

NORTHWEST SPORTS CAR NEWS



The Official News Source of SCCA's Northwest Region

www.nwr-scca.org

Nov.-Dec. 2004

\$1.00

Rally America fills SCCA void

Increasing liability risk forces SCCA to drop its sanction of stage rallies

SCCA STAFF

TOPEKA, Kan. — Sports Car Club of America's Board of Directors voted Oct. 4 to discontinue the sanction of its current stage-based rally format, including the ProRally and ClubRally Championships, beginning Jan. 1, 2005, due to increasing risk exposure.

"This was a difficult and unfortunate decision to make," SCCA Board of Directors Chairman Gary Pitts said. "However, from an insurance standpoint, the stage rally format has gotten to the point where it puts the entire club, its activities and entities under an undue risk."

"We have many SCCA members whose interests lie in rally," SCCA President and CEO Steve Johnson said. "It is my intent to allow these members the opportunity to rally in the future and continue to access the sport. I am confident we can accomplish this task."

"We are in negotiations to transition SCCA's elements of the stage-based rally activity to Rally America, a longtime partner and participant in the sport of rally."



Jim Culp / www.pro-rally.com

Rallyists like Jamie Thomas, shown in the 2004 Oregon Trail ProRally, will race under a new sanctioning body beginning in 2005 after SCCA dropped its stage rally programs due to growing liability cost concerns.

Unaffected by the decision are SCCA's RallyCross and RoadRally programs.

SCCA began its special stage format ProRally Championship in 1973. Since then, the ProRally Championship Presented by Hot Wheels has been regarded as the top domestic rally series. The 2004 Championship had one round remaining, the Lake Superior ProRally,

which ran as scheduled Oct. 22 in Houghton, Mich.

Sports Car Club of America and Rally America officials met Oct. 7 to continue discussing the transition of the ProRally and ClubRally programs from SCCA to

See Rally,
Continued on page 5

2004 RUNOFFS CHAMPION



Duck Allen photo

After winning the D Sports Racing title at the 2004 Runoffs at Mid-Ohio Sports Car Course, John Hill of Seattle is interviewed by SPEED TV. Hill also finished third in C Sports Racing at the Runoffs.

Seattle's John Hill claims DSR crown

SCCA STAFF

LEXINGTON, Ohio — John Hill of Seattle captured his first National Championship on Sept. 25, winning the D Sports Racing class race at the 2004 SCCA National Championship Runoffs Presented by Kohler at Mid-Ohio Sports Car Course.

Steve Ott of Brighton, Colo., and Al Beasley Jr. of Newbury, Ohio, completed the top three.

Starting from the pole position in his No. 6 Loynings Engine Service Stohr DSR, Hill got the jump over fellow front row starter Ott's Speeds RS04 at the green flag. However, Ott dogged Hill in the early stages of the race, and made several bids to take the lead at the end of the back straight. On lap 8, Ott seemed to make the pass stick, but the two appeared to make contact at the top of the Esses, with Ott spinning back to third. From there, Hill was able to cruise to his first-ever National Championship, the third-consecutive for that particular chassis.

Ott was able to move past Beasley to regain second. Hill won the race by 7.132 seconds, averaging 93.116 mph.

"This is the same car in which I had a major accident this year," said Hill. "The car had to be completely rebuilt, and this is the first race since the crash. It is as good as new. There was a lot of traffic today and it was

Seven Northwest drivers compete at SCCA Runoffs

CSR: Mark Jaremko, Spokane, Stohr OSC BRS; John Hill, Seattle, Stohr DSR

DSR: John Hill, Seattle, Stohr

FF: Larry Bangert, Issaquah, Swift DB-1; Ralph Hill, Seattle, Swift DB-1

GTI: Mike Rockett, Marysville, Chevrolet Camaro

TI: Ryan Snodgrass, Kirkland, 2001 Chevy Corvette; Scotty B. White, Puyallup, 2001 Chevy Corvette Z06

Results for NWR drivers

DSR: John Hill first

CSR: John Hill third, Jaremko DNF

FF: Ralph Hill sixth, Bangert 13th

GTI: Rockett sixth

TI: White fourth, Snodgrass 23rd

difficult getting through some of it. Steve (Ott) and I went into the esses pretty hard, we got together a bit and he went off. I can't say I was disappointed."

See Runoffs,
Continued on page 4

Cows, hunters complicate Night on Bald Mountain run

BY RON SOREM
Contributing writer

CLE ELUM — The Olympic Rally Competition Assn. (ORCA), in conjunction with the North West Rally Council, presented another run through the woods on roads criss-crossing the Blewett Pass highway, subtitled "I Blewett again." The rally covered exactly six hours and 168.42 miles, your mileage may vary. Night on Bald Mountain, Oct. 2, was Round No. 3 of the Pacific Coast Challenge series for 2004.

The opening Odo Check ran easterly from Cle Elum, then north into the hobby-ranch area of the lower Teanaway River valley. Once clear of the valley floor, the rally entered the open range cattle ranch area, replete with big temporary signs warning of horses and cattle on the roadway — to go with the verbal warning and route instruction: "watch for cows." Getting one's cattle out of the woods before deer season seems entirely appropriate. The rally traversed checkerboard areas of the green pines and the yellow, gold, orange and red of maples and oaks.

At precisely 30 minutes from the start, the first cars began the one-minute-interval drive up to Red Top Mountain. One minute between rally cars... much closer intervals with the ever-present pickup trucks carrying hunters and beer and attitudes. No major incidents, and the rally proceeded onward at speeds not especially suited to pickup trucks. (Wouldn't want to spill that beer, right?)

An anomaly in the forest here is a remnant of pavement, just short of four miles of it, bracketed by smooth hard-packed dirt, sparsely covered with gravel. The Forest Service has designated this as a "Wildlife Viewing" road, but the source of the pavement is still speculative. "Red Top" is brisk and climbs quickly from 2,400 feet to around 4,600 feet through tight hairpins and sweeping wide-open turns, most with exposures outside and brilliant sunshine flashing the windshield, obscuring the view with glowing dust particles. "Interesting" for the drivers; no doubt spectacular for the navigators, as the exposure was on their side.

"Twisted Monte Carlo" was the first monte of the event and was a truly twisted 11.52 miles with only 25 minutes to negotiate the wood-rail bridge off the highway, on a hidden corner, then 5.5 miles of hairpins left and right. The five printed corners in the route book were interspersed with what seemed like another 100 or more in the dust, looking out over nothing but air into the tree tops (your potential landing zone) and corners surely approaching 360 degrees. The next six miles had a different character, climbing with wide sweeping esses and the opportunity to make up some lost time.

"Lion Rock Regularity" began downhill, speed 30, on marbles, passing the first checkpoint more sideways than not. The next checkpoint may have been camouflaged at the abandoned ski slope, parked among the cars and mountain bikes. Still

See Bald Mountain,
Continued on page 5

Region's rally program will continue

The SCCA National Board of Directors voted recently to cancel the Performance Rally program effective the end of the year. The reasoning being that the program could cause the loss of the entire SCCA insurance program. Risk management told me some ago that the only type of auto sport they felt comfortable insuring had to be held in a contained area (race track, fenced controlled lot, etc.). I told one of the members of the National BOD that risk management would get rid of the Performance Rally program during his term. He did not believe that the club would give up eight percent or so of its membership. He called and apologized after the board took their action.

The Performance Rally Board spent a great deal of time revising the rules organizers needed to follow when they planned their events. The new rules, with a few minor exceptions, were the ones we have required in the NORPAC Division for years. NORPAC rallies are known for the amount of numbered arrows, banner guarding, individual stage radio nets and spectator safety we have used along with a route book that is checked and rechecked by different experienced rallyist to make sure all of the road moves over blind crest, corner tightens, exposures and other "gotchas" are included. We want the novices to be as safe as possible and to win by finishing our events. We also feel that the more information provided, the safer the rally is for everyone.

Many organizers in other parts of the country decided what the parts of the new book they felt they could

Regional Perspective

JOHN FORESPRING, REGIONAL EXECUTIVE

follow. They all worked hard on spectator safety but did not always follow some of the labor-intensive rules regarding arrowing and banner guarding based upon what I have seen and been told. They also wrote route books that did not include all of the "gotchas."

The extra time and effort required to put up arrows and banner guard is great. Our crews spend days in the woods doing the job. The extra time and expense to put every "gotcha" in the route book is tiring. I spend 40 or 50 hours typing our route books on the average and Ron Barker spends as many hours or more drawing the tulips, checking my work, etc. The national events had course notes that provide a written description of the course but those were only for the experienced rallyist. The novices have to rely on the route book. Based upon my 36-plus years in the insurance industry, I am sure that almost every rally was observed by an unknown representative of the insurance company. I am sure they had questions about what they did or did not observe.

Can the organizers be blamed for the loss of SCCA sanctioning for the Performance Rallies? Maybe a little. I do not think, for some reason, it was made perfectly clear to them that new rules had to be followed to the

letter. Can risk management be blamed for the loss of a successful televised series? I think there is some prejudice against the program due to the nature of the sport and insurance companies prefer to write fire insurance (not rust insurance) on cast iron under water.

Are the members of the Board of Directors who voted to end the program at fault? I think those who voted for cancellation of the program we convinced they were saving the club. The only problem I have with that is SCCA is now a large business and we are still running it like a club. Management by committee usually causes failures.

The Rally Committee met and with help of treasurer, Kim Craddock, have decided to continue the rally program as part of the region with a new approach that Kim can explain. We will suffer about a 20 percent loss in membership.

Other business

The region's quarterly meeting was held at the Oct. 10 Solo II event and nominations for the region BOD were opened and closed. The new board members will be installed in December. By the time the next newsletter comes out the new board will have met.

Check the Website for the new members and the old recycled members.

Do not forget about the NORPAC convention to be held in January in Reno, Nevada. The convention is organized by the great Northwest Region team, with help from the host Oregon Region.

It's time for you to give race another chance

In the last month I have received several e-mails from people involved in racing from California to Canada. It is good to know that the time I spend writing my column is worth it because people actually read it. I want to thank all of you who have responded to my last two columns. I would like to pass along some of the reasons that were sent to me about why our race program might be in decline.

One reason repeated several times was that the SCCA race program has too many stewards. The GCR section 6.3, Required Officials states: "At every event there shall be a Chief Steward, at least two (2) SOM, an Assistant Chief Steward-Safety, and a Chief Medical Official, in addition to other officials as necessary."

All of our NWR events we have 10 to 13 stewards. Now being a steward is not necessarily a bad thing nor is having that many at an event a bad thing. That's because to become a steward people have dedicated many years volunteering as a race official. A lot of them are competitors, or have been competitors, and usually have become a chief of their specialty before they were invited to become stewards in training. SIT's spend about two years in training before they become stewards. So as you can see, stewards are usually highly trained and dedicated race officials.

I think where some of the problem comes into play is when an event is short of race officials such as corner workers or sound control or tech, and it is perceived that the stewards are not stepping up to help out. This is when it seems like there are too many stewards and not enough workers. I have to say from my own experience as head of the NWR Race Program that the majority of our stewards are willing to do whatever is required of them to put on an event, and most of them do even more behind the scenes in the months leading up to an event. So I can't imagine if drivers got to know the stewards, and saw all that they do before and after an event, that it would keep up to 50 percent of our drivers away from our events.

Another reason brought up was that the SCCA was too much like the government with too many rules, regulations and politics. That is why we have Conference. This may be true, but any club is what you make of it, and you only get out of it what you put into it.

I think that in the last four years I have done a pretty good job of overcoming some of the bad feelings that have existed between the NWR Race Program and other race groups. I have made it clear to all of the members of our race committee that if any other race groups need a hand in putting on an event, we will be

Race Report

DAN CARCHANO, ASSISTANT RACE

more than happy to help out. If another race group needs to borrow some of our equipment to put on an event we would be happy to let them use it for free.

The reason we do this is because "what goes around comes around." I am sure that because what has happened in the past that this is part of the reason that I hear from some competitors and race officials as to why they say "They will never be part of the SCCA." All I can say is that if you have not been part of the NWR Race Program in the last four years a lot has changed and a lot of the people have changed.

One thing I find interesting is that the competitors who complain the most about half of our events at Bremerton Motorsports Park are the ones who have never raced there. Yes, BMP is an airport track, but our SCCA racing roots were started at airport facilities like BMP. The SCCA has been racing at BMP for 50 years and I never get tired of hearing from competitors who, even after hearing the rumors of how bad of a place BMP is, decide to come out and support our race program and let me know just how much fun they had. Most competitors like the laid-back atmosphere of BMP and find the track challenging.

I take a lot of pride in making BMP a fun event to attend because a dedicated few and myself are the ones who have been arriving there a day before an event, setting up the track, and at the end of the weekend, when most competitors have arrived home and have unloaded their trailers, we are still there late into the night taking the track down. Is it worth it? Yes! Because when I have a seasoned race car driver from another region come up to me and tell me that this was one of the most fun race events that they have been to, it makes all of the hard work worth it!

I would also like to respond to the letter to the editor in the October issue of Northwest Sports Car News. The letter was about our other racetrack, Pacific Raceways. The Fiorito family took back control of SIR on Jan. 1, 2002. In the last two years they have spent \$2.5 million upgrading the facility. The first thing that they did was to bring the track back up to SCCA safety standards. Jason Fiorito and crew worked just about 24/7 for those first five months so we could have our 22nd annual Double National there on Memorial weekend. And that was just the start of

the improvements that have been made.

Fiorito is the president of Pacific Raceways and he is also a race car driver. This is really a good thing because when you point out an issue about that track that needs some attention, he understands what you are telling him from a driver's perspective. A lot of the improvements that have been made to the track have been because of Fiorito's experiences while racing there. He is also a husband and a father, so he also wants a facility he can be proud of to bring his wife and kids to. That is one of the reasons that one of the first things to be built were new restrooms that are kept clean and heated when it is cold out.

To respond directly to some of Doug Cram's comments: The track is being repaved a section at a time, the front straight has been reconfigured so the road racers no longer have to run on the drag strip coming out of turn nine, a bridge or a tunnel has been in the discussions. As far as the SCCA, PRO SCCA, IRDC, SOVREN, NASCAR and numerous other race organizations who are concerned about safety issues, they have been addressed and the track is safe. The paved paddock area is continually growing in size and in the last two years we have put on events with PRO SCCA, NASCAR and the Pro Touring Stock Cars and we almost had Trans Am this last August.

Doug, I hope someday soon you have the opportunity to meet Jason Fiorito and ask him a few questions about his track and the plans he has for the future of his facility. The first thing you will see is his eyes light up and a big smile come over his face as he gives you his response. When it comes to Pacific Raceways, you will not find anybody who is more passionate and enthusiastic than Jason Fiorito! As for looking to give up some of the control to others (such as investors) of Pacific Raceways, that will not likely happen again. Pacific Raceways has been part of the Fiorito family for 45 years and if Jason has it his way it will be part of the family for another 45 years.

One other group I want to make sure is not overlooked in the upgrades to Pacific Raceways are the countless volunteers who have dedicated their time and effort in bringing Pacific Raceways back to the high-quality venue it used to be. So Doug, if you haven't raced your car here for the last several seasons give us a try. You might be surprised by all of the things that have changed.

I want to thank everybody who supported the 2004 race program and hope that everyone has a great holiday season! And until next year keep the shiny side up and the rubber side down.

Letters to the editor

Pacific Raceways offers drivers more challenge than Portland

To the editor:

I have given serious thought to not replying to Mr Cram's comments in the October Issue on why he races at Portland instead of Pacific Raceways.

Now I will readily admit that I have no clue as to Mr.

Cram's skills as a driver or even what he competes in but that has no bearing on this reply. I can state matter of factly that his approach and my past approach to racing are obviously one hundred and eighty degrees apart.

I know Portland is a fine facility and thanks to the hard work of Wally Dallenbeck and others years ago it is a first rate facility, but... It is a far cry from the challenges that Pacific Raceways present to a driver who wishes to expand his skills in the world of racing.

To quote Joe Ruzs, editor at large for Road & Track, he states in his October column, and I agree, that racing "is not just driver against driver, but driver against track and sometimes driver against elements."

I am thankful for all the laps I logged at Pacific Raceways for it prepared me for the challenges of Infinity Raceway, Laguna Seca, Mid-Ohio and Road America to name a few.

Mr. Cram, super-safe, basically flat courses are fun but for sheer challenge and fun give me Pacific Raceways with its front straight kink (golly Portland has one of those) and its downhill and crested turns and its sweeping 180s any day of the week. And yes rain and one time snow. Ya know, I love that ol' track perceived warts and all.

TOM MASTERSON SR.

NASCAR needs Pacific Raceways, not Marysville

To the editor:

I am a non-racing member of the SCCA Northwest Region and SOVREN and I do enjoy watching NASCAR. What I would like to see is for NASCAR to forget about spending hundreds of millions of dollars on a high-speed oval up near Marysville that cannot be raced on in the rain and get together with the Fiorito family and turn Pacific Raceways into a top-notch road course facility.

NASCAR needs more road course races, plus instead of worrying about rained-out races in the state of Washington, the teams could just put on the rain tires and keep racing. The SCCA and SOVREN and others could benefit from the all of the enhancements that would be done to the track and facilities and it would cost NASCAR and the taxpayers of Washington a lot less money.

JIM GRAYNING

NORTHWEST SPORTS CAR NEWS

The Official News Source of SCCA's Northwest Region

No other Northwest Sports Car News is published or printed by Print Pro for the Northwest Region, SCCA, Inc. All rights are reserved by Print Pro for the Northwest Region, SCCA, Inc. All material herein may not be reproduced without prior written permission of Northwest Region, SCCA, Inc. Permission to reprint is hereby given to all official SCCA publications provided that proper credit is given to the author and to Northwest Sports Car News. A copy of the publication will be sent to the author at the publisher's address. The author's name and address should be included in the original work as do photographs to their original photographer.

Opinions expressed herein are those of the authors, not necessarily those of the Northwest Region, SCCA, Inc. or Print Pro, their Board of Directors or staff. Letters written to the editor for publication must be typed and include the author's name, address, phone number, and be signed. Editorial contributions and letters are welcomed by Northwest Sports Car News. Neither the publisher, nor Northwest Region, SCCA, Inc. will be held responsible for unsolicited manuscripts, photographs and those materials will not be returned unless accompanied by an addressed stamped envelope.

Editor
Kurt Batdorf
kurbatdorf@earthlink.net

Publisher
Print Pro
jmartin@chronline.com

Rally Editor
Jamie Thomas,
subic_gal@hotmail.com

Contributing Editors/Photographers:
Ron Sorensen, Jim Culp, J.T. Masterson,
Jim Walsh, Craig K. Anderson and many other
members of the Northwest Region.
Production & Editorial Office:
11220 Walker Road, Mount Vernon, WA 98273
kurbatdorf@earthlink.net — 360-707-2882

Non-member subscriptions available:
\$20 U.S. address, \$35 non-U.S. address.
Please contact the editor for further information.

No quit when it comes to rallyists

What a difference a month makes. Given that SCCA has voted to cease supporting rally, one would think that this would be my last column for Northwest Sports Car News. As I'm sure you're all aware, the SCCA has been convinced that continued support of rally threatens the existence of the entire club, and has decided that as of January 2005 it will no longer support performance rally.

At this point the veracity of that view is irrelevant, since the decision is unlikely to be reversed. This is particularly true since it is unquestioned that rally has accounted for a substantial portion of the insurance claims while paying only a small portion of the premiums and there are some substantial outstanding claims that have yet to be litigated.

Fortunately, it appears that Rally America has stepped forward to continue the national and Club Rally series. Details still need to be fleshed out and I'm not sure how the insurance dilemma will be addressed, but I'm confident things will work out and rally will continue in the Northwest, but without the SCCA label. Given the treatment Northwest rally has

Rally Round

JOHN NISPEL, ASSISTANT RE RALLY

endured from the national office, there are substantial numbers of Northwest rallyists who view the departure of SCCA as a positive thing. Time will tell.

However, the departure of the SCCA from rally does not necessarily mean the Northwest Region must also abandon rally. I'm hoping that I, and the rest of the Northwest rally community, can remain members of the region rally group, while no longer being part of the SCCA. That is apparently happening in other regions and there is no reason it won't work here. If it does, then this column, for what it's worth, will continue in its present venue. Stay tuned for further developments.

Last weekend, I had the honor of being a steward at the Pacific Forest rally in Merritt, B.C., a round of the Canadian Rally Championship. It was an entertaining, well-organized event that has made great strides since earlier editions of the event. As usual for a Canadian

event, Patrick Richard, who got his start here in the Northwest, dominated the event.

It was a fun event and as there were few controversies that required steward intervention, I had little to do other than observe the rally. It was quite pleasant for my first experience as a steward, although I know when things go wrong, the experience is much less pleasant. I also had the opportunity to meet the series manager for the Canadian Rally Championship series and a Montreal organizer and fellow steward.

Having seen an event with very technically challenging roads run in treacherous conditions with no rolls and very few offs, I'm convinced of the efficacy of recce and pace notes for events. It adds another day to the weekend, but it does appear to promote the safety of the event.

This weekend I'm off to Hood River the work the last SCCA Club Rally in the Northwest. Should be fun, although apparently some of the roads that they were scheduled to be using have been lost. But that's part of the appeal of rally. Events occur, but somehow the rally goes on to a successful conclusion.

See you in the woods.

Insurers unwilling to offer coverage for rallies

In our August meeting, the risk management team informed us of the dire insurance situation. The BOD asked them to go back into the field and get more information from the industry.

Four additional insurers were approached, two flat turned us down. Of the other two, one was supposed to get back in a week with a proposal. It has now been over two weeks with no proposal forthcoming.

This was not a knee-jerk reaction by the Board to just one or two incidents. Currently the club is facing lawsuits with contingent liability that is almost as great as the total assets of the club. The same night we postponed action in August, two drivers were cut out of their car, using the Jaws of Life, and life-fighted for treatment.

These and other incidents have made our insurance

Directly Duck

H. "DUCK" ALLEN, AREA 13 DIRECTOR

carrier very nervous. And our insurance carrier has put SCCA Inc. on notice. The notice was losing performance rally or facing the loss of insurance coverage for the entire club (read Rally, Solo and Club Racing).

It was an extremely difficult decision for me to make. In the end, I voted with my heart rather than my head. I voted to keep performance rally, knowing it might endanger my future as a club racer.

During my last call with the road racing board, the idea of licensing levels and controls that we have in club

racing was advanced as a solution to situations like just happened in Minnesota. I proposed that concept to our risk management people only to be told in so many words that it was too little, too late. However, do not be surprised if this is implemented in the future.

Yes the future. I do believe there is a future. Rally America made an 11th-hour bid, and they will working on a solution with SCCA. I am very hopeful they can make the program happen. Rally America can approach the insurance industry with a clean sheet of paper, with no baggage or history, and hopefully secure a viable deal.

I am trying, as best I can, to get the news out and talk personally to the people who are most immediately concerned with the impact of this decision.

Autocross season finishes with flurry of events

Sept. 25 and 26 we held an SCCA open practice on Saturday and Event No. 8 of the Fordahl Motorsports Regional Series on Sunday in Packwood. Scott Miller and I were the event chairs for this weekend of fun.

Karen Babb designed an awesome course. As usual, our 2004 team of specialty chiefs were on hand to make sure everything ran smoothly. The weather was perfect on both days. On Saturday night we held a huge social at Cruisers Pizza. A bunch of folks ran in the practice on Saturday and we had 162 entrants participate in the event on Sunday. We saw an unusually high number of participants from Eastern Washington and Oregon.

We hope to see even more folks next season when we return to Packwood. From all reports, I heard the town of Packwood loved us and want us to return. I know I had a great time and look forward to returning.

On Oct. 10, we held Event No. 9 of the Fordahl Motorsports Regional Series at Bremerton Motorsports Park. Gretchen Everett was our event chair. The weather was great and we all received four runs. We had 144 entrants at this event. As usual, Gretchen made chairing an event look easy.

On Oct. 24, we held event No. 10 of the Fordahl Motorsports Regional Series at BMP. Jerry Lamb was our

Around The Pylon

KARL COLEMAN, ASSISTANT RE SOLO II

event chair. The weather looked threatening all week long. I thought it was going to rain for sure but the rain stayed away all day for a great final event of the season. The clear skies made it really cold but I think everyone preferred that over rain. We had 166 folks bear the cold weather for the final event of the season.

For the 2004 season we held 10 events in the Fordahl Motorsports Regional Series. We also conducted a Novice School, an open practice, and the Bremerton National Tour. We held events at BMP, Yakima and Packwood. Our 10 events gave fun and excitement to 1,646 entrants in total. We had 362 people race with us this season, not including folks who just raced in Novice class and Time Only. That was a fun season.

Next season, we plan to have most of our events at Bremerton Motorsports Park, a few events in Packwood (including possibly moving the National Tour to Packwood) and an event in Yakima. There's also the possibility that we might find additional sites throughout the year that we might want to try out.

We owe a big thanks to the 2004 Specialty Chiefs for

their hard work and support! They are Scott Miller (course), Glen "Hurricane" Hernandez and Trevor McDermott (grid), Tom and Jodie LeCoque (novice program), Fast Mike Lilljord (novice helper), Erika Cowan and Gretchen Everett (registration), Jodi Fordahl (scoring), Keith Brown (tech), Aaron Pailthorp and Steve Roberts (timing), Bud Bohrer and Shelbi Zigler (waivers), and Terri Johnson (workers). We couldn't have held any event this season without the assistance of numerous Core Workers and our Solo Safety Stewards.

In late January or early February, we'll have our annual "Coneheads" trophy banquet. Be sure to attend this banquet whether or not you earned a trophy. Fun will be had by all. Watch the Web site for more info.

I've had a great time leading the Solo II program for the past couple of years. In 2005, my current assistant, Jerry Lamb, will be taking over as the NWR-SCCA Solo II Assistant RE. Jerry has been helping run the Solo II program so he should be able to step right in to his new position without missing a beat.

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.

PLEASE SUPPORT OUR ADVERTISERS

Affordable Track & Street Services

I am a proud member of the SCCA and am now offering my services to all SCCA members and affiliates at up to 40% savings.

- 954/544 sports. Weracethon!
- Tire mounting and balancing
- A Tire Rack.com preferred installer!
- I will install your mail order parts
- Track & street performance upgrades
- Hand-picked and personally inspected European cars for sale

Auto Services West
www.aswest.net
(206) 937-6920
Steve Laughlin owner/installer

• Items sold, bonded, insured.

BERGMAN RACING SUPPLY

30856 8th Ave. SW, Federal Way, WA 98023
206-841-1625

www.bergmanracingsupply.com

SAFARI RACE TEAM **AMSOIL**

OMP Pro Challenge Race Cars **AUTOPOWER** **GA**

AutoSport McMullen

Dan McMullen
Custom Wheel and Performance Specialist

AMERICAN RACE CARE CENTERS

365 Rainier Ave. N. 425-687-0355
Renton, WA 98055 e-mail: mcmullen@nwlink.com

TIRES • CUSTOM WHEELS • SHOCKS • STRUTS • BRAKES
ALIGNMENTS • BUSHINGS • PERFORMANCE ACCESSORIES

ON TRACK WITH ALL YOUR RACING NEEDS

ARMADILLO RACING **ARMADILLO RACING** **ARMADILLO RACING**

www.armadilloracing.com
888-211-9129 (toll free, USA and Canada)

Your ad could be here for as little as \$22 per month, reaching more than 1,400 Northwest Region members.

To advertise, call Kurt Batdorf at 360-707-2882 or e-mail kurtbatdorf@earthlink.net.

Runoffs: Hill wins DSR, third in CSR

Continued from page 1

Matt Drenzo of Medford, N.J., and Michael Reupert of Hubertus, Wis., completed the top five.

Formula Ford

Scott Rarick of Santa Monica, Calif., captured his first National Championship on Sept. 25, taking the Formula Ford class win at the 2004 SCCA Runoffs. Chuck Brewer of Northbrook, Ill., and Chris Winkler of Royal Oak, Mich., completed the top three.

Driving the No. 34 Goodyear-Ivey-Hertlerender Rust Swift DB6, Rarick led five laps to win his SCCA Runoffs race. Getting a clean start, polesitter Justin Pritchard immediately began to pull away from the field. With the lead duo of Pritchard and Rarick establishing a sizeable lead, the full-course caution was displayed for six cars off course around the track. When racing resumed on lap eight, Pritchard once again got a great jump on Rarick and was not challenged for position. Running unchallenged, Pritchard spun in the carousel on lap 16, allowing Rarick to take the lead and ending his bid to become the first-ever three-time consecutive Champion in Formula Ford. With second and third place battling for position, Rarick cruised to the victory, winning by 4.139 seconds and an average speed of 73.620 mph.

"I'll take the win any way I can," said Rarick. "I would have liked to have raced Justin (Pritchard) to the finish, but he went off and I was first. I had a long-term plan for the race and for saving my tires but then he went off. So all I had to do from then was to stay focused and stay on course."

Pritchard, of Granville, Ohio, finished fourth, Stan Townes of Santa Clara, Calif., and Ralph Hill of Seattle completed the top six.

C Sports Racing

Tony Loniewski of Michigan City, Ind., captured his first-career National Championship, winning the C Sports Racing class race. Canadian Jacek Mucha and John Hill of Seattle completed the top three.

Starting from the pole in his No. 34 Loynng Engine Service Swift Viking, Loniewski led at the start, but conceded the lead to second qualifier Mucha for laps three through seven. Loniewski repassed Mucha for the lead and never looked back as Mucha's car began to run poorly. Loniewski beat Mucha to the checkered flag by an event-high 33.29 seconds, averaging 97.146 mph for the 20-lap, 45.16-mile race.

En route to victory, Loniewski also set a new record for fastest race lap of 1:20.386 (101.122 mph).

"I spent some time looking for a place where I was stronger than Jacek (Mucha) so that I could make a pass," said Loniewski, 20. "When the time came, I was able to make my move. I just grabbed a lower gear and got out of the corner quicker. I think (the race) went great!"

GT-1

Lew Larimer of Hayward, Calif., captured his first-career National Championship Sept. 25, dominating the GT-1 class race. Defending Champion Cliff Ebben of Appleton, Wis., and Scott Murphy of Thomasville, N.C., completed the top three.

Starting from the pole with a new qualifying record in the No. 47 American Port Weld-Red Line-Goodyear Oldsmobile Cutlass, Larimer took the lead at the start and never looked back, taking a 23.14-second win, averaging 92.444 mph.

Behind him, Ebben and Murphy each benefited from a late-race incident between Tom Sloe of Newbury, Ohio, and Trevor Hopwood of Lee, N.H., which caused both cars to spin.

"I thought that the car was good so I just went and ran for it," Larimer said. "I didn't expect to win by that much. We went fast because we were ready to run fast. I backed off a little bit three of four laps from the end and hoped that nothing would go wrong with the car. This is my third Runoffs; I ran at Road Atlanta in 1980 then took a few years off, came back to finish second last year, and here I am this year."

Sloe and Hopwood recovered to complete the top five. Mike Rickett of Marysville finished sixth.

GT-2

David Finch of Ann Arbor, Mich., captured his sixth National Championship on Sept. 24, taking the GT-2 class win. Jim Goughary of Houston, Texas, and Duane Davis of Camas, Wash., completed the top three.

Driving the No. 66 Bosch-Red Line Oil Porsche 944, Finch started from the pole and led flag-to-flag for his first National Championship since 2000. Finch slowly pulled away from Goughary's Nissan from the middle of the race to the end, winning by 4.087 seconds and averaging 87.559 mph. Finch also set a new fast race lap record of 1:29.082 (91.251 mph).

"I missed a shift at the start and Jim (Goughary) got a little bit ahead," said Finch. "But, he was a gentleman and did not squeeze me. I was able to get back under him for first. We just went from there. Last year was very disappointing for a number of reasons. This certainly made up for it."

GT-3

Pete Peterson of Lumberton, N.C., captured his fifth National Championship Sept. 25, taking the GT-3 class. Michael Cyphert of Burton, Ohio, and David Rugh of Portland, Ore., completed the top three.

Driving the No. 98 Toyota Motorsports-Valvoline Toyota Celica, Peterson worked his way through the field to capture the win. Maintaining his starting position in the opening laps, Peterson capitalized on incidents to move forward as the race progressed. Following a full-course caution, Peterson attacked Mike Henderson for the lead on lap nine. Running nose-to-tail, the duo made contact on lap 12, with Peterson taking the lead. Once in front, Peterson never relinquished the lead, winning by 6.434 seconds and an average speed of 78.758 mph.

"The first three laps, my car had a miss in it," said Peterson. "Fortunately, everybody was going slow because they were on cold tires. After about three laps, the miss went away and I was able to start getting through. I thought it was going to be tough from where I was starting, and it was."

"(On the lap 12 incident with Henderson) Henderson was all over the place. We went down the hill and

he moved way over to the left, and I was passing him and he clobbered me. It broke the front wheel and the front end of the car came off when I stopped."

GT-4

Michael Mazziotti of Wexford, Pa., captured his first National Championship Sunday, taking the GT-4 class win. Joe Kristensen, of London, Ont., and Kirk Olsen, of Lakewood, Colo., completed the top three.

Driving the No. 56 Jackson Wexling Supply Honda CRX, Mazziotti led 18 of the 20 laps, to win the final GT-4 National Championship. Starting on pole, Wilson Wright Jr. maintained the lead at the start of the final race of the 2004 Runoffs. Running unchallenged at the front of the field, Wright pulled off course on lap three with a mechanical failure, allowing Mazziotti to take the lead. Consistently driving smooth, fast laps, Mazziotti led the remainder of the race for a Honda CRX sweep of the podium. At the checkered flag, Mazziotti won by 7.908 seconds with an average speed of 81.880 mph.

"Willie (Wilson Wright Jr.) banged out a quick lap in qualifying pretty easily," said Mazziotti. "We knew we had something for him if we stayed close. Unfortunate for him, but good for me he had a problem in the race."

Keith Grant of Germantown, Tenn., finished fourth, and Lars Stout of Cornelius, Ore., completed the top five.

American Sedan

John Heinrich of Holly, Mich., captured his seventh National Championship on Sept. 25, taking the American Sedan class win. Matthew Roberts of Torrington, Conn., and Kristian Smith of Brighton, Mich., completed the top three.

Driving the No. 54 Tom Aquilante Racing-Goodyear Pontiac Firebird, Heinrich for the second consecutive year won two National Championships in the same SCCA Runoffs. Caught out at the start, Heinrich fell back to third at the drop of the green flag. Racing nose-to-tail, he moved into second place on lap five. On the following lap, Heinrich, Smith and Andrew McDermid all made contact in the Esses, with Heinrich able to continue in second place. Steadily catching Kyle Watkins, he passed for the lead on lap 14 exiting Thunder Valley. Unchallenged, Heinrich crossed the start-finish winning by 7.064 seconds and an average speed of 80.179 mph.

Chris Billings of Portland, Ore., finished fourth.

H Production

Tom Feller of Clarkston, Mich., won his first-ever National Championship on Sept. 24, taking the H Production class win. Dan Collishaw of East Orleans, Mass., and Christopher Crisenbery of Parma, Mich., completed the top three.

Driving the No. 71 WMI Imports-Brinks Mach-DJ Race Triumph Spitfire, Feller made a great start from his third position on the grid, diving inside polesitter Ron Bartell in the first corner to take the lead. Feller, Bartell and Collishaw ran nose-to-tail for several laps until Bartell spun at the beginning of the esses on lap three. Collishaw's Austin Healey Sprite dogged Feller for the remaining 20 laps, but could never make the pass. Feller won by 0.856-second, averaging 77.137 mph.

Formula Continental

Brian Tomasi of Elgin, Ill., captured his first National Championship on Sept. 25, taking the Formula Continental class. Dave Weitzenhof of Bath, Ohio, and Mark Defer of Streetsboro, Ohio, completed the top three.

Driving the No. 96 Hoosier-RMX-Nova-Subway Van Diemen RF01, Tomasi led every lap en route to his first-ever Runoffs win. Starting on pole, after setting a new lap record on Tuesday, Tomasi got a great jump to maintain the lead at the start. Showing great car control, Tomasi steadily began to pull away from second place in the openings laps. As the race progressed, Tomasi continued to build his lead as the field began to spread out. Setting a new lap record of 1:24.667 (96.009), Tomasi cruised to the checkered flag, winning by 9.51 seconds with an average speed of 86.687 mph.

Touring 2

Mark Sandridge of Westfield Center, Ohio, captured his second-consecutive National Championship in the Touring 2 class Sept. 25, and gave Cadillac its first-ever win at the Runoffs. Rob Hines of Arlington, Va., and Freddy Baker of Bedford, Ohio, completed the top three.

The race began with second-place starter Toby Grahovec getting a jump in his Dodge SRT-4 over polesitter Don Knowles' Cadillac CTS-V. Grahovec slid wide heading into the Carousel complex on the first lap, but never lifted and rejoined the track in the middle of the Carousel, hitting Jordan Sandridge's Cadillac upon re-entry. Sandridge's car was sent into a series of barrel rolls and landed upside down on the tire wall. Sandridge was uninjured, but the incident brought out a lengthy caution.

At the restart, Knowles held the point, but John Fernandez was right on his bumper in a Dodge SRT-4 until lap 16, when he made an inside move in turn one. The two bumped side-by-side, and Knowles' Cadillac went spinning off to the outside. Fernandez recovered, but not until T.C. Kline's Nissan 350Z was able to move inside. The two bumped in the Keyhole and Kline took the lead. Fernandez loosened Kline over the top of the Esses and retook the advantage, only to be nudged off at the bottom of the Esses.

That opened the door for Mark Sandridge to become the fourth leader on the lap, but Baker took the lead in his Porsche Boxster in the Carousel. One lap later, Sandridge was back into the lead in the Keyhole, and Hines worked his Chevrolet Camaro into second on the final lap of the race. Sandridge won by 0.623 second, averaging 63.841 mph in a race shortened to 19 laps due to a 40-minute time limit.

"It was an emotional race," said Sandridge. "I was coming into the Carousel on the first lap when I saw Toby (Grahovec) off in the weeds. He never lifted and came back on course right into the side of (son) Jordan. I saw Jordan roll but went around the corner and didn't see anything else. I called my crew and told them to get down there and see how he was. I came around the next lap and saw the car upside down. I was

really worried. Finally my crew called and told me he was OK, and then they put him on the radio. It was a big relief. When the restart came, I could go racing. If the race had been any longer Freddy (Baker) would have won. I don't think that I could have held him off for one more lap. My tires were shot."

Sports 2000

John Fergus, of Powell, Ohio, captured his fourth National Championship on Sept. 25, taking the Sports 2000 class win. Steve Johnson of Deerfield, N.H., and Mark Mercer of Aurora, Colo., completed the top three.

Driving the No. 00 Hoosier Tires Carbir CS2, Fergus captured the SCCA Chicago Region Triple Crown with the win. Starting second, Fergus took the lead at the start entering the Esses. Pushing his car to the limit, he immediately pulled away from the rest of the field. Running unchallenged, Fergus posted the fastest laps of the race, setting a new lap record of 1:26.680 (93.779 mph). At the checkered flag, Fergus had captured the National Championship by 2.84 seconds and an average speed of 90.788 mph.

F500

Jonathan Dick of Columbus, Ohio, was awarded his second-consecutive Formula 500 SCCA National Championship after Douglas Marsh, of Eastlake, Ohio, was disqualified for technical issues. Aaron Ellis, of Indianapolis, Ind., and Jason Morales, of Huntington Station, N.Y., completed the top three.

Driving the No. 74 Hoosier-King Business Interior, Dick started third and ran there for the first half of the race. Brian Novak led from lap five through lap 10, relinquishing the point to Marsh on lap 11 and falling out one lap later to promote Dick to second. He remained there for the remainder of the race, crossing the finish line 5.682 seconds behind Marsh. Following post-race technical inspection, Marsh was disqualified and Dick was named the winner.

E Production

Pratt Cole of Salt Lake City captured his third-career National Championship Sept. 25, winning the E Production class race. Tony Rivera of Littleton, Colo., and John Schmitt of Sunbury, Ohio, completed the top three.

Starting from the pole position in his No. 9 Western Companies Mazda Miata, Cole led flag-to-flag, fending off second qualifier Tom Thrash of Houston, Texas, early and Rivera in the closing stages of the race. Cole averaged 73.360 mph in his 4.001-second victory. The win is his third, also taking championships in 1997 and 2001.

Formula Vee

Jeff Loughhead, of Darien, Ill., captured his first National Championship Sept. 25, taking the Formula Vee class win. Brad Stout of Webster Groves, Mo., and Stevan Davis of Powder Springs, Ga., completed the top three.

Driving the No. 8 Hoosier Tire-LL Loughhead DDS Vortech 04C, Loughhead led twice en route to his first SCCA Runoffs win. In typical Formula Vee fashion, the largest field at the SCCA Runoffs went four wide at the start, with Stout holding the lead. On lap three, a full-course yellow was displayed for two cars off course in the "China Beach" gravel trap. When racing resumed on lap five, several cars battled for the lead. Running nose-to-tail the lead group swapped the top spot virtually every lap. Just past the midway point of the 20-lap race, polesitter Stout was able to take the lead hold the position for several laps. On the penultimate lap, Loughhead took over the lead entering the Esses. Benefiting from Stout and Davis battling for position on the final lap, Loughhead pulled out a small lead. Driving as smooth as he could, Loughhead crossed the finish line winning by 0.576-second with an average speed of 71.549 mph.

Showroom Stock C

Joel Lipperini of Pittston, Pa., was awarded his second National Championship Sept. 25, inheriting the Showroom Stock C class win after provisional winner Jim Daniels of Germantown, Tenn., was penalized one position for a racing incident that resulted in early leader Ryan Ciechanski spinning off. Roger Schorer of Zanesville, Ohio, was third.

Driving the No. 81 Hankook Tires Honda Civic, Lipperini, who started third, crossed the finish line second behind Daniels. Starting fourth, Daniels got a good jump at the green flag to move into third. After running in tight formation for several laps, he passed Schorer to move into second position. On lap 18, Daniels had caught Ciechanski, and went side-by-side into the Keyhole turn. Making contact, Ciechanski spun off course while Daniels took the lead.

It was Lipperini's second SSC National Championship. His first came in 2002. It also marked the first-ever win for Hankook Tires.

G Production

Mark Dennis of Rochester, N.Y., captured his first National Championship Sept. 25, dominating the G Production class race while his competition beat on one another behind. Mark McAllister of Webster, N.Y., and Bill Wessel of Madison, Wis., completed the top three.

Starting alongside polesitter and two-time defending Champion Kent Prather, Dennis took the lead at the start in his No. 80 Nissan-Goodyear-CDA Machining Datsun 510. From there, he clicked off fast lap after fast lap to speed away to a 24.67-second win, averaging 78.097 mph.

Awards

Accompanying the on-track action were the presentation of two major SCCA Club Racing Awards, the President's Cup and the Road Racing Driver's Club (RRDC) Mark Donohue Award.

Formula Vee National Champion Jeffrey Loughhead of Darien, Ill., was awarded the President's Cup, presented to the driver that the Stewards of the Meeting and the Chief Steward believe best demonstrates ability, competitiveness and success at the National Championship event.

F Production Champion John Saurino of Tulsa, Okla., was presented with the RRDC Mark Donohue Award for the driver demonstrating outstanding performance and sportsmanship.

Rally: New organizer takes on SCCA effort

Continued from page 1

Rally America.

After the productive talks closed, several key components of the transition, including rules, licensing and tentative scheduling had been resolved.

"Our meeting with SCCA was extremely productive," said Rally America President Doug Havir. "I would like to personally thank Steve Johnson and his staff for helping to make this transition as smooth as possible. They are doing absolutely everything within their power to assist Rally America, and because both sides are working toward a common goal, I have no doubt that rally in the United States will grow stronger than ever."

Havir also said that Rally America is currently in negotiations with multiple insurance brokers.

On Oct. 22, the Rally America Web site announced that the organization would take over ClubRally and ProRally championships from SCCA on Jan. 1, 2005, under the following guidelines:

- It is our intention to fully support all existing ClubRally and ProRally events in 2005.
- Safety and insurance have been and will continue to be the No. 1 concern for everyone involved in rally and will drive the direction of our sport.
- Insurance coverage will be comparable to SCCA policies. Insurance will be affected by SCCA's five-year loss rates. The actual premium will depend on such things as safety plans, licensing, and deductible (SCCA deductible was only \$500).
- Rally America Inc. is an S-Corporation with Doug

Havir as sole shareholder. Rally America's sole employee is J.B. Niday as managing director. Decisions will be made with the guidance of various advisors with expertise and experience in each area. Involved advisors and current volunteers of Rally America have a wide range of personal experience to include finance, strategic planning, insurance, merchandising, computer programming, medicine and law. Their rally experience includes organizers, workers, competitors, Performance Rally Board members, and stewards. Focused work groups with a limited time commitment will be formed as needed.

- The 2005 SCCA rule book, event operations manual, log books and class structure, will be utilized to maintain consistency until these can be reviewed and changes determined. The SCCA will mail a 2005 rulebook to competitors with current SCCA competition license. Additional rulebooks may be purchased from the SCCA for \$15. Current SCCA logbooks will be honored by Rally America.

- Existing SCCA competitor licenses will be honored until their expiration date. Rally America will begin issuing competition licenses Jan. 1, 2005. The structure will follow the recently released SCCA Competitor Bulletin on competitor licensing. Details on cost have not yet been finalized.

- Rally America is not a membership organization and will not collect membership dues.

- Rally America is in the process of finalizing a licensing agreement for certain intellectual property from the SCCA including the names "ProRally" and "ClubRally," the rulebook, the operations manual, safe-

ty plans, waivers and logbooks. The name of the series starting in 2005, as well as the regional-divisional structure and names have not yet been determined.

- Rally America will work cooperatively with NASA as well as CARS. We have had discussions with John Shirley, Terry Epps and Ray Hocker regarding the direction and intentions of Rally America. Details of licensing and logbook reciprocity will be announced once agreed upon.

- Rally America is currently negotiating the details of a TV package for 2005.

- Rally America in the past has worked almost exclusively with ProRallys and the CRNC. Going forward, Rally America views ClubRally as essential to the growth of the sport. We look forward to working to make ClubRally economically viable to organizers and competitors. Rally America will also encourage the SCCA to sanction RoadRallys and RallyCrosses concurrent with ProRallys and ClubRallys.

- Contingency programs will be available in 2005.
- Number backers will change in 2005, but Rally America plans to allow competitors to retain their existing number.

- Entry fee cost will be determined by insurance cost and sponsor involvement.

- Rally America has had discussions with a number of potential sponsors.

- The Club Rally National Championships for 2004 will continue as planned. Rally America has informed the organizer that we are prepared to sanction this event. The SCCA intends to provide trophies and disburse the tow fund.

Bald Mountain: Cows, traffic keep it interesting

Continued from page 1

maintaining 30 mph, the section zigged and zagged, dropping steadily down Hurley Creek to Highway 97 again.

Seventeen-mile "Blewett Pass Transit" led over the 4,102-foot summit and dropped quickly, past the 1870s gold mining town site of Blewett to Ruby Creek for Section 6. (Gold was discovered in 1873 on the Swauk Creek side, and in 1874 on the Peshaslin Creek side of Blewett Pass and many small claims are still active along the pass.)

"Tip Top Monte Carlo" covered 6.59 miles in 17 minutes for an average of 23.3 mph. Twenty-three looks sedate on paper. Tight corners, exposures, a washout and ditches across the road increase the difficulty. Mix in narrow, bumpy, twisting roads with upset locals, and arriving on-time was great fun with great views of yellowing tamarack and maples alongside the rock formations of Ruby Creek in the dusk.

"Camas Lands Regularity" presented a completely different road character. A wide roadbed with ditch-to-ditch marbles at 32 mph was a challenge in itself; more so with local traffic, dust and for later cars, the odd small logs across the road. Speed limit was 35, but the rally's 32, 30, and 28 seemed to bother those more interested in autumn leaves or scouting for hunting spots.

The "gas and grub" break at the Big-Y junction near Dryden was shared with a group of Harley owners... a curious mix in both groups.

"Scotty Creek Regularity" begins on the Old Blewett Pass Road, with a quiet zone through Scotty Creek Campground, then the steep ascent at 30 mph on relatively wide gravel, becoming narrow, twisty, and filled with hairpins at 27 mph. Tire failures have troubled prior Night on Bald Mountain rallies and Car #2, actually truck #2, Phil Wild and Glyn Trafford, making the long trip from Vancouver Island for PCC points, shredded the left rear some distance before the last checkpoint and changed out to one of their four spares at Blewett Summit.

A short transit southward across Highway 97 to the Discovery Trail waypoint afforded time for the Forest Service restroom, or for stargazing, under crisp clear skies, accompanied by a just-past-full moon. Constellations, North Star, Milky Way and satellites... very cool.

Section 12, "Liberty Regularity" was noted as the roller-coaster of the night. Great roads, with wide turns, climbing to 4,977 feet, then downhill 7.46 miles to Liberty at 2,680 feet. Along the way on this 2,300-foot descent, the first few cars met a boat. An increasingly irate boat. We saw the headlights at about the same time that a warning came over the radio to watch for a "real mad truck and a boat trailer". The corner was sharp left with exposure right (single caution, but in the darkness it was just empty). There was a small turnout exiting the corner, where I pulled off and stopped.

This afforded the oncoming traffic the entire roadway, which he filled with his El Camino and boat trailer, including my part of the turnout, mirror to mirror, loudly expressing his displeasure at our "playing" on "his" road. I guess he and his buddy, in the big pickup behind him, had a bad day fishing — I always thought the worst day fishing was better than a good day doing nearly anything else, apparently not for him.

By the time he'd finished his tirade and decided to move on (only to meet more of our party), we were "sufficiently late." A time declaration of 1:30 was prepared, then we were immediately caught by TWO cars trying to maintain or regain their minute. Rather than run on their bumper and endure even greater dust, we revised the time dec. to two-and-a-half minutes and puttered on down the hill, less than two miles to the next checkpoint.

Still a bit "gun-shy," the checkpoint was troublesome... The route book had just shown a long left turn with a primitive road at the outside of the bend. The checkpoint car in a similar but unmarked corner, with headlights on (to read car numbers?) looked ominously like on-coming traffic, very distracting. Finishing the section at Liberty, we had the opportunity to choose between signs of "Speed Limit 25" and "Snowmobile Speed Limit 25." Definitely winter sports country.

"Liberty Monte Carlo" began with 3.73 miles of wide, smooth gravel. It then revisited the twisty monte from earlier in the night. This time run in the opposite direction, in the dust again, and now in the dark. Ten

miles in 25 minutes, so approximately 24 mph average, but difficult to maintain, even though this section averaged 26 mph earlier.

"Tearaway Regularity" was the final timed section... the "final chance to earn those much needed points." Ours were all "early." This was "Red Top" in rewind. The ascent was on wide smooth marbles for six miles at 35 and 31. The downhill, for nearly six more miles, began at 30, with the exposures lacking the tree top references of daylight runs, except where driving lights bore through the dust, then 35 on the old pavement, including rough, tight corners, followed by three miles of flat smooth gravel to the finish.

The transit to the finish was nearly 21 miles, a chance "to practice your stories and craft your excuses." The best story or excuse, and the real drama of the night-time rally unfolded at the finish. Car 10 was missing! Rally Master and Sweep, Greg Hightower had covered the entire route, finding no sign of a car "off" at any of the exposures, but the consensus was that no one had seen Car 10 since the mid-point break. As the scores were posted and awards presentation began, Car 10 arrived. Team Baldini in the Mazda 323GTX had spent the better part of their trip to the finish stopping, in their words: "puking along the road." This of course brought applause and cheers from the room. Unfortunately ORCA had no planned prize for "worst case of carsickness" and the acknowledgement of fellow competitors of their hard work to reach the finish would have to suffice.

Last year's winning navigator, Russ Kraushaar and driver Satch Carlson in Unlimited, were first on the road. Whether position entered into the results would

only be speculative — no dust, no irate locals vs. no tracks, waking up controls. With just over one point per control, Car 1 finished in Position 1 at 18, followed closely by Car 3, Eric Horst and Steve Willey with 20. First and second was also a battle of the BMW 325iX checkers match, red vs. black. Red (the "red dog") won. Third was car 7, Ron Sorem and Max Vaysburd, with 29, in the first of the Subaru forces.

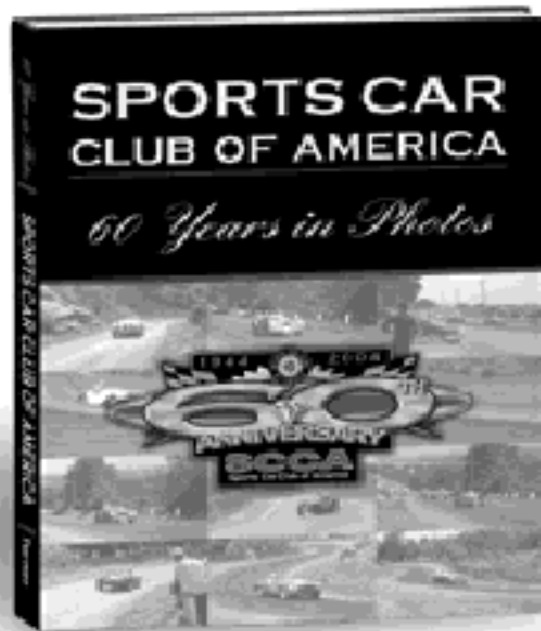
Trophies for First Equipped went to Jeff McMillen and Marvin Crippen with 58, in a Subaru WRX. Second Equipped went to Martin Chung and Christa Morasch, part of the Canadian contingent. Martin and Christa brought the stage-prepped Impreza as a warm-up on gravel for their "new car debut" at Pacific Forest Rally, a CARS National, in Merritt, B.C., on Oct. 15 and 16.

First SOP (Seat of the Pants) went to veterans Mike Daily and Tom Palidar with 101 in the veteran Jetta. Second SOP went to Walt and Zoe Wendolowski, who left early to prepare for the Hood River Rallycross on Sunday in their Subaru Impreza 2.5RS. Third SOP was nailed down by another veteran, Vasco de Pinna, with first-time gravel-rally navigator Tom dos Remedios, in the Legacy GT wagon.

Aside from tire troubles, and occasionally detached Saab mufflers, the only other mechanical problem struck another B.C. car. Doug Tewnton and Brian Carriere lost a shock mount on their Golf, but held together by the tower brace, they made it back to Vancouver without further incident.

Full results and more information at www.nwrally.com/nobm

Order now and SAVE 15% on new pictorial history of Sports Car Club of America



Sports Car Club of America (SCCA) is celebrating its 60th Anniversary by publishing a beautiful new photo history. Sports Car Club of America: 60 Years in Photos tells the exciting history of the SCCA from its founding in 1945 by seven sports car fanatics...to its current status as America's most respected organization of sport car enthusiasts and racers.

15% off publisher's retail price!

This gorgeous, 9" x 12" hardbound volume contains nearly 200 pages of clear, easy-to-read text...and more than 300 full-color and black & white photos of the most important sports cars, drivers and competitive events of the last six decades. With a forward by racing legend and Motorsports Hall of Fame member, Bobby Rahal, this is an authoritative book every SCCA member will treasure, and enjoy reading again and again.

Call Toll-Free

1-800-788-3350*

* 8:30am to 4:30pm, Monday-Friday. Visa and MasterCard accepted.

Order Online 24 Hours/7 Days Week

Visit www.sccahistory.com and purchase from Turner Publishing online book store.

Published by Turner Publishing Company • P.O. Box 3101 • Paducah, KY 40302-3101

Special Pre-Publication Offer to SCCA Members ONLY!

Active SCCA members... SAVE 15% off publisher's retail price!

Sports Car Club of America: 60 Years in Photos is now in production. It's scheduled for printing and release to book stores in December 2004. Prior to publication, Turner Publishing Company has agreed to make this initial standard edition available to SCCA members for only \$47.95...a full 15% off the publisher's retail price of \$55.95. (Your copy will be rushed to you as soon as it's off the press.)

This landmark SCCA photo history is also available in a luxurious Collector's Edition, enhanced with hand-tooled leather cover and your name (or that of a loved one) embossed in gold on the front cover (optional). Call Turner Publishing toll-free at 1-800-788-3350 for pricing and order details.

Note: All prices subject to \$6.95 shipping & handling charge, and 6% state sales tax (Kentucky residents only).

Good Solo competition north of the border

BY KIRK SALVATORE
Solo 1 event chairman

CACC Solo competition took place North of the border Oct. 16 at Rivers Edge Raceway in Mission Raceway Park Mission, B.C.

The SCCBC provided ample time for a 16-car Solo 1 grid as part of the Bucket Brigade weekend. Rain in the morning did not discourage the Solo 1 drivers. Many took turns spinning out in the first practice. No

damage done!

Time trials went well in the afternoon with some off-course excursions, but again, no damage done. Points were scored by three Canadian drivers in our Northwest Region SCCA Solo 1 Championship.

Congratulations to Larry Sandham for coming down many times with his SPU Mini-Vauxhall. He showed us a hard earned championship performance in the series this year. All I can say is "look out S2000" if those ITA wolves come down again in 2005. Thank you Campbell

Carlyle for your work with the race committee to ensure that Solo 1 does remain as part of your club program.

The SCCBC Solo 1 program is well on its way now in Canada. And we have an open invitation to run under the SCCA Solo 1 or SCCA Regional and National license. Be sure and take advantage of this bargain for U.S. participants and run in all SCCBC Solo 1 events next year. One outside region Mission Raceway event can be used as points in our Armadillo Racing NWR Solo 1 Championship Series.

NWR event No. 8 results, Packwood, Sept. 26

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	Nathan Provo	147	2003	Chevy Corvette Z06 (SS)	38.810 (0,0)	42.108 (2,0)	37.957 (0,0)	38.215 (0,0)	100.000
2	T	James Winstead	145	2003	Chevrolet Corvette Z06 (SS)	40.927 (1,0)	38.355 (0,0)	42.137 (2,0)	38.424 (0,0)	98.962
3	T	Bob Sagara	157	2003	Chevrolet Z06 Corvette (SS)	48.175 (1,0)	41.727 (1,0)	38.469 (0,0)	38.520 (0,0)	98.669
4	T	Stacey Mollerker	18	2003	Ford Cobra SVT (AS)	39.857 (0,0)	39.338 (0,0)	38.972 (0,0)	38.652 (0,0)	98.202
5		Laura Mollerker	118	2003	Ford Cobra SVT (AS)	40.181 (0,0)	39.462 (0,0)	43.425 (2,0)	38.890 (0,0)	97.701
6		David Annon	13	1991	Chevrolet Corvette (AS)	40.165 (0,0)	41.585 (1,0)	39.884 (0,0)	39.245 (0,0)	96.716
7		Mike Mejer	47	2003	Corvette Z06 (SS)	42.258 (0,0)	42.241 (1,0)	45.442 (0,0)	40.069 (0,0)	94.729
8		Jonathan Savage	33		(AS)	41.317 (0,0)	40.977 (0,0)	43.081 (1,0)	47.863 (1,0)	92.630
9		John Annon	96	1991	Chevrolet Corvette (AS)	43.223 (0,0)	44.808 (1,0)	42.748 (0,0)	44.223 (1,0)	88.792
10		Bob Bromm	3	1990	Chevrolet Corvette (AS)	55.885 (2,0)	46.905 (1,0)	44.155 (0,0)	57.216 (1,1)	85.968

S2 - Stock 2 (BS, CS, ES)

1	T	Mich Lewis	198	1999	Mazda Miata 10AE (CS)	37.132 (0,0)	37.238 (0,0)	39.419 (1,0)	36.685 (0,0)	100.000
2	T	Jerry Lee	24	1999	Porsche Boxster (BS)	42.895 (1,0)	43.342 (2,0)	38.203 (0,0)	38.074 (0,0)	96.352
3	T	John Lee	324	1999	Porsche Boxster (BS)	49.021 (1,0)	39.513 (0,0)	38.705 (0,0)	40.397 (1,0)	94.779
4	T	Brett Wilson	24	1999	Mazda Miata (CS)	39.229 (0,0)	38.916 (0,0)	40.922 (1,0)	42.712 (2,0)	94.267
5		Lynn Rogers	313	2000	Toyota MR-S (CS)	39.730 (0,0)	39.173 (0,0)	40.752 (0,0)	40.020 (0,0)	93.649
6		Steve Roberts	2	1999	Mazda Miata (CS)	52.345 (1,1)	39.192 (0,0)	39.382 (0,0)	40.865 (1,0)	93.603
7		Erika Cowan	105	2000	Toyota MR2 Spyder (CS)	40.878 (0,0)	40.025 (0,0)	40.691 (0,0)	39.309 (0,0)	93.325
8		Brian Cutler	60	2003	Nissan 350Z (BS)	40.922 (0,0)	39.570 (0,0)	40.247 (0,0)	39.929 (0,0)	92.709
9		Karina Miller	50		(CS)	41.973 (0,0)	40.545 (0,0)	40.033 (0,0)	39.723 (0,0)	92.352
10		Sherry Fischer-Lewis	981	1999	Mazda Miata 10AE (CS)	46.301 (0,0)	44.390 (0,0)	44.083 (0,0)	42.563 (0,0)	86.190
11		Chuck Jarvie	43	1994	Porsche 968 (BS)	44.307 (0,0)	45.062 (0,0)	45.355 (0,0)	44.445 (0,0)	82.797

S3 - Stock 3 (DS, GS, HS)

1	T	Abe Douglas	414	2002	Mini Cooper S (GS)	37.735 (0,0)	37.493 (0,0)	37.051 (0,0)	36.975 (0,0)	100.000
2	T	Des Toups	112	2002	Ford Focus (GS)	38.649 (0,0)	38.915 (0,0)	38.945 (0,0)	37.771 (0,0)	97.865
3	T	Aaron Pailthorp	28	2003	MINI Cooper S (GS)	41.957 (1,0)	38.858 (0,0)	38.961 (0,0)	38.300 (0,0)	96.548
4	T	Robert Holcomb	128	2003	Mini Cooper (GS)	41.295 (0,0)	39.664 (0,0)	38.668 (0,0)	39.115 (0,0)	95.624
5		Alex Hill	332	1989	Honda Civic (HS)	40.631 (0,0)	39.457 (0,0)	39.048 (0,0)	38.639 (0,0)	95.548
6		Dan Barnes	132	2002	Nissan Sentra SE-R Spec-V (DS)	40.071 (0,0)	45.043 (2,0)	43.213 (1,0)	38.744 (0,0)	95.437
7		Brent Vitolins	31	2000	Acura Type R (DS)	45.863 (4,0)	40.677 (1,0)	39.782 (1,0)	42.561 (1,0)	92.947
8		Russell Hill	324	1989	Honda Civic DX (HS)	41.852 (0,0)	43.621 (2,0)	41.584 (1,0)	39.810 (0,0)	92.881
9		Jens Darsell	74	1992	Nissan 240sx (GS)	42.393 (0,0)	40.838 (0,0)	40.635 (0,0)	39.949 (0,0)	92.558
10		Andy Fast	146	2003	Ford Focus (HS)	40.901 (0,0)	40.260 (0,0)	40.149 (0,0)	40.265 (0,0)	92.097

NSI - Non Stock 1 (ASP, BSP, BP, CP)

1	T	Rick Smale	97	2003	Chevrolet Camaro (ESP)	41.167 (0,0)	39.262 (0,0)	43.355 (2,0)	38.954 (0,0)	100.000
2	T	Steve Downing	19	1989	Porsche Carrera (ASP)	42.369 (0,0)	41.755 (0,0)	40.882 (0,0)	40.484 (0,0)	96.221
3	T	Victor Livingood	92	1990	Ford Mustang (ESP)	42.845 (0,0)	42.209 (0,0)	42.479 (0,0)	40.990 (0,0)	95.172
4	T	Brian Fortin	40	1997	Mitsubishi Eclipse GSX (ESP)	46.475 (2,0)	44.570 (1,0)	42.865 (0,0)	42.116 (0,0)	92.492
5		Ivan Rouzancov	41	2001	Ford Mustang GT (ESP)	43.741 (0,0)	42.190 (0,0)	44.130 (0,0)	42.524 (0,0)	92.330
6		Rob Fay	140	1997	Mitsubishi Eclipse (ESP)	45.510 (1,0)	42.485 (0,0)	44.348 (1,0)	44.011 (1,0)	91.687
7		Thomas Le Coque	155	1989	Chevrolet Camaro (CP)	44.757 (1,0)	44.592 (1,0)	44.890 (1,0)	51.933 (4,0)	87.356
8		Jason Gaudet	951	1985	Porsche 951 (BP)	81.652 (0,3)	46.585 (0,0)	45.282 (0,0)	55.533 (1,1)	86.025
9		Jodie Le Coque	55	1989	Chevrolet Camaro (CP)	45.725 (1,0)	46.201 (2,0)	54.535 (6,0)	48.240 (3,0)	85.192
10		Carl Stone	62	1990	Ford Mustang (ESP)	57.217 (1,1)	48.880 (1,0)	55.680 (0,1)	60.929 (0,1)	79.693

NS2 - Non Stock 2 (CSP, DSP, FSP)

1	T	Mark McCooney	54	2001	Mercury Cougar (DSP)	40.454 (1,0)	38.352 (0,0)	38.999 (0,0)	38.865 (0,0)	100.000
2	T	Michael Hall	9	1992	Nissan Sentra SE-R (DSP)	44.311 (2,0)	40.975 (1,0)	38.965 (0,0)	38.961 (0,0)	98.437
3	T	Jason Spore	1381	2001	Mercury Cougar (DSP)	43.658 (2,0)	38.969 (0,0)	41.375 (1,0)	39.391 (0,0)	98.432
4		Scott West	81	1981	Mazda Rx7 (CSP)	39.145 (0,0)	40.765 (1,0)	39.105 (0,0)	42.295 (2,0)	98.074
5		Sean Green	7	1981	Mazda RX-7 (CSP)	44.539 (1,0)	47.905 (4,0)	41.145 (1,0)	39.274 (0,0)	97.652
6		Brett Spore	38	1990	Oldsmobile Calais Quad 442 (DSP)	49.201 (4,0)	40.245 (0,0)	44.308 (2,0)	40.489 (0,0)	95.294
7		George Hudetz	117	1994	Mazda Miata (CSP)	40.773 (0,0)	42.952 (1,0)	40.327 (0,0)	40.702 (0,0)	95.103
8		Steve RPerret	17	1974	Honda Civic 1200 (FSP)	42.870 (0,0)	41.635 (0,0)	42.722 (1,0)	40.415 (0,0)	94.895
9		Jenna Hall	6	1992	Nissan Sentra (DSP)	49.965 (2,0)	45.902 (0,0)	48.913 (2,0)	41.211 (0,0)	93.063

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

1	T	Bud Bohrer	67	1967	Lotus Elan (DM)	39.335 (1,0)	41.294 (2,0)	38.032 (0,0)	37.630 (0,0)	100.000
2	T	Ron Babb	167	1967	Lotus Elan (DM)	40.508 (1,0)	37.995 (0,0)	41.440 (2,0)	38.225 (0,0)	99.037
3		Craig Anderson	23	1955	Austin-Healey 100 (EP)	45.502 (0,0)	43.138 (0,0)	41.760 (0,0)	41.499 (0,0)	90.677
4		Neal Stanley	7	2000	TLRC AMOD (AM)	48.455 (0,0)	46.465 (0,0)	45.342 (0,0)	44.782 (0,0)	84.029
5		Gene Wattenburger	65	1988	Mazda Rx7 (EM)	47.325 (0,0)	48.625 (1,0)	46.735 (0,0)	49.790 (2,0)	80.518
6		Don Story	165	1988	Mazda Rx7 (EM)	55.777 (0,1)	47.790 (1,0)	46.738 (1,0)	DNS (0,0)	80.513

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

1	T	Karen Babb	67	1967	Lotus Elan (DML)	42.002 (0,0)	40.832 (1,0)	40.623 (1,0)	38.804 (0,0)	100.000
2		Brianne Green	167	1967	Lotus Elan (DM)	47.052 (3,0)	44.095 (2,0)	41.492 (1,0)	43.318 (1,0)	93.522

SM - Street Mod

1	T	Brad Greco	114	1994	Honda Civic	47.920 (1,0)	45.690 (0,0)	45.250 (0,0)	48.773 (2,0)	100.000
2	T	Trevor McDermott	141	1994	Honda Civic Si	46.933 (0,0)	46.107 (0,0)	46.031 (0,0)	46.001 (0,0)	98.367
3	T	Steve Atwood	7	1992	Nissan Sentra SE-R	48.987 (0,0)	46.865 (0,0)	46.374 (0,0)	46.628 (0,0)	97.576
4		Tony Lemon	40	1995	Honda Civic	47.383 (0,0)	46.757 (0,0)	46.825 (0,0)	49.748 (2,0)	96.777
5		Anthony Capri	57	1992	Nissan sentra SE-R	49.937 (1,0)	46.982 (0,0)	50.937 (2,0)	47.677 (0,0)	96.298
6		Jim Walker	323	1988	Mazda 323 GTX	49.419 (0,0)	48.859 (0,0)	47.295 (0,0)	47.444 (0,0)	95.674
7		Chuck Norris	19	1998	Eagle Talon Tsi	58.854 (5,0)	48.009 (0,0)	47.451 (0,0)	49.952 (1,0)	95.362
8		Nash Johnson	92	1992	Honda Civic	47.989 (0,0)	48.155 (0,0)	47.460 (0,0)	49.350 (1,0)	95.348
9		Christopher Schlosser, Sr.	510	1972	Datsun 510	51.025 (1,0)	49.474 (0,0)	49.079 (0,0)	50.765 (1,0)	92.198

SM2 - Street Mod 2

1	T	Mark Snell	590	2003	Nissan 350Z	46.902 (0,0)	48.425 (1,0)	48.184 (1,0)	45.972 (0,0)	100.000
2		Scott Miller	60	1994	Mazda Miata	48.379 (1,0)	56.005 (0,1)	47.447 (1,0)	46.362 (0,0)	99.159
3		Dieter Beldi	90	1990	Mazda Miata	58.610 (2,0)	48.010 (0,0)	51.448 (2,0)	47.548 (0,0)	96.696

STS - Street Touring

1	T	Jeff Graham	22	2000	Su baru Impreza RS	48.477 (0,0)	48.694 (0,0)	48.861 (0,0)	48.199 (0,0)	100.000
2	T	Drew Hanft	62	1995	Honda Civic	53.765 (1,0)	62.779 (1,1)	52.238 (1,0)	49.537 (0,0)	97.299
3	T	Scott Brennan	21	1991	Acura Integra	50.705 (0,0)	54.495 (2,0)	50.773 (0,0)	49.821 (0,0)	96.744
4		Nick Ruiz	81	2001	Ford Focus ZX3	51.134 (0,0)	52.240 (1,0)	50.135 (0,0)	50.045 (0,0)	96.311
5		Dominic Stone	77	00	Toyota GT_2	50.520 (0,0)	63.567 (2,1)	56.911 (1,0)	53.664 (2,0)	95.405
6		Kim Little	26	1995	Honda Civic	52.389 (0,0)	53.725 (1,0)	53.737 (1,0)	51.011 (0,0)	94.487
7		Laurel Fan	9	2000	Saturn SL2	70.072 (2,0)	57.112 (0,0)	57.045 (0,0)	55.908 (0,0)	86.211

STX - Street Touring X

1	T	Denny LaPlante	3	1994	BMW 325is	61.785 (3,0)	49.423 (0,0)	49.045 (0,0)	54.529 (3,0)	100.000
2	T	Adam Baxter	8	2002	Su baru Wrx wagon	50.629 (0,0)	49.947 (0,0)	49.516 (0,0)	51.945 (1,0)	99.049
3		Ryan Barker	39	2000	Su baru Impreza 2.5RS	55.677 (2,0)	50.465 (0,0)	49.749 (0,0)	54.688 (2,0)	98.585
4		Kristi Brown	74	2004	Audi TT	53.789 (0,0)	52.882 (0,0)	54.148 (0,0)	52.365 (0,0)	98.658

T - Street Tire Class

1	T	Jake Nygaard	17	2003	Su baru Impreza WRX (DS)	39.617 (0,0)	39.355 (0,0)	38.301 (0,0)	38.405 (0,0)	100.000
2	T	Steve Scott-Quekett	24	2003	Mazdaspeed Protege (DS)	41.590 (1,0)	42.812 (2,0)	40.032 (0,0)	39.321 (0,0)	97.405
3	T	Shane Jensen	337	2002	VW GTI (GS)	42.920 (1,0)	39.822 (0,0)	41.501 (1,0)	39.672 (0,0)	96.544
4		David Lewis	16	2004	Su baru WRX STi (ESP)	42.840 (0,0)	41.991 (0,0)	40.927 (0,0)	40.290 (0,0)	

NOVPML - Novice PM Ladies

1	T	Arny Olson	40	2008	Ford Mustang GT	59.524 (0.0)	59.154 (0.0)	57.564 (0.0)	59.767 (1.0)	100.000
2	T	Sandy Douglas	44	2008	Ford Mustang GT	78.716 (0.1)	64.160 (0.0)	61.176 (1.0)	DNF (0.0)	94.066

PAX - PAX Index

1	T	Fastrike Lillejord	19	2008	Toyota Celica GT (GS)	36.723 (0.0)	36.907 (0.0)	36.385 (0.0)	36.361 (0.0)	100.000
2	T	Kevin Dietz	137	2002	BMW Mini Cooper (HS)	36.727 (0.0)	36.612 (0.0)	36.379 (0.0)	58.584 (1.2)	99.951
3	T	Alan Dahl	99	1999	Mazda Miata (CS)	39.411 (1.0)	47.360 (5.0)	41.325 (2.0)	36.704 (0.0)	99.065
4	T	Glen Hernandez	125	2008	BMW 330ci (DS)	37.347 (0.0)	36.771 (0.0)	36.742 (0.0)	38.742 (1.0)	98.968
5	T	Karl Coleman	140	1998	Toyota MR2 (ES)	37.265 (0.0)	37.139 (0.0)	37.026 (0.0)	36.848 (0.0)	98.678
6	T	Keith Brown	37	2002	MINI Cooper (HS)	47.482 (5.0)	36.871 (0.0)	38.613 (1.0)	40.714 (2.0)	98.617
7	T	Brian Norton	5	2000	Toyota MR2 Spyder (CS)	43.560 (3.0)	38.322 (0.0)	37.531 (0.0)	37.339 (0.0)	97.381
8	T	Leeds Gulick	9	2008	Porsche Boxster (AS)	42.512 (2.0)	38.041 (0.0)	37.682 (0.0)	37.440 (0.0)	97.118
9	T	Shelbi Zigler	194	2003	Celica GT (GS)	37.864 (0.0)	37.584 (0.0)	42.125 (2.0)	42.878 (1.0)	96.745
10	T	Mike Leaty	24	1988	Porsche 924S (ES)	40.155 (1.0)	38.115 (0.0)	37.714 (0.0)	37.679 (0.0)	96.502
11	T	Michael Galza	86	2000	Honda S2000 (BS)	42.713 (2.0)	40.862 (1.0)	40.255 (1.0)	37.907 (0.0)	95.922
12	T	Bill Buelow	410	1989	Porsche 944S2 (BS)	44.216 (3.0)	40.398 (1.0)	38.022 (0.0)	37.937 (0.0)	95.846
13	T	Andrew Howe	168	2000	Honda S2000 (BS)	40.055 (1.0)	46.031 (4.0)	37.965 (0.0)	48.920 (2.0)	95.697
14	T	Morris Green	43	2008	Mazdaspeed Protege (DS)	39.377 (0.0)	38.809 (0.0)	38.315 (0.0)	38.877 (0.0)	94.900
15	T	Jerry Lamb	25	2008	BMW 330ci (DS)	39.095 (0.0)	39.122 (0.0)	40.873 (1.0)	38.404 (0.0)	94.680
16	T	John Henderschedt	51	2000	Toyota MR2 Spyder (CS)	50.554 (0.1)	57.654 (2.1)	38.439 (0.0)	42.153 (2.0)	94.594
17	T	Glen Austin	185	2002	Nissan SE-R Spec V (DS)	39.227 (0.0)	50.173 (1.1)	42.732 (2.0)	38.554 (0.0)	94.312
18	T	Eric Hanson	54	1994	Porsche RS America (BS)	40.029 (0.0)	42.982 (1.0)	39.455 (0.0)	44.081 (1.0)	92.158
19	T	Dick Willy	40	1998	Toyota MR2 (ES)	43.061 (2.0)	48.900 (2.0)	50.807 (6.0)	40.074 (1.0)	90.735
20	T	Ed LaPlante	113	1995	Chevrolet Camaro (FS)	41.888 (0.0)	40.309 (0.0)	40.239 (0.0)	40.369 (0.0)	90.368
21	T	Donna LaPlante	131	1995	Chevrolet Camaro (FS)	43.317 (1.0)	62.060 (1.2)	41.049 (0.0)	43.812 (2.0)	88.580

NSPAX - Non-Stock Pax

1	T	Christopher Imbeau	27	1978	MG Midget (DP)	39.435 (0.0)	37.872 (0.0)	45.211 (0.0)	37.045 (0.0)	100.000
2	T	Jim Daniels	60	1994	Mazda Miata (CSP)	38.938 (0.0)	37.932 (0.0)	39.288 (1.0)	37.733 (0.0)	98.177
3	T	Tom Kotzian	57	2004	Chevrolet Corvette (ASP)	39.323 (0.0)	38.458 (0.0)	38.088 (0.0)	37.900 (0.0)	97.513
4	T	Tristan Kotzian-Coulter	87	1999	Mazda Miata (CSP)	40.836 (0.0)	39.401 (0.0)	51.624 (3.0)	39.145 (0.0)	94.635
5	T	JJ Coulter	187	1999	Mazda Miata (CSP)	39.727 (0.0)	42.982 (2.0)	40.674 (1.0)	55.244 (1.1)	93.249
6	T	Quinn Campbell	61	1982	Volkswagen Jetta (EP)	46.830 (0.0)	46.464 (0.0)	46.197 (0.0)	46.200 (0.0)	80.189

NSPAXL - Non-Stock Pax Ladies

1	T	Jodi Fordahl	28	1998	Porsche 911RSA (ASP)	43.198 (1.0)	39.989 (0.0)	39.476 (0.0)	39.404 (0.0)	100.000
2	T	Tami Daniels	160	1994	Mazda Miata (CSP)	40.348 (0.0)	39.833 (0.0)	39.716 (0.0)	40.001 (0.0)	99.214
3	T	Lou Ann Christensen	40	1995	Honda Civic (SML)	42.513 (0.0)	51.065 (0.1)	39.922 (0.0)	40.309 (0.0)	98.702
4	T	Terri Johnson	92	1992	Honda Civic (SM)	42.067 (0.0)	43.757 (1.0)	41.536 (0.0)	40.409 (0.0)	97.513
5	T	Jill Snell	59	2008	Nissan 350Z (SM2)	43.515 (0.0)	41.835 (0.0)	45.070 (2.0)	40.921 (0.0)	96.298
6	T	Caitlin Snell	95	2008	Nissan 350Z (SM2)	44.637 (2.0)	43.330 (1.0)	42.828 (1.0)	41.480 (0.0)	95.064

TO - TIME ONLY

1	T	Tom Kotzian	57	2004	Chevrolet Z06	46.468 (1.0)	44.365 (0.0)	44.294 (0.0)	47.192 (1.0)	100.000
2	T	Joe Goeke	170	2000	Honda S2000	46.113 (0.0)	44.981 (0.0)	44.651 (0.0)	46.880 (1.0)	99.200
3	T	Joe Goeke	94	2000	Honda S2000	47.384 (0.0)	45.335 (0.0)	47.308 (1.0)	44.928 (0.0)	98.589
4	T	Anna Goeke	43	2000	Honda S2000	48.280 (1.0)	47.027 (0.0)	48.740 (1.0)	45.913 (0.0)	96.474
5	T	Jerry Jenkins	96	1995	Mazda Miata	47.054 (0.0)	46.462 (0.0)	46.225 (0.0)	46.192 (0.0)	95.891
6	T	Ron Bauer	163	2000	Honda S2000	50.259 (2.0)	47.423 (1.0)	46.570 (1.0)	52.789 (4.0)	95.113
7	T	Jerry Jenkins	95	1994	Mazda Miata	48.547 (0.0)	48.695 (1.0)	52.170 (2.0)	46.889 (0.0)	94.465
8	T	Anna Goeke	64	2000	Honda S2000	52.018 (2.0)	50.213 (2.0)	48.089 (0.0)	51.071 (2.0)	92.204
9	T	Steve Downing	32	1994	Porsche RSA	64.305 (2.1)	49.539 (0.0)	49.041 (0.0)	48.788 (0.0)	90.798
10	T	Scott Miller	42	2001	BMW M3	50.261 (0.0)	49.947 (0.0)	58.384 (0.0)	49.195 (0.0)	90.038
11	T	Hans Adomeit	891	1986	Saab 900	51.230 (0.0)	51.971 (1.0)	49.834 (0.0)	56.123 (3.0)	88.888
12	T	Ivan Rouzanov	11	2001	Ford Mustang GT	55.294 (2.0)	53.554 (1.0)	50.558 (0.0)	50.221 (0.0)	88.198
13	T	Scott Dawson	517	1995	Honda Del Sol	59.265 (1.0)	50.898 (0.0)	51.217 (0.0)	50.977 (0.0)	87.025
14	T	Hans Adomeit	86	1989	Saab 900 Turbo	53.626 (2.0)	51.970 (1.0)	51.657 (1.0)	51.969 (1.0)	85.746
15	T	Robb Lane	36	1995	Nissan 300ZX	54.017 (0.0)	61.964 (0.1)	52.273 (0.0)	51.841 (0.0)	85.442
16	T	Kristi Brown	74	2004	Audi TT	55.375 (1.0)	60.554 (4.0)	51.882 (0.0)	54.435 (1.0)	85.375
17	T	Will Kellogg	46	2000	Honda S2000	52.564 (0.0)	59.876 (3.0)	53.426 (1.0)	54.478 (1.0)	84.267
18	T	Brian Bogdon	565	2002	Ford Focus SVT	56.448 (0.0)	54.157 (0.0)	54.233 (0.0)	52.929 (0.0)	83.686
19	T	Galen Rockenbach	38	1988	Honda Civic	56.721 (1.0)	53.873 (0.0)	54.409 (0.0)	DNF (0.0)	82.219
20	T	John Cuyke	100		60.288 (0.0)	59.313 (0.0)	56.295 (0.0)	56.020 (0.0)	79.068	

Northwest Region event No. 9 results, Bremerton, Oct. 10**S1 - Stock 1 (AS, SS, FS)**

1	T	Nathan Provo	147	2008	Chevy Corvette Z06 (SS)	70.414 (1.2)	48.022 (1.0)	45.667 (0.0)	45.840 (0.0)	100.000
2	T	Jeff Winchell	411	2001	Ford Mustang GT (FS)	50.254 (0.0)	48.948 (1.0)	50.914 (2.0)	46.505 (0.0)	98.198
3	T	Ivan Rouzanov	41	2001	Ford Mustang GT (FS)	50.902 (1.0)	49.611 (1.0)	48.101 (0.0)	52.273 (2.0)	94.940
4	T	Joanne Sagara	57	2008	Chevrolet Z06 Corvette (SSL)	93.254 (4.1)	54.132 (2.0)	51.089 (1.0)	48.161 (0.0)	94.822
5	T	Bob Sagara	157	2008	Chevrolet Z06 Corvette (SS)	53.785 (3.0)	51.101 (2.0)	50.341 (2.0)	48.189 (1.0)	94.765
6	T	Mike Mejer	47	2008	Corvette Z06 (SS)	51.131 (0.0)	48.700 (0.0)	48.968 (1.0)	51.732 (2.0)	93.772

S2 - Stock 2 (BS, CS, ES)

1	T	Jerry Lee	24	1999	Porsche Boxster (BS)	48.268 (0.0)	48.871 (1.0)	50.289 (2.0)	45.992 (0.0)	100.000
2	T	Steve Roberts	6	2000	Toyota MR2 Spyder (CS)	53.177 (3.0)	48.404 (1.0)	48.414 (1.0)	46.440 (0.0)	98.949
3	T	Brett Wilson	160	2008	Nissan 350Z (BS)	62.732 (2.0)	55.832 (4.0)	46.888 (0.0)	48.614 (1.0)	98.004
4	T	Erika Cowan	105	2000	Toyota MR2 Spyder (CS)	53.773 (2.0)	48.510 (0.0)	50.480 (1.0)	47.530 (0.0)	96.680
5	T	Brian Cutler	60	2008	Nissan 350Z (BS)	48.332 (0.0)	49.201 (1.0)	47.678 (0.0)	47.929 (0.0)	96.380
6	T	John Lee	324	1999	Porsche Boxster (BS)	50.339 (0.0)	47.981 (0.0)	48.447 (1.0)	49.159 (1.0)	95.871
7	T	Enrique Garcia	68	1995	Mazda Miata (CS)	52.994 (1.0)	54.498 (2.0)	56.558 (1.0)	48.719 (0.0)	94.320
8	T	Michael Brown	144	1984	Porsche 944 (ES)	51.967 (0.0)	53.635 (1.0)	68.638 (2.1)	54.734 (1.0)	88.425
9	T	Will Kellogg	47	2000	Honda S2000 (BS)	72.665 (3.1)	54.181 (0.0)	52.938 (0.0)	59.506 (3.0)	86.808
10	T	John Cuyke	7	1995	Mazda Miata (CS)	62.698 (0.0)	57.795 (0.0)	55.988 (0.0)	55.237 (0.0)	83.191

S3 - Stock 3 (DS, GS, HS)

1	T	Abe Douglas	414	2002	Mini Cooper S (GS)	48.839 (1.0)	50.188 (2.0)	45.781 (0.0)	47.239 (1.0)	100.000
2	T	Des Toups	112	2002	Ford Focus (GS)	48.578 (0.0)	53.512 (3.0)	47.079 (0.0)	50.475 (2.0)	97.248
3	T	Brent Vitolins	31	2000	Acura Type R (DS)	48.817 (1.0)	50.061 (2.0)	52.519 (3.0)	47.205 (0.0)	96.981
4	T	Andy Fast	146	2008	Ford Focus (HS)	52.770 (0.0)	50.518 (0.0)	50.680 (0.0)	49.197 (0.0)	93.055
5	T	Alex Hill	332	1989	Honda Civic (HS)	51.565 (0.0)	50.558 (0.0)	50.657 (0.0)	75.717 (2.2)	90.551
6	T	Russell Hill	324	1989	Honda Civic DX (HS)	55.140 (1.0)	62.411 (1.1)	50.734 (0.0)	53.811 (0.0)	90.237
7	T	Chris Isar	325	1990	BMW 325is (DS)	77.788 (0.2)	69.198 (1.1)	57.155 (0.0)	54.195 (0.0)	84.535

NSI - Non Stock 1 (ASP, BSP, BP, CP)

1	T	Rick Smale	97	2008	Chevrolet Camaro (ESP)	48.625 (0.0)	47.247 (0.0)	47.530 (0.0)	54.495 (4.0)	100.000
2	T	Wayne Reuter	32	1985	Ford Mustang (CP)	51.021 (1.0)	49.819 (1.0)	48.160 (0.0)	47.415 (0.0)	99.646
3	T	Leeds Gulick	6	2008	Porsche Boxster (ASP)	57.277 (4.0)	48.846 (0.0)	51.325 (2.0)	47.847 (0.0)	98.746
4	T	Jerrett Canigie	7	2001	BMW M Coupe (ASP)	50.224 (0.0)	50.772 (1.0)	48.732 (0.0)	49.446 (1.0)	96.958
5	T	Steve Downing	19	1998	Porsche 911RSA (ASP)	50.951 (0.0)	50.172 (0.0)	51.951 (1.0)	49.869 (0.0)	94.742
6	T	Jodie Le Coque	55	1989	Chevrolet Camaro (CP)	57.961 (2.0)	68.626 (8.0)	60.758 (4.0)	53.577 (0.0)	88.185
7	T	Thomas Le Coque	155	1989	Chevrolet Camaro (CP)	70.174 (2.1)	71.795 (4.1)	67.974 (3.0)	58	

STS2 - Street Touring S 2

1	T	Scott Dawson	517	1995	Honda Del Sol	65.702 (2.0)	60.765 (0.0)	61.093 (1.0)	66.261 (3.0)	100.000
2		Tom Slipp	722	1991	Mazda Miata	62.635 (0.0)	62.328 (0.0)	62.081 (0.0)	61.504 (0.0)	98.798

STX - Street Touring X

1	T	Adam Baxter	8	2002	Subaru Wrx wagon	63.382 (2.0)	66.122 (3.0)	62.404 (2.0)	58.740 (0.0)	100.000
2		Denny Laplante	3	1994	BMW 325is	74.739 (2.1)	64.915 (3.0)	59.630 (0.0)	58.754 (0.0)	99.976
3		Garrett Bickerdike	14	2002	Subaru WRX	66.525 (3.0)	71.732 (6.0)	65.478 (2.0)	60.040 (0.0)	97.835

STU - STU

1	T	Doug Mikko	56	2004	Subaru Impreza WRX STI	60.189 (0.0)	59.182 (0.0)	58.757 (0.0)	57.491 (0.0)	100.000
2		Erik Lyden	989	2004	Subaru Forester XT	78.235 (2.1)	60.955 (0.0)	63.291 (1.0)	63.589 (2.0)	94.317

T - Street Tire Class

1	T	Jake Nygaard	17	2003	Subaru Impreza WRX (DS)	48.567 (0.0)	46.970 (0.0)	66.814 (2.1)	63.947 (0.1)	100.000
2		Steve Scott-Quekett	24	2003	Mazdaspeed Protege (DS)	49.885 (0.0)	59.101 (0.1)	48.834 (0.0)	47.681 (0.0)	98.509
3	T	Shane Jensen	337	2002	VW GTI (GS)	53.398 (3.0)	67.058 (0.2)	49.780 (1.0)	48.213 (0.0)	97.422
4		Don Gill	41	2003	Toyota Celica (GS)	53.237 (1.0)	68.629 (2.1)	48.295 (0.0)	49.959 (1.0)	97.256
5		David Lewis	16	2004	Subaru WRX STI (ESP)	56.752 (3.0)	53.854 (2.0)	50.977 (1.0)	51.289 (1.0)	92.140
6		Hans Adomeit	89	1985	Saab 900 (SM)	71.523 (2.1)	52.355 (1.0)	51.647 (1.0)	54.757 (2.0)	90.944
7		Kurt Friedrich	77	2004	Mustang Cobra (ESP)	54.473 (0.0)	54.855 (1.0)	55.015 (1.0)	56.424 (2.0)	86.226

TL - Street Tire Ladies

1	T	Shalyn Morrow	17	2003	Subaru Impreza WRX (DS)	54.755 (2.0)	51.234 (0.0)	50.101 (0.0)	50.205 (0.0)	100.000
2		Kim Jensen	33	2002	VW GTI (GSL)	55.297 (1.0)	52.999 (0.0)	55.103 (2.0)	50.899 (0.0)	98.510
3		Valarie Scott-Quekett	42	2003	Mazdaspeed Protege (DSL)	56.892 (0.0)	55.392 (0.0)	54.957 (1.0)	52.841 (0.0)	94.815

PAX - PAX Index

1	T	Fastrike Lillejord	19	2003	Toyota Celica GT (GS)	55.971 (0.1)	46.357 (1.0)	44.665 (0.0)	43.418 (0.0)	100.000
2	T	Kevin Dietz	137	2002	BMW Mini Cooper (HS)	45.745 (0.0)	59.010 (2.1)	44.685 (0.0)	43.795 (0.0)	99.137
3	T	Glen Hernandez	125	2003	BMW 330Ci (DS)	47.254 (1.0)	44.705 (0.0)	45.218 (0.0)	44.109 (0.0)	98.433
4	T	Keith Brown	37	2002	MINI Cooper (HS)	46.355 (1.0)	47.041 (1.0)	45.514 (0.0)	44.549 (0.0)	97.461
5	T	Ron Bauer	900	2000	Acura Integra (DS)	46.880 (0.0)	56.427 (1.1)	44.730 (0.0)	48.730 (2.0)	96.597
6		Karl Coleman	140	1998	Toyota MR2 (ES)	46.212 (0.0)	45.034 (0.0)	44.833 (0.0)	76.599 (1.3)	96.844
7		Shelbi Zigler	194	2003	Celica GT (GS)	84.928 (1.3)	49.022 (2.0)	45.369 (0.0)	73.994 (1.2)	95.700
8		Mike Leaty	24	1988	Porsche 924S (ES)	53.398 (3.0)	47.568 (0.0)	46.049 (0.0)	49.912 (2.0)	94.287
9		Jerry Lamb	25	2003	BMW 330ci (DS)	51.877 (1.0)	46.173 (0.0)	50.473 (2.0)	48.369 (1.0)	94.033
10		Brian Norton	5	2000	Toyota MR2 Spyder (CS)	50.010 (2.0)	56.464 (5.0)	48.503 (0.0)	46.299 (0.0)	93.858
11		Annie Bauer	1190	1998	Toyota MR2 (ES)	51.450 (2.0)	50.555 (2.0)	47.098 (0.0)	48.213 (1.0)	92.187
12		John Henderschedt	51	2000	Toyota MR2 Spyder (CS)	53.000 (1.0)	52.985 (2.0)	47.388 (0.0)	47.434 (0.0)	91.622
13		Alan Dahl	99	1991	Acura Integra (STS)	50.755 (2.0)	52.122 (3.0)	47.494 (1.0)	47.678 (1.0)	91.418
14		Eric Hanson	54	1994	Porsche RS America (BS)	50.099 (1.0)	51.278 (1.0)	52.067 (2.0)	47.567 (0.0)	91.278

NSPAX - Non-Stock Pax

1	T	Kyle Freiheit	73	1992	Mazda Miata (STS2)	72.314 (2.2)	46.016 (0.0)	50.129 (2.0)	46.070 (0.0)	100.000
2		Bill Freiheit	37	1992	MAZDA MIATA (STS2)	49.622 (1.0)	46.905 (0.0)	46.538 (0.0)	48.497 (1.0)	98.878
3		Christopher Imbeau	127	1973	MG Midget (DP)	46.742 (0.0)	DNS (0.0)	76.277 (1.2)	52.378 (1.0)	98.447

NSPAXL - Non-Stock Pax Ladies

1	T	Jodi Fordahl	28	1998	Porsche 911RSA (ASP)	54.735 (3.0)	48.965 (1.0)	47.068 (0.0)	48.603 (1.0)	100.000
2	T	Caitlin Snell	95	2003	Nissan 350Z (SM2)	52.017 (0.0)	54.294 (2.0)	63.765 (2.1)	48.665 (0.0)	96.718
3		Lou Ann Christensen	40	1995	Honda Civic (SML)	61.585 (1.0)	52.628 (1.0)	53.965 (1.0)	50.197 (0.0)	93.767
4		Kristi Brown	74	2004	Audi TT (STX)	54.742 (2.0)	74.742 (2.2)	61.084 (1.1)	51.145 (1.0)	92.029

NOVAM - Novice AM

1	T	Nathan Kleir	82	1998	Dodge Stealth	76.860 (1.0)	66.405 (1.0)	65.624 (1.0)	71.707 (0.0)	100.000
2	T	Andres Colyer	911	1997	Acura Integra	84.645 (0.1)	70.448 (0.0)	69.771 (0.0)	72.530 (1.0)	94.056
3	T	Alan Frazier	92	1984	Pontiac Fiero	74.229 (0.0)	82.508 (0.1)	71.938 (0.0)	70.245 (0.0)	93.422
4		Ben Cuyke	74	1995	Mazda Miata	96.971 (1.0)	81.743 (0.0)	84.745 (3.0)	72.911 (0.0)	90.006
5		Keith Hooper	32	1985	Toyota Cressida	101.758 (0.2)	76.777 (0.0)	74.289 (0.0)	74.465 (0.0)	88.348
6		Paul Hooper	36	1985	Toyota Cressida	97.645 (0.2)	85.869 (1.1)	79.831 (0.0)	102.623 (0.3)	82.204
7		John Coles	146	2001	Acura Integra	111.158 (0.0)	86.640 (0.0)	80.580 (2.0)	85.074 (0.1)	81.440

NOVAML - Novice AM Ladies

1	T	Amy Olson	40	1998	Toyota MR2	70.840 (0.0)	67.419 (0.0)	72.985 (0.0)	66.732 (0.0)	100.000
2		Sandra Douglas	7	2003	Ford Mustang GT Conv	78.634 (0.0)	92.028 (0.2)	70.023 (0.0)	70.827 (0.0)	95.300

NOVPM - Novice PM

1	T	Willie Bustillo	126	05	Subaru STI	65.657 (0.0)	62.537 (0.0)	62.899 (0.0)	63.911 (0.0)	100.000
2	T	Josh Kinney	38	1989	Nissan 240sx	89.024 (0.2)	99.610 (3.3)	63.205 (0.0)	90.334 (3.2)	98.942
3	T	Darrin Hansen	49	1988	Mazda Rx7	64.317 (0.0)	78.500 (2.1)	72.945 (1.0)	63.856 (0.0)	97.594
4	T	Mike Dahlstrom	203	2004	Mazda 3	64.325 (0.0)	67.130 (2.0)	67.208 (1.0)	64.772 (0.0)	97.220
5		Jacob Hartough	105	1996	Honda Civic	68.540 (1.0)	65.431 (0.0)	71.394 (2.0)	78.297 (2.0)	95.577
6		Chris Lamarche	188	1991	Volkswagen Jetta 1.8 & GL	68.933 (1.0)	77.182 (0.1)	66.505 (0.0)	65.500 (0.0)	95.345
7		Jared Mullin	155	1995	Mazda Miata	74.237 (0.0)	73.151 (0.0)	71.725 (2.0)	67.077 (0.0)	93.232
8		Brett Klaasen	606	95	Subaru Impreza L	94.530 (1.2)	77.635 (3.0)	80.372 (0.1)	73.912 (2.0)	84.610
9		Stephen R. Miller	37	2004	Subaru STI	100.927 (0.0)	89.192 (0.0)	78.837 (0.0)	78.671 (0.0)	79.492
10		Darrah Cheth	73		Plymouth Neon	102.291 (2.2)	DNF (0.0)	91.157 (0.1)	93.398 (2.1)	68.604

TO - TIME ONLY

1	T	Kevin Dietz	473	2003	Chev Z06	57.780 (2.0)	53.589 (0.0)	74.980 (1.2)	52.741 (0.0)	100.000
2	T	Keith Brown	48	2004	Audi TT	73.832 (1.1)	58.038 (0.0)	60.929 (1.0)	63.262 (2.0)	90.873
3	T	Jake Nygaard	17	2003	Subaru Impreza WRX	60.838 (1.0)	58.820 (0.0)	58.055 (0.0)	59.957 (1.0)	90.845
4	T	Jason Merritt	254	1989	Nissan 240sx	62.190 (2.0)	63.317 (3.0)	59.555 (1.0)	58.065 (0.0)	90.831
5	T	Ivan Rouzanov	41	2001	Ford Mustang GT	65.879 (3.0)	63.225 (2.0)	63.021 (2.0)	58.624 (0.0)	89.965
6	T	Des Toups	112	2002	Ford Focus	60.714 (1.0)	69.074 (5.0)	59.420 (0.0)	60.668 (1.0)	88.760
7		David Lewis	116	2004	Subaru WRX STI	60.209 (0.0)	62.505 (1.0)	62.718 (1.0)	59.968 (0.0)	87.949
8		Bob Sagara	157	2003	Chev Z06	61.342 (3.0)	61.992 (3.0)	59.977 (2.0)	62.180 (3.0)	87.935
9		Randy Coles	44	2001	Acura Integra GSR	65.465 (2.0)	65.169 (2.0)	60.281 (0.0)	75.174 (2.1)	87.492
10		Randy Coles	52	2001	Acura Integra	63.948 (2.0)	64.790 (2.0)	60.332 (0.0)	70.764 (5.0)	87.418
11		Jason Merritt	54	1990	Nissan 240sx	61.680 (0.0)	71.628 (0.1)	61.835 (1.0)	60.917 (1.0)	86.578
12		Tasha Mikko	156	2004	Subaru Impreza WRX STI	65.185 (0.0)	64.850 (1.0)	62.478 (0.0)	61.095 (0.0)	86.326
13		Shalyn Morrow	177	03	Subaru WRX	77.461 (1.0)	66.462 (3.0)	67.351 (3.0)	63.249 (1.0)	83.386
14		Abe Douglas	51	2003	Ford Mustang	65.060 (1.0)	63.488 (0.0)	68.582 (0.0)	63.982 (1.0)	83.079
15		Russell Mayer	153	89	Nissan 240SX	72.477 (4.0)	84.016 (11.0)	65.793 (1.0)	70.170 (3.0)	80.162
16		Steffen Chambers	61		Karl 100cc	DNF (0.0)	DNF (0.0)	67.882 (0.0)	108.541 (0.4)	77.636
17		Ken Todd	33	1977	Mazda Rx3	69.240 (0.0)	76.580 (4.0)	70.773 (1.0)	68.148 (0.0)	77.392
18		John Coles	146	2001	Acura Integra	80.269 (1.0)	78.209 (1.0)	75.164 (0.0)	DNS (0.0)	70.168

Northwest Region Event No. 10 results, Bremerton, Oct. 24**S1 - Stock 1 (AS, SS, FS)**

1	T	Nathan Provo	147	2003	Chev Corvette Z06 (SS)	40.953 (1.0)	38.119 (0.0)	39.446 (1.0)	52.580 (3.0)	100.000
2	T	Jeff Winchell	411	2001	Ford Mustang GT (FS)	49.420 (0.1)	38.729 (0.0)	46.214 (4.0)	55.679 (3.1)	98.425
3		Mike Mejer	47	2003	Corvette Z06 (SS)	41.540 (0.0)	38.948 (0.0)	38.907 (0.0)	53.776 (0.1)	97.975
4		Jerold Lowe	45	2208	Corvette Z06 (SS)	45.085 (2.0)	42.291 (2.0)	39.005 (1.0)	40.048 (1.0)	97.728
5		James Winstead	145	2003	Chevrolet Corvette Z06 (SS)	46.851 (4.0)	44.408 (3.0)	39.281 (1.0)	39.460 (1.0)	97.042
6		Laura Moleker	2004	2004	Chevrolet Corvette (SS)	40.722 (0.0)	40.967 (1.0)	62.580 (4.1)	66.160 (1.2)	93.608

S2 - Stock 2 (BS, CS, ES)

1	T	Jerry Lee	24	1999	Porsche Boxster (BS)	53.845 (1.1)	42.215 (2.0)	39.255 (0.0)	38.038 (0.0)	100.000
2	T	John Lee	324	1999	Porsche Boxster (BS)	41.317 (0.0)	44.993 (3.0)	38.5		

SM - Street Mod

1	T	Brad Greco	114	1994	Honda Civic	51.905 (2.0)	DNF (0.0)	67.168 (0.2)	45.165 (0.0)	100.000
2	T	Trevor McDermott	141	1994	Honda Civic Si	64.904 (0.0)	48.867 (0.0)	46.232 (0.0)	46.764 (0.0)	97.694
3	T	Tony Lemon	40	1995	Honda Civic	48.690 (0.0)	47.372 (0.0)	46.689 (0.0)	49.017 (1.0)	96.750
4		Steve Altwood	7	1992	Nissan Sentra SE-R	48.957 (0.0)	49.218 (1.0)	46.877 (0.0)	46.715 (0.0)	96.684
5		Geoff Clark	21	2003	Mitsubishi Evo 8	63.687 (1.1)	51.148 (1.0)	48.790 (1.0)	47.089 (0.0)	95.916
6		Greg Downing	10	1989	Mazda 323 GTX	49.865 (0.0)	60.815 (0.1)	50.716 (1.0)	48.131 (0.0)	93.840
7		Jason Merritt	54	1989	Nissan 240sx	53.169 (0.0)	52.417 (1.0)	63.885 (2.1)	50.405 (1.0)	89.604

SM2 - Street Mod 2

1	T	Dieter Bekli	90	1990	Mazda Miata	48.226 (0.0)	47.412 (0.0)	46.202 (0.0)	45.518 (0.0)	100.000
2	T	Mark Snell	159	2003	Nissan 350Z	49.757 (0.0)	48.531 (1.0)	46.175 (0.0)	46.059 (0.0)	98.825
3		Jared Floyd	39	2002	Honda S2000	54.377 (0.0)	50.105 (0.0)	48.512 (0.0)	48.257 (0.0)	94.324
4		Benjamin Krueger	88	1992	Toyota Turbo MR2	52.720 (0.0)	53.689 (0.0)	52.811 (0.0)	53.002 (0.0)	86.339

STS - Street Touring

1	T	Jeff Graham	22	2000	Subaru Impreza RS	62.839 (1.1)	50.530 (1.0)	48.931 (1.0)	47.978 (0.0)	100.000
2	T	Des Toups	18	2001	Ford Focus	64.332 (0.0)	50.707 (0.0)	49.399 (0.0)	59.419 (0.0)	97.123
3	T	Jason Spore	13	2001	Acura Integra	62.613 (1.1)	51.439 (1.0)	49.491 (0.0)	56.210 (4.0)	96.948
4	T	Drew Hanft	62	1995	Honda Civic	63.384 (2.0)	55.592 (2.0)	51.419 (0.0)	49.517 (0.0)	96.892
5		Scott Brenaman	21	1991	Acura Integra	67.381 (1.1)	54.219 (2.0)	53.578 (2.0)	49.973 (0.0)	96.008
6		Nick Ruiz	8	2001	Ford Focus ZX3	53.467 (0.0)	53.855 (1.0)	50.328 (0.0)	57.103 (4.0)	95.331
7		Kim Little	26	1995	Honda Civic	53.836 (0.0)	52.984 (0.0)	52.009 (0.0)	50.891 (0.0)	94.276
8		Charles Morrill	19	1998	Subaru Legacy GT	57.581 (1.0)	52.575 (0.0)	62.100 (1.0)	56.975 (2.0)	91.255
9		Richard Johnson	93	1993	BMW 325is	55.078 (0.0)	53.871 (0.0)	53.605 (0.0)	54.257 (0.0)	89.501
10		Galen Rockenbach	5	1988	Honda Accord	95.490 (0.4)	54.824 (0.0)	64.807 (0.1)	54.674 (0.0)	87.753

STX - Street Touring X

1	T	Adam Baxter	8	2002	Subaru WRX wagon	53.263 (1.0)	59.645 (0.1)	84.717 (2.3)	49.429 (0.0)	100.000
2	T	Eric Rust	41	2002	Subaru WRX	66.983 (0.1)	54.667 (2.0)	51.768 (0.0)	49.730 (0.0)	99.355
3		Garrett Bickerdike	14	2002	Subaru WRX	55.825 (1.0)	50.802 (0.0)	50.129 (0.0)	51.138 (1.0)	98.604
4		Kristi Brown	74	2004	Audi TT	85.603 (0.2)	54.201 (0.0)	60.354 (4.0)	57.534 (3.0)	91.195

T - Street Tire Class

1	T	Doug Mikko	57	2004	Subaru STI (ESP)	39.985 (0.0)	39.531 (0.0)	38.233 (0.0)	38.892 (0.0)	100.000
2	T	Shane Jensen	337	2002	VW GTI (GS)	39.490 (0.0)	39.667 (0.0)	41.123 (1.0)	38.961 (0.0)	98.131
3	T	Steve Scott-Quekett	24	2003	Mazdaspeed Protege (DS)	43.535 (1.0)	45.717 (2.0)	40.482 (0.0)	DNF (0.0)	94.444
4	T	Conor Durdy	6846	1985	Toyota MR2 (HS)	44.722 (1.0)	41.805 (0.0)	43.128 (1.0)	40.612 (0.0)	94.142
5		David Lewis	16	2004	Subaru WRX STI (ESP)	41.862 (0.0)	42.704 (0.0)	41.308 (0.0)	41.057 (0.0)	93.122
6		Jonathan Fischer	67	1999	Mazda Miata (CS)	42.878 (0.0)	42.260 (0.0)	43.813 (1.0)	42.714 (0.0)	90.471
7		Don Wooten	48	2000	Ford Focus ZX3 (HS)	43.346 (0.0)	50.054 (3.0)	42.350 (0.0)	44.154 (1.0)	90.279
8		Josh Schultz	66	1991	Toyota Mr. Two (ES)	45.760 (0.0)	45.051 (0.0)	42.889 (0.0)	42.818 (0.0)	89.292
9		Kurt Friedrich	77	2004	Mustang Cobra (ESP)	44.097 (0.0)	42.877 (0.0)	45.929 (1.0)	43.422 (0.0)	89.169
10		Gabriel De los Angeles	143	1991	Toyota MR2 (ESP)	48.388 (0.0)	48.105 (0.0)	59.577 (1.1)	45.558 (0.0)	83.922

TL - Street Tire Ladies

1	T	Kimm Jensen	33	2002	VW GTI (GSL)	42.495 (0.0)	43.890 (1.0)	54.215 (1.1)	42.079 (0.0)	100.000
2		Valarie Scott-Quekett	42	2003	Mazdaspeed Protege (DSL)	47.422 (1.0)	46.103 (1.0)	43.560 (0.0)	42.825 (0.0)	98.255
3		Kaike Wheeler	144	1997	Honda Prelude (SM)	52.678 (0.0)	49.671 (0.0)	47.513 (0.0)	46.972 (0.0)	89.588

PAX - PAX Index

1	T	Alan Dahl	99	1999	Mazda Miata (CS)	50.454 (6.0)	39.253 (1.0)	40.170 (2.0)	36.638 (0.0)	100.000
2	T	Keith Brown	37	2002	MINI Cooper (HS)	41.332 (2.0)	37.248 (0.0)	36.700 (0.0)	36.854 (0.0)	99.831
3	T	Kevin Dietz	137	2002	BMW Mini Cooper (HS)	38.047 (0.0)	36.925 (0.0)	36.754 (0.0)	40.705 (2.0)	99.684
4	T	Glen Hernandez	125	2003	BMW 330Ci (DS)	39.671 (1.0)	38.873 (1.0)	40.595 (2.0)	36.859 (0.0)	99.400
5	T	Fastrike Lillejord	19	2003	Toyota Celica GT (GS)	38.262 (0.0)	38.995 (1.0)	37.293 (0.0)	36.901 (0.0)	99.287
6	T	Mich Lewis	198	1999	Mazda Miata 10AE (CS)	41.005 (1.0)	41.731 (2.0)	39.171 (1.0)	37.167 (0.0)	98.577
7		Karl Coleman	140	1993	Toyota MR2 (ES)	37.530 (0.0)	39.413 (1.0)	38.798 (1.0)	37.273 (0.0)	98.295
8		Ron Bauer	190	2004	Mazda RX-8 (BS)	42.475 (2.0)	46.045 (4.0)	43.623 (3.0)	37.408 (0.0)	97.942
9		Shelbi Zigler	194	2003	Celica GT (GS)	41.897 (2.0)	38.177 (0.0)	37.572 (0.0)	39.055 (1.0)	97.514
10		Mike Leaty	24	1993	Toyota MR2 (ES)	38.595 (0.0)	38.442 (0.0)	37.851 (0.0)	38.042 (0.0)	96.795
11		Jerry Lamb	25	2003	BMW 330ci (DS)	62.093 (3.1)	40.647 (1.0)	38.344 (0.0)	38.081 (0.0)	96.211
12		Stacey Mollerker	18	2004	Chevrolet Corvette (SS)	38.133 (0.0)	41.088 (2.0)	38.477 (1.0)	38.530 (1.0)	96.080
13		Jake Nygaard	17	2003	Subaru Impreza WRX (DS)	42.723 (2.0)	38.298 (0.0)	42.398 (2.0)	38.330 (0.0)	95.665
14		Joe Goeke	94	2000	Honda S2000 (BS)	40.570 (0.0)	38.765 (0.0)	48.521 (1.0)	50.445 (1.0)	94.511
15		Eric Hanson	54	1994	Porsche RS America (BS)	41.536 (0.0)	40.873 (0.0)	39.413 (0.0)	40.315 (0.0)	92.959
16		Dick Willy	30	2004	Subaru Sti (AS)	45.364 (0.0)	41.360 (1.0)	41.400 (1.0)	42.711 (2.0)	88.588
17		Anna Goeke	64	2000	Honda S2000 (BS)	49.937 (1.0)	41.919 (1.0)	49.000 (0.1)	43.883 (1.0)	87.402
18		Annie Bauer	109	2004	Mazda RX8 (BS)	57.165 (3.1)	49.961 (5.0)	44.739 (3.0)	43.165 (2.0)	84.879

NSPAX - Non-Stock Pax

1	T	Greg Fordahl	128	2004	Porsche GT3 (ASP)	38.319 (0.0)	37.208 (0.0)	36.978 (0.0)	36.560 (0.0)	100.000
2	T	Val Korry	2	2004	Porsche GT3 (ASP)	44.074 (0.0)	45.388 (2.0)	41.908 (1.0)	39.025 (0.0)	93.684
3		Quinn Campbell	991	1998	Ford Mustang (SM2)	48.172 (0.0)	41.034 (0.0)	40.395 (0.0)	42.284 (1.0)	90.505
4		Christopher Imbeau	1270	2003	Mitsubishi Evo 8 (ESP)	43.049 (0.0)	55.321 (2.1)	40.605 (0.0)	41.434 (1.0)	90.036

NSPAXL - Non-Stock Pax Ladies

1	T	Betty Rubble	29	2005	Mitsubishi Lancer (ESP)	49.455 (4.0)	40.837 (0.0)	42.416 (1.0)	40.169 (0.0)	100.000
2		Lou Ann Christensen	40	1995	Honda Civic (SML)	55.078 (0.0)	41.828 (0.0)	43.269 (1.0)	44.869 (2.0)	96.034

NOVAM - Novice AM

1	T	Alec Osenbach	49	2002	Subaru Impreza	67.343 (0.1)	50.895 (0.0)	49.841 (0.0)	54.200 (1.0)	100.000
2	T	Willie Bustillo	26	2004	Subaru STI	55.657 (1.0)	52.322 (0.0)	51.305 (0.0)	50.816 (0.0)	98.081
3	T	Dave Wise	104	2004	Subaru STI	65.053 (1.1)	53.714 (1.0)	61.792 (0.1)	51.522 (0.0)	96.737
4	T	Zander Noster	503	2003	Mini Cooper S	55.815 (0.0)	54.045 (0.0)	53.695 (0.0)	52.857 (0.0)	94.294
5	T	Reuben Krofft	54	1990	Toyota Celica	53.248 (0.0)	79.671 (2.1)	69.250 (3.0)	53.470 (1.0)	93.602
6	T	Jason Shinn	777	2003	Nissan Sentra SE-R Spec-V	55.705 (0.0)	54.292 (0.0)	53.489 (0.0)	67.407 (2.1)	93.190
7		Rickey Carlson	96	1990	Mazda Miata	58.130 (0.0)	54.460 (0.0)	60.551 (0.0)	54.237 (0.0)	91.895
8		Michael Eddington	505	2002	Audi TT	79.090 (0.2)	59.625 (1.0)	54.630 (0.0)	57.176 (2.0)	91.234
9		David Cooper	84	1988	Toyota Celica	57.327 (0.0)	56.742 (0.0)	57.232 (1.0)	55.383 (1.0)	89.998
10		Nathan Klein	82	1998	Dodge Stealth	57.110 (0.0)	61.225 (0.0)	64.742 (0.1)	61.068 (1.0)	87.272
11		Kevin Flick	502	1975	BMW 280Z	61.223 (0.0)	60.945 (0.0)	59.289 (0.0)	57.929 (0.0)	86.038
12		Ben Cuyke	74	1995	Mazda Miata	66.995 (0.0)	66.498 (2.0)	58.240 (0.0)	58.377 (0.0)	85.579
13		Alan Frazier	92	1984	Pontiac Fiero	61.253 (0.0)	60.638 (0.0)	58.632 (0.0)	59.991 (0.0)	85.005
14		Tim Pavolka	504	1975	Datsun 280Z	81.531 (0.2)	70.625 (0.1)	59.980 (0.0)	58.689 (0.0)	84.933
15		Mike Dawson	53	2004	Honda S2000	61.831 (0.0)	59.918 (0.0)	60.155 (0.0)	58.731 (0.0)	84.863
16		Alex Eddington	1019	1981	Fiat X1/9	59.142 (0.0)	68.228 (0.1)	68.994 (0.1)	78.903 (1.2)	84.273
17		Daniel Knight	506	2005	Nissan Sentra	60.119 (0.0)	59.635 (0.0)	64.564 (1.0)	60.195 (1.0)	83.577
18		Steven Ormstead	48	2002	Toyota Celica	62.489 (0.0)	61.629 (0.0)	60.018 (0.0)	69.718 (2.0)	83.048
19		Stephen R. Miller	371	2004	Subaru WRX STI	69.609 (0.0)	69.775 (1.0)	63.442 (0.0)	62.692 (0.0)	79.539
20		Chris Park	888	2004	Subaru Sti	65.237 (0.0)	72.155 (3.1)	65.297 (0.1)	64.584 (1.1)	77.172

NOVPM - Novice PM

1	T	Alex Amaral	89	1992	Toyota MR2	58.712 (0.0)	53.014 (0.0)	51.774 (0.0)	69.016 (1.0)	100.000
2	T	Scott Coman	151	1992	Honda Civic	53.589 (0.0)	52.678 (0.0)	52.089 (0.0)	62.923 (1.0)	99.491
3	T	Josh Kinney	38	1989	Nissan 240sx	57.612 (2.0)	55.764 (1.0)	53.441 (0.0)	54.349 (0.0)	96.881
4	T	Erik Sargent	50	1985	Toyota Corolla	56.379 (0.0)	54.740 (0.0)	54.161 (0.0)	53.934 (0.0)	95.995
5		Steven M	143	1995	Acura Integra	60.205 (2.0)	57.184 (1.0)	55.707 (0.0)	54.148 (0.0)	95.616
6		Nam Huynh	1587	1985	Toyota Corolla SR5	57.753 (0.0)	56.534 (0.0)	57.709 (1.0)	55.119 (0.0)	93.931
7		Ben Trigg	7775	1988	BMW M5	62.085 (2.0)	57.146 (1.0)	57.641 (3.0)	55.365 (2.0)	93.512
8		Lucas Perez	85	1985	Toyota Corolla	59.670 (0.0)	58.033 (0.0)	57.075 (0.0)	56.165 (0.0)	92.180
9		Kwan Guam	998	2004	Subaru WRX	74.894 (0.1)	57.305 (0.0)	56.223 (0.0)	57.037 (0.0)	92.087
10		Jeff Lindner	222	1990	BMW 325i	57.231 (0.0)	57.195 (1.0)	62.034 (4.0)	56.410 (1.0)	91.782
11		Huy Bourn	555	1985	Toyota Corolla	60.192 (0.0)	57.807 (0.0)	58.322 (0.0)	56.702 (0.0)	91.309
12		Schuyler Huls	421	1997	Honda Prelude	64.812 (0.0)	62.759 (0.0)	59.344 (0.0)	57.775 (0.0)	89.613
13		Waihung Fu	39							

Memories of Topeka, 2004

73 NWR drivers return with 32 Solo II National trophies

BY DENISE WILLIAMSON

Neither heat nor pouring rain nor two lightning delays could stop the powerful Northwest Region drivers at the 2004 SCCA Solo II Nationals as they once again brought home many trophies.

What was interesting was who brought home the trophies and what places they took. Although the more familiar drivers did quite well, many other talented NW drivers were also successful.

With 49 entrants, B Stock was one of the largest classes this year. Annie Bauer was crowned new BSL National Champ, while drivers Ron Bauer, Andrew Howe, Joe Goelke and Steve Hui all drove S2000s and all won coveted cigar boxes. This was Hui's fourth trip driving his fourth car, but it was his first trophy. Even though he was all business at Nationals, he still made time beforehand to watch the ProSolo F finale, especially SM2.

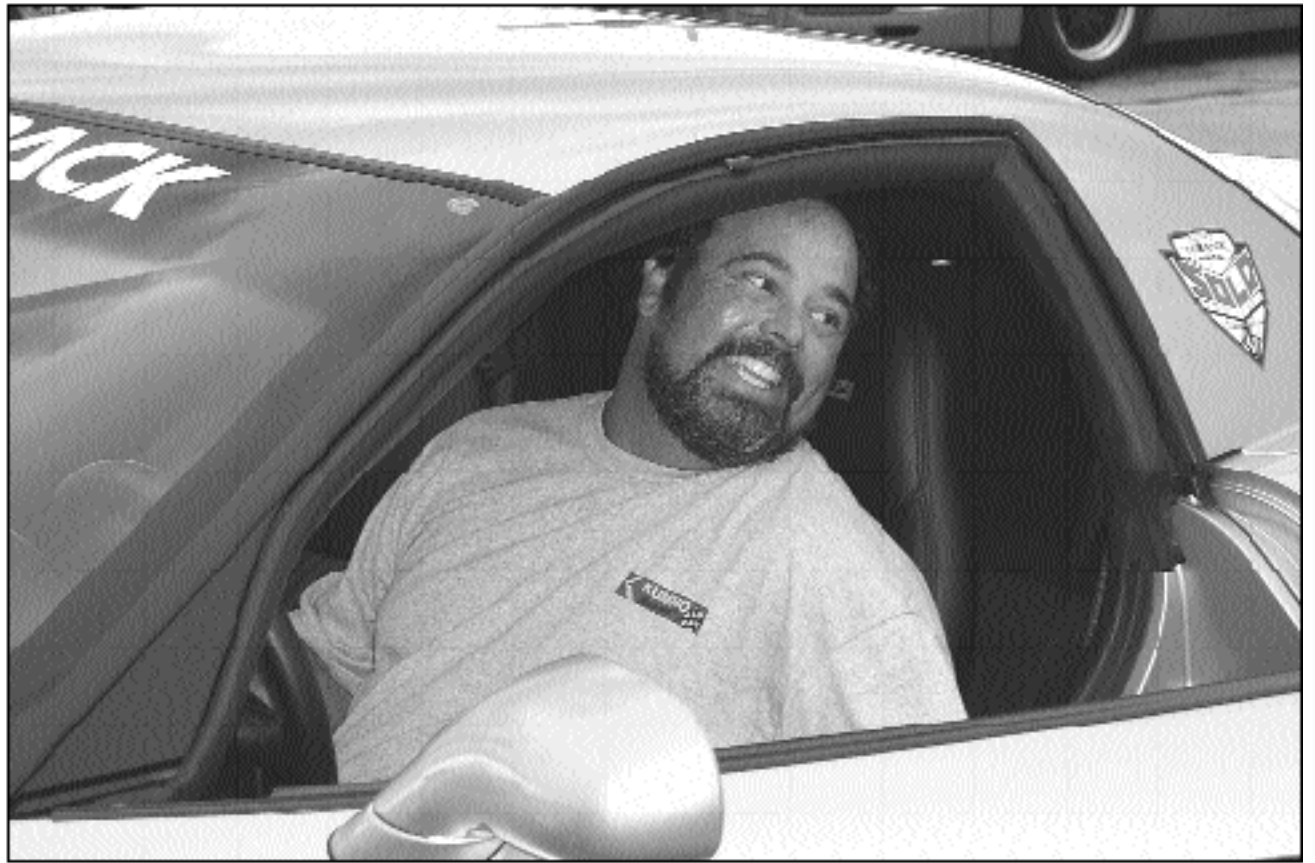
"The finale was a nail-biter," he said, "better than the last few movies I've seen." That either says a lot about the finale, or a lot about movies.

CSP was another large class with 35 drivers, but that didn't deter Gladstone, Ore.'s, Jim Daniels any. He won fourth place, and was out of third by .003 seconds. This was Daniels' fifth trophy in seven years at Nationals. He had the additional duties of being co-Chief of Timing, but that sure didn't slow him down.

Daniels also found that being pitted next to "Team Blender Blaster" to be rather memorable.

2004 was Tami Daniels' first year in CSP1, and she won second place. It was her fifth trip and her third trophy. Even though she will be able to look at her trophy all year, her other favorite part of this year's Nationals was "getting to be up close and personal with lightning." Yikes! Maybe that's what made her drive so fast!

Although DP may not be as well known as other classes, there was plenty of drama in Larry and Chris Imbeau's grid. This year was Chris' fifth trip to Nation-



Duck Allen photo

Stacey Mollerer returned to his Granite Falls home with the Super Stock National trophy. In the same Corvette, his wife Laura took third place in SSL while Kevin Dietz of Federal Way took fourth in SS.

als and his fifth trophy, but it wasn't easy. Going into Day 2, Chris was in fifth place. After his first run, he dropped to 16th place. His second run put him into fifth place, and his last run lifted him up to third and a trophy. Maybe having Mrs. Larry Imbeau and Mrs. Chris Imbeau make the trip to Topeka was good luck. Or was it that spanky new paint job on the MG?

D Stock was a highly anticipated class to watch. All eyes were on Mark "The Alien" Daddio and his SRT-4. Although his dragging exhaust only resulted in one DNF'd run, it didn't make any difference. While everyone was watching the SRT-4, four other drivers bested

him. One of those drivers was the NWR's (and National's Chief of Grid) Glen Hernandez, who won second place in Jerry Lamb's BMW 330Ci. In Hernandez's 12 years at Nationals, he has driven six cars and won nine trophies. He and Lamb were really glad they brought rain tires, as it rained on Day 2.

Lamb's most memorable moments may have occurred at the "drivers' meetings," but Hernandez says he will fondly remember the golf cart wheelies performed by certain Super Stock participants in the vicinity of the now infamous Team Blender Blaster.

There were new and almost-new NWR faces at Nationals in GS-GSL this year. "Team Pajama" (comprised of Shelbi Zigler and Mike Lillejord) made the trip in Zigler's yellow 710-clad Celica. On this (his first) trip to Nationals, Lillejord won third, but Zigler may have had the advantage (she also went in '95) when it came to the overall event experience and the post-event socials. Look for her again next year, but don't assume it will be in a yellow car....

H Stock was a challenging class, but that didn't stop Keith Brown, who is now the 2004 National Champ. Brown had won two other trophies in three prior trips to Nationals, but this was his first championship. Keith is one of the rare drivers who really steps it up at Nationals. Also trophying in this class were Alan Dahl (fourth) and first-timer (and Brown co-driver) Abe Douglas (fifth). Dahl is right up there when it comes to most NWR trips to Nationals (14), cars driven (eight), and trophies won (nine). Despite being such a familiar face at Nationals, he may be best known for his autocross video work and WWSSC Web site innovations.

Greg Fordahl, Leeds Gulick, Geoff Newman, Jeff Barstow, Jodi Fordahl and LiNay White made a strong presence in ASP-ASPL, with Greg and Jodi Fordahl winning trophies for third and second place respectively in Val Korry's Porsche GT3.

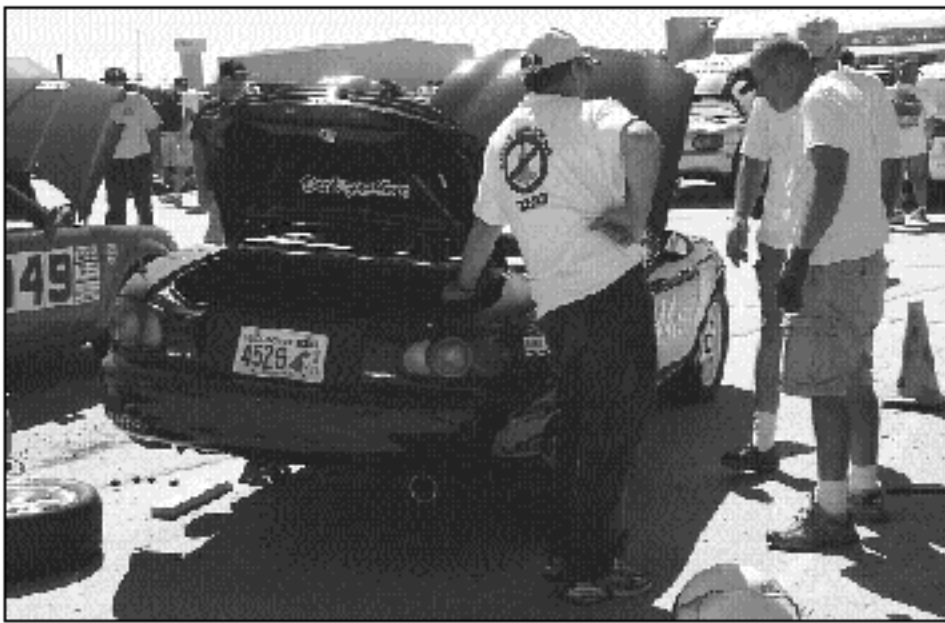
All three of the NWR drivers in BSP-BSPL were successful for yet another year. Bill Beutow, L.J. Moffett and Angela Moffett (National Champ) all trophyed in the Moffetts' purple Corvette.

DM-DML had smaller classes, but NWR was successful nonetheless with Ron Babb, Bud Bohrer and Karen Babb (National Champ) standing on the podium.

The NWR got four more trophies in SS-SSL. Stacey Mollerer is the 2004 National Champ, while co-driver Kevin Dietz (fourth), wife Laura Mollerer (third) and Idaho resident Scott Troyer brought home the rest.

Other NWR trophy winners include Karl Coleman (fourth ES), Dick Willy (ninth ES), Tristan Kotzian-Coulter (second FSL), Sean Green (ninth FSP), Scotty White (fourth SM2), Ryan Carag (fifth SM) and Tony Capri (11th SM).

All in all, the 2004 Nationals was well-attended by the NWR (73 drivers) and very successful, too (32 trophies). Will you be there next year?



Jerry Lee, Kyle Freiheit and Bill Freiheit (left to right) discuss track tactics while the Freiheit's get their Mazda Miata ready for another run in C Stock.

11th Annual Northern Pacific Convention January 7-8-9, 2005

Please use a separate form for each individual

Name: _____
 Address: _____
 City: _____ State: _____ Zip: _____
 Email: _____ Phone # (____) _____ day/evening
 SCCA Member #: _____ Region of Record: _____
 Area of Interest: Race Rally RallyCross Solo-I Solo-II

Specialty

Licenses Level

Special Positions (DA's, Chief of Specialty, HA's, RE's, Etc.)

Will you be staying at the ATLANTIS? YES NO
 What day do you plan to arrive at the hotel? January 6; January 7; January 8; I live in the Reno area
 Approximate Arrival Time? Before 11AM; 11AM; NOON; 1PM; 2-3PM; 4-5PM; 6-7PM; 8-9PM; After 9PM;
 What time on Sunday do you plan to leave the Convention? Before 8AM; 9-11AM; 12-1PM; 1-2PM; 2-3PM; 4PM

REGISTRATION

Early Bird Special Postmarked by December 8, 2003: \$75.00 (same price for 4+ years)
 After December 8, 2003 \$100.00

PAYMENT OPTIONS

Make checks payable to **NORPAC-SCCA** MasterCard & VISA Accepted
 Total enclosed \$ _____ Credit Card # _____
 Mail to: **NORPAC CONVENTION REGISTRAR** EXP Date ____/____/____ Total Amount \$ _____
 SHARON RAY Name on Card _____
 1718 SE KAINE Signature _____
 ROSEBURG, OR 97470

NO REFUNDS AFTER JANUARY 3RD, 2004.
 A \$25.00 FEE WILL BE APPLIED FOR CANCELLATIONS BETWEEN DEC 31 - JAN 3RD

Hotel reservations **MUST** be made directly with the **Atlantis Casino Resort** (800) 723-6500; A hotel form can be emailed, faxed, or mailed to the hotel. See region newsletters and websites for form. You must use the group ID **Sports Car Club of America** to get our special rates.

Deluxe Room Rates are: \$59.00 per night, Sunday - Thursday; \$69.00 per night, Friday - Saturday
 Concierge Tower Rates are: \$99.00 per night, Sunday - Thursday; \$109.00 per night, Friday - Saturday

All rates are subject to Washoe County room tax currently at 12%.... The rate is based on single and double occupancy, however a \$10.00 charge per person will apply should more than two persons occupy the room. Currently an energy fee is added at \$3.00 per night.

OREGON Use Only
 Date postmarked _____ Amount Received \$ _____ OX# _____ CC #/AFF# _____ OTHER _____

Solo 2 & I contacts

SOLO II

Assistant Regional Exec.
 Karl Coleman
 karlcoleman@attbi.com
 Home 425-235-9382

Deputy Assistant RE

Jerry Lamb
 jerry.lamb@adac.com

Solo II Secretary & Insurance

Gretchen Everett
 GEver18022@aol.com
 425-277-6044

Solo II Treasurer

LouAnn Christensen
 lchristensen@salishbodge.com
 425-681-7623

Chief of Course

Scott Miller
 jasker@comcast.net

Co-Chiefs of Registration

Erika Cowan (stock)
 eckowan@attbi.com
 206-200-3968
 Gretchen Everett (non-stock)
 GEver18022@aol.com

Chief of Tech

Keith Brown
 kb_so2@hoimail.com
 206-824-6826

Chief of Grid

Trever McDemott
 trever_mcdemott@hoimail.com
 Glenn "Hurricane" Hernandez
 mehurrane@hotmail.com

Chief of Waivers

Shelbi Zigler
 szigler411@hotmail.com

Chief of Workers

Terri Johnson
 streamodchick@hoimail.com

Chief of Scoring

Jodi Fordahl
 jodi@fordahhotosports.com
 Home 360-479-0248

Co-Chiefs of Timing

Aaron Pailthorp (non-stock)
 apailthorp@msn.com
 Steve Roberts (stock)
 steven77@attbi.com

Novice Co-Chairs

Tom and Jodie LeCocque
 xraytobe@uno.com

SOLO I

Solo I Chairs

Kirk Saha re
 gjendle@olympen.com
 360-732-4956
 Susan Richie
 509-764-7257

Solo I Tech

Mike Currie
 1234 Merklein St #309
 White Rock, BC V4B 4B9
 604-536-0388

michael.laurie@telus.net

Solo I Web Master

Tammy Bekcher
 mceymata@trib-racing.com

Northwest Garage Sale Classifieds



RACE CARS FOR SALE

Van Diemen RF 97 FF2000 with 2000 Hi Nose and rear wings. Stored since 2000. Total of 16 races. Never been scratched or damaged. Original gel coat. Triple Penskes, Quick Silver Pro, HiTech exhaust, Taylor gearbox, Fast Forward, Comprenit adj sway bar, OZ's, BBS, SPA, Pennon. Huge spare package. This is the finest RF97 available. \$19,950 complete. 253-405-2646 or e-mail dennislpeters@earthlink.net for photos and equipment list. 11/04



1988 Porsche 911 Track Car and/or high-performance street car Developed as SCCA PCA4 stock class racer. Class winner SCCA NWR 2002 and 2003, and SCCA Oregon Region in 2002. 20 track hours since overhauled, balanced. Big Red Brembo brakes. Double-adjustable dampers all around. Fully-track ready. To be street legal, car needs catalytic converter, front wiring of turn signals and horn. More details and pictures at www.jones-racing.com/for_sale.htm Asking \$30,000 o.b.o. Casey Jones at 360-638-2489 or cjones@sage-solutions.us. 11/04



SCCA American Sedan Third-generation Camaro. National/Regional winner. 1.5 hours on pro-built engine, all Aeroquip, 22-gallon cell, eight wheels, new rain tires, fire system, pro cage, four-wheel double-adjustable shocks and weight. All the best parts. Excellent maintenance. Fast and legal. Ready to race. More Pictures and specs, e-mail ronmcduffie@comcast.net or call 206-542-1966. 10/04

TRAILERS

1989 FRP gooseneck trailer. 44 feet with lounge, sink, water, microwave, fridge, dinette, closet. Three 7,000 lb. axles. Recent brakes. Good tires. Workbench. Hydraulic landing gear. \$6,000. Mike at 425-308-2660 days, 360-652-0880 evenings and weekends. 11/04



2002 Haulmark Elite II Race Trailer. 24 Ft. Enclosed. Very good cond, <5,000 miles. Dual axles, Goodyear tires (+ spare) Elec. brakes. Rated 10,000-lb. GVW. Weight equalizers and anti-sway bar. Electric Winch w/remote controller. Racks for 4 fuel jugs and racing jack. Two E-tracks both sides for securing stuff. Asking \$6,500. Photos, details at www.jones-racing.com/trailer.htm. Contact Casey Jones at 360-638-2489 or cjones@sage-solutions.us. 11/04

HELP WANTED

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

SERVICES

Race Car storage available near Northgate. Clean and dry concrete building. Only \$100 per month for small cars. Don't wait. I only have nine more spots. Call Brad Green 206-979-1503. 11/04

CLASSIFIED AD RULES

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. 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. 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 next issue is Monday, Dec. 13.

Assistant Regional Executive for Rally and Worker Coordinator
John Nipel
360-357-3207
chiefofcontrols@juno.com
N7 PDC

NorPac ProRally Steward
John Forespring
Work: 360-943-2191
Fax: 360-956-9041
rallyhq@juno.com

NWR Rally Contacts

Divisional Safety Steward-Rally
Rich Olmstead
360-574-8593

NWR/NorPac Division Points Keeper
Kevin Poirier
503-556-0908
roadrally@oregonrally.com

Communications
Lee Chambers
K7SS@arrl.net
K7SS
Alex Hillstrand
pergatory@page.matrix.net
KD7RAX
Paul Taylor
paultk7@hotmial.com
KC7LA

Emergency Medical Coordinator
Kevin Needham
360-352-1657
rallycraft@aol.com
cw7lda@aol.com

NWR Rally Web Coordinator and Press Liaison
Jim Culp
360-459-7755
jim@prorallypix.com
www.ProRallyPix.com

NWR Race Contacts

ASSISTANT RACE
Dan Carcano
206-838-0094
dan@waterfrontconstruction.com

Assistant chief
Jay Bratton
11674 132nd Ct. NE
Redmond, WA 98052
425-822-0568
jaybratton@comcast.net

STARTER:
Mike Lawler
14847 Van Ave. SE
Monroe, WA 98272
360-794-4835
JMLRacing@msn.com

FLAGGING:
Mike Evans
18419 SE Wax Rd.
Kent, WA 98042
253-630-3480
michael.d.evans@boeing.com

COMMUNICATIONS:
Carol Wilhelm
165 Maritime Dr.
Port Angeles, WA 98362
253-670-2066 or 360-417-8841
gwillhelm@att.net

TIMING & SCORING:
Sherr Masterson
1616 Gregory Way
Bremerton, WA 98337
360-479-6082
Cell 360-710-2291
kc7wec@yahoo.com

SCRUTINEERING:
This Position Open

PRE-GRID:
Margie Swanson
154 Idylwood Dr. SE
Salem, OR 97302
503-585-9650
naswanson@aol.com

Pre-Grid Assistant:
Scott Sesin
P.O. Box 958,
Tenino, WA 98589
360-357-5169

PIT LANE:
Ray Mortensen
19831 208th Ave. SE
Renton, WA 98058
425-226-5955 (Business)
ray@performancepex.com

Pit Lane Assistant:
Lorrie Mortensen
19831 208th Ave. SE
Renton, WA 98058
425-432-5214
Cell 206-355-8443
lorrie@performancepex.com

EMERGENCY:
Dan Mirkovic
21912 SE 35th St.
Sammamish, WA 98075
425-557-0283
dmirkovic@comcast.net

REGISTRATION:
Karen McCoy
033 SW Richardson St.
Portland, OR 97239
971-544-1378 (home)

SOUND CHIEF:
This position open
Sound Assistant:
John Forespring
1405 Harrison Ave. #203
Olympia, WA 98502
360-456-2875
rallyhq@juno.com

TROPHIES:
Joan Manley
301 160th Ave. NE
Bellevue, WA 98008-4343
425-747-3407
fma9575983@aol.com

MERCHANDISE:
Julie Anderson
34722 Fourth Place S.
Federal Way, WA 98003
253-921-5044
mercedes98032@aol.com

RACE CHAIRMAN:
Ken Jones
10125 35th Ave. SE
Everett, WA 98208
425-338-2198
vintageracer@worldnet.att.net

COMPETITION DIRECTOR:
Dave Gaylord
25405 103rd Ave. E.
Graham, WA 98338
253-846-1688
mvracing@aol.com

Competition Assistant Director:
Michael Lord
michaellord@qwest.net

POINTS KEEPER:
Linda Grass
24529 13th Pl. S.
Des Moines, WA 98198
206-824-4558
rhgrass@aol.com

WORKER LICENSES:
Tania Barnes-Titus
P.O. Box 924
Orting, WA 98360
360-893-2455

DRIVER SERVICES:
Joan Manley
301 160th Ave. NE
Bellevue, WA 98008-4343
425-747-3407
fma9575983@aol.com


RACE NEWS EDITOR:
Kurt Batdorf
11220 Walker Rd.
Mount Vernon, WA 98273
kurtbatdorf@earthlink.net



Membership Application

Northwest Region

50th Anniversary 1953-2003



Dear Prospective SCCA Member:
To apply for membership in the Sports Car Club of America, the world's largest member participation automotive organization, please complete the form below in full and return, with payment, to your region of the SCCA Membership Department, P.O. Box 79400, Topeka, KS 66619-0400

PLEASE PRINT OR TYPE

Name _____ Birthdate ____/____/____

Address _____ Telephone (____) _____

City _____ State _____ Zip _____ County _____

E-mail _____

Single Married Spouse's Name _____ Birthdate ____/____/____

Spouse Member Number (if Current Member) _____

IF APPLYING FOR FAMILY MEMBERSHIP (husband/wife and children) list names and ages of children under age 21

03 Name _____ Birthdate ____/____/____

04 Name _____ Birthdate ____/____/____

05 Name _____ Birthdate ____/____/____

06 Name _____ Birthdate ____/____/____

Have you been an SCCA member before? No Yes Year _____ Previous Member No. _____

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"/> Reg. (or) Member	\$50.00	Regular Member	\$ 20.00	= \$ 70.00
03 <input type="checkbox"/> Spouse Member	\$ 15.00 +	Spouse Member	\$ 5.00	= \$ 20.00
10 <input type="checkbox"/> Family Membership	\$ 85.00 +	Family Membership	\$ 25.00	= \$ 110.00
<input type="checkbox"/> First Gear	\$ 25.00 +	First Gear (Reg. dues)	\$ 20.00	= \$ 45.00
(you must be under _____)				

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 (12/24 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 to confirm meeting times and dates.

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 Supps Meeting DATE CHANGE	16	17	18	19	20
21	22	23	24	25 Thanksgiving	26	27
28	29	30			NOVEMBER	
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
DECEMBER						
5	6 NWR Board Meeting	7	8	9	10	11 Race Awards Banquet
12	13	14 Solo 2 Committee Meeting	15	16	17	18
19	20	21	22	23	24	25 Christmas
26	27	28	29	30	31	

NORTHWEST
SPORTS CAR NEWS

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

PRESENTED
STANDARD
U.S. POSTAGE
PAID
OLYMPIA, WA
PERMIT NO. 624

NORTHWEST
SPORTS CAR NEWS

RACE RALLY SOLO
FIFTIETH ANNIVERSARY
NWR
THE FRIENDLY REGION

The Official News Source of SCCA's Northwest Region

www.nwr-scca.org

Nov.-Dec. 2004

NORPAC convention Jan. 7-9 in Reno

BY BERNICE STANLEY
Oregon Region Convention Chair

It's getting very close to the 2005 NorPac Convention. This year in Reno, Nevada, there will be a great gathering of national staff members.

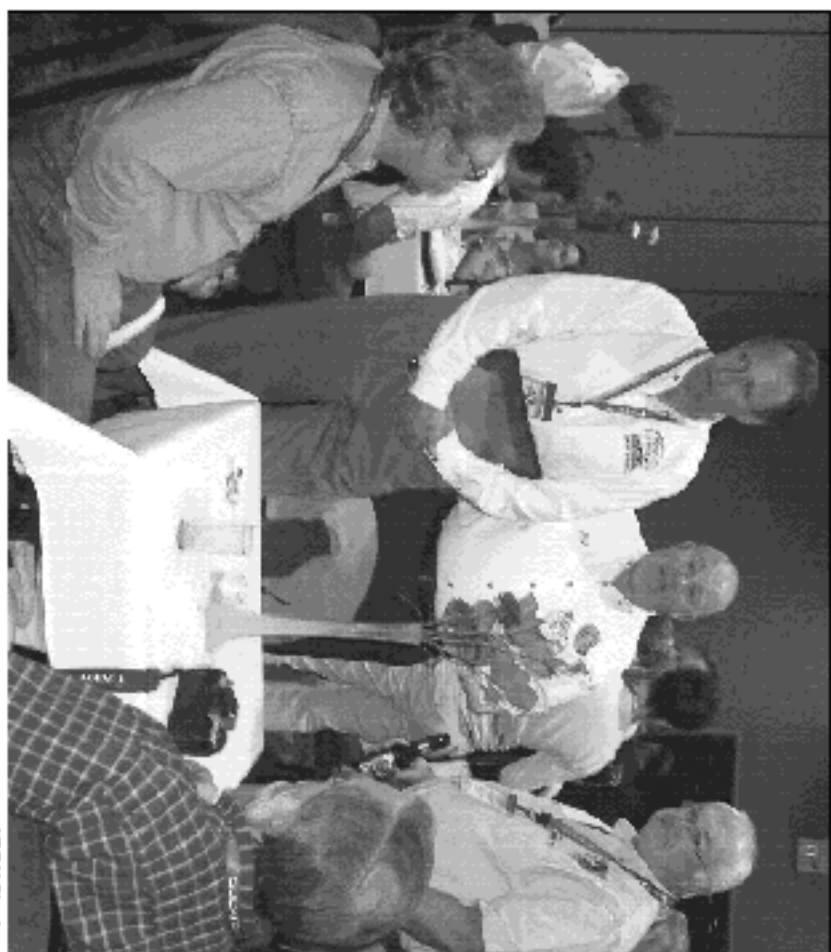
If you've wanted to meet them and haven't had a chance, come on to the Reno Convention for NorPac Division. They will hold meetings with the individual groups. If you have questions on new items or old ones, the NorPac Convention is a good place to get an answer.

We are going to have speakers for Race, Rally and Solo I and II. These will be varied from the management level, to the official, crew and driver levels. Please go to your Web page and look under the convention or the NorPac logo to see what is put together for the convention. It is updated each week when something is added to the info for the convention.

If you would like to do a presentation, e-mail me at tpdstitches@msn.com. I will need the name of your seminar and what it will be about. We have one-hour time frames for each seminar, for about a 55-minute discussion. Solo II is still missing titles for presentors and volunteers to perform the seminars. For rally members, a lot of your National Staff will be giving seminars.

Sign up for the fun and register to stay for the event at the Atlantis. The registration form is on Page 10 of this issue of Northwest Sports Car News.

When: Jan. 7-9, 2005
Where: Atlantis Casino Resort, Reno Nevada.



Northwest Region Rally RE John Nispeil (left) chats with SCCA President and CEO Steve Johnson (center left) at last year's NORPAC convention.

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.

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

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 Nispeil, crisis management; Dan Carthano and Julie Anderson, Solo I; and Mike Lawler and Jay Bratton, Ask Your DAI. Returning again this year is JoAnne Jenson 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. Preorders are encouraged.

For more information contact Oregon Host Region Chairman Bernice Stanley at 503-693-9087, tpdstitches@msn.com, fax 503-693-2501, or check the Web site at www.nwr-scca.org/convention.