

2020 Competitor Highlights

By Race Day Run Order

As of: August 28, 2020

Scott Birdsall: 1949 Ford F1 (Exhibition)

- From: Santa Rosa, CA
- Representing: USA
- Car #128
- Vehicle Stats:
 - 359 CI Turbo diesel
- The owner of Chuckles Garage in Santa Rosa, California
- Second year on Pikes Peak – Last year ran a shortened course
- Scott's truck, "Old Smokey" is an F1
- Scott found "Old Smokey" in an overgrown lot and was filled with debris, rust and old nests.
- *"With all of our torque and time management, tires are the most critical part to our Pikes Peak effort,"* said Birdsall, *"It takes a special compound made for colder road temperatures to work with our mixture of horsepower and torque."*
- World record holder, ½ mile diesel land speed racing at the 2019 Shift Sector ½ mile in Coalinga, California
 - Scott said "We will be back in 2020 to bring the record to 180 mph."
 - Scott's overall goal for Smokey is to get it "into the record books by being the first diesel powered pickup to achieve 200 mph in the measure mile."
- Professional driver for The Driving Connection
- Interesting to note that Scott's crew chief last year, Shawn Bassett, is competing on Pikes Peak this year against Scott in the Exhibition Division.
- Current Diesel Record on Pikes Peak:
 - Time: 11:37.149
 - Set in Year: 2015
 - Division: Exhibition

- Vehicle: 2016 Mercedes Benz C300 d 4 MATIC
- Driver: Uwe Nittel (Ooo'-vay Nit-tell'), in his rookie attempt on Pikes Peak
- From: Germany

Shawn Bassett ROOKIE: 1972 Datsun 240Z (Exhibition)

- From: Orlando, Florida
- Representing: USA
- Car #269
- Vehicle Stats:
 - 327 CI, Gasoline-powered engine
 - All carbon fiber 1972 Nissan 240Z
 - Originally bought the car from a Craigslist ad for \$1,100
 - Started out building rock-crawlers which gave him tube work experience
 - Shawn built the car himself in his own home garage he debuted it in 2018 at the SEMA Show in Las Vegas.
- Acted as Scott Birdsall's Crew Chief at the 2019 Pikes Peak International Hill Climb
- Has a motorcycle racing background – 3 National wins in the Florida Supermoto Series
- When he moved into auto racing, Shawn:
 - Placed 3rd at the Global Time Attack 2019 at Road Atlanta
 - Placed in the top 20 of the 2018 SEMA Battle of the Builders competition.
 - 6th place finish at 2019 Holly LS Fest at NCM Road Course
- Q&A with Shawn (below):

How are you preparing (mentally/physically) for Pikes Peak?

For me, mentally, it's about feeling comfortable in the car. We have been testing the car quite a bit at our local road course. I've also been playing a lot of Dirt Rally (Pikes Peak) on my simulator. Physically, I try to stay as active as I possibly can.

Any racing heroes from Pikes Peak?

I'm a 2-wheel race guy at heart. So when I think of heroes, I gravitate to guys like Dunne, Fillmore, and Pastrana.

Best advice received about racing on Pikes Peak:

In 2017 I came to Pikes Peak as a spectator with aspirations of running the race myself one day. I spoke to one of the mechanics for the Acura team and asked for some advice. He told me, "Prepare the car for battle. Make sure your cooling system is as efficient as it can be".

What do you expect from the car? What makes it well-suited to Pikes Peak?

I built the car with Time Attack and Pikes Peak in mind, so I focused on integrating lots of aero, low speed grip and cooling efficiencies. I expect the car to run really well, considering all of the challenges Pikes Peak has to offer.

Significance to your race #:

I come from a family of two-wheel racing. My dad always ran #2 in motocross and my brother ran #8. So in my 10-year old mind, I wanted to draw inspiration from those. I decided to keep the #2, then I subtracted 2 from my brother's #8 to create #26. I ran #26 for a majority of my life until Nicky Hayden passed in 2017. He was America's gift to Moto GP, the highest level of two-wheel racing where he was a champion in 2006. He dominated the AMA super bike series early in his career. When he was very young, he was a flat track legend. He had a major impact on the motorcycle racing community and was a huge inspiration for me, so as an homage I added 9 to the end of my Number. So, I now run #269.

Most looking forward to:

Eating a doughnut at the summit!

Justin Lumbard ROOKIE: 2020 Acura TLX – (Exhibition)

- From: Hilliard, Ohio

- Representing: USA
- Car #113
- Vehicle Stats:
 - Gasoline and Turbo powered TLX
- Most of his racing has been done with SCCA
- Has also driven in stage rally: Southern Ohio Forest Rally and Muscatell Ojibwe Forest Rally

ACURA PRESS RELEASE – August, 2020

The second TLX entered into the Exhibition Class will be driven by Justin Lumbard – team manager of Acura’s Pikes Peak efforts. Lumbard’s TLX benefits from a higher-output tune for the 2.0-liter turbocharged engine and a more aggressive set up for the TLX’s double wishbone front and multi-link rear suspension. Rounding out the race-ready modifications are high performance brake pads, lightweight 18-inch HRE wheels and Pirelli racing tires.

A rookie Pikes Peak competitor, Justin Lumbard joined the Acura Pikes Peak team in 2017, under the wing of team leader James Robinson, and became co-leader a year later. Lumbard assumed the lead role for Acura’s Pikes Peak racing program this year, including overseeing the development of the two 2021 TLX race car builds.

**Gregoire Blachon (pronounced Greg’-whar Blah’-shōn):
2020 Boxeer TDI Bug (Exhibition)**

- From: Nashville, TN
- Representing: USA
- Car #20
- Vehicle Stats:
 - Turbocharged diesel
- Replacing driver Manfred Stohl who couldn’t attend due to the pandemic.
- Occupation: Mechanical engineer. Owns and operates Boxeer Diesel Motorsports in Nashville, TN. His shop specializes in common rail diesel

engine swaps. They have adapted diesel engines for cars, boats, airplanes, military equipment, and more.

- Gregoire first competed on Pikes Peak in 2013 in the Pikes Peak Open division, finishing 9th with a time of 14:50.304 in a 1996 Subaru Impreza Boxeer Diesel – The car drew attention because of its slightly unconventional diesel power plant.
- Current Diesel Record on Pikes Peak:
 - Time: 11:37.149
 - Set in Year: 2015
 - Division: Exhibition
 - Vehicle: 2016 Mercedes Benz C300 d 4 MATIC
 - Driver: Uwe Nittel (Ooo'-vay Nit-tell'), in his rookie attempt on Pikes Peak
 - From: Germany
- Fun Fact: Aside from motorsport fabrication, Gregoire's company builds interesting overland vehicles. His diesel-swapped Volkswagen Syncro completed a journey from Nashville to the southern tip of South America and back. The van made its way across extremely harsh terrain reaching elevations of 18,000 feet.

Jordan Guitar: 2021 Acura TLX (Exhibition)

- From: Ostrander, Ohio
- Representing: USA
- Car #735
- Vehicle Stats:
 - Gasoline powered turbocharged 2.0L

- This is his 3rd year on Pikes Peak
- 2018 – L2WD National Champion Rally America
- Every year finished has been on a shortened course

ACURA PRESS RELEASE – August, 2020

Both of the 2021 TLX race cars will compete in the Exhibition Class, with multiple modifications in preparation for the grueling hill climb. The TLX's

standard 2.0-liter turbocharged engine has been race-tuned with a larger turbo and intercooler for increased power. Stopping performance from the electro-servo braking system is improved with 4-piston Brembo® front calipers and rotors from the TLX Type S, along with high-performance racing pads. A more aggressive suspension set up is applied, as well as unique tuning for the 10-speed automatic transmission and Super-Handling All-Wheel Drive™ (SH-AWD®) system. Lightweight 19-inch HRE wheels with Pirelli racing tires complete the TLX's race preparation.

Driver Jordan Guitar, a member of the company's team's Chassis Development Group, made his Pikes Peak debut in 2018 and returned in 2019, piloting Acura SUVs in both instances. Unfortunately, foul weather hampered Guitar's runs both years, limiting him to just the lower two thirds of the mountain.

Blake Fuller: 2018 Tesla Model 3 (Exhibition)

- From: Sarasota, Florida
- Representing: USA
- Car #3
- Vehicle Stats:
 - Electric Performance Model 3
- This is his 6th year on Pikes Peak
- Blake is going for the Electric Production record again this year
- Best Finish: Has placed first at Pikes Peak twice – 2002 and 2016
- Best Time: 2016 set a record for production electric vehicles (11:48)
- Rookie of the Year his first time up Pikes Peak in 1999 when he drove a Honda Civic in the High Performance Showroom Stock class – Blake was 18-years old
- 23 years of automotive competition experience
- Began in rally racing with Hondas
- Blake is the Founder and CEO of GoPuck: a company that designs and produces lightweight batteries.
- Q&A with Blake

2016 vs. 2020

“In 2016 when we set the Production Electric record, it was done in the Tesla Model S P90DL. At the time, it represented the most capable performance vehicle available at that time from Tesla. The biggest challenge we faced in 2016 was drivetrain cooling. This year we are using the Tesla Model 3 Performance, a vehicle that we feel best showcases the progression of technology in Tesla’s electric vehicles. Tesla has improved the vehicle’s “hardware”: drivetrain, cooling system, on board computing power and a multitude of vehicle systems. Tesla also has given production cars a great new feature by way of software improvements - “Track Mode” that will allow this year’s Production Electric car this year to have control of the vehicles powertrain in ways we wish we had in 2016.”

Production vs. Modified

Showing the growth of the electric vehicle market, this year’s event will showcase three Tesla Model 3 entries. The “Electric Performance Channel Tesla Model 3” piloted by Blake Fuller will be competing in the Exhibition class, in an effort to break the Production Electric class record he set in 2016. The Electric Performance entry Blake Fuller’s vehicle will be “as delivered” from Tesla with only safety equipment and being, the current. Blake Fuller’s entry is actually being driven to Pikes Peak this year and, by the time it starts the green flag on August 30th will have over 25,000 miles on the odometer.

Community Support

The Electric Performance Channel Tesla Model 3 may be one of the first crowd funded entries at Pikes Peak. Followers of the Electric Performance Channel each purchased a square on the car, with over 100 individual supporters providing the much needed racing budget for competition this year. Blake Fuller also has support from returning Tire sponsor, Toyo Tires that helped him on his 2016 record run. It will be exciting to see if, and by how much, the record will fall.

FROM PRESS RELEASE 8-5-2020

Blake Fuller – Two-time winner on Pikes Peak, Fuller returns for his sixth attempt at the famous summit. Founder and CEO of GO PUCK, Blake Fuller has always been a pioneer in the electronics world. With demanding needs for power ever on the horizon, Fuller found himself getting crafty with batteries and power solutions. As an inventor, he discovered he could lighten up industrial batteries for his electric cars without compromising the power they stored. He was shocked to find that the automotive battery industry had been so lackluster with ingenuity and began reducing the weight to a fraction of the industry standard for powering electric cars. These inventions gave Fuller an advantage and powered his vehicle to a win and class record in 2016 on Pikes Peak. He wanted to be one of the first to create a Tesla racecar, originally starting with a Tesla Model S. Not only did he make it work, but he made it win, producing a record-breaking run.

Fuller has his sights set on the breaking his current Electric Production record of 11.48.264 on Race Day. According to Fuller, “In 2016 when we set the Production Electric record, it was done in the Tesla Model S P90DL. At the time, it represented the most capable performance vehicle available from Tesla. This year we are using the Tesla Model 3 Performance, a vehicle we feel best showcases the progression of technology in Tesla’s electric vehicles.”

Randy Pobst: 2020 Unplugged Performance Tesla Model 3 Ascension-R (Exhibition)

- From: Hawthorne, California
- Representing: USA
- Car #42
- Vehicle Stats:
 - Ascension-R electric Tesla
- 5th attempt at the summit
- Best Finish: 2nd in Exhibition in 2019 in the Dodge Charger SRT Hellcat
- Best Time: 10:02.410 in 2018 in the Ford Mustang GT where he finished 3rd
- Holds over 90 pro wins

- SCCA World Challenge GT Champion in 2003, 2007, 2008
- Driving instructor
- Factory driver for Porsche, Audi, Mazda, and Volvo
- Journalist for MotorTrend Magazine
- Says Pikes Peak is the “Greatest thrill I’ve ever had in motorsports”

FROM PPIHC PRESS RELEASE – 8/5/2020

Randy Pobst is no stranger to Pikes Peak. Finishing in second place in the Exhibition division last year, behind the wheel of a Dodge Charger SRT Hellcat, Pobst will compete this year in the same division but piloting the third Tesla. When asked about the difference in race vehicles, Pobst shared, “It’ll sure sound different! The Dodge had a thundering roar, and the Tesla is silent. We’re going from two-wheel drive to four-wheel drive, riding the electric wave of the future up the Peak. I’m thrilled to have this opportunity with top Tesla tuner, Unplugged Performance. It’s a full race build, featuring their body and suspension products. We’re going for the win in Exhibition Class. High altitude doesn’t slow down electrons!”

Still a Model 3, the upgraded Ascension-R as seen at SEMA will be joining the field to test its true potential as an all-around racecar. Pobst was a part of the team that created the Model 3’s Performance TrackMode and will be showcasing the available Ascension Kit designed to enhance the cars drivability with improved aerodynamics and handling from the suspension and alignment.

**Charles “Chas” (pronounced: Chaz) Wirken ROOKIE:
2016 Porsche Cayman GT4 Clubsport
(Porsche Pikes Peak Trophy by Yokohama)**

- From: Mesa, Arizona
- Representing: USA
- Car #903
- Vehicle Stats:
 - 3800 CC overhead cam, gasoline powered Porsche

- Occupation: Attorney – (Note: Chas has argued cases before the United States Supreme Court.)
- Chas started racing at the age of 50, since then he has become a well-known Porsche driver. This is his 1st attempt at Pikes Peak.
- Chas was the PCA Club Racing West Coast Series GTD Class Champion in 2017-2019.
- Chas holds various track class records around the country in cars like the 944 Spec, Cayman Spec and GTD.
- Q&A with Chas Wirken:

How did you first become interested in Pikes Peak?

Several years ago, I recall it was January 2017, the then President of Porsche Motorsports North America and I were talking at an awards banquet and he told me that Porsche was creating a class for the Cayman GT4 Clubsport and asked if I was interested in participating. Unfortunately, my court calendar and other professional commitments kept me away until this year.

Did you have any Pikes Peak heroes or mentors?

One hero would be Bobby Unser. I grew up watching Indy car racing on TV and attended one race where Bobby competed.

I look forward to being mentored by Jeff Zwart.

What are you doing to prepare for the race – mentally/physically?

I purchased a racing simulator. And I've been watching race videos.

What makes the Porsche you're racing well-suited for Pikes Peak?

The Porsche Cayman GT4 Clubsport is a superb road car. As a mid-engine car, it is very well balanced. And it carves the curves with surgical precision.

Expectations for 2020?

Well, I don't expect to become King of the Mountain. I do hope to keep the car on the course and post a competitive time.

Most looking forward to?

Race day, of course. And I was looking forward to camaraderie with my fellow drivers, and hope that COVID 19 doesn't spoil it completely.

Best advice you've received?

Look out for the Disneyland Matterhorn Yeti when rounding a certain hairpin corner in the upper section of the mountain.

Fun Fact: (non-racing)

Before I started racing in 2002, I was a competitive shooter; twice a national champion in cowboy action shooting and once a state champion in skeet shooting. And I was a light-heavyweight boxer during my college/law school years. I might have a competitive personality.

**Kathryn Mead ROOKIE: 2019 Porsche 718 Cayman GT4 Clubsport
(Porsche Pikes Peak Trophy by Yokohama)**

- From: Austin, Texas
- Representing: USA
- Car #50
- Vehicle Stats:
 - 3800 CC gasoline motor
- This is Kathryn's first running at Pikes Peak.
- She is the only woman competing this year.
- Kathryn raced in the 2017 PCA Trophy East East Series in the Cayman GT4 Clubsport and took 9th overall in the series.
- She has also raced in PCA Trophy West, International GT and World Racing League.
- Q&A with Kathy:

How did you first become interested in Pikes Peak?

When I was running a lot, I learned about the running race, The Pikes Peak Ascent and Marathon. When I began car racing and learned of this race, it seemed crazy - not something I would do. But then they made a class for my car, and here I am. I think I am at least a little crazy.

What was the first day on-course at Pikes Peak like?

If by “on course” you mean first race practice day rather than first trip in a street car, it was the most fun thing ever in a race car. Closed mountain road, driving both sides, no speed limit!

I can verify that above the tree line is much harder both because of the lack of visual references and because of the altitude. The altitude was especially noticeable the day we practiced from Devil’s Playground to the summit.

What are you doing to prepare for the race – mentally/physically?

Because of COVID, I couldn’t prepare that way I planned in January, which involved a week of recon in April. So, my first time ever up the Pikes Peak road was Tuesday, Aug 4 in a street car. Also, I have watched many videos and driven it in a sim. Those things are useful to get a clue, but actually driving the course is worth about 20 times that. Maybe more.

Physically, I am working on acclimating to the altitude. And, because practice days start at 2 or 3 am, I am trying to go to bed at 5 pm every day for the whole month.

Best advice you’ve received?

My advice to myself, enjoy the experience. Also, I’ve read “race the mountain.”

Zwart’s advice - leave time on the table on each run so you can learn and get faster each time.

Fun Fact:

I designed the wrap on my car.

I looked at a lot of wraps on other Cayman Clubsports and thought about what would flatter the beautiful shape. I wound up drawing the design in Adobe Illustrator. I think my car looks happy. So much in racing is beyond our control, but at least I can feel good about how beautiful my car is every time I look at it.

- *NOTE: Fastest Time by a female driver on Pikes Peak:*
 - *Vanina Ickx from Belgium, a rookie at Pikes Peak*
 - *2018*
 - *10:54.901*
 - *Time Attack 1*
 - *Finished 6th in the division*
 - *Daughter of famed F1 racer, Jacky Ickx*
- *Fastest female racer ever on Pikes Peak was motorcycle racer Lucy Glöckner, from Germany, who claimed that title in 2019 aboard a BMW S1000R.*
- *Time of 9:58.878*
- *Lucy was also the first woman to break the 10-minute barrier on Pikes Peak.*

George Hess III - 2016 GT4 Clubsport (Porsche Pikes Peak Trophy by Yokohama)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #744
- Vehicle Stats:
 - Gasoline powered 3800 CC Clubsport
- This is his third appearance on Pikes Peak.
- Best Time: 11:49.710 in 2018
- George began racing back in 1975 with the Sport Riders Association of Colorado.
- In 1976 George first competed at Pikes Peak Hill Climb in the 250 Motorcycle Amateur Class.
- He has also raced heavily in the PCA Club Races GTC3 class.

Blake Williams - 2018 Porsche GT4 Clubsport (Porsche Pikes Peak Trophy by Yokohama)

- From: Murrieta, California
- Representing: Australia

- Car #22
- Vehicle Stats:
 - 232 CI gasoline powered Porsche
- His nickname is Bilko – you’ll recognize him from Nitro Circus
- Blake has a long career riding Motorcross and holds an X Games Gold Medal in Freestyle Motorcross.
- Last year, as a rookie on Pikes Peak, Blake took 5th in the highly competitive Porsche Pikes Peak Trophy by Yokohama division.
- Blake has also raced on Rhys Millen’s RedBull GRC Team and regularly races with friend Travis Pastrana.
- Q&A with Blake

How did Nitro Circus prepare you for the Hill Climb?

This year is a little different from last year as it will be my second time at the PPIHC. So I have been able to continually study all of my own, as well as Travis Pastrana’s, on board camera footage and the data from every practice session and race day. Also I have been spending a lot of time in the simulator again, which is a great tool, but with the nature of the mountain that is Pikes Peak, experience is everything. The simulator is great to learn the 156 corners, and a great way to really push the limits quickly, because pressing reset if you go off a cliff is a great feature!

Did you have a mentor coming to Pikes Peak?

Last year I spoke to good friend Rhys Millen a couple of times before the race, who is a multi-time winner and record holder, and he gave me some good advice ultimately on what to expect, as well as a basic game plan on how to prepare for the practice days. When I arrived at the event I met Jeff Zwart, who was basically our mentor/coach for the Yokohama Pikes Peak Trophy class I was in, and also a friend and fierce rival of Rhys! Jeff took Travis and me up the mountain each afternoon to talk us through the section we would be practicing the following morning, the same recommendation Rhys gave me. This was a huge help as it kept my focus solely on the section of the road I would be running next. Jeff was also on hand for each practice and was monitoring our times, as well as assisting with any questions or reviewing footage to give his advice any time.

Honestly, it was such a huge help, I had no idea how incredibly challenging and intimidating the mountain can be, and at the same time how fun it is.

What inspired you to want to run the Hill Climb?

Well, I have been working with Yokohama for a couple of years now and it's been nothing but amazing. When they asked about my thoughts on Pikes Pike, I honestly thought, "Hmmm...well I don't really know too much about it, other than it looks crazy and scary as hell, and I don't really think I'm up to it!" I was with Travis at the time, who I pretty much beat at anything 4 wheels every time – ha-ha - and asked him if he thought I should do it. His answer was, "Hell yes!" But he also broke it down about the car not being that fast. (I'm talking against the Time Attack and Pikes Peak Open cars!!!) The Porsche GT4 is a weapon - no doubt - but yeah its nothing crazy. The engine is mid-mount so it's really well balanced. It's paddle shift and handles really, really well. Travis said he knew I could get in it and feel comfortable straight away. Plus, he knew I had a simulator as he used it the year before to practice! By the way Trav, you still owe me \$300 bucks for all that software and crap I had to download when trying to get the track!

How did you choose your race number?

I grew up racing Motocross and Supercross, and the last national number I had was 22, so I've stuck with it since. Oh, except when I'm ever in anything that Chad Reed is in, he being the Aussie superstar who actually got the number after me. He always gets priority! He claims he is the real Two Two (22), but he's dreaming! – ha-ha

What are you most looking forward to about the race?

I have mixed emotions. Last year I had one of the biggest moments of the event. I'm talking the fastest, biggest spin possible, without going off a cliff!

But I also had extremely good, consistent times in all the practice sessions, going head-to-head with Travis. Sadly, a little incident in qualifying left me last in the starting order, and with weather and other delays, my race run was cut to the lower section only. So I am really eager and excited to get back there and get the job done this year! I'm bummed Travis isn't coming, although neither of us wanted to lose to the other as we're extremely

competitive. We worked together really hard, going over footage for hours, just trying to get the absolute best out of each other! So I will definitely miss that. Travis is so unique (and talented) that even if he is your competition and you have a good shot, he will be there to help push you all the way to do your best, even if that means beating him.

Fun Facts:

Well, a lot of people were surprised how I wasn't overly intimidated by racing wide open up the cliff faces of the Colorado Rockies with minimal 4-wheel experience, but as Travis said, "You give a dirtbike rider a rollcage and he thinks he's invincible!" I could not agree more, since I've had 42 broken bones and multiple knee, ankle and shoulder surgeries. I've been a professional freestyle motocross rider for over 16 years now, touring the world with the Nitro Circus for the last 10.

- More on Blake "Bilko" Williams and Nitro Circus
 - Extremely decorated freestyle motocross rider. Blake has accrued 5 X Games medals as well as podium finishes at The Dew Tour and Red Bull X Fighters.
 - Experience on four wheels includes multiple Red Bull Global Rallycross appearances, Karting, and some time at DirtFish Rally School.
 - Has created and executed multiple FMX (Freestyle Motorcross) tricks such as the Cliff-Flip, the Ruler-Flip, and a variation of the 360 called the Flying Dutchman.
 - Has ridden motorcycles since the age of five (30 years).
 - Known for having a larger-than-life personality as well as his skill on the motorcycle.

- He has appeared in over 100 Nitro Circus performances.
 - NITRO CIRCUS: Started in 2003 when Travis Pastrana and his friends began producing DVDs of their motorcycling antics. Since then, the brand has exploded with a television show that aired on MTV, a 3D movie, as well as their touring live show that brings action sports to spectators around the world.

- Includes professional athletes from multiple action sports including skateboarding, FMX, BMX (bicycle motocross), scootering, and even wheelchairs.
- Their live shows are characterized by the large “Giganta” ramp that is erected in order for the athletes to perform tricks for the crowd.
- Nitro Circus is well known for their tendency to push the envelope in whatever they do. Many “world’s first” tricks happen at their events. They have broken multiple records in several different action sports disciplines.
- *“Be careful what you ask for, because Nitro Circus will give you the opportunity to do it.” – Travis Pastrana*

Parade of Champions car leaves Start Line for Summit

David Donohue – 2019 Porsche GT2 RS Clubsport (Time Attack 1)

- From: West Chester, Pennsylvania
- Representing: USA
- Car # 911
- Vehicle Stats:
 - 4.0 L Turbocharged gasoline motor
 - Fielded by Porsche of The Main Line, Porsche Colorado Springs and BBi Autosport.
 - The Porsche GT2 RS Clubsport is a solid platform with components from the GT3 Cup program, improved aero and braking along with a slew of other updates to make this into a state of the art turn-key circuit race car. BBi Autosport put together a technical program to evolve the Porsche race car into something a little more tailored for the Pikes Peak Hill Climb based on past experience and testing.
 - A 700hp track machine that looks quite right on the mountain with the aero package and a proper twin-turbo engine.
 - The car is known as “Sunny 2.0”, or the BBiGT2evo (#BBiGT2evo)
- This is David’s 4th time to Pikes Peak
- Best Finish: 2018 he set the Time Attack 1 class record in a Porsche GT3R.
- Best Time: 2019 - 9:33:404 for second place

- David has a long relationship with Porsche, in 2005 he set the closed-course production car speed record with Jay Leno in the Carrera GT and is the current client relations manager for the Porsche 918 Spyder.
- A lifelong racer, David has run in everything from NASCAR Xfinity Series to the 24 Hours of Le Mans which he won in 1998 in the LMGTE2 class.
- Race and production car test driver
- Has raced prototypes, truck series, stock car, and touring cars
- Q&A with David:

Tell us about the car:

Porsche of The Main Line just acquired this Porsche GT2 RS Clubsport before the first tire test weekend. In fact, the day before that test was the first time I drove it and only for a few laps at High Plains Raceway. Since the car was delivered directly to Porsche Colorado Springs, the owner still hasn't even seen it in person.

What is the most important thing you've learned about racing at Pikes Peak?

One of the most important things is that you can never assume your car will act like it does at any normal racetrack. The elevation here creates a variable that cannot be described, it can only be experienced. I am enormously fortunate to have BBi Autosport, and their experience, behind me this year.

Any advice for rookies?

Race the mountain, not your competitors. If this was a normal circuit road race, I would describe it like a one lap qualifying run in the rain with no practice. Driving 11/10ths has dire consequences.

Favorite part of the course?

I like the bottom section the most. It is fast and rhythmic. It keeps you very busy.

What is your goal this year?

To win of course. It is particularly interesting with other cars in the class that are so similar. I expect Donner to be a big challenge since he is very experienced and a past winner – and he's in the same car.

Any mentors who've really helped you master Pikes Peak?

I have enormous respect for the drivers who ran this race when it was dirt or partially dirt. There are so many legendary names that have taken this challenge. It is an honor to be able to compete here.

A Fun Fact:

My dad's career started with a hill climb and he went on to win countless races and championships for Roger Penske, including Penske Racing's first Indy win. So it is funny that now towards the end of my racing career I have discovered Pikes Peak, which was my first ever Hill Climb in 2017.

David Donner: 2019 Porsche GT2 RS Clubsport (Time Attack 1)

- From: Colorado Springs, Colorado
- Representing: USA
- Car # 000 (Triple Zero)
- Vehicle Stats:
 - Turbo powered 3.8 L gasoline motor
- King of the Mountain: 2002 and 2005
- The last American to be crowned King of the Mountain
- Best time of 10:52 was in 2002
- Has won 6 times in several different classes
- David's most recent wins were back-to-back in 2015 and 2016
- Has won on Pikes Peak on both dirt and pavement

- 2nd generation to race on Pikes Peak
 - His father, Robert Donner, Jr., raced in and won the Sports Car class in the 1950s and early '60s
 - His older brother, Bobby won the Open Wheel class in 1989
- Drove the Pace Car in 2019
- This will David's 25th year of competition on Pikes Peak
- A member of the Pikes Peak Hill Climb Museum Hall of Fame, David is one of two competitors this year to return to competition following his induction. The other is Jeff Zwart.
- David's car will sport a white Gran Turismo windshield banner instead of the traditional black, to honor him as a Hall of Fame member.
- Raced in events in Germany, England, and New Zealand
- About the Art Car:

"Funny enough, the art car's entry was completely serendipitous," comments Pete Stout, co-founder of 000 Magazine (pronounced "Triple Zero"). "This began as an editorial project for a shoot on Pikes Peak, and a fun way to let 000 readers and followers know our Rare Shades™ events will go on even if we couldn't hold one in Toronto this summer. While Larry Chen was shooting the car at a track test, I asked David if he was racing at Pikes Peak this year. He said no—but that he might be if the GT2 was available! When everyone stopped laughing, I asked what it would take and we moved quickly to develop a program to support him with the brand partners who supported the creation of the 000 art car—Michelin, Champion, Chopard, and Meguiar's. We're absolutely thrilled to see Donner Motorsports enter the car in one of the world's most storied races."

The design takes a cue from Rare Shades™, an event series launched by 000 in collaboration with @ptsrs to highlight Porsches in unusual colors or Paint to Sample. Page's design includes many "Easter eggs," with the zeroes in the magazine's logo appearing throughout the car.

Clint Vahsholtz: 2013 Ford Open (Open Wheel)

- From: Woodland Park, Colorado
- Representing: USA

- Car #18
- Vehicle Stats:
 - 417 CI Methanol powered two-cycle motor
- 23 wins on PPIHC including in cars and aboard motorcycles – More than any competitor ever!
- Best time at PPIHC: 12:21.13 on motorcycle in 1994, and 9:35.747 in a car in 2017.
- Multi-generation racing family – Clint’s father, Leonard, claimed numerous wins, including two record setting runs on the same day in the mid-1990s when he drove both a truck and a car in separate divisions by helicoptering back to the Start Line. Both of Clint’s parents, Barb and Leonard, were inducted to the Pikes Peak Hill Climb Museum Hall of Fame in 2018. Clint’s mom, Barb has started a family tradition of volunteering on the mountain and helped pioneer the back-up hand timing system that exists today. Clint’s son, Codie, has also claimed multiple wins in the motorcycle division.

FROM PPIHC PRESS RELEASE

Vahsholtz made his debut in 1992 aboard a motorcycle and won three championships in four years before switching to autos in 1996 in Super Stock Cars where he was the Rookie of the Year, winning the event in a Ford. He dominated the division for 17 years, taking home championships 16 times, almost always driving a Mustang. He owns the Open Wheel record (9:35.747) set in 2017.

There are those who have nicknamed Pikes Peak “Vahsholtz Mountain” after his family. In fact, a member of the Vahsholtz family has participated in the famous race every year since 1977.

Clint says: *“Since 1977, I’ve woken to the sight of America’s Mountain and watching my dad race. I’ve been competing since 1996 in what is the most exhilarating event imaginable. This is a one-off event that once you’ve done it...you’re hooked for life.”*

Paul Dallenbach: 2006 PVA-03 Dallenbach Special (Open Wheel)

- From: Basalt, Colorado
- Representing: USA

- Car #98
- Vehicle Stats:
 - Methanol-powered overhead cam motor
- This will be Paul's 26th appearance on Pikes Peak
- Paul is a Colorado native
- Featured on the 2020 Souvenir Program Cover
- First time racing at PPIHC was in 1991, he placed 5th in open wheel out of 25
- PPIHC best time: 9:36.041
- Best finish: 2016 in the Unlimited division
- Has claimed "King of the Mountain" 3 times – awarded to the racer who records the fastest time on the mountain each year.
- He has 9 Open Wheel wins, and 1 Time Attack win
- 3 time Alcan 5000 Winter Rally winner
- 2nd place at the 24 hours of Daytona
- Has been driving in commercials and feature films since 1992
- Instructor at ESI anti-terrorism school for 5 years teaching Navy Seals, bodyguards and law enforcement personnel defensive driving
- Driving Instructor at Mid-Ohio School of High Performance for 12 years
- Paul's father, Wally Dallenbach was an IndyCar star of the 1970s, and his brother, Wally Jr., was a NASCAR driver for 8 years.

Paul says: It's crazy to think I have done over 1/4 of the races on Pikes Peak. Every year I say this will probably be my last. Then, as winter comes, the ideas of how to improve get me motivated to come back. I love coming back year after year and seeing my friends and helping out the new drivers. There are special friendships made up on Pikes Peak. We all want to win but I will help my most fierce competitors if needed and I know they'll do the same. It's unique compared to any other racing that I've been involved with.

Layne Schranz: 2018 Chevrolet SS (Pikes Peak Open)

- From: Birmingham, Alabama
- Representing: USA

- Car #7
- Vehicle Stats:
 - Methanol powered turbocharged Chevy SS
- Began racing Pikes Peak in 1993 and ran for three years in the Quad class.
- The only year he has missed was in 1996 due to a broken ankle
- He switched to Stock Cars in 1997.
- Best time on Pikes Peak was 9:40.630 in 2019
- Best finish: 1st in 2012 and in 2016
- Son of PPIHC Hall of Famer, Randy Schranz.
- Occupation: Layne is a Pastor at Church of the Highlands in Birmingham, Alabama
- Layne offers a church service for competitors on the mountain just before the race begins.

Layne says: *“Peak Week and the race itself is extremely special and unique! It's part family reunion - family, friends, officials, and competitors all together - whether getting a few minutes with an official I've literally known my entire life at Tech Inspection, seeing a friend from high school at Fan Fest or catching up with a fierce competitor after a practice run while we wait to come downhill. In a strange way, Pikes Peak all feels like family. It's part Super Bowl - the pinnacle Hill Climb in the entire world of motorsports. You dream, plan, prepare, spend and pray for a great week for 51 weeks. You depend on the skills and commitment of your team! You face unexpected setbacks and you fight through it all with tremendous unity and camaraderie! Just a few short days after a Peak Week of disappointment with a DNF or an unsatisfying finish, sleepless nights or unexpected challenges, a powerful optimism sets in and you start getting ready for the next year. A common response when you ask competitors why they come back is "I can't explain it." Anything spiritual is hard to explain! Thank you God for creating us with a spirit of competition and the most amazing place to exercise it! This year will be my 48th year at the race (my entire life) and my 27th year competing. There's nothing like it. I love my team, the event, the people, the challenge, even the disappointment that turns to drive after defeat, and the thrill of victory. I love Pikes Peak!”*

Jeff Zwart - 2019 Porsche 935 (Time Attack 1)

- From: Aspen, Colorado

- Representing: USA
- Car #11
- Vehicle Stats:
 - Turbocharged 3800 CC gasoline powered Porsche
- With Jeff's running this year, he will return to competition on the mountain after his induction in 2018 to the Pikes Peak Hill Climb Museum Hall of Fame.
- Jeff's car will sport a white Gran Turismo windshield banner instead of the traditional black, to honor him as a Hall of Fame member.
- Fastest time on mountain is 9:46.243 from 2015 when he won the Time Attack 1 Class.
- Jeff originally came to Pikes Peak to film commercials working with racing brands like Porsche.
- The Porsche 935 Jeff is driving features the classic Mobil1 winged horse, a classic throwback to Pikes Peak's longtime relationship with Mobil Oil going back to the 1940's.
- **Q&A with Jeff Zwart (below):**

After some testing sessions on Pikes Peak earlier in August, Jeff commented:

The surface is so different in August than it is in June. The temperatures are a lot warmer, both ambient and on the tarmac. It really affects the tires differently.

Did you have any Hill Climb mentors or favorite drivers when you first came to Pikes Peak?

Rod Millen

Talk about your role as a driving coach for the past four years and now coming back as a competitor this year.

I have been coaching the GT4 Clubsport class the last couple years for Porsche Motorsport and have really enjoyed sharing my process with the competitors on how I approach the Hill Climb. Through that coaching, I also feel like even after 17 years of competing here, I know the road even better now. The coaching I did motivated me to coming back. After not racing for the last 4 years, I look forward to applying my "coaching" knowledge to racing.

How do you prepare mentally and physically for this race?

Mentally I am always replaying the mountain in my mind and knowing that it takes a whole other level of focus on Race Day.

Physically, I live at 9,000 feet so the altitude does not really bother me, but I try to mountain bike as much as possible since that teaches you to read the surfaces and sharpens your reactions.

Talk about the car and what appeals to you most?

Porsches are like home to me, I have basically grown up in one and spent my life driving them both on the road and racing. There is a familiarity that is instantly there and a feedback that just suits my style of driving.

What do you think the 935 can do on Pikes Peak?

The 935 will be an interesting car for me to drive this year and it is loaded with technology so it will take me some time to understand the advantages and limits that this modern race car provides. My first impressions testing it out in California is that it will be a very comfortable car to drive that should adapt well to the changing conditions the mountain inevitably throws at us.

Is there any significance to your race number on Pikes Peak?

“Long story, but in my Pro Rally days, I tied on points for the National Championship but lost because the other driver had 1 more win than I did. In the next season they gave you numbers based on where you had finished in the championship so they wanted to give me #2. I told them I did not want #2 but since there were two “#1s” the previous season with the tie, I would take 11, and that number has stuck.”

Do you have a favorite section of the road?

From just below to just above 11 Mile. It was especially fun in the dirt days, always a favorite.

What other racing do you do?

“I like racing with an “adventure” attached to it, so I still like Baja, and I did an ice race in Austria earlier this year. I occasionally do vintage racing which is always a bit of an adventure since the cars are so different.”

A fun fact!

I shot a Hyundai commercial early in my career up on Pikes Peak and to this day I still visualize a few corners on the mountain as I saw them from the air in the helicopter.

James Robinson - 2019 Acura NSX (Time Attack 1)

- From: Raymond, Ohio
- Representing: USA
- Car #902
- Vehicle Stats:
 - 3500 CC hybrid
- James has been racing since 2001
- 10th run on Pikes Peak
- James has finished all 9 of his runs at Pikes Peak and stood on the podium three times.
- Best time on Pikes Peak – 10:02.448 in 2018 which was also a Hybrid fuel record
- In 2011 James had his best finish taking 1st in the Exhibition class
- Has competed in the Time Attack, Pikes Peak Open and Exhibition divisions
- Also races SCCA Rally
- His brother, former PPIHC competitor, Nick Robinson, is driving the Pace Car this year.

FROM ACURA PRESS RELEASE – August, 2020

Returning to the Peak for the third consecutive year is the “Time Attack” NSX driven by James Robinson. A 10-time Pikes Peak veteran, Robinson’s past successes in the “Race to the Clouds” include a hybrid production car record set with NSX in 2018 (10:02.448) as well as podium finishes in the Exhibition, Open and Time Attack 1 classes.

The “Time Attack” NSX features a larger rear wing and aggressive front splitter to add significant downforce for better lateral grip at speed. Larger

turbochargers and new engine management software optimizes performance of the twin-turbo V6 and three-motor Sport Hybrid system for maximum performance during the hill climb, with total system output of around 625 horsepower. Through various weight reduction measures, including a stripped interior, the “Time Attack” NSX shaves more than 200 lbs. from its factory weight. Finally, lightweight HRE forged wheels are wrapped in high-grip Pirelli R-compound tires.

Derek Boyd - 2008 Mitsubishi Evo X (Unlimited)

- From: Wellington, Florida
- Representing: USA
- Car #72
- Vehicle Stats:
 - 2200 CC Turbocharged motor, running E85 fuel
- This is Derek’s 6th attempt at Pikes Peak in his Mitsubishi Evo X (The Machine)
- “The Machine”
 - Acquired in 2012
 - Was already modified but Derek was not even close to being satisfied with it.
 - It weighed 3,550 lbs. which was not where Derek and his team wanted it.
 - It took the car two years to become race-worthy for the Pikes Peak Hill Climb
- Rookie year time was 11:40.786 (2014)
- Crashed the car in 2015
- Best Finish: 2016 - 5th in the Time Attack division. The car caught fire several times in 2016 but still competed. His time - 10:57.684
- Derek is looking for his first podium at Pikes Peak.
- Derek also competes in Gridlife and took 1st in the Unlimited class at Road Atlanta in 2018.
- Q&A with Derek:

How did you first become interested in Pikes Peak?

I was born and raised in Colorado! I grew up in Colorado Springs where Pikes Peak is a pretty major presence and I, like many, many others, often dreamed about flying up the mountain in a car!

Did you have any Pikes Peak heroes in the past, or mentors?

Growing up in the shadow of the mountain, there's always some household names like Vahsholtz, Dallenbach, Donner, Millen and Tajima amongst many more!

Fred Veitch has been a mentor and guide, and Jeff Zwart has always been tremendously kind and helpful, sharing tips and reference points for the benefit of all within earshot.

What keeps you coming back to Pikes Peak?

There is a unique and special purity found only on Pikes Peak. It is just myself, the car and 12.42 miles of adrenaline levels rivaled only by jumping out of a perfectly good airplane!

What are you doing to prepare for the race – mentally/physically?

This year has been unique, for every single person on the planet. Mentally, I visualize the drive up almost constantly. Physically, it used to be the gym and bicycle, but I have spent a regrettably small amount of time on either.

I also watch my previous runs up the hill, and others, to discover just where I am losing pace.

Expectations for 2020?

It has been a rough past few years, and I never know what to expect from Pikes Peak. It's an unpredictable and sometimes hostile force.

Most looking forward to?

I am looking forward to racing again! It's a blessing and a tremendous effort for the organization to be able to still host the event!

Best advice you've received?

Build up to the pace. Hard charging will end badly.

Advice for rookies on Pikes Peak?

You are racing the mountain. It is your only opponent.

Fun Fact:

My favorite activities are almost polar opposites. Playing golf and racing cars. Very different adrenaline levels, but both require focus and escape from normal life.

Observation:

One of the most special parts of this race is are the people involved. The officials and racers are all a tight knit group of caring individuals.

The camaraderie amongst competitors is other worldly compared to most other racing. Everyone is part of a big family during race week, and many times far longer.

Dan Novembre (pronounced No-vem'-bray)

2016 Novembre KMHRAL Special (Open Wheel)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #28
- Vehicle Stats:
 - Gasoline powered 213.58 CI KMHRAL Special
- Best Time on Pikes Peak 10:05.855 in 2017
- He has finished 2nd three times.
- Has been racing PPIHC since 2009 (this is 12th year)
- Last year, and in 2012, Dan finished on a shortened course due to weather.
- He has finished every year he has competed on the mountain.
- 1st place at the Mt Washington Hill Climb in 2017 – set a RWD record

Cole Powelson: 2020 Sierra Alpha (Open Wheel)

- From: Salt Lake City, Utah
- Representing: USA
- Car #23
- Vehicle Stats:
 - 1300 CC gasoline powered turbocharged Alpha Sierra
- Best time on Pikes Peak: 10:57.007 in 2016
- Set a world record of fastest R35 GT-R at 2019 World Time Attack Challenge
- Overall winner and production car track record at 2019 Super Lap Battle

Kevin Wesley – 2018 Dodge Challenger Hellcat Redeye Widebody (Unlimited)

- From: Grand Ledge, Michigan
- Representing: USA
- Car #222
- Vehicle Stats:
 - Supercharged 6200 CC Redeye Challenger running off E85
- Kevin has a long and varied Career from driving Chump Car to working as a Test driver for the Dodge Challenger Hellcat Redeye here at Pikes Peak.
- This is his third time racing at Pikes Peak including the 2016 and 2018 runnings.
- Kevin also has worked for publications like Hot Rod Magazine driving cars like the Dodge Viper and the Corvette C7 Z06

Steve Goeglein - 2002 Chevy Camaro (Unlimited)

- From: Falcon, Colorado
- Representing: USA
- Car #27
- Steve was named Rookie of the Year in 1991.
- This year will be his 30th running at Pikes Peak.

- Vehicle Stats:
 - 357 CI Methanol powered Camaro
- Steve is a longtime member of the Colorado Hill Climb Association, and was the point champion in 2002, 2004, 2005, 2006 and 2007.
- His best finishes on Pikes Peak came in 2000, 2002 and 2012 when he took 2nd in the Unlimited Division.
- Got his start on 3-wheelers and quads
- Best time: 10:30.704 in 2014
- Has raced a Chevy every year he has run at Pikes Peak

David Meyer: 2017 Palatov D2TT (Pikes Peak Open)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #24
- Vehicle Stats:
 - Turbocharged 6.2L running off E85
- Has been racing Pikes Peak since 2012 – This will be his 9th year on Pikes Peak.
- Best Time and Best Finish on Pikes Peak 10:38.795 – finishing 5th in 2018
- Part of the Colorado Hill Climb Association since 2011
- Finished first with CHCA in 2017

Robb Holland - 2016 Audi S3 (Unlimited)

- From: Denver, Colorado
- Representing: USA
- Car #47
- Vehicle Stats:
 - Turbocharged 1998 CC motor running off E85
- This is Rob's 4th run on Pikes Peak
- Best Time: 10:55.156 (2017) in a 2017 Corvette Z06

- Best Finish: 4th place, back to back, in 2016 and 2017
- In 2016 Robb set the Front-Wheel Drive record - 10:56.878 which stood for 2 years.
- Robb has a long and varied career, including Factory driving for Volvo and Dodge.
- In 2014 Robb became the First American driver in the British Touring Car Championship since Dan Gurney.
- Co-Owner of Rotek Racing in Nurburg, Germany. Has lots of racing experience on the Nurburgring including some 24-hour endurance races.
- Writes for multiple automotive journalism outlets including Jalopnik, Road and Track, and Grassroots Motorsports.
- Competes in Professional Sim racing. Recently did a race on iRacing representing Roush Performance.
- An advocate for diversity in motorsport.
- Attacked the mountain in 2017 with a salvage titled Corvette that was prepared in less than 90 days. The car almost didn't pass Tech Inspection because of the steering wheel but Robb's team was able to adapt another steering wheel from his Pike's Peak record setting Audi TTRS.

Scott Crouch - 2014 Subaru WRX (Time Attack 1)

- From: Boulder, Colorado
- Representing: USA
- Car # 429
- Vehicle Stats:
 - 2.5 L gasoline motor with a turbo
- This is Scott's 9th running at the Pikes Peak Hill Climb.
- Best finish ever was 6th place in the Time Attack 1 Division in 2015.
- Best time was 11:26.508 in 2015.
- Scott has had 4 top-10 finishes in Time Attack on Pikes Peak
- 2019 was the first time Scott had to finish on a shortened course due to weather.

- Scott and his WRX are regulars in the U.S. Rally circuit. He has competed in over 35 rallies.
- He took 2nd in the 2006 & 2007 PGT Rally America National Championships.
- Scott also was a co-driver for the Subaru factory team in the inaugural running of the X-Games Rally in 2006.

Andy Kingsley - 2002 Porsche 911 Turbo (Time Attack 1)

- From: Buena Vista, Colorado
- Representing: USA
- Car #96
- Vehicle Stats:
 - Turbo powered 3.6 L gasoline motor
- This is his 4th year on Pikes Peak in Time Attack 1
- Best Time and Best Finish: 11:55.849, for 12th place in 2016
- 2014 was Andy's first attempt at Pikes Peak but unfortunately a turbocharger failure ending his run at Glen Cove.
- Andy began his driving career in SCCA RallyCross. In 2011, he placed 2nd overall in the SCCA Western States National M4 class.
- In the past few years Andy's focus has changed to Hill Climb racing. In 2011 he was named The Colorado Hill Climb Association's Rookie of the year.

Fred Veitch: 2001 Porsche 996TT (Pikes Peak Open)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #73
- Vehicle Stats:
 - Gasoline powered 3600 CC turbocharged Porsche
- 7th year on Pikes Peak
- First ran in 2012
- Best Time: 2018 - 11:01.060

- Best Finish: 1st in the Time Attack 2 class and set a record at the time in 2014 – 11:14.834
- Has finished every year he's raced, although last year he finished on a shortened course.
- At 72, Fred is the oldest competitor in the field this year. Fred told us he has always run #73, and next year his car number will match his age!
- Fred is a member of the Pikes Peak Auto Hill Climb Museum Board of the Directors
- Q&A with Fred (below):

How did you first learn about Pikes Peak?

- *I've been aware of this race since I was in college.*
- *I first came to watch it, and get sprayed with dirt, in 1970.*

When did you start racing?

- *After graduation from Denver University in the early 1970s. I raced sports cars, mostly Porsches, wherever I could.*

What drew you to race on Pikes Peak?

- *Pikes Peak is such a unique course. It's long, technical, unforgiving, and constantly changing.*
- *Once paved, I thought it would be a great personal challenge for me to participate.*

Talk about your racecar –

- *This car was a "stock" 2001 Porsche 996 turbo, that has now been modified for Pikes Peak.*
- *There are no electronic "aids" on the car.*
- *It's rear-wheel drive, instead of four-wheel drive, with cup suspension and aero.*
- *It makes about 520 horsepower.*

Where are you racing this season?

- *I'm racing in Porsche Club of America and Porsche Owners Club series, and National Auto Sport Association events.*
- *I'm also running with George Hess, who's also running on Pikes Peak this year, and David Filloy and Costa Rican driver, in WRL endurance races (typically 8-12 hours) in a GT Mustang.*

Goal for 2020 race:

- *To have a safe, good run, and perhaps get a donut at the Summit.*
- *I'd like to be below 10 minutes this year.*

**Dan Aweida (pronounced: Uh-wee'-duh) – 2008 Ford FR500S
(Time Attack 1)**

- From: Boulder, Colorado
- Representing: USA
- Car #17
- Vehicle Stats:
 - Overhead Cam, 4.6L, Gasoline
- Dan is back for his 5th attempt on Pikes Peak.
- His top time at Pikes Peak is 11:28.679 his rookie year on Pikes Peak in 2014. Dan had to run a shortened course last year and in 2015.
- Driving the Ford Performance FR500 Series, designed to compete in the Grand-AM Cup Series.
- Dan has raced multiple years in the FR500 and all over the country – at tracks like Road Atlanta, Watkins Glen, Laguna Seca, and Sebring.
- Competed in the Ford Racing Mustang Challenge. The challenge was a partnership between Miller Motorsports Park (now Utah Motorsports Campus), and Ford Racing to race the FR500S. The series lasted from 2008-2010.
- This is the same car he drove to a 17th place finish in Time Attack 1 last year when he had run to shortened course.
- Q&A with Dan:

How did you first become interested in Pikes Peak?

I had known about it for years, but didn't have a race car to do it. After the Mustang Challenge Series was cancelled, I still had the Mustang to do other races with, so I wanted to try it up the Hill! Not a fast car, but I like it and it is fun!

What keeps you coming back to Pikes Peak?

The surreal morning practices on the mountain.

Expectations for 2020?

To get to the summit...last two years the weather stopped us half way up.

Best advice you've received?

Eyes Up, Stay near the mountain.

Advice for rookies on Pikes Peak?

You're not racing other people - it's just you against the mountain.

Any significance to how you chose your race number?

My Birthday is the 17th

Fun Fact:

I'm a Colorado native, and I love skiing! I haven't skied down Pikes Peak but saw ski tracks and thought that would be a blast!

Chris Strauch – 1970 Porsche 914 Wide Body (Pikes Peak Open)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #56
- Vehicle Stats:
 - Turbocharged 427 CI E85 powered Porsche
- 10th year at PPIHC
- He's raced in the Open Wheel and Pikes Peak Open divisions.
- This is his 4th time up the mountain in the LS7 powered Porsche 914.
- His **best finish** on the mountain was 5th – three times - in 2009, 2010 and 2014.
- His **best time** was 11:08.914 in 2014
- Chris has been racing over 35 years and started his own race team CS Racing Motorsports in 1989.

Rodney O'Maley: 2018 O'Maley Special Spec V (Open Wheel)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #65
- Vehicle Stats:
 - 213 CI gasoline powered O'Maley Special
- 10th year on Pikes Peak
- Best time on Pikes Peak: 11:41.343 in 2016
- Best finish was 3rd – in 2013 and last year, 2019
- Member of the Colorado Hill Climb Association where he has achieved 6 first place finishes
- Participates in many other hill climbs including Temple Canyon, Continental Divide, Land's End and Mt. Washington
- Q&A with Rodney

How did you first become interested in Pikes Peak?

My dad, David O'Maley, raced on Pikes Peak in a Stock Car and then a quad in the 90's. So ever since I can remember I have been coming up to Pikes Peak in the summer. When I was 14, I started racing a Jr Car in the Colorado Hill Climb Association series; once I started racing I knew had to race Pikes Peak since it is the pinnacle of hill climb racing!

Did you have any Pikes Peak heroes or mentors?

Paul Dallenbach was one of my favorite open wheel drivers on Pikes Peak when I was growing up. Now, as a fellow competitor, he is always helpful when I have questions and has helped me progress.

What are you doing to prepare for the race – mentally/physically?

Mentally to prepare I watch a lot of video to help with trying to learning faster ways of attacking the mountain. And, new this year, I have been doing some simulator practice on my Xbox. It is not the same as driving but I do think it will help with my overall lines. Since it is a simulation it allows me

to try something new I wouldn't normally try in real life to see if it works and if it does, try it on the course.

Physically, I concentrate on getting used to the altitude and trying to increase my stamina, usually by driving up to the summit and then hiking around the summit. This helps both mentally and physically.

Expectations for 2020:

My overall goal for 2020 is to break into the 9 minutes! I have a car that has enough power do that this year and I have tested more already in the car than any year in the past!

Most looking forward to?

Seeing what I can do with the car this year. Power is up and handling is dialed in 10 times better than the last few years. And, as always, seeing people that come to this race every year and just having a lot of fun!

Best advice you've received?

Momentum can make or break a run! Basically, if I can keep my average up 1-2 MPH over the whole run it will make a big difference in the end. Don't go out and try to win the race by corner 3, attack all 156 the same way.

Advice for rookies on Pikes Peak?

Drive the road as much as you can! There are a few places that look the same coming up to them, but at speed but will have a very different outcome if you mistake it for another corner!

Fun Fact:

I always have enjoyed being outdoors - hunting, camping, traveling. I really enjoy figuring out how things work and are built.

Robert Prilika: 2014 Porsche GT3 Cup 991.1 (Unlimited)

- From: Larkspur, Colorado
- Representing: USA
- Car #4
- Vehicle Stats:
 - 3.8L gas motor
- Robert's 5th appearance in competition on Pikes Peak
- He last ran in 2018 but suffered a crash in practice and was unable to compete.
- Best Finish: 1st in Time Attack 2 – Production in 2017
- Best Time: 2016 when he finished 3rd in Pikes Peak Open – 11:11.713
- Robert was inducted to the Colorado Motorsports Hall of Fame in 2019

David Hackl - 1983 Audi Quattro (Time Attack 1)

- From: Arvada, Colorado
- Representing: USA
- Car #2
- Vehicle Stats:
 - E85 powered 152.559 CI Quattro
- This is David's 7th attempt at Pikes Peak. His best finish came in 2013 when he placed 6th in class.
- Over the past 30 years, David has raced everywhere from the Nurburgring in Germany to famous American tracks like Laguna Seca, and Road America.
- David drives a 1983 Audi Quattro, which has been specially modified to fit FIA WRC race specifications. David also founded the QClubNorthAmerica which offers owners, enthusiasts, and the public driving events around the country.
- Q&A with David:

How are you preparing (mentally/physically) for Pikes Peak?

Throughout the year, I spend large amounts of time exercising and conditioning at altitudes above 8000 feet, which is below the Start Line elevation of course but well above sea level and the Front Range where we also spend time. Months before the race, diet changes, and also sleep

patterns, working earlier in the mornings and sleeping earlier in the day. I have found this to be the biggest issue for other teams, the sleep deprivation...living on adrenaline for weeks. Mental sharpness is most important by far. I will say that I have had nights of only 29 minutes of sleep and as little as zero, but we have all been there at some point.

Additionally, I review videos of the course over and over every few weeks to keep the mountain fresh in my mind, watching mistakes, turn in points, exit points, braking zones and placement at each turn to maximize the speed 6 or more turns ahead of me.

What are you doing differently than last year?

This year we have a pandemic, the changes to the way we interact in close proximity while working on the Audi is unlike anything else experienced. Masks, wiping down tools, trying our best to limit outside interaction at the facility where we prep the car...our own household is cleaned more frequently. Having the best team is the biggest factor. Without a village of devoted members to the bigger picture, we could not do this.

Any racing heroes from Pikes Peak?

Walter Rohrl in the 80's and Michele Mouton, and all those before and after that have challenged this truly unique environment. You just cannot predict what nature will throw at you.

Best advice you received about racing on Pikes Peak:

Don't do it! Kidding of course, but seriously, when you have hit 120+ mph at the Picnic Grounds or just flatout achieved success by being at the race...you have already won. Each successive milestone to getting to the top on race day is the goal, then times become a marker and of course all manner of horrible weather.

Layne Schranz said to me early on, "When there is hail, graupel, lightning and just plain dangerous weather, drive the road you know." Simple, but sums up what you repeat to yourself at the start line.

What advice would you give to rookies on the mountain this year?

Take your time. It isn't so much a race as a journey. If you think you will make it and set new blazing times the first year, take a deep breath. Countless examples lay before us in carnage of cars and dreams. It is an evolution to try and master this mountain and most often the mountain replies back with a "no".

What is your favorite part of the course?

It has to be the middle section because of the views, the sun angles, the treacherousness of the sharp drop-offs.

What part of the course is most challenging?

For sure above Glen Cove. The weather and sometimes dangerous conditions. I was sidelined years ago for a mechanical issue and I sat in a hail and lightning storm for hours on the side of the road at Cog Cut. It was harrowing.

Also, I will say you the bottom section because so many places look and feel the same and can lull you into a false sense of awareness. Command of the bottom sets you up for the entire course.

Significance to your race number:

I like single digits, except when you talk about market returns! I used to have 5 because that was my number in all manner of sports growing up, and the number of cylinders in our turbocharged Audi Quattro. Then the number 2 became available one year. I have had it ever since. Monster Tajima will always have the #1 spot.

Most looking forward to:

Seeing the volunteers, competitors and race officials again and their unrelenting devotion to this event. It only happens once a year, but the planning they do to make it safe for us is like no other venue.

Expectation for 2020:

To make it to race day, to set personal bests, whatever those might be for the year. I'd like to surpass Walter Rohrl's 1987 time of 10:47.85 in our car which has zero aerodynamic components compared to every other team in Time Attack 1. We have progressed every year since 2012 in a car that is 37

years old and 17 years older than the next oldest in our class. Monumental. 2021 will see many new changes to the car to bring us closer to the top of our class.

A Fun Fact:

I brake for double chocolate cake donuts, fresh bavarian pretzels and Weissbier!

Kash Singh: 2017 Ford Mustang GT (Pikes Peak Open)

- From: Federal Way, Washington
- Representing: USA
- Car #78
- Vehicle Stats:
 - Turbocharged 302 CI gas motor
- He's the Ford Performance Marketing Rep
- 10th year at PPIHC
- He's competed here in both Pikes Peak Open and Time Attack divisions
- Best time on Pikes Peak: 13:22.636 in 2017
- His best finish was in 2014 – 6th place
- Participates in other hill climbs like Knox Mountain, Mary Hill Loop, Bible Creek – Other Northwest Hill Climb Assoc.
- Says he came out of the “Fast and Furious” era
- First saw the Hill Climb on The History Channel and the story about how the road would be paved. He first came to Pikes Peak in 2011
- The car: Purpose built Twin Turbo Mustang GT 5 ltr – 1000 hp in the block

John McInnes (pronounced Mc-in'-ess) ROOKIE:

2020 Sierra RX3 – (Open Wheel)

- From: Eden, Utah
- Representing: Australia
- Car #54
- Vehicle Stats:
 - 1300 CC overhead cam powered gas motor

- Although he is a Pike's Peak rookie, John is no stranger to hill climb racing or the Sierra Cars RX3. He has competed in multiple Colorado Hill Climb Association races in the RX3.
- John also has a fair bit of experience in cars without exposed wheels. He has competed in a Subaru WRX STI, Corvettes, a Radical SR3 RS, the Porsche GT3 and GT3RS, as well as trophy trucks.
- Has a close relationship with Cole Powelson from LYFE Motorsports. They support John in his motorsport endeavors, especially in the RX3 which was developed by Cole.
- Began his racing career in Khanacross in 2000
- 2019 Americas RallyCross Series, ARX RX3 class winner
- Has driven on multiple track surfaces including ice, dirt, and tarmac. John attributes his throttle control abilities to lessons learned on these different surfaces.

Christopher Becker – 2010 Mazda Speed3 (Time Attack 1)

- From: Highlands Ranch, Colorado
- Representing: USA
- Car #16
- Vehicle Stats:
 - 138 CI Turbo, gasoline motor
- This will be Chris' second time to Pikes Peak. Last year he was forced to run the shortened course and went off in the rain at Engineer's Corner.
- Chris is also a well-known competitor in the Colorado Hill Climb Association. In September he took 5th in the Super Sprint division at the Land's End Hill Climb.
- Chris is quickly becoming a Hill Climb regular, working with Hill Climb legends like Paul Dallenbach.
- He is racing the same 2010 Mazda Speed3 that he raced last year in Time Attack One.
- Q&A with Chris (below)

How are you preparing (mentally/physically) for Pikes Peak?

This year I've decided on watching previous competitor's videos. Last year I used a simulator and it didn't turn out too well. Watching Paul Dallenbach has been helpful – since he went off hard a few years back but came back strong.

A Fun Fact: They have been telling the story of American Grit Racing on their Facebook page. Check it out. American Grit Racing.

Rob Parsons ROOKIE: 2014 Chevy SS – (Pikes Peak Open)

- From: Salt Lake City, Utah
- Representing: USA
- Car #120
- Vehicle Stats:
 - E85 powered turbocharged 6.2L
- Nickname is “Chairslayer”
- Races on the Falci Adaptive Motorsports team

Rob’s Chairslayer Foundation Mission Statement:

“While our “Back in the Driver’s Seat” events get people with disabilities behind the wheel again, the Chairslayer Foundation’s capacity is multifaceted. From outreach visits with the recently injured to motivational speaking opportunities at schools, hospitals, and other organizations, the Chairslayer Foundation continues to broaden its reach and touch lives. We are ever-evolving, working alongside individuals and other foundations in an effort to provide purpose and hope for as many as we can reach, all while giving people an experience they’ll never forget.”

Chairslayer:

The name “Chairslayer” is actually Rob Parson’s nickname. He and his father started importing RHD Japanese cars and, as a result, Rob became interested in the sport of Drifting. He ran a competitive series called D-sport and also did judging for drifting.

Following a dirtbiking accident, Rob found himself paralyzed from the waist down and yearning for more motorsport action. He designed and built his own hand control system that would allow him to get back behind the wheel of a competitive drift car.

The goal of the Chairslayer foundation is to do the same for people who have been injured or were born with a spinal disability.

Development/Experience:

Known for his engineering ability. From 3D scanning to his work in CAD, he is very capable of building race cars.

Rob has done lots of research and development with the Sierra car company – these have been gaining popularity as a vehicle of choice for Pikes Peak. Four Sierra's are slated to run on Pikes Peak 2020.

He recently drove The Lyfe Motorsports R35 GTR in the World Time Attack series in Australia. They also adapted that car to accommodate him.

PPIHC Race Vehicle:

Details about the car he is running this year: The car is an old Nascar cup car driven by Martin Truex Jr. The car not only has hand controls for those who cannot use their legs, it can be operated by nothing but head movements to accommodate quadriplegics. The car makes 850hp from a Chevy Performance LS3 mated to a six speed sequential gearbox.

Social Media:

Rob is well-known for his appearances on the Hoonigan YouTube channel. He and his friend Hertech Eugene have their own show on the channel called the Unprofessionals which documents their motorsport adventures.

Fellow Competitor Quotes:

"He's so talented, from design to actual production, It's not just engineering. He can fire up a lathe and make a part."

-Cole Powelson, founder and owner of Lyfe Motor Sports (**NOTE:** Cole is racing a Sierra in the Open Wheel division this year.)

Akio Kobayashi (pronounced Ah'-key-o Ko-by-ah'-shee)

2000 Porsche 911 GT3 (Pikes Peak Open)

- From: Yokohama, Japan
- Representing: Japan
- Car #249
- Vehicle Stats:
 - Gasoline powered overhead cam 3596 CC motor
 - Car was built by Kaz Suzuki of K's Factory in Nagano, Japan
- This will be his 3rd year on Pikes Peak. He moves to Pikes Peak Open this year, but has raced in Time Attack the past two years.
- All finishes on Pikes Peak have been on a shortened course
- Raced in Race to the Sky (New Zealand) from 1999-2003 with two second place finishes
- Series champion 2017 BRIG Hill Climb Challenge Series (raced Porsche 911 GT3)

Aaron Kaufman: 2020 Sierra RX3 (Open Wheel)

- From: Grand Prairie, Texas
- Representing: USA
- Car #51
- Vehicle Stats:
 - Overhead Cam 1300 CC Gasoline powered RX3
- No stranger to Pikes Peak having driven the mountain in 2014, 2015, 2016, and 2019.
- Best Finish: 2nd in 2014 – his rookie year on the mountain
- Best Time on Pikes Peak 12:15.484 in 2016
- This is his 5th year at Pikes Peak
- Found interest in cars because of his dad's passion for them. Disassembled and rebuilt his Jeep Cherokee at the very young age of 16 and discovered his automotive ability in the process.

- Initially gained recognition for his role on the TV show “Fast ‘N’ Loud” in which he was a lead mechanic at Richard Rawling’s shop “Gas Monkey Garage”
- He is also known for hosting the shows “Shifting Gears” and “Aaron Kaufman Needs a Job”.
- He owns and operates Arclight Fab which specializes in producing aftermarket parts for old Ford pickup trucks.
- Has competed in other motorsport series including Super Stadium Trucks, The SCORE Baja 1000, and Bonneville Speed Week.

Zach Lumsden ROOKIE: 2009 Mitsubishi Ralliart/Evo X (Pikes Peak Open)

- From: Castle Rock, Colorado
- Representing: USA
- Car #413
- Vehicle Stats:
 - Gasoline powered 2L Turbocharged Mitsubishi
- Son of Craig Lumsden, also a competitor in the Pikes Peak Open division this year.
- Lead rider in Team Five Stones Motocross, a national amateur motocross racing team
- Retired from motocross in 2015 due to injuries
- Full-time student at Arapahoe Community College
- Zach is the youngest competitor on Pikes Peak this year

David “Davey” Schmidt: 2014 Ford Mustang Howe TA2 (Pikes Peak Open)

- From: Colorado Springs, Colorado
- Representing: USA
- Car #26
- Vehicle Stats:
 - 347 CI gasoline powered Mustang

- Began racing career in 1989 with CHCA (received rookie honors)
- Started racing on Pikes Peak in 1992 (truck division 1992-2007, open wheel 2008-present)
- 2020 is Schmidt's 29th year racing Pikes Peak
- Best time on Pikes Peak: 12:39.142 in 2012
- Best finish on Pikes Peak: 2nd in 2007 in Pikes Peak Open

Davey says: *As a Colorado Springs native I have been blessed that I can look out of my windows to the fantastic mountain called Pikes Peak. I was Rookie of the Year in the Truck Division in 1992. I have really watched the race change in many ways. When I started it was just the Pikes Peak Hill Climb and changed to The Pikes Peak International Hill Climb as the number of foreign competitors kept growing. I started racing Pikes Peak when it was still all dirt. It was the biggest thrill to go up a mountain throwing rooster tails from my back truck tires. As the years went on so did the change from dirt, to dirt and asphalt, to all asphalt. As I have changed with the race, and now compete in a car designed for asphalt, I look back and know that Hill Climb racing and The Pikes Peak International Hill Climb provide the biggest thrills and challenges along with absolute enjoyment for all competitors.*

With 2020 being my 29th year of competing I can say this is still my Daytona. I will never get over the memories, the friendships formed, and the bonds this hill climb race has given me, and I look forward to still being a competitor when this race celebrates its 100th running.

Craig Lumsden ROOKIE: 2007 Mazda Speed 3 – (Pikes Peak Open)

- From: Larkspur, Colorado
- Representing: USA
- Car #610
- Vehicle Stats:
 - Turbocharged 2300 CC gasoline fueled Mazda
- Craig is competing against his son, Zach, in the Pikes Peak Open division.
- Began race car driving experience in 2015 with his son in local SCCA rally cross events.

- Owned two racing teams (Colorado Motorsport and Five Stones Motocross), currently races under Colorado Motorsport.
- Raced in Rally America, American Rally Association, and Colorado Hill Climb Association

Steve Grieggs: 1990 Chevrolet C4 Corvette (Pikes Peak Open)

- From: Rio Rancho, New Mexico
- Representing: USA
- Car #63
- Vehicle Stats:
 - 358 CI gasoline powered C4
- Best finish on Pikes Peak in 2005 – 6th in Open wheel on shortened course
- Began racing in 1978 at the local New Mexico race track in Albuquerque known as “Speedway Park”
- Has raced in SCCA and CHCA
- Steve says he and his crew chief (and fiancé!), Robin, have worked side-by-side taking the car from bare chassis, to what he calls the most competitive car he’s ever brought to the Peak.
- Steve’s rookie year on Pikes Peak was in 1992
- This is his 4th appearance on Pikes Peak. After his first two attempts were DNF, he finished on a shortened course in 2006, sharing, *“That year, all my driver’s gear, except my suit, was stolen out of my truck in downtown Colorado Springs the night of Fan Fest. Mike Ryan got in touch with me and got me a helmet, gloves and shoes, and never asked for a dollar! I could go on and on about the people who have made a stressful week of racing into some of the most memorable times in my life.”*
- Steve his dedicating this race to his brother-in-law, Steve Justus, who brought him to the Peak in 1974, while competing in the Stock Car division. *“From that moment it was always my dream to race the peak. He was supposed to be here with us this year, but unfortunately passed away on June 5th.”*
- Steve has a piece of memorabilia in his car today to honor Steve Justus.

Daijiro “Dai” Yoshihara (pronounced: Die-jeer’-o Yo-shi-harr’-uh; aka “Die”) – 2013 Toyota 86 (Unlimited)

- From: Santa Fe Springs, California
- Representing: Japan
- Car #90
- Vehicle Stats:
 - E85 powered 2500 CC turbocharged Toyota
- Dai is a longtime competitor in the Formula Drift Championship Series. He has competed in every running of the competition since its inception in 2004.
- Dai also has experience racing in Lamborghini Super Trofeo and Super Lap Battle.
- This is Dai’s second run at Pikes Peak. Last year he experienced mechanical issues and was unable to compete his run.
- Q&A with Dai:

When did you first hear about the Hill Climb?

I think I heard about PPIHC when I was a kid in Japan back in the 1990s. It was a very popular and well known event in Japan.

What was your inspiration to compete?

I wanted to compete in PPIHC ever since I was a kid, so it was like a dream come true when I competed last year for my first time. But, unfortunately, I couldn’t make it to the summit. So, I really want to finish it with our target time this year.

Does your experience in drifting help you with running Pikes Peak?

Yes it does. Of course, I try not to get sideways at Pikes Peak, but it helps with overall car control skill especially since the road is unlike the race tracks. The grip levels, elevation changes, bumps, etc. So, I think my mountain road experience in Japan back in the day helps as well.

About the Car:

- The car started life as a 2013 Scion FR-S. It was originally built to be a time attack car but slowly evolved into a purpose built hillclimb race car.
- The original FA20 engine was swapped to a much powerful 2JZ engine from the Toyota Supra. The 3.4L BC Stroke engine combined with Garrett G42 Turbo makes approx. 800 wheel horsepower.
- The drivetrain is a Samsonas Sequential 6 Speed unit.
- Wheels and tires are provided by Titan7 and Toyo Tires.
- The car finished 1st, overall, at last year's time attack finals at Buttonwillow Raceway.

Race Week Withdrawals:

- **Joshua Allan: Joshua Allan – Exhibition: 2018 Tesla Model 3 Performance - **Withdrew****
- **Tommy Boileau (pronounced Boy'-Low): 1967 Chevy Camaro (Pikes Peak Open) – **Withdrew****
- **Paul Gerrard: 2020 Sierra Alpha (Open Wheel) – **Withdrew****
- **Pat O'Keefe ROOKIE: 2016 Superlite LMP1 (Exhibition) **Withdrew****
- **Jerad Voight: 2010 Chevy Camaro (Time Attack 1) – **Withdrew****
- **Don Wickstrum ROOKIE – 2013 Porsche GT3 Cup Car – (Pikes Peak Open) - **Withdrew****