



WASTE MANAGEMENT

Susquehannock Trail Performance Rally



\$5

JUNE 1-2, 2018
WELLSBORO, PA



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Fan Guide



Susquehannock Trail Performance Rally

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WHAT IS PERFORMANCE RALLY?

It is a flat-out motorsport competition featuring modified production automobiles racing against the clock on closed-off sections of real roads in all types of weather conditions and generally in rural areas—there is no prepared racetrack. The competition is in “stages,” so, the cars travel over public roads and are required to obey all traffic laws as they transit from the end of one stage to the start of the next. Stage roads are typically forestry roads generally chosen for their technical and challenging twists, turns and often change in altitude.

Events can be several hundred miles long, often lasting for several days.

Each team consists of a driver and a co-driver (the navigator who provides the driver with directions) who race against the clock, one car at a time, usually at one-minute intervals.

In ARA competition, the top classes are Open 4WD and Open 2WD, respectively. The new Naturally Aspirated 4WD class will be for highly-modified vehicles with sub-three-liter naturally aspirated engines. Limited classes in both 2WD and 4WD categories are designed for budget-minded and entry-level competitors to help them compete as much as possible within their budget.

Performance rallying is the exciting and demanding motorsport. With its high percentage of stage miles and a course featuring some of the most challenging roads in the world, STPR® is one of America’s best-known rally events. STPR® regularly draws the top rally teams from the United States, Canada and abroad who enjoy putting their skills to the extreme test of performance rally. Competitors from the worldwide professional rally community are also found at this premier event.

The Waste Management Susquehannock Trail Performance Rally® is based out of scenic and historic Wellsboro, Pennsylvania. It is Round 3 of the 2018 American Rally Association (ARA) National Championship.

STPR® 2018 marks the 42nd running of this event, the oldest, continuously-running motorsports event in the state. The event will be headquartered at the Tioga County Fairgrounds.

Its support events, the Finger Lakes Rally and the Sherwood Forest Rally are part of the ARA Regional Championship Series.

The Pennsylvania Department of Conservation and Natural Resources, Bureau of Forestry provide about 63 miles of roads in the Susquehannock, Tioga and Tiadaghton State Forests for the special stages. Added to the forest roads is over nine miles of private road, some of which had to be resurrected for STPR®. Then there is the Super Special Stage at the Tioga County Fairgrounds on both Friday and Saturday evenings. For a small fee, you have the opportunity to sit in grandstands and watch to cars as the run all of the stage.

Title sponsor Waste Management provides use of its land for several rally stages on Friday. Local sponsors are businesses and organizations that support not only STPR, but any associated charity events and other activities.

Choice spectator points for viewing the competition are a special feature of STPR®. Information on the spectator areas and how to reach them are published in this guide, available at registration, the Green and the Chamber of Commerce. The cars are available for inspection at the Parc Exposé around The Green before the morning and evening segments of the rally.

Organized and promoted by Finger Lakes STPR® Motorsport, LLC, the rally is conducted in cooperation with the Wellsboro Area Chamber of Commerce and the Pennsylvania Department of Conservation & Natural Resources, Bureau of Forestry. Finger Lakes STPR® Motorsport is based in Rochester, New York.

Thanks
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OUR HISTORY

Rochester, New York has always been a very active area for Rallying. In the 1960s and early '70s the local Rochester clubs presented two annual performance night rally events, run out of Rochester, down into the Finger Lakes area of the State. These events were part of the M.O.N.Y. series (Michigan, Ohio and New York) and were the forerunner of the Pro Rally series as we know it today. Even though these events were mainly held at night on remote roads, using a set average speed, they did often attract the attention of the local police and the occasional resident.

The route instructions might have indicated an average speed of only 49 mph, but careful adjustment of the odometer factor by the Rally Master often boosted the actual average speed well into the 50s. In those days there were no separation of transits and stages – it was more like one big stage on open roads. To increase the average speed even more, you had to stop at the controls, get your time, get back in the car and leave. The perfect time for a control was usually on the 55 second mark, and your out time was the top of the minute you entered. It was often almost impossible to make the required speeds, especially for the Snowblower, which was run in similar ice and snow conditions to that of the Maine Forest Rally. These events were run from 7 p.m. to 7 a.m. and were around 500 miles long, with the only service a gas station about every 150 miles.

The last of these events to be run out of Rochester, was in 1972, and while the exact reason they were not held anymore is not know, it was probably a combination of pressure from the authorities, lack of insurance, and lack of National organization.

In the next few years a conversion to stage events was beginning to take place around the country. There was a desire of the Rochester rally following to join this conversion, but a major road block in New York State, was a law that was on the books, which banned the use of the roads for motorsport racing. This law was put into place after a spectator was killed at Watkins Glen in the early '50s, during an annual race there, which was run through the streets of the town in the days prior to the track being built.

In 1975-6, an SCCA Finger Lakes Region member, Bill Leathersich, tried to restart the night performance rallies, but when he found that the interest was not there he turned to starting to organize a stage event. He found that Pennsylvania did not have a law regarding motorsports, and also found that there were an abundance of great rally roads in the forests just south of New York State. Bill made some great selections in those early days, many of the roads we use today were found by him and of course probably the most important choice was that of selecting Wellsboro to be the Headquarters of the Rally. From that starting point the relationship between the Finger Lakes Region and Wellsboro has grown to point now where the Rally is jointly organized by two committees, one in Wellsboro and one in Rochester.

In May 1977 the first Susquehannock Trail PRO Rally, or as it is mainly known today, STPR, was held. In those early

HISTORY: Continued on page 22



WEEKEND SCHEDULE

Please note all times are approximate and are subject to change without notice.

FRIDAY, JUNE 1, 2018	
11:30 a.m. - 2 p.m.	Parc Exposé opens at "The Green" in Wellsboro
1:00 p.m.	Drivers' Meeting at the fountain at "The Green"
2:00 p.m.	Start of the Waste Management STPR® and the Sherwood Forest Rally
2:30 - 6 p.m.	SPECTATOR AREA "A" (Waste Management Stages 1 and 2)
7:00 - 8:30 p.m.	SUPER SPECIAL I (Stages 3 & 4, Tioga County Fairgrounds)
SATURDAY, JUNE 2, 2018	
8:00 a.m. - 9:45 a.m.	Parc Exposé opens at "The Green" in Wellsboro
8:45 a.m.	Parade of Flags
9:10 a.m.	Singing of the National Anthem
9:46 a.m.	Start of the Waste Management STPR®, Phase 2; Sherwood Forest Regional Rally continues
10:25 a.m.	SPECTATOR AREA "B" (Asaph Picnic Area Stage 5 - Asaph)
10:58 a.m.	SPECTATOR AREA "C" (Colton Point Stage 6 - Painter)
11:22 a.m.	SPECTATOR AREA "D" (Wilson Point / Stage 7 - Thompson)
12:00 - 1:15 p.m.	Germania Service; Finger Lakes Regional Rally starts
12:41 p.m.	SPECTATOR AREA "E" (Twelve Mile / Stage 8 - Lebo I)
2:19 p.m.	SPECTATOR AREA "D" (Wilson Point / Stage 10 - Cedar)
3 p.m. - 3:45 p.m.	Germania Service
4:25 p.m.	SPECTATOR AREA "E" (Twelve Mile / Stage 11 - Lebo II)
6:50 p.m.	First car arrives (Tioga County Fairgrounds; begin 25-min. Service)
8:00 p.m.	SUPER SPECIAL II (Stages 14-15, Tioga County Fairgrounds)
9:45 p.m.	Podium / Champagne Spray (Tioga County Fairgrounds)



**FOR THE SAFETY OF THE COMPETITORS, MARSHALS AND SPECATORS,
NO ALCOHOL, DRUGS OR FIREARMS AT THE RALLY!!!**

RALLY SAFETY: IT'S EVERYONE'S BUSINESS



Remember that the cars are at their limit. A mechanical or driver error may cause it to go out of control. Also, that as speed doubles, energy goes up by four. Out-of-control cars go farther and hit harder.



Pick your vantage point carefully. High on a hill or behind the tree line is best. Rally drivers are at the limits of control and they make creative use of the whole road. Leave yourself an escape route if one is needed.



Follow directions from the Marshals and/or the event organizers. If you are asked to move, do it. Stay behind the yellow banner tape.



Don't stay near bumps, crests or jumps located on the roadway. Drivers may not be able to avoid you! Only credentialed media have full-course access. Be wise when trying to find that perfect photo!



DO NOT spectate at a location that does not have a Spectator Marshal and yellow tape bannering, or stand behind red banner tape. You should be in sight of a marshal while cars are on course.



Be wary and alert at all times. Be ready to move if a car is out of control, don't sit down. DO NOT turn your back to rally traffic unless you have a buddy spotting for you.



If you see an accident or anything that would impact a competitor team, spectators, or others, report it to a marshall. DO NOT call 911, DO NOT put yourself in danger.



Follow the marshals' instructions when parking. Do not park where you could block service staff, other spectators or emergency vehicles.

- Don't stand in front of traffic or directive signs.
- Don't damage the environment!
- Domestic pets at the Special Stage must be secured to not to enter the SS route.
- Don't throw anything on the route! It could endanger the safety of the competitors!

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SPECTATING AT STPR®

HOW TO GET TO SPECTATOR AREAS

So that you may safely view the action at some of our more spectacular locations, we have arranged for five spectator points, one on Friday on the Waste Management stages, which include the famous jump, as well as three spectator areas in the forest on Saturday. Fans can catch side-by-side action at the rallycross-like Super Special Stage at the Tioga County Fairgrounds on both Friday and Saturday evenings. These should all provide exciting viewing.

STPR® safety marshals, in addition to forestry personnel, will be overseeing parking and safety zones in the state forests. Be sure to stay within the designated areas and remember that STPR® is alcohol free and alcoholic beverages are not permitted in any State forest. Use of drones in some areas are limited to accredited media and are not allowed in the state forest.

FOREST STAGES - PICK ONE & STAY

Choose only one spectator point, Asaph, Wilson or Twelve Mile during the day. You will not have time to make more than one! Twelve Mile and Wilson Point will be used twice during the day. Plan on attending the Super Special Stage for your second chance to see the cars.

HELPFUL HINTS

1. All route instructions for spectator points start at the "Green" in the center of Wellsboro. Both incremental and overall mileages are given.
2. Readable materials on signs will appear in quotes.
3. Fairly small white signs identify four-digit State Routes, such as SR3008. It is often necessary to stop and look for them.
4. Larger green signs identify township roads, such as East Shambaker, with white lettering. These signs may be some distance up the road from the intersections and, to make it more difficult; the road name is at the extreme bottom of the sign.

5. Forest roads, such as West Rim, are identified by fairly large rustic brown wooden signs, with the name engraved in the wood and (usually) filled with white paint.
6. Remember, that due to differences in odometers, your mileage could be more or less than the official mileage shown with these directions.

SAFETY REMINDER

Spectators should NOT be on the rally roads until the COURSE CLOSING CAR (with the "GREEN LIGHT") has passed. Late competitors, emergency vehicles and official rally traffic may be on the road. Emergency and official vehicles ARE NOT competition cars and do NOT announce their coming. DON'T LET SOMEONE ELSE'S EMERGENCY BECOME YOURS!!!



Fans at the Spectator Area A take advantage of the excellent photo ops at the jump. The cars pass in both directions here. (Lori Lass)

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- Family Based Mental Health Services
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- Foster Care and Adoption Services



For more information on all available positions at our offices in Lewisburg, Mansfield, Wellsboro, or Towanda, or to inquire about engaging in Mental Health Services, please visit our website at: www.concern4kids.org



DRIVING DIRECTIONS TO SPECTATOR AREAS

Please follow the travel directions provided in this guide. Stage roads, and those road that intersect the stage roads, are closed because of the rally. Some roads do not exist, while some roads that exist are not shown. Entry to the Waste Management Spectator Site (A) \$7 per person, The Super Special Stage at the Tioga County Fairgrounds (B), (entry to the Super Special Stage is \$5 per person, parking is \$5 per car) Asaph Picnic Area (C), Colton Point (D), Wilson Point (E) and Twelve Mile (F). PLEASE REMEMBER ALL TIMES ARE APPROXIMATE AND MAY CHANGE DUE TO UNFORSEEN DELAYS.

SPECTATOR AREA "A"

WASTE MANAGEMENT I AND II • Stage 1&2 (Friday)

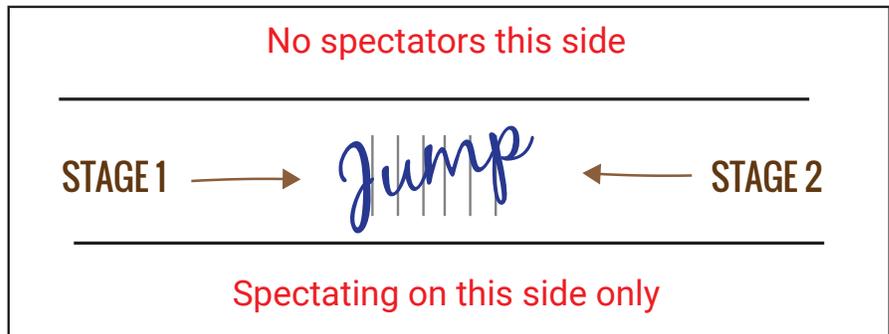
Travel time: 30 minutes from The Green/ Main St & Central Ave. in Wellsboro

First car start (approx):

Stage 1: 2:30 p.m.

Stage 2: 4:40 p.m.

1. Head Southeast on Central Ave. / PA-287.
2. In 8.39 miles, turn left onto Sand Run Rd. at the "Antrim 2" road sign.
3. In 1.43, miles turn left at the T intersection on Antrim Main St. (Note: The church on your right)
4. In 0.94 miles, turn tight into the Waste Management grounds.
5. Follow the signs to the spectator site.



Spectators at the Waste Management Spectating Area will be treated to a high-speed straight with a jump and will have two opportunities to see the rally cars going in both directions with minimal down time.

The area will include ample parking in a lot behind the viewing area, which is a graded bank adjacent to the rally course. For spectators' convenience, there will be porta-potties on site and tentative plans include food/ beverage vendors.

The Waste Management stages are on the private Waste Management property on roads that have been cut out of this site. While they are very close to the forestry roads traditionally used, the terrain is very different. The stage starts out through a logging area where the roads are wide and flowing. Then quickly transitions into a tight reclaimed narrow trail down through a gully and back up into old coal mine property. The road then widens and becomes more open land. A left at sideroad takes the teams through an area with lots of new roads, gravel, and scrub trees. Next is a run through more open fields with a Yump as they descend the hill. A couple more miles of new roads and then out for a short run as they pass by the landfill and back onto dirt roads. The end of the stage passes through some narrow rolling terrain.



DRIVING DIRECTIONS TO SPECTATOR AREAS

SUPER SPECIAL STAGES: TIOGA COUNTY FAIRGROUNDS

Stages 3/4 (Friday) & Stage 14/15 (Saturday)

Travel time: 15 minutes from downtown Wellsboro

First car start (approx.):

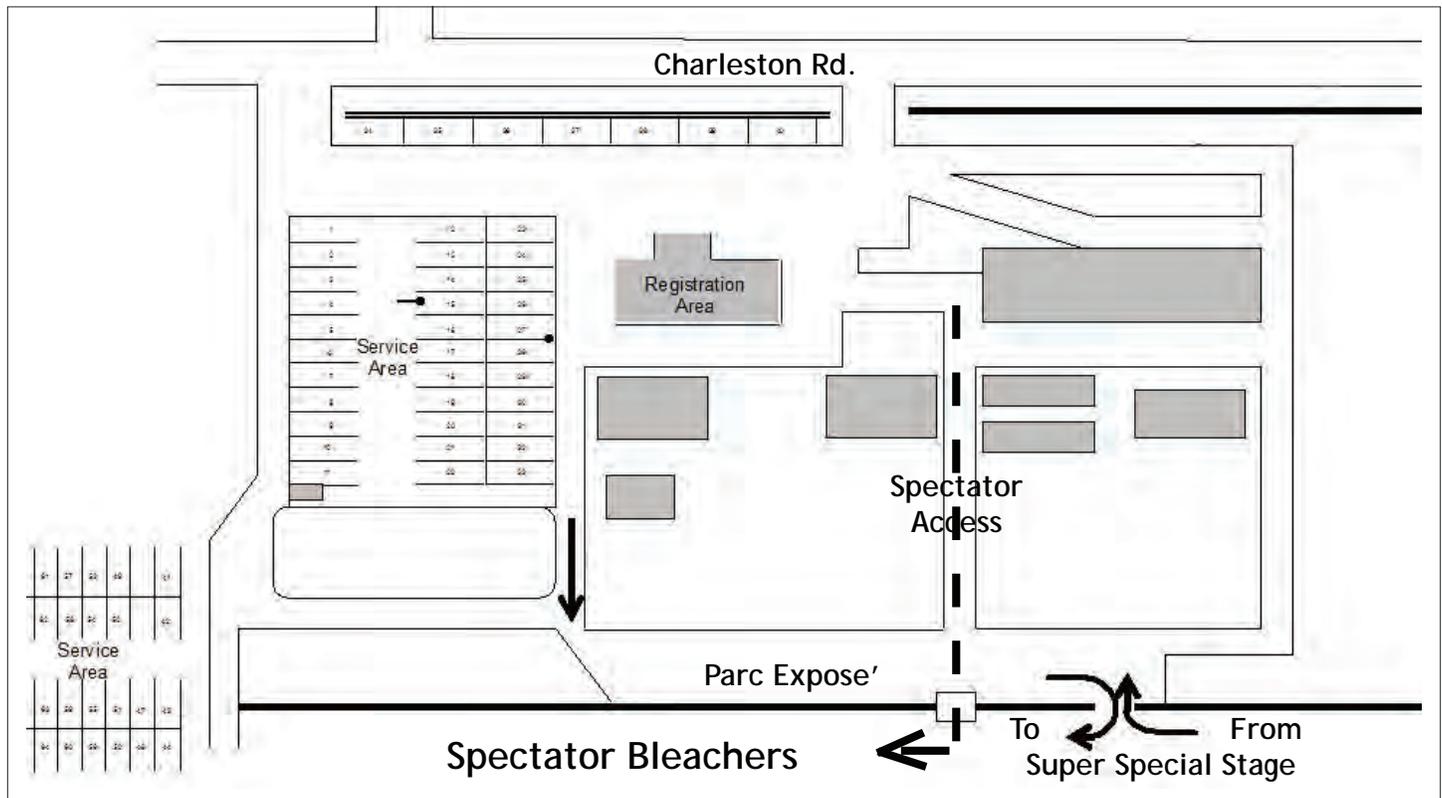
Stage 3: 7:00 p.m.

Stage 14: 8:00 p.m.

1. Head east on East Ave./US 6.
2. In 5.62 miles, turn toward Whitneyville, just after the Wellsboro Rental center.
3. In 0.33 miles, turn left at "STOP" onto Charleston Rd.
4. In 0.30, miles turn right into the parking lot. Follow the instructions of the spectator/parking marshals.



The Super Special Stages provide side-by-side racing action at the Tioga County Fairgrounds. (Lori Lass)



The teams will start on each side at the start line once. The first of the two cars staging can choose their side first. After going in front of the grand stands the second time, they make an acute turn around the big tire and run back to the finish line. After the finish line, and when both cars have finished, they cross over to the other side and run the course a second time. Again turn around the big tire after the second pass and race back to the finish line. After the second run they drive out through the racing lanes and up the hill back into the display area. We hope you enjoy the wheel to wheel racing.

PRICE: \$5 per person (children -12 free) & \$5 parking

DRIVING DIRECTIONS TO SPECTATOR AREAS

SPECTATOR AREA "C"

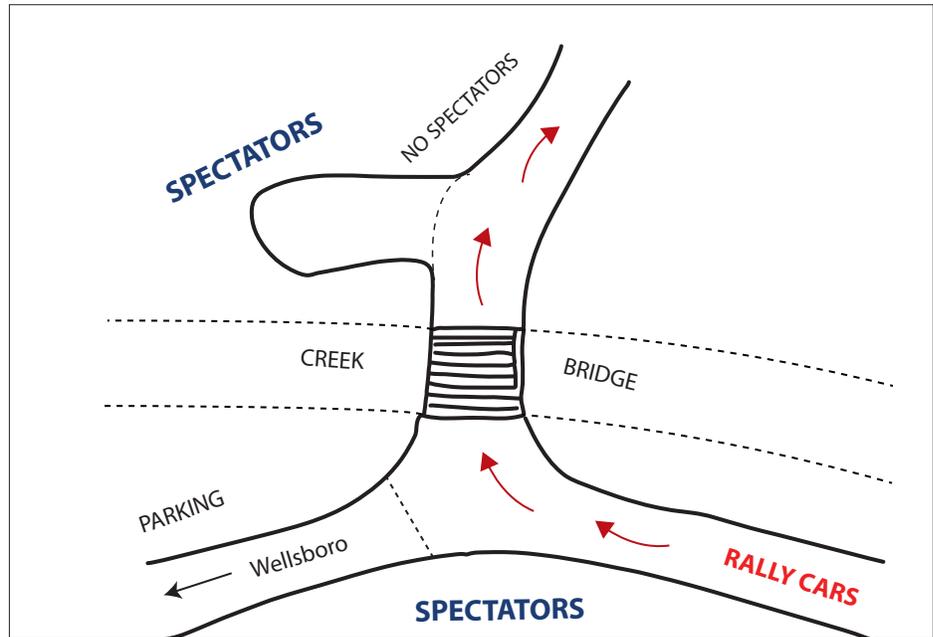
ASAPH PICNIC AREA • Stage 5

Travel time: 30 minutes from East Ave./Main St in Wellsboro

First car start:

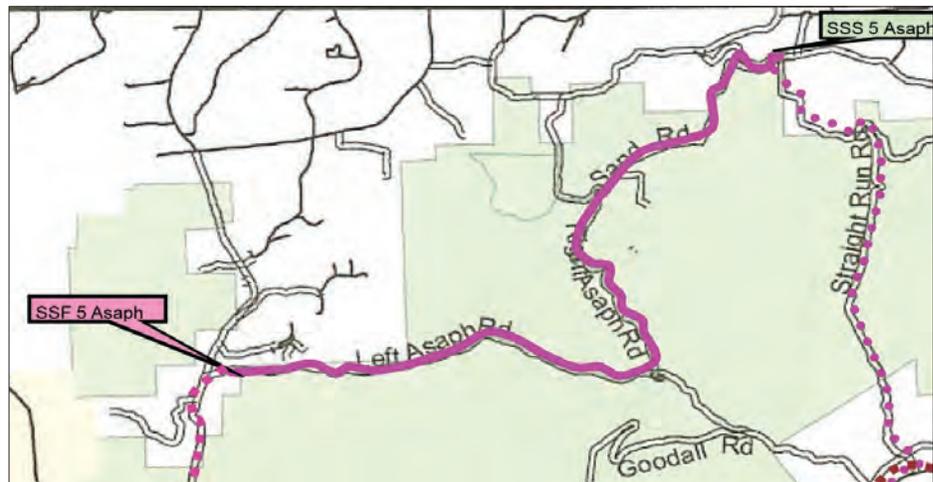
Stage 5: 10:15 a.m.

1. Head West on US 6
2. In 8.21 miles, turn right at "Asaph 1" onto Straight Run Rd.
3. In 0.23 miles, turn left at "Stop" onto SR3027/Marsh Creek Rd.
4. In 0.52 miles, turn right onto Asaph Rd. (in 1.41 miles stay right at Goodall)
5. Travel 2.62 miles until you get to the line of parked cars. Park behind the last car. Do NOT block the road, leave room for emergency vehicles.



The first half of the stage is very fast, as it has a deceptively gradual descent down a wooded valley and along a stream to the spectator area. This section has nice flowing curves, with a firm clay and sand surface that can be slippery when wet. In the first three miles, there are deep gutters, especially on the right hand side and soft road edges which have claimed their victims over the years. The bridge at the spectator area is a large concrete bridge with a curb on the left hand side. If a team cuts the corner at the apex, their car could suffer significant damage, enough to cost them the rally! The stage then twists and climbs out of the valley over a firm clay road surface with some shale, onto several very fast straighter sections out of the woods. After a "vista" turn the route reenters the woods to finish.

The Asaph spectator area is at the junction of three roads in a valley, where the hills provide a natural amphitheater for spectators. The cars will approach this spectator area from the East, coming down a slight hill out of a narrow valley following the stream bed. The cars have a full 90-degree turn at the road junction immediately before they cross a bridge. As soon as they cross the bridge the road bears to the right and approaches a second bridge, which requires a slight turn to the right onto the bridge followed by a turn to the left as you come off of the bridge. In the rally car there is a lot going on in a short distance, and the concentration so great that the competitors don't even notice the hundreds of spectators. Many of the spectator positions offer a great view of the action. There is a lot going on in a short distance, which with the setting makes this a great spectating area.



DRIVING DIRECTIONS TO SPECTATOR AREAS

SPECTATOR AREA "D"

COLTON POINT • Stages 6 & 13

STAGE 6: DEADMAN (8.72 miles)

The first half of the stage is very fast, as it has a deceptively gradual descent down a wooded valley and along a stream to the spectator area. This section has nice flowing curves, with a firm clay and sand surface that can be slippery when wet. In the first three miles, there are deep gutters, especially on the right hand side and soft road edges which have claimed their victims over the years. The bridge at the spectator area is a large concrete bridge with a curb on the left hand side. If a team cuts the corner at the apex, their car could suffer significant damage, enough to cost them the rally! The stage then twists and climbs out of the valley over a firm clay road surface with some shale, onto several very fast straighter sections out of the woods. After a "vista" turn the route reenters the woods to finish.

STAGE 13: MINE HOLE (29.26 miles)

This stage contains some smooth fast open roads. The stage starts with a climb of 4.8 miles with many sweeping turns on a smooth solid base. Then comes a left at T at the end of a long straight section of road. The route then rides on the ridge top with a lot of nicely linked turns. After a double-back right the surface is smooth wide gravel that is a real pleasure to drive. A left leads across a rough section of road for about a mile, then a tight left in a dip lead up over the mountain and then down into the valley to a fast finish.

Travel time: 40 minutes from East Ave./Main St in Wellsboro

First car start (approx.):

Stage 6: 11:00 a.m.

Stage 13: 5:33 p.m.

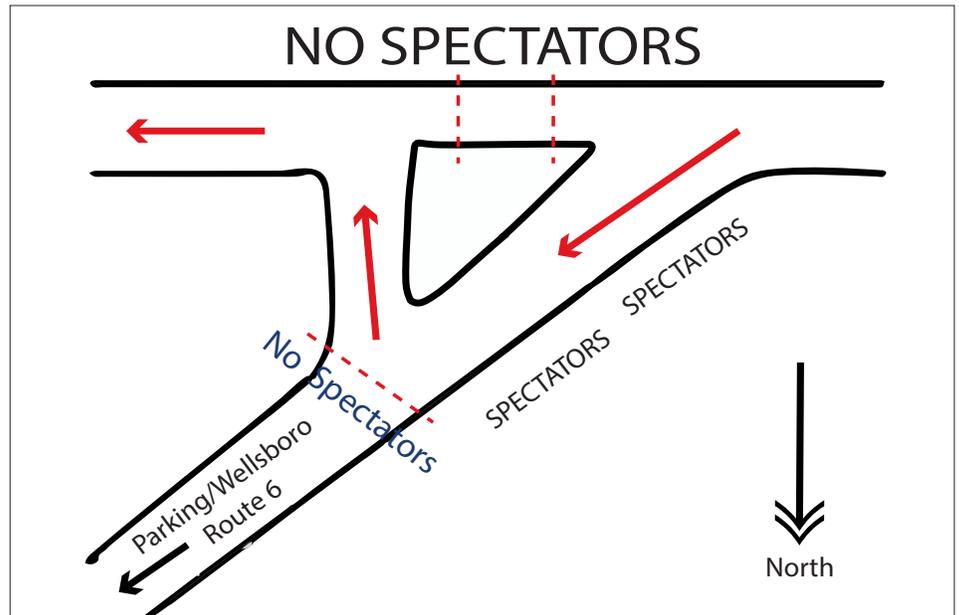
1. Head West on US 6
2. In 11.01 miles, turn left onto Colton Rd. (stay on paved road)
3. In 4.52 miles, go straight onto unpaved, do not turn toward Colton Point State Park.
4. Continue on dirt road 1.88 miles until you get to the line of parked cars.
5. Park behind the last car. DO NOT continue, as there is nowhere to park or turn around near the spectator area.



Colton Point spectator area features a series of tricky turns that has a history of putting cars in embankments in years past.

Cars will approach this area from the west on a fast, narrow road, to take three consecutive tight corners. The last corner is only one-quarter mile before they take the first left bend.

After the final corner, they travel three-quarters of a mile down a wider road.



DRIVING DIRECTIONS TO SPECTATOR AREAS

SPECTATOR AREA "E"

WILSON POINT • Stage 7 (Thompson) & Stage 10 (Cedar)

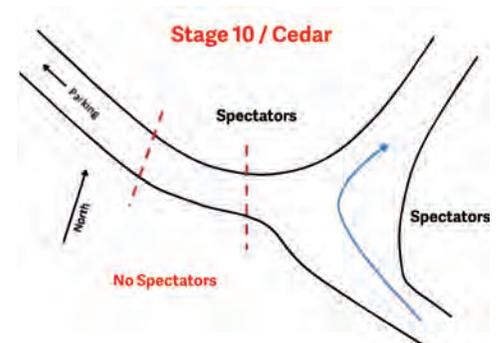
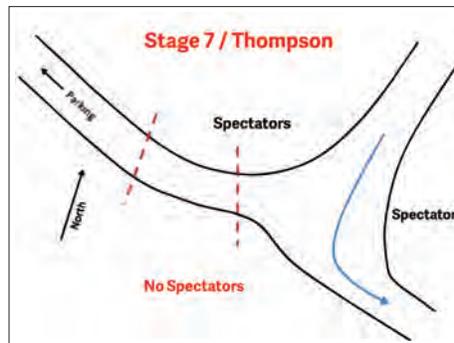
Travel time: 1 hour from East Ave./ Main St in Wellsboro

First car start:

Stage 7: 11:30 a.m.

Stage 10: 2:30 p.m.

1. Head West on US 6
2. In 19.29 miles, turn left onto Rt 3001 (300ft. past "WATROUS 1" sign.)
3. In 0.37 miles, turn right to cross steel bridge.
4. In 5.29 miles, turn right onto side road. This is the last right side road prior to entering the forest. You will have passed a cemetery and Lick Run Rd. on your left. E. Shambaker Rd. is then on your right.
5. Continue 5.21 miles (bear left at "Y") until you get to the line of parked cars. Park behind the last car. Do NOT block the road, leave room for emergency vehicles.



Wilson Point spectator area is at the junction of three roads that previously met forming a grassy-centered triangle, which was removed several years ago, allowing the cars to travel through this intersection at a higher speed. This area is used twice—once for the Thompson stage (SS7), and then in reverse for the Cedar stage (SS10). For the spectators, it means transitioning from one side of the road to the other; for the competitors, it makes the road seem completely different.

REMEMBER: NO ALCOHOL, DRUGS OR FIREARMS IN THE FOREST!

Carry Out What You Carry In!!

THOMPSON (Stage 7 / 9.86 miles)

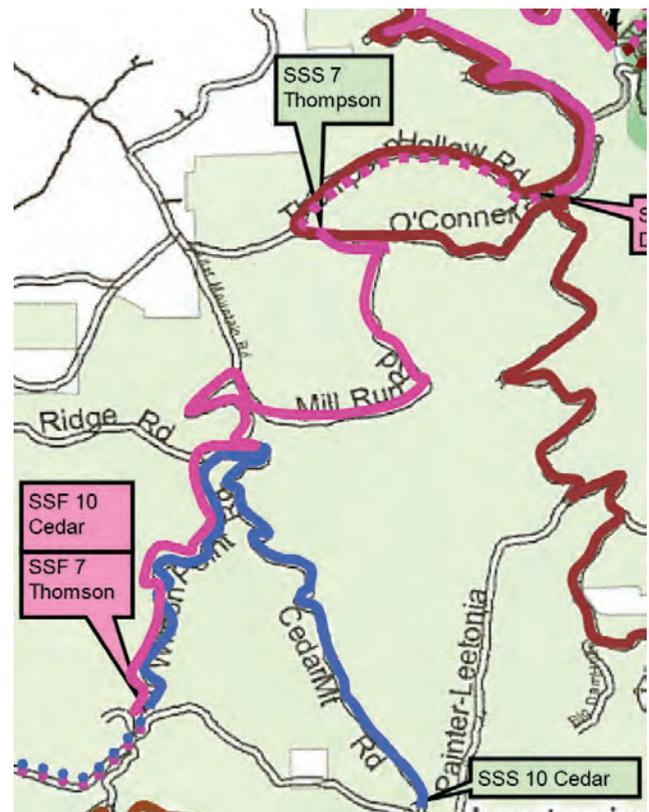
The stage starts with a relatively straight uphill climb to a tight right turn onto a clay road surface then winds up to the top of Cedar Mountain. This section can get very slippery when wet. The road is relatively straight with several tighter turns thrown in to keep the drivers challenged. The route then descends with mostly open turns an acute left onto Cedar Mountain Rd. The road is a more firm clay surface and begins the climb once again to the hilltop and to a right at sideroad that is not visible until very near the turn.

The Wilson Point spectator area is at an acute left around hay bales to make the turn more challenging.

CEDAR (Stage 10 / 8.03 miles)

The stage starts with a slight uphill on a firm road surface with sweeping turns as it winds its way up Cedar Mountain Rd. The turns tighten as they approach the hilltop and a left at sideroad that is not visible until very near the turn.

The Wilson Point spectator area is at an acute left around hay bales that makes the turn more challenging and entertaining to the spectators. The stage then has several long straights and nice turns as makes it's way across the hilltop.



DRIVING DIRECTIONS TO SPECTATOR AREAS

SPECTATOR AREA "F"

TWELVE MILE • Stages 8 & 11 (Lebo I and II)

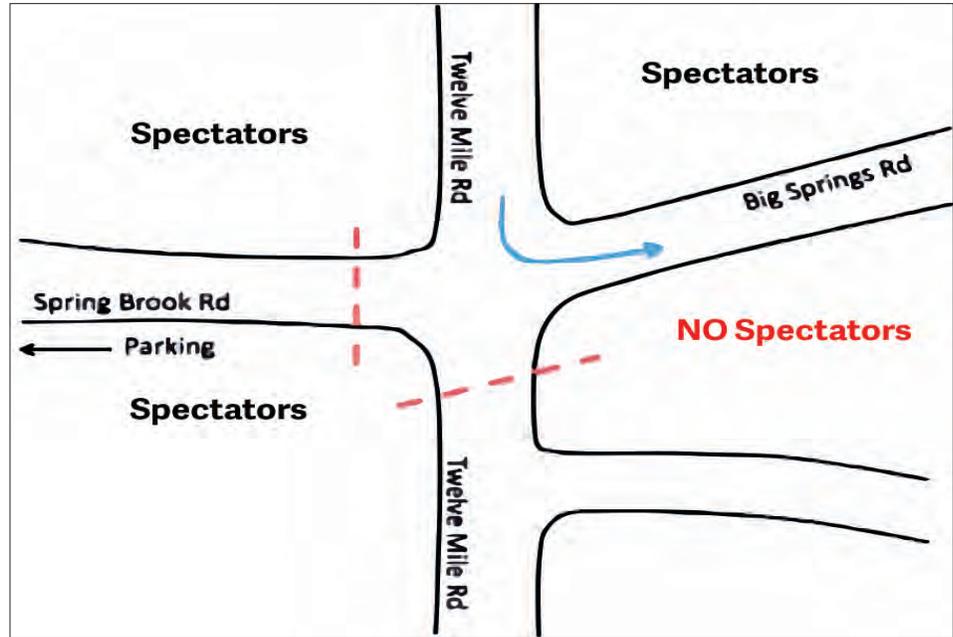
Travel time: 1 hour, 20 minutes from East Ave./Main St in Wellsboro

First car start (approx.):

Stage 6: 11:00 a.m.

Stage 13: 5:33 p.m.

1. Head West on US 6
2. In 22.61 miles, turn left at traffic light in Galeton onto Rte. 144.
3. In 0.2 miles, turn right and immediately left to stay on 144 South.
4. In 3.42 miles, turn right at "Stop" in Germania to follow 144 South. (Note: straight onto unpaved and stay right for Germania Service area.)
5. In 10.79 miles (through Oleana and past Ole Bull State Park on the right), turn left to leave Rte 144 onto Joerg Run Road.
6. In 2.12 miles, turn left onto Spring Brook Rd.
7. Travel 1.4 mile towards the Spectator Area. Stop when you see the line of parked cars. Do not go past the last car. Do NOT block the road, leave room for emergency vehicles.

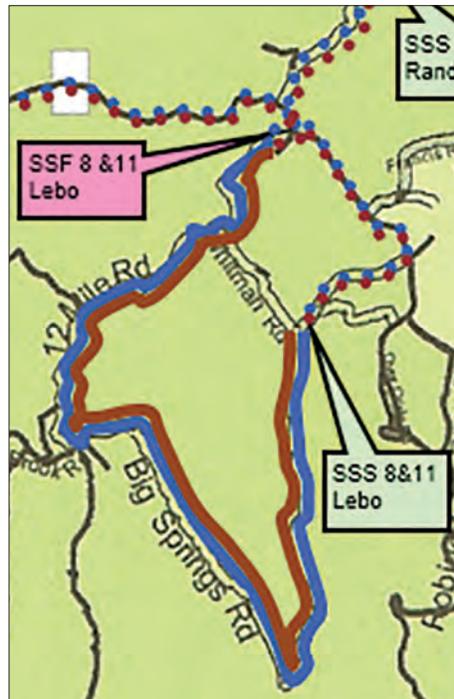


Twelve Mile spectator area showcases the rally cars as they approach from the north on Twelve Mile Road, where they make a left turn onto Big Springs Road. This turn is difficult as Twelve Mile Road is narrow and has trees on both sides at the turn. Some cars will miss the turn, going straight, and will have to back up to get back on course.

The stage begins on a narrow twisty road with a smooth fine loose stone surface over a flat terrain. There are several bumps in the road through this section.

At the hairpin the road is extra narrow, starts to climb and the surface becomes clay, slippery if wet, with ruts possible as the cars approach the Twelve Mile spectator area.

A right-at-crossroad execution at the spectator area puts them onto Twelve Mile, which has a wide clay surface, that can be rutted and slippery if wet. This part of the stage has few corners as it climbs to the finish.





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ENTRY LIST

As of Sunday, May 20, 2018

Car #	Class	Nat/ Reg	Driver	Co-Driver	Competition Vehicle
11	NA4WD	R	Brian Battocchi / Great Falls, VA		1996 Subaru Impreza Wgn
13	NA4WD	R	Robert Bean / Manchester Center, VT	Derek Michelin / Plymouth, MA	2000 Subaru Impreza
17	O2WD	R	Kent Thompson / Wellsboro, PA	Brianna Thompson / Wellsboro, PA	1994 Subaru Impreza
22	L4WD	N	Troy Miller / Allegany, NY		2008 Subaru WRX STI
25	O2WD	N&R	Seamus Burke / Atlanta, GA	Martin Brady / Galway, IRE	1977 Ford Escort
28	O2WD	R	Sean Burke / Butler, PA	Nathan Werner / Butler, PA	1999 Honda CRX
32	O2WD	R	Adam Noyes / Newburyport, MA	Kelsey Stone / Salem, NH	1997 BMW 318ti
55	O4WD	N	Chris Atkinson / Queensland, Australia	Stephane Prevot / Huy, Belguim	2018 Subaru WRX STI
63	NA4WD	R	Jude McQuaid / San Diego, CA	Kadence Verge / Pittsfield, MA	2001 Subaru Impreza
72	O2WD	N	Keanna Erickson-Chang / Killington, VT	Alex Gelsomino / Boise, ID	2016 Ford Fiesta
75	O4WD	N	David Higgins / Isle of Man, UK	Craig Drew / Bristol, Eng	2018 Subaru WRX STI
81	L4WD	N	Travis Nease / Redmond, WA		2017 Subaru WRX STI
97	O4WD	N	Barry McKenna / New York, NY	Leon Jordan / New York, NY	2011 Ford Fiesta
101	NA4WD	R	Joshua Baker / Silver Spring, MD		1999 Subaru RS
111	O4WD	R	Luis Teixeira / Lanesborough, MA	Aris Mantopoulos / Providence, RI	1995 Subaru Impreza
118	O2WD	N	Erik Potts / Portsmouth, NH		2013 Subaru BRZ
122	L4WD	R	Margaret Sharron / Huntington, MA		2004 Subaru STI
141	NA4WD	R	Andrew Benson / Alfred, ME	Zach Stewart /	2000 Subaru Impreza RS
142	O2WD	R	Daniel Downey / Franklin, MA	Kevin Brolin / Randolph, MA	1987 BMW 325is
179	L4WD	N	Dennis Romero / Wingate, NC		2008 Subaru Subaru STI
196	O4WD	R	Duncker Felix, Matthews, NC		2008 Subaru STI
225	NA4WD	R	Corey Crossan / Fair Hill, MD	Tony DeGuseppi, Owings Mills, MD	1998 Subaru Impreza
315	L2WD	R	Ryan Kolupa / New Hartford, NY	Lloyd Murray / Webster, NY	1999 Volkswagon New Beetle
348	L2WD	R	John Concha / Philadelphia, PA	Mark Tisdell, Jr. / Dover, DE	2014 Ford Fiesta ST
370	L4WD	N	Gary Gill / Portland, TN	Chris Kremer / Calgary, AB	2008 Subaru STI
457	L4WD	N	Sam Albert / Roy, WA	Michelle Miller / Preston, WA	2015 Subaru WRX STI
527	L2WD	R	Christopher Bersheim / Lancaster, PA	Matt DeVirgilis / Lititz, PA	1989 Nissan 240SX
514	L2WD	R	Derek Dekar / Sayre, PA	Jessie Dekar / Sayre, PA	2011 Ford Fiesta
554	NA4WD	R	Jeremy Keck / Wellsboro, PA	James Quattro / Syracuse, NY	1999 Subaru Impreza
615	NA4WD	R	Christopher Chilson / Wellsboro, PA	Brandon Chilson / Wellsboro, PA	2002 Subaru Impreza
777	NA4WD	R	Jon Kramer / Ligonier, PA		1993 Subaru Impreza
786	O2WD	R	Jesse Whitsell / Coventry, RI	MacKenzie Cucino / Coventry, RI	1995 Volkswagon Golf
853	NA4WD	Reg	Amanda Skelly / Clarkston, MI	Jessica Beliveau / Berlin, NH	1997 Subaru Impreza
907	O2WD	R	Lajos Jonas / Somerset, NJ		1995 BMW M3
909	NA4WD	R	TJ Pullen / Vernon, CT		1998 Subaru Imp.Outback
951	O2WD	R	Robert Pepper / Fairfax, VA	Mical Davis / Ofallon, MO	1988 Porsche 944S2
966	L4WD	R	Emmanuel Cecchet / Huntington, MA	Mike Willard / Brighton MA	2004 Subaru STI
	L4WD	N	Jason Powers / Lyons, CO	Jennifer Taylor / Honolulu, HI	2002 Subaru WRX
	NA4WD	R	Erik Voelkle / Buffalo, NY		2005 Subaru Impreza
	O4WD	R	Antonio Esposito / Wellsboro, PA	Phil Barnes / Middlebury Center, PA	2002 Subaru WRX
	O2WD	R	Scott Beliveau / Laconia, NH	Jamie Beliveau / Laconia, NH	1996 VW RallyGolf

MEET THE COMPETITORS

SUBARU RALLY TEAM USA

Car #75 | '18 Subaru WRX STI

Car #55 | '18 Subaru WRX STI



Co-Driver
Craig Drew

Drew competed in his first forest rally in 2005 and quickly rose to the top of British rallying.

Within a few years, Drew had finished second in the British Gravel Rally Championship, competed in the MSA Rally Elite Scheme, the U.K. Mitsubishi Evolution Challenge, and in 2009, enjoyed podium-finishes in the British, Chinese and European Rally Championships.

Alongside Higgins, the duo secured eight national championships, racking up 31 victories.



Driver
David Higgins

He has dominated rallying in the USA since his signing to Subaru Rally Team USA six years ago in 2011. He has won six consecutive Rally America National Championships in 2011-2016 racking up 28 victories in that time span.

The Isle of Man native, was into national kart racing and won seven titles against drivers including future F1 star David Coulthard at age 10. At his first opportunity he started rallying and was invited to drive in the team Richard Burns drove for in the Peugeot 205 Challenge.



Co-Driver
Stéphane Prévot

Prévot is a veteran of the World Rally Championship, when the Belgian made his debut in the 1989 RAC Rally. Since then, Prévot has taken part in over 300 rallies.

The Oregon Trail Rally a few weeks ago was his and Atkinson's first stage rally in the United States, where the team were forced to retire on Day 2 due to mechanical issues. However, the duo participated on the final day just to get a feel for the car.

"Chris is definitely getting to know the car better and starting to push more and more," he said.



Driver
Chris Atkinson

This Australian rally star is no stranger to Subaru's motorsports programs. Between 2005 and 2008, he was the factory driver for Subaru World Rally Team alongside the 2003 WRC champion Petter Solberg.

Atkinson has earned 41 WRC stage wins and six WRC podiums including podiums at the famous Monte Carlo Rally and Rally Mexico. Subaru signed Atkinson in late 2016 as part of the team's rally-cross efforts, where he was joined by Patrik Sandell last year.



Kenneth Loet / Lori Lass Photography

SUBARU RALLY TEAM USA

THE MACHINES: 2018 SUBARU WRX STI OPEN CLASS RALLY CAR

Beginning with a stock 2018 Subaru WRX STI right off the showroom floor, the team's technical partner, Vermont SportsCar, modifies the car for competition. First, the vehicle's interior is stripped bare.

Then the body shell is lightened and fully seam-welded for added strength. A multipoint roll cage, manufactured from T45 steel, is welded into place for added stiffness and security. The standard gas tank is replaced with a rally-proof Kevlar fuel cell and lightweight

carbon/Kevlar RECARO SPA ProRacer competition seats—with HANS (Head and Neck Restraint System)—are also fitted to the car. Other interior additions include a custom carbon fiber dashboard, carbon fiber door panels, a Corralba C-Giant Rally odometer and an onboard fire suppression system.

The stock dampers are swapped out for heavy-duty rally dampers made by Reiger Suspension. The rally dampers are fully adjustable and built to take the abuse that off-road gravel rallying entails.

Under the hood sits a

2.0-liter, 4-cylinder, turbo-charged and intercooled STI engine with a ARA Championship-mandated 34mm turbo inlet restrictor. Launch control, a turbo anti-lag system and a hydraulic hand-brake are just a few of the performance modifications.

A Sadev 6-speed, close-ratio dog-engagement gearbox is used, which allows drivers David Higgins and Travis Pastrana to shift without depressing the clutch. The DCCD (Driver Controlled Center Differential) is used in a similar way to a stock WRX STI street car, but the team installs a competition ECU

for the differential, which allows for greater control of the torque delivery between all four wheels.

The exterior of the car implements a custom Vermont SportsCar widebody kit as well as mud flaps and a 1/4-inch aluminum skid plate underneath.

Up top, a roof-mounted air scoop aids in cooling both drivers inside, and the stock rear wing is replaced with a larger vertically slotted wing, which greatly improves down force to the rear of the car, even as it slides sideways. No detail goes overlooked on these amazing machines



Matthew Stryker / SRTUSA



Matthew Stryker / SRTUSA

MEET THE COMPETITORS

Co-Driver

James Quattro



REAPER MOTORSPORTS

Car #554 | '99 Subaru Impreza



James Quattro, 31, from Syracuse, New York, started in SCCA Rallycross in 2010 and quickly became not only an organizer but the chair of the SCCA's Central New York Region's program. He crossed to stage rally when he ran STPR in 2013. Finishing STPR in 2014 is one of his greatest memories. He is married to his high school sweetheart and they have a 4-year-old daughter Isabella, and their rescue dog, Tripod. James also enjoys mountain biking and racing.

Driver, Jeremy Keck, 37, from Wellsboro, has run local events "I've dreaming of racing a rally car," he said. "Growing up in Wellsboro and never missing watching a rally since birth." He is the father of two boys.

BATTOCCHI RACING

Car #11 | '96 Subaru Impreza Wagon

Driver

Brian Battocchi



Brian Battocchi, 32, from Sterling, VA has worn many hats including driver, co-driver, crew, and volunteer. He started competing as a driver in 2017 with Aris Mantopoulos co-driving in four Regional rallies in the Northeast, where he's also got an extensive background in SCCA RallyCross. Brian's also offered his skills working on others' competition vehicles and was seen working on a car at 1 a.m. at the 2017 New England Forest Rally, working with only the illumination of a head lamp.

FROG RACING

Car #122 | '04 Subaru STI

Driver

Margaret Sharron



Margaret Sharron, 48, of Huntington, MA, started in AutoX and discovered RallyCross. She then moved to hillclimbs, ralliesprints and starting stage rallying less than a year ago. She recalls a 100-mph straight during the Perce Niede rally and holding on until the last second to hit the brakes, then the e-brake—all to the enjoyment of the spectators! He is also an Olympic weight lifter, all this managing family and career. She and her husband have a private joke about the name of their team – it has to do with princesses and frogs!

FROG RACING

Car #966 | '04 Subaru STI

Driver

Emmanuel Cecchet



Emmanuel Cecchet, 45, started rallying in his native France over 25 years ago. Due to the high cost in Europe, he put his racing on hold until he moved to the U.S. 10 years ago. First he did track racing, then RallyCross and he returned to stage rally three years ago when he had a podium finish at the ESPR in 2015. He also rallies in the Canadian Rally Championship. He's competed in hillclimb, most notably the Climb to the Clouds. His wife is Margaret Sharron (#122). "Talk to Margaret if you want to know more about the Frog and Princess story!" he said.

ERIK POTTS RACING

Car #118 | '13 Subaru BRZ

Driver

Erik Potts



Erik Potts, 37, of Portsmouth, NH, started rallying 7 years ago in a 2WD Ford Focus. After more than a dozen rallies, he stepped it up. "I wanted more of a challenge and something more fun to drive," he said. "That's when I switched to the rear-wheel-drive in the BRZ." His parents came out to watch him at last year's New England Forest Rally and he said they "had a blast." He's got eyes on the prize as his goal is to race the entire season and win the ARA's 2WD Championship. His hobbies, along with motorsports, include flying, skydiving, and boating.

Driver
Sam Albert



DIRT FISH MOTORSPORTS

Car #457 | '15 Subaru WRX ST



Co-Driver
Michelle Miller



Sam Albert, from Roy, Wash., is a lifelong stage rally fan, Sam began his racing career entering the Atlantic Rally Cup in 2010. Since then, he has put several podium finishes under his belt competing in both the United States and Canada. A consummate professional and progressive thinker, he is always looking for ways to improve driving techniques and push boundaries. When he's not in a rally car, you can usually find him somewhere in the mountains either on a pair of backcountry skis or a dirt bike, living his next adventure.

Michelle Miller, 41, of Preston, Wash. She has been competing since 2015 co-driving, her first ride with Sam Albert. Miller has done numerous rallies in the United State and Canada, mainly in the co-driver seat, but a few as a driver as well. She and Albert are teaming up for the full ARA championship season.

Their team is supported by Dirtfish, Hoosier, Method Race Wheels, Rocket Rally, Diode Dynamics, Cusco USA, and Mishimoto.

Driver
Jason Powers

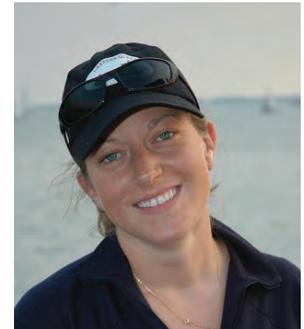


VUORI RALLYSPORT

Car #11 | '02 Subaru WRX



Co-Driver
Jennifer Taylor



Jason Powers, 41, from Lyons, Colorado and Jennifer Taylor, 33, attended their first rally in Idaho a few years ago, crewing for Alex Rademacher. His first time driving rally stages was behind the wheel of a Sweep vehicle at the North Nevada Rally. In 2017, at the Idaho Rally, they limped their way to the finish with a broken clutch and broken front suspension. Taylor is originally from Honolulu, but Powers hails from the East Coast and confesses he's been a "gear head for ages." He and Taylor are married and have two "fur babies."

Driver
Amanda Skelly



NOBLE STAR RALLY TEAM

Car #853 | '97 Subaru Impreza



Amanda Skelly started rallycrossing in 2007 and bridged to stage rally in 2012, running Sno-Drift. She's competed in over 30 events and has earned an impressive resume. She is also an avid philanthropist, raising funds to increase awareness for diseases such as lupus and cystic fibrosis. She organized a fundraiser for victims of a devastating tornado at STPR a few years ago. Her team is supported by Link ECU, White-line, Turbo Time, Team Illuminata Motorsport, BRAID Wheels USA, BridgeMoto, Turtle Gloves, DCCDPro.com, FreeM USA, and K-Sport.

Driver
Tj Pullen



PULLEN AWAY RALLY TEAM

Car #909 | '98 Subaru Impreza Outback



Tj Pullen, 30, of Vernon, CT, first drove in STPR last year after starting in RallyCross, moved to RallySprints and then stage rally. He holds a fond memory of last year's Mine Hole stage. "The speed and switchbacks on Minehole, and the fans at the fairgrounds!" he said was his favorite memory. "Rally is my main interest but I've recently started Endurance Racing. I'm also a huge fan of early watercooled VWs!" He discovered rally while volunteering at the New England Forest Rally in 2015.

Driver
Ryan Kolupa



BUGGIN' OUT RALLY DIVISION

Car #315 | '99 VW New Beetle



Ryan Kolupa, 31, from New Hartford, NY, is piloting a VW with a lot of history. Built in 1999 by Guy Light, it's been rallied around the U.S. by several different teams. Ryan bought "Studbug" in 2015 after marshaling at several events in the Northeast. In 2016, he ran STPR and NEFR. "I drove the car down to my first-ever stage rally, STPR 2016," he said. "I finished the race and drove it back home." When not piloting his Bug, Ryan also likes to hike and kayak in the Adirondacks. He recently became engaged and he has a younger sister.

Lloyd Murray, 44, from Webster, NY, is co-driving for Ryan Kolupa. Lloyd's been rallying with the local SCCA regions for the past four years and also has some seat time as a TSD navigator. He's a past volunteer for both STPR and WMWR.

Driver
Corey Crossan



EASTBOUND RALLY

Car #225 | '98 Subaru Impreza



Corey Crossan, 29, Fair Hill, Maryland, is rallying for his fourth year and is hoping to repeat his podium finishes at both STPR and NEFR this year. "Friends make the best crew until they decide to become competitors themselves," he said. The team is supported by CrazyAction Industries. His greatest moment was his podium finish at last year's NEFR. "I was able to stand on the podium at NEFR 2017 with the teams that I continually looked up to and learned from in my early years of rally," he said. Corey enjoys staying active outdoors all year round with his wife Amy and their dog Judge.

Matt DeVirgilis, of Lititz, PA, is co-driving for Chris Bersheim in his first performance rally. They began as STPR spectators who got the itch, so they took the next step and started crewing for Corey Crossan and the Eastbound Rally team, who are also running STPR this year. He also did some RallyX competition. Earlier this year he volunteered at the Waste Management Winter RallySprint. He just graduated from Pennsylvania College of Technology with a bachelor's degree in automotive technology. He enjoys watching rugby, F1, and WRC in his free time.

Co-Driver
Matt DeVirgilis

IGNITE RALLY TEAM

Car #527 | '89 Nissan 240SX

"I'm so grateful to finally make it to our first event to compete," he said, adding thanks to his crew, Brandon and Ryan. "A lot of hard work has been centered toward this car the past few years." He also gave a shout-out to his friends in Car #225.

Driver
Robert Bean



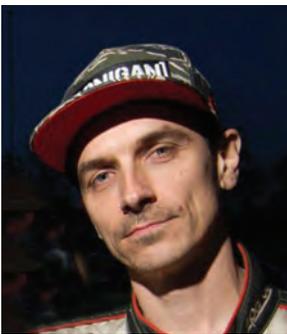
2UP RALLY

Car #22 | '00 Subaru Impreza



Rob Bean, 43, from Manchester Center, Vermont, first sat in the driver's seat of a rally car as a student at Team O'Neil Rally School during a three-day rally course where "each day builds on the last, progressing on to more advanced skills, vehicles, and terrain," according to the school's website. This will be his second year in competition—in 2017, he competed in rallycross, ralliesprint as well as the Empire State Rally and the Team O'Neil RallySprint earlier this year. He also co-drove at last year's Prescott Rally. He's married but said with a laugh, "but rally is taking a toll."

Driver
Jon Kramer



HEAVY METAL MOTORSPORTS

Car #20 | '93 Subaru Impreza



Jon Kramer, from Ligonier, Penn., is no stranger to STPR. After lurking in the forest as a spectator for many years, he decided to build a rally car. With a shell he got from Billy Petrow's Broken Motorsports, he assembled his machine. He is supported by All Wheels Driven, Seven Springs Parks & Pipes, and Pitcrew. He jokes after five years of racing, he's rolled twice, destroyed three engines, but he holds the bragging rights for winning the STPR Regional rallies in 2016. Kramer has also won the Waste Management Winter Rally/RallySprint held in February using the stages used on Friday at STPR.

Driver
John Concha



JOHN CONCHA MOTORSPORTS

Car #348 | '14 Ford Fiesta ST



John Concha, 29, of Philly, started in go-karts, and as a teen, began RallyX, AutoX, and road-racing events with SCCA at local racetracks NJ Motorsports Park and Englishtown Raceway. His taste of rally came first from his grandfather, and in 2011 after he was part of his brother Anthony's rally team. John has ran every STPR since 2012, except 2017 when he rolled his car at an event a month earlier. He said "his biggest fans are his parents, relatives and fans from Ecuador/S. America. He loves other forms of racing, but is an avid soccer fan who supports the Philadelphia Union in the MLS Cup.

Driver
Chris Chilson



CHILSON MOTORSPORTS

Car #615 | '02 Subaru Impreza



These brothers are locals as they are both Wellsboro natives. Chris, 29, and his brother Brandon, 26, have crewed for fellow rally competitors in the past and were able to compete last year for the first time. "My brother I dreamed of running STPR our whole life and was able to make it happen last year for the first time. We are very excited to be able to run this year as well!!," Chris said. He has a background in a variety of other motorsports. He and his wife have two children. The team is supported by Route 6 Auto Works, Butter Homes, Vern Williams Heating and Plumbing, and Rokbloks and was built by Jim Perrin.

Driver

Andrew Benson



LOST IN MAINE RACING

Car #141 | '00 Subaru Impreza RS



Co-Driver

Zach Stewart



Andrew Benson, 32, from Alfred, Maine, began copiloting in RallySprints with the New England Region SCCA and then competed in the 2016 New England Forest Rally. At STPR 2017, he stood on the podium for the Sherwood Forest Regional Rally when he and driver Ryan Kolupa took third in class in the “Studbug” VW Beetle. “My favorite rally memory is the champagne spray at STPR!” he recalls. Now he’s switching seats, driving a car he built this past winter. When he’s not racing or doing rally-related work on the car, he likes fishing golf and camping with his wife Jess and their dog Coal.



Driver

Erik Voelke

F.T.E.B. RALLY TEAM

2005 Subaru Impreza RS

Erike Voelke, 33, from Buffalo, New York, is the new kid on the block. He’s been coming to STPR since 2009, his first introduction to stage rally! “I was hooked right away and started learning everything I could about rally racing. I have ‘climbed the ladder’ from spectator to competitor,” he shared. He first started as a spectator, then to a volunteer learning behind the scenes of how stage rally works. Along with that, he branched out into participating in SCCA Rallycross and TSD rally. “Driving a stage rally, especially STPR has been on my ‘bucket list’ since first coming down here and I am very excited my dream is coming full circle this year!,” he said. “I think my favorite rally memory may be winning a wrecked fender off Ken Block’s Subaru in a freestyle rap battle contest!”

HIGHLAND RALLY TEAM

Car #35 | '91 Honda CRX

Driver

Sean Burke

Co-Driver

Nate Werner

These two men, both from Butler, Penn., have been a team since they started competing together in 2009. Last year they had several podium finishes at Black River Stages, where they took third overall and first in 2WDN at Tall Pines. They hold several stage records at BRS as well as the Group 2 record for the Waste Management stage, an achievement they earned in 2014. Burke is proud he’s able to keep it “wheels side down,” as he shared a memory from the 2012 BRS. “I rolled the car on stage, came back down on the wheels, and kept going,” he said. “only taking a 30-second drop in stage time.” Burke, 40, is married with three children. His oldest son, Max, 16, co-drove for the first time at this past year’s Waste Management Winter RallySprint.

Nathan Werner, 40, started in 2008 as a spectator and longtime fan from childhood and made a pact to build a car and rally race. He has also co-driven for Brian McNamera and Gus Garrido. He’s beginning an E30 build that will transition him into the drivers seat that should be ready for next year’s season. His favorite rally memory is, “flipping the car to finish and dragging a punctured wheel 11 miles back to service only to be ground down to the hub.”

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Dan Downey, 27, from Franklin, Mass., started rallycrossing nearly half a decade ago and has been stage rallying since 2015. He has competed in the New England Forest Rally and Black River Stages. In 2017, he won the Production 2WD class in the STPR Regional event. He's currently an instructor at the Tim O'Neil Rally School and says he's "always been into racing and rally."

Driver
Dan Downey

DOWNEY DIRTY RACING
Car #142 | '87 BMW 325is

PAST WINNERS

HISTORY: Continued from page 3

Year	Driver/Co-driver	Vehicle description
2017	David Higgins/Craig Drew	2017 Subaru WRX
2016	David Higgins/Craig Drew	2016 Subaru WRX STI
2015	David Higgins/Craig Drew	2015 Subaru WRX STI
2014	David Higgins/Craig Drew	2014 Subaru WRX STI
2013	Ken Block / Alessandro Gelsomino	2012 Ford Fiesta H.F.H.V
2012	Antoine L'Estage / Nathalie Richard	2011 Mitsu. Lancer Evo X
2011	David Higgins/Craig Drew	Subaru Impreza WRX STI
2010	Antoine L'Estage / Nathalie Richard	Mitsubishi Lancer Evo X
2009	Ken Block / Alessandro Gelsomino	Subaru Impreza WRX STI
2008	Antoine L'Estage / Nathalie Richard	Hyundai Tiburon
2007	Andrew Pinker / Robbie Durant	Subaru Impreza WRX STI
2006	Matt Iorio / Ole Holder	Subaru Impreza
2005	Paul Choiniere / Jeff Becker	Hyundai Tiburon
2004	Shane Mitchell / Glenn Patterson	Subaru Impreza
2003	David Higgins / Daniel Barrett	Mitsubishi Evo
2002	David Higgins / Daniel Barrett	Subaru Impreza
2001	Mark Lovell / Michael Kidd	Subaru Impreza WRX STI
2000	Karl Scheible / Russ Hughes	Mitsubishi Evo V
1999	Paul Choiniere / Jeff Becker	Hyundai Tiburon
1998	Frank Sprongl / Dan Sprongl	Audi Quattro S-2
1997	Carl Merrill / Lance Smith	Ford Escort Cosworth
1996	Paul Choiniere / Jeff Becker	Hyundai Elantra
1995	Paul Choiniere / Jeff Becker	Hyundai Elantra
1994	Paul Choiniere / Jeff Becker	Audi Quattro S-2
1993	Paul Choiniere / Jeff Becker	Audi S-2
1992	Paul Choiniere / Jeff Becker	Audi Quattro
1991	Chad DiMarco / Erick Hauge	Subaru Legacy
1990	Jeffrey Zwart / Calvin Coatsworth	Mazda 323 GTX
1989	Rod Millen / Tony Sircombe	Mazda 323 GTX
1988	Rod Millen / Harry Ward	Mazda 323 GTX
1987	John Buffum / Tom Grimshaw	Audi Quattro
1986	John Buffum / Tom Grimshaw	Audi Quattro
1985	Rod Millen / John Bellefleu	Mazda RX-7 4WD
1984	John Buffum / Neil Wilson	Audi Quattro
1983	John Buffum / Doug Sheperd	Audi Quattro
1982	John Buffum / Doug Sheperd	Audi Quattro
1981	John Woolf / Grant Whittaker	Mazda RX-7
1980	John Woolf / Grant Whittaker	Mazda RX-3
1979	Rod Millen / Mark Howard	Datsun 510
1978	John Buffum / Doug Sheperd	Triumph TR-7
1977	Eric Jones / Roger Sieling	Datsun 510

days, it was the members of the Rochester clubs such as, Triumph Touring Club, Corvair Owners Club, MG Car Club, SCCA and several others, that worked together to get that all important first event off the ground.

From these beginnings, the event has grown to become one of the "Classic" stage rallies in the country, winning the SCCA's "Best ProRally" award an unprecedented seven times, in 1993, 1998, 1990, 1995, 1997, 2000 and most recently in 2003. We are proud to have continued the tradition of putting on a top-quality event for 30+ years.

From the first Susquehannock Trail Performance Rally, the Wellsboro Area Chamber of Commerce and its member businesses has been an enthusiastic supporter of the event and a proud member of the organizing committee. The event has a significant economic impact on the community, bringing regional and national visitors to Wellsboro and the Pennsylvania Grand Canyon.

Both the Finger Lakes STPR Motorsport, LLC members and the Community of Wellsboro, are proud to say this is our event.

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