

DOWNSHIFT



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Declining Stocks by Heyward Wagner

A decade ago, Stock Class was hands down the most vibrant category in our sport. The norm was double-digit fields in multiple classes at National Tour and ProSolos and many classes posting 50 plus car fields at the National Championship event. Since then, however, the numbers for Stock Classes have been in a steady decline, dropping to 30 percent in 2009 and fell again to 28 percent in 2010. This trend has come at a time where Super Stock has seen significant growth, going from 14 percent of the total Stock Category in 2003 to 28 percent in 2010. That leaves the remainder of the Category, which was 32 percent of Nationals in 2003, making up just 21 percent of the 2010 event.

To gain some perspective on the issue, I approached three drivers who have helped shape the sport of autocross over the last 20 years, Bob Tunnell, GH Sharp and John Rogers. Bob Tunnell, the 2002 Driver of Eminence and 2007 Solo Cup recipient, is one of the most successful drivers in the history of the sport. GH Sharp, a National Champion in his own right, served eight years on the Solo Events Board with a two-year term as the board's chair. As a national level competitor, John "Woody" Rogers has enjoyed a 20-year Stock Class career that began with a 1988 CRX Si and one of the earliest R-compound tires to hit our sport, built by Yokohama.

To understand the current state of the Stock Category one needs to have an understanding of the evolution of the R-Compound tire. For many the heyday of Stock Class competition was the early to mid nineties when the BFGoodrich R1 was the tire to have. The R1 was reasonably priced, wore at an acceptable rate and, unlike previous R-Compounds, had otherworldly grip. Eventually, BFGoodrich replaced the R1 with the G-Force, which never really amounted to a serious autocross tire and was quickly over taken by the Kumho Victoracer. The Victoracer was similar to the R1 but was eventually out paced by Kumho's new tire, the Escta 700 and offerings from Hoosier. Hoosier was developing their own autocross specific compounds, and was the first manufacturer to produce a virtual slick with just a ghost tread pattern for the sake of appearances, but they had not yet reached the current dominance they enjoy today. The game changed in the early 2000's when Kumho introduced the 710. The 710 was another "virtual slick" that provided ultimate performance and reasonable wear. Hoosier was quick to respond with a new tire of their own and from there the guys in purple have never looked back.

To put the affordability of the R1 in perspective, in 2000, Bridgestone's high performance street tire, the 225/45R17 RE-71 sold for \$146 a tire. Currently, it's descendant; the RE-760 Sport has actually dropped the price to \$137 a tire. This is due in part to the performance tire segment's strong growth over

that time. In contrast, the BFGoodrich R1, in a 205/50-R15 sold for \$128 dollars. Currently, the same size tire from Hoosier lists on the Tire Rack site at \$221.

Many are quick to vilify Hoosier for their pricing. However, one must consider the cost to build a single tire mold in a single size is around \$40,000. In the 90's, BFGoodrich could get by with just a few molds and less diversity of materials as road racing and autocross used the same compounds. Only about 25 sizes, ranging in diameter from 13" to 17", were needed. Today, Hoosier makes tires in 40 different sizes ranging from 13" to 19" in diameter, separate compounds for autocross and road racing. The end result is far fewer tires sold per size, driving production cost per tire up significantly.

It was, however, those larger manufactures, powered by marketing dollars, which created the climate of the late 80's and early 90's. Companies like Yokohama and BFGoodrich became fixtures in the sport with on site tire support, big-rig trucks, generous contracts and lots and lots of contingency dollars.

For most competitors, contingency was a secondary motivator. The money was the gravy on top of the satisfaction of a solid drive. Contingency money was a key motivator. For the top drivers it was a huge part of the annual racing budget, offsetting if not eclipsing racing expenses. For less successful drivers, contingency was the promise that, should they do their best, there would be a reward. This not only drove participation, but it also contributed to a culture where there was a premium value set on having a Stock Class package that could win. Today, contingency is still paid by many of the sports sponsors, however the earning potential has been far reduced from its height.

In light of the drop in contingency money and the rise in tire cost, shocks have become the insult to the Stock Class injury. In the era of the R1 shocks were also a similarly simple game. The top of the line in those days was the Double Adjustable Koni Sport, or DAs as it has come to be known. The DA Konis were based on a single adjustable street application, rebuilt to add compression adjustment. Typically the cost of these shocks ranged from \$1500 to \$2000 depending on fitment and who did the DA conversion. Since then, the sport has seen an influx of high dollar, sophisticated race-bred shocks from companies like Moton and Penske as well as Koni. This new breed of shock brings remote reservoirs, finer adjustment and price tags ranging from \$5000 to as much as \$7000 for a set. However, according to both Tunnell and Sharp, despite the perception, these shocks many not be the be-all-end-all of stock class performance.

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2011 KYRSCCA Officers & Board Members

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Jamey McDaniel	Activities Director / Board Member (3 year term)	502-419-6441 jameymcdaniel@insightbb.com
Al Murrell	Chairman of the Board/ Board Member (3 year term)	afmlouky@msn.com
Richard Sinnock	Secretary / Board Member (2 year term)	richsinnock@insightbb.com
Mike Spence	Treasurer / Board Member Chris Schork Board Member (1 year term)	502-643-4304 mikespence@brownsprinkler.com 502-295-6090
Bruce Domeck	Road Race Chair / Board Member (1 year term)	502-452-9628 bdomeckseb@aol.com
Ron Riffle	Downshift Editor/ Art Director	502-263-9683 ronriflou@earthlink.net

Schedule of Events

05/22
Points Event #2
Papa John's

05/31
Board Meeting
Shoney's Eastern Pkwy.

06/02
Membership Meeting
Shoney's Eastern Pkwy.

06/04
Autocross/ Driver's School
Papa John's

06/05
Points Event #3
Papa John's

Links of Interest

scca.com
kyscca.com
502streetscene.net/
myautoevents.com
ckrscga.org/

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UNIQUE Automotive, LLC

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Minutes of the KYR SCCA Board & General Membership Meeting April 07, 2011

Meeting was called to order by Julia Aebersold at 6:02 PM (18:02)

Members in attendance as follows

Julia Aebersold, Al Murrell, Mike Spence, Bruce Domeck, Ron Riffle and Jamey McDaniel

Reading of past minutes and Mike Spence made the motion to approve minutes with Bruce Domeck seconding the motion. The minutes were approved by all members

Financial

Mike Spence stated there has been money coming inbound for the driver school and as of this meeting 18 people had signed up for the school. 1252.47 was the balance of the checking account , and we had received a invoice online for purchasing forms for new membership in the total of 10.00.

Membership Report

Julia Stated that the KYSCCA currently has 164 members and we will be sending the Downshift monthly newsletter to recently expired members. This will be to try to regain interest and hopefully get that member to renew their KYSCCA membership.

Old Business

Al Murrell conducted a Safety Steward class but due to unforeseen circumstances Mr. George Frazier Jr. was the only person whom attended .

The KYSCCA is looking for someone to move the Timing and Scoring (T&S) trailer to U.P.S for the Cobb Webb Shaker eventBruce Domeck volunteers and will move trailer.

Update on Fort Knox Army base possible future events..... Paul Monday has stepped in to assist Al Murrell and Julia Aebersold to get back on Fort Knox army installation for possible events at Godman Army Airfield. Things are looking favorable and we would enter at the Patton Museum and also exit before and after the event to minimize problems.

New Business

There was a theft and damage done the KYSCCA T & S trailer when it was sitting outside of Unique Automotive. The roof was damaged, interior damage along with wiring damage, the air compressor along with public address speakers were taken and possibly other items. There was a motion made by Bruce Domeck

and seconded by Mike Spence to replace two (2) Peavey RV12 speakers and also stands so we could make announcements at the Cobb Webb Shaker fun event . This motion carried will all members approving the purchase.

It was brought to the attention of the Board of Directors that Mr. Chris Schork who has/had one year of board membership as the past Regional Executive has missed three (3) consecutive board meetings and per the KYSCCA By Laws it is recommended his tenure be terminated . Julia Aebersold made the Motion with Jamey McDaniel seconding and all members approved , Al Murrell will contact Mr. Schork and alert him to this motion.

Christopher Granger arrives at the meeting at 6:45 Pm

Al Murrell takes the floor and requests a Board of Directors meeting on separate nights and separate times effective from this point forward. Bruce Domeck then adds his comments /opinion and relates he feels that by having the Board Meeting previous to the Membership meeting the board runs out of time to discuss all needed items before the one hour is over.

Julia Aebersold stated that if all the board feels we need to have the meetings on separate nights and times then we need to make a motion and get it seconded then all will vote on the matter. Julia continued and stated that this decision may make board members not come to the membership meetings due to other commitments . Bruce Domeck makes the motion and Al Murrell seconds the motion to make the board and membership meetings separate , the vote is 3 for the motion, one against motion and one person abstained so the motion carried.

Jamey McDaniel made a motion to have the T&S trailer serviced by Bruce Domeck of Unique Automotive in the month of May or June before the regular season of Solo Events got into full swing. This service would include repack all wheel bearings, install new grease seals on hubs and check brake function with a advisement to the board of directors of further service work was needed for the sun of a flat 100.00 U.S. Dollars. Julia Aebersold seconds motion with all members approving

Motion to adjourn at 7:08 PM (19:08)

Motion made by Al Murrell, seconded by Julia Aebersold and motion passes unanimously

Meeting minutes respectfully submitted by Jamey McDaniel

KY SCCA Final Results for Points Event #1

Papa John's Sunday May 1, 2011 Registered Entries :49 / Times Recorded: 47

Super Stock Total Entries: 2 Trophies: 1				
1 Tm	99	Jim Moore	02 Corvette Z06 Red	50.752
2 m	3	Sam Moore	03 Corvette Z06 Red	51.414
C Stock Total Entries: 3 Trophies: 1				
1 Tm	35	Lou Savino	99 Mazda Miata Green	43.045
2 m	46	Warren Grobbelaar	99 Mazda Miata Silver	54.091
3 m	42	Cindy Duncan	04 Mazda RX8 Blue	55.588
D Stock Total Entries: 2 Trophies: 1				
1T	97	Gary Niles	08 Chevy Colbalt Red	55.968
2	22	Victoria Riley	87 Dodge Shelby Charger Blk	69.785
F Stock Total Entries: 1 Trophies: 1				
1T	35	Joseph Clemens	91 Camaro Green	63.806
G Stock Total Entries:6 Trophies: 2				

1T	15	David Schmitt	84 Mustang SVO Red	54.957
2T	4	Stacey Schmitt	84 Mustang SVO Gray	54.991
3m	35	Tony Morrow	08 Subaru Impreza Silver	55.636
4	82	Adam Hyde	2008 GTI Black	55.834
5m	524	Brent Mundell	98 Ford Mustang Silver	57.370
6	42	William Schmitt	84 Mustang SVO	DNS
H Stock Total Entries: 3 Trophies: 1				
1Tm	72	Jeffery Coulter	06 Scion TC Black	55.778
2m	7	Richard Sinnock Jr.	07 Mazda 3 Gray	57.510
3	1	Demree Colwell	88 Honda Civic	60.525
A Street Prepared Total Entries: 2 Trophies:1				
1Tm	71	Dave Munsterman	08 Chevrolet Corvette	52.133
2	7	Russ Coleman	06 Corvette	53.872
C Street Prepared Total Entries: 2 Trophies: 1				
1Tm	1	David Melton	92 Mazda Miata Red	53.401
1Tm	27	Jeremy Hess	96 Mazda Miata Montego Blue	53.736

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In September of 2003 an article appeared in Grassroots Motorsports in which Tunnell tested a number of shock options on a competitive D-Stock BMW 330. The test compared the Koni Sport and DA built by TC Kline to the more expensive Moton. When the results came in, Moton was only marginally quicker than the Koni Sport, and actually a tick off the pace of the TC Kline DAs. What was more remarkable is that all of the aftermarket offerings were only marginally quicker than the original equipment shocks on the car. Sharp added that there have been several real world examples of drivers doing exceedingly well on stock shocks. Most recently, Greg Hahn's win in 2008, taking the B-Stock National Championship in a S2000 CR on stock shocks.

Tunnell, Sharp and Rogers all agree that the current shock rule is not the Stock Class problem, rather it is the perception that needs a review. Sharp added, "in Solo, and particularly in Stock, it's usually the driver who figures out the course a little quicker, and who makes the fewest mistakes, who wins on a given day. And he may be doing it with a car that's not set up as well as the one you or I are driving.

Sharp, however takes a broader view citing the relative cost of competition and the ever-increasing gap between the Stock Class haves and have-nots. The reality is, as our national economy has struggled, the cost of autocross in general has increased, while the number of people who can compete at the top level has decreased. By virtue of this, many of those who are still able to compete are able to compete on a grander scale. This drives a perception that to be competitive, you need to have the best shocks, the top car and you may even need to trailer the car to events. All of these factors lead to a possibly false perception that it takes a lot of money to compete in Stock Class. Sharp is quick to warn, "Racing will always be expensive." The question is, how expensive does it really have to be?

1996 205/50-R15	
Yokohama ADVAN A008 RS	\$123
1998-2000 205/50-R15	
BFGoodrich Comp T/A R1 230	\$128
Hoosier A3S02	\$154
Bridgestone Potenza RE71	\$65
2003-2004 205/50-R15	
Hoosier A3S03	\$173
Kumho Ecsta V710	\$143
Bridgestone Potenza RE730	\$96
2007 205/50-R15	
Hoosier A3S05	\$182
Bridgestone Potenza RE750	\$103
2011 205/50-R15	
Hoosier A6	\$221
Kumho Ecsta V710	\$196
Bridgestone Potenza RE-11	\$137
2000 275/40R-17	
BFGoodrich Comp T/A R1 230	\$155
Yokohama ADVAN A008 RS/2	\$135
Bridgestone Potenza RE71	\$119
2011 275/40R17	
Bridgestone Potenza RE760 Sport	\$172
Hoosier A6	\$294

In looking for potential solutions, one place of disagreement is the direction of the Stock Class tire allowance. While both Tunnell and Sharp admit to personal preferences and prejudice, they both believe that R-Compounds belong in all Stock Classes, both citing reasons that revolve around cost. Right now, the only way anyone can outspend you is by having a fresher set of stickies. The cost to match that fresh set is a known, fixed cost. However, if street tires were introduced, then the testing factor would kick in. Drivers with the

resources to test and find the silver bullet would have a real advantage over those who could not afford to do so.

Rogers sees another option. With the caveat that Super Stock is a class for super cars and thus should have access to super tires, he sees a place for street tires in the remainder of the Stock Category. Aside from the immediate potential cost benefits of lower cost tires, Rogers likes the idea of the reshuffle it would create. Much like a rain condition, the reduction in grip category-wide would likely make room for more diversity at the top of each class. It may also reduce the need for the ultra rare package cars. Rogers points to the MX-5 as an example. The MX-5 has proven to be an autocross favorite since it debuted 20 years ago, and responded well to bolting on sticky tires. However, the 3rd generation NC Miata handled well with its OEM performance summer tires, but once the car was shod with R-Comps, the car became harder to drive, less balanced and for lack of a better term, unhappy. Rogers, who test street tires on stock suspension cars on a weekly basis, is also quick to debunk the notion that street tires would make stock class less fun. It would change the fun, but he feels strongly that the challenge of managing grip is as big a thrill as the ultimate grip of R-Compounds.

Sharp's attraction to Stock Class is to the idea of a level playing field. For Tunnell, however, stock class is about the opportunity to innovate, to prove the notion of 'the car to have' wrong. Rogers represents the vast majority of Stock class competitors that are looking for an affordable way to be competitive and have fun.

It is notable that all three, Tunnell, Sharp and Rogers are on hiatus from Stock Class at this time.

This article has been edited to fit the space available. To read the entire article go to solomatters@scca.com

RE's Corner May 2011

Our first points event on May 1st started out a bit wet, but turned out to be a great event with 47 competitors. Considering the soggy start I was surprised that we had that many folks show up, but was very pleased. However, Mother Nature was in a good mood and we essentially had dry runs for most of the event. Jim Moore put on a great course that was intended for the wet, but it sure was a thrill to run in the dry. So, come on out if we have future events that "appear" to be wet. We're in the part of the country where if you don't like the weather then just wait 5 minutes... it will probably change again.

We are very excited about our new folks coming out for we really hope you're having a good time. If you are having trouble, not having a good time or if someone says something that resembles what a 3 year old might say then please hunt me down. I may appear busy, but I will always have time for questions from our new folks and anyone else, too.

For those who don't know it, but Downshift can also be read online at our website (kyscca.com). When we started sending out the Downshift again we wanted to make sure everyone received a copy. However, in the near future we will start asking folks if they who would like save the club some postage and stop receiving the hard copy. In the meantime if you want to catch all of the latest news our website is the place to check.

Our next event is the driver's school on June 4th with a points event on the following day on June 5th.

Cheers!

Julia Aebersold

RE, KYSCCA

Results of Points Event #1 continued from page 3

D Street Prepared Total Entries: 2 Trophies: 1				
1Tm	13	Andrew Buck	96 Nissan 200sx Green	51.989
2	11	Eric Ruedel	240 SX Red	56.448
E Street Prepared Total Entries: 2 Trophies: 1				
1Tm	17	Charles Hughes	93 Nissan NX2000 Blue	53.893
2m	53	Tim M. Thompson	86 Mustang SVO Red	55.786
X Prepared Total Entries: 2 Trophies: 1				
1Tm	5	Matt Coleman	98 Corvette Black	52.621
2m	1	Ben Craft	85 Toyota Corolla GTS	55.786
C Modified Total Entries: 3 Trophies: 1				
1Tm	27	Geoff Hale	86 Van Diemen RF-86	47.527*
2m	89	Michael Spence	85 Van Diemen FF	49.265
3m	98	Scott Walsh	84 Van Diemen	52.017
Street Touring Total Entries: 4 Trophies: 2				
1Tm	19	Logan Waller	99 Honda Civic Silver	55.266
2Tm	14	Scott Wright	05 Acura RSX MM	55.797
3	61	Aaron Masterson	05 Chevy Cobalt Yellow	60.528
4m	17	Jason Northcut	05 Honda S2000	DNS
Street Touring R Total Entries: 4 Trophies: 2				
1Tm	69	Mark Mays	06 Mazda MX-5 Black	52.649

2Tm	4	Chris Schork	03 Honda S2000 Silver	52.774
3m	97	Josh Owens	00 Honda S2000 Black	54.413
4m	5	Mike Schenk	05 Honda S2000	54.509
Street Touring X Total Entries: 1 Trophies: 1				
1Tm	36	Jamey McDaniel	02 Subaru WRX Sedan Red	53.722
Street Modified Total Entries: 1 Trophies: 1				
1Tm	35	Craig Hammond	05 Subaru WRX Sti Blue	56.549
F125 Shifter Kart Total Entries: 2 Trophies: 1				
1Tm	18	Julia Aebersold	Mach 1 Shifter Stock Moto Blk	48.471
2m	17	Jamey Aebersold	08 Arrow AX9 Kt100 Blk	51.543
Junior Kart B Entries: 1 Trophies: 1				
1Tm	17	Alexander Aebersold	08 Margay Rookie Brava Blk	63.633
Street Touring O Total Entries: 6 Trophies: 2				
1Tm	53	Brian Ogg	06 VW GTI Red	54.053
2T	23	Dan Miller	04 BMW M3 Red	55.377
3	12	John Willett	02 Z06 Blue	56.697
4	21	David Moore	03 BMW M# Silver	56.730
5m	66	Barry Chase	Honda Civic Si Fiji Blue	56.790
* Fastest Time of the Day— 45.527 by Geoff Hale C Modified				

KY SCCA Final Results for Points Event #2

Papa John's Sunday May 22, 2011 Registered Entries :81 / Times Recorded: 81

Super Stock Total Entries: 1 Trophies: 1				
1 Tm	99	Jim Moore	02 Corvette Z06 Red	43.717
A Stock Total Entries: 2 Trophies: 1				
1 Tm	97	Gary Niles	97 Chevy Corvette White	44.646
2 m	6	Greg Cudnik	07 Porsche Cayman S Red	44.692
B Stock Total Entries: 5 Trophies: 2				
1 Tm	94	Mark Pfannenschmidt	08 Honda S2000 CR White	42.361
2 Tm	198	Dean Smith	05 Honda S2000 Silver	43.279
3 m	98	Ann Klem	05 Honda S2000 Silver	45.151
4 m	49	Gary Whitaker	04 Porsche Boxster S Silver	46.566
5	1	Geomy George	05 Honda S2000 Blue	55.117
C Stock Total Entries: 3 Trophies: 1				
1 T	35	Lou Savino	99 Mazda Miata Green	47.001
2 m	14	John Hale	01 Mazda MX-5 Black	50.286
3	4	Quentin Hale	01 Mazda MX-5 Black	50.614
D Stock Total Entries: 3 Trophies: 1				
1 T	90	Adam Popp	09 Chevy Cobalt SS Red	54.957
2 m	11	Nathan Roberts	08 Chevy Cobalt SS Red	54.991
3	22	Victoria Riley	87 Shelby Charger	59.685
E Stock Total Entries: 1 Trophies: 1				
1 Tm	6	Brett Combest	94 Miata Red	49.297
F Stock Total Entries: 1 Trophies: 1				
1 Tm	35	Joseph Clemens	91 Camaro Green	52.171
G Stock Total Entries: 4 Trophies: 2				
1 Tm	15	David Schmitt	84 Mustang SVO Red	48.677
2 Tm	524	Brent Mundell	98 Ford Mustang Silver	50.408
3 m	35	Tony Morrow	08 Subaru Impreza Silver	51.812
4	8	John George	08 Volkswagen GTi Black	59.461

H Stock Total Entries: 6 Trophies: 2				
1 Tm	89	Jeremy Lally	03 Mazda Protege Blue	50.399
2 T	14	Alex Workman	08 Scion XV Blue	51.222
3	2	Mike Miller	11 Mazda 2 Green	53.315
4	16	Raymond Dzousa	11 Honda Civic Black	54.097
5 m	1	Dremree Colwell	95 Honda Civic	54.652
6	189	Stephanie Clos	03 Mazda Protege Blue	60.636
A Street Prepared Total Entries: 2 Trophies: 1				
1Tm	71	Dave Munsterman	08 Chevrolet Corvette Silver	45.293
2	7	Russ Coleman	06 Corvette Black	47.468
B Street Prepared Total Entries: 1 Trophies: 1				
1Tm	23	Patrick White	91 MR2 Turbo White	47.081
C Street Prepared Total Entries: 2 Trophies: 1				
1Tm	11	Jonathan Sexton	Mazda MX-5 Black	44.935
2 Tm	27	Jeremy Hess	96 Mazda Miata Montego Blue	45.936
3 m	1	David Melton	92 Mazda Miata Red	46.257
4 m	7	Christopher Huber	96 Mazda Miata Green	46.375
D Street Prepared Total Entries: 2 Trophies: 1				
1 Tm	13	Andrew Buck	96 Nissan 200sx Green	44.992
2 m	56	Ron Riffle	73 Porsche 914 Black	51.995
E Street Prepared Total Entries: 1 Trophies: 1				
1 Tm	17	Charles Hughes	93 Nissan NX2000 Blue	53.016
F Street Prepared Total Entries: 1 Trophies: 1				
1 Tm	44	Chris Bratten	79 Triumph Spitfire Yellow	51.402
X Prepared Total Entries: 2 Trophies: 1				
1Tm	5	Matt Coleman	98 Bad Ass Corvette Black	43.868
2	10	Kyle Hoehn	03 Subaru WRX Blue	43.893
G Prepared Total Entries: 2 Trophies: 1				
1Tm	157	Scott Giles	85 Honda CRX White	43.403

Results of Event #2 continued from page 5

2 m	57	Renee Hines	85 Honda CRX White	44.927
C Modified Total Entries: 5 Trophies: 2				
1Tm	17	Patrick Daugherty	76 Van Diemen FF Red	41.259
2 Tm	27	Geoff Hale	86 Van Diemen FF Red	41.445
3	7	William Daugherty	76 Van Diemen FF Red	42.706
4 m	89	Michael Spence	85 Van Diemen FF White	42.846
5 m	98	Scott Wilson	84 Van Diemen FF Blue	43.527
Street Touring Total Entries: 5 Trophies: 2				
1 Tm	14	Scott Wright	05 Acura RSX MM	48.806
2 Tm	50	Chris Croak	95 Nissan 240 SX White	49.397
3	114	Michael Little	05 Acura RSX White	50.696
4	61	Aaron Masterson	05 Chevy Cobalt Yellow	51.766
5 m	512	Aaron Peterson	97 Eclipse Silver	51.833
Street Touring S Total Entries: 4 Trophies: 2				
1 Tm	91	Justin Harbour	91 Mazda Miata Red	43.976
2 Tm	55	Eric McHatton	90 Honda CRX Si Black	44.539
3 m	191	Laura Harbour	91 Mazda Miata Red	44.647
4 m	155	Jeremy Honican	90 Hondi CRX Si Black	47.206
Street Touring R Total Entries: 3 Trophies: 2				
1Tm	180	Mark Mays	06 Mazda MX-5 Black	44.400
2 m	80	Dave Roberts	06 Mazda MX-5 Black	45.617
4m	5	Mike Schenk	05 Honda S2K Silver	46.723
Street Touring X Total Entries: 1 Trophies: 1				
1 Tm	17	Don Morgan	Mazda RX-8 Grey	43.716
2 m	20	Ryan Zupanck	Mazda RX-8 Red	45.513
3 m	36	Jamey McDaniel	02 Subaru WRX Sedan Red	46.466
Street Modified Total Entries: 5 Trophies: 2				

1 Tm	67	Jon Schrage	06 Subaru WRX STi SGM	44.343
2 Tm	5	Neil Hancock	07 Subaru WRX STi White	46.423
3	145	Mark Stoeven	07 Subaru WRX STi Grey	46.437
4 m	9	Brian Schork	05 Subaru WRX Blue	47.209
5	35	Craig Hammond	05 Subaru WRX Sti Blue	49.771
Street Modified F Total Entries: 1 Trophies: 1				
1Tm	9	Daniel Claymon	Loudest Neon on the Planet Org.	49.330
F125 Shifter Kart Total Entries: 2 Trophies: 1				
1 Tm	17	Jamey Aebersold	08 Arrow AX9 Kt100 Blk	40.021*
1Tm	18	Julia Aebersold	Mach 1 Shifter Stock Moto Blk	42.043
Junior Kart B Entries: 1 Trophies: 1				
1Tm	17	Alexander Aebersold	08 Margay Rookie Brava Blk	46.363
D Stock Ladies Total Entries: 1 Trophies: 1				
1Tm	44	Shari McCoy	08 Chevy Cobalt SS Red	47.029
Street Touring O Total Entries: 10 Trophies: 4				
1Tm	24	Stephen Lee	89 Nissan 240 SX Grey	43.874
2 Tm	67	Tavis Spencer	05 Dodge SRT-4 Black	46.263
3 Tm	57	Craig Moulton	89 Nissan 240 SX Grey	46.290
4 Tm	4	Andrew Scott	70 Datsun 240 Z Black	47.489
5 m	53	Brian Ogg	06 Volkswagon GTi Red	47.672
6 m	13	John Willett	02 Z06 Blue	47.804
7 m	66	Barry Chase	07 Honda Civic Si Fiji Blue	48.868
8 m	1	Al Murrell	02 Corvette red	49.579
9 m	12	Danny Wermiester	01 Lincoln LS	49.614
10	10	Tim Weinburg	95 Honda Civic Teal	53.718
*Fastest Time of the Day (FTD)— Jamey Aebersold F125 Shifter Cart 40.021				



◀ Dave Mustermen (71 ASP) and Russ Coleman (7 ASP) fight for glory on the tarmac of Papa J's — Points Event # 1.
Photo by Barry Chase and his wife Melody.