

# NORTHWEST SPORTS CAR NEWS



The Official News Source of SCCA's Northwest Region

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## Local autocrossers dominate

### Former champs falter at The Tire Rack SCCA Solo Tour in Packwood

BY CURTIS KITCHEN  
SCCA staff writer

PACKWOOD — Many former SCCA Solo national champions competed in The Tire Rack SCCA Solo National Tour in Packwood on July 23 and 24, and some earned well-deserved wins. Others were brushed aside, however, proving once again that SCCA Solo is

the most competitive form of autocrossing in the world.

Though he has never won at The Tire Rack SCCA Solo National Championships, Federal Way's Kevin Dietz is no stranger to winning in SCCA Solo competition. Three-time champ Tom Kotzian, of Gladstone, Ore., found that out the

#### Full results

Please turn to Pages 4 and 5 for complete results from the Packwood leg of the SCCA Solo National Tour

hard way early on as Dietz, in the Jim's Detail Shop/K&K Racing 2003 Chevrolet Corvette Z06, was the only Super Stock driver to break into the 48-second range Saturday (48.630).

From there, Dietz battled some cone troubles on Sunday, but still took the win by 0.831-second over Kotzian's Trackside/Coachman Auto Body 2004 Corvette. Nathan Provo, of Ravensdale, Wash., finished third in a 2003 Corvette Z06.

In A Stock, two-time former champion Paul Eldund,

See **TOUR**,  
Continued on Page 3

### The Pacific Northwest Historics take Pacific Raceways' center stage over July 4 weekend

BY MARTIN RUDOW  
Vintage Drift editor

KENT — After two wet weekends earlier this spring had put a literal damper on track time, vintage racing drivers and fans were even more ready than usual for the annual Fourth of July Historics at Pacific Raceways.

It's the vintage racing group's biggest event, a three-day bash that attracts vintage racers from all over the West Coast. This year, the weekend's special salute went to the cars and drivers of the '50s, and sure enough, some very special 1950s cars from outside and inside the area showed up.

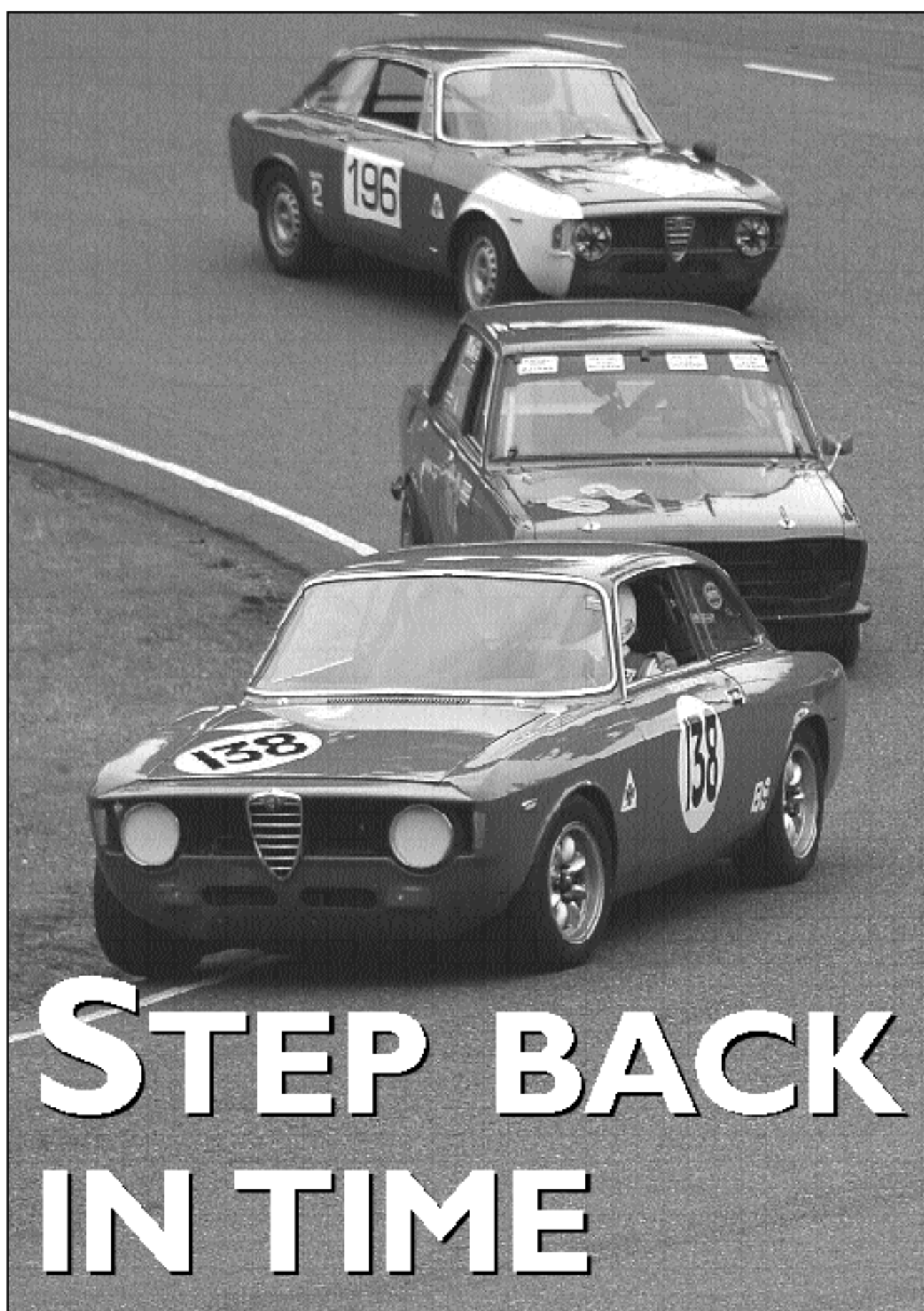
There was even a reception for drivers from the 1950s on Friday night, in which we saw such greats from the past as Pete Lovely, Dave Tatom and Jerry Grant entertain the audience with stories from the "old days." One of those "old" drivers even "double-dipped." Don Jensen got recognition Friday night as one of the top drivers from the '50s, then went out and raced at the top of the field all three days during the weekend.

After a cloudy day on Friday threatened to continue the rainy weather that has so plagued us this year, the rest of the weekend was sunny and warm and fans turned out by the thousands to see the cars they remember from years gone by. Production Porsches, Jaguars, Alfa Romeos, MGs, Austin Healeys and Triumphs, as well as the more exotic marques: Lotus, Elva, Ferrari and the open-wheeled cars, Formula 5000 down to the VW-powered Formula Vees.

But it was the specials from the '50s that really got the spotlight. Four Listers came up from the Southwest. These are the brutish English-bodied cars that accommodated small-block Chevy V-8s, Maseratis and Jaguar engines in their day, but they had to share the spotlight with a local Lister in the very competent hands of Tony Garmey. He showed all the out-of-state boys the way around the twisty 2.5-mile track in his own Chevy-powered Lister. Also looking good in this category was another English-bodied car with a big American engine under the hood, the 1955 Victress-Chev in the very capable hands of Jack Goffette. Frequently showing the bigger-engined boys the way around the track was the small Porsche-powered Cooper ("The Pooper"), in the hands of Cameron Healey. His races with Goffette were especially entertaining in a David vs. Goliath kind of way.

This event is a fundraiser for Children's Hospital, and how. It is the hospital's single biggest fundraising event of the year. Nearly \$500,000 was raised for

See **SOVREN**,  
Continued on Page 10



George Willet in his 1969 Alfa Romeo GTV leads Brian Meakings' 1969 Datsun 510 and Steve Schaeffer's 1965 Alfa Romeo GTA through Turn 3 at Pacific Raceways during SOVREN's Fourth of July weekend races. Below, Jon Shirley's 1960 Lotus 16 Formula Junior had the skinniest tires in the formula car race.

Jim Culp / www.pracaralypic.com



# Finances looking up for SCCA venues

Last month I spoke to you about the Spec Miata spec tire process. For those of you who have questions, the link off the SCCA Web site, [www.scca.org/\\_filelibrary/file/specmiata-tireprocess.pdf](http://www.scca.org/_filelibrary/file/specmiata-tireprocess.pdf), explains it more. While you're at the [scca.org](http://www.scca.org) Web site, please checkout the interactive screensaver. It's really neat.

Last month I also reported on online membership renewals. In June, this feature netted the club 309 new members. That is an average of 16 new members a day.

Financially, the subsidiary companies are doing well year-to-date. Enterprises is more than \$75,000 in the black and Pro Racing is tracking well above it budget. SCCA Inc. in May exceeded the projected budget by more than \$110,000 on the revenue side.

Another reminder, if you know of a club member who is serving on active duty overseas have them drop the home office in Topeka a line so they can get the military membership rate.

The theme for the 2006 convention in Kansas City will be "Fast-Forward >> Together." National office is in the process of looking for a new location for the 2007 convention. The poll of REs favored New Orleans or Las Vegas. We shall see. For the record, it costs around \$70,000 to put on this event, which is not a huge expense when one considers that this is a national "franchise" and sales meeting for more than 400 people.

National staff has hired Cindy Jansen as national Solo general manager. Her primary duties include coordination with host regions, supervision of other national Solo field staff and oversight of operations at

## Directly Duck

H "DUCK" ALLEN, AREA 13 DIRECTOR

events. This hire frees up Tasha Goodale to focus her efforts and experience on the national championships, regional projects and general office management. The site acquisition committee is almost in place. By the time you read this, National Tour will have been to Packwood July 23 and 24 and hopefully this event will have been a huge success.

The club-racing department is concerned that worker specialties are not regenerating, and the numbers of licensed workers is beginning to fall in some areas. Worker recruitment and retention should be priority No. 1. Current licensed worker numbers, by specialty, are: emergency 455, flagging and communication 2,644, pit and paddock 568, race control 1,365, radio tech 56, registrars 866, scrutineers-tech 642. These workers ply their skills at around 400 races a year. Club racing is also beginning the monumental task of restructuring the tow fund for 2006 (new location with new zones).

Do not be surprised if multi-year membership renewals come to pass soon. Also, if you are a close reader of Fastrack, you know by now that the directors voted on a ninth division for the 2007 race season. The Great Lakes Division will be the old Area Four.

The time trials (HPDE) program has yielded more

events than anticipated. Fifty-two events are on the 2005 schedule, compared to 32 held in 2004. Licensing and revenues associated with the time trials program are expected to show a nine percent increase this year.

The first level of the SFI test has been given to 61 club racing tech inspectors to date, with 75 percent passing. This SFI test is being used by 25 to 30 sanctioning bodies and is based a lot on the ASE certification tests.

The vintage rulebook is being rewritten. The goal is to have an electronic version debut online next year. We also expect to have FAQs about our competition programs online soon.

Harry Turner and the fine tech crew at World Challenge are now doing "electronic" engine seals (16 cars are participating). Could this be a wave of the future for club racing?

The SCCA foundation is looking into doing a teen driving program, possibly in conjunction with the BMW club. The 2006 safety symposium will include a review of what we have learned so far and an update on new findings in the area of driver personal safety. They will also begin to cover car construction, which will include welding and chassis construction.

The FIA Foundation has recently provided a grant to test the effects of airbags and helmet use. Staff will be traveling to the Delphi lab in Dayton, Ohio, to witness the testing. Stay tuned for results.

Until next month, Director Duck-Out.

Area 13 Director "Duck" Allen: [howduck@quest.net](mailto:howduck@quest.net).

# Cones quiver in anticipation of National Tour

June 18 and 19 brought us back to Packwood for a practice chaired by Jason Spore and Keith Brown and an event chaired by Jake Nygaard and Shalyn Morrow. The morning of the practice gave us a mini test of the new NWR ProSolo equipment. The afternoon practice was attended by about 60 people.

Sunday's event, the fifth in the Fordahl Motorsports Championship Series, went as smoothly as anyone could hope for. The course, which was FastMike Lillejord's first try at course design, was fun and consisted of a good mix of elements. As usual there were some very tight races, with four class winners winning by less than a tenth of a second. Those were Brent Vitolins over Aaron Pailthorp in S3, Wayne Reuter over Matt Lowell in NS1, Roger Champney over Mickey Hall in NS2 and Abe Douglass over Jason Spore in SPAX. Also as usual, the Babbs had fast time of day. The course must have suited the Mini Cooper Ss because the top three indexed drivers were all in Minis. Well, I suppose the drivers might have had something to do with it.

This year we've had a few newly christened event chairs and they have all done an excellent job. Everyone should express their appreciation to them because these events would not happen without them. We still have openings for event chairs for some of the later events of the year, so contact us if you're interested.

July 16 and 17 was the first ProSolo with our regional equipment. Alan Dahl was the chair and did an excellent job under trying conditions. There were about 60 contestants, which left us a little short of workers but gave us plenty of time to make things work.

## Cone? What Cone?

JERRY LAMB, ASSISTANT RE SOLO II

We uncovered a few problems such as wind-blown finish sensors, heat moving laser beams and electromagnetic interference on the start sensors. In spite of the problems we managed to get all 60 people their 12 class runs and run a ladies challenge with six contestants, a Northwest Challenge with 30 contestants and a Super Challenge with 16 contestants with only a single car unable to get all of their runs. None of this would have happened without the contestants who all worked whenever they were not running and the extraordinary efforts of our timing crew, especially Brett Wilson, Anna Goeke and Jodi Fordahl.

I'd also like to thank all of the people who stood out on black asphalt in the near 90-degree heat while we tried to get everyone their runs. Another unsung hero in this is Solo Safety steward Bob Forsberg who came out and spent the entire weekend as Safety Steward without even driving! We hope you all had fun. Please let us know if you want to do this again.

By the time you read this we will have had seven Evolution schools, all coordinated by Keith Brown.

Our biggest event of the year will be the Packwood National Tour on July 23 and 24. Karl Coleman and Scott Miller are the NT chairs. A week before the event there are about 200 people entered. Everything seems to be ready, so let's all have fun and drive well.

One more chief position has been filled! Dick Willy

has volunteered to be the non-stock chief of registration. Thank you Dick. Now we only need a chief of course.

This year, attendance seems to be down a little bit. One of the reasons cited is that we have a lot of two-day events that are out of town. One suggestion made is that we run Stock on one day and Non-Stock on the other. How this would work is that we would have a course that could be run in either direction. We would hold a practice in the morning on Saturday in direction A and the afternoon would be the Fordahl Championship Event for that half (e.g. Stock) in direction B. Then on Sunday we hold a practice in direction A with the other half Championship event in the afternoon.

The advantage to that is that someone could show up for just the afternoon and get their Series points without having to get up at the crack of dawn to drive to Packwood. The biggest disadvantages are that it puts more work on our Scoring Chief and it separates Stock and Non-Stock. If you ran on the Saturday half you could probably run in all four sessions.

What do you think about this? We may be trying this at our last Packwood event. We had a vote at our last committee meeting and decided it was worth trying. If you'd like to have input on how we run your club, please show up at the committee meetings. They are held the second Tuesday of the month (except September) at McGowan's in Renton at 7 p.m. If you have any other suggestions, please let us know.

See you on course!

Jerry Lamb, Assistant RE Solo II:  
[jerry.lamb@adac.com](mailto:jerry.lamb@adac.com).

# 'Grassroots' is regional racing's heart and soul

BY TOM MASTERTON SR.  
Montana Region

You know you hear that term "grassroots" bandied about these days but it takes us white-haired dudes, female and male, to truly understand the term. You see we come from an era when places like Portland International Raceway, Pacific Raceways, Laguna Seca and Sonoma did not exist. Nor did many other popular name tracks throughout the nation.

Being from the Midwest, I am not familiar with the airports and parks and streets on the West Coast that were begged for, or sweated for, so sports car racing could be held.

In the Midwest we had places like Wilmot, which was a ski resort parking lot. Boring, no features ... wrong! One spring, five new Can-am era cars came out to test on a temporary track on which they would never see fourth gear. Then there was Stuttgart, Ark., an airport course. Stuttgart was billed as the rice and duck capitol of the nation. And you found out why if you went off. The water table was just under the grass. How about Ponca City, Okla., and Fourth of July in the city park? Cambered roads, big trees and hay bales and hot, always hot. Lake Afton in Wichita, Kan., another city park, and thanks to Jack Hinkle and a few other good folks, racing went on. USRRC cars would show up there, including Cobras, a Cooper Monaco, a

## Guest Commentary

Maserati with Ford power, etc.

The challenge? Well the obstacles at times were formidable, the surface varied along with temperature. The driving was hard and fast on tires that we use to call Firerocks and Goodstones. And these grassroots courses all succeeded in their day because drivers, corner workers and service organization members sweated their hearts out to make it work. The community had a draw for the weekend, the service organization had funding money for their civic projects for the next year, and as for the SCCA we had a place to play.

Was it safe? Not by today's standards. Was it challenging for all involved? You bet. Were people hurt? Rarely. Was the racing exciting? Need you ask? Was it in our backyard? For some yes and for some a 400-mile tow was reasonable to go to a place to race. It was not unusual to leave work at 5 o'clock on Friday and be back there Monday morning on time. The big question is, would I do it again under those primitive conditions? Give me 20 minutes to pack my gear.

NASCAR brags about three-abreast racing. On an airport course, the straights are frequently wide enough for four, five or six abreast which then narrows down to a turn. Yeah, it is exciting and throw in a surface change or a very flat if not off-camber turn. Yet a

bigger benefit is you now have drivers who have learned how to handle all of the above without hitting each other.

Do we need airports, like Bremerton, for use as racetracks? Darn straight! And you still have one in your backyard, Bremerton. You did have another airport close by and that was Deer Park over in Spokane. And there are still a number of drivers, including this one, who can relate tales of Deer Park and its challenges.

The success of regional racing, i.e. grassroots, is for all to pull together and show up in numbers and to be willing to share their stories with their communities. As any business knows, volume cuts costs overall. Cut costs means money the region can spend on other race sites. It can mean reduced entry fees, better parties and more fun. And the biggest benefit of all is close racing with big fields that have lower entry fees.

Grassroots racing where you can watch all the racing from one spot in the paddock. From the top of your truck, trailer or motorhome or just standing on the ground. See you at the track.

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# TOUR: Local autocrossers dominate in Packwood

Continued from page 1

of Portland, Ore., found himself beat out by his own co-driver as Andrew Howe, of Salem, Ore., nipped Eklund by 0.345-second in the pair's shared Primitive Racing 2000 Honda S2000. Canadian Reijo Silvennoinen, of Calgary, Alberta, earned third-place honors in his RASilvennoinen Engineering Inc. Honda S2000, 0.613-second behind Eklund.

Ron Bauer of Renton made sure that not all former champions were left out of the winner's circle in Packwood as the 2003 D Stock winner took the top spot by 1.080 seconds in B Stock in the Kumho/Bauerspeed Racing 1995 Porsche 968 over Joe Goeke, of Kirkland. Stephen Hui of Redmond, co-drove with Bauer and finished third, just 0.030-sec. behind Goeke's Team Butt Heat! 2005 Mazda RX-8.

Also representing former titleholders was five-time Solo Nationals winner Greg Fordahl, of Bremerton. Driving the Fordahl Motorsports 1984 Porsche 944 in E Stock, Fordahl (who won four consecutive titles from 1999-2002 in A and F Prepared) overcame a first-day deficit to Mike Lillejord of Redmond to take the class victory. Lillejord, in a 1994 Mazda Miata, wound up 0.361-second off of Fordahl's final time, while Jerry Jenkins, of Vancouver, Wash., took third in the Solid Design and Development 1994 Miata.

Karl Coleman of Renton won a very tight G Stock battle in Packwood, outlasting co-driver Jacob Nygaard of Kirkland by only 0.137-second in the shared Jim's Detail Shop/K&K Racing 2005 Mini Cooper S. Jason Spore of Bothell was third, 0.802 in back of Nygaard while also driving a '05 Mini Cooper S.

A Mini also captured the win in H Stock Ladies, where Brett Spore of Bothell took top honors in the Canyon Park Fitness/Jim's Detail 2002 Mini Cooper by 2.016 seconds over co-driver Kristi Brown of Des Moines. Carol Leuty of Federal Way was third in the Fordahl Motorsports 2004 Ford Focus ZX3.

## Full results

Please turn to Pages 4 and 5 for complete results from the Packwood leg of the SCCA Solo National Tour



Dennis Wilfong photo

**Clockwise from above: Robert Holcomb took fourth place in his H Stock Mini Cooper Sean Green had a couple of DNFs in his FSP Triumph TR6 mar his weekend in Packwood Scott West waits his turn while Drew Hanft (26) snakes his STS2 Mazda Miata through the cones.**



The closest-victory-of-the-weekend distinction went to Auburn's Mark McCooey as he squeaked his way to the D Street Prepared win by a mere 0.079-second over Michael Hall of West Richland. Almost a half-second down after the first day, McCooey nailed a class-best 49.475 in a 2001 Mercury Cougar on the final day to inch ahead of Hall.

The new leader then hit two cones on his final run, but Hall, in a 1992 Nissan Sentra SE, could only manage a 49.972 on his final run, a personal best, which left him an eyelash short of McCooey. Josh Hopwood, of Portland, Ore., was third in a 2000 Acura Integra.

Denver, Colo., will host this year's 11th and final The Tire Rack SCCA Solo National Tour July 30 and 31 at Denver International Airport. For more information on the regular season tour finale in Denver, visit [www.scca.com](http://www.scca.com).

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# NATIONAL TOUR RESULTS

Hosted by Northwest Region, July 23 and 24

## Super Stock: 9 drivers, 3 trophies, run heat 1

Pos.	No.	Driver	Car	Tire	Ign. Div.	Course 1 times	Course 2 times	Score
T 1	157	Kevin Dietz [57]	03 Chevrolet Z06 Federal Way, WA	Kumho	MW	51.837(1)	48.358	48.630 96.196
T 2	95	Tom Kotzian Gladstone, OR	04 Chevy Corvette Tadco, Coachman Auto Body	Kumho	OH	48.615	48.466	48.796 (0.831)
T 3	147	Matkan Provo [47]	03 Chevy Corvette Z06 Bavensdale, WA	Kumho	MW	DNF	50.995	51.916 (1.004)
4	92	Val Norry Seattle, WA	04 Buick #11 Ford's Motorsports	Hosier	MW	53.037	51.257	48.713 50.469(1) (0.571)
5	57	Bob Sagara [157]	03 Chevy Corvette Z0	Kumho	MW	53.188	52.514	50.961 48.466 48.394 48.314 (0.593)
6	71	Scott Toyer Kemp, ID	01 Chevy Z06 Restoration Rods/Kandy's Alignment	Kumho	Sra.	52.700	51.250	52.613(1) 48.992 48.632 48.171(1) (0.407)
7	45	Jerry Lee Lynnwood, WA	03 Chevy Z06	Kumho	MW	52.596	50.670	48.937 50.407 48.867 48.267 (0.055)
8	10	Brian Moody Woodinville, WA	04 Chevy Corvette Z06 Medallion Healthy Homes	Kumho	OH	53.974	52.041	50.877(1) 51.990 51.968 50.480 (2.404)
9	47	Michael A. Mejer [147]	03 Corvette Z06 Tacoma, WA	Kumho	MW	53.973	52.643	52.794 50.800 52.239(1) (1.053)

## Super Stock Ladies: 1 driver, 1 trophy, run heat 2

T 1	92	Nichelle Reynolds Richmond, BC	04 Buick #11 Ford's Motorsports	Hosier	MW	53.996	53.460(1)	54.905(1) 50.920 52.049(1) 48.567
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## A Stock: 11 drivers, 4 trophies, run heat 4

T 1	170	Andrew Howe [70]	00 Honda S2000 Salem, OR	Kumho	OH	51.503	50.607	50.484 48.724 48.597 48.135
T 2	70	Paul J. Eldund [170]	00 Hondavag S2000 Portland, OR	Kumho	OH	54.661(2)	50.179	53.835(2) 48.283 48.005 48.785 (0.345)
T 3	32	Reijo Silvennoinen Calgary, AB	03 Honda S2000 RA Silvennoinen Engineering Inc.	Hosier	NP	50.722	51.866	51.135 48.855 48.711 51.474(1) (0.413)
T 4	21	Chuck Spittal Gresham, OR	91 Chevrolet Corvette Mancy's Suburban Chevrolet	Kumho	OH	51.212	50.863	50.901 48.996 48.896 (0.182)
5	47	Tom McDaniel Torance, CA	89 Chevrolet Corvette Spin Control Motorsports/Kumho	Cal	SP	54.305(1)	51.158	50.692 48.778 52.284(2) 48.160 (0.093)
6	193	Denis Comforth [93]	93 Chevrolet Corvette Oregon City, OR	Kumho	OH	51.960	51.209	52.373(1) 48.695 48.294 48.083 (0.400)
7	114	Ryan O'is [14]	05 Subaru WRX STi Beaverton, OR	Kumho	OH	51.712	51.527	50.673 48.718 50.165 48.619
8	94	Curtis L. Eames Vancouver, WA	97 Buick #93C2 Mean Jellybean	Kumho	OH	52.226	51.128	51.250 48.824 48.608 48.339 (0.175)
9	14	Lacey O'is [114]	05 Subaru WRX STi Beaverton, OR	Kumho	OH	57.641(1)	53.320	54.687 55.080(1) 53.121 51.989 (6.209)
10	81	Joel H. Ferguson Camano, WA	04 Honda S2000	Yoko	MW	57.716(1)	55.403	57.110(1) 52.936 52.876 52.502 (1.229)
11	93	Nick Moore [193]	93 Chevrolet Corvette Portland, OR	Kumho	OH	56.913	57.979	56.562 55.825 54.404 52.534 (1.191)

## A Stock Ladies: 2 drivers, 2 trophies, run heat 1

T 1	94	Pamela J. Eames Vancouver, WA	97 Buick #93C2 Mean Jellybean	Kumho	OH	55.292	52.296	52.607 50.371 50.195 48.649
2	70	Heather Howe Salem, OR	00 Honda S2000	Kumho	OH	56.308(1)	53.640	53.132 56.832(2) 50.568 50.329 (1.522)

## B Stock: 8 drivers, 3 trophies, run heat 2

T 1	168	Don Bauer [68]	95 Buick #68 Renton, WA	Kumho	MW	50.386	48.825	48.794 Kumho / BauerSpeed Racing 48.079 47.722 47.064
T 2	94	Joe Goeke Kirkland, WA	05 Mazda Ix8 Team Butt Heat!	Kumho	MW	48.924	48.839	50.080 48.720 48.339 48.101 (1.000)
T 3	68	Stephan Hui [168]	95 Buick #68 Redmond, WA	Kumho	MW	50.428	50.365	50.112 NP 51.640(1) 48.328 47.856 (0.030)
4	88	G.H. Skapp Kennebec, ME	05 Mazda Ix8 SF Motorsports	Cent	Can.	51.625	53.271(1)	50.720 48.064 48.089 48.132 (0.841)
5	185	Klem L. Austin [85]	05 Nissan 350Z Vancouver, WA	Hosier	OH	53.506(1)	51.243	53.099(1) 48.946 48.740 47.997 (0.431)
6	85	Ralph Elder [185]	05 Nissan 350Z Folsom, CA	Hosier	SF	52.964	54.715(2)	51.244 NP 50.004 48.389 58.182(4) (1.393)
7	39	Tim Nichols Boise, ID	93 Toyota H12 Quinn's	Kumho	Sra.	52.849	52.046	51.604 50.039 48.486 48.197 (0.170)
8	79	Ambrose Fung Calgary, AB	93 Toyota H12	Kumho	OH	52.188	51.619	51.479 50.752 51.957(1) 51.005 (1.428)

## B Stock Ladies: 3 drivers, 1 trophy, run heat 3

T 1	68	Arnie Bauer Renton, WA	95 Buick #68 Team Butt Heat! / Kumho Tires	Kumho	MW	52.288	51.781	52.011 48.549 50.194(1) 48.259
2	88	Debbie Newill Ieno, WY	04 Mazda Ix8 Ieno, WY	Kumho	Ieno	54.624(1)	51.882	52.140 50.355 48.666 48.770 (1.508)
3	64	Anna Hedy Goeke Kirkland, WA	05 Mazda Ix8 Team Butt Heat!	Kumho	MW	DNF	DNF	DNF 48.199 48.472 48.608

## C Stock: 1 driver, 1 trophy, run heat: 2

T 1	98	Mitch Lewis Kennewick, WA	99 Mazda Miata 10AE Team IH	Kumho	MW	DNF	51.610	50.671 48.497 48.659 51.096(1)
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## C Stock Ladies: 1 driver, 1 trophy, run heat 3

T 1	98	Vickie Livengood Kennewick, WA	99 Mazda Miata Kennewick, WA	Kumho	MW	56.599(1)	53.743	54.812(1) 54.030(2) 55.958(2)
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## D Stock: 4 drivers, 2 trophies, run heat 2

T 1	175	Glen Hernandez [75]	03 BMW 330Ci Marysville, WA	Kumho	MW	51.407	51.279	50.723 48.840 48.417 48.028
T 2	93	Robin Tong Calgary, AB	97 Acura Integra II Team Pajama	Kumho	OH	52.370	52.288	52.320 53.229(1) 56.849(3) 51.453 (3.990)
3	75	Jerry Lamb [175]	03 BMW 330ci Snohomish, WA	Kumho	MW	53.639	52.457	52.875 NP 52.153 51.473 51.235 (0.369)
4	17	Dennis De Leon Isaquah, WA	02 Subaru WRX Team IH	Falken	OH	58.456(1)	56.282	56.334 NP 54.659 56.289(1) 55.055(1) (6.831)

## E Stock: 8 drivers, 3 trophies, run heat 4

T 1	128	Greg Fontali [28]	84 Buick #44 Bemerton, WA	Hosier	MW	51.652	51.361	50.949 Ford's Motorsports 48.545 48.893 48.946
T 2	96	Mike Liljedal Redmond, WA	94 Mazda Miata Team Pajama	Kumho	MW	50.922	50.754	50.832 48.836 48.939 48.101 (0.361)
T 3	195	Jerry Jenkins [95]	94 Mazda Miata Vancouver, WA	Kumho	OH	51.726	52.229	51.523 48.154 48.910 48.948 (0.578)
4	95	Tavis Gripp [195]	94 Mazda Miata Beaverton, OR	Kumho	OH	55.539(1)	52.401	51.831 53.970(2) 48.924 50.013 (1.322)
5	82	Calib Yeack [182]	93 Toyota H12 Jefferson, OR	Hosier	OH	56.410(1)	52.734	53.167 50.791 50.255 50.222 (1.201)
6	182	Richard T. Lang [82]	93 Toyota H12 Salem, OR	Hosier	OH	56.496(1)	53.232	53.149 52.467(1) 50.859 50.867 (1.046)
7	29	Steve Lancaster Kent, WA	94 Mazda Miata Team Pajama	Kumho	MW	57.153(1)	53.623	53.506 NP 52.210 52.131 51.000 (0.904)
8	28	Kerry Foote [128]	84 Buick #44 Mount Dora, FL	Hosier	OH	57.263	54.397	56.563(1) 54.140 51.708 50.966 (0.857)

## E Stock Ladies: 3 drivers, 1 trophy, run heat 1

T 1	28	Jodi Fontali Bemerton, WA	84 Buick #44 Ford's Motorsports	Hosier	MW	56.599(1)	52.504	54.113(1) 53.090(1) 51.488 50.790
2	96	Selbi Zigler Bothell, WA	94 Mazda Miata Team Pajama	Kumho	MW	53.975	52.771	52.685 52.241 DNF 51.362 (0.751)
3	92	Karen Lancaster Kent, WA	94 Mazda Miata	Kumho	MW	57.446	57.111(1)	58.286(1) 55.345 55.249(1) 53.011 (6.075)

## F Stock: 5 drivers, 2 trophies, run heat 2

T 1	141	Des Toups [41]	01 Ford Mustang GT Seattle, WA	Kumho	MW	54.040	54.625	53.240 52.614 53.837(1) 50.579
T 2	41	Ivan Rouzanov [141]	01 Ford Mustang GT Isaquah, WA	Kumho	MW	55.074	54.452	54.249 NP 52.415 51.675 51.270 (1.700)
3	8	Matt Myers Federal Way, WA	05 Ford Mustang	Kumho	OH	55.729	55.212	54.253 52.992 52.490 51.342 (0.076)
4	152	James L. Mueller [52]	01 Mustang Cobra Eugene, OR	Kumho	OH	DNF	54.664	53.893 NP 54.218(1) 53.738(1) 51.861 (0.159)
5	52	Bonnie J. Mueller [152]	01 Mustang Cobra Eugene, OR	Kumho	OH	55.856	55.397	55.874(1) 57.954(2) 51.903 51.246 (0.889)

## G Stock: 8 drivers, 3 trophies, run heat 2

T 1	87	Karl Coleman [87]	05 Mini Cooper Renton, WA	Kumho	MW	51.733	51.219	51.646 Jm's Detail Shop/R&K Racing 50.565 48.801 48.873
T 2	187	Jacob Mygaard [87]	05 Mini Cooper S Kirkland, WA	Kumho	MW	54.213(1)	51.341	53.745(1) NP 50.095 51.041 48.816 (0.137)
T 3	41	Jason Spore [141]	05 Mini Cooper S Bothell, WA	Kumho	SF	52.005	51.631	54.228(1) NP 57.049(1) 53.835(2) 50.328 (0.802)
4	141	Abe Douglas [41]	05 Mini Cooper S Tenino, WA	Kumho	MW	52.522	54.568(1)	52.031 51.087 50.231 48.982 (0.054)
5	128	Brent Violins [28]	05 Mini Cooper S Bothell, WA	Kumho	MW	53.217	52.725	52.227 52.167(1) 53.924(2) 50.271 (0.485)
6	54	Mark Johnson Phoenix, AZ	05 Mini Cooper Phoenix, AZ	Hosier	Aiz.	52.476	55.063(1)	54.548(1) SP 51.296 50.887 50.513 (0.491)
7	28	Aaron Paitloop [128]	05 Mini Cooper S Seattle, WA	Kumho	MW	DNF	53.665	56.255(1) 51.736 51.736 (1.694)
8	3	Peter Eaton Everett, WA	89 Nissan 240 SX	Hosier	MW	62.034	58.762	58.313 NP DNF 56.998 56.998 (1.072)

## G Stock Ladies: 4 drivers, 2 trophies, run heat 3

T 1	54	Dawn Maxwell Phoenix, AZ	05 Mini Cooper Phoenix, AZ	Hosier	Aiz.	53.149	54.963(1)	52.743 SP 50.220 52.810(1) 48.841
T 2	176	Skayn Morrow [76]	05 Mini Cooper S Kirkland, WA	Kumho	MW	54.835	54.935(3)	54.000 52.443 51.681 51.679 (3.095)
3	76	Amy E. Olson [176]	05 Mini Cooper S Renton, WA	Kumho	MW	58.224	DNF	58.247 Jm's Detail Shop/R&K Racing 53.614 52.418 51.322 (3.890)
4	50	Constance Cathcart Everett, WA	89 Nissan 240SX	Hosier	MW	57.633	57.101	58.542 58.657 56.696 57.146 (4.228)

## H Stock: 5 drivers, 2 trophies, run heat: 4

T 1	98	Alan Dahl Federal Way, WA	95 Audi 90 Quattro Federal Way, WA	Kumho	MW	55.421(1)	52.779	53.104 51.092 50.880 50.943
T 2	174	Keith Brown [74]	02 Mini Cooper Des Moines, WA	Kumho	MW	53.602	54.990(1)	53.626 Team IH, Group 2, Jm's Detail 53.514(1) 52.425 50.937 (0.880)
3	24	Mike J. Leuty Jr Federal Way, WA	04 Ford Focus Z83 Ford's Motorsports	Kumho	MW	54.408	54.448	54.329 52.806 52.803 52.370 (2.160)
4	74	Robert Holcomb [174]	02 Mini Cooper Packwood, WA	Kumho	OH	60.780	58.793	56.742 55.669 54.581 53.505 (3.548)
5	46	Andy Fast Lakewood, WA	03 Ford Focus Lakewood, WA	Kumho	MW	58.402(1)	58.331	57.545 56.863 54.657 54.466 (1.764)

## H Stock Ladies: 3 drivers, 1 trophy, run heat 1

T 1	37	Brett E. Spore [37]	02 Mini Cooper Bothell, WA	Kumho	MW	54.491	53.316	53.343 Canyon Peak Fitness/Jm's Detail 53.284 51.630 51.225
2	137	Kristi Brown [37]	02 Mini Cooper Des Moines, WA	Kumho	MW	54.665	55.061	54.525 52.252 52.032 55.637(2) (2.016)
3	24	Carol Leuty Federal Way, WA	04 Ford Focus Z83 Ford's Motorsports	Kumho	MW	56.112	58.799(2)	55.247

Street Touring Ultra: 6 drivers, 2 trophies, run heat 4

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers like Geoff Clark, Ryan Casag, Richard E. Smale, etc.

E Street Prepared: 1 driver, 1 trophy, run heat 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Paul Marshall.

F Street Prepared: 2 drivers, 1 trophy, run heat: 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Roger Clamprey, Sean Gies.

F Street Prepared Ladies: 1 driver, 1 trophy, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Bianne Green.

A Street Prepared: 6 drivers, 2 trophies, run heat 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Scotty & White, Stacey Mollerker, etc.

A Street Prepared Ladies: 3 drivers, 1 trophy, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Laura Mollerker, Li Kay C. White, etc.

B Street Prepared: 3 drivers, 1 trophy, run heat 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Duke A. Langley, Harold E. Olsen, etc.

B Street Prepared Ladies: 2 drivers, 1 trophy, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Kyla K. Latham, Tonya Langley, etc.

C Street Prepared: 9 drivers, 3 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Jim Daniels, Tom Kubo, etc.

C Street Prepared Ladies: 2 drivers, 1 trophy, run heat 4

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Tami Daniels, Pamela J. Kanan, etc.

D Street Prepared: 4 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Mark M. McCoey, Michael Gentry Hall, etc.

D Street Prepared Ladies: 1 driver, 1 trophy, run heat 4

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Kaina Miller.

C Prepared: 5 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Jason Braunberger, Wayne G. Neuter, etc.

D Prepared: 2 drivers, 1 trophy, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Larry Imbeau, Christopher Imbeau, etc.

E Prepared: 5 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Bernard Chiu, George Wilder, etc.

F Prepared: 5 drivers, 2 trophies, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Jerald Lowe, Anthony Capi, etc.

Street Modified: 19 drivers, 6 trophies, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Brad Green, Trevor McDermott, etc.

Street Modified 2: 5 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Bill Buetow, L.J. Moffet, etc.

Street Modified 2 Ladies: 1 driver, 1 trophy, run heat 4

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Angela Moffet.

A Modified: 1 driver, 1 trophy, run heat 4

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver John Halmer.

C Modified: 4 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Alexander Chiu, Robert T. Lu, etc.

D Modified: 6 drivers, 2 trophies, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers L.C. Bolter, Ronald L. Babb, etc.

D Modified Ladies: 1 driver, 1 trophy, run heat 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Karen C. Babb.

E Modified: 2 drivers, 1 trophy, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Gretchen Everett, Mike Scasny, etc.

F Modified: 5 drivers, 2 trophies, run heat 3

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Sheldon Lemoine, William Schwaibitz, etc.

Formula 1 25: 2 drivers, 1 trophy, run heat 2

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Dean Faciane, James Evans, etc.

Formula Junior 2: 1 driver, 1 trophy, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes driver Robert Jacobson Jr.

Formula Junior 4: 2 drivers, 1 trophy, run heat 1

Table with 10 columns: Rank, Driver, Car, Team, Class, Time 1, Time 2, Time 3, Time 4, Total Time. Includes drivers Hayleigh White, Hannah White, etc.

# AUTOCROSS RESULTS

Bremerton Sports Car Club Kitsap Kup XXXV Autocross #5, Bremerton Motorsports Park, July 3

## SA: Sports A

Pos	T	Name	Car #	Year	Make/Model	Run1 (c/g)	Run2 (c/g)	Run3 (c/g)	Run4 (c/g)	Run5 (c/g)	Points
1	T	Matlan Provo	147		Chevrolet Corvette	71.834 (0,J)	61.245 (1,0)	58.341 (0,0)	74.855 (1,0)	57.682 (0,0)	100.000
2		Michael Scraftford	7	1998	BMW M Roadster	67.777 (0,0)	67.735 (0,0)	66.368 (0,0)	82.603 (1,0)	70.533 (1,0)	86.911

## SB: Sports B

1	T	Brian Moore	87	1994	Acura Integra	63.402 (0,0)	88.882 (3,2)	65.475 (1,0)	64.277 (1,0)	64.357 (1,0)	100.000
2	T	Jonathan Fischer	670	1999	Mazda Miata	67.403 (1,0)	66.000 (1,0)	66.339 (1,0)	65.641 (0,0)	63.457 (0,0)	98.913
3		Will Kellogg	62	2000	Honda S2000	70.458 (1,0)	68.273 (1,0)	66.954 (1,0)	67.718 (1,0)	64.132 (0,0)	98.862
4		Tim Pavolka	117	1975	Datsun 280Z	71.357 (0,0)	70.642 (0,0)	69.840 (0,0)	69.502 (0,0)	70.595 (0,0)	91.223
5		Matt Pavolka	77	1975	Datsun 280Z	80.907 (0,J)	71.556 (0,0)	70.255 (0,0)	69.788 (0,0)	70.342 (0,0)	90.849
6		Andrew Winslip	300	1986	Nissan 300ZX Turbo	77.608 (1,0)	74.052 (0,0)	74.556 (1,0)	74.256 (0,0)	70.097 (0,0)	90.449

## SC: Sports C

1	T	Tom Sipp	722	1991	Mazda Miata	66.930 (0,0)	63.875 (0,0)	63.255 (0,0)	62.329 (0,0)	64.553 (1,0)	100.000
2	T	JEB Thornton	77	1985	Mazda RX7	66.522 (0,0)	65.806 (0,0)	64.495 (0,0)	65.530 (0,0)	65.453 (1,0)	96.642
3		Ivan Kaason	24	1986	Toyota MR2	66.029 (0,0)	66.307 (0,0)	67.636 (1,0)	65.412 (0,0)	64.729 (0,0)	96.292
4		Glen Njano	2	2002	Toyota MR2	66.416 (0,0)	65.561 (0,0)	67.403 (1,0)	67.373 (1,0)	64.767 (0,0)	96.236

## LS: Large Sedan

1	T	Doug Nikko	156	2004	Subaru Impreza W1X STi	61.552 (0,0)	60.214 (0,0)	61.111 (0,0)	71.503 (5,0)	60.325 (0,0)	100.000
2	T	Adam Baxter	8	2002	Subaru W1X Wagon	65.335 (2,0)	60.791 (0,0)	62.240 (1,0)	112.005 (1,5)	60.449 (0,0)	98.621
3	T	Bill Zerr	3	1991	GMC Syclone	64.206 (0,0)	66.156 (2,0)	61.733 (0,0)	68.408 (3,0)	62.183 (0,0)	97.539
4	T	Darin Hansen	4	2005	Subaru W1X STi	79.158 (3,J)	72.047 (0,J)	67.892 (3,0)	62.523 (0,0)	65.391 (1,0)	96.307
5		Josh Sim	79	1979	Chevrolet Z28	77.641 (0,J)	79.180 (1,J)	65.828 (0,0)	DNS (0,0)	DNS (0,0)	91.472
6		Nick Miller	32	2004	Volkswagen R32	67.610 (0,0)	66.551 (0,0)	66.172 (0,0)	66.055 (0,0)	75.682 (0,J)	91.157
7		Ethan Skyler	7	1990	Ford Thunderbird SC	69.106 (0,0)	68.448 (0,0)	67.310 (0,0)	67.081 (0,0)	68.171 (0,0)	89.763
8		Steve Sim	82	1979	Chevrolet Camaro Z28	69.315 (0,0)	DNS (0,0)	DNS (0,0)	DNS (0,0)	DNS (0,0)	86.870
9		Ryan Skyler	144		Ford Thunderbird	83.739 (0,J)	72.371 (0,0)	70.974 (0,0)	71.046 (0,0)	70.238 (0,0)	85.729
10		Paul Bellesen	88		Ford Mustang	89.141 (1,J)	74.246 (0,0)	74.806 (1,0)	73.072 (1,0)	70.559 (0,0)	85.339
11		Jonathan Hunt	67	1993	Ford Ranger	88.382 (0,J)	77.604 (1,0)	73.314 (0,0)	72.599 (0,0)	74.385 (1,0)	82.941

## MS: Medium Sedan

1	T	Mark McCoey	54		Mercury Cougar	60.890 (0,0)	59.123 (0,0)	59.872 (0,0)	61.577 (1,0)	59.384 (0,0)	100.000
2	T	Roger Champney	34	1978	Volkswagen Scirocco	63.908 (1,0)	64.689 (2,0)	61.800 (1,0)	60.614 (0,0)	59.672 (0,0)	99.800
3	T	Jeff Gakem	62	2000	Subaru RS	88.048 (3,2)	79.757 (4,J)	73.942 (1,J)	73.970 (4,0)	61.924 (0,0)	95.477
4	T	Ryan Barker	39	2000	Subaru Impreza 2.5 RS	65.148 (1,0)	64.296 (1,0)	65.986 (1,0)	62.503 (0,0)	68.423 (3,0)	94.592
5		Des Toups	112	2000	Ford Escort	65.015 (0,0)	64.128 (0,0)	65.701 (1,0)	63.840 (0,0)	63.598 (0,0)	92.944
6		Michael Staffer	47	2003	Mini Cooper S	70.101 (2,0)	65.108 (0,0)	64.732 (0,0)	71.154 (3,0)	68.087 (1,0)	91.335
7		Matlan Wein	82	1993	Dodge Stealth	95.115 (0,3)	65.190 (0,0)	66.931 (1,0)	65.637 (0,0)	66.793 (1,0)	90.693
8		Mike Dahlstrom	203	1986	Honda Prelude S	67.938 (0,0)	66.521 (0,0)	68.288 (1,0)	66.441 (0,0)	66.297 (0,0)	89.179
9		Damian Wise	944	1987	BMW 325i Cabrio	84.621 (2,J)	84.252 (0,J)	78.182 (1,0)	68.890 (0,0)	66.976 (1,0)	88.388
10		Kyle Jensen	212	1992	Nissan Sentra SE-R	69.734 (0,0)	67.616 (0,0)	69.171 (1,0)	66.893 (0,0)	68.246 (1,0)	88.384
11		Ashley McDonald	78	1998	Subaru RS	70.901 (1,0)	70.856 (0,0)	67.476 (0,0)	80.138 (0,J)	68.701 (0,0)	87.621
12		Kristopher Skelton	3999	2002	Mitsubishi Lancer	84.752 (1,J)	73.278 (1,0)	70.102 (0,0)	68.471 (0,0)	67.730 (0,0)	87.292
13		Charles Merrill	27	1998	Subaru Legacy GT Sedan	81.020 (2,J)	79.105 (4,0)	71.034 (2,0)	70.579 (2,0)	69.839 (2,0)	84.656

## SS: Small Sedan

1	T	Chung Leung	912	1997	Honda Civic	70.633 (0,0)	66.701 (0,0)	66.717 (0,0)	66.467 (0,0)	69.018 (1,0)	100.000
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## PS: Prepared Sedan

1	T	Derrick Teada	57	2000	Subaru Impreza RS	67.647 (1,0)	116.374 (1,3)	64.968 (0,0)	71.099 (3,0)	68.821 (2,0)	100.000
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## SP: Sports Prepared

1	T	Jodi Fordahl	3	1993	Porsche 911	58.271 (0,0)	63.286 (3,0)	57.866 (0,0)	57.080 (0,0)	56.682 (0,0)	100.000
2		Dieter Beldi	90	1990	Mazda Miata	61.881 (2,0)	59.564 (1,0)	57.093 (0,0)	57.097 (0,0)	57.045 (0,0)	98.364

## MOD: Modified

1	T	Lou Goslee	12		Zinc Formula Yee	66.469 (0,0)	66.103 (0,0)	65.040 (0,0)	80.097 (0,J)	67.682 (1,0)	100.000
2		Ken Todd	103	1977	Mazda RX3SP	82.376 (0,J)	69.079 (0,0)	68.100 (0,0)	67.347 (0,0)	65.425 (1,0)	98.412

## NOV: Novice

1	T	Christian Lelloy	49	2002	Chevrolet Corvette Z06	83.851 (0,2)	63.165 (0,0)	75.941 (1,J)	62.729 (0,0)	63.257 (0,0)	100.000
2	T	David DeMarini	3	1990	Mazda Miata	68.968 (1,0)	67.048 (0,0)	65.818 (0,0)	64.182 (0,0)	80.137 (3,0)	97.736
3	T	Tony Peman	31	2005	Honda S2000	65.393 (0,0)	64.561 (0,0)	65.407 (1,0)	66.515 (1,0)	65.569 (1,0)	97.162
4	T	Mike Peman	23	2005	Honda S2000	69.327 (0,0)	84.086 (4,J)	69.357 (1,0)	68.040 (1,0)	64.622 (0,0)	97.071
5	T	Rusty Rossmair	2	1991	Dodge Stealth RT	65.697 (0,0)	72.502 (0,0)	66.549 (0,0)	66.311 (0,0)	66.808 (0,0)	95.482
6	T	Joel Ferguson	811	2004	Honda S2000	67.406 (0,0)	79.108 (0,J)	66.678 (0,0)	66.070 (0,0)	69.116 (2,0)	94.943
7	T	Damian Cook	4	2004	Volkswagen R32	125.241 (0,6)	133.707 (0,7)	66.927 (0,0)	81.245 (0,J)	66.467 (0,0)	94.376
8	T	William Green	34	2004	Subaru W1X STi	68.461 (0,0)	67.628 (0,0)	66.545 (0,0)	69.168 (0,0)	66.571 (0,0)	94.266
9		Gino Halig	805	2005	Mazda RX8	72.931 (0,0)	74.759 (3,0)	69.376 (0,0)	68.833 (0,0)	66.833 (0,0)	93.859
10		Paul Norrell	40		Mini Cooper	72.072 (1,0)	71.392 (1,0)	69.391 (0,0)	67.398 (0,0)	67.308 (0,0)	93.197
11		Conway Upskur	21	2003	Honda S2000	75.994 (1,0)	71.096 (0,0)	71.658 (1,0)	70.147 (1,0)	67.533 (0,0)	92.886
12		Eric Lin	82	2001	Audi TT	83.269 (0,J)	94.066 (0,2)	87.300 (0,J)	68.128 (0,0)	80.541 (0,J)	92.075
13		Stane Gottula	10	2000	Dodge Neon	72.832 (1,0)	70.984 (1,0)	71.429 (1,0)	69.042 (0,0)	68.437 (0,0)	91.659
14		Scott Ramey	72	1991	Honda CRX	89.053 (1,2)	80.988 (1,J)	69.654 (1,0)	68.808 (1,0)	68.808 (1,0)	91.165
15		Wayne Allen	37	2003	Mini Cooper S	77.139 (0,0)	71.008 (0,0)	70.019 (0,0)	74.191 (1,0)	73.730 (1,0)	89.589
16		Christos Karistoglou	302	1965	Ford Mustang	74.238 (1,0)	71.280 (0,0)	71.570 (1,0)	70.640 (1,0)	72.030 (2,0)	88.776
17		Brian Mallock	85	1990	Honda Accord	DNF (0,0)	81.327 (0,0)	74.895 (0,0)	71.309 (0,0)	70.731 (0,0)	88.687
18		K. Ross Genova	6	2003	Acura RSX	82.625 (0,J)	84.305 (1,J)	70.949 (0,0)	78.888 (4,0)	70.931 (0,0)	88.437
19		Greg Backus	551	1990	Mazda Miata	78.795 (0,0)	74.208 (0,0)	74.208 (0,0)	73.787 (1,0)	71.903 (0,0)	88.240
20		Chris Ursino	78	2004	Volkswagen R32	96.317 (0,2)	72.924 (0,0)	71.992 (0,0)	71.420 (0,0)	72.239 (0,0)	87.831
21		Walker Holt	15	2005	Mini Cooper	107.999 (1,7)	75.035 (0,0)	74.856 (2,0)	74.557 (2,0)	71.826 (0,0)	87.335
22		Ben Taylor	110	1999	Honda Civic Si	79.140 (0,0)	84.923 (0,J)	84.932 (1,J)	72.840 (0,0)	72.844 (0,0)	86.114
23		Jackie McInnes	362	2005	Mini Cooper	79.904 (3,0)	90.520 (3,J)	74.442 (0,0)	74.333 (1,0)	78.204 (3,0)	84.389
24		Steven Beck	46	2000	Subaru 2.5 RS	147.232 (0,6)	100.168 (0,2)	95.605 (0,2)	74.640 (0,0)	DNS (0,0)	84.042
25		Iype Iac	400	2002	BMW 330i	79.263 (0,0)	78.535 (1,0)	74.658 (0,0)	75.582 (1,0)	90.994 (0,2)	84.022
26		Kimberly Backes	155	1990	Mazda Miata	98.702 (0,J)	82.190 (0,0)	79.990 (0,0)	78.295 (0,0)	89.993 (0,J)	80.119
27		Aaron Schwartz	142	1996	Ford Mustang gt	83.238 (0,0)	80.341 (0,0)	DNS (0,0)	DNS (0,0)	DNS (0,0)	78.078
28		Jacob Colley	213	2000	Honda Civic	94.754 (1,2)	95.868 (4,2)	83.633 (1,J)	102.499 (6,2)	81.155 (6,0)	77.295

## TO: Time Only

1	T	Kevin Dietz	51	2000	Chevrolet Corvette	63.902 (4,0)	58.953 (2,0)	60.347 (2,0)	55.215 (0,0)	58.617 (2,0)	100.000
2	T	Bob Sagara	228	2003	Chevrolet Corvette	58.149 (0,0)	61.609 (2,0)	60.963 (1,0)	59.162 (0,0)	58.382 (0,0)	94.954
3	T	Scott West	81	1981	Mazda RX7	60.588 (0,0)	59.744 (0,0)	60.474 (1,0)	58.510 (0,0)	60.349 (1,0)	94.340
4	T	Eric Fry	224	1976	Porsche 914-4	66.165 (2,0)	61.417 (2,0)	58.581 (1,0)	62.200 (3,0)	58.947 (1,0)	94.254
5	T	Doug Nikko	56	2004	Subaru W1X STi	59.797 (0,0)	60.299 (0,0)	60.141 (0,0)	59.867 (0,0)	63.62	

**PAX: Pax Indexed**

1	T	Stacey Mollerker	511	2005 Chevrolet Corvette (XSS)	68.462 (4J)	46.534 (0D)	47.902 (1D)	45.911 (0D)	53.654 (4D)	100.000
2	T	Stephen Hui	68	1995 Porsche 911 (XBS)	53.988 (3D)	51.988 (2D)	47.581 (0D)	48.788 (1D)	47.087 (0D)	97.482
3	T	Fa'mike Lillejod	167	1994 Mazda Miata (XES)	48.229 (0D)	47.900 (0D)	48.528 (0D)	47.769 (0D)	47.552 (0D)	96.549
4		Annie Bauer	368	1995 Porsche 911 (XBS)	54.267 (2D)	55.188 (4D)	62.751 (8D)	48.029 (0D)	55.002 (4D)	95.590
5		Jake Nygaard	187	2005 Mini Cooper S (XGS)	60.793 (6D)	54.848 (3D)	49.916 (1D)	51.531 (2D)	48.108 (0D)	95.433
6		Kevin Dietz	169	1994 Mazda Miata (XES)	51.277 (1D)	50.919 (1D)	48.440 (0D)	48.432 (0D)	53.473 (3D)	94.795
7		Enrique Garcia	124	1999 Mazda Miata (XSH2)	54.509 (2D)	52.953 (2D)	51.644 (1D)	49.794 (0D)	50.721 (0D)	92.202
8		Laura Mollerker	125	2005 Chevrolet Corvette (XSS)	50.025 (1D)	50.911 (2D)	50.707 (2D)	52.868 (3D)	50.278 (2D)	91.776
9		Brett Wilson	24	1999 Mazda Miata (XSH2)	50.927 (0D)	53.003 (2D)	54.029 (3D)	50.743 (1D)	58.568 (4D)	90.478

**TOPM: Time Only Afternoon**

1	T	Ann Bauer	168	2005 Porsche GT3	58.592 (1D)	216.121 (0D)	66052 (0J)	59.389 (2D)	55.106 (0D)	100.000
2	T	Fa'mike Lillejod	941	1994 Mazda Miata	58.038 (0D)	62.717 (2D)	70.594 (4D)	91.457 (1.3)	59.005 (0D)	94.948
3	T	Roger Champney	34	1978 Volkswagen Scirocco	62.716 (1D)	62.716 (3D)	66.607 (1D)	62.757 (1D)	59.567 (0D)	92.511
4	T	Shelbi Zigler	194	1994 Mazda Miata	65.796 (2D)	60.755 (0D)	64.635 (2D)	60.366 (0D)	67.177 (1D)	91.286
5		Robin Samms	910	2004 Porsche GT3	66.574 (3D)	68.028 (4D)	61.548 (1D)	62.662 (2D)	64.374 (3D)	89.533
6		Justin Elin	212	1971 Datsun 510	65.040 (1D)	64.841 (1D)	63.549 (0D)	62.821 (0D)	62.902 (0D)	87.719
7		Ivan Kouzanov	141	2001 Ford Mustang GT	70.265 (3D)	63.825 (0D)	62.909 (1.2)	72.799 (5D)	64.516 (0D)	86.759
8		Kim Little	96	1995 Mazda Miata	70.219 (2D)	70.219 (3D)	71.738 (3D)	64.803 (1D)	64.416 (0D)	85.547
9		Tasha Nikko	156	2004 Subaru WRX STi	65.002 (0D)	70.222 (2D)	64.477 (0D)	67.529 (2D)	64.701 (0D)	85.466
10		Nick Ruiz	81	2000 Ford Escort	67.054 (0D)	64.695 (0D)	65.019 (0D)	66.779 (1D)	65.022 (0D)	85.178
11		Wayne Allen	37	2003 Mini Cooper S	72.013 (1D)	69.185 (0D)	68.036 (0D)	69.736 (1D)	69.745 (1D)	80.995
12		Jason Coen	88	1971 Datsun 510	131.475 (1.6)	69.726 (1D)	78.958 (1.1)	77.273 (0J)	77.465 (0J)	79.032

**Torque Steerers Understeer, BEAC, July 9**

For Indexed classes, times in brackets [ ] are (Raw Time + Cones + Gates)

**SS: Super Stock**

Pos	T	Name	Car #	Year	Make/Model	Run1 (c.g)	Run2 (c.g)	Run3 (c.g)	Run4 (c.g)	Run5 (c.g)	Points
1	T	James Winstead	145	2003	Chevrolet Corvette Z06	40.922 (0D)	39.103 (0D)	38.141 (0D)	37.686 (0D)	37.667 (0D)	100.000
2	T	Nathan Piro	147	2003	Chevy Corvette Z06	DNF (0D)	38.446 (0D)	38.131 (0D)	37.693 (0D)	39.820 (0D)	99.931
3		Jerry Lee	14	2003	Chevy Corvette	41.657 (0D)	39.730 (0D)	38.754 (0D)	38.577 (0D)	40.324 (1D)	97.641
4		Mike Hejer	47	2003	Corvette Z06	41.637 (0D)	40.138 (0D)	39.040 (0D)	38.831 (0D)	38.590 (0D)	97.608

**SA: Stock A**

1	T	Noel Aquino	35	2003	Nissan 350Z	44.761 (1D)	41.400 (0D)	40.646 (0D)	40.368 (0D)	39.789 (0D)	100.000
2	T	Zane Miller	3	1989	Mazda RX-7 Turbo II	44.765 (1D)	41.515 (0D)	43.435 (1D)	40.586 (0D)	40.130 (0D)	99.150
3		Kevin Oshio	13	2001	Honda S2000	41.815 (0D)	41.776 (0D)	41.732 (0D)	41.885 (0D)	40.606 (0D)	97.988
4		Fumitaka Kawasaki	7	2002	Porsche 996C2	47.810 (2D)	44.794 (1D)	51.633 (0D)	52.390 (0J)	45.675 (1D)	88.827

**SC: Stock C**

1	T	Amy Olson	140	1993	Toyota MR2	43.595 (0D)	43.038 (0D)	43.788 (0D)	42.833 (0D)	41.903 (0D)	100.000
2		Michael Brown	44	1985	Porsche 944	44.229 (0D)	45.816 (1D)	52.504 (0J)	74.210 (2J)	43.308 (0D)	94.756

**SD: Stock D**

1	T	Michael Boehm	99	1990	Nissan 240SX	43.836 (0D)	42.803 (0D)	42.408 (0D)	42.268 (0D)	41.784 (0D)	100.000
2		Pete Eaton	3	1989	Nissan 240SX	45.725 (0D)	45.098 (0D)	46.209 (1D)	51.954 (3D)	44.215 (0D)	94.502

**WSD: Women's SD**

1	T	Connie Catcart	50	1989	Nissan 240SX	45.734 (0D)	44.040 (0D)	43.313 (0D)	45.808 (1D)	43.158 (0D)	100.000
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**IA: Improved A**

1	T	Stacey Mollerker	181	2004	Chevrolet Corvette	37.726 (0D)	37.131 (0D)	38.551 (0D)	40.442 (1D)	36.326 (0D)	100.000
2	T	Brian Moody	10	2005	Chevrolet Corvette	40.140 (0D)	42.746 (1D)	38.192 (0D)	38.792 (0D)	38.510 (0D)	95.114
3		Jack Esposito	96	1996	Porsche 993 C-65	43.985 (1D)	38.789 (0D)	39.096 (0D)	38.351 (0D)	38.852 (0D)	94.730
4		Jeff Chin	5	2002	Honda S2000	40.374 (0D)	40.270 (0D)	39.599 (0D)	39.317 (0D)	38.993 (0D)	93.140
5		Jon Royd	139	2001	Honda S2000	50.019 (0J)	42.602 (1D)	40.269 (0D)	40.118 (0D)	39.216 (0D)	92.631

**WIA: Womens IA**

1	T	Laura Mollerker	18	2004	Chevrolet Corvette	39.765 (1D)	39.807 (1D)	38.952 (1D)	38.775 (1D)	37.310 (0D)	100.000
2		Leatitia Moody	10	2005	Chevrolet Corvette	67.427 (1J)	46.268 (2D)	47.650 (1D)	42.415 (0D)	43.412 (1D)	87.964

**IB: Improved B**

1	T	Steve Thompson	88	2001	Toyota MR2 Spyder	40.300 (0D)	39.821 (0D)	40.445 (0D)	39.756 (0D)	47.298 (0D)	100.000
2		Francisco Castro	8	1994	Mazda Miata	46.833 (0D)	45.573 (0D)	46.259 (0D)	45.476 (0D)	44.983 (0D)	88.380

**IC: Improved C**

1	T	Roger Champney	34	1978	VW Scirocco	49.462 (0J)	39.130 (0D)	38.846 (0D)	38.604 (0D)	40.084 (0D)	100.000
2		Jim Starkovich	58	1978	Ford Fiesta	40.269 (0D)	39.976 (0D)	39.484 (0D)	39.127 (0D)	39.439 (0D)	98.663

**PB: Prepared B**

1	T	Landy Baker	66	1995	Toyota Supra	45.344 (1D)	42.564 (0D)	41.890 (0D)	41.775 (0D)	42.874 (0D)	100.000
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**PC: Prepared C**

1	T	Craig Anderson	23	1955	Austin-Healy 100-4	43.169 (0D)	40.475 (0D)	39.868 (0D)	39.573 (0D)	40.152 (0D)	100.000
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**MA: Modified A**

1	T	Gene Bennett	5	1990	KRS Hawk V	43.306 (0D)	43.813 (0D)	DNF (0D)	54.248 (2J)	42.878 (1D)	100.000
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**MB: Modified B**

1	T	Mark Freeman	93	1993	Fiat X1/9 Special	41.397 (0D)	40.254 (0D)	39.485 (0D)	40.507 (0D)	39.377 (0D)	100.000
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**OS: Open Street**

1	T	Brett Wilson	24	1999	Mazda Miata	37.389 (0D)	36.953 (0D)	38.807 (1D)	42.981 (2D)	36.640 (0D)	100.000
2	T	Dieter Beldi	90	1990	Mazda Miata	37.963 (0D)	39.596 (1D)	37.259 (0D)	37.663 (0D)	37.266 (0D)	98.392
3	T	Matt Lowell	61	1993	Porsche 911 USA	39.724 (0D)	39.724 (0D)	38.924 (0D)	38.192 (0D)	38.173 (0D)	96.667
4		Enrique Garcia	124	1999	Mazda Miata	44.809 (0D)	39.465 (1D)	43.785 (3D)	39.485 (1D)	45.848 (4D)	92.892
5		Zach Thompson	6	2000	Honda Civic	41.702 (0D)	43.167 (1D)	40.625 (0D)	40.964 (0D)	41.290 (0D)	90.240
6		Michael Duncan	44	1990	Eagle Talon	41.937 (0D)	43.055 (1D)	41.496 (0D)	40.644 (0D)	43.499 (1D)	90.198
7		Dick Jones	2	1994	Mazda Miata	47.583 (1D)	43.354 (0D)	42.424 (0D)	41.417 (0D)	41.300 (0D)	88.765
8		Adam Spinks	32	1992	Honda Civic	49.291 (0D)	46.521 (0D)	45.366 (0D)	45.223 (0D)	44.364 (0D)	82.635

**ST1: Street Tire - Stock**

1	T	Keith Mandel	97	2005	Subaru Impreza WRX STi (WAS)	35.605 (1D) [42.584]	33.352 (0D) [40.280]	34.028 (0D) [41.097]	33.854 (0D) [40.887]	33.991 (0D) [41.052]	100.000
2	T	Chris Bomberger	900	1995	Saab 900 (XGS)	34.134 (0D) [43.649]	34.297 (0D) [43.858]	33.553 (0D) [42.907]	34.042 (0D) [43.558]	33.379 (0D) [42.684]	99.919
3	T	RC Colebob	46	2001	BMW 330i (XDS)	34.277 (0D) [43.062]	35.340 (1D) [43.910]	33.957 (0D) [42.659]	33.426 (0D) [41.993]	33.586 (0D) [42.194]	99.779
4	T	Ivan Kouzanov	11	2001	Ford Mustang GT (XFS)	54.661 (0.2) [63.057]	34.662 (0D) [43.059]	34.047 (0D) [42.295]	33.619 (0D) [41.763]	35.701 (1D) [43.865]	99.206
5		Todd Mikowod	740	2004	Subaru Impreza WRX (XDS)	57.433 (0.2) [67.027]	45.029 (5D) [54.004]	34.975 (0D) [43.939]	34.130 (0D) [42.887]	33.672 (0D) [42.301]	99.030
6		Samirer Wik	75	2000	Audi S4 (XDS)	35.719 (0D) [44.873]	36.281 (1D) [45.064]	34.769 (0D) [43.680]	43.888 (5D) [52.573]	33.895 (0D) [42.582]	98.398
7		Max Ryan	57	2003	Mitsubishi Lancer Evo 8 (WAS)	36.503 (0D) [44.084]	35.045 (0D) [42.325]	34.119 (0D) [41.204]	34.368 (0D) [41.507]	34.470 (0D) [41.630]	97.752
8		Rob Caplan	1	2004	Mazdaspeed MX-5 (XBS)	35.923 (0D) [43.755]	35.348 (0D) [43.055]	35.201 (0D) [42.874]	40.591 (0D) [49.441]	35.036 (0D) [42.875]	95.194
9		Geoffrey Neutler	52	1996	Mazda Miata (XES)	37.563 (0D) [46.404]	37.261 (0D) [46.230]	38.422 (0D) [47.470]	37.026 (0D) [45.938]	35.851 (0D) [44.480]	93.029
10		Jennifer Stabuck	8	1991	Mazda Miata (XES)	48.347 (1J) [57.094]	38.019 (1D) [46.688]	37.340 (1D) [45.844]	37.241 (1D) [45.723]	36.263 (0D) [44.991]	91.973

**WST1: Women's Street Tire - Stock**

1	T	Denise Williamson	38	1993	Mazda Miata (XES)	37.348 (0D) [46.338]	36.190 (0D) [44.901]	37.242 (0D) [46.204]	35.902 (0D) [44.544]	35.467 (0D) [44.004]	100.000
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**ST2: Street Tire - Non-Stock**

1	T	Geoff Clark	211	2003	Mitsubishi Evo (XESP)	34.648 (1D) [41.525]	35.009 (1D) [41.962]	32.523 (0D) [39.374]	32.710 (0D) [39.400]	32.234 (0D) [39.024]	100.000
2	T	Doug Nikko	56	2004	Subaru Impreza WRX STi (XESP)	33.282 (0D) [40.293]	32.790 (0D) [39.697]	32.611 (0D) [39.481]	32.511 (0D) [39.359]	32.340 (0D) [39.177]	99.611
3	T	Adam Baxter	8	2002	Subaru WRX Wagon (XESP)	35.243 (1D) [42.244]	43.894 (0J) [51.034]	32.851 (0D) [39.771]	32.617 (0D) [39.488]	34.543 (1D) [41.398]	98.826
4	T	Mark McCoey	51	2001	Mercury Cougar (XOSP)	32.875 (0D) [39.994]	32.850 (0D) [39.963]	41.192 (4D) [48.380]	32.967 (0D) [40.104]	39.251 (3D) [46.451]	98.125
5	T	Alec Oberbach	49	2002	Subaru Impreza (XESP)	43.987 (0J) [51.146]	33.349 (0D) [40.374]	33.059 (0D) [40.023]	35.315 (0D) [42.754]	34.747 (1D) [41.645]	97.504
6		Drew Hanft	62	1995	Honda Civic (XOSP)	34.949 (1D) [42.084]	33.691 (0D) [40.987]	33.210 (0D) [40.401]	43.846 (0J) [51.175]	35.332 (1D) [42.550]	97.041
7		Jeff Graham	622	2000	Subaru Impreza RS (XOSP)	37.078 (2D) [44.241]	43.166 (0J) [50.348]	33.283 (0D) [40.490]	33.218 (0		

# AUTOCROSS RESULTS

Continued from Pages 6 and 7.

**NOVP: Novice PM**

1	T	Christos Karatoglou	47	1965 Ford Mustang	47.507 (1.0)	44.363 (0.0)	83.452 (0.4)	43.580 (0.0)	42.836 (0.0)	100.000
2	T	Eric Nyner	213	2002 Subaru Impreza W1X	45.185 (0.0)	53.608 (1.1)	43.946 (0.0)	44.015 (0.0)	43.251 (0.0)	99.040
3	T	Jesse Fuller	153	1990 Mazda Miata	44.209 (0.2)	44.681 (0.0)	DNS (0.0)	45.483 (1.0)	43.333 (0.0)	98.853
4		Jerod Ladiges	44	2000 Honda Civic	45.409 (0.0)	43.468 (0.0)	45.101 (0.0)	44.491 (0.0)	44.606 (0.0)	98.546
5		Adam Spinks	32	1992 Honda Civic	49.291 (0.0)	46.521 (0.0)	45.366 (0.0)	45.223 (0.0)	44.344 (0.0)	98.556
6		Kent Lottis	7	2003 Honda Civic	46.704 (0.0)	46.390 (0.0)	45.666 (0.0)	45.086 (0.0)	44.704 (0.0)	98.821
7		Dan Hurley	22	2002 Subaru W1X	53.554 (0.0)	51.629 (0.0)	50.094 (0.0)	45.476 (0.0)	48.013 (0.0)	94.185
8		Gleb Antonov	999	1990 Nissan 240SX	51.915 (1.0)	61.667 (4.0)	50.477 (0.0)	47.185 (0.0)	52.174 (0.0)	90.783
9		Doug Cullum	69	2005 Audi A4	50.477 (0.0)	48.270 (0.0)	49.580 (0.0)	47.645 (0.0)	47.728 (0.0)	89.907

**PROI: Pro Indexed Stock**

1	T	Glen Hernandez	125	2003 BMW 330Ci (XOS)	34.890 (2.0) [42.756]	30.496 (0.0) [38.312]	30.446 (0.0) [38.249]	30.216 (0.0) [37.960]	30.234 (0.0) [37.982]	100.000
2	T	Alan Dahl	99	1995 Audi 90 Quattro (XHS)	32.539 (1.0) [41.304]	30.599 (0.0) [39.381]	30.568 (0.0) [39.341]	30.437 (0.0) [39.173]	30.604 (0.0) [39.388]	99.274
3	T	FastMike Lillejord	69	1994 Mazda Miata (XES)	41.612 (0.1) [49.221]	31.203 (0.0) [39.714]	30.713 (0.0) [38.105]	30.481 (0.0) [37.817]	30.712 (0.0) [38.104]	99.131
4	T	Karl Coleman	140	1993 Toyota MR2 (XES)	31.109 (0.0) [38.597]	30.999 (0.0) [38.460]	32.912 (1.0) [40.352]	30.641 (0.0) [38.041]	30.671 (0.0) [38.053]	98.549
5	T	Abe Douglas	144	2005 Mini Cooper S (XGS)	31.272 (0.0) [39.990]	31.371 (0.0) [40.117]	32.737 (1.0) [41.305]	32.974 (1.0) [42.887]	30.679 (0.0) [39.231]	98.491
6		Jason Spore	44	2005 Mini Cooper S (XGS)	31.727 (0.0) [40.571]	30.802 (0.0) [39.389]	33.627 (1.0) [42.444]	30.862 (0.0) [39.466]	31.151 (0.0) [39.835]	98.080
7		Kevin Dietz	04	1993 TOYOTA MR2 (XES)	31.930 (0.0) [39.415]	31.400 (0.0) [38.958]	30.892 (0.0) [38.328]	30.868 (0.0) [38.298]	30.904 (0.0) [38.342]	97.888
8		Jake Nygaard	187	2005 Mini Cooper S (XGS)	31.068 (0.0) [39.754]	31.049 (0.0) [39.705]	31.051 (0.0) [39.707]	30.869 (0.0) [39.474]	33.440 (1.0) [42.230]	97.885
9		Ace Ventura	174	2002 Mini Cooper (XHS)	32.154 (0.0) [41.382]	31.584 (0.0) [40.449]	31.073 (0.0) [39.991]	31.045 (0.0) [39.981]	31.066 (0.0) [39.982]	97.267
10		Keith Brown	74	2002 Mini Cooper (XHS)	31.320 (0.0) [40.309]	31.290 (0.0) [40.219]	31.070 (0.0) [39.987]	32.279 (1.0) [42.256]	31.085 (0.0) [40.007]	97.251
11		Shelbi Zigler	169	1994 Mazda Miata (XES)	42.629 (0.1) [50.483]	32.680 (0.0) [40.546]	32.115 (0.0) [39.845]	31.525 (0.0) [39.113]	56.864 (2.2) [64.774]	95.848
12		Jerry Lamb	25	2003 BMW 330ci (XOS)	33.457 (0.0) [42.032]	31.634 (0.0) [39.741]	31.744 (0.0) [39.880]	31.977 (0.0) [40.172]	38.796 (0.0) [48.739]	95.517
13		Skane Jensen	337	2002 VW GTI (XGS)	32.930 (0.0) [42.110]	32.655 (0.0) [41.758]	32.192 (0.0) [41.166]	42.186 (0.1) [51.158]	31.654 (0.0) [40.478]	95.457
14		Kyle Freikeit	137	1992 Mazda Miata (XSTS2)	32.080 (0.0) [39.872]	34.489 (1.0) [42.460]	34.290 (1.0) [42.162]	46.925 (2.1) [55.002]	34.135 (1.0) [42.019]	94.137
15		Bill Feikeit	37	1992 Mazda Miata (XSTS2)	35.365 (1.0) [43.551]	33.342 (0.0) [41.522]	38.390 (2.0) [46.777]	33.411 (0.0) [41.408]	35.151 (1.0) [43.284]	90.624

**WPROI: Women's Pro Indexed Stock**

1	T	Shelby Morrow	76	2005 Mini Cooper S (XGS)	37.580 (2.0) [46.954]	32.909 (0.0) [42.083]	32.446 (0.0) [41.491]	31.953 (0.0) [40.861]	33.908 (1.0) [42.803]	100.000
2	T	Kisti Brown	74	2002 Mini Cooper (XHS)	33.810 (0.0) [43.514]	33.162 (0.0) [42.480]	33.462 (0.0) [43.066]	32.953 (0.0) [42.410]	32.509 (0.0) [41.839]	98.280
3		Brett Spore	139	2004 Audi TT (XSTX)	38.903 (3.0) [47.024]	33.391 (0.0) [41.635]	33.334 (0.0) [41.562]	32.805 (0.0) [40.904]	33.552 (0.0) [41.836]	97.403
4		Kim Little	26	1995 Mazda Miata (XSTS2)	35.080 (0.0) [43.708]	34.297 (0.0) [42.711]	33.964 (0.0) [42.297]	33.346 (0.0) [41.527]	32.980 (0.0) [41.093]	96.833
5		Kim Jensen	93	2004 Audi TT (XSTX)	38.929 (2.0) [47.552]	35.087 (1.0) [43.255]	34.625 (0.0) [43.173]	33.795 (0.0) [42.139]	36.449 (1.0) [44.947]	94.549
6		Ashtley McDonald	87	1998 Subaru 2.5 RS (XSTS)	35.828 (0.0) [44.841]	35.273 (0.0) [44.146]	34.513 (0.0) [43.195]	35.220 (0.0) [44.000]	35.884 (0.0) [44.911]	92.583

**PRO2: Pro Indexed Non-Stock**

1	T	Nick Smale	97	2004 Chevrolet Camaro Z28 (XESP)	32.923 (0.0) [39.858]	33.180 (0.0) [40.181]	32.180 (0.0) [38.959]	32.305 (0.0) [39.110]	34.487 (1.0) [41.330]	100.000
2		Quentin Christensen	200	1999 Mazda Miata (XOSP)	36.756 (0.0) [43.861]	36.003 (0.0) [42.963]	35.773 (0.0) [42.489]	37.737 (1.0) [44.645]	36.155 (0.0) [43.144]	89.956

**TOAM: Time Only AM**

1	T	Scott Brennan	72	1991 Acura Integra	51.016 (0.1)	44.378 (2.0)	40.663 (0.0)	42.745 (1.0)	59.980 (0.2)	100.000
2	T	Scott Dawson	1521	1991 Acura Integra	43.896 (0.0)	42.940 (0.0)	46.333 (2.0)	41.511 (0.0)	41.218 (0.0)	98.654
3	T	Matia Boscolo	5	2002 Mitsubishi Lancer	43.564 (0.0)	53.930 (0.1)	41.788 (0.0)	42.416 (0.0)	45.449 (2.0)	97.308
4		Doug Chase	47	1988 Pontiac Fiero	44.302 (0.0)	43.477 (0.0)	43.477 (0.0)	45.178 (1.0)	42.538 (0.0)	95.817
5		Alan Frazier	3	1988 Pontiac Fiero	52.973 (0.0)	45.101 (0.0)	44.524 (0.0)	43.847 (0.0)	43.842 (0.0)	92.749
6		Benjamin Krueger	88	1992 Toyota MR2	46.529 (0.0)	44.930 (0.0)	44.832 (0.0)	44.878 (0.0)	44.842 (0.2)	90.701
7		Reggie Redmond	762	1994 Honda Civic	59.611 (0.1)	51.248 (1.0)	68.322 (0.2)	98.902 (2.2)	49.806 (1.0)	81.643
8		Indra Rume	53	1989 Nissan 240SX	56.358 (1.0)	53.908 (0.0)	55.663 (0.0)	52.493 (0.0)	50.172 (0.0)	81.047

**TOPM: Time Only PM**

1	T	Kevin Dietz	40	1993 Toyota MR2	37.858 (0.0)	38.040 (0.0)	37.564 (0.0)	37.884 (0.0)	37.645 (0.0)	100.000
2	T	Karl Coleman	140	1993 Toyota MR2	38.552 (0.0)	38.580 (0.0)	38.104 (0.0)	40.273 (0.0)	41.694 (1.0)	98.583
3	T	Jake Nygaard	187	2005 Mini Cooper S	53.133 (3.0)	38.930 (0.0)	39.600 (0.0)	39.440 (0.0)	38.944 (0.0)	96.491
4	T	Keith Brown	93	2004 Audi TT	39.743 (0.0)	40.086 (0.0)	39.885 (0.0)	39.292 (0.0)	42.622 (1.0)	95.602
5	T	Abe Douglas	4	2005 Mini Cooper S	40.342 (0.0)	42.906 (1.0)	42.012 (1.0)	39.580 (0.0)	39.527 (0.0)	95.034
6	T	Keith Handel	97	2005 Subaru W1X STi	40.456 (0.0)	40.576 (0.0)	40.113 (0.0)	41.238 (1.0)	42.016 (1.0)	93.645
7	T	Shelby Morrow	17	2005 Mini Cooper S	42.340 (1.0)	41.875 (1.0)	41.114 (0.0)	42.106 (1.0)	40.552 (0.0)	93.643
8		Justin Gates	101	1989 BMW 325i	41.729 (0.0)	41.106 (0.0)	41.014 (0.0)	40.540 (0.0)	40.558 (0.0)	92.618
9		Kim Little	261	1995 Mazda Miata	68.864 (1.1)	58.925 (1.0)	48.846 (0.0)	41.640 (0.0)	41.529 (0.0)	91.965
10		Kisti Brown	174	2002 Mini Cooper	42.977 (0.0)	40.897 (0.0)	43.457 (1.0)	41.527 (0.0)	41.791 (0.0)	91.850
11		Amy Olson	1401	1993 Toyota MR2	41.775 (0.0)	41.631 (0.0)	41.899 (0.0)	40.995 (0.0)	DNS (0.0)	91.631
12		Ivan Bouzanov	47	2001 Ford Mustang GT	43.830 (1.0)	42.080 (0.0)	41.784 (0.0)	41.379 (0.0)	44.405 (1.0)	90.780
13		Taika Nikko	156	2004 Subaru W1X STi	41.574 (0.0)	41.699 (0.0)	43.623 (1.0)	45.053 (1.0)	41.542 (0.0)	90.424
14		Kelley Picasso	134	1997 BMW M3	43.392 (0.0)	41.702 (0.0)	43.884 (1.0)	42.453 (0.0)	43.743 (1.0)	90.077
15		Jenna Gates	202	1989 BMW 325i	45.472 (0.0)	42.261 (0.0)	53.442 (0.1)	42.192 (0.0)	43.180 (0.0)	89.031
16		Brent Picasso	34	1997 BMW M3	42.308 (0.0)	43.878 (1.0)	43.878 (1.0)	43.513 (1.0)	43.613 (1.0)	88.023
17		Tom Slipp	722	1991 Mazda Miata	43.036 (0.0)	42.680 (0.0)	52.865 (0.1)	42.659 (0.0)	42.295 (0.0)	88.814
18		Ashtley McDonald	87	1998 Subaru 2.5 RS	43.538 (0.0)	43.325 (0.0)	43.668 (0.0)	45.669 (1.0)	DNS (0.0)	86.703
19		Mike Squires	5	1989 VW Fox	43.593 (0.0)	43.758 (0.0)	44.330 (0.0)	44.115 (0.0)	45.873 (1.0)	86.170
20		Nam Hyunh	01	1983 Toyota Corolla	44.816 (0.0)	44.095 (0.0)	44.808 (0.0)	46.654 (0.0)	43.658 (0.0)	86.042
21		Coley Pfeiffer	311	2004 Mazda RX8	46.262 (0.0)	44.138 (0.0)	44.138 (0.1)	43.588 (0.0)	43.952 (0.0)	85.466
22		Rob Cullison	49	2000 Subaru Impreza W1X	51.482 (0.0)	46.242 (0.0)	60.084 (2.1)	45.177 (0.0)	46.078 (0.0)	83.149
23		Jackie Holmes	362	2000 Ford Focus	49.474 (1.0)	46.587 (0.0)	47.774 (1.0)	47.535 (1.0)	45.341 (0.0)	82.848
24		Andrew Squires	15	1989 VW Fox	50.131 (0.0)	48.556 (0.0)	47.964 (0.0)	47.059 (0.0)	46.156 (0.0)	81.385

**Torque Steerers Oversteer, BEAC, July 10**

For Indexed classes times in brackets [ ] are (Raw Time + Cones + Gates)

**SS: Super Stock**

Pos.	T	Name	Car #	Year	Make/Model	Run1 (c.g)	Run2 (c.g)	Run3 (c.g)	Run4 (c.g)	Run5 (c.g)	Points
1	T	Markan Provo	147	2003	Chevy Corvette Z06	37.348 (0.0)	36.239 (0.0)	36.529 (0.0)	36.140 (0.0)	39.721 (0.0)	100.000
2	T	James Winshead	145	2003	Chevrolet Corvette Z06	46.818 (0.1)	37.229 (0.0)	36.207 (1.0)	36.237 (0.0)	36.297 (0.0)	99.732
3		Jerry Lee	14	2003	Chevy Corvette	38.351 (0.0)	37.197 (0.0)	37.094 (0.0)	37.076 (0.0)	38.088 (0.0)	97.475
4		Mike Hejer	47	2003	Corvette Z06	38.254 (0.0)	37.830 (0.0)	45.302 (4.0)	38.222 (0.0)	39.963 (0.0)	95.533

**SA: Stock A**

1	T	Noel Aquino	35	2003	Nissan 350Z	39.630 (0.0)	38.924 (0.0)	38.237 (0.0)	41.133 (0.0)	37.977 (0.0)	100.000
2		Zane Miller	3	1989	Mazda RX-7 Turbo II	41.978 (1.0)	40.429 (0.0)	70.568 (0.3)	45.688 (3.0)	39.379 (0.0)	96.440
3		Coley Pfeiffer	311	2004	Mazda RX8	44.480 (0.0)	42.762 (0.0)	43.942 (0.0)	45.856 (1.0)	41.827 (0.0)	90.795

**SB: Stock B**

1	T	Dick Feikeit	44	1999	Mazda Miata	39.421 (0.0)	39.206 (0.0)	39.194 (0.0)	40.354 (0.0)	38.500 (0.0)	100.000
2		Bob Stevenson	43	1997	Mazda Miata	43.437 (0.0)	41.591 (0.0)	41.431 (0.0)	41.004 (0.0)	41.674 (0.0)	93.893

**SC: Stock C**

1	T	Amy Olson	140	1993	Toyota MR2	41.561 (0.0)	42.063 (0.0)	41.173 (0.0)	41.414 (0.0)	40.199 (0.0)	100.000
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**SD: Stock D**

1	T	Pete Eaton	3	1989	Nissan 240SX	43.085 (0.0)	42.158 (0.0)	43.588 (1.0)	41.424 (0.0)	41.492 (0.0)	100.000
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**WSD: Women's SD**

1	T	Connie Cathcart	50	1989	Nissan 240SX	45.746 (0.0)	50.171 (1.0)	46.106 (1.0)	43.620 (0.0)	43.985 (0.0)	100.000
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**IA: Improved A**

**WOS:Womens OS**

1	T	Laura Wilson	24	1999 Mazda Miata	45.231 (0.0)	43.940 (0.0)	43.417 (1.0)	58.775 (0.0)	41.424 (0.0)	100.000
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**ST1: StreetTire - Stock**

1	T	Keith Mandel	97	2005 Subaru Impreza W1X Sti (NAS)	32.653 (0.0) [39.43 G]	32.255 (0.0) [38.95 S]	37.576 (2.0) [44.55 I]	31.644 (0.0) [38.24 Z]	32.059 (0.0) [38.71 F]	100.000
2	T	Kimball Ayer	141	2002 Subaru W1X (XOS)	34.040 (1.0) [42.25 I]	32.295 (0.0) [40.57 I]	34.284 (1.0) [42.55 G]	31.893 (0.0) [40.04 Z]	DNF (0.0)	99.282
3	T	Chris Bombberger	900	1995 Saab 900 (XGS)	32.741 (0.0) [41.89 G]	33.070 (0.0) [42.28 F]	32.949 (0.0) [42.140]	32.200 (0.0) [41.17 G]	32.702 (0.0) [41.81 G]	98.335
4		Maik Stanley	1111	1999 Chevrolet Corvette (XSS)	33.428 (0.0) [40.17 Z]	34.248 (0.0) [40.91 G]	33.241 (0.0) [39.71 G]	32.892 (0.0) [39.29 Z]	35.057 (0.0) [41.88 G]	98.247
5		Dave Eggold	89	1989 Mazda MX-7 (XES)	33.791 (0.0) [41.92 G]	33.494 (0.0) [41.99 G]	33.776 (0.0) [41.90 G]	35.690 (1.0) [43.74 F]	35.536 (0.0) [44.08 F]	97.407
6		Jennifer Staubuck	81	1991 Mazda Miata (XES)	34.415 (0.0) [42.69 G]	38.035 (1.0) [46.70 F]	34.421 (0.0) [42.70 G]	34.200 (0.0) [42.43 Z]	34.091 (0.0) [44.77 G]	92.585
7		Eric Sassaman	60	2000 Chevrolet Corvette (XSS)	35.474 (0.0) [42.38 Z]	35.309 (0.0) [42.18 S]	34.787 (0.0) [41.54 I]	34.758 (0.0) [41.52 Z]	34.623 (0.0) [41.34 S]	91.454
8		Rob Caplan	1	2004 Mazdaspeed MX-5 (XOS)	39.238 (2.0) [46.92 I]	36.529 (1.0) [44.05 Z]	35.177 (0.0) [42.84 Z]	34.635 (0.0) [42.18 G]	35.016 (0.0) [42.650]	91.422

**WST1: Women's StreetTire - Stock**

1	T	Denise Williamson	38	1993 Mazda Miata (XES)	35.479 (0.0) [44.01 F]	35.042 (0.0) [43.47 Z]	35.205 (0.0) [43.47 F]	37.049 (1.0) [45.47 G]	34.727 (0.0) [43.08 S]	100.000
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**ST2: StreetTire - Non-Stock**

1	T	Doug Nikko	54	2004 Subaru Impreza W1X Sti (XESP)	33.855 (1.0) [40.56 S]	31.412 (0.0) [38.02 F]	31.532 (0.0) [38.17 G]	33.119 (1.0) [39.47 G]	31.110 (0.0) [37.66 G]	100.000
2	T	Geoff Clark	211	2003 Mitsubishi Evo (XESP)	31.447 (0.0) [38.33 G]	31.371 (0.0) [37.90 F]	33.354 (1.0) [39.94 I]	33.271 (1.0) [39.85 G]	37.447 (3.0) [44.31 Z]	99.148
3	T	Adam Baxter	8	2002 Subaru W1X Wagon (XESP)	33.448 (1.0) [40.09 Z]	31.751 (0.0) [38.49 F]	31.991 (0.0) [38.730]	31.642 (0.0) [38.30 G]	31.405 (0.0) [38.020]	99.041
4	T	Alec Osenbach	49	2002 Subaru Impreza (XESP)	34.193 (2.0) [42.97 S]	32.836 (0.0) [39.75 Z]	31.887 (0.0) [38.40 G]	32.534 (0.0) [39.38 G]	32.048 (0.0) [38.82 Z]	97.543
5	T	Maik McCooney	51	2001 Mercury Cougar (XOSP)	32.310 (0.0) [39.30 G]	32.392 (0.0) [39.40 G]	33.721 (1.0) [40.590]	32.043 (0.0) [38.80 Z]	32.074 (0.0) [39.01 F]	97.088
6	T	Drew Hanft	62	1995 Honda Civic (XOSP)	32.976 (0.0) [40.11 Z]	32.399 (0.0) [39.41 S]	37.307 (2.0) [44.520]	32.234 (0.0) [39.21 G]	32.687 (0.0) [39.74 S]	96.513
7		Mate Tennis	84	2000 Ford Focus ZX3 (XOSP)	33.057 (0.0) [40.74 I]	33.041 (0.0) [40.74 G]	37.800 (2.0) [45.47 Z]	33.655 (0.0) [41.49 G]	34.412 (0.0) [39.94 G]	95.983
8		Tim Stake	302	1992 Ford Mustang (XESP)	34.500 (0.0) [41.76 G]	33.494 (0.0) [40.55 Z]	32.923 (0.0) [39.85 G]	32.644 (0.0) [39.52 I]	32.394 (1.0) [41.21 G]	95.301
9		Scott Dawson	517	1995 Honda Del Sol (XOSP)	33.390 (0.0) [40.62 I]	32.859 (0.0) [39.97 S]	35.826 (1.0) [43.15 I]	34.944 (1.0) [42.07 G]	33.200 (0.0) [40.38 F]	94.677
10		Matthew Hebb	104	1987 Toyota MR2 (XOSP)	34.134 (0.0) [40.73 S]	33.254 (0.0) [39.68 Z]	33.649 (0.0) [40.17 G]	32.871 (0.0) [39.22 S]	49.900 (1.0) [59.140]	94.643
11		Scott Breneman	10	1991 Acura Integra (XOSP)	34.441 (1.0) [41.73 Z]	33.488 (0.0) [40.740]	34.954 (1.0) [42.09 Z]	32.939 (0.0) [40.07 Z]	32.943 (0.0) [40.07 Z]	94.447
12		Ivan Kouzanov	41	2001 Ford Mustang GT (XESP)	35.275 (1.0) [42.38 G]	40.030 (1.0) [48.04 I]	33.170 (0.0) [40.15 Z]	35.375 (1.0) [42.40 S]	33.322 (0.0) [40.34 I]	93.790
13		Des Toups	112	2000 Ford ZX2 (XOSP)	33.494 (0.0) [40.74 Z]	33.494 (0.0) [40.63 G]	33.200 (0.0) [40.38 F]	35.332 (1.0) [42.550]	33.201 (0.0) [40.39 I]	93.705
14		Nicolas Hostein	12	2001 BMW 325i (XOSP)	34.790 (0.0) [42.27 S]	33.958 (0.0) [41.31 Z]	43.788 (5.0) [51.10 S]	33.211 (0.0) [40.40 Z]	35.506 (1.0) [42.74 Z]	93.674
15		Don Whooten	48	200 Ford Focus ZX3 (XOSP)	34.291 (0.0) [42.28 Z]	35.949 (1.0) [43.88 S]	33.394 (0.0) [41.17 G]	33.345 (0.0) [41.14 I]	33.386 (0.0) [41.14 G]	93.241
16		Rudy Lallemand	88	1988 Honda Prelude Si 4WS (XOSP)	34.841 (0.0) [42.38 G]	34.146 (0.0) [41.540]	33.598 (0.0) [40.87 Z]	33.829 (0.0) [41.15 G]	34.210 (0.0) [41.41 G]	92.595
17		Mike Leonard	11	2000 Subaru Impreza (XOSP)	33.629 (0.0) [40.91 I]	33.795 (0.0) [41.11 Z]	37.095 (2.0) [44.26 Z]	48.757 (2.1) [56.28 G]	DNF (0.0)	92.509
18		Charles Aggenbach	99	2000 Ford Focus ZX3 (XOSP)	44.244 (0.1) [52.25 Z]	35.321 (0.0) [43.55 Z]	34.220 (0.0) [42.19 S]	39.302 (2.0) [47.52 F]	34.328 (1.0) [44.32 G]	90.912
19		Ashtley McDonald	87	1998 Subaru 2.5 RS (XOSP)	34.875 (0.0) [42.42 Z]	44.339 (0.1) [51.77 S]	34.540 (0.0) [42.020]	39.008 (2.0) [46.58 F]	35.007 (0.0) [42.58 Z]	90.649
20		Mike Peckowitz	314	1991 Toyota MR2 Turbo (XSM2)	38.509 (0.0) [45.19 G]	38.403 (0.0) [45.07 G]	37.093 (0.0) [43.53 G]	36.647 (0.0) [43.03 G]	37.846 (1.0) [44.07 Z]	84.845
21		Sean McGiff	7	1993 Mazda Miata (XCH)	41.902 (1.0) [45.94 S]	40.625 (1.0) [44.53 F]	39.385 (0.0) [43.37 S]	38.752 (0.0) [42.47 G]	38.247 (0.0) [42.14 G]	81.297

**WST2: Women's StreetTire - Non-Stock**

1	T	Kari McLaughlin	201	1999 Mazda Miata (XOSP)	36.303 (0.0) [43.32 I]	36.906 (1.0) [43.45 G]	34.744 (0.0) [41.46 I]	35.131 (0.0) [41.92 Z]	34.473 (0.0) [41.13 Z]	100.000
2		Heather Belgio	24	1995 Honda Civic (XOSP)	36.493 (0.0) [44.39 S]	57.544 (1.2) [65.24 I]	35.846 (0.0) [43.43 Z]	35.347 (0.0) [43.02 G]	35.471 (0.0) [43.15 Z]	97.472

**NOVA: Novice AM**

1	T	Paul Norrell	9	2004 MINI Cooper S	43.075 (0.0)	42.199 (0.0)	42.989 (0.0)	42.599 (0.0)	42.328 (0.0)	100.000
2	T	Todd Leighton	74	1974 Datsun 240Z	44.491 (0.0)	44.843 (0.0)	45.443 (0.0)	44.099 (0.0)	43.600 (0.0)	99.787
3		Mike Ermak	888	2003 Mini Cooper S	45.119 (0.0)	44.290 (0.0)	44.228 (0.0)	44.130 (0.0)	DNF (0.0)	95.624
4		Christopher Bailey	98	2003 Volkswagen GTI	50.799 (0.0)	47.994 (0.0)	47.513 (0.0)	48.840 (0.0)	46.749 (0.0)	90.247
5		Alex Wing	510	1989 Toyota MR2	60.454 (0.1)	DNF (0.0)	56.939 (0.1)	47.254 (0.0)	47.472 (0.0)	89.302
6		Stuart Ring	64	1990 Geo Storm	85.947 (0.3)	50.774 (0.0)	48.490 (0.0)	51.973 (0.0)	47.846 (0.0)	88.141

**NOVP: Novice PM**

1	T	Brian Moore	43	1994 Acura Integra	40.259 (0.0)	40.770 (0.0)	40.281 (0.0)	39.701 (0.0)	39.629 (0.0)	100.000
2	T	Matthew Poppoff	5	2003 Mitsubishi Evolution	44.088 (0.0)	41.395 (0.0)	52.142 (0.1)	40.632 (0.0)	40.291 (0.0)	98.357
3	T	Christopher Rice	743	1987 Volkswagen GTI	61.882 (0.2)	61.984 (1.2)	60.104 (0.2)	42.140 (0.0)	40.922 (0.0)	96.840
4	T	Adam Sparks	32	1992 Honda Civic	44.007 (0.0)	42.981 (0.0)	42.129 (0.0)	41.253 (0.0)	42.172 (0.0)	96.043
5		Domenic Baker	11	2000 Ford Focus	47.434 (0.0)	47.686 (1.0)	43.486 (0.0)	42.814 (0.0)	42.674 (0.0)	92.845
6		Gleb Antonov	999	1990 Nissan 240SX	45.882 (0.0)	44.618 (0.1)	44.680 (0.0)	43.580 (0.0)	43.041 (0.0)	92.030
7		Kent Lotis	7	2003 Honda Civic	44.495 (0.0)	44.045 (0.0)	43.755 (0.0)	44.040 (0.0)	44.057 (0.0)	90.570
8		Nick Harrison	990	1994 Volkswagen Jetta	49.846 (0.0)	46.426 (0.0)	45.413 (0.0)	44.942 (0.0)	44.686 (0.0)	88.683
9		Rob Greenwald	21	2000 Ford Contour SVT	49.400 (0.0)	45.326 (0.0)	45.092 (0.0)	44.754 (0.0)	44.443 (1.0)	88.545
10		Wen Lin	74	1993 Honda Accord	49.154 (0.0)	47.297 (0.0)	DNF (0.0)	47.171 (0.0)	46.285 (0.0)	85.630
11		Harry Evans	500	2002 Subaru W1X	48.940 (0.0)	48.303 (0.0)	48.441 (0.0)	47.577 (0.0)	47.141 (0.0)	84.029
12		Stuart Ring	64	1990 Geo Storm	51.246 (1.0)	49.538 (0.0)	49.003 (0.0)	48.134 (0.0)	48.003 (0.0)	82.555

**WNOVP: Womens Novice PM**

1	T	Jacki Friedrich	770	2004 Honda Civic	53.990 (1.0)	53.492 (1.0)	53.248 (1.0)	47.899 (0.0)	48.854 (0.0)	100.000
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**PROI: Pro Indexed Stock**

1	T	Jake Nygaard	187	2005 Mini Cooper S (XGS)	29.483 (0.0) [37.95 G]	29.491 (0.0) [37.71 Z]	28.807 (0.0) [36.83 G]	31.398 (1.0) [39.59 Z]	29.054 (0.0) [37.15 Z]	100.000
2	T	Glen Hernandez	125	2003 BMW 330Ci (XOS)	29.739 (0.0) [37.360]	29.539 (0.0) [37.10 F]	29.637 (0.0) [37.23 Z]	29.290 (0.0) [36.80 Z]	29.204 (0.0) [36.69 I]	98.634
3	T	Karl Coleman	140	1993 Toyota MR2 (XES)	36.276 (3.0) [43.54 Z]	30.279 (0.0) [37.56 Z]	35.637 (3.0) [42.770]	29.553 (0.0) [36.44 G]	41.928 (4.0) [49.13 I]	97.474
4	T	Abe Douglas	144	2005 Mini Cooper S (XGS)	31.289 (0.0) [40.01 I]	32.501 (1.0) [41.00 G]	29.899 (0.0) [38.23 G]	29.578 (0.0) [37.82 Z]	29.744 (0.0) [38.04 I]	97.393
5	T	Kevin Dietz	04	1993 Toyota MR2 (XES)	32.469 (1.0) [39.82 Z]	31.903 (1.0) [39.100]	29.708 (0.0) [36.85 G]	29.586 (0.0) [36.70 Z]	29.795 (0.0) [36.94 Z]	97.347
6	T	Greg Jordahl	138	1984 Porsche 944 (XES)	30.445 (0.0) [38.04 G]	30.032 (0.0) [37.240]	33.757 (2.0) [40.91 F]	41.917 (1.1) [49.11 G]	29.699 (0.0) [36.84 Z]	96.997
7		Alan Dahl	99	1995 Audi 90 Quattro (XHS)	30.012 (0.0) [38.62 G]	29.786 (0.0) [38.33 G]	29.710 (0.0) [38.23 Z]	30.214 (0.0) [38.88 S]	29.894 (0.0) [38.47 G]	96.941
8		Fanmike Lillejord	69	1994 Mazda Miata (XES)	30.744 (0.0) [38.14 F]	30.290 (0.0) [37.58 I]	30.191 (0.0) [37.45 G]	29.874 (0.0) [37.06 Z]	31.417 (1.0) [38.49 G]	96.422
9		Jason Spore	44	2005 Mini Cooper S (XGS)	31.027 (0.0) [39.47 G]	30.234 (0.0) [38.44 F]	29.900 (0.0) [38.33 Z]	32.221 (1.0) [40.44 G]	29.883 (0.0) [38.21 G]	96.399
10		Don Bauer	90	2004 Honda S2000 (NAS)	34.448 (2.0) [40.79 G]	29.884 (0.0) [36.09 Z]	30.052 (0.0) [36.29 S]	33.603 (2.0) [39.75 Z]	31.907 (1.0) [38.11 F]	96.394
11		Keith Brown	74	2002 Mini Cooper (XHS)	31.496 (0.0) [40.53 G]	30.291 (0.0) [38.80 S]	30.536 (0.0) [39.300]	32.048 (1.0) [40.47 Z]	29.946 (0.0) [38.54 G]	96.132
12		Jerry Lamb	25	2003 BMW 330ci (XOS)	31.451 (0.0) [39.51 I]	31.038 (0.0) [38.99 Z]	36.759 (3.0) [44.44 Z]	30.244 (0.0) [37.99 S]	30.189 (0.0) [37.92 G]	95.422
13		Jodi Jordahl	238	1984 Porsche 944 (XES)	31.034 (0.0) [38.50 G]	30.241 (0.0) [37.54 S]	33.990 (2.0) [41.20 G]	30.482 (0.0) [38.06 Z]	30.289 (0.0) [37.57 F]	95.195
14		Ace Ventura	174	2002 Mini Cooper (XHS)	30.754 (0.0) [39.500]	30.055 (0.0) [37.38 F]	30.896 (0.0) [39.74 Z]	36.248 (3.0) [44.97 G]	30.775 (0.0) [39.40 Z]	94.125
15		Shelbi Zigler	149	1994 Mazda Miata (XES)	40.795 (0.1) [48.20 Z]	36.490 (3.0) [43.77 F]				

# NayKid: June Sprints unkind to team

Continued from page 12

on the driver's side of her car.

"What a brutal weekend for the NayKid Team," White said. "Showing up as defending champions and going home with a fifth, two banged-up cars and an injured driver is likely the lowest point ever for us."

Both the No. 78 Dodge Viper SRT10 of Lux and the No. 75 KUMHO Tires-Suburban Chevrolet Corvette of Snodgrass suffered serious damage in their crashes. The two NayKid entries were shipped to Michigan, where they were undergoing extensive repairs before NayKid Racing's next scheduled event at Watkins Glen International on July 10. Lux is continuing her rehabilitation at home.

"Meeting my teammate in the in field medical care center really isn't something I want to do again," Lux

said. "It's either bitter or sweet for us at the June Sprints. What a ghastly weekend for the team. But one thing is for sure, the Viper SRT is one tough car! NayKid Racing is not used to results like this past weekend but we will be back stronger than ever. What this has done is get the entire team more fired up, if that's possible, to get our Vipers to the front. Just got to keep digging and digging and digging until we get there. I know we will be back."

Developing the new Viper SRT10s for competition in the T1 class continues to take time. However, a recent SCCA rules break gave the team new hope to again win their divisions for the season.

While the car was considerably more responsive to setup changes and is utilizing the strong KUMHO rubber more, it continues to suffer in straight-line speed due to a 40 percent air restrictor on the V10 engine.

The lack of horsepower is especially important at tracks like Road America's 4.048-mile course. The Fred Lux-prepared cars will continue to be developed with an eye towards a return to NayKid Racing's traditional domination of the production car-based class in 2006.

"Between the 40 percent restrictor on the Vipers and the dumb-ass moves of two other drivers, we are left with a pretty poor result," White said. "I can tell you one thing though, this team is more determined than ever to overcome all this and return to our winning ways. The Dodge guys helped us all weekend to find speed and the KUMHO tires had that Ecsta bite we need for the Vipers. Now we just need the SCCA to dump these restrictors so we can compete, we'll stop repainting the cars every weekend from all the hammering they are taking running in the back!"

## Wind raises dust ruckus on No Alibi 2005 rally

BY KIRK SIMONS  
No Alibi Rallymaster

Once again we conclude a fantastic year of No Alibi. The weather was stunning, roads were tight and twisty in spots and rather calm in others. I did try talking to the rally gods, but they just wouldn't do anything about the gale force winds we encountered, especially on Saturday. Not everything can be perfect.

Thirty teams entered the event and 30 teams finished the event. At least everybody found their way to the finish. It was a joy to see so many faces grinning throughout the weekend, even if they were covered with a fine coat of dirt. Those smiles mean we, as a club, have done our job.

I would like to conclude with a big thanks to all those who entered the event, hope you had a great time, but I have to give a really big thanks to all of our worker crews. It would be impossible to pull off a rally of this caliber without such a great team of volunteers. They include: Roy Ward, route finding and pace, with Sherry Schlosser; Joel Wright, Mark Nolte and Sally Devore, Ken and Sue Lingbloom, Dave and Dot Robinson, Kip Shirey and Tracy Shirey, Brian and Megan Hackney, Kim Prater and Michael Garvais, Jeff McMillen and Richard Fuhrman on checkpoints; Marvin Crippen and Dan Comden and Stephen Willey and Eric Horst with checkpoints and scoring; Kevin Barrows and Joe Gardner on sweep; and Terry Simons who helped me with checkpoints, route books, lunch, trophies, planning and oversight.

Thanks again and hope to see you at future rallies.

### No Alibi 2005 Rally results

#	Driver / Navigator	Class	Saturday	Sunday	Total	O/A	Tie	Class	Tie
25	Roger W. Greene / Trevor Hitch	NOV	497	547	1044	27			1
23	Paul Pagac / Josh Snerch	NOV	814	533	1347	28			2
14	Vasco de Pinna / Kevin Mullins	SOP	159	123	282	16			1
26	Robert Bouthillier / Jody Phillips	SOP	164	164	328	17			2
7	Steve Perret / Kathryn Hansen	SOP	270	119	389	18			3
15	Jeremy Stewart / Holly Stewart	SOP	390	117	507	19			4
22	Phillip Widner / Patrick Widner	SOP	372	174	546	20			5
29	Hal Dittman / Susan Everett	SOP	484	138	622	23			6
18	Tom Palidar / Brian Palidar	SOP	409	345	754	25			7
24	Keith Regier / Luke Rickert	SOP	1063	610	1673	29			8
20	Scott Margerum / Ben Johnson	SOP	3735	1389	5124	30			9
19	Esko Mannisto / Peter Mannisto	EQU	75	23	98	13			1
16	Don Gibson / Mike Workman	EQU	122	34	156	14			2
27	Walt Wendolowski / Zoe Wendolowski	EQU	139	70	209	15			3
30	Chris Waterman / Holly Odegard	EQU	821	141	962	26			4
1	Satch Carlson / Russ Kraushaar	UNL	20	11	31	1			1
11	Peter Ryce / Timothy Ryce	UNL	25	17	42	2	T	2	T
4	Lee Sorenson / Rod Sorenson	UNL	23	19	42	3	T	3	T
17	Pat Biggar / Jack Heppes	UNL	33	16	49	4			4
2	R. Dale Kraushaar / Francesca Carozza	UNL	24	26	50	5			5
3	Ron Sorem / Max Vaysburd	UNL	31	22	53	6			6
5	Michael Daily / Steve Pfau	UNL	36	28	64	7			7
9	Paul Eklund / Kala Rounds	UNL	41	26	67	8			8
10	Steve Brown / Larry Richardson	UNL	45	26	71	9			9
12	Steve Richards / Gary Reid	UNL	51	23	74	10			10
13	Jason Webster / Brandon Harer	UNL	56	20	76	11			11
8	Glyn Trafford / Bart Vogelzang	UNL	65	28	93	12			12
21	Conrad Berg / Imelda Jacob	UNL	489	125	614	22			13
28	William McRae / Dave Harms	VINT	386	200	586	21			1
6	Dave Burroughs / Dave Karkner	VINT	223	416	639	24			2

T: Tie for second place broken by car #11 having 25 zeros and car #4 having 19.

## SOVREN: Old racers benefit Children's Hospital

Continued from page 1

the Hospital's uncompensated children's care fund. Fundraising for a worthy cause and racing old cars under vintage rules — not really a formula for great competition, but we saw lots of it anyway in the three days. In addition to the Listers, Victress and Pooper, we also saw especially great racing from the big-bore production gang. Corvettes pretty much ruled the

roost in the weekend's three races for this highly competitive group, which also saw Mustangs, Shelys and Sunbeam Tigers. Randy Dolson from Oregon won the Sunday feature, while Seattle's Bill Cotter in a '63 small-block beat out Dunphy on Saturday.

The exhibition class saw the biggest cars. Tom Armstrong fittingly won two of the weekend's races in his Can-Am Lola. "Fittingly," because Armstrong is one of the driving forces behind the event. Fastest

car out there, though, was the F5000 Lola of Stan Beck. Sentimental favorite in the Exhibition Class was the previously mentioned Don Jensen, still very fast in his Can-Am "Frisbee" style Lola.

One more local race remains for the vintage group, the last weekend at September at Pacific Raceways. It's some darn good racing, and the most varied group of cars you'll find anywhere. Come out and see!



Tom Hollfelder's 1959 Devin SS (07) leads Tony Garmey's 1959 Lister Chevrolet (18) Garmey later got by to win the featured "Fabulous Fifoos Race" during SOVREN's Fourth of July weekend racing.

Jim Culp / www.pacificraceways.com

# Garage Sale Classifieds

## 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 August issue is Tuesday, July 19.

## CARS FOR SALE

**2002 Honda S2000.** 36,000 miles, aftermarket alarm, new tires, new rear brakes, security seat and wheel bolts, full records. \$23,000. Contact anandamerts@yahoo.com or 425-235-2360. 07/05

## 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 Forspring at 800-605-2192 or any board member.

# Composite race schedule

COMPILED BY FRANK MANLEY  
Race Chairman Emeritus

Date	Track	Club	Event
Aug. 5-7	Laguna Seca	SFR	SCCA Regional/National
Aug. 6-7	Pacific Raceways	ILDC	KSCC Campionslip
Aug. 13	Bremerton	MWIL	SCCA Solo I
Aug. 13-14	PIIL	OIL	Regional/Vintage
Aug. 13-14	Mission	SCCBC	KSCC Campionslip
Aug. 19-21	Laguna Seca	SFR	Monterey Historic
Aug. 20-21	Pacific Raceways	MWIL	SCCA Restricted Reg./Stock car
Aug. 26-28	Infinion	SFR	ILIL
Aug. 27-28	PIIL	CSCC	KSCC Campionslip
Sept. 3-4	Mission	SCCBC	KSCC Campionslip
Sept. 3-5	PIIL	SOVREN	Columbia River Classic/Vintage
Sept. 3-4	Infinion	SFR	Regional
Sept. 9-11	Laguna Seca	SFR	Champ Car
Sept. 10-11	PIIL	OIL	SCCA Regional/Vintage
Sept. 24-25	Pacific Raceways	SOVREN	Fall Finale/Vintage
Sept. 24-25	PIIL	CSCC	KSCC Campionslip
Oct. 1-2	Pacific Raceways	ILDC	KSCC Campionslip
Oct. 1-2	Thunderhill	SFR	Double points SCCA Regional
Oct. 1	Maryhill	SOVREN	Vintage Hillclimb
Oct. 13-14	Laguna Seca	SFR	ALMS
Oct. 21-23	Thunderhill	SFR	SCCA West States Runoff/Enduro
Oct. 29-30	PIIL	OIL	SCCA Double Regional/Vintage
Oct. 29-30	Laguna Seca	OIL	Vintage
Oct. 29-30	Laguna Seca	SFR	SCCA Fall Classic Vintage
Oct. 29	Bremerton	ILDC	Open practice

# NWR Race Contacts

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Assistant Chief position open

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Assistant Chief position open

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## NWR Rally Contacts

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Something for Every Motorsport Enthusiast



Bremerton MotorSports Park, a volunteer non-profit corporation established in 2002, is dedicated to the development of a multi-use racing facility for the fans and drivers of the region and to further the economic and recreational diversity of Kitsap County.

Motorsports have had an important presence in Kitsap Co. starting in the 1950's. The Sports Car Club of America held races at current site in 1954. Olympic timing association started drag racing later that decade and Handlers Racing association continues to offer drag racing opportunities to the present.

Bremerton Sports Car Club and many other groups have used the inactive runway for Autocross driving events for over thirty years. However, the current site will soon be unavailable for motorsports use. Our plan is to develop a multi-use facility where several styles of motorsport can play together with minimal schedule conflicts using a wisely engineered sharing of facilities and infrastructure.

- Plans include
- Stand alone 1/4 mile drag strip
  - Paved oval track / arena
  - Paved space for autocross events
  - 1.5 - 2.5 mile road racing course
  - RV park accommodating perhaps 500 guests

Plus - Offices - Garage space - Meeting Rooms  
First Class Fan Amenities - Covered Grandstands  
Expansion Areas For  
Motorsports Related Commercial Activity



P.O. Box 5046  
Bremerton WA 98312  
360-478-4067 - Msg. Fax

# 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 2 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 at Andy's Diner in Seattle.

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

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1 NWR Board Meeting	2	3	4	5	6
7	8	9 Solo 2 Committee Meeting	10	11 Rally Committee Meeting	12	13
14 Solo 2 Event #5	15 Deadline for September NSCN ads, stories, photos	16	17	18	19	20 Pro Touring Car PSPERA Leger-Legend-Spec Mats
21 Pro Touring Car PSPERA Leger-Legend-Spec Mats	22 Race Committee Meeting	23	24	25	26	27
28	29	30	31	<b>AUGUST</b>		
Sunday	Monday	Tuesday	Wednesday			
<b>SEPTEMBER</b>						
4 Solo 2 Event #6	5 Labor Day	6	7	8	9	10 Wild West Rally; Quarterly membership meeting
11 Wild West Rally	12 NWR Board Meeting; Deadline for October NSCN	13 Solo II Committee Meeting	14	15	16	17
18	19	20	21	22	23	24 Solo 2 Practice
25 Seattle National Tour	26 Race Committee Meeting	27	28	29	30	



**Northwest Region, SCCA**  
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August 2005

## Get secrets at Runoffs

Two new drivers' programs offered to give winning edge

### SCCA STAFF REPORT

As an SCCA club racer, the ultimate goal is capturing a national title at Mid-Ohio Sports Car Course during the SCCA National Championship Runoffs presented by Kohler.

During last week for this fall motorsports classic, the Mid-Ohio School is offering two different options to help competitors improve their overall performance. Insider tips will be offered by the Mid-Ohio School's championship-winning instructors, who have run more laps than anyone around the demanding 2.4-mile, 15-turn road course, through a track orientation seminar and comprehensive driver coaching.

"For those drivers looking for the finer points of Mid-Ohio where they can gain that last 1/100th of a second that's where our instructors come in with all of their experience at the track," said chief instructor Billy Edwards. "Some of our instructors are not only world class, but several of them have won an SCCA national championship themselves at this track. If you want to make your mark at Mid-Ohio, these programs will help you."

Comprehensive driver coaching is the all-inclusive way to improve your knowledge of Mid-Ohio Sports

### National Runoffs training options

#### Track orientation seminar,

\$190 (offered at the end of on track activity, Thursday, Sept. 15 through Sunday, Sept. 18)

- Best room chalk talk
- Detailed track walk
- Course manual
- In the Driver's Seat™ by Mid-Ohio DVD
- The Mid-Ohio School race car deck DVD
- Dinner
- Option to attend the track orientation seminar then upgrade to comprehensive driver coaching for \$675.

#### Comprehensive driver coaching, \$275\*

(offered during Runoffs Test Days, Friday, Sept. 16 through Monday, Sept. 19)

- Includes spot in Runoffs Test Day (all test day fees included in above price)
- Includes all the benefits of the track orientation seminar
- Attend track orientation seminar the night prior to the coaching day
- Feedback from instructors
- Discuss racing lines, car setup and qualifying and race strategies with instructors
- Morning and end-of-day driver briefings
- Hour lunch tickets for paddock concessions stand for driver and crew
- Enroll in additional coaching days for \$675

Car Course. The program, offered from Friday, Sept. 16, through Monday, Sept. 19, includes a track orientation seminar the evening before the coached test day. This seminar will give each driver a detailed track walk, a classroom "chalk talk" from a Mid-Ohio School instructor, and a DVD breaking down a lap of Mid-Ohio Sports Car Course.

Offered during select SCCA Runoffs test days, each racer will receive feedback from the Mid-Ohio School's top instructors, help and feedback on car setup and personal morning and end-of-day driver feedback meetings. The fee for comprehensive driver coaching also includes a spot in the test day.

Competitors may also take the track orientation seminar separately without participating in the comprehensive driver coaching program the following day.

## NayKid Racing bruised but not out after Sprints

BY TOM MOORE  
 NayKid Racing

EIHKARTLAKE, Wis. — Unlike last year, the 2005 June Sprints was no walk in the park for NayKid Racing.

The SCCA T1 class defending champions of the event would take one top-five finish and send two cars away on the flabbed track. In 2004, Cindi Lux (Aloha, Ore.) led teammate Scotty B. White (Puyallup) to the checkered flag in a runaway NayKid Racing victory at the classic SCCA Club Racing event after White set a new track record and won the pole position.

2005 would be a far different matter. Lux out-qualified teammate Ryan Snodgrass (Kirklind) and White with the No. 78 KUMHO Tire-Forge-line Wheels-CORSA Exhaust-Nite Racing-Motion Shocks Dodge Viper SRT10 and began to pull away at the green flag. Only seconds later, Snodgrass got rear-ended into the cement wall in Turn One. Lux, then in turn six, got parked into a cement wall while trying to avoid a car re-entering the track after it had lost control. Both were out of the race. White would continue on to finish fifth in T1 with his No. 3 KUMHO Tire-Forge-line Wheels-CORSA Exhaust-Motion Shocks Dodge Viper SRT10. For Lux and Snodgrass, it marked the first DNF in more than 50 races spanning the past two years in NayKid Racing machines.

Snodgrass sustained no serious injury in part due to the use of the HANS head and neck system. Lux, however, suffered two broken ribs on her left side and some pulled ligaments as a result of the hard impact with the retaining wall

See **NayKid**,

Continued on Page 10