

**Favorite results:** Wow, the positive experiences certainly out weigh the negatives, although in any endeavor you'll have those down days and I've had a few of those too. My favorite results could be my first, because with a win there was no doubt I would be back, I had taken the hook, line and sinker. But I'm torn. It's hard to beat the day when, after a class-winning run, Tom Elam took the Maxima, "Sneaky", and beat me on a fun run by nearly 5 seconds. That was all it took to convince me to stop tweaking the car... it was near perfect... it was I who could improve and that's where all the fun is.

**Statistics:**

- 1998 Slush - 2<sup>nd</sup> DSP Rookie
- 1999 Slush - 2<sup>nd</sup> Street Touring
- 2000 Championship - 1<sup>st</sup> Street Touring
- 2000 NorPac Divisional - 1<sup>st</sup> Place Street Touring - S
- 2001 Pro Solo - 3<sup>rd</sup> Place Street Touring R
- 20 + first place finishes in four years of competition.

**Car you drive:** Four Door Sports Cars including STS Nissan Maxima & G-Stock Dodge Neon ACR

**How you started:**

Early in my childhood my sister and I were entertained by our father, we sliding around on a furniture pad in the back of his 1957 Ford Station Wagon as he barreled through the West Virginia switch backs like a moonshinner being given chase by law enforcement. As I entered my pre-teens names like Fireball Roberts became the biggest sports heroes in my imagination, only exceeded by the dreams of me piloting my fathers baby blue 1964 Pontiac Bonneville, first, across Daytona's finish line.

I also remember the first time I slid a car and the thrill of being out of control. It was on an early spring day at twelve years of age. My friend and I careening through a field of newly mown grass, pushing his brother's '62 Beatle past its traction limits. Then there's the time soon after getting my license, driving a swing arm axle Corvair in fresh snow early one Saturday morning learning what it felt to drive, unintentionally, backwards down a hill and through a stop sign at 35 miles an hour. And my first experiences with understeer, pushing my highly modified Bug so hard that I ran completely across the raised median of the High School parking lot to the amazement of my girlfriend and the entire Senior Cheer Leading squad.

In 1968 my interest in sports cars and grassroots motorsports was spawned when, at the age of 16, I attended my first autocross (followed promptly by my first entry in October 1998 :^).

I've been fortunate to of attended a Grand Prix at Jarma, the 12 hours of Sebring and IMSA in the Poconos but, today, for me, participation brings as much excitement as being a fan of those races did then. This may sound a bit much but often, as I pull to the line for an autocross run that same sense of anticipation and excitement fill me as did waiting for Nicki Lauda to pass at full clip just inches from me and the guard rail there in Jarma.

**Why you just love autocross:** Autocross is an inexpensive, competitive and socially fulfilling form of motorsports. Autocross provides me with an opportunity for creative expression, analytical

challenge, safe and wholesome excitement and an entrepreneurial outlet to express my business drive.