



The Modern Performance SRT4 has wrapped up another fantastic year of competition and we are proud of the results we achieved, the places we have gone and the level of competition at the events in which we participated. After starting the year at a Global Time Attack event, we performed a complete drivetrain update before moving onto the Ultimate Track Car Challenge; we then focused our efforts on the new series created to support the annual Optima Ultimate Street Car Invitational (OUSCI) event which has been held each of the last 7 years immediately following the SEMA Show in Las Vegas.

The Ultimate Street Car Association (USCA) series runs multiple disciplines (Road Race, Auto-X, Speed-Stop Challenge, "Design & Engineering" and a Road Rally) at each event to find the Ultimate Street Car. This new series had 9 rounds of competition around the USA from March to October with the Final Round (OUSCI) being held at the Las Vegas Motor Speedway on Nov 8-9<sup>th</sup>. As an added bonus all of the USCA/OUSCI events are televised on the [MavTV Network](#). The TV shows play Friday-Sunday each week. The Finals in Vegas receive even more TV coverage and have been growing each year with a large following staying in town after SEMA to participate and/or watch the event.

While we joined the action late in the season we felt confident that we could make an impact and jump into the championship points chase as the year ended with 3 east-coast tracks, and we had previously competed on two of them. Point leaders as well as individual event winners would earn a spot at the Invitation-Only Final round as well as be part of the OUSCI SEMA Show display. After winning the Sebring round, we focused our efforts on preparing for the Las Vegas Finals and decided not to attend the Pittsburg event.

We were excited to be able to display the car at SEMA again after a 6 year absence and pleased to be with such a great group of cars in the Optima Alley. The car was on display all week just outside of the main registration area where SEMA attendees arrived by the busload all throughout the week. While it was not in an inside exhibit, it is always a huge honor to be invited to display a vehicle at SEMA and we are proud to have been part of it again in 2014.

The OUSCI participants also were given another great opportunity on Friday afternoon when it was announced that we would be leading the SEMA rollout parade to the LINQ Entertainment Complex for an additional car show to display the vehicle of SEMA in an "open to the public" venue. The rollout parade and event consisted of hundred or cars from SEMA and thousands of spectators many of whom were not able to attend the SEMA show itself. Another draw to the event at the LINQ was the reveal of Chip Foose's latest

creation from his Overhulin' TV Show that was built entirely during the SEMA show in a dedicated area.

The racing was set to begin on Saturday morning and after the morning drivers meeting we participated in the "track walks" to familiarize ourselves with the courses. The weather was perfect and the track events were well prepared for our very large group of competitors.

As luck would have it, after months of preparation and testing we got bitten by a normally reliable part failing in the very beginning of our weekend. The power steering pump failed during one of our early runs on the autocross course which was our first event. To limit further damage potential we removed the P/S belt to prevent from seizing the pump and exploding the pulley and just muscled the 600whp FWD car around the various courses all weekend. We attempted to find a replacement pump, but the closest available was ~200 miles away.

This unfortunately cost us dearly in all of the events as the cars tendency for torque steer becomes increasing difficult to control without the aid of power steering. We will work over the off-season to find a more robust solution to improve reliability in this area. Any ideas are welcome if any of you have dealt with this issue before.

The car managed the Speed-Stop Challenge very well on Saturday afternoon as we reinstalled the cars ABS system for this event. Previously we were seriously disadvantaged to most of the newer vehicles competing in the event and felt it was worth the effort to improve our chances specifically in this area of the competition. With all the late model muscle cars many with AWD, traction control and ABS we were able to post a respectable time, but the lack of P/S still hampered our efforts. During our last run in the Speed-Stop we also managed to rupture rear brake line on the car, but prepared as we were for almost all circumstances, we had packed a spare set of hoses in our supplies. 30 minutes and we were on the road (literally) to our next destination.

After the competitive events on Saturday we were ready to head out on the Road Rally portion of the event. Our route was to follow the interstate South to Las Vegas and exit into the Fulton Street area, which as one would expect, is a very congested area. After a trip through old-town Las Vegas and a participant checkpoint, all of the 100+ competing cars drove the entire length of the Las Vegas Strip in Saturday evening traffic. Our final stop of the evening was at the Shelby America manufacturing facility/museum where some of the best street cars in the country are built and many classics are on display. After a "back stage" tour of the facility and a break for dinner we headed back to the track to drop off the car for the night.

As we moved to the Road Course portion of the event on Sunday morning, we felt we had a chance to do well, but still not up to the level at which we wanted to compete. The track had 7 low-speed turns and acceleration zones leading away from those turns and the torque steer made all of these difficult to navigate as quickly as normal. Even with the problems we had, we were able to better (by ~2 seconds) the "Benchmark Lap" set by James Clay, who is an accomplished IMSA racer and owner of the famed BimmerWorld. James drove a 2014 Camaro ZL1 before our morning session to set the mark that we were all shooting to beat. We picked up a screw in our tire at some point during the 3<sup>rd</sup> session, but some quick work by the WindSpeed crew and some assistance by a drift team in the

spectator midway who had a tire machine; we were able to get the tire swapped and back on track for the final session of the day.

When the overall results were tallied we finished 39<sup>th</sup> out of 103 of the fastest street cars in the USA. A pretty good showing for a 10 year old economy car in a field dominated by American muscle cars and AWD German & Japanese beasts. While this is further down the list than we would have liked, but we had a great time at the event(s) and look forward to returning in 2015 for another shot at the big boys!



Thanks again to all the great people involved in this effort and for the assistance provided by our great sponsors!

Modern Performance  
Continental Tires  
Turbo by Garrett  
SPEC Clutches  
APR Performance  
Performance CNC  
DeatschWerks  
Brutal Speed and Tuning  
RaceTech USA

Enkei wheels  
Radium Engineering  
TCE Performance  
Tunergeeks  
N2MB  
TurnIn Concepts  
Design Engineering (DEI)  
Integrated Engineering  
Ishihara-Johnson crank scrapers