0:13:05	0:13:05	0:13:05	0:03:48			1:19:35	0:06:36
26	6	0	291	Manspaker, M./Ferry, A	Arlington, WA/Bainbridge, WA	89 Mazda 323 GTX	0:25:55	0:11:07	0:10:37	0:09:21	0:10:03	0:10:05	0:09:05	0:14:00		0:14:00	0:23:59	0:10:37	0:12:27	0:10:07	0:12:00	0:10:25			1:19:35	0:06:36	
27	8	1	297	Greer, S./Tubach, A	hattleGround, WA/Vancouver, WA	95 Subaru Impreza	0:27:14	0:11:20	0:11:37	0:10:14	0:11:21	0:11:34	0:10:17			1:3415	0:27:14	0:12:05	0:14:07	0:11:48	0:14:04	0:11:49			1:31:07	3:05:22	
28	7	1	263	Olson, J./Lindstrom, J*****	Oak Harbor, WA/Oak Harbor, WA	90 Eagle Talon	0:27:18	0:11:25	0:11:42	0:10:17	0:11:12	0:11:47	0:10:17			1:3422	0:28:34	0:11:51	0:14:00	0:11:32	0:13:42	0:11:30			1:31:09	3:05:31	
29	4	1	299	Rynd, J/Bik, R	Oak Harbor, WA/Turkington, WA	93 Eagle Talon	0:27:21	0:11:09	0:11:13	0:09:50	0:10:56	0:11:02	0:09:52			1:3123	0:26:02	0:11:16	0:13:30	0:10:58	0:12:59	0:11:36			1:26:11	2:52:34	
30	5	3	239	Welleweyer, R/Welleweyer, R	Olympia, WA/Olympia, WA	84 Mazda RX-7	0:27:36	0:11:56	0:11:30	0:09:44	0:11:19	0:11:07	0:09:50			1:3252	0:25:47	0:11:01	0:13:02	0:10:48	0:12:59	0:11:00			1:24:37	2:52:34	
31	8	3	294	Berbenzano, A./Chewia, C	Yeduma, CA/Seattle, WA	94 Miata Galant VM	0:27:40	0:11:26	0:11:35	0:10:07	0:11:16	0:11:17	0:10:00			1:3438	0:33:19	0:12:02	0:15:39	0:11:15	0:13:40	0:11:45			1:37:40	3:12:18	
32	6	3	269	McLean, J./Folson, R	Tualatin, OR/Wilboro, O R	86 Dodge Comquest	0:31:04	0:11:05	0:11:05	0:10:05	0:11:05	0:11:05	0:10:05			0:06:36	0:26:54	0:11:57	0:14:28	0:12:03	0:14:58	0:11:49			1:27:38	3:05:22	
33	6	2	232	Tabor, M./Bairner, R	West Arm, OR/Bairner, O R	03 Acura Integra type S	0:28:09	0:12:24	0:11:45	0:10:37	0:11:59	0:11:50	0:10:31			1:3715	0:29:09	0:12:34	0:14:07	0:13:05	0:13:05			1:27:38	3:05:22		

\*\*\* 7 minutes late at MG 2 & 26 mins late STC 4  
 \*\*\* 45 mins late ATC 3 & 5 min early ATC 4  
 \*\*\*\* 2 mins late STC 6  
 \*\*\*\*\* 6 mins late STC 2  
 \*\*\*\*\* 2 mins late MTC 2  
 \*\*\*\*\* 5 sec jump start at SS 4

## Simpson Stages Rally

Pos	Pos	Region	Car	Driver/Co-driver	Driver/Co-driver Info	Make/Model	SS1	SS2	SS3	SS4	SS5	SS6	MS	Pts	Day 1	SS1	SS2	SS3	SS4	SS5	SS6	MS	Pts	Day 2	Both Day	
1	1	0	99	lorio, M/Lio, P	Millis, MA/Wellows Fels, VT	02 Mitsubishi Evo	0:23:00	0:10:17	0:12:10	0:09:55	0:11:56	0:10:19			1:1747	2:41:08										
2	2	1	0	233	Bilund, P/Price, J	Tigard, OR/Portland, O R	02 Subaru WRX	0:23:14	0:10:26	0:12:19	0:10:10	0:11:57	0:10:46			1:1852	2:40:58	99	1:23:21							
3	3	1	0	307	Rinto, R/Rinto, R	Enus daw, WA/B Cajon, CA	02 Subaru WRX	0:23:22	0:10:38	0:12:17	0:10:18	0:12:14	0:10:21			1:1900	2:41:08	207	1:23:08							
4	1	2	215	Thomas, J/Gauger, M	Wirkland, WA/Sacramento, CA	03 Subaru WRX Wagon	0:23:33	0:10:34	0:12:27	0:10:14	0:11:56	0:10:33			1:1917											
5	2	0	294	Kah, R/Kansen, R	lend, OR/Friday Harbor, WA	91 Subaru legacy	0:23:59	0:10:37	0:12:27	0:10:07	0:12:00	0:10:25			1:1935											
6	4	3	0	234	N																					

# NWR Event #7 results, Bremerton, Sept. 5

## SI: Stock 1 (AS, SS, FS)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Max Slade	10	2003	Chevrolet Corvette Z06 (SS)	52.162 (3,0)	51.972 (3,0)	56.579 (0,1)	47.184 (0,0)	100.000
2	T	Mike Mejer	47	2003	Corvette Z06 (SS)	64.416 (1,1)	48.905 (0,0)	48.347 (0,0)	50.740 (1,0)	97.594
3		James Winstead	1	2003	Chevrolet Corvette Z06 (SS)	53.841 (2,0)	48.578 (1,0)	50.527 (2,0)	50.153 (2,0)	97.130
4		Nathan Prow	147	2003	Chevy Corvette Z06 (SS)	49.354 (1,0)	49.080 (1,0)	54.283 (4,0)	48.594 (1,0)	97.098
5		John Cuyke	42	1994	Chevrolet Corevette (AS)	102.090 (2,4)	65.746 (0,1)	55.832 (0,0)	55.054 (0,0)	85.705

## S2: Stock 2 (BS, CS, ES)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Brett Wilson	24	1999	Mazda Miata (CS)	48.002 (0,0)	54.057 (3,0)	47.964 (0,0)	47.628 (0,0)	100.000
2	T	Jerry Lee	24	1999	Porsche Boxster (BS)	49.964 (0,0)	48.641 (0,0)	48.124 (0,0)	48.480 (0,0)	98.969
3	T	Enrique Garcia	124	1999	Mazda Miata (CS)	65.221 (3,1)	48.990 (0,0)	48.322 (0,0)	63.596 (2,1)	98.564
4	T	John Lee	324	1999	Porsche Boxster (BS)	62.282 (1,1)	DNF (0,0)	48.554 (0,0)	48.903 (0,0)	98.093
5		Steve Roberts	6	1992	Mazda Miata (ES)	73.839 (1,2)	63.133 (6,0)	50.236 (0,0)	59.652 (5,0)	94.809
6		Noel Aquino	35	2003	Nissan 350z (BS)	56.137 (0,0)	50.953 (0,0)	50.626 (0,0)	52.617 (1,0)	94.078
7		Jon Floyd	139	2001	Honda S2000 (BS)	62.913 (1,1)	50.716 (0,0)	61.446 (2,0)	78.235 (3,2)	93.911
8		Brian Cutler	60	2003	Nissan 350Z (BS)	51.411 (0,0)	51.183 (1,0)	52.116 (0,0)	52.218 (1,0)	93.054
9		Erika Cowan	105	1999	Mazda Miata (CS)	58.084 (3,0)	55.650 (3,0)	51.353 (1,0)	70.534 (1,2)	92.746
10		Michael Brown	144	1984	Porsche 944 (ES)	69.277 (1,1)	55.306 (0,0)	54.906 (0,0)	56.502 (1,0)	86.745
11		Will Kellogg	47	2000	Honda S2000 (BS)	59.246 (0,0)	56.797 (0,0)	74.640 (1,1)	56.114 (0,0)	84.877

## S3: Stock 3 (DS, GS, HS)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Abe Douglas	414	2002	Mini Cooper S (GS)	50.816 (2,0)	46.088 (0,0)	47.858 (1,0)	46.081 (0,0)	100.000
2	T	Aaron Pailthorp	28	2003	MINI Cooper S (GS)	50.193 (0,0)	48.584 (0,0)	49.992 (1,0)	47.899 (0,0)	96.205
3		Dan Barnes	41	2002	Mini Cooper Mini (GS)	48.406 (0,0)	84.895 (0,3)	61.273 (2,1)	51.098 (2,0)	95.197
4		Des Toups	112	2002	Ford Focus (GS)	49.950 (0,0)	50.263 (1,0)	53.382 (3,0)	49.721 (1,0)	92.679
5		Alex Hill	332	1989	Honda Civic (HS)	60.198 (3,0)	55.002 (2,0)	52.833 (1,0)	65.041 (2,1)	87.220

## S3L: Stock 3 Ladies (DS, GS, HS)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Kristi Brown	37	2002	MINI Cooper (HS)	56.230 (2,0)	50.589 (0,0)	53.735 (2,0)	52.513 (1,0)	100.000

## NSI: Non Stock 1 (ASP, BSP, BP, CP)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Stacey Mollerker	218	2004	Chevrolet Corevette (ASP)	70.327 (2,2)	68.217 (6,1)	45.934 (0,0)	46.572 (0,0)	100.000
2	T	Angela Moffet	189	1989	Chev Corvette (BSPL)	49.644 (1,0)	54.744 (4,0)	46.559 (0,0)	49.185 (1,0)	98.658
3	T	Rick Smale	97	2003	Chevrolet Camaro (ESP)	51.928 (2,0)	47.671 (0,0)	46.924 (0,0)	51.542 (2,0)	97.890
4	T	Jeff Barstow	77	1999	Porch 911 carrera (ASP)	51.749 (1,0)	49.507 (0,0)	47.448 (0,0)	49.206 (1,0)	96.809
5		Jerrett Cangie	7	2001	BMW M Coupe (ASP)	53.809 (1,0)	49.533 (0,0)	50.027 (1,0)	48.267 (0,0)	95.166
6		Wayne Reuter	32	1985	Ford Mustang (CP)	52.705 (1,0)	49.525 (0,0)	50.640 (1,0)	63.845 (2,1)	92.749
7		Steve Downing	19	1989	Porsche Carrera (ASP)	51.809 (0,0)	51.603 (0,0)	49.934 (0,0)	50.060 (0,0)	91.989
8		Laura Mollerker	318	2004	Chevrolet Corevette (ASP)	56.849 (5,0)	65.093 (4,1)	81.688 (1,3)	50.466 (2,0)	91.020
9		Thomas Le Coque	155	1969	Chevrolet Camaro (CP)	72.461 (2,1)	52.878 (0,0)	51.998 (0,0)	54.556 (1,0)	88.338
10		Jodie Le Coque	55	1969	Chevrolet Camaro (CP)	54.355 (1,0)	67.108 (7,0)	58.639 (3,0)	94.610 (11,2)	84.507

## NSI L: Non Stock 1 Ladies (ASP, BSP, BP, CP)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Sharon Reuter	32	1985	Ford Mustang (CP)	55.951 (0,0)	53.105 (0,0)	56.544 (1,0)	53.460 (1,0)	100.000

## NS2: Non Stock 2 (CSP, DSP, FSP)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Mark McCooey	54	2001	Mercury Cougar (DSP)	51.236 (1,0)	48.495 (0,0)	50.709 (1,0)	48.635 (0,0)	100.000
2	T	Scott West	81	1981	Mazda Rx7 (CSP)	48.732 (0,0)	51.272 (1,0)	50.186 (1,0)	50.130 (1,0)	99.514
3	T	John Galfano	93	1994	Honda Civic DX (FSP)	61.506 (0,1)	50.426 (0,0)	51.938 (1,0)	49.088 (0,0)	98.792
4		Jason Spore	138	1990	Oldsmobile Calais Quad 442 (DSP)	50.308 (1,0)	52.280 (2,0)	76.002 (4,2)	49.110 (0,0)	98.748
5		Brett Spore	38	1990	Oldsmobile Calais Quad 442 (DSP)	53.362 (1,0)	52.152 (1,0)	49.156 (0,0)	52.816 (2,0)	98.655
6		Gretchen Everett	154	2001	Mercury Cougar (DSP)	59.316 (5,0)	76.009 (3,2)	64.760 (2,1)	50.732 (0,0)	95.591
7		Louis Schaffer	30	1985	Mazda Rx7 (CSP)	52.925 (1,0)	50.885 (1,0)	62.039 (2,1)	57.517 (4,0)	95.303
8		Steve R Perret	17	1974	Honda Civic 1200 (FSP)	52.592 (0,0)	52.499 (0,0)	52.290 (0,0)	51.656 (0,0)	93.881

## NS2L: Non Stock 2 Ladies (CSP, DSP, FSP)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Kathryn Hansen	7	1974	Honda Civic 1200 (FSPL)	57.418 (1,0)	56.151 (1,0)	55.969 (1,0)	52.852 (0,0)	100.000

## NS3: Non Stock 3 (AP, DP, EP, FP, all Mod and KARTS)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Bud Bohrer	67	1967	Lotus Elan (DM)	48.602 (0,0)	51.459 (2,0)	46.640 (0,0)	47.899 (1,0)	100.000
2	T	Ron Babb	167	1967	Lotus Elan (DM)	52.025 (2,0)	48.933 (1,0)	51.812 (3,0)	84.721 (4,3)	95.314
3		Dean Faciane	5	1999	Honda Renspeed (KART)	52.538 (1,0)	49.333 (0,0)	49.818 (1,0)	64.653 (1,1)	94.541
4		Craig Anderson	23	1955	Austin-Healey 100 (EP)	54.322 (0,0)	55.324 (1,0)	51.632 (0,0)	52.691 (0,0)	90.332
5		Larry Imbeau	72	1973	MG Midget (DP)	54.452 (0,0)	DNS (0,0)	52.295 (1,0)	DNS (0,0)	89.186

## NS3L: Non Stock 3 Ladies (AP, DP, EP, FP, all Mod and KARTS)

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Karen Babb	67	1967	Lotus Elan (DML)	49.177 (0,0)	46.689 (0,0)	48.459 (1,0)	45.789 (0,0)	100.000

## SM: Street Mod

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Ryan Carag	18	1999	BMW M3	59.549 (2,0)	56.025 (0,0)	59.130 (2,0)	64.800 (0,1)	100.000
2	T	Trever McDermott	141	1994	Honda Civic Si	59.140 (1,0)	60.739 (1,0)	56.522 (0,0)	56.412 (0,0)	99.314
3	T	Tony Lemon	40	1996	Honda Civic	59.254 (0,0)	56.745 (0,0)	60.976 (2,0)	57.788 (0,0)	98.731
4	T	Anthony Capri	87	1999	BMW M3	64.493 (2,0)	65.153 (5,0)	67.284 (6,0)	56.832 (0,0)	98.580
5		Steve Altwood	7	1992	Nissan Sentra SE-R	64.392 (3,0)	58.195 (1,0)	60.699 (2,0)	57.263 (0,0)	97.667
6		Geoff Clark	21	2003	Mitsubishi Evo 8	62.205 (1,0)	63.676 (2,0)	57.443 (0,0)	59.328 (1,0)	97.531
7		Brad Greco	114	1994	Honda Civic	59.916 (1,0)	61.678 (2,0)	57.603 (0,0)	70.028 (2,1)	97.261
8		Nash Johnson	92	1992	Honda Civic	62.107 (2,0)	63.169 (2,0)	60.371 (0,0)	63.121 (2,0)	92.801
9		Drew Hanft	81	1986	Toyota Corolla	73.073 (1,1)	60.528 (0,0)	62.164 (1,0)	66.139 (3,0)	92.560
10		Gregory Powers	17	1981	Bmw 320i	66.790 (0,0)	66.198 (0,0)	73.486 (0,0)	63.780 (1,0)	87.841
11		Jonathan Herman	11	2004	Subaru STI	75.591 (0,0)	84.399 (1,1)	78.206 (1,1)	74.558 (1,1)	75.143

## SML: Street Mod Ladies

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Laurel Larsen	92	1992	Subaru Legacy Turbo Wagon	76.454 (0,0)	79.300 (0,0)	94.163 (0,2)	84.160 (0,1)	100.000

## SM2: Street Mod 2

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Scott Miller	4	1985	Toyota MR2 Turbo	76.300 (1,1)	79.421 (4,1)	58.857 (1,0)	56.503 (0,0)	100.000
2	T	Brent Picasso	34	1985	Toyota MR2	66.506 (3,0)	71.288 (1,1)	57.318 (0,0)	56.524 (0,0)	99.963
3	T	Dieter Bekki	90	1990	Mazda Miata	61.406 (2,0)	60.485 (1,0)	57.885 (0,0)	56.880 (0,0)	99.337
4		Bob Bundy	19	1990	Mazda Miata	61.503 (2,0)	60.044 (1,0)	58.383 (0,0)	56.927 (0,0)	99.255
5		Mark Snell	159	2003	Nissan 350Z	61.088 (2,0)	65.954 (0,1)	62.384 (2,0)	57.943 (1,0)	97.515
6		Jill Snell	95	2003	Nissan 350Z	73.845 (1,1)	59.855 (0,0)	59.917 (0,0)	58.110 (0,0)	97.235
7		Robert Lane	41	1995	Nissan 300ZX	70.869 (0,0)	79.558 (2,0)	68.040 (0,0)	70.145 (1,0)	83.044

## STS: Street Touring

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Jeff Graham	22	2000	Subaru Impreza RS	62.723 (1,0)	63.654 (2,0)	60.907 (1,0)	61.901 (1,0)	100.000
2	T	Scott Brenaman	21	1991	Acura Integra	74.472 (5,0)	67.130 (2,0)	65.751 (2,0)	62.015 (0,0)	98.213
3	T	John Stuart	24	2003	Mini Cooper	73.475 (4,0)				

**STX: Street Touring X**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Denny Laplante	3	1994	BMW 325is	75.491 (0,1)	60.288 (0,0)	60.411 (0,0)	61.689 (1,0)	100.000
2	T	Adam Baxter	8	2002	Subaru Wrx wagon	77.645 (2,1)	67.719 (3,0)	60.952 (0,0)	60.564 (0,0)	99.544
3		Tim Stake	50	1992	Ford Mustang	65.177 (0,0)	64.891 (1,0)	66.568 (2,0)	61.836 (0,0)	97.497
4		Garrett Bickerdike	14	2002	Subaru WRX	64.653 (1,0)	61.999 (0,0)	69.774 (5,0)	63.148 (1,0)	97.234
5		Ryan Barker	39	2000	Subaru Impreza 2.5RS	66.718 (0,0)	66.082 (1,0)	78.895 (2,1)	62.258 (1,0)	96.896

**STU:STU**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Arturo Volpentest	777	2004	Subaru Sti	99.683 (1,3)	63.870 (0,0)	65.122 (1,0)	66.570 (2,0)	100.000

**T: Street Tire Class**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Jake Nygaard	17	2003	Subaru Impreza WRX (DS)	75.307 (3,2)	49.644 (0,0)	48.465 (0,0)	50.125 (1,0)	100.000
2	T	Shane Jensen	337	2002	VW GTI (GS)	54.820 (3,0)	50.328 (1,0)	54.453 (2,0)	49.266 (0,0)	98.175
3	T	Steve Scott-Quekett	24	2003	Mazdaspeed Protege (DS)	49.881 (0,0)	52.084 (1,0)	54.471 (2,0)	63.923 (2,1)	97.161
4	T	Ivan Rouzanov	14	2001	Ford Mustang GT (FS)	52.871 (1,0)	49.896 (0,0)	54.693 (2,0)	53.100 (1,0)	97.132
5	T	Don Gill	41	2003	Toyota Celica (GS)	61.904 (0,1)	65.170 (1,1)	49.994 (0,0)	50.409 (0,0)	96.942
6		David Lewis	16	2004	Subaru WRX STi (ESP)	57.029 (2,0)	58.212 (3,0)	50.760 (0,0)	52.121 (1,0)	95.479
7		Tim Irwin	26	1994	Mazda Miata (CS)	65.907 (1,1)	51.851 (0,0)	52.922 (1,0)	51.031 (0,0)	94.972
8		Jonathan Fischer	67	1999	Mazda Miata (CS)	62.038 (1,0)	52.362 (0,0)	55.477 (2,0)	53.582 (1,0)	92.558
9		Matthew Hebb	104	1987	Toyota MR2 (CSP)	55.828 (0,0)	58.346 (2,0)	56.288 (1,0)	53.746 (0,0)	90.174
10		Kurt Friedrich	77	2004	Mustang Cobra (ESP)	59.611 (1,0)	56.780 (1,0)	54.487 (0,0)	75.501 (0,2)	88.948
11		Jeff Fry	60	2004	Subaru WRX STi (ESP)	66.451 (3,1)	54.490 (1,0)	67.989 (3,1)	61.057 (0,1)	88.943
12		Michael Duncan	32	1990	Eagle Talon (ESP)	74.242 (0,2)	71.122 (4,1)	66.405 (2,1)	58.090 (3,0)	83.431
13		Hans Adomeit	89	1986	Saab 900 (SM)	86.102 (3,3)	86.402 (2,2)	71.062 (1,2)	64.342 (3,1)	75.224
14		Martin Zych	22	1995	Acura Integra GSR (SM)	83.153 (1,1)	DNS (0,0)	DNS (0,0)	DNS (0,0)	58.284

**TL: Street Tire Ladies**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Shalyn Morrow	17	2003	Subaru Impreza WRX (DS)	58.618 (2,0)	65.279 (1,1)	55.527 (1,0)	52.232 (0,0)	100.000
2	T	Carol Leuty	24	2004	Ford Focus (HS)	53.715 (0,0)	52.655 (0,0)	61.822 (0,1)	53.401 (1,0)	99.197
3		Kimm Jensen	33	2002	VW GTI (GSL)	66.555 (0,1)	66.846 (1,1)	53.351 (0,0)	55.462 (1,0)	97.903
4		Valarie Scott-Quekett	42	2003	Mazdaspeed Protege (DSL)	67.221 (0,0)	74.997 (3,1)	62.590 (2,0)	60.072 (1,0)	86.949

**PAX: PAX Index**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Fastmike Lillejord	11	2003	Toyota Celica GT (GS)	54.287 (1,0)	46.023 (0,0)	45.931 (0,0)	45.386 (0,0)	100.000
2	T	Glen Hernandez	125	2003	BMW 330Ci (DS)	46.723 (0,0)	45.866 (0,0)	45.467 (0,0)	59.148 (1,1)	99.822
3	T	Keith Brown	37	2002	MINI Cooper (HS)	46.864 (0,0)	45.560 (0,0)	48.553 (1,0)	45.637 (0,0)	99.618
4	T	Kevin Dietz	137	2002	BMW Mini Cooper (HS)	61.674 (2,1)	45.991 (0,0)	48.299 (1,0)	46.318 (0,0)	98.685
5	T	Joe Goeke	94	2000	Honda S2000 (BS)	51.248 (1,0)	51.268 (2,0)	47.161 (0,0)	46.254 (0,0)	98.123
6	T	Ron Bauer	63	2000	Honda S2000 (BS)	52.339 (2,0)	48.194 (1,0)	46.429 (0,0)	47.447 (1,0)	97.754
7		Alan Dahl	99	1995	Audi 90 Quattro (HS)	53.408 (3,0)	52.419 (3,0)	48.586 (1,0)	46.638 (0,0)	97.315
8		Karl Coleman	140	1993	Toyota MR2 (ES)	52.861 (2,0)	47.703 (0,0)	47.044 (0,0)	51.210 (2,0)	96.476
9		Jerry Lamb	25	2003	BMW 330ci (DS)	49.843 (0,0)	48.050 (0,0)	47.287 (0,0)	48.356 (1,0)	95.980
10		Shelbi Ziegler	411	2003	Toyota Celica GT (GS)	52.660 (1,0)	51.072 (2,0)	47.586 (0,0)	77.832 (0,2)	95.377
11		Kyle Freiheit	144	1999	MAZDA MIATA (CS)	58.418 (5,0)	48.025 (0,0)	47.924 (0,0)	54.317 (3,0)	94.704
12		Dick Willy	40	1993	Toyota MR2 (ES)	58.000 (3,0)	51.259 (1,0)	50.444 (1,0)	48.024 (0,0)	94.507
13		Andrew Howe	168	2000	Honda S2000 (BS)	58.744 (0,1)	48.356 (0,0)	51.094 (2,0)	49.227 (1,0)	93.858
14		Eric Hanson	54	1994	Porsche RS America (BS)	49.921 (0,0)	58.447 (0,1)	55.105 (3,0)	48.760 (1,0)	93.080
15		Bill Freiheit	44	1999	MAZDA MIATA (CS)	53.384 (0,0)	49.538 (0,0)	50.880 (1,0)	53.186 (2,0)	91.619
16		Mike Leuty	24	1995	Audi 90 Quattro (HS)	59.888 (4,0)	50.969 (1,0)	53.202 (3,0)	50.079 (1,0)	90.629
17		Brian Norton	5	2000	Toyota MR2 Spyder (CS)	58.830 (4,0)	60.815 (6,0)	52.862 (2,0)	51.080 (1,0)	88.853
18		Brent Vitolins	15	2003	Chevy Z06 (SS)	54.113 (2,0)	51.869 (2,0)	54.980 (4,0)	51.160 (2,0)	88.714
19		Anna Goeke	64	2000	Honda S2000 (BS)	59.177 (5,0)	56.566 (4,0)	52.048 (2,0)	51.498 (2,0)	88.132

**PAXL: PAX Index Ladies**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Annie Bauer	168	2000	Honda S2000 (BS)	54.427 (3,0)	51.626 (2,0)	51.522 (2,0)	47.597 (0,0)	100.000
2		Heather Howe	68	2000	Honda S2000 (BSL)	54.574 (1,0)	50.433 (0,0)	65.918 (2,1)	51.726 (1,0)	94.377

**NSPAX: Non-Stock Pax**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Christopher Imbeau	27	1973	MG Midget (DP)	46.316 (0,0)	47.785 (1,0)	44.986 (0,0)	DSQ (0,0)	100.000
2	T	Bill Buetow	89	1989	Chevrolet Corvette (BSP)	56.257 (5,0)	53.439 (4,0)	45.220 (0,0)	58.853 (4,0)	99.483
3	T	LJ Moffet	189	1989	Chev Corvette (BSP)	53.133 (3,0)	54.794 (4,0)	53.116 (4,0)	47.554 (1,0)	94.600
4		Greg Fordahl	128	2004	Porsche GT3 (ASP)	63.871 (2,1)	47.968 (1,0)	52.085 (3,0)	49.951 (2,0)	93.783
5		Doug Heberthal	81	2004	Porsche GT3 (ASP)	52.684 (2,0)	47.989 (0,0)	51.535 (2,0)	50.565 (2,0)	93.742
6		Leeds Gulick	28	2004	Porsche GT3 (ASP)	51.784 (2,0)	48.914 (1,0)	49.207 (1,0)	50.622 (2,0)	91.970
7		An Nguyen	47	2002	Mazda Protege5 (FSP)	64.869 (0,1)	63.591 (0,1)	53.061 (0,0)	55.897 (2,0)	84.782
8		Quinn Campbell	61	1982	Volkswagen Jetta (EP)	60.148 (4,0)	54.921 (2,0)	56.011 (2,0)	56.415 (3,0)	81.910

**NSPAXL: Non-Stock Pax Ladies**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Jodi Fordahl	28	2004	Porsche GT3 (ASP)	71.394 (1,2)	51.933 (1,0)	51.201 (1,0)	53.694 (2,0)	100.000
2		Terri Johnson	92	1992	Honda Civic (SM)	DNF (0,0)	54.806 (0,0)	52.861 (0,0)	53.872 (1,0)	96.860

**NOVAM: Novke AM**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Mike Dahlstrom	203	1986	Honda Prelude Si	72.019 (2,0)	65.884 (0,0)	66.211 (1,0)	65.114 (0,0)	100.000
2	T	Michael Shaffer	47	2003	Mini S	66.782 (0,0)	87.239 (1,1)	65.656 (1,0)	82.097 (1,0)	99.174
3	T	Willie Bustillo	26	2004	Subaru STi	68.965 (0,0)	75.863 (0,1)	73.600 (0,1)	77.585 (0,1)	94.416
4		Sarinder Virk	78	2000	Audi S4	78.041 (3,0)	75.106 (2,0)	69.210 (0,0)	70.196 (1,0)	94.082
5		Rickey Carlson	96	1990	Mazda Miata	82.440 (0,1)	70.638 (0,0)	69.906 (0,0)	80.435 (2,1)	93.145
6		Tyler Kolbo	33	1995	Volvo 855	72.354 (1,0)	79.180 (5,0)	73.718 (3,0)	77.762 (4,0)	89.994
7		Daniel Knight	30	2004	Subaru STi	99.606 (0,1)	99.672 (0,2)	76.389 (0,0)	84.879 (0,1)	85.240
8		Mike Maxwell	28	1995	Honda Del Sol	111.914 (0,4)	111.301 (0,4)	82.335 (0,1)	91.794 (3,2)	79.084

**NOVPM: Novke PM**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Adam Grabowski	43	1994	Mazda Miata	68.680 (0,0)	66.610 (0,0)	66.629 (0,0)	65.199 (0,0)	100.000
2	T	Cody Johnson	44	2004	Subaru Sti	DNF (0,0)	70.382 (1,0)	85.603 (0,2)	86.856 (0,2)	92.636
3	T	Brent Madison	46	2002	Ford Focus	78.977 (0,0)	74.565 (0,0)	72.900 (0,0)	71.752 (0,0)	90.867
4		Wiley Coffin	91	1986	Audi 4000 CS Quattro	157.648 (0,8)	72.196 (0,0)	85.474 (2,1)	91.030 (1,2)	90.308
5		Matt Bond	241	1997	Volkswagen GTI VR6	75.459 (2,0)	83.831 (5,0)	73.047 (1,0)	80.739 (4,0)	89.256
6		William Robinson	47	1992	Honda Civic	79.688 (0,0)	87.740 (1,1)	89.338 (1,1)	75.301 (0,0)	85.585
7		Matthew O'Neill	40	1998	Ford Mustang Cobra	85.316 (1,1)	83.427 (0,1)	87.877 (1,1)	80.375 (0,1)	81.119
8		Don Anderson	141	1995	Nissan 350ZX	82.640 (0,1)	108.450 (4,3)	81.043 (0,1)	81.515 (1,1)	80.450

**NOVPM: Novke PM Ladies**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1	T	Valerie Dyck	711	2003	Subaru WRX	75.028 (0,0)	72.455 (0,0)	71.560 (0,0)	70.233 (0,0)	100.000
2		Julie McDonald	18	2003	Mazda 6	81.459 (0,1)	87.106 (1,1)	77.106 (1,0)	98.197 (1,2)	91.086
3		Leslie Yuenger	57	1990	Mazda Miata	88.636 (0,1)	81.560 (0,0)	79.537 (0,0)	79.438 (0,0)	88.412

**TO: TIME ONLY**

#	T	Name	Car #	Year	Make/Model	Run1 (c,g)	Run2 (c,g)	Run3 (c,g)	Run4 (c,g)	Points
1										

# You owe yourself a trip to Monterey

Central California coast is the place to be in August

BY FRANK MANLEY  
Race Chair Emeritus

Every car and race lover owes it to him or herself to take in the (now) four days of Monterey the third weekend in August. We have participated in one way or another for about 25 years.

At first I was an official steward, then an honorary one, and now just a credentialed guest. We both get course marshal tags, as Joan has worked timing and scoring with Bill and his wife for over 20 years.

On Thursday they now have 150 cars from the Pebble Beach entry drive the "Tour of Elegance" around the peninsula, and at noon they line up two abreast along Ocean Boulevard in Carmel for the public to admire. The drivers and riders are fed and back to Pebble at 2:30. This only started last year, and how they can park these priceless cars among the great unwashed masses terrifies me!

They still use Doug Hargrave's stone-age racing software, like a poor imitation of Monitor, and 14 people somehow manage to do the T&S chore.

Steve Earle, the organizer, used to come to my SOVREN historics starting with 61 cars in 1992, and I

stepped down as race chairman at 275 cars and \$300,000 for Children's Hospital in 1998. This year, Earl honored Ferrari (as he did 10 years ago) and the 50th anniversary of Alfa Romeo. At Concorso Italiano, at the vast Black Hawk golf course at Monterey on Friday, Francis Manderano (who has sold this event to a couple from Seattle and is going to spend the first six months of 2005 "soaking up the Italian ambiance" in Florence, Italy) invited us to visit their spare bedroom. How can we refuse? Manderano also honored Ferrari with the Dino a special honor.

At Pebble Beach, Roll Royce received their 100th anniversary plaudits. There were five auctions over the weekend — Barrett Jackson, Kruse and three others. If you had a buck to spend, you could sure do it there, as many did.

The vintage entry was 400 lovely cars. They had one grid just for vintage Formula One Ferrari, another for vintage Formula One of any make. Ferrari had Schumaker's 2003 world champion car there as well as the 2002 car.

Andrea Bertolini, factory test driver drove the Ferrari, first with other F1 Ferrari as demos and then on Sunday they gave him an empty track for an awesome 10 laps to try to beat Helio Castro-Neves CART record of 1:17, which is 118 mph.

I feel Ferrari committed a tactical blunder when they took the 2003 car to Pebble Beach for show Sunday and left Andrea the 2002 car to make the record attempt,

the 2003 being faster. With my credentials that let me go anywhere, except on track (and that was easy as the two Chrysler 300 pace cars were driven by fellow stewards and carried guests) I have put some SOVREN and other types in the different pace cars down through the years at this event and they thoroughly enjoyed the ride.

Sitting next to the pit wall with Andrea pulling 19,200 rpm and five shifts from turn 11 to the starter's stand sends the shivers up your neck. Try as he might, he got down to two seconds above Castro-Neves' mark. But it was a hell of a show. People could not believe how he stayed on the track thru the corkscrew at his speed!

Joan outfoxed the SCRAMPLady letting the crowd have the autograph of one of three drivers giving signatures. She bought a \$10 program, convinced the lady that, as a T&S worker, she should get all three, and on the cover of the program are the names of Phil Hill, Dan Gurney and Stirling Moss. It will be very rare collectible some day. Also she got nice photos of them.

It was nice talking to Bruce McCaw, Pete Lovely, David Hobbs and the like. Only at this venue can you find so many racing dignitaries.

Jay Leno is always present. Tom Armstrong of SOVREN got the Ford floating award for the best GT40. Last year, the year of Ford, Earl fielded a whole grid of 40 GT40s, and the winner received his trophy from no less than Edsel Ford III, CEO of Ford Motors. This is a class weekend. You need to go.

# O'Sullivan notches first ProRally victory

BY CURTIS KITCHEN  
SCCA staff

BEMIDJI, Minn. — Lauchlin O'Sullivan surged to the front of the field midway through Saturday's stages and earned his first ever SCCA ProRally win at Ojibwe Forests on Aug. 28, beating out British driver John Lloyd by nearly two minutes and Minnesotan Mark Utecht by more than 2:30. Both Lloyd and Utecht had their highest ProRally finishes at second and third, respectively.

O'Sullivan was never overly flashy through the event's 118 stages miles, just fast. Driving the backup No. 90 Subaru Impreza WRX for CPD Racing for the second time in 2004 and competing with regular CPD co-driver Scott Putnam for the first time, O'Sullivan turned in first or second-fast stage times on all but one stage Saturday and nine of 15 stages overall.

Even though they got the win, O'Sullivan said the trip was anything but easy.

"We won! It's fantastic," the beaming Open class driver said. "Really, it's a good story because it was one of those events where nothing really seemed to come together. There were three things: getting in the car, getting myself going and working with Scotty."

"Scotty came through. He did a great job and we had a great time together. I want to thank CPD racing for letting me run their car for them. The car was very, very dependable and to come out win the event, it's fantastic."

Lloyd, with co-driver Pauline Gullick in the Open class No. 111 Hyundai Tiburon prepared by Libra Rac-

ing (which is owned and managed by rally legend John Buffum), ran a remarkably smooth rally considering the amount of dust competitors had to drive through and was never seriously pushed by third-place finisher Utecht.

However, Mayhem Racing's Utecht stole a good portion of the show in his No. 83 Group N Subaru Impreza WRX, navigating the sandy roads of his home state with precision and a bit of surprising speed.

"To be honest, I drove the rally of my life," said Utecht. "Our Cel-Cool Subaru WRX did a great job, the team did a great job and (co-driver) Jeff (Secor) was spot on as co-driver on the calls."

All three podium finishers got an unexpected boost at the last moment. Driver Leon Styles led overall for much of the middle portion of the rally. However, a suspect suspension slowed down Styles and co-driver John Dillon as the final stages were run.

On the final stage, more mechanical problems surfaced in Styles' 2002 Mitsubishi Lancer Evolution VII and the Widget Rally team was saddled with a DNF instead of crucial points Styles needed to catch current Overall Drivers point leader Pat Richard.

However, Richard had problems of his own this weekend and finished 10th. After losing a pair of coil packs on the engine of his Subaru WRX, which dropped the car from four cylinders to only one, Richard limped into the end of the first day. Even after repairing the car for Saturday, the time gap created by the break was simply too much to make up.

With both Styles' and Richard's setbacks, Richard's lead over Styles increased by just two points and totals

now stand 94-66.

Behind O'Sullivan-Putnam and Lloyd-Gullick in the Open class, Peter Workum and co-driver Alex Gelsomino turned in another strong performance, finishing third in class and fourth overall.

Jonathan Bottoms and co-driver Carolyn Bosley, coming off a Group N win at Maine Forest, maintained their momentum and finished second, 1:40 behind Utecht-Secor. David Anton and co-driver Andrew Coombs completed the Subaru Group N sweep as they wound up third in class and seventh overall.

Team Mopar claimed another Group 5 win, only this time it wasn't Doug Shepherd and Pete Gladysz. Their teammates, Chris Whiteman and co-driver Mike Paulin hung tough, taking both the class and overall 2WD victory after Shepherd-Gladysz punctured their radiator on SS11.

Pat Moro and co-driver Neil Smith emerged victorious from the Production GT ranks while finishing 14th overall. The duo gave up some time to fellow PGT competitors Bob Olson and co-driver Ryan Johnson on the final two stages, but still came away with the win by 1:37. Bruce Davis took over the season's PGT Drivers point lead by finishing third with co-driver Jimmy Brandt. The finish gave Davis 14 points, moving him nine points ahead of Stephen Verdier.

Brooks Freehill, with co-driver Sean Elliot, battled fellow Group 2 competitors Mark Brown and co-driver Ole Holter back and forth before pulling away for the class win by two minutes. With the victory, Freehill slightly closed the gap between himself and Brown for top Group 2 point honors. The totals currently sit 88-58 with two events remaining.

Mark Tabor and co-driver Kevin Poirier all but wrapped up the Production class championships for both driver and co-driver with their finish this weekend. After trailing the duo of Scott Comens and Adrian Wintle, who bowed out before the start of day two with transmission problems, Tabor and Poirier executed a smart rally and earned first-place points.

In order to take the Production class championship outright, the pair only needs to start Colorado Cog, the eighth of nine rounds in the 2004 SCCA ProRally Championships presented by Hot Wheels. The event is scheduled for Sept. 24-26 in Steamboat Springs, Colo.

Note: Driver Mark Adkins and co-driver Jeff Atkisson were involved in a one-car incident Friday night on SS6. Adkins was airlifted to MeritCare Medical Center in Fargo, N.D., after sustaining a broken femur and pelvis in the incident. He is in stable condition and is expected to recover. Atkisson was taken to a Park Rapids hospital where he was treated and released.

## 11<sup>th</sup> Annual Northern Pacific Convention January 7-8-9, 2005

Please use a separate form for each individual

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\$59.00 per night, Sunday - Thursday; \$69.00 per night, Friday - Saturday

Concierge Tower Rates are:

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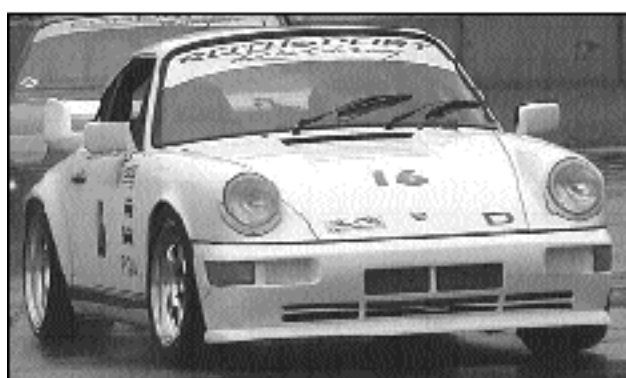
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**Northwest Sports Car News ad sales.** The Northwest Region needs a person to sell ads into Northwest Sports Car News to offset the region's costs of publishing. It Pay is based on a commission. Contact John Forespring at 800-605-2192 or any board member. 05/04

## Are you thinking of selling something?

Non-commercial ads are free to Northwest Region members. Mail to: Northwest Sports Car News, 11220 Walker Road, Mount Vernon, WA 98273, or e-mail to [kurtbatdorf@earthlink.net](mailto:kurtbatdorf@earthlink.net). All ads submitted must include your name, SCCA membership number and phone number. Please limit your ad to 40 words. Ads run for two consecutive issues. For commercial rates, e-mail [kurtbatdorf@earthlink.net](mailto:kurtbatdorf@earthlink.net). Non-member or out-of-region member ads are \$5 each for two issues for up to 40 words. Make checks payable to Northwest Region SCCA. Deadline for the November-December issue is Friday, Oct. 22.

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**Membership Application**

Northwest Region

50<sup>th</sup> Anniversary 1953-2003

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Please send me a Crew License (check box)

**PRIMARY INTEREST(S) IN SCCA:**  
Please indicate the area(s) of SCCA in which you plan to participate, or which interest you most. Your response will be used to allocate your national dues to the areas you indicate. Thank you.

Club Racing  Pro Racing  ProRally  RaceRally  Solo

Annual National Dues		Annual Regional Dues		Total
01 <input type="checkbox"/> Regular Member	\$60.00	Regular Member	\$	= \$
03 <input type="checkbox"/> Spouse Member	\$ 5.00 +	Spouse Member	\$ 20.00	= \$ 25.00
10 <input type="checkbox"/> Family Membership	\$ 15.00 +	Family Membership	\$ 5.00	= \$ 20.00
<input type="checkbox"/> First Gear	\$ 85.00 +	First Gear (Reg. dues)	\$ 25.00	= \$ 110.00
(you must be under 21)	\$ 25.00 +		\$ 20.00	= \$ 45.00

**National Office Use Only**

C: \$ \_\_\_\_\_

C: \$ \_\_\_\_\_

C: \$ \_\_\_\_\_

Source  D

Enclosed is my check or money order for \$ \_\_\_\_\_ U.S. DO NOT SEND CASH

VISA  MC No. \_\_\_\_\_ Expiration Date \_\_\_\_\_

I hereby apply for membership in the Sports Car Club of America, Inc. and its Northwest Region # 027 Region and agree to abide by the bylaws.

Applicant's Signature \_\_\_\_\_ Date \_\_\_\_\_

Dues include payment for subscription to SportsCar (24 value)  
(Dues are not deductible as charitable contribution.)

# Meetings

The Board of Directors meets at 7 p.m. the first Monday of the month at The Milton, 7320 Pacific Highway E., Milton (253-922-3340).

The Solo Committee meets at 6:30 p.m. the second Tuesday of the month at McGowan's in Renton.

The Rally Committee meets at 7 p.m. the second Thursday of the month at the Mayan Restaurant in Lacey.

The Race Committee meets at 6:30 p.m. the fourth Monday of the month (except this November and December) at Andy's Diner in Seattle.

All SCCA members are invited to attend the meetings listed here. Please check the calendar at [www.nwr-scca.org](http://www.nwr-scca.org) to confirm meeting times and dates.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
<b>OCTOBER</b>						
3	4 NWR Board Meeting	5	6	7	8	9
10 Solo 2 Event #9	11	12 Solo 2 Committee Meeting	13	14 Rally Committee Meeting	15	16
17	18	19	20	21	22 Deadline for combined NSCN Nov.-Dec. Issue	23
24 Solo 2 Event 10	25 Race Committee Meeting 31	26	27	28	29	30
<b>NOVEMBER</b>						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 NWR Board Meeting	2	3	4	5	6
7	8	9 Solo 2 Committee Meeting	10	11 Rally Committee Meeting	12	13
14	15 Race Committee Suppl Meeting DATE CHANGE	16	17	18	19	20
21	22	23	24	25 Thanksgiving	26	27
28	29	30	<b>NOVEMBER</b>			



Northwest Region, SCCA  
1405 Harrison Ave. #203  
Olympia, WA 98502



The Official News Source of SCCA's Northwest Region [www.nwr-scca.org](http://www.nwr-scca.org) October 2004

## NORPAC event

Northern Pacific Division wants you to come join the fun, and excitement!

**WHEN:** Jan. 29, 2005

**WHERE:** Atlantis Casino Resort, Reno Nev.

**WHO:** Officials, drivers, crews, and members

**WHAT:** The 11th Annual NorPac Divisional Convention. The Northern Pacific Division of SCCA Convention is designed to meet the needs of those who make SCCA happen. Without workers there are no races, with out drivers there are no races and the stewards and DAs and all the other folks who work at higher levels than most of us know about. Everyone volunteers to do this. Read on.

**WHY:** Will you learn something for your region and yourself? You bet! You will have available one-on-one time with SCCA President and CEO Steve Johnson, VP of Program Development Howard Duncan, Performance Rally Manager Sue Robinson, Manager of Region Development and Support Mike Dickerson, Club Racing Manager Bryan Cohn and meetings and discussions with your peers.

SCCA University with Barbara Lundquist, SCCA's national leadership development director, will again be present this year but with the addition of technical seminars available at the same time for those interested. Jay Morris returns with a seminar on suspension and Andy Collins will also be presenting a seminar for drivers

and teams.

Other seminars include Jeff Niess, crisis management; Dan Carchano and Julie Anderson, SOL01; and Mike Lawler and Jay Bratton, Ask Your DAI! Returning again this year is JoAnne Jensen who will be presenting a seminar on safety.

More seminars are being finalized in Rally, Race and Solo II. Sunday will follow last year's program with open venue forums, a town hall meeting and a lunch buffet. Friday meetings are scheduled for divisional administrators, stewards and NorPac Board of Directors.

**HOW MUCH:** This year, Friday and Saturday night hotel stays are \$69 per night with a 12 percent tax rate and an energy charge of \$3 per night. The \$75 early bird registration includes seminars (listed above), breakfast and lunch buffets Saturday and Sunday, two breaks (beverages and snacks), welcome reception Friday night, friendship party on Saturday night and a registration packet. If it were not for the sponsors we have acquired, you would be paying much more.

Embroidered Shirts are available for convention this year. Pre-orders are encouraged.

For more information contact Oregon Host Region Chairman Bernice Stanley at 503-693-9087, [bjfslfslf@msn.com](mailto:bjfslfslf@msn.com), fax 503-693-2930, or check the Web site at [www.nwr-scca.org/](http://www.nwr-scca.org/) convention.

## Rain doesn't stop Solo 1

BY KIRK SALVATORE  
Contributing editor

The final two NWR Solo 1 events took place at Pacific Raceway Aug. 21 and 22. Rain came just in time for the time trials both days.

The spirits of the Solo 1 drivers were not dampened as most teams did well considering the conditions. One incident did occur clearly due to wet conditions but the driver was fortunately OK.

Open wheels flew down the track on Saturday as FTD went to Randy Keen in his Vector Formula Continental running a very fast 1:31.453. Ron Petersen sewed up the year-end trophy with his Formula Mazda and six Solo events completed. It was great having an FM in Solo this year Ron. And your upbeat attitude is very much admired.

The racing was particularly close in ITT and in TTC. Brad Harris again looked in the champ spot with his ITT Corvette ZR1 but it was not easy staying ahead of Brad Biggers. Congratulations are in order for Steve Reed-er for his first place finish on Sunday beating both Brad and Brad in his new black ITT Corvette. Apparently the rain does not scare off Steve. He was "da man" on Sunday. The TTC class win went to Nash Johnson in his Honda Civic on Saturday's event and to Sheridan Empey from Burien, B.C., on Sunday.

John Chan was dominant again in ITA both days, but his Canadian competition was putting the pressure on by the Sunday time trial. Thanks a lot to Campbell Carlyle for bringing down his Pontiac Trans Am car from Surrey, B.C., to give Mr. Chan a run for his money. With the Mini-Vauxhall driven by Larry Sandham from Victoria, B.C., taking SPRU top honors both on Saturday and Sunday, the Canadians finished three out of the top four

on Sunday. We will never hear the end of that one!

Joe Seely driving the only Porsche in Solo 1 took first in ITB at both events. Congratulations to Joey for a fine job as a novice in Solo 1 wrapping up a championship in his first year out.

Brad Greco kept it all together in his fun little G15 Rabbit for two big points days and a championship. Good job Brad! We all admired your composure after losing a wheel and regaining your focus.

Gerry Costanzo took first place points on both days in ITS powering his Mustang into the 1:42 range on Saturday and placing in the top five on Sunday. Gerry's persistence has earned him a championship in just his third year out, proving again that consistency wins championships.

The Mercedes-Benz 6.0 AMG driven by Kirk Salvatore took points away on both days in SPO and looks up a championship award for 2004.

Year-end awards are given to NWR Solo 1 drivers by Armadillo Racing Enterprises, sponsor of the Armadillo Racing NWR Solo 1 Championship Series. Thanks to all the other drivers who participated, and of course a big thank you to all the organizers and officials who make Solo 1 such a successful program.

There will be one more out-of-region Solo 1 event at Mission Raceway on the third weekend of October. Check [www.sccb.net](http://www.sccb.net) for details.

A special thank you to the members of the SCCA race committee, with whom I have thoroughly enjoyed working as Solo 1 event chairman for the past six years. The Solo 1 duties will be taken over by the new chair for 2005, Mark McCloskey, and of course our NWR Solo 1 sweetheart, Julie Anderson. Let's continue the good work and keep the program growing.