

1999 IKF 2 CYCLE SPRINT GRAND NATIONALS

Article and Photos by GO RACING



Wide shot of the event at the Santa Maria facility.

As enthusiasm for American karting continues to grow, it's nice to see the tracks and clubs grow with them. The Santa Maria Karting Association is one of those clubs. It wasn't that long ago that they were considered to be a small club with a small, but unique race track, but they had big plans. SMKA has come a full circle in the past few years, and was rewarded for their efforts with the 1999 2-Cycle Sprint Grand Nationals. After pumping close to one hundred thousand dollars into their track and facility, Santa Maria has emerged as a karting powerhouse. They have not forgotten their humble beginnings, and they continue to be one of the most friendly and helpful clubs around. Many people went above the call of duty to make this race what it was.

Speculation going into this event was that the mandatory "Spec" fuel tank would never work. All racers were required to mount a supplied quick release fuel tank bracket to the belly pan of their karts on the practice day before the racing began. At first this

seemed unnecessary, coming up to the staging area to mount your tank seemed easy enough, why not wait until race day? Then the brilliance showed through; most of the drivers had never done any kind of Parc Fume before, and a day of practice would

help everybody, as well as the race program, flow. The other reason the fuel system was successful was because of a man affectionately known as "the fuel/tire Nazi", Tom Argy. Argy trained us well; and although we missed Spot, and Tom didn't get to take our tires; his whistle kept us moving in the right direction.

The Tech Overlord was none other than Lynn Haddock. To say "it takes a cheater to catch a cheater" wouldn't be fair, but we will say that he's more than just "crafty", and he's been in karting for a long time. The first step in his "war on the interpretation of rules" was tire branding by a heat gun, topped off with the normal amount of painting. IKF's spec tire rule did bite us in the butt on one day, and we suffered a minor delay, but the fear and respect of Haddock, after all the mains were over, kept the DQ's for the week down to only one. Haddock may have been IKF's henchman, but local Santa Maria good guy, Carl Woltjer, did a lot of the dirty work in tech, and should also be commended for doing a great job for us.

One of the biggest problems at an event



On the grid in HPV.

like this is the perceived notion that the Race Officials have local favorites, and out-of-towners don't get a fair shake. We have all thought this before and 99% of the time we're wrong, but to help eliminate that last one percent, SMKA contracted with Race Officials from Iowa to come in and do the job. They treated us with respect, and they dazzled us with matching uniforms, a different color every day. When you consider 400 miles worth of kart racing went off in 4 days with only a few questionable calls, they did a fantastic job. Hopefully their day off in the wine country was fun, and their California trip was worth it. We look forward to seeing them again back in Marshalltown.

HPV-4 (Horstman Mfg.)

Jason Bowles put his #11 kart on the pole in HPV 4 to start off the week's racing. He qualified with a time of 34.062, a full 3/10 quicker than off-pole Phil Carlson, and 2.5 seconds faster than the 29th qualifier. Bowles went on to win the 17 lap heat race, but it wasn't easy with Landon Yee and Carlson right on his bumper. Yee would prove to be even better in the 30 lap main event. Bowles held Yee off for what seemed like an eternity, but then the move came and Bowles was now looking at the back of the #40 kart. Yee finished a second ahead of Bowles and 7 seconds ahead of Seth Nash. Nash qualified his #14 kart in 14th position, and worked his way up to 3rd, but it was Kevin Christensen who came from dead last after qualifying to finish an impressive 6th. Cory Turner and David Mayhew ran up front all day, but fell a little short of the win, and finished 4th and 5th.

Junior Sportsman (Dave's High Performance)

Junior Sportsman was the first of the Junior classes to take to the track and it was Travis "Hot Rocks" Irving who turned the fastest qualifying lap of 35.467. Caleb Sanden stepped up his efforts in the heat race to nar-



Double Duffy winner Colin Fleming.



Pole to last was separated by only 1.5 seconds in Sportsman Heavy.

rowly escape with the victory. The beauty of the Sportsman classes is the close competition, and at times the lead draft was 20 karts. In the main event things changed for many drivers. Danny Lauer picked up a few positions to finish in 4th, and Chris Carmody did the same to finish 3rd. Charlie Kimball improved on his 8th place qualifying to round out the top 5. The race for the win came down to two drivers: Sanden and Colin Fleming, and it came down to the last lap and the last corner. Fleming got inside of Sanden coming down the back shoot, and they rubbed all the way through the corner. The favor was repaid by Sanden two corners later, when more rubbing occurred, resulting in Fleming taking a spin. Sanden moved on to the checkered flag, and Fleming continued to finish in 2nd place. This win added Sanden to a short list of expert karters, and earned him gold plates.

Formula A (Margay Products)

Out of the seven drivers in Formula A Cam Neilsen put his kart on the pole with a time of 32.478. Neilsen didn't have much luck, as he never made a lap in competition. In fact only 3 drivers were still running at the end of the 16 lap heat race. David Dodson came out on top of the heat race followed very closely by Scott Kennedy. Neither of those two drivers would finish the main event. However, four drivers did finish, and that was a big increase from the heat race. It was Phil Carlson's day, and after he fought his way around a difficult Kyle Rassuchine, he pulled out to a 4.5 second lead. Adam Verlengiere finished in 3rd, while Kennedy finished in 4th. Phil Carlson was now another expert karter, and boasted gold plates for the rest of the event.

Senior Sportsman Heavy (Cleanline Racing)

Qualifying for Senior Sportsman Heavy was rapacious, all 32 drivers qualified with-

in 1.5 seconds of each other. Michael Buckroff set the pace with a time of 37.090, but it was Danny Flynn who bested the field in the



Danny Flynn Duffy winner in Sportsman Heavy, Eagle winner Mike Buckroff and Scott Koumis.

heat race. First through 5th were separated by only a blink of an eye, and the main event was looking like it could be a brawl. It was, and it got even uglier at the finish. The front two drivers, Flynn and Scott Koumis, put a 5 second lead on the battle for 3rd place between Buckroff, Nick Pederson, Mike Johnson, Marc Cota-Robles, and Guy Griebel. The white flag flew for Flynn, but Koumis got inside going into turn 4, to take over the lead. Coming off five, Flynn made a run with the white flag dive bomb move previously done by Sanden going into six. The result was a crash involving the leaders. Flynn went onto his first GrandNational win, and Koumis continued, but had to settle for 4th. Tempers flared with our first questionable call of the week, and so the controversy began. Pederson capitalized on Koumis's misfortune to finish an impressive 2nd. Pederson had qualified 15th and barely inched out Mike Johnson, who came away in 3rd.

Junior I (K&P Manufacturing / Burris)

Thirty-four drivers made their way to the grid for Junior I qualifying on Thursday. Billy Webber, coming off an impressive week at the 4-Cycle Sprint Grands (3 Duffies, 3 Eagles) added another Screaming Eagle to his collection with a time of 36.681. Joel

Miller was off pole by a mere .01. The slowest driver to qualify was only 1.5 seconds behind the leader. NASCAR has nothing on this class. Typically this class has problems between excitable Moms and Dads of the drivers, but the parents seemed to be on their best behavior, and didn't embarrass their children. Webber went on to win the heat race, followed by Jess Peterson, Cole Nelson, Justin Carmody, and Miller. Nose-to-tail was



Jess Peterson on his way to his first ever Grand National win.

the only way these drivers knew how to race and at the end of the 24 lap main the front 3 were separated by only the atoms on the tips of their bumpers. Peterson put the moves into motion and drove home to his first Grand National victory over an extremely



Duffy winner Cole Nelson and his father Jeff.

close Miller and Ryan Sanders. Peterson had qualified back in the 7th spot. Webber lost the draft and was fighting for 4th position with Robert Podlesni, when the leaders started to pull away. Podlesni ended his day in 5th, just behind Webber.

Junior Super Sportsman (GCT Racing)

Travis "Hot Rocks" Irving did it again on Thursday, putting the #85 on pole in Junior Superbox with a time of 34.740, Colin Fleming was off pole and went on to win the heat race with Irving right on his bumper. The main event belonged to Fleming, whose margin of victory was 3.5 seconds over the heat-



Parade lap in Junior Superbox.

ed battle for second place. Irving had his hands full with Danny Lauer, Elliot Grau, and Caleb Sanden for most of the race. In the end it was Grau who got the best of the other three drivers and earned himself an impressive 2nd place. Lauer continued to run well for the second straight day and finished 3rd. Irving held on to finish 4th, and Sanden ended up in 5th.

Masters ("V" Fire and Trackmagic)

One of the highlights of the week came in the Master's class, when John Bush drove his butterfly steering wheel equipped kart to the pole position with a time of 33.524. Scott Bomar sat off pole, but was shuffled back to 4th during the heat race. Bush went on to win the heat with Jerry Henderson and "smokin" Mike Johnson just a tick behind. Tragedy struck on lap 10 when Dan "the Animal" Steele flipped his kart going past the



Masters Duffy winner John Bush.

start/finish line. Dan is the club's grid guy and no one gets on the track without his approval. He took the day off so he could race, and was sorry he did. Dan is a big guy and was wearing a "built for comfort, not for speed" shirt when he crashed. His wife said that he bounces well, and he proved her right. We were all glad to see him survive. Although Steele didn't make it to the main

event Bush, Henderson, and Johnson did. Those three never left each other's bumpers. Bush led every lap, while Johnson was beating on Henderson. Henderson taught Johnson a lot about driving when Mike was just starting out, but he didn't teach him everything and Jerry took full advantage coming home off of Bush's bumper to finish 2nd. Ron Schartau wasn't quite up to his normal speed and finished in 4th place well ahead of Mike Spangler in 5th. This was John Bush's 2nd GrandNational victory. John drives a "Bug" chassis and "Bug" won the first GrandNational in 1959 and has the last one for the millennium.

Formula Y (Russell Karting Specialties / Dunlop)

Kevin "the Camel" Christensen piloted his #97 kart to the pole position in the highly anticipated Formula Y class with a time of 34.324. Johnny Blair joined Camel on the front row for the start of the heat race. Christensen finished the heat two seconds ahead of second place runner Jason Bowles, who had moved up from 8th on the grid. Lan-



Kevin "The Camel" Christensen walked away with the most loot.

don Yee maintained his starting position of 3rd, while Blair got bumped back to 4th. At the end of 30 laps in the main, Christensen still had a two second buffer between Bowles and a hard charging Scott Koumis. Bowles finished up front again with a 2nd place. Koumis drove his way up from 19th to finish in the 3rd position. Also coming up through the pack was David Mayhew, who started 20th and finished 4th. Yee ended his F-Y day glued to the back of Mayhew's bumper, earning a 5th place trophy. One other notable mention needs to be made about Guy Griebel, who started last in the consi (48th), and finished a respectable 13th in the main.

Yamaha Light (Emmick Ent. / Dixie Gauge)

Kevin "The Camel" Christensen continued to keep his run for the poles alive when he set the fast time of 34.035 in KT Light on Friday morning. Joe Whitson was off pole for the start of the heat race, but found himself in a fiery duel with Adam Verlengiere for 3rd place. Cory "The Burner" Turner bettered his starting position of 7th to gain the 2nd place spot behind Christensen. One-by-one the participants fell out of competition in the main, Larry Fisher on lap 6, Rob Joe on



Adam Verlengiere on his way to his first Duffy.

lap 13, and then our leader on lap 18. Christensen was way out front when, "she just blew" coming down past start/finish. Whitson was out on lap 23, as was Turner. Johnny Blair held onto lap 27 before he too fell out. Verlengiere was out front by 6 seconds over 2nd place Kyle Rassuchine, when the white flag flew. It was clear sailing for the local Santa Maria kid, who fattened up his Yamaha for the final lap. Rassuchine wasn't as lucky. Alycia Hodapp was breathing down his neck and hungry for 2nd place. Rassuchine held onto his position followed



Joel Miller on pole in Rookie Sportsman.

very closely by Hodapp, and a strong running Steve Rousseau. Fifth place went to Brant Williams, who was only a few feet off of Rousseau's rear bumper. Verlengiere's hands came up as he crossed the finish line for his first IKF GrandNational victory. With a big win this year in Daytona, and now a Duffy, Adam is having quite a season.

HPV Senior (Horstman Mfg.)

Jason Bowles achieved two straight poles in HPV, when he edged out Landon Yee with a time of 34.548. Bowles dropped back to 6th in the heat while Yee went on to finish in first, one second ahead of Seth Nash, and Cory "The Burner" Turner. Yee never faltered and dominated the main event, winning by 5.4 seconds again over Nash. Bowles regained some positions to finish in 3rd place and "The Burner" Turner finished 4th. Rounding out the top 5 was a strong running Nick Pederson. Yee was bestowed the symbolic gold plates to go along with his newly acquired expert status. The gold in his plates clashed with his bright red dyed hair, but he didn't mind. It was worth it going into the final days of as an expert karter.

Reed Rotary Light (MTE / Haddock Ltd.)

Kevin Christensen was on pole again with a time of 32.910 in Reed Rotary Light, but this time in a kart lent to him by Scott Bomar. Phil Carlson qualified off pole and was the heat race winner over "The Camel", and David Mayhew. Mayhew improved his position in the main event to finish in the 2nd spot eight seconds behind the runaway winner, Carlson. Christensen held onto third, while Keith Tarello finished 4th, and Cam Neilson in 5th. Carlson's second Duffy of the week was just as sweet as his first, and he had quite the bounty to take back to Gallup,



Phil Carlson being pushed to his 2nd Duffy of the week.

New Mexico. The highlight of this race came after the crash in turn one, when Damien della-Santina tried to refire his direct drive kart. The throttle stuck wide open, and all you could see was Damien flying through the air trying to hold on as the kart sped away at full speed into a tire barrier.

Senior Super Sportsman (L&T Clutch)

Forty-eight drivers were all bidding for 34 positions, in Senior Super Sportsman. "Superbash", as it is affectionately called by many West coast drivers, didn't live up to its name. Drivers behaved reasonably well, maybe due to flashbacks from last year's fiasco. Kevin Christensen was thinking WOW! another Screaming Eagle, and ran a time of 35.558. Ricky Luther proudly sat off pole in his #95 kart. Erik Bartolero qualified 3rd. Jason Bowles 4th, and Marc Cota-Robles 5th. The heat race finished in that order except for David Mayhew taking the 5th position away from Cota-Robles. The 30 lap main event was owned by "The Camel" Christensen, who drove to an impressive 5.5 sec-

ond lead in this highly competitive class. Michael Buckroff had an outstanding drive, coming from 9th on the grid up to 2nd. Ricky Luther finished his Superbox race in 3rd place right on Buckroff's bumper. Bowles earned himself yet another trophy (4th), but not the one he really wanted. Cota-Robles on the other hand got his first trophy of the week for his 5th place finish.

Rookie Sportsman (RLV Tuned Exhaust Products)

Joel Miller earned the first Screaming Eagle of his career in Rookie Sportsman, qualifying Saturday with a time of 37.196. Tyler Hertel qualified off pole, with Jeff Mead in third. Billy Webber rose to the occasion in the heat race inching out Miller for the win. For the final, a different driver slipped into the front. The 11th qualifier, Cole Nelson skillfully negotiated his way through the traffic to take over the lead. The lead draft started out as a 32 kart train, and ended up as a 3 kart shootout. Jess Peterson won the heavily contested battle for 5th place, beating out Robert Podlesni, Jake DeRoads, and Justin Carmody. Twenty-two of the 32 drivers finished the main event. Eddie Caballero wasn't quite on pace to challenge for the win, but a respectable 4th place finish was well deserved. Three hungry drivers came down to the white flag and only one would leave with the Duffy. Hertel had to settle for 3rd place, while Miller did everything he could to regain the top spot from Nelson. Miller tried every trick in the book and Dad couldn't have cheered any more than he did, but it was Nelson who crossed the line in first place. Nelson came into the event as one of the few expert junior drivers, and went away with another Duffy to add to the Nelson family trophy case.

HPV Junior (Horstman Mfg.)

Qualifying in Junior HPV was as close as it gets, between "Hot Rocks" Travis Irving, and Colin Fleming. Fleming picked up his first Screaming Eagle of the week (33.983) while Irving had to settle for off pole (33.996). Joey Collins put together another solid qualifying effort to start 3rd, while Caleb Sanden started 4th. "Danger Boy" David Thompson had his best qualifying effort of the week to start 5th out of 36 drivers. Rick Wildman recovered from a huge crash on Thursday to qualify 6th. Irving took over the top spot from Fleming in the heat race, but his margin of victory was almost unmeasurable. In the final, Fleming went back out front fin-

ishing 1.6 seconds ahead of a charging Collins, and 3.9 seconds ahead of Sanden. Collins and Fleming turned identical fast times in the race, and every driver's fast lap was in the 34-second range. Boomer DeRoads moved up from 12th to cross the finish line in 4th, but had problems in tech, moving Irving up one spot into 4th, and Jody "The Wild Child" Bandfield into 5th.

Yamaha Heavy (Mike Manning Karting / Woltjer Racing Engines)

KT Heavy left a rancid taste in my mouth. After qualifying 36 drivers for the heat race, Kevin "The Camel" Christensen was again the man to beat, as he sat on pole with a time of 34.361. Brint Kipe pulled out a great lap to assume the off pole position. "The Camel" went on to win the heat race over Jason Bowles, and Joe Whitson. Twenty-two of the 32 drivers finished the 16 lap heat race. At the completion of the 30 lap main event only 10 drivers were still running. Ninety percent of the drivers didn't finish as a direct result of a crash or crashes. It was a horrible display of poor judgement and shoddy driving by many. Christensen was not one of them, and enjoyed a three second margin of victory. The top six drivers; Christensen, Whitson, Matt Johnson, Robby Mott, Dom DeJacomio, and Erik Bartolero all started in the top 10; the remaining 4 drivers started well outside the top 10. With one more Duffy "chalked up" for Christensen, he was leading the most Duffies contest with three.

Senior Sportsman Medium (Nash's Karts/SSC Racing)

Landon Yee (and his colorful hair) added a Screaming Eagle to their hardware collection, by sitting on pole in Sportsman Medium with a time of 36.697. Yee continued to keep his #40 kart up front for the heat race, and into the main event. If anyone was going to have a shot at the win, it would be Scott Koumis or Ricky Luther (they were the only ones running in contact with Yee). Jason Bowles sat on pole in the Consi race and was turning some very fast times getting back to the front, but he would have to settle for 8th place. Nick Pederson qualified 6th, and turned the fastest lap in the race, but he was too far back from the lead pack to mount a charge for the win, he finished where he started in 6th place. Luther raced his butt off again and came up .161 short of winning his Duffy. He was in contention every race he entered, and in this one he had his best

opportunity for the win. He and Yee race together often and gave each other a tremendous amount of respect and consideration. Scott Koumis finished 3rd, again running up front every time on the track; only a kart length separated him from victory. Yee now had three Duffies of his own, ending a spectacular week for him and a medley of other drivers.

We learned many things during the week. Dying your hair red means good luck in Chi-



4 x 4 action in Sportsman Medium.

nese, that is if your name is Landon Yee (3 Duffies, 1 Eagle), and if you bring in a New Yorker to announce the event, we pay attention just to hear what he says next. Tony did a great job on the microphone, and really kept us informed on what was happening on and off the track. Many thanks go out to him and the FM transmitter. "Camel Power" was good to have; three Duffies and five Screaming Eagles went to Kevin "The Camel" Christensen. You don't need a nickname to take 2 Duffies home to New Mexico with you if you're Phil Carlson. If you're an expert karter you just may win another Duffy like Cole Nelson, or two like Colin Fleming. We had a few new GrandNational champions: Adam Verlengiere, Jess Peterson, Landon Yee, and Danny Flynn, and one "old guy" won in the Master's class, who was hurt and missed the banquet to receive his Duffy. This was John Bush. The most important thing we learned, or in this case remembered, is that karting can still be fun, even at the biggest race of the year. If it wasn't for Santa Maria Kart Club making every effort to make things as grand as possible, it would have been ugly, but the racers cooperating with Officials, and doing their jobs of getting to the grid, getting fuel, etc. made things look very good.

Thanks to all the sponsors and people who made the race possible. It will be difficult to top this next year. 🏁

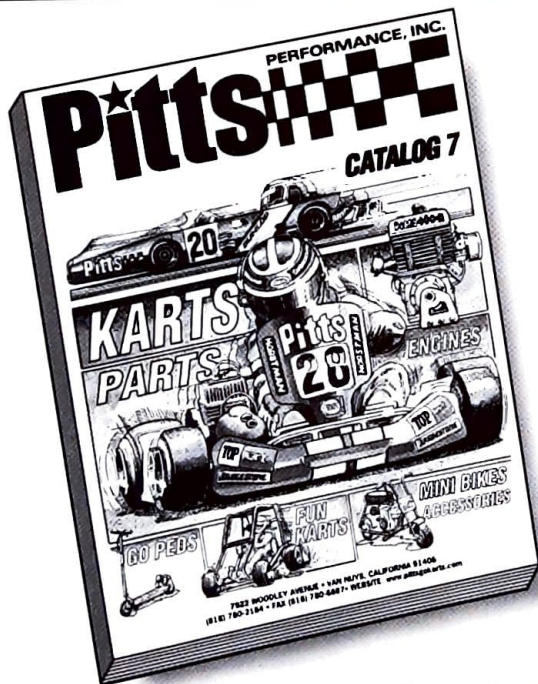
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NAME/FINISH	CHASSIS	MOTOR	CLUTCH	PIPE	BRAKES	WHEELS/TIRES	HELMET/SUIT	MOTOR BUILDER/SHOP	SPONSORS
Junior I									
Jess Peterson 1st	Emmick Cadet	80cc Comer by Ron Emmick	Spec.	Spec.	Standard Emmick	Douglas/Bridgestone	Shoei/Stewart	Ron Emmick	Emmick, Peterson Racing
Joel Miller 2nd	Energy	Comer			Energy	Douglas/Bridgestone	Simpson/Morco	Daniel Woltjer, Woltjer Racing Engines	J. Miller Electric, Inc., Energy Kart Factory
Ryan Sanders 3rd	Top Kart	Comer	Comer	Comer	Comer	Lansing/Bridgestone	Simpson/MIR	Donnie Davis, TNR	Trencher Tooth, H&S Body Shop, Jonny White Aamco, Cody Co Racing, Stockdale Tile
Billy Weber 4th	Emmick	Comer	Comer	Comer	Emmick	Bridgestone/Douglas	Simpson	C.R.E. - Collins Racing Engines	Emmick, Simpson, Parkland Putters, N.G.K. Spark Plugs, Bucky's Muffler
Robert Podlesni 5th	Top Kart	Comer	Comer	Comer	Top Kart	Douglas/Bridgestone	Simpson/MIR	Ed Irving - Comers Only	Ed Irving helps a lot, Mom & Dad
Rookie Sportsman									
Cole Nelson 1st	Pro Cadet Invader	Yamaha	L&T	RLV	Invader	Invader/Bridgestone	Simpson/Burnis	Orval Wright, Bakersfield Kart Shop	Adkins, RLV, Go Racing, GCT Bakersfield Kart Shop, Invader, Cal-Kart, Burnis, L&T Mfg
Joel Miller 2nd	Energy	Yamaha	L&T	RLV	Energy	Douglas/Bridgestone	Simpson/Morco	Jason Hettervik, Cutting EJ Racing	J. Miller Electric, Inc., Energy Kart Factory
Tyler Hertel 3rd	Energy	Yamaha	Horstman	Spec. Can	Stock	Douglas/Bridgestone	Aral/MIR	Hi Rev Engineering	Energy, Hi Rev Engineering
Eddie Caballero 4th	Emmick	Yamaha	L&T		Disc	Douglas/Bridgestone	Simpson	Ronnie Emmick, Emmick Enterprises	No Sponsor. People I would to thank: The Snow family, Ronnie Emmick & Jeff Nelson
Jess Peterson 5th	Emmick Cadet	Yamaha	L&T	RLV	Standard Emmick	Douglas/Bridgestone	Shoei/Stewart	Ron Emmick	Emmick, Peterson Racing
Junior Sportsman									
Caleb Sanden 1st	CRG	Yamaha	L&T	RLV	CRG	Douglas/Bridgestone	Aral/MIR	JCC Motorsports, Josh Robertson	CRG, SSC Racing, JCC Motors, L&T
Colin Fleming 2nd	Kosmic	Yamaha	L&T	RLV	Kosmic	Magnesium/Bridgestone	Simpson/Momo	Doug Fleming, 2 Wild Karting	2 Wild Karting, Kosmic, Momo, Mychron, XYZ Clothing, Dragon, RLV, Vortex
Chris Carmody 3rd	Top Kart	Yamaha	L&T	RLV	Top Kart	Freeline/Bridgestone	Simpson/MIR	Brian Shaler, Pitts Performance	Pitts Performance, L&T, Cico Corporation
Danny Lauer 4th	Margay	Woltjer Yamaha	Horstman	RLV	Paul Martin	Douglas/Bridgestone	Shoei/Stewart	Carl Woltjer, Woltjer Racing Engines	Woltjer Racing Engines, CCK RLV, Horstman, Margay, Clutches by Bush
Charlie Kimball 5th	Top Kart	Yamaha	L&T	Horstman	Top Kart	Freeline/Bridgestone	Bell/MIR	Tom Pacheco, Pitts Performance	Pitts Performance, Kimball Engineering, Inc
Junior Super Sportsman									
Colin Fleming 1st	Kosmic	Yamaha	L&T	RLV	Kosmic	Tony Kart/Bridgestone	Simpson/Momo	Doug Fleming, 2 Wild Karting	2 Wild Karting, Kosmic, Momo, Mychron, XYZ Clothing, Dragon, L&T
Danny Lauer 3rd	Margay	Woltjer	Horstman	RLV	Paul Martin	Douglas/Bridgestone	Shoei/Stewart	Woltjer Racing Engines	Central Coast Karting, RLV, Horstman, Margay, Douglas Wheel, Woltjer, Clutches by Bush
Travis "Hot Rocks" Irving 4th	Top Kart	Yamaha	Horstman	RLV	Top Kart	Bridgestone	Aral/MIR	Woltjer Racing Engines	Woltjer Racing Engines, RLV, Grand Products, Comer/ Top Kart - Bagnolo, Italy, Great Central Transport
Caleb Sanden 5th	CRG	Yamaha	L&T	RLV	CRG	Douglas/Bridgestone	Aral/MIR	JCC Motorsports, Josh Robertson	CRG, SSC Racing, JCC Motors, L&T
HPV Junior									
Colin Fleming 1st	Kosmic	HPV (Horstman)	Horstman	RLV	Kosmic	Magnesium/Bridgestone	Simpson/Momo	Doug Fleming, Gary Koumis	2 Wild Karting, Kosmic, Momo, Mychron, XYZ Clothing, Dragon, L&T
Caleb Sanden 3rd	CRG	HPV	HPV	HPV	CRG	Douglas/Bridgestone	Aral/MIR	JCC Motorsports, Josh Robertson	CRG, SSC Racing, JCC Motors
Travis "Hot Rocks" Irving 4th	Top Kart	HPV-Horstman	Horstman	Horstman	Top Kart	Bridgestone	Aral/MIR	Woltjer Racing Engines	Woltjer Racing Engines, RLV, Grand Products, Comer/ Top Kart - Bagnolo, Italy, Great Central Transport
Jody Bandfield 5th	CRG	Horstman	Horstman	Horstman	CRG	CRG/Bridgestone	Bell/Gearbox	JCC Motorsports	JCC Motorsports, National Paper, Muller Hood, Mom & Dad
Senior Sportsman Medium									
Landon Yee 1st	Trackmagic	Yamaha	Horstman	RLV	Brembo	Lansing/Dunlop	Bell Dominator/MIR	GCT Racing Team, Carl Woltjer	BRGT Irving-motor, Marvin Justus-clutch, Trackmagic- chassis
Ricky Luther 2nd	Python 40	Yamaha	L&T	RLV		Dunlops	Aral/Sparco	Emmick, Peterson Family	Emmick, Scott, Jess, Matt, Andrew Peterson, IKTL

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Scott Koumis 3rd	Kosmic	Yamaha	L&T	RLV	Kosmic	Magnesium/Dunlop	Simpson/Momo	Doug Fleming, 2 Wild Karting	2 Wild Karting, Kosmic, Momo, Ribtec, L&T Clutches
Keith (Arnie) Tarello 5th	CRG, Heron	Yamaha	L&T	RLV	CRG	Douglas/Dunlop	Simpson/MIR	JCC Motorsports, Camel Power	JCC Motorsports, L&T Clutches, Brian & Jeff Reed, Camel
Senior Sportsman Heavy									
Danny Flynn 1st	Margay	Yamaha	Horstman	RLV	Paul Martin	Douglas/Dunlop	Simpson/Stewart	Woltjer Engines	RLV, Douglas Wheel, Southern Auto, CCK, Mom & Dad
Nick Pederson 2nd	Kosmic	Yamaha	L&T	RLV	Kosmic	Magnesium/Dunlop	Shoei/Simpson	Daniel Woltjer	TKS
Scott Koumis 4th	Kosmic	Yamaha	L&T	RLV	Kosmic	Magnesium/Dunlop	Simpson/Momo	Doug Fleming, 2 Wild Karting	2 Wild Karting, Kosmic, Momo, Ribtec, L&T Clutches
Super Sportsman (Super Box)									
Kevin Christensen 1st	Margay	Yamaha	Horstman	RLV	Margay	Douglas/Dunlop	Bieffe/MIR	JCC Motorsports	JCC Motorsports, Horstman, MIR, RLV, TDC, Aim
Ricky Luther 3rd	Python 40	Yamaha	L&T	RLV		Dunlops	Arai/Sparco	Emmick - Vince	Emmick, R&M Ent., Dad, IKTL
Jason Bowles 4th	Sodi Kart	Yamaha	Horstman	RLV	Brembo	Sodi Kart/Dunlop	Bell/MIR	Tim Holden, TNR	TNR, Horstman, MIR, RLV, My-Chron, K&P, Sodi Kart
Marc Cota-Robles 5th	Kosmic	Yamaha	L&T	RLV	Kosmic	Kosmic/Bridgestone	Simpson/Sparco	Woltjer	Pennzoil Instant Lube
Yamaha KT100s Light									
Adam Verfengiere 1st	Margay	Yamaha	L&T	RLV	MCP	Douglas/Dunlop	Simpson	Carl Woltjer, Woltjer Engines	Margay, RLV, Russell Karting, Woltjer Engines, L&T Mfg, MCP, Douglas Wheel
Alycia Hodapp 3rd	ITALKART	Yamaha	L&T	RLV	ITAL	ITAL/Dunlop	Bell/IMR	Woltjer (thanks Gary)	Italian Motors, Bell, Revord, Fey, Odenthal, RLV, Al's Welding, Quality Auto
Steve Russeau 4th	CRG	Yamaha	L&T	RLV	CRG	CRG/Dunlop	CRG	Doug Fleming	Nash's Karts
Brant Williams 5th	Energy	Yamaha	L&T	High Rev ZP	Energy	Energy/Dunlop	Arai/MIR	High Rev Engineering	High Rev Engineering
Yamaha KT100s Heavy									
Kevin Christensen 1st	Margay	Yamaha	Horstman	RLV	Margay	Douglas/Dunlop	Bieffe/MIR	JCC Motorsports	JCC Motorsports, Horstman, MIR, RLV, TDC, Aim
Joe Whitson 2nd	Margay	Yamaha	L&T	RLV	Ital	Mag/Dunlop	Simpson/MIR	Power-Works, Joe Whitson	Margay, MyChron, RLV, Power-Works
Matt Johnson 3rd	Energy	Yamaha	Horstman	RLV	Energy	Energy/Dunlop	Bell/MIR	Hi Rev Engineering	Hi Rev, Energy Chassis, J.T. Motorsports, Horstman, RLV, My-Chron, Aim-Sports, B.C.M., Speedway Transmissions, Karts Plus, K&P
Robby Mott 4th	Margay	Yamaha	Horstman	RLV	Disc	Dunlop	Bell/MIR	Mike Manning (MMK)	Ribtec, MMK, Margay, Horstman, Dave's Performance
Dominic DeJacomo 5th	Margay	Yamaha	Horstman	RLV	Margay	Douglas/Dunlop	Bell/Stewart	Doug Fleming, 2 Wild Motorsports	RLV, Margay Race Products, Horstman Manufacturing Co, 2 Wild Motorsports, Mike Manning Karting, EDJ Consulting
Formula Y									
Kevin Christensen 1st	Margay	Yamaha	Horstman	RLV	Margay	Douglas/Dunlop	Bieffe/MIR	JCC Motorsports	JCC Motorsports, Horstman, MIR, RLV, TDC, Aim
Jason Bowles 2nd	Sodi Kart	Yamaha		RLV	Brembo	Sodi Kart/Dunlop	Bell/MIR	Tim Holden, TNR	TNR, Horstman, MIR, RLV, My-Chron, K&P, Sodi Kart
Scott Koumis 3rd	Kosmic	Yamaha		RLV	Kosmic	Magnesium/Dunlop	Simpson/Momo	Doug Fleming, 2 Wild Karting	2 Wild Karting, Kosmic, Momo, Ribtec, L&T Clutches
David Mayhew 4th	Arrow	Yamaha	Direct Drive	RLV	Arrow	Magnesium/Dunlop	Shoei/Arrow	Race Kart Engineering	Race Kart Engineering, Arrow Karts, Mom & Dad
Landon Yee 5th	Trackmagic	Yamaha		RLV	Brembo	Horstman/Dunlop	Bell Dominator/MIR	Carl Woltjer	Trackmagic, Thrasher, MIR, Horstman, RLV, Bell Helmets
HPV Senior									
Seth Nash 2nd	CRG	HPV 100	HPV 100	RLV	CRG	Lansing/Bridgestone	Simpson	Hyper Racing Engines, Terry Nash	Nash's Karts, SSC Racing
Jason Bowles 3rd	Sodi Kart	HPV	Horstman	Horstman	Brembo	Sodi Kart/Bridgestone	Bell/MIR	Tim Holden, TNR	TNR, Horstman, MIR, RLV, My-Chron, K&P, Sodi Kart
Nick Pederson 5th	Kosmic	HPV	HPV	RLV	Kosmic	Douglas/Bridgestone	Shoei/Simpson	Daniel Woltjer	TKS

NAME/FINISH	CHASSIS	MOTOR	CLUTCH	PIPE	BRAKES	WHEELS/TIRES	HELMET/SUIT	MOTOR BUILDER/SHOP	SPONSORS
Reed/Rotary Light									
Phil Carlson 1st	Margay	PCR	None	RLV			Bell/Stewart	Mike Manning Karting	Margay, MMK, Courtney Concepts, MTE Industries, CAPCOM, RLV, Horstman, Businesses of Gallup
David Mayhew 2nd	Arrow	Ital Systems	Horstman	RLV	Arrow	Arrow/Dunlop	Shoel/Arrow	Race Kart Engineering	Race Kart Engineering, Mom & Dad
Kevin Christensen 3rd	Margay	PCR	Direct Drive	RLV	Margay	Douglas/Dunlop	Bieffe/MIR	Scott Bomar	Scott Bomar Machine
Keith Tarello 4th	Arrow	Comer	Direct Drive	RLV	Arrow	Arrow Cast/Dunlop	Simpson/MIR	Woltjer Racing, Daniel Woltjer	Woltjer Racing, Turners, Race Kart Engineering, Arrow Chassis
Cam Neilson 5th	CRG	CRG	Direct Drive	RLV	CRG	CRG/Dunlop	Arai/Gearbox	Woltjer Racing Engines	SSC Racing, Gearbox, Mogo
HPV 4									
Landon Yee 1st	Trackmagic	HPV-4	Horstman	RLV	Brembo	Horstman/Bridgestone	Bell Dominator/MIR	Carl Woltjer	Trackmagic, Thrasher, MIR, Horstman, RLV, Bell Helmets
Jason Bowles 2nd	Sodi Kart	HPV	Horstman	Horstman	Brembo	Sodi Kart/Bridgestone	Bell/MIR	Tim Holden, TNR	TNR, Horstman, MIR, RLV, My-Chron, K&P, Sodi Kart
Seth Nash 3rd	CRG	HPV 100	HPV 100	RLV	CRG	Lansing/Bridgestone	Simpson	Hyper Racing Engines, Terry Nash	Nash's Karts, SSC Racing
David Mayhew 5th	Arrow	HPV	HPV	HPV 4	Arrow	Arrow/Bridgestone	Shoel/Arrow	Race Kart Engineering, John Motley	Race Kart Engineering
Masters									
John K. Bush 1st	K&P	Parilla Reed Jet	L&T	RLV		Douglas Wheels	MZ-3 Bell	Haddock Ltd.	John Pearson & K&P Mfg., RLV, L&T Clutch & Tony Miglizzi, Adams Kart Track, Bridgestone Tires, Chino Hills Ford, Aguirre & Assoc.
Jerry Henderson 2nd	Tony	Parilla Reed Jet	L&T	RLV	Tony	Tony/Dunlop	Simpson/Burris	Dick Hanson, Yamaha of America	Yamaha of America, L&T Clutches, RLV, Blue White Ind., Bridgestone, JM Racing
Formula A									
Phil Carlson 1st	Margay	PCR	None	PCR			Bell/Stewart	Mike Manning Karting	Margay, MMK, CAPCOM, Courtney Concepts, RLV, Horstman, Businesses of Gallup
Adam Verlengiere 3rd	Margay	Ital System		RLV	MCP	Douglas/Dunlop	Simpson	Daniel Woltjer, Woltjer Racing	Margay, Dunlop, RLV, Douglas Wheel, Woltjer, MCP, L&T
Sean Fuller 5th	Arrow	Ital		RLV	Arrow	Bridgestone	Bell/Gearbox	Larry Fuller, Karts Unlimited	Karts Unlimited, Cartgirl, Cavolt family, Bell family, Great Outdoors



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