



RALLYCROSS
CHAMPIONS
ARE CROWNED



FIRST GEAR
FAST AND
DETERMINED

DEC 11 \$4.99

VOLUME 69 NUMBER 12

SportsCar

Official Publication of the Sports Car Club of America



SCCA
Sports Car Club of America

ROAD TO GOLD

CLUB RACERS
DO BATTLE AT THE
2011 SCCA NATIONAL
CHAMPIONSHIP RUNOFFS



LIGHTWEIGHT WHEELS

ENKEI RACING SERIES



RPF1 black

Also available in bright silver. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
14x7	\$185	8.4
15x7	190	9.5
16x7	207	13.2-14.0
16x8	216	14.5
17x7	216	14.5-15.0
17x7.5	225	15.0
17x8	230	14.5-16.0
17x8.5	234	16.0-16.5
17x9	242	15.0-15.9
17x9.5	251	16.5
17x10	260	17.0
18x7.5	266	17.0
18x8	279	18.0
18x8.5	292	19.0
18x9	319	19.3
18x9.5	320	18.6
18x10	318	18.5
18x10.5	323	19.0
19x8.5	419	19.5
19x9.5	419	19.9
19x10	450	20.7



PFO1 bright silver

Also available in black.

Size	Starting at	Weight (lbs.)
15x7	\$203	11.8-12.2
15x8	212	12.8
16x7	221	14.0
17x7	230	15.6-15.8
17x7.5	238	16.6-17.0
17x8	242	17.0-18.2
17x8.5	247	18.0-18.2
17x9	274	17.2-18.6
18x7.5	278	17.4-17.8
18x8	290	18.2-19.2
18x8.5	304	18.0-19.2
18x9	326	19.4
18x9.5	340	20.4-20.8
18x10.5	349	21.8-22.8

RC-G4 gold (15 x 6.5 white avail.)

Size	Starting at	Weight (lbs.)
15x6.5	\$241	16.8-16.9
15x7	247	17.2-17.3

TR Motor Sports



C1 light grey

Bright silver and black available for some applications.

Size	Starting at	Weight (lbs.)
15x7	\$89	12.8-13.0
15x7.5	99	13.2
15x8	79	13.0-14.6
16x6.5	114	14.4
16x7	119	15.2



C2 light grey

Size	Starting at	Weight (lbs.)
17x8.5	\$139	19.0
18x8	159	19.2-20.0
18x8.5	162	20.8-21.2

C3M light grey (Miata only)

Size	Starting at	Weight (lbs.)
15x9	\$109	15.6

F3 forged (Honda S2000 only)

Size	Starting at	Weight (lbs.)
17x8.5	\$299	16.6

MT1 matte grey flowformed

Size	Starting at	Weight (lbs.)
17x8	\$259	16.5-18.0
18x8	289	18.5-19.0
18x8.5	299	18.5-19.5
18x9	149	18.5
18x9.5	319	19.0
18x10	329	20.0

MT1-R matte grey (BMW only)

Size	Starting at	Weight (lbs.)
17x9	\$239	16.3

C3 light grey

Size	Starting at	Weight (lbs.)
17x9	\$129	19.2-20.6

Kesel



K1-TS silver

Size	Starting at	Weight (lbs.)
14x6	\$119	9.3
15x7	134	12.6
17x7	196	13.7-15.0
17x8	269	15.4-15.5
17x9	239	16.0



K-1 silver

Size	Starting at	Weight (lbs.)
15x7	\$115	13.5
15x8	129	14.5
16x7	139	15.0
17x8.5	175	16.8

OZ Italian company



Ultraleggera/Ultraleggera HLT bright silver

Also available in matte graphite, gold and black. Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
15x7	\$199	12.0-12.4
16x7	224	14.5-15.0
17x7	273	15.5-16.2
17x8	276	16.7-18.0
18x7	347	16.5-17.5
18x8	350	18.4-18.8
18x9	365	19.4-20.8
19x8	410	20.0-20.6
19x8.5	439	21.6-23.0
19x9	446	23.0-23.4
19x10	462	23.2-23.6
19x11	489	24.0-24.8
19x12	519	25.0-26.0
20x8	199	22.5
20x8.5	249	23.0-25.0
20x10	569	24.5-25.5
20x11	399	27.0
20x12	599	28.6



Alleggerita HLT anthracite

Also available in blue, gold, red, black, white, matte graphite silver, and orange (some special order). Visit www.tirerack.com for sizes, pricing and availability.

Size	Starting at	Weight (lbs.)
16x7	\$249	13.6
17x7	309	14.2-14.9
17x7.5	314	15.0-15.1
17x8	319	15.4-16.7
17x8.5	324	15.7-17.1
18x7	309	16.5-16.6
18x7.5	388	16.8
18x8	391	17.2-18.4
18x8.5	395	17.4-19.1
18x9	400	19.4
18x9.5	409	19.6
18x10	389	19.0-20.2
18x11	429	20.4
18x12	444	22.4-23.4

Challenge black (Viper only)

Also available in bright silver.

Size	Starting at	Weight (lbs.)
18x11	\$529	23.0
18x13	579	24.4

WedsSport



SA-60M black

Size	Starting at	Weight (lbs.)
18x8	\$519	19.7
18x9	541	20.7-21.0
18x10	562	22.1

sparco



Assetto Gara black/bronze

Size	Starting at	Weight (lbs.)
15x6.5	\$109	13.8-14.6
16x7	124	16.3-17.2
17x7	136	17.5-18.3
17x7.5	140	18.3-19.3
18x7.5	162	19.2-19.9
18x8	169	20.3-20.5



SUSPENSION

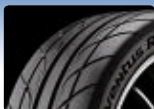




TIRES

Competition Tire Preparation Services - Heat cycle and/or shave
your tires for the ultimate competitive edge. Visit www.tirerack.com/tiretech

HANKOOK



Ventus R-S3

225/45Zr-15	\$110
205/55Zr-16	102
225/50Zr-16	120
215/45Zr-17	129
225/45Zr-17	117
235/45Zr-17	137
255/40Zr-17	144
225/40Zr-17	127
225/40Zr-18	176
235/40Zr-18	189
245/40Zr-18	164
255/35Zr-18	239
265/35Zr-18	224
275/35Zr-18	258
285/35Zr-18	265
225/40Zr-19	235
235/35Zr-19	302
245/35Zr-19	323
305/30Zr-19	425



Ventus V12 eva K110

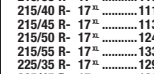
205/45Zr-17	\$94
205/50Zr-17	98
215/45Zr-17	105
225/45Zr-17	108
235/45Zr-17	105
245/40Zr-17	116
245/45Zr-17	116
255/40Zr-17	119
215/45Zr-18	132
215/45Zr-18	132
225/40Zr-18	136
225/45Zr-18	149
245/35Zr-18	173
245/40Zr-18	157
245/45Zr-18	159
255/35Zr-18	183
255/40Zr-18	169
255/45Zr-18	169
265/35Zr-18	187
265/40Zr-18	182
275/35Zr-18	198
275/40Zr-18	194
285/30Zr-18	207
285/35Zr-18	207
295/30Zr-18	214
215/35Zr-19	144
225/35Zr-19	166
225/40Zr-19	165
225/45Zr-19	181
235/35Zr-19	178
245/35Zr-19	183
245/40Zr-19	183
245/45Zr-19	181
255/35Zr-19	195
255/40Zr-19	183
265/30Zr-19	197
275/30Zr-19	207
275/35Zr-19	218
275/40Zr-19	197
285/30Zr-19	222
285/35Zr-19	237
295/30Zr-19	237
305/30Zr-19	252
225/35Zr-20	149
225/40Zr-20	127
235/30Zr-20	151
245/30Zr-20	177
245/35Zr-20	141
245/40Zr-20	157
245/45Zr-20	159
255/35Zr-20	179
255/40Zr-20	148
255/45Zr-20	148
275/30Zr-20	218
275/35Zr-20	215
285/30Zr-20	239
305/25Zr-20	249
245/35Zr-21	188
285/30Zr-21	227

YOKOHAMA



S.drive

185/55 R-14	\$86
185/55 R-15	87
195/45 R-15	98
195/50 R-15	69
195/55 R-15	74
205/50 R-15	90
205/55 R-15	88
175/50 R-16	103
195/40 R-16	96
195/45 R-16	98
205/45 R-16	95
205/50 R-16	94
205/55 R-16	93
215/35 R-16	119
215/40 R-16	105
215/55 R-16	103
225/50 R-16	98
225/55 R-16	108
195/40 R-17	95
195/45 R-17	96
205/40 R-17	102
205/50 R-17	109
215/35 R-17	115
215/40 R-17	111
215/45 R-17	113
215/50 R-17	124
215/55 R-17	133
225/35 R-17	129
225/45 R-17	123
225/55WR-17	126
225/55VR-17	141
235/40 R-17	122
235/45 R-17	126
235/50 R-17	129
235/55 R-17	134
245/40 R-17	130
245/45 R-17	131
255/40 R-17	135
275/40 R-17	162
215/35 R-18	143
215/40 R-18	151
205/40 R-18	143
225/35 R-18	149
225/40 R-18	142
225/45 R-18	157
225/50 R-18	169
235/40 R-18	167
235/50 R-18	175
245/35 R-18	176
245/40 R-18	170
255/35 R-18	183
255/45 R-18	175
265/35 R-18	187
275/35 R-18	198
275/40 R-18	212



ExtremeWinter Contact LT Winter Tire

LT225/75 R-16	\$142
LT245/75 R-16	145
LT265/75 R-16	151
LT235/80 R-17	170
LT245/80 R-17	154
LT265/70 R-17	154
LT285/70 R-17	193

PIRELLI



PZero

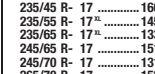
225/45 R-17	\$187
235/45Zr-17	229
245/45Zr-17	266
225/40Zr-18	213
225/40Zr-18	236
235/40Zr-18	272
235/40Zr-18	217
245/35Zr-18	295
245/40Zr-18	289
245/45Zr-18	287
245/50Zr-18	320
255/35Zr-18	294
255/45 R-18	325
265/35Zr-18	336
275/45Zr-18	379
235/35Zr-19	305
235/50 R-19	384
245/35Zr-19	325
245/40Zr-19	363
255/35Zr-19	394
255/45 R-19	325
265/35Zr-19	415
265/50 R-19	339
275/30Zr-19	425
275/35Zr-19	469
275/40Zr-19	369
285/30Zr-19	426
285/40Zr-19	446

Continental



ExtremeWinter Contact

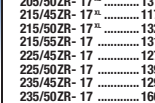
175/70 R-13	\$58
175/65 R-14	67
195/55 R-15	88
195/60 R-15	84
205/55 R-15	88
175/50 R-16	103
195/40 R-16	96
195/45 R-16	98
205/45 R-16	95
205/50 R-16	94
205/55 R-16	93
215/35 R-16	119
215/40 R-16	105
215/55 R-16	103
225/50 R-16	98
225/55 R-16	108
245/75 R-16	107
265/70 R-16	122
195/45 R-17	120
205/40 R-17	141
215/55 R-17	131
215/60 R-17	116
225/55 R-17	115
235/45 R-17	160
235/55 R-17	145
225/60 R-17	133
245/65 R-17	151
245/70 R-17	131
265/70 R-17	152



ExtremeWinter Contact LT Winter Tire

LT225/75 R-16	\$142
LT245/75 R-16	145
LT265/75 R-16	151
LT235/80 R-17	170
LT245/80 R-17	154
LT265/70 R-17	154
LT285/70 R-17	193

Extreme Contact DWS



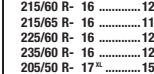
195/50Zr-16	\$105
205/45Zr-16	107
205/50Zr-16	112
215/55Zr-16	106
215/55Zr-16	109
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225/55Zr-16	103
205/45Zr-17	120
205/50Zr-17	131
215/45Zr-17	117
215/50Zr-17	132
215/55Zr-17	131
225/45Zr-17	127
225/50Zr-17	139
225/55Zr-17	129
235/50Zr-17	166
235/55Zr-17	155
245/40Zr-17	139
245/45Zr-17	137
245/50Zr-17	168
245/55Zr-17	140
255/45Zr-17	166
275/40Zr-17	177
215/35Zr-18	138
215/40Zr-18	147
215/45Zr-18	154
225/40Zr-18	142
225/45Zr-18	150
235/35Zr-18	227
235/40Zr-18	155
235/45Zr-18	182
235/50Zr-18	178
235/55Zr-18	184
245/40Zr-18	164
245/45Zr-18	176
245/50Zr-18	227
255/35Zr-18	294
255/45Zr-18	212
255/50Zr-18	202
255/55Zr-18	199
265/35Zr-18	242
265/40Zr-18	236
275/35Zr-18	269
275/40Zr-18	237
285/30Zr-18	237
285/35Zr-18	258
295/35Zr-18	227

MICHELIN



X-Ice Xi2 Winter Tire

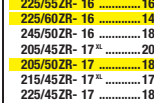
175/70 R-13	\$88
175/65 R-14	94
185/60 R-14	96
195/55 R-15	97
185/55 R-15	105
185/60 R-15	101
185/65 R-15	95
195/55 R-15	107
195/60 R-15	97
195/65 R-15	101
205/60 R-15	100
205/65 R-15	106
215/60 R-15	109
215/65 R-15	112
215/70 R-15	109
195/55 R-16	139
205/50 R-16	142
205/55 R-16	125
205/60 R-16	112
205/65 R-16	119
215/55 R-16	136
215/60 R-16	127
215/65 R-16	117
225/60 R-16	125
235/60 R-16	126
205/50 R-17	156
215/45 R-17	162
215/50 R-17	157
215/55 R-17	144
215/60 R-17	135
215/65 R-17	130
225/50 R-17	163
225/55 R-17	156
225/60 R-17	144
235/45 R-17	175
235/55 R-17	165
245/45 R-17	189
215/40 R-18	168
225/40 R-18	179
225/50 R-18	167
225/60 R-18	153
235/45 R-18	205



ExtremeWinter Contact LT Winter Tire

LT225/75 R-16	\$142
LT245/75 R-16	145
LT265/75 R-16	151
LT235/80 R-17	170
LT245/80 R-17	154
LT265/70 R-17	154
LT285/70 R-17	193

Pilot Sport A/S Plus



205/55Zr-16	\$145
215/55Zr-16	129
225/50Zr-16	177
225/55Zr-16	165
235/50Zr-16	149
245/45Zr-17	184
245/50Zr-17	204
255/45Zr-17	175
255/50Zr-17	189
255/55Zr-17	198
255/60Zr-17	199
245/45Zr-17	222
235/50Zr-17	222
235/55Zr-17	189
245/40Zr-17	222
245/45Zr-17	204
245/50Zr-17	248
245/55Zr-17	226
255/45Zr-17	242
255/50Zr-17	218
285/40Zr-17	317
225/40Zr-18	233
225/45Zr-18	231
235/40Zr-18	238
235/45Zr-18	243
235/50Zr-18	235
245/40Zr-18	266
245/45Zr-18	277
255/45Zr-18	277
255/50Zr-18	268
255/55Zr-18	257
265/35Zr-18	277
275/35Zr-18	303
275/40Zr-18	284
285/30Zr-18	332
285/35Zr-18	339

BRIDGESTONE



Blizzak WS70 Winter Tire

Winter Tire

185/60 R-15	\$91
185/65 R-15	89
195/60 R-15	91
195/65 R-15	91
205/65 R-15	100
215/70 R-15	98
205/60 R-16	107
205/65 R-16	108
215/55 R-16	128
215/60 R-16	112
215/65 R-16	109
225/60 R-16	116
225/65 R-16	114
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Sports Car Club of America Inc.
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SportsCar
Official Publication of the Sports Car Club of America



THE RUNOFFS
Coverage of Club
Racing's most
anticipated week

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**RALLYCROSS NATIONAL
CHAMPIONSHIP**
Tons of dirt and a record
attendance in Tulsa

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ON THE COVER:

Michael Scornavacchi finally claimed his first National Championship this year while racing in SSB. Jeff Loewe snapped this shot in Canada Corner at Road America. Rupert Berrington is responsible for capturing the RallyCross National Championship and First Gear photos.

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- ROADRALLY** • Board minutes
- RALLYCROSS** • Board minutes

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TOP GEAR

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Philip Royle

Editor
SportsCar Magazine

“WE’RE NOT
SUPPOSED TO
BE HERE. WE HAVE A
MID-PACK CAR”

Even More Action

As promised, there’s more championship action stuffed in this issue than you can shake a stick at. Not that you want to shake a stick at all this championship action, or would have any reason to shake a stick at said action.

Whatever. The point is, this issue contains extensive coverage of two very notable SCCA championship events: The National Championship Runoffs and the RallyCross National Championship.

This year’s Runoffs was fantastically wild. Everyone got to try their hand at the 4.048-mile Road America circuit in near perfect conditions for most qualifying sessions. Perfect, however, was not necessarily in the cards come the races. Friday’s races saw great weather, as did Saturday afternoon’s – it was Saturday morning and all day Sunday that challenged even the most experienced racers with dark clouds, drizzle and then torrential downpours.

This weather is what helped make it such an interesting Runoffs for the *SportsCar* staff. In the May 2011 issue, we brought you the second part of our H Production Toyota Yaris project build, in which we told you about our 2010 Runoffs attempt in the car. That year, we took the Yaris to the Runoffs, qualified 13th and finished the race in eighth. Since that article, we’ve done quite a bit of work on the car and thought we found more speed. We got to this year’s Runoffs and *SportsCar*’s Associate Editor Jason Isley qualified the car in 12th. A little disappointed, we set to prepping for the Sunday morning race. Sunday arrived and everything was soaked from rain. Having never

raced the car in the rain, we guessed at an alignment, tossed on the only rain tires we had – very old DOT race rubber – and headed to the grid.

Once the race started, Jason showed that you don’t need rain race experience if you’ve got four Solo National Championships under your belt. Consequently, he made short work of slicing through the pack and finishing third. After the race, while he was spraying champagne on the podium, I found myself in impound fumbling with the fuel test port, saying, “We’re not supposed to be here. We have a mid-pack car.”

But as you would expect, our story is not the only one at the Runoffs. In every class there were a slew of fascinating and often inspiring tales. Everyone I spoke to had a story to tell, from friends banding together to ensure one of their own made the F Production race to someone straightening their American Sedan with wood and a jack after rolling it during qualifying to a Spec Miata competitor barely making the event due to chemotherapy.

Sadly, you won’t find all of these stories in this issue – you’ll find just a handful. There are simply too many to print. You will, however, find race coverage – 40 pages of it – starting on p. 24. Admittedly, the only real way to hear all the stories is to attend the Runoffs, which you should do next year.

A couple of weeks after the Runoffs was the RallyCross National Championship. Held this year at Tulsa Raceway Park in Tulsa, Okla., the event saw a record number of attendees. It’s amazing to think that when the first RallyCross National Championship took place in 2007 there were only 50 competitors. Since that time, the sport has grown tremendously, attracting some of the best of the best in the dirt. RallyCross coverage starts on p. 82.

And like the November issue, this issue will also be available online for you to view on your computer, phone and tablet. We’re still working out the kinks, so bear with us while we get everything figured out, but by now you should have a link to access the digital issue, be it through an e-mail from SCCA or via a link on www.scca.com. Check it out, and let us know what you think. 📍

THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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Write to SportsCar Magazine: 16842 Von Karman Ave., Ste. 125, Irvine, CA 92606 or e-mail sportscar@haymarketworldwide.com

POSTDATED CHAMPIONSHIP

In response to the letter in the October issue about STR crowning a National Champion at the Tire Rack Solo National Championships, I definitely agree with Tony Jackson's opinion, but I also feel like STR's popularity needs to be recognized earlier rather than later. Just because a rule is in place now and should be changed doesn't mean a class that's necessitating the rule change should suffer because of it. If anything, the rule should be changed and then National Championship status for STR should be backdated to include the 2010 Solo Nationals.

Wade Carson

GETTING BACK OUT THERE

Thanks for making me feel old. On the *Roots* page in the October issue, you printed a photo from when SRF ran on the streets in Detroit. That was the first time I'd ever seen Club level cars, and it was also the first time I realized that if an "average Joe" could race, I sure as heck could flag. After that race, I volunteered a number of times. Flagging for the SRF races were always my favorite. Somewhere along the way I stopped flagging, but I retained my membership just in case. Maybe it's time I pick up the flags again.

Jess Barton

HUMBLE BEGINNINGS

Randy Pobst's column about his Fiat X1/9 Solo car [*Pobst Position*, October 2011] takes me back. I remember my first autocross in my 1986 Buick Grand National. I spun several times at my first event, so I went home and bought better tires. At the next event I went out with my new tires and spun several more times. That time I went home and bought better shocks. As I'm sure you've already figured out,

I returned for my third Solo and spun even more. Someone finally took pity on me at that event and told me I needed to work on my driving, not the car. Now, two decades later, I still autocross, and I still spin, but I do it far less.

Marc Jefferson

CAREFUL WHAT YOU ASK FOR

I've been an Improved Touring racer since the early days, so I've seen a lot of change in the class. Whether changes up until now have been for the better or for the worse of the class doesn't matter anymore. The fact is, the class is what it is, and all we can do now is play with the hand we have. Which brings me to this letter. Recently, there has been chatter on Internet forums about needing various allowances in IT, like changing wheel sizes, changing the steering rack rules and removal of items like the ever-controversial windshield wiper bottle. I've watched IT creep closer to the Production car rules than I like, and now with the likes of STU and STL, Improved Touring competitors need to be very careful of what they ask for – if we change IT too much more, we may just "allowance" ourselves out of a class.

Russ McAdams

Letter of the month

If your letter is selected as the letter of the month, you will receive a free gift. This month, the gift is a pair of Teck 1-Z racing gloves from Alpinestars, featuring Nomex construction, pre-curved fingers, Velcro wrist closures with a straight cut cuff and FIA and SFI approval. For more information of Alpinestars, go to www.alpinestars.com.



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16842 Von Karman Avenue, Suite 125
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Cooling Off

On p. 48 of the October issue there are some words of advice for drivers that need repeating: Cool down before you engage. In that column, the author brings up an excellent point that all racers need to keep in mind, and that is when you exit your racecar after a tight race your adrenaline is still pumping. As a worker, I see the effects of the adrenaline on drivers all the time

– the result is usually positive. I see drivers, many who are quiet all weekend (mostly keeping to their own paddock space) jump from their cars to congratulate the other drivers, some of whom they have never spoken to before. This same adrenaline, however, can be a driver's worst enemy should something happen on track that the driver disagrees with, like car-to-car contact. This adrenaline can quickly lead to irrational arguments and unnecessary problems. So, drivers, if you are involved in an on-track incident, please do as the column suggests and take a moment to cool off and collect your thoughts before exiting your car. It could stop you from saying or doing something you'll regret later. As for the rest of you, feel free to get out of your cars with your big grins and relive the race until you're released from impound. It's very entertaining to watch.

Jan Bryant



BARBARA PHOTOS

It's easy to get excited about Improved Touring (as illustrated in this shot from 1990 at Summit Point), but one member notes that competitors should be careful when they ask for more allowances than the class absolutely needs.



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DRIVEN BY SAFETY

Darryl Wills, driving in Formula Mazda, was one of only three competitors this year to take home the Super Sweep.



RUPERT BERRINGTON

picking up the Super Sweep. "I've been racing for 37 years...I've gotten championships in motorcycles – I've done just about everything on wheels – and when I got into road racing 10 years ago the Triple Crown was the big one," says Wills. "Then, they came out with the Super Sweep, and those are really tough to get. I am very proud of what we did."

Michael Mallinen was the third and final Super Sweep winner in 2011, taking the Formula Atlantic National Championship in a rain-soaked race. "It's unbelievable [the win and the Super Sweep]," says

Mallinen. "At the beginning of the year, we had certain goals as a team, and the type of results we had this year were not within our goals at the time. To win the Super Sweep, the Triple Crown, the National Points Championship this year, and then the top spot at the Runoffs is absolutely just a magical year."

To win the Super Sweep, drivers must win the National Points Standings, their divisional point championship, a special qualifying race and a Runoffs National Championship all in the same class. For the 2012 qualifying races, keep an eye on www.scca.com and future issues of *SportsCar*.



Three Gain Super Sweep Honors in 2011

Super Sweep

Heading in to the 48th running of the SCCA National Championship Runoffs, which took place Sept. 19-25 at Road America, a number of drivers were qualified for the highly coveted, and very difficult to achieve, Super Sweep award. In the end only three would claim the prize.

Scott Rettich had a busy year,

competing in both the Formula Enterprises and Spec Racer Ford in Club Racing and Pro Racing. At the Runoffs, Rettich captured his second straight FE championship, and with it his second consecutive Super Sweep. "It certainly means a lot to win the Super Sweep," says Rettich. "It's a great thing to have on the racing resume. It's a great honor

for the team, too." Rettich was the first driver to win back-to-back Super Sweep titles since the program's introduction.

Also a repeat class champion at the 2011 Runoffs was Darryl Wills. Wills defended his 2010 Formula Mazda National Championship after starting from the Gumout pole, and winning the FM championship was the last step in

Champs Crowned in World Challenge

The 2011 SCCA Pro Racing World Challenge season wrapped up on Sept. 28-30 at Road Atlanta, and the champions have been crowned. In GT, Patrick Long claimed the Drivers' Championship, which, under normal circumstances, is an incredible feat, but when you consider he missed Round 4 of the series due to other racing commitments, it was a truly outstanding performance. Long, who was competing in his first World Challenge season, collect four wins and four poles behind the wheel of his Privacy Star/TruSpeed Porsche 911 GT3. Thanks in part to Long's performance, Porsche claimed the GT

Manufacturers' Championship and TruSpeed picked up the GT Team Championship.

Paul Brown returned to the World Challenge series in GTS piloting the Tiger Racing Ford Mustang Boss 302. Brown took the top step on the podium five times during the season, claiming the pole four times. This performance helped him claim his first Drivers' Championship, as well as the Team Championship to Tiger Racing, and the Manufacturers' Championship for Ford.

In Touring Car competition, Lawson Aschenbach took his second Drivers' Championship – the previous coming in 2006 in GT – behind the wheel of

his Compass360 Honda Civic. The Combination of five wins and five poles proved too much for his competition, as he cleared second place in the championship by more than 200 points. This dominating performance also aided Honda in collecting its sixth Manufacturers' Championship and Compass360 Racing the Team Championship.

Jason Carter, Ben Crosland and Tristan Herbert also claimed awards in the 2011 season, scoring the Rookie of the Year honors in GT, GTS and Touring Car, respectively.

For complete series coverage see the January 2012 issue of *SportsCar*.



DENNIS WOOD

Lawson Aschenbach claimed his second World Challenge Drivers' Championship this year in Touring Car. His last championship was in 2006 in GT.



KEN BROWN

2011 Club Racing National Participation Numbers

The totals for the 2011 SafeRacer National Club Racing Series are in. With 70 races in the books this season, up from 66 in 2010, attendance was solid thought the divisions, with total entries at 8,553. The Southeast Division again led the charge with 1,874 entries.

Among the 28 classes, Spec Miata topped the charts for the second year, boasting 1,270 entries, putting it well clear of Spec Racer Ford at 1,068. A big surprise was the relatively new Super Touring Under class climbing to third in the points, bumping Formula Vee to fourth in overall participation.

Spec Miata was once again the most subscribed to class in Club Racing. Combined, Spec Miata and Spec Racer Ford, the second most popular class, make up 27 percent of all National entries.

2011 NATIONAL PARTICIPATION TOTALS *(Based on data from all 2011 races)*

Class Rank	Nat'l Class	NEDiv 9 races	SEDiv 10 races	CENDiv 6 races	GLDiv 7 races	MWDiv 7 races	SWDiv 11 races	RMDiv 8 races	NPDiv 7 races	SPDiv 7 races	Class Total 72
1	SM	167	320	119	93	30	268	91	85	110	1,283
2	SRF	161	261	131	86	55	146	42	93	103	1,078
3	STU*	67	131	63	28	16	66	33	22	43	469
4	FV	91	63	43	59	25	60	40	46	40	467
5	EP*	41	60	66	51	50	65	45	14	27	419
6	FF	35	79	54	37	17	56	40	28	24	370
7	FP*	60	55	40	65	31	20	23	8	15	317
8	GTL*	56	61	52	24	10	41	4	23	22	293
9	FM	13	63	37	27	12	70	16	23	26	287
10	F500	53	43	60	25	29	37	8	7	5	267
11	FC	43	67	62	28	6	15	21	14	9	265
12	FE	39	78	49	34	1	32	14	14	3	264
13	T2	39	46	54	28	5	33	31	14	4	254
14	HP*	28	44	22	27	22	24	18	13	38	226
15	FA	46	48	34	15	12	9	9	21	29	223
16	AS*	54	48	33	31	8	15	4	4	9	206
17	STO*	21	66	25	19	15	18	13	25	0	202
18	GT3*	17	31	16	37	16	13	19	24	24	197
19	DSR	30	26	30	35	5	9	14	18	22	189
20	T1*	59	28	11	18	14	8	11	7	28	184
21	FB	6	29	14	10	0	8	35	62	17	181
22	GTL*	36	19	14	24	16	26	8	10	13	166
23	S2	10	18	28	20	7	15	31	6	27	162
24	SSB	23	35	16	20	2	24	14	16	11	161
25	CSR	17	32	36	10	6	22	14	0	23	160
26	GT2*	32	66	18	13	4	8	0	6	6	153
27	T3	29	27	10	21	1	5	6	19	17	135
28	SSC	23	30	28	13	8	13	4	6	9	134

Division Totals 1,296 1,874 1,165 898 423 1126 608 628 694 8,712

* Class has one addition race (Bonus National)

ANNIVERSARIES

SCCA members celebrating 25-60 years

60-YEAR MEMBERS

Robert Puleston 11/1/1951

55-YEAR MEMBERS

James Bell 11/1/1956
Jesse Rose 11/1/1956

50-YEAR MEMBERS

Jerry Adams 11/1/1961
Gerald Lustig 11/1/1961
Kenneth Pinkham 11/1/1961
C. Revis-Wagner 11/1/1961
Jack Wilkening 11/1/1961

45-YEAR MEMBERS

Henry Jaffe 11/1/1966
Art James 11/1/1966
Charles Leivo 11/14/1966
Naomi Moothart 11/1/1966
Gary Pitts 11/1/1966
Tim Sharp 11/1/1966
Gerald Wannarka 11/1/1966

40-YEAR MEMBERS

Kenneth Capel 11/1/1971
Don Courtney 11/1/1971
Link Eveleth 11/1/1971
Linda Fanning 11/1/1971
Michael Froh 11/1/1971
Glenn Graham 11/1/1971
D. Hamilton 11/1/1971
Don Hewitt 11/1/1971
W. Mausbach 11/1/1971
Tom McGaw 11/1/1971
W Pamer 11/1/1971
Michael Phillips 11/1/1971
Jerry Phillips 11/1/1971
G. Plushanski 11/1/1971
Andre Quetel 11/1/1971
Michael Royce 11/1/1971
Art Trier 11/1/1971
Gregg Underdown 11/1/1971

30-YEAR MEMBERS

Gary Brown MD 11/1/1981
Ronald Camacho 11/1/1981
Mike Camicia 11/1/1981
James Doughty 11/1/1981
Bob Gullic 11/1/1981
Richard Gumm 11/1/1981
M. Hays 11/1/1981
David Helmick 11/1/1981
William Hicks 11/1/1981
Robert Posner 11/1/1981
Pearce Raeder 11/1/1981
Nancy Reichenbach 11/1/1981
Thomas Stern 11/1/1981
Chris Teague 11/1/1981
Mark Winkelman 11/29/1981
Thomas Woodside 11/1/1981

25-YEAR MEMBERS

Donna Andrade 11/25/1986
Ina Fletcher 11/25/1986
Ricardo Gonzales 11/5/1986
Steve Hamlin 11/18/1986
Scott Lewis 11/25/1986
John Morrison 11/25/1986
Rodney Perry 11/13/1986
Ralph Raspa 11/4/1986
Paul Rubel 11/13/1986
James Schubert 11/19/1986
Connie Swanson 11/25/1986
Jon Swanson 11/25/1986
Marilyn Teague 11/5/1986
Henry Watts 11/14/1986
Ray Wenzel Jr. 11/5/1986

SCCA

Member benefits

The number and variety of special offers available under the SCCA Member Benefits program continues to grow. These partners continue to offer advantages to members under the program:

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Simpson Performance Products is offering SCCA members a 10-percent discount.



T-Mobile offering waived activation

fees, savings on the latest devices, free accessories and access to a trade-in program.

For a full description of all the special offers included in the Member Benefits program, plus links to the participating companies, go to the "Members" area at www.scca.com.



VANTAGE POINT

JEFF DAHNERT
SCCA Inc.
President and CEO

Be an SCCA "Insider"



AS I TRAVEL AROUND the country to region meetings and events, I get the opportunity to talk to a lot of members. This is actually the part of my job that I like the most. Getting out and meeting the competitors and the organizers recharges me and gives me many new perspectives of the Club. Most of the time the interactions are positive, but sometimes the meeting brings up something that fell short of expectations. However, they are always valuable.

There are times I run into someone who brings up an issue or concern that we have already addressed. Sometimes it's a program they didn't know existed or information they didn't know was available, either from our office or another region. So how can you be sure you have the latest information and access to the resources available? Attend the SCCA National Convention!

This year, as in recent years, the SCCA National Convention will be held in Las Vegas. It will take place March 1-3 at the South Point Hotel, Casino & Spa. This is where the decision makers, the region leaders, program boards, Board of Directors and national staff converge for three days of information exchange and recognition. If you are in a new position within your region, you should make every attempt to attend this event. Not only is the information on new programs shared, input is received which guides the direction of individual programs and the Club overall. Just as important as the scheduled sessions are the exchanges that occur in the hallways and "watering holes." Have a problem? More than likely someone from

another region has already dealt with that same issue and can help you with a solution.

In addition to the educational sessions, there are open meetings with the program boards and the Board of Directors where you can ask questions of those directly responsible for our rules and procedures. These people, as well as national staff personnel, are also available to you between sessions to answer questions or discuss an issue.

In addition to the informational component of the convention, there is the Saturday night Hall of Fame induction ceremony. I am always impressed with the program that SCCA puts on for our Hall of Fame members. It is a touching and impressive evening that you should not miss.

And, if you actually needed more convincing to come to the convention, ←-it's in Vegas!→

Take some time to make your plans to attend this year's convention. You'll make new friends, guaranteed. You'll learn more about what tools are available to you and your region, and what information is available and where to get it. You'll also be able to find out first hand why we do the things we do. I hope to see you there.

(PS: If you can't have fun in Vegas, you're just not trying!)



Ave Makes It Two in a Row in Trans-Am

The 2011 SCCA Pro Racing Trans-Am Series saw a repeat champion, a rookie champion, the glass ceiling broken and a new class launched. Tony Ave was the defending Trans-Am champion and put in a strong run to claim his second consecutive title.

"It's my second championship in a row and we're looking forward to coming out again with some more cars for next year and trying to do three in a row," says Ave.

Amy Ruman made history as the first woman to win a Trans-Am race in the series' 45-year history when she won the final round at Road Atlanta. The win also helped Ruman secure third place in the points championship.

In the Trans-Am 2 class, series



RICK CORVINE

Tony Ave claimed his second straight Trans-Am Drivers' Championship title.

rookie Bob Stretch took the championship over fellow rookie Bill Prielzel.

Toward the end of the season, with an eye on 2012, the Global GT class was added to the fold. This new class gives cars like the Porsche GT3 Cup car, which is already a popular choice in Club Racing, a chance to stretch its legs in Trans-Am among other factory built supercars.

A number of drivers, including multi-time Runoffs National Champion Scott Tucker have already tested the waters.

Also working toward the future success of the series will be its new marketing partner, the Trans-Am Racing Company, LLC. This private conglomerate of team owners and drivers will steer the public relations and promotions for the next five years.

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Club Racer to hit Baja

For the second year, BFGoodrich Tires is sending a lucky Club racer to participate in a Wide Open Baja Adventure Tour. The winner was selected from the top scorers in each of the six categories of the 2011 BFGoodrich Tires Super Tour



JOHN WILMOTH

Thanks to BFGoodrich Tires, James Place will be heading to Baja.

Series. The contenders were C.J. McAbee (Small Formula), Bob Bramlage (Small Bore), Robert Lentz (Big Bore), Scott Rettich (Spec), James Place (Touring/Showroom Stock) and Jacek Mucha (Big Formula/Sports Racing).

Each of the eligible drivers had their names placed in a drawing for the Super Tour grand prize, and on Sept. 22 at the National Championship Runoffs, James Place was randomly chosen as the lucky winner.

B-Spec Testing

The B-Spec prep level for sub-compact cars in Club racing was introduced as an option within Showroom Stock C during the 2011 season. To date, a handful of cars have been built, with one competing in the 2011 National Championship Runoffs.

To ensure tight racing, a number of manufacturers, members of the SCCA technical department and the CRB took part in a test on Oct. 12 at Grattan Raceway.

On hand for the test were Fiat, Ford, Honda and Mazda. All of the cars were shod with BFGoodrich R1 tires to help limit variables in comparing the sample cars.

Competitors interested in the class should keep an eye on *FasTrack* for the latest updates.



FROM THE CHAIR

JERRY WANNARKA
Chairman, SCCA
Board of Directors

Change

BY THE TIME YOU READ THIS, our season will effectively be over and it will be time to pull the car covers over our racecars for a few months. I hope that you all had as enjoyable a season as I have had.

The winter months are a time for the Board of Directors and other Club leaders to reflect on the past year and look at what we can do to make the coming season more successful, interesting and satisfying for our members. For some time, the Board as a whole and its Planning Committee have had serious discussions regarding the slow erosion in our membership and race entries (including Solo), and it's time to make some decisions regarding enhancing our programs. Our competition programs are very good but represent a somewhat dated product. To stay successful and healthy as an organization, we must now take our 20th century product, as good as it is, and bring it into the 21st century. This will require change. Some may not be completely happy with all that will be proposed in the next months, but change is necessary and long overdue.

Heading the list of topics that will be addressed is improving the National Championship Runoffs experience. Past comments and complaints lumped together have led us to conclude that the Runoffs is just too long. Be assured, Runoffs scheduling options are being investigated and discussed, and some creative solutions are being studied. Our goal is to maintain the prestige and integrity of the Runoffs, while at the same time making it more "user friendly" to our drivers, crews and race officials.

There is also an issue concerning what race classes should be included in the Runoffs. Some say we have too many, others want more. With one class going away this year and six classes scheduled to enter probation

per the 2.5 rule, we need a fixed policy for class management to provide more structure and stability to our programs. We can't tell the drivers of roughly 25 percent of our classes that they don't have a place in National racing any more. As part of all of this, we need a program to enhance our two-step racing program with emphasis on improving the experience and visibility of our National racing program while also promoting our successful Regional programs. Hopefully, we can address these issues in the next month so that we can go into the 2012 season with optimism.

At the same time, we need to take a look at our Solo program to determine what needs to be done to offset the decline in entries being experienced. This traditionally strong division of the Club, along with rally and hill climb, brings diversity to what the SCCA has to offer for the motor racing enthusiast. We will do everything possible to maintain its strength and health as we will with Club Racing. To that effort, the Club will rely on our Program Boards and members for input to help make all our programs just a little bit better.

In closing, I would like to thank all of you for being loyal SCCA participants. Whether drivers, workers, volunteers or members, thank you for your involvement. You make the SCCA the great club that it is. Here's wishing you all a happy holiday season.



RICK CORWINE

Michael Cooper is the 2011 Playboy Mazda MX-5 Cup champion.

Cooper Tops MX-5 Cup

In its sixth year, the SCCA Pro Racing Playboy Mazda MX-5 Cup saw great competition during its nine rounds. Michael Cooper had an amazing season behind the wheel of his AMG Racing Mazda MX-5, scoring five wins and six poles on his way to the title.

Jeff Mosing put in a solid drive to claim second in the championship, while past Champ Jason Saini returned to the series and finished third overall. Mazda Ladder graduate Scott Shelton earned Rookie of the Year, finishing sixth in the points.

SCCA National Convention

It's never too early to start planning for the SCCA National Convention. For the fourth straight year, the South Point Hotel, Casino & Spa in Las Vegas, Nev., will host the event. The convention kicks off Thursday, March 1, 2012, and concludes on Saturday, March 2, 2012 with the Hall of Fame Induction and Awards ceremony. A complete schedule of events will be available in December at www.scca.com.



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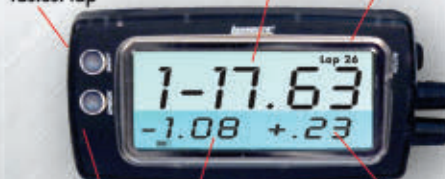
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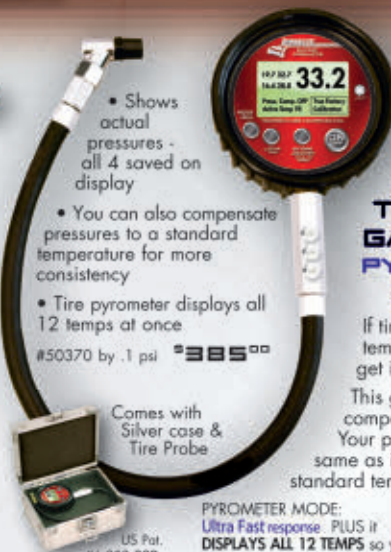
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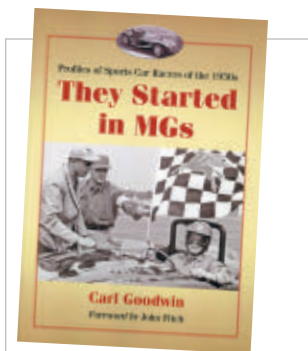
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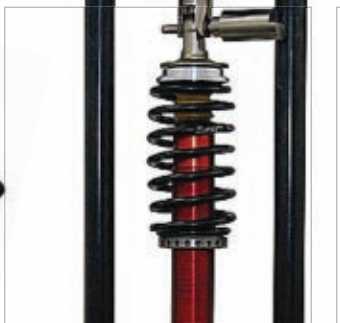
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ONE ON THE
MUSTANGS, EVEN
THOUGH IT WAS A
'VETTE”**

Racing Is *Not* a Contact Sport

Racing is *not* a contact sport. There. I said it. Why not? Do I even have to explain this? In our violent culture, the unfortunate answer is, yes. Number one: it's very dangerous – the last couple of months have made that point more clear than any words can attempt to do. Number two: do we even need a number two, after that number one?

So OK, number two: it's expensive. Crashes raise the cost exponentially, in time and money. Number three: liability. Yes, the ugly specter of the lawsuit. Somehow the courts seem to continue to ignore on-track incidents, but I'd bet my bottom dollar that will

not last forever. With big bucks exchanged over hot coffee for being hot, how much longer can a punt into the wall be immune from legal action? I have been told that judges still stay clear of sporting incidents, and I see that to be true in the U.S., but it is changing in the European Union. Remember the police actions over there when someone got killed on track in F1? Here, we can go to jail for punching someone in the pits, but not for putting them into a wall. Yet.


What I am sitting here wondering is whether avoidable on-track incidents are getting worse, or am I just getting old? As I recall, there were lots of crashes in Firestone Firehawk back in the 1980s, too. We would always wait for that first yellow near the end of the first hour to do the driver change. I have certainly had my share this year: a broken strut trip to the wall, a cold tire first-gear half-spin, a popped tranny main shaft and, finally, a complete loss of car control in the 'Vette ahead of me at Atlanta. I blame that one on the Mustangs, even though it was a 'Vette. So he got a little sideways under power, so what? After watching the 'Stangs slewing dramatically all over the track this whole season, I figured it was no big deal, then – snap-stop-crunch!

What do you think, dear readers? Is it worse? Is sportsmanship dead? Have Senna and Schumacher and Earnhardt and Kyle Busch turned it into block and crash to win? Could it be video

games? Maybe the younger generation is so used to hitting the reset button after spectacular virtual crashes that they carry that mentality into real life.

I was at Mazda Raceway Laguna Seca a couple of weeks ago and noticed the formula car races from a distance. Two laps, yellow, clean up a crash; two laps, yellow, clean up a crash; one lap, yellow, checker. Somehow, our young drivers are not being taught how to race without banging into things and sticking it into gravel traps.

I did my own Randy Pobst Driving Experience School a short time ago, and decided the first, best advice I could give was *survive*. If we all have the same understanding of the rules, then we can race very hard with minimal bashing. If we do not, then we crash, and I think I'm right and the other driver thinks he right and we may very well have the same crash again next race. Like in football, where the rules are quite strict and specific about what can be done, we need that.

But also like in football, soccer, boxing and most other person-to-person sports, the referees determine the level of violence in the competition. Our stewards must be well educated in racing. Sportsmanship is racing as hard as possible without hurting the other guy. It's not macho; it's gentlemanly. It's not reality TV drama; it's emotionally controlled and smart. Sportsmanship is non-contact. 



When racing fields are this close, contact is inevitable. Regardless, contact should still be avoided.

IRINA BOUZENKOVA

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Inside Track

BY JAMES KEARNEY PHOTO PHILIP ROYLE

Janet Bruce, Central Division's Worker of the Year

Working the grid or the pits is way more complicated than just parking cars. When Janet Bruce trains a newbie to work the grid or pit, she transmits a lot of information. But the biggest thing she teaches them is to keep their eyes open at all times. First, being run over is never good. Second, you need the eye of an eagle to assess all that is coming your way.

She first connected with the SCCA when she tagged along to a Regional Club race at the Charlotte Motor Speedway. She and her husband Archie were then living in North Carolina. Her first impression of racing? "I was down on the hot concrete and there was no air anywhere." But she is a self-admitted sports fanatic and here she is close to the action.

"I like the camaraderie of the Club and I like the fact that my job is hands on. When a driver comes up to the grid and I see a possible issue, I tell them." To Janet, it is important to let the overall impression of the car and driver sink in. She has seen a slight wobble of a wheel as a car came to the grid and followed up to find four of five lug nuts missing.

"I like to think that I can fix things. I'm a former do-it-yourself mechanic who grew up on a small farm in the desert of Southwest Idaho."

She looks for dripping fluids in addition to the requisite tech and helmet stickers. She also looks for helmet straps undone and missing gloves. "I want to help them be ready and also be safe."

She trains grid workers to look at the driver's eyes. "I want them to get a vibe from the driver. There's a big difference between nervous-nervous and nervous-focused. Some talk on the grid and some don't. I try to teach my workers to spot the difference between those who are zeroed in and those who are zeroed out. At the five-minute whistle I watch for who is getting ready promptly and those who might not make it in time."



“YOU HAVE TO HAVE EYES IN THE BACK OF YOUR HEAD” Janet Bruce

At the 2011 National Championship Runoffs, Janet Bruce was presented with the BFGoodrich Tires Worker of the Year Award for the Central Division – a token of appreciation for all the hard work she has put in to the Club.

Whether she is working the grid or the pit lane, she is all about safety and that applies to herself and her crew. "You have to have eyes in the back or your head. You don't want to turn your back on cars in the hot pits."

Since 2008, she has been the Pit Chief at the Runoffs. In 2010, she and her pit worker crew were put to the test in a massive crash right at the start of the GT-1 race. "Sometimes we are the first to the scene of an accident, and this was a big one. But we absolutely can't go over the wall onto a hot track. So I ran along the wall and tried to get the driver's attention to see if they were conscious. We wear big orange gloves and I waved at the drivers to try to get a thumbs-up. If I could reach the car, I'd lean over and pound on the bodywork to get their attention."

"I thoroughly enjoy being so up

close and personal with the cars. I get to know the drivers and their families." She has also done some flagging and has worked timing and scoring and even acted as starter. I'll do whatever it takes to make the event go smoothly."

You can't do much to surprise her – at this point she's seen it all. She worked 40 track days in 2010 and 29 days in 2011. What is the strangest thing anyone has asked her on the grid? "One guy asked me for a light," she laughs. "I told him he had to get out of his car and be out of the grid area before he could smoke."

She was very pleased to be selected as Central Division's BFGoodrich Tires Worker of the Year, and she is in the process of selecting her free set of tires. "It is very nice to be recognized, but I do it because I want to do it." 🟡

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Allan P. Harhay
Malinda Jaroch
Steven Lyle Jaroch
Linda Louie
Alan Martin
Sharon Dee West

20-29 DAYS

Steve Archer
C.W. Armbrust
Mark Biamonte
Fred R. Brinkel
Amy Brock
James Brook
Janet Lynn Bruce
Bart Carlevaro
Arthur Allan Coy
Penelope R. Coy
Stanley C. Damren
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Wayne Quick
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R.J. Shaw
Edward Harold Shuler
Bob Smethers
Stephen J. Spring
David W. Sterling Jr.
Naomi Swanson
Kelsey Tucker
Lori Vitagliano
Jay Vitagliano
William W. Von Suskil
Daniel J. Zane

12-19 DAYS

Richard D. Alexander
Charles R. Argila
Bill Armitage
Kevin D. Bailey
William J. Baldwin
Cecil Barbee
Peggie Barten
William A. Binns
Del Bockman
Charles Warren Bryant
James T. Bucher
James A. Buckberry
Alexandra B. Clark
Kyle Colbey
Dean Croucher
Gloria A. Dickerson
Paul Phillip Dorsey
Johnny Lewis Dunbar
Brian Dupuy
Joyce Dupuy
Martyn Eastwood
Erin Ebeltmesser
Bruce Endicott
Michele Eversoll

Karen Lynne Fearing
Richard E. Fedler
James Doyle Ford
Beau Gabel
Thomas J. Galuardi
Daryl L. Gardner
John A. Gerben III
Margaret Gibson
John H. Ginther
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Phillip G. Glendon
LisaKay Golde
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Christy Graham
Sherry Grantz
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THE VOLUNTEER INCENTIVE PROGRAM

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First Gear

BY R.A. McCORMACK PHOTO RUPERT BERRINGTON

Katelyn Johnson finds time for a bit of everything

Like a high-powered corporate CEO, the days of 18-year-old Katelyn Johnson of Plano, Texas, are broken into hourly increments, with each one booked in advance. It's what makes her a National Honor Society student allowed to be away seven school days so she could compete at the Tire Rack Solo National Championships this year. But it was the then 17-year-old's extraordinary intensity and determination that produced a championship in STXL driving a borrowed Honda Civic.

With the attention to detail of the mechanical engineer she plans on becoming, Katelyn knows how many hours per week each of her activities takes, and how many weeks per year. Coupled with this mental discipline is boundless energy. "I just can't sit still," she says with her infectious grin. "I'm no good at that."

That's why summer employment can be spent being a paid nanny for pre-teen youngsters in two different families, racking up 50 hours a week supervising their activities. But that's only the beginning.

For example, she admits she's a terrible singer, but that didn't stop her from joining the girl's choir in the large (2,000 member) Methodist church to which her family belongs. "It gives me more time with my friends on Sundays," says Katelyn. Plus there's the added attraction of a weeklong summer tour singing at nursing homes and juvenile detention centers in Texas, Colorado and other locales. The church also conducts weeklong missions during the year for which Katelyn volunteers, doing things like building wheelchair ramps and helping improve the lot of the homeless.

She was a gymnast for 10 years ("a ball of fire competitor" says father Sam, Katelyn's "first sponsor" and steadfast supporter), but in 2008 finally gave up the time commitment (four hours a day, five days a week) in favor of a less time-consuming



“WITHIN TWO WEEKS WE WENT TO OUR FIRST RACETRACK” Katelyn Johnson

Katelyn Johnson has a knack for filling every moment of her day. During the 2011 Tire Rack Solo National Championships, she filled her days winning the STXL National Championship. For being this month's First Gear member of the month, Johnson will receive a \$200 certificate to SafeRacer.

member of the high school drill team (one hour a day) – and pursuing as many Solo events as she can find.

We have Walt Disney to thank for this all-consuming interest. As Katelyn relates, "For my 8th birthday party I had some friends over and we watched the premier of *Right on Track*, a Disney channel movie about the Enders sisters, who raced dragsters. Within a week I told my Mom that I wanted to race cars. Her response was a very sarcastic 'Yeah, OK' because no one in my family had ever raced or knew about racing.

"She figured I would forget about it in a week. However, after bothering her for a month or two, I went to my Dad. Within two weeks we went to our first racetrack to see what it was all about and I got a go-kart for Christmas. I began racing cage karts on dirt ovals when I was 9 and did that for about five years. After I outgrew my quarter-midget, I did a few road course events and heard about autocross. As much as I loved wheel-to-wheel

racing, the Formula Junior class in Solo was a lot more affordable."

Ann Hollis, multi-time Solo champion (along with her husband, Andy), picks up the story from there. "Three years ago at a local event in Dallas," she recalls, "I saw a little Formula Junior kart flying around the course, but spinning out frequently due to over aggressiveness. It was Katelyn. After her runs were over, I told her she had the raw skills to eventually become a Solo National Champion."

Ann didn't realize then how quickly this would happen and that she would be directly involved. "This season," she says, "Katelyn co-drove with friends of ours, Kim and David Whitener, who put her in a competitive car (STS CRX) for the majority of the year and worked together as a team.

"With Kim well on her way to her first Solo championship in STSL and with me unable to defend my 2010 STXL title, the idea arose to allow Katelyn to drive our Civic in that class. While she had driven Civics before and the Whitener CRX she had been driving was similar, the first time she ever turned a wheel in our car was on the practice course at the Solo Nationals. Andy worked with her on driving technique during the Evolution Driving School session the day before she would compete. I then coached her during the competition."

Katelyn's come-from-behind win is described in *SportsCar's* November issue. As for the future, "My personal, professional and motorsports futures will be intertwined," she says firmly. It will include a full season co-driving an F Mod car with friend and advisor Greg Piper – you can follow on her new website (www.katelynracing.com). Her college choice will depend on scholarship aid, but an FSAE team will be mandatory. In fact, her decision to drive in F Mod is calculated to help build the skills that will translate to driving an FSAE car.

"There are so many wonderful people I have met who have helped me," she enthuses. "Driving might be like an individual sport, but it's hard to imagine being successful without the help and support of others in our big SCCA 'family.' And besides, it could never be this much fun!"

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THE 2011 NATIONAL CHAMPIONSHIP RUNOFFS



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Decisions, decisions. This year's National Championship Runoffs, held at the end of September at Road America, turned out to be a week of choices for everyone participating in the championship event.

To start, the first day of qualifying, Monday, Sept. 19, saw early morning rain. At the time, most weather reports showed overcast skies for the remainder of the week and into the weekend, so many drivers opted to forego their first qualifying session.

The weather reports were wrong.

Those racing on Friday had the benefit of dry conditions, but Saturday and Sunday drivers had serious decisions to make. Saturday started damp, while Sunday started damp, dried slightly and then saw a tremendous downpour. Competitors

on either of these days were forced to pick tires, be they dry, intermediates or full wets, knowing their decision could be the key to clinching that elusive championship.

There were other decisions to make, as well. This year, every class had four qualifying sessions, but only Spec Miata had its own dedicated qualifying session each day. Coming up with a qualifying strategy was essential – a poorly made decision could see a driver stuck behind a slower class car through a key corner, or a slower car might have to give up a great qualifying lap so as to not impede the faster class.

For 28 competitors, the decisions they made throughout the season resulted in a National Championship. But only three wrapped up their seasons claiming SCCA's Super Sweep, which requires winning a special



Come rain or shine, workers manned their posts at this year's National Championship Runoffs, ensuring some 500 competitors could safely compete at SCCA's most coveted Club Racing event of the year.



qualifying race, leading their class in the National Points Series, and capping that off with a National Championship crown. Only Scott Rettich in Formula Enterprises, Darryl Wills in Formula Mazda and Michael Mallinen in Formula Atlantic accomplished the feat this year.

Then there are decisions that will have to come. Throughout the week, Club Racing Board town hall meetings were held and the topic of class participation rule kept arising.

Town hall after town hall, the CRB and Board of Directors assured everyone that the fate of the classes and racing in general was not bleak. Decisions will be made in the coming months about the plan of action in order to ensure that everyone who wants to race still can.

A decision that had been made

prior to this year's Runoffs was that the Runoffs will remain at Road America through at least 2013 – the 50th running of the Runoffs. The SCCA wanted to make sure this milestone event would be held at a track with as much heritage as the National Championship.

The final decision is now up to you: Which race coverage will you read first? This issue has 40 pages of Runoffs coverage for you to absorb. And when you've read all there is to read, head to www.speedcasttv.com to watch free on-demand Web coverage of the entire National Championship Runoffs.

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CHAOS, THE SEQUEL

RACE 1 SUPER TOURING OVER

For the second year at the SCCA National Championship Runoffs, Super Touring Over and Touring 1 shared the track in a split start race group. In 2010, a front straight crash within feet of the green flag sidelined a significant percentage of the T1 field and resulted in a long full course caution followed by a short sprint race (seven laps instead of 13) for both classes.

Once again an early race crash would result in an abbreviated championship race for both classes, but it did nothing to curtail the on-track action in STO once racing resumed.

Scott Tucker started from the pole in his Microsoft Porsche 996, with 2010 STO winner David Pintaric giving chase in his Kryder Racer/Carbotech/Hoosier Dodge Viper ACRX and Joe Koenig hot on their heels in his Drywallart.com/Hoosier/Fall-Line BMW M3.

This year's opening lap wreck paled in comparison to the enormity of the 2010 incident, with only two cars being sidelined this time. As the lead pack made its way toward Canada Corner, Pintaric made a move to reclaim second place, which he had given up to Koenig in Turn 3, the two cars touched and Koenig spun, blocking the exit and leaving Jerry Onks no chance of avoiding him. The resulting impact sidelined both Onks and Koenig. Koenig suffered serious injuries from the impact, but reportedly his recovery is going well.

Following the accident, more than half of the race laps were spent behind the pace car while the safety crew extracted Koenig from his BMW and the track was cleaned up.

On lap eight the green flag flew once again, on the now time-shortened race. The race that ensued was a spectacular two-man show with Tucker and



JOHN W. WILMOTH

Pintaric battling hard. Pintaric's Viper ACRX seemed to have the edge in the braking zones over Tucker's turbo Porsche. At one point, Pintaric made a bold move, out-braking Tucker into Turn 1, but dipping his right side tires in the grass, ultimately hurting his corner exit and allowing Tucker to regain the lead.

As the minutes ticked away, Pintaric made numerous attempts to overtake Tucker under braking, often getting along side, but was never able to close the deal. At the checker, Tucker claimed the gold, his third straight Runoffs National Championship, with Pintaric picking up the silver 0.728sec later. Gary Kachadurian claimed the bronze more than a minute later.

"I'm still sweating right now," Tucker said after the race. "[Pintaric] drove one hell of a race. I've raced with him for seven years now, and his game is just on top. He put pressure on me everywhere. He took advantage of every mistake I made."

Jason Isley

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Scott Tucker/Atl (Porsche 996) 3.40.767 / 2.18.780 / **2.16.462** / 3.00.095; 2. David Pintaric/MVR (Dodge Viper ACRX) No time / **2.16.527** / No time / No time; 3. Joe Koenig/CHI (BMW M3) 3.05.674 / **2.17.747** / No time / 3.09.195; 4. Jerry Onks/TEN (Chevrolet Corvette Z06) No time / **2.20.833** / No time / 3.37.251; 5. Marty Grand/WDC (Mitsubishi Evo IX) 2.58.733 / No time / **2.33.028** / No time; 6. Sean Maloney/STL (Chevrolet Corvette) 3.32.844 / 2.57.067 / **2.55.559** / 3.45.920; 7. Gary Kachadurian/CHI (BMW M3) No time / No time / No time / **3.43.933**; 8. Steve Zink/Tex (Ford Mustang) No time / No time / No time / No time; 9. Lance Stewart/Reno (Ford Mustang) No time / No time / No time / No time; 10. CJ Moses/NCR (Mitsubishi Evo X) No time / No time / No time / No time;

Koenig - Loss of Q3 Qualifying times per Chief Steward
- GCR 9.1.4.1.B.2.d

Onks - Loss of Q3 Qualifying times per Chief Steward
- GCR 9.1.4.1.B.a & d

RACE ▶ 12 laps, 48 Miles: Pos. Driver (Laps); 1. Scott Tucker (12); 2. David Pintaric (12); 3. Gary Kachadurian (12); 4. Marty Grand (9); DNF. Joe Koenig (0); DNF. Jerry Onks (0); DNS. Sean Maloney (0); DNS. Steve Zink (0); DNS. Lance Stewart (0); DNS. CJ Moses (0); **Overall Time of Race:** 40.35.968; **Average Race Speed:** 70.937 mph; **Margin of Victory:** 0.728 seconds; **Hawk Fastest Race Lap:** 2.15.047 (106.630 mph); **Lap Leaders:** #55 - Laps 1 - 12; **Sunoco Hard Charger:** #02 Gary Kachadurian



RICK CORVINE

**RACE 1
SUPER TOURING OVER**
SCOTT TUCKER
Atlanta Region
Porsche 996

The race between Scott Tucker (55) and David Pintaric (40) was intense, with Tucker taking the win. (ABOVE) Finishing third was Gary Kachadurian.



DENNIS WOOD

MADE IN THE USA

RACE 2 TOURING 1

By the time Touring 1 class had finished qualifying, there was no doubt that an American car would finally reclaim the top of the podium. The field consisted of 10 Corvettes and one Viper – the Ferrari that won last year was moved from the class for 2011, and no other foreign supercar attempted to take its place.

After a runner-up finish in 2010 piloting a Dodge Viper, John Buttermore returned in a C6 Corvette and claimed the Gumout pole – certainly his coworkers back at GM had to be a little happier about his car choice. The only other driver within the same second during qualifying was Tom Sloe, in a C5 Corvette, who qualified second.

As the green flew, Sloe and Buttermore held formation side by side; drag racing down the strait. As they entered the braking zone for Turn 1, Buttermore held the inside line, giving him the advantage into the turn. By Turn 3 Buttermore, in his Hoosier/Carbotech/Stoptech Chevrolet Corvette, began to check out on the rest of the pack. But it was short lived, as the field came upon Canada Corner and the Super Touring Over indecent involving Joe Koenig and Jerry Onks. This quickly turned into a full-course yellow, and the field would follow the pace car for more than half the race laps.

The lap eight restart found the front of the T1 field mixing it up with the back of the STO class, Buttermore made quick work of the slower STO cars, while Sloe lost just enough momentum that he did not get a shot at the leader. Once again, Buttermore began to gap the field, and now Sloe, in his Hutter Racing Eng/Hoosier/Russell A Chevrolet Corvette, had a mirror full of Mike McGinley, in the Superior Chevrolet Corvette C6.

Unfortunately, the carnage was not over, as contact between Kyle Kelley and Norman Betts left Betts in the gravel outside of Turn 8 with a very torn up Corvette.

As the now time-limited race wound down, Buttermore stretched his lead to a comfortable 8.9sec gap, and claimed his first Runoffs National Championship, while Sloe held on for second and McGinley took the final step on the podium.

“I am pretty excited,” said Buttermore after the race. “It’s a big effort. The last four years I’ve gotten four medals, all of the wrong color and with three different cars. It’s kind of been a hodgepodge adventure to finally get this win with the Corvette, which is the best car on the street and on the track.”

After a disappointing 2010 Runoffs, in which Sloe was one of the many sidelined by the opening lap wreck, a silver medal is some level of redemption. “At the start, I was going to try to out-brake [Buttermore],” said Sloe. “The C5 is a little bit lighter. Just because they’re Corvettes, they’re not equal. The C5 needs a little bit of help to compete

against the LS3 C6, but I was trying my best. I’m sitting in the wrong chair. But, that’s the way it goes. I am happy to be on the podium.”

“It was a real good race,” McGinley said of his run to third. “It was a lot of fun, but it was a real short race after the caution. I think it was six laps that we were under caution. But, it was very exciting.”

Jason Isley

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. John M Buttermore/DET (Chevrolet Corvette) No time / **2.22.030** / 2.22.209 / No time; 2. Tom Sloe/NEO (Chevrolet Corvette) No time / 2.23.781 / **2.22.504** / 3.40.932; 3. Mike McGinley/KOR (Chevrolet Corvette) No time / **2.24.379** / No time / No time; 4. Michael Pettiford/Colo (Chevrolet Corvette GS) 3.16.799 / 2.27.335 / **2.24.715** / No time; 5. David Sanders/PHL (Chevrolet Corvette Z06) No time / 2.27.611 / **2.25.655** / 4.18.643; 6. Oli Thordarson/CSCC (Chevrolet Corvette Z06) 3.18.962 / 2.27.360 / **2.26.988** / 3.13.007; 7. Tim Hund/ODR (Dodge Viper) No time / 2.29.380 / **2.28.808** / No time; 8. Michael Waszak/CHI (Chevrolet Corvette) No time / **2.31.222** / 2.34.677 / No time; 9. David Koller/Hous (Chevrolet Corvette C6) No time / No time / **2.36.904** / 3.49.296; 10. Kyle Kelley/CSCC (Chevrolet Corvette) No time / **3.23.901** / No time / No time; 11. Norman Betts/DET (Chevrolet Corvette Z06) No time / No time / No time / **3.29.614**;

McGinley - Loss of Q3 Qualifying times per Chief Steward - GCR 5.9.3.C

RACE ▶ 12 laps, 48 Miles: Pos. Driver (Laps); 1. John M Buttermore (12); 2. Tom Sloe (12); 3. Mike McGinley (12); 4. Michael Pettiford (12); 5. David Sanders (12); 6. Oli Thordarson (12); 7. Tim Hund (12); 8. Michael Waszak (12); 9. Kyle Kelley (12); 10. David Koller (12); 11. Norman Betts (7); **Overall Time of Race:** 41.06.615; **Average Race Speed:** 70.058 mph; **Margin of Victory:** 8.931 seconds; **Hawk Fastest Race Lap:** 2.22.069 (101.359 mph); **Lap Leaders:** #52 - Laps 1 - 12; **Sunoco Hard Charger:** #79 Kyle Kelley

John Buttermore (52) claimed his first National Championship. Tom Sloe (97) finished second, with Mike McGinley (50) in third.

**RACE 2
TOURING 1**
JOHN M BUTTERMORE
Detroit Region
Chevrolet Corvette



LEAD EARLY, LEAD OFTEN

RACE 3 FORMULA VEE

You can always count on a big field, close racing and an even closer finish in Formula Vee. In 2010, Rick Shields set the record for the second narrowest margin of victory at the Runoffs when he beat Roger Siebenaler to the line by 0.017sec. This year, with 34 starters set to race, a number of which were past champions in the class, everyone watching was guaranteed a great show.

In qualifying, 2009 FV Champ Michael Varacins once again showed he has Road America dialed in a Vee like no other, driving his Speed Sport/Veetech/Hoosier Speed Sport AM-5 to a lap time half a second clear of the field, earning him the Gumout pole position.

At the start, Varacins stayed on point in to Turn 1, while Siebenaler jumped from fourth on the grid to second in his Autowerks/Hoosier Mysterian M2, and Jonathan Weisheit made an incredible run from a sixth starting position to claim third. This formation held until the run down to Canada Corner, where Siebenaler made the move to the front, taking Weisheit and Shields with him. This early racing gave the lead pack little opportunity to break from the field, as rather than pairing up and trying to make a gap, it appeared that everyone wanted a chance on point.

As the first lap clicked off, Siebenaler was credited with

leading, but that only lasted until Turn 1, where once again Varacins showed the way. The lead pack had now grown to 11 cars, but had managed to put some space between it and the rest of the field. At this point, they were so tightly packed on the track that a misstep by anyone could have collected the entire group.

While Varacins seemed to own the front half of the track, Siebenaler was equally as strong on the back half, and on lap two would again lead the pack out of Canada Corner. The lead pack soon began to shrink. What were 11 cars now became a pack of four, Siebenaler, Shields, Varacins and Charles Hearn, with a large pack hanging just a few car lengths back. Hearn got a bit deep into Turn 8 and quickly fell from the leaders and into the clutches of the main pack.

The leaders, Siebenaler, Shields and

Varacins, settled into a groove and began to stretch their advantage on the field. Although, as they paraded three wide across start/finish, one had to wonder how much cooperation was going on, and if this would allow the rest of the field to catch them?

Certainly Bob Neumeister, who was leading the chase pack in his Hoosier/Red Line Oil Vortech, had to be

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Michael Varacins/CHI (Speed Sport AM-5) 2:48.741 / **2:41.774** / 2:41.970 / No time; 2. Robert Neumeister/Colo (Vortech Formula V) 3:03.811 / 2:43.617 / **2:42.227** / 3:42.853; 3. Rick Shields/STC (Volkswagen VDF-2) No time / 2:43.958 / **2:42.535** / 3:33.422; 4. Roger Siebenaler/NNJ (Mysterian M2) No time / **2:42.628** / 2:42.910 / 3:09.589; 5. Charles Hearn/Hous (Vortech Vortech) 2:57.549 / 2:45.653 / **2:43.036** / 3:48.183; 6. Jonathan Weisheit/WDC (Protoform P3) 2:50.042 / **2:43.205** / 2:44.875 / No time; 7. Chris Jennerjahn/Milw (Vortech Vortech) 3:01.983 / **2:43.287** / 2:44.452 / 3:17.218; 8. Stevan Davis/Atl (Racer's Wedge SB-1) 2:52.122 / **2:43.293** / 2:43.323 / 3:13.121; 9. Dennis Andrade/Nwst (Vortech FV) 3:07.188 / 2:43.784 /

RACE 3
FORMULA VEE
ROGER SIEBENALER
Northern New Jersey Region
Mysterian M2



hoping that the leaders would hold each other up.

It did not take long for Neumeister to work his way up to the leaders, bringing Dennis Andrade with him, making it a five-car battle for the podium. Seemingly motivated by the party crashers, the now bigger lead pack stepped it up a notch and started to distance themselves from the rest of the field.



RUPERT BERRINGTON

2.43.403 / 3.28.803; 10. Gary Blararik/OVR (Silver Bullet Eins) No time / **2.43.593** / 2.44.354 / 3.16.726; 11. Ed Womer/NOR (Womer EV3) No time / **2.43.807** / 2.45.314 / 3.21.836; 12. Ron Whitston/Milw (Protoform P2) No time / **2.43.875** / 2.44.010 / No time; 13. Bill Johnson/KCR (Vortech FV) 3.07.445 / **2.44.304** / 2.44.589 / 3.18.740; 14. Andrew Whitston/Milw (Protoform P2) 3.02.942 / 2.44.573 / **2.44.400** / 3.24.413; 15. Daniel Oseth/WDC (Formula Vee Vortech) No time / **2.44.903** / 2.46.490 / 3.18.278; 16. Andrew Abbott/DET (Vector AM-1) 3.10.821 / **2.44.912** / 2.45.418 / No time; 17. Charles McCormick/DET (Vortec CM1) 3.01.748 / 2.45.744 / **2.45.186** / 3.18.236; 18. Dave Scaler/NNU (Mysterian CM2) 3.14.422 / **2.45.354** / 2.45.941 / No time; 19. Lisa Noble/KAN (Vortech FV) 3.03.767 / **2.45.391** / 2.45.492 / No time; 20. Brandon Abbott/DET (Vector AM-1) 2.58.792 / **2.45.665** / 2.49.934 / No time; 21. Dale Rader/BMR (Volkswagen Protoform) 3.04.478 / **2.46.041** / 2.48.429 / 3.29.337; 22. Stuart Delaney/DET (Adam J) 3.03.295 / **2.46.146** / 2.48.323 / 3.31.079; 23. Dean Curtis/PHL (Womer EV3) 2.55.407 / **2.46.196** / 2.47.991 / 3.28.225; 24. Russell Fredericks/FLA (Caracal D) 3.08.540 / **2.46.808** / 2.47.409 / 4.20.783; 25. Ron Wake/CSOC (Mysterian M4) 2.59.381 / No time / **2.47.007** / 3.22.618; 26. Guy Bellingham/NEO (BRD AFV02) No time / **2.47.433** / 2.48.720 / 3.18.468; 27. Mark Edwards/CSOC (Glamdring) 2.58.632 / **2.47.716** / 2.49.487 / No time; 28. Jim Dzielior/CHI (Citation Speedsport) No time / No time / **2.49.475** / 3.48.558; 29. Andy Pastore/NER (Citation 89FV-06) 3.07.059 / 2.49.987 / **2.49.528** / 3.34.458; 30. Robert O'Connor/WDC (Vortech FV) No time / **2.51.831** / 2.58.018 / No time; 31. Charlie Turner/CSOC (Protoform P3) No time / 3.07.858 / **2.55.626** / 3.37.597; 32. Hughie Maloney/NEP (Womer EV3) 3.10.059 / **2.57.013** / 2.57.462 / No time; 33. Harry Schneider/CFR (Adams Aero FV) 3.09.116 / **2.57.358** / 2.58.543 / No time; 34. James Vaseff/Atl (Citation XTC-41) 3.19.007 / **3.07.711** / 3.08.489 / 3.38.908;

Wake - Loss of 02 Qualifying times per Chief Steward
- Supps 9/12



JEFF LOEWIE

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Roger Siebenaler (13); 2. Robert Neumeister (13); 3. Michael Varacins (13); 4. Rick Shields (13); 5. Dennis Andrade (13); 6. Stevan Davis (13); 7. Ed Womer (13); 8. Gary Blararik (13); 9. Charles Hearn (13); 10. Chris Jennerjahn (13); 11. Daniel Oseth (13); 12. Andrew Abbott (13); 13. Lisa Noble (13); 14. Stuart Delaney (13); 15. Brandon Abbott (13); 16. Russell Fredericks (13); 17. Bill Johnson (13); 18. Dave Scaler (13); 19. Dale Rader (13); 20. Mark Edwards (13); 21. Robert O'Connor (13); 22. Guy Bellingham (12); 23. Hughie Maloney (12); 24. Jim Dzielior (12); 25. Harry Schneider (12); 26. James Vaseff (11); 27. Dean Curtis (7); 28. Ron Whitston (7); 29. Ron Wake (7); 30. Charlie Turner (6); 31. Jonathan Weishelt (6); DNF. Andy Pastore (5); DNF. Andrew Whitston (2); DNF. Charles McCormick (2); **Overall Time of Race:** 35.29.792; **Average Race Speed:** 87.896 mph; **Margin of Victory:** 0.131 seconds; **Hawk Fastest Race Lap:** 2.41.435 (89.200 mph); **Lap Leaders:** #72 - Laps 1 - 9, #65 - Lap 10, #94 - Lap 11, #72 - Laps 12 -13; **Sunoco Hard Charger:** 06 - Robert O'Connor

(FAR LEFT) With a field this close, Roger Siebenaler's (72) victory was never a sure thing. At the checker, he clinched the win by 0.131sec over Robert Neumeister (ABOVE). Michael Varacins (LEFT) came in third, 0.587sec behind Neumeister.

Coming into the braking zone for Turn 5 on lap 10, Shields had a moment as his car crossed the painted curbing. This slip put him and Andrade a few car lengths back of the leaders.

With one lap to go, Siebenaler lead Neumeister, Varacins and Shields, with Andrade a few lengths back and to make things a bit more interesting, lapped traffic was becoming heavy.

Dropping down to Turn 5 for the final time, Varacins pushed his way to the front, with Siebenaler shuffling back to third. At this point, Siebenaler seemed to lose the pace of Varacins and Neumeister, drifting back just a few car lengths - or perhaps he knew that in FV it almost never works out for the person leading the last lap out of the final turn.

Around the Kink and down to Canada Corner, Siebenaler built up a head of steam, overcoming the small gap the leaders had on him as he challenged Varacins for second. The two went side by side, with the advantage going to Siebenaler as they approached Turn 14.

Climbing the hill, Neumeister held the lead and was trying to break the draft, but Siebenaler was glued to his gearbox. Varacins ran wide out of Turn 14, allowing Shields to get alongside up the hill. Timing it perfectly, Siebenaler popped out of the draft to slingshot past Neumeister for the win by 0.131sec, with Varacins just edging Shields for third.

The win marked Siebenaler's third FV title (his last coming in 2000), and

this was most certainly some redemption after being on the wrong end of the 0.017sec finish in 2010.

"This feels great," said Siebenaler. "It feels better than my first win because this is not an easy track to try to do that at. You don't know what kind of chance you have until the last lap and you don't know where you're going to be until you cross the finish line because drafting is such an issue."

The runner-up finish for Neumeister exceeded his expectations for the day. "It was a lot of fun," said Neumeister. "It was a way better [finish] than I thought I'd get."

For polesitter Varacins, finishing third may have been less than ideal, but considering the level of competition and the way the 2010 championship race ended for him, it was a great result.

"It's hard to complain," said Varacins. "Certainly we would have liked to be a couple spots higher, but with these kinds of races, third place is nothing to complain about. These races are hard to predict. It's hard to get away because there are a lot of fast guys. On the last lap, there were maybe four of us who had a shot at winning going up the hill. It's just the way it worked out. It was a clean race. It was a great race."

Jason Isley



KEN BROWN

**RACE 4
GT-3**

JOHN BLACK

San Francisco Region
Nissan 350Z

RICK COORWINE

NO MISTAKES

RACE 4 GT-3

John Black (Murillo Racing Nissan 350Z) is a past Spec Racer Ford National Champion who has been trying to find his way to a GT-3 championship for the past several years. He's gotten close – and usually runs up front – but until this year he was not able to close the deal.

"I've made a number of mistakes and lost races because I thought I could have it in the first few laps," said Black. "But this year I said, 'You know what? If they get by you, it's 13 laps.' So I kept having to talk myself down because people were going by me. I just tried to stay as calm as I could."

Michael Cyphert (Toyota Motorsports/TRD/RedLine Oil/Goodyear Toyota Celica) had put his car on the pole with a fast time of 2:22.005, about 0.3sec faster than the outside polesitter Jeff Dernehl (Roswell Outback Auto/RRE/Hoosier Mazda RX-7). Black and 2010 Champion Rob Warkocki made up the second row.

At the start, Dernehl grabbed the lead into Turn 1, followed by Black, Cyphert and the rest of the field, but Warkocki took his turn up front by Turn 7. 2009 GT-2 Champion Ric Bushey in his Nissan 350Z and Wolfgang Maie (Toyota/Goodyear/Redline Toyota Paseo) were also hot in the mix.

"The early battle was pretty neat," Dernehl said. "Rob Warkocki...got me out there – I had just a little bit of pull on him on the straightaway, and I got it back in Turn 1. Then I buckled down and started working real hard to pull away. I thought, 'Wow, this could be it,' but then I looked in the mirror and there was good old John. He's a tough cat. He hung in and chased me down."

Black took the lead in Turn 1 on the second lap, and then Cyphert and Warkocki came together in lap three, taking Cyphert out of the race and Warkocki out of contention for the lead pack. The race was now down to Black, Dernehl and Maie, with Black's Nissan and Dernehl's Mazda

pulling away from Maie's Toyota.

"For me it was an uneventful race, because the guys in front took off," Maie said.

Dernehl and Black traded the lead a few more times in the middle laps, but then Black started to open a lead as the race moved on. Back in the pack, Chad Bacon moved his Toyota Celica up from last on the grid to fourth place by the 10th lap, and had a fantastic race with last year's second-place finisher Mike Henderson in his Mazda RX-7 until the Toyota suffered mechanical problems and was forced to retire.

The final laps of the race were mostly uneventful, and Black claimed his victory with a relatively comfortable margin of 3.542sec over Dernehl, with Maie taking third. Henderson finished in fourth place and Jim Hargrove finished fifth in his Honda Civic Si.

QUALIFYING ▶ Pos. Driver/Region (Car) Time

Session 1/Time Session 2/Time Session 3/Time

Session 4; 1. Mike Cyphert/NEO (Toyota Celica)

No time / 2.24.756 / **2.22.005** / No time; 2. Jeff

Dernehl/Ati (Mazda RX-7) 2.25.984 / 2.24.425 /

2.22.352 / 3.14.004; 3. John Black/SFR (Nissan 350Z)

2.24.907 / 2.23.755 / **2.22.897** / 2.28.480; 4. Rob

Warkocki/CHI (Mazda RX-7) No time / 2.25.094 /

2.23.788 / No time; 5. Wolfgang Maie/CSCC (Toyota

Paseo) No time / 2.25.335 / **2.24.538** / 2.55.549; 6. D

Richard Bushey/ODR (Nissan 350Z) 2.26.558 /

2.25.926 / **2.24.603** / 2.36.800; 7. Paul Young/DET

(Ford Probe) 2.27.413 / **2.25.123** / No time / No time; 8.

Mike Henderson/SanD (Mazda RX-7) No time /

2.32.788 / **2.26.283** / 3.09.533; 9. Joe Kristensen/DET

(Acura RSX) 2.31.877 / 2.29.733 / **2.26.594** / 2.35.146;

10. Jim Hargrove/Ore (Honda Civic Si) No time / No time /

2.26.822 / 2.34.412; 11. Jim Valdez/Colo (BMW E46)

2.38.459 / 2.33.104 / **2.30.164** / 2.57.970; 12. Kerry Bonner/

Hous (Ford Probe) 2.42.262 / **2.30.257** / 3.01.686 /

2.36.445; 13. Ken Nelson/DET (Nissan 200SX) 2.32.998 /

2.33.618 / **2.31.889** / 3.11.301; 14. Dave Dobry/DET (Eagle

Talon) 2.48.086 / No time / **2.42.789** / No time; 15. Roger

Welling/NNJ (Nissan 280ZX) 2.47.955 / **2.46.703** / 2.47.451

/ 2.53.894; 16. Chad Bacon/ETR (Toyota Celica) No time /

No time / **2.55.165** / No time;

Hargrove - Loss of Q2 Qualifying times per Chief Steward

- GCR 9.1.2.F.4.b.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps):

1. John Black (13); 2. Jeff Dernehl (13); 3. Wolfgang Maie (13); 4.

Mike Henderson (13); 5. Jim Hargrove (13); 6. Rob Warkocki

(13); 7. Ken Nelson (13); 8. Kerry Bonner (13); 9. Dave Dobry

(12); 10. Roger Welling (12); 11. Chad Bacon (10); DNF. Joe

Kristensen (5); DNF. D. Richard Bushey (3); DNF. Mike

Cyphert (2); DNS. Paul Young (0); DNS. Jim Valdez (0);

Overall Time of Race: 31:22.952; **Average Race Speed:**

99.418 mph; **Margin of Victory:** 3.542 seconds; **Hawk**

Fastest Race Lap: 2:23.894 (100.074 mph); **Lap Leaders:**

#78 - Lap 1, #03 - Laps 2 - 6, #17 - Laps 7 - 13; **Sunoco**

Hard Charger: #91 - Ken Nelson



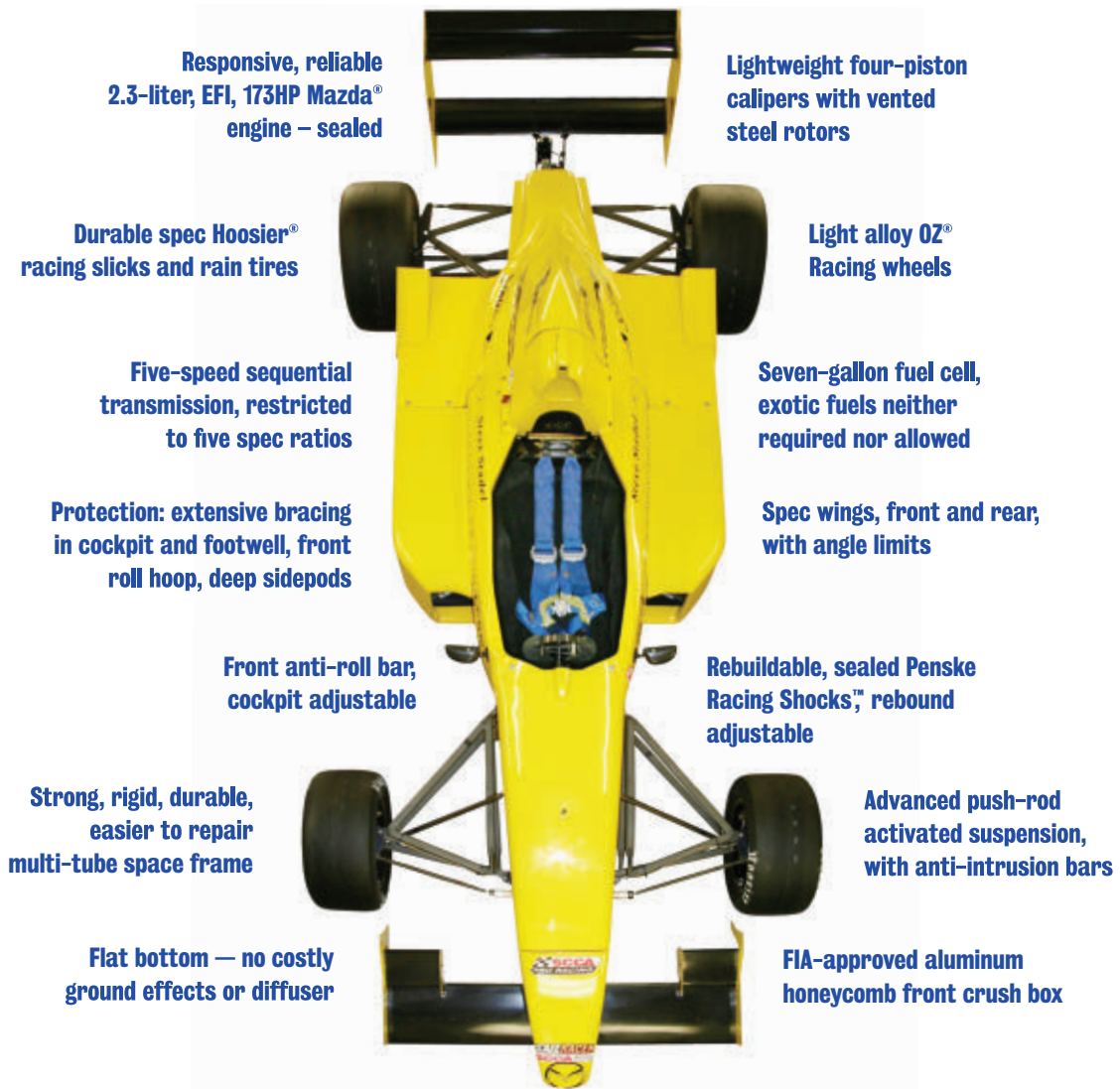
JOHN W. WILMOTH

(TOP) John Black (17) finished on the top of the podium, joined by Jeff Dernehl (03) in second and Wolfgang Maie (ABOVE) in third.

"It was a crazy battle in the first couple of laps," said Black. "I expect that in a Spec Racer Ford race, but I had no idea it was going to be like that in a GT-3 race. People were going for it right off the bat."

Jeff Zurschmeide

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TYPICALLY SPECTACULAR

RACE 5 SPEC RACER FORD

So it all came down to the last turn on the last lap for 2010 National Champion Brian Schofield (PM Racing) as he tried to make it two consecutive titles in a row. After qualifying first in two of the four sessions it looked like Schofield perhaps had at least a comfortable shot at repeating. But just in front of him was two-time National Champion Richard Spicer (Spicer Racing Engine/HagemanRacE) who tried to make his Spec Racer Ford as wide as possible as he attempted to hold off the last-lap charge, not only from Schofield but also from 2010 Formula Enterprise Champion Scott Rettich (Alliance Autosport/Springboro Car Wash). Schofield tried to make the move coming out of Turn 14 but slid just a little wide. But Spicer had other ideas as he rounded the corner hitting a perfect apex – Spicer was not to be denied his third championship.

“It’s been a few years since I’ve been here,” explained Spicer. “The three of us have been racing all year in the SCCA Pro Racing Spec Racer Ford Series and we’ve had some great battles. It’s been 10 years since my first title and nine years since my second title, so it’s good to be back here.”

The race itself was the typically spectacular SRF shootout we’ve come to love, with five different divisional champions and at least four first time Runoff starters in the mix. As the cars took the green, Schofield and Spicer controlled the field with most of the first 10 rows maintaining their side-by-side positions as the pack headed into Turn 1. By the time they hit the middle of the hill they were three wide and the race was on.

Spicer took the lead heading under the Sargento Bridge and Schofield challenged at Turn 5. Spicer maintained the lead and Schofield went to the inside at Canada Corner and took the point. Spicer went a little wide at Turn 5 and Rettich moved up – you get the picture.

Rettich took the lead at the conclusion of lap two and Schofield made a move to take it back. Cliff White was also in the mix, and by lap three also took his turn at point only to be shuttled into second by the end of the lap. Jeff Beck also tagged onto the lead pack as they began to break away.

Rettich seemed to pull out just a bit of a lead as the pack sorted out, but Spicer, Schofield and White worked together to reel him back in. A little farther back, Jeff Beck, Todd Harris and Scott Goolsbey were embroiled in a spectacular battle for fifth (a battle that would end early for Beck, who was forced into the pits with a problem). It was not unusual to see the whole bunch pull side by side heading into Turn 1 and completely shift positions before the pack got to the bridge heading down to Turn 5.

By the midway point, the lead pack had gapped the field by a couple of seconds. Rettich went wide heading

into Canada Corner and Spicer and Schofield pounced and slipstreamed by. On lap 9, Spicer held the lead, but by the smallest of margins – a mere 0.118sec at the stripe over Rettich, Schofield, White and Tray Ayers, who had worked his way up to fifth with Goolsbey and Dean Cunningham hot on his tail. By the time the second pack got to the Sargento Bridge, Cunningham had the lead in that pack.

As the lead pack came out of Turn 7, disaster struck for White, whose day ended early as a parts failure set his wheel at a precarious angle.

That left only three vying for the medals.

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Brian Schofield/CFR (SCCA Spec Racer Ford) 2.40.120 / 2.39.369 / 2.38.587 / **2.37.924**; 2. Richard Spicer/WDC (SCCA Spec Racer Ford) 2.39.456 / 2.39.661 / **2.38.089** / 2.38.158; 3. Cliff White/Colo (SCCA Spec Racer Ford) 2.39.432 / 2.39.763 / **2.38.452** / 2.38.566; 4. Scott Rettich/OVR (SCCA Spec Racer Ford) 2.39.465 / 2.39.721 / 2.39.076 / **2.38.505**; 5. Jeff Beck/CHI (SCCA Spec Racer Ford) 2.40.645 / 2.40.013 / 2.38.671 / **2.38.605**; 6. Todd Harris/Ore (SCCA Spec Racer Ford) 2.39.881 / 2.40.186 / 2.38.884 / **2.38.750**; 7. Tray Ayres/Atl (SCCA Spec Racer Ford) 2.39.873 / 2.39.720 / 2.59.067 / **2.38.799**; 8. Dean Cunningham/CHI (SCCA Spec Racer Ford) No time / 2.39.657 / 2.38.932 / **2.38.844**; 9. Jim Marinangel/CHI (SCCA Spec Racer Ford) 2.42.064 / 2.41.591 / 2.39.918 / **2.39.250**; 10. Rick Bartuska/CHI (SCCA Spec Racer Ford) No time / 2.41.249 / 2.40.180 / **2.39.585**; 11. Scott Goolsbey/LOL (SCCA Spec Racer Ford) 2.41.503 / No time / **2.39.638** / 2.39.668; 12. David Donovan/FLA (SCCA Spec Racer Ford) 2.41.306 / 2.40.934 / **2.39.756** / 2.40.100; 13. Steve Fogg/Ore (SCCA Spec Racer Ford) 2.40.189 / 2.41.123 / **2.39.792** / 2.40.026; 14. Andrew Charbonneau/FLA (SCCA Spec Racer Ford) 2.42.736 / 2.41.843 / 2.40.490 / **2.40.059**; 15. Lee Hill/CFR (SCCA Spec Racer Ford) 2.41.177 / 2.42.934 / 2.40.586 / **2.40.084**; 16. Steve Pence/OVR

(SCCA Spec Racer Ford) 2.41.127 / 2.40.840 / **2.40.174** / 3.02.766; 17. Chad Galloway/CFR (SCCA Spec Racer Ford) 2.41.404 / 2.41.386 / 2.40.582 / **2.40.215**; 18. Peter Jankovskis/CHI (SCCA Spec Racer Ford) 2.42.169 / 2.42.252 / 2.42.414 / **2.40.404**; 19. Richie Stanley/CFR (SCCA Spec Racer Ford) 2.41.525 / 2.40.828 / **2.40.511** / 2.41.143; 20. Jean-Luc Liverato/Atl (SCCA Spec Racer Ford) **2.40.578** / 2.41.400 / 3.07.579 / 2.41.057; 21. Grayson Strathman/KAN (SCCA Spec Racer Ford) No time / No time / 2.41.896 / **2.40.618**; 22. Mark Hutchins/NEB (SCCA Spec Racer Ford) 2.41.373 / 2.42.155 / **2.40.666** / 2.40.994; 23. Denny Stripling/Tex (SCCA Spec Racer Ford) No time / No time / 2.40.781 / **2.40.678**; 24. Bruce Myers/NER (SCCA Spec Racer Ford) 2.41.033 / 2.40.972 / 2.41.216 / **2.40.681**; 25. Chris Current/WDC (SCCA Spec Racer Ford) 2.42.306 / 2.41.923 / 2.40.943 / **2.40.924**; 26. Art Kopp/CHI (SCCA Spec Racer Ford) 2.41.617 / 2.41.720 / **2.41.053** / 2.41.401; 27. Kerry Bonner/Hous (SCCA Spec Racer Ford) 2.41.905 / 3.12.005 / 2.43.412 / **2.41.132**; 28. William Douglas/Milw (SCCA Spec Racer Ford) No time / No time / **2.41.374** / 2.45.067; 29. Matt Gray/LOL (SCCA Spec Racer Ford) 2.43.651 / 2.44.047 / 2.41.879 / **2.41.513**; 30. Lee Douglas/Ore (SCCA Spec Racer Ford) 2.41.756 / 2.42.541 / **2.41.705** / 2.42.847; 31. Tim Gray/LOL (SCCA Spec Racer Ford) 2.43.774 / 2.43.795 / 2.43.105 / **2.41.975**; 32. Tom Burt/Nwst (SCCA Spec Racer Ford) 2.42.071 / 2.42.982 / 2.42.669 / **2.42.006**; 33. Jim Murray/Ore (SCCA Spec Racer Ford) 2.43.036 / 2.42.655 / 2.42.274 / **2.42.192**; 34. Wade White/Colo (SCCA Spec Racer Ford) No time / 2.44.506 / **2.42.563** / 2.42.790; 35. Jim Nelson/Colo (SCCA Spec Racer Ford) 2.44.703 / 2.45.290 / 2.43.353 / **2.43.171**; 36. Roy Hillenburg/Hous (SCCA Spec Racer Ford) 2.46.067 / 2.45.392 / **2.43.260** / 2.44.550; 37. Todd Butler/Ore (SCCA Spec Racer Ford) 2.43.734 / 2.46.016 / **2.43.369** / 2.44.221;

Bartuska - Loss of Q1 Qualifying times per Chief Steward
- GCR 9.1.9.C.SRF Specs chassis.G

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Richard Spicer (13); 2. Scott Rettich (13); 3. Brian Schofield (13); 4. Tray Ayres (13); 5. Scott Goolsbey (13); 6. Jim Marinangel (13); 7. Todd Harris (13); 8. Dean Cunningham (13); 9. Jeff Beck (13); 10. Lee Hill (13); 11. Denny Stripling (13); 12. Steve Fogg (13); 13. Richie Stanley (13); 14. Grayson Strathman (13); 15. Andrew Charbonneau (13); 16. Chris Current (13); 17. Jean-Luc Liverato (13); 18. William Douglas (13); 19. Matt Gray (13); 20. Peter Jankovskis (13); 21. Kerry Bonner (13); 22. Jim Murray (13); 23. Mark Hutchins (13); 24. Tom Burt (13); 25. Jim Nelson (13); 26. Todd Butler (13); 27. Art Kopp (13); 28. Bruce Myers (12); 29. Chad Galloway (11); 30. Rick Bartuska (10); 31. Wade White (9); 32. Cliff White (8); DNF. Lee Douglas (5); DNF. Steve Pence (2); DNF. Roy Hillenburg (1); DNS. David Donovan (0); DNS. Tim Gray (0); **Overall Time of Race:** 34.35.760; **Average Race Speed:** 90.184 mph; **Margin of Victory:** 0.092 seconds; **Hawk Fastest Race Lap:** 2.37.944 (91.172 mph); **Lap Leaders:** #61 - Lap 1, #17 - Laps 2 - 6, #65 - Laps 7 - 13; **Sunoco Hard Charger:** #14 Denny Stripling



Brian Schofield finished the race on the final step of the podium.



DENNIS WOOD

(ABOVE) Scott Rettich finished second in what proved to be an intense battle for the win.

On lap 10, Rettich again took the point and Spicer ran him down heading for the bridge. On the last lap, it was like watching a perfectly orchestrated ballet with each car aligned behind the other. Spicer took over the lead and Schofield shuffled back to second

heading into Turn 1. Each was on the attack at this stage. Schofield pressured Spicer, but Spicer held his line heading into Canada Corner. On the last turn, Schofield made his move but went wide, allowing Rettich to slide back into second.

As they came up the hill to the checker, it was Spicer claiming the gold medal, Rettich the silver and Schofield the bronze. A little farther back Ayers took fourth and Goolsbey, who also notched the fastest race lap, completed the top five. Jim Marinangel claimed sixth position, while Harris, Cunningham and Beck (despite his trip to the pits) completed the top nine. Behind them was Lee Hill in 10th, followed by Denny Stripling, who had a spectacular run through the field himself, starting in 23rd, finishing 11th, and picking up the Sonoco Hard Charger Award for the race.

Dee Duncan



RICK CORWINE

RACE 5
SPEC RACER FORD
RICHARD SPICER
Washington DC Region



As expected, the Spec Racer Ford battle was a close one, with Richard Spicer (65) claiming the win by only 0.092sec.

FOCUSED ON THE WIN

RACE 6 F PRODUCTION

The two most discussed topics among F Production drivers were the weather and the qualifying times put down by multi-time National Champion Steve Sargis and his SBS Batteries/Goodyear Triumph Spitfire. The forecast changed almost hourly, with no one knowing what to expect on track. Charlie Campbell, in his first Runoffs, actually did a lap on rain tires on Thursday in his Campell Brothers Racing/Hoosier Mazda Miata to make sure he'd be ready if the race were wet. It was wet on Monday, so Tuesday was the first day to set a good time, and several did. But the rest of the week proved to be dry, and Sargis took advantage of that, taking the pole on Tuesday and ultimately setting the fastest time on Thursday, some 1.4sec ahead of Eric Prill's Jesse Prather Motorsports/Hoosier/OS Giken Mazda Miata and another 0.2sec ahead of Ken Kannard's Miata, third on the grid. 2010 Champion Kevin Ruck and his Acura Integra rounded out the first two rows.

Race conditions were cool and cloudy but, thankfully, dry. Sargis had hoped to take advantage of his pole position – now holding the record for the third most Runoffs poles – but the pace car had him at a bad rpm for the start. Combining that and an excellently timed start (doubled with some assistance from Ruck) allowed Prill to grab the lead into Turn 1. Prill and Sargis ran cleanly side by side until Turn 5, where Sargis took an inside line, out braking Prill, taking the lead with Kannard following through to second.

Sargis then set to putting space on the rest of the field, leaving them to battle for the remaining steps on the podium. Initially, the fight was between Kannard, Ruck and Prill. They swapped positions repeatedly each lap, with Kannard and Ruck leading at the stripe until lap six when Prill took the position. Not far behind this duel was Campbell, who was catching Bill Wessel.

The race for second lost one contender on lap eight when Kannard had a throttle body shaft break. Then, midrace, Ruck fell back with an engine that sounded off song. He

eventually pitted on lap 11, leaving Prill without a challenge for second.

The race for what became third position was initially between Campbell and Wessel, but that ended on lap eight in Turn 8 when the two made contact. Wessel spun and fell back to seventh. Campbell continued a bit farther behind Prill.

As this was happening, Sam Henry was flying from 10th on the grid in his Miata to challenge Campbell. Two laps from the checker, Henry was all over Campbell, leading at the stripe on the penultimate lap. But Campbell didn't give up and passed Henry twice on the last lap, going wide in Turn 8 and again in Turn 14, and Campbell had

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Steve Sargis/BVR (Triumph Spitfire 1500)
No time / 2.32.171 / 2.33.077 / **2.31.909**; 2. Eric Prill/KAN
(Mazda Miata) 3.16.886 / 2.35.192 / **2.33.318** /
2.37.205; 3. Ken Kannard/Alt (Mazda Miata) No time /
2.34.810 / 2.34.630 / **2.33.541**; 4. Kevin Ruck/OVR
(Acura Integra) No time / 2.37.568 / 2.34.254 /
2.34.211; 5. Charlie Campbell/MHR (Mazda Miata)
No time / 2.36.153 / **2.35.240** / 2.35.374; 6. Donald
Kraftson/NYR (Elva Courier) No time / **2.35.284** /
2.37.308 / No time; 7. Bill Wessel/Milw (Nissan SPL311)
No time / 2.58.677 / **2.35.447** / 2.35.473; 8. Robert
Bramlage/KAN (Mazda Miata) 3.16.889 / 2.40.436 /
2.39.368 / **2.36.982**; 9. Mason Workman/OVR (Mazda
Miata) 3.16.461 / 2.37.675 / No time / **2.37.145**; 10. Sam
Henry/OZMT (Mazda Miata) 3.18.113 / **2.37.375** /
2.37.646 / 2.51.851; 11. Dieter Griesinger/CHI (Triumph
Spitfire 1500) No time / 2.38.515 / **2.38.137** / 2.43.440;
12. Scott Lunder/NEO (Honda Civic) No time / 2.42.622
/ 2.41.941 / **2.39.395**; 13. Robert Keller/CHI (Volvo
P1800) No time / **2.40.257** / 3.12.828 / 2.42.148; 14. Joe

RUPERT BERRINGTON



RICK GORVINE

RACE 6 F PRODUCTION

STEVE SARGIS
Blackhawk Valley Region
Triumph Spitfire 1500

Walker/OVR (Lotus Super 7) No time / **2.41.192** / 2.42.832 /
2.41.204; 15. Sean Powers/AZ (Mazda Miata) 3.17.861 /
2.46.522 / 2.43.899 / **2.43.086**; 16. Mark Weber/CHA
(Mazda Miata) No time / 2.47.576 / **2.43.796** / No time; 17.
Chris Patrick/STC (Triumph Spitfire 1500) No time /
2.44.464 / 2.45.687 / No time; 18. James R Smith MD/Hous
(Honda Civic Del Sol) No time / 2.45.020 / 2.51.288 /
2.44.504; 19. Mike Gnadt/Milw (MG Midget) 4.22.209 /
2.48.690 / 2.45.728 / **2.45.184**; 20. Gerald Lamb/Milw (MG
B) 3.17.310 / 2.46.681 / **2.45.348** / 2.45.691; 21. Paul Jensen/
CDR (Mazda Miata) No time / **2.49.655** / 2.49.806 /
No time; 22. Brent Louzon/CDR (BMW 2002) 3.37.574 /
2.51.590 / 3.16.589 / **2.49.959**; 23. Lee Feineigle/OVR (MG
Midget) No time / **2.52.194** / 3.17.131 / No time;

Griesinger - Loss of Q1 Qualifying times per Chief Steward
- GOR 9.1.5.E.9.A.3 & 9.1.5.E.9.A.9

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Steve
Sargis (13); 2. Eric Prill (13); 3. Charlie Campbell (13); 4. Sam
Henry (13); 5. Bill Wessel (13); 6. Robert Bramlage (13); 7.
Scott Lunder (13); 8. Joe Walker (13); 9. Sean Powers (13);
10. Robert Keller (13); 11. Mark Weber (13); 12. Chris Patrick
(13); 13. Mike Gnadt (13); 14. James R Smith MD (12); 15.
Brent Louzon (12); 16. Paul Jensen (12); 17. Mason Workman
(12); 18. Kevin Ruck (11); 19. Ken Kannard (7); 20. Dieter
Griesinger (6); DNF. Donald Kraftson (4); DNF. Gerald Lamb
(2); DNS. Lee Feineigle (0); **Overall Time of Race:** 33.11.728;
Average Race Speed: 93.989 mph; **Margin of Victory:**
14.447 seconds; **Hawk Fastest Race Lap:** 2.32.345
(94.522 mph); **Lap Leaders:** #18 Laps 1 - 13; **Sunoco Hard
Charger:** #05 Brent Louzon

JOHN W. WILMOTH





(ABOVE) After losing the lead at the start of the race, Steve Sargis made short work of getting the position back and running away from the FP field. (RIGHT) Eric Prill was in a tough battle for second place for much of the race in his narrow-fendered Miata. (LEFT) Charlie Campbell started fifth, but managed to claim the final step on the podium.

enough power to lead Henry at the finish line by what looked like a foot – in more technical terminology, the gap was 0.185sec.

All three of the top finishers were pleased. Campbell thanked other competitors for helping him with the learning experience of his first Runoffs. Prill, meanwhile, thought he would not be starting the race after his transmission failed that morning. “I don’t have a lot of crew, but I have a lot of friends,” Prill said of his friends who found and installed another transmission in his car and got him to the grid.

Needless to say, Sargis had a great day, laying claim to his sixth National Championship with a 14.447sec margin of victory. “I was happy to see them racing behind me,” he noted, also mentioning that he always runs at 100 percent in order to keep his focus.

He was certainly focused on this win.
J. Michael Hemsley



MARK WEBER

PERSISTENCE PAYS OFF

RACE 7 FORMULA CONTINENTAL

Revere Griest has been knocking on the door of a National Championship since 2009, but to no avail. This year was different. He qualified his Waypoint Health Innovations/Arms Up Van Diemen on the pole, fought a very contested race with Gerald Szykulski, driving his Rotary Systems Van Diemen and Brian Tomasi, in his AlligatorBoard.com/Hoosier/AfterBurner Van Diemen, and prevailed to win his first gold medal.

At the start, Griest jumped into the lead in Turn 1 with Szykulski easing past second starter Tomasi for second. This trio proved to be the class of the field, pulling away steadily from the pack and forming their own battle for the win. John LaRue trailed in fourth, but was losing ground. They were helped no end when four-time champion Niki Coello – who had qualified fourth and is always one to watch – came to a smoky halt almost immediately after the race began.

On the fourth lap, Szykulski made a fine inside pass in Turn 6, taking over the lead. The next lap, Tomasi moved past Griest into second, using the inside line through the high-speed Turn 1. Just a few seconds later, both Tomasi and Griest moved past Szykulski in a stunning Turn 5 maneuver. The top five were Tomasi, Griest, Szykulski, LaRue and J.R. Smart, up from 10th.

“None of us were able to leave the pack, so it was best to work together,” Szykulski recounted after the race. “I had the lead for a while, then went wide and had to back out. Brian and Revere got in front of me at that point [so] I kind of hung back and worked through the laps.”

On lap seven, Griest made his move on Tomasi into Canada Corner and retook first with Szykulski close behind. The order remained the same despite a lot of moving and feinting in the corners by Tomasi and Szykulski, until the last lap when the threesome came into the final turn a mere breath apart.

Complicating the matter this late in the game were several cars about to be lapped. If anything were to change, this was when it would happen.

Griest weaved his way through and was first out, but Tomasi’s throttle linkage took this most inopportune time to break. Tomasi could only sputter out of the turn as Szykulski grabbed second and made a desperation run to the line, but fell just short of Griest.

Tomasi retained third, followed by LaRue, with Rick Balsley snatching fifth from Smart. The margin of victory was a paper-thin 0.206sec as a very happy Revere Griest grabbed the gold.

“We were all pretty even, so it was hard to get a run and make a pass stick,” said a pleased Griest. “I got past Brian in Canada Corner and he raced me really clean. [Out of the last corner] I put it down into first gear – usually I use second – to drive up the hill and then I was able to hang onto it. It was an intense finish to the race.”

For Tomasi it was a matter of oh-so-close. “We were coming up on

some lapped traffic [in Turn 14 of the last lap] and I thought, ‘OK, this is it!’ I had a great run through 14 and just went to mash the throttle down, and that’s when the linkage broke. I saw Revere going off into the distance and looked into my mirror and weaved a little bit, but Jerry went around me and that was it. It was over.”

Griest now joins four-time National Champion Coello and two-time Champ Tomasi as the best in FC in the last few years. Jerry Szykulski no doubt is asking if next year is his turn.

Tom Schultz

(BELOW) Revere Greist (56) took the win over Gerald Szykulski (30) by just 0.206sec.

(BOTTOM) Finishing third was Brian Tomasi, only 1.7sec behind Griest.



**RACE 7
FORMULA CONTINENTAL**
REVERE GREIST
Milwaukee Region
Van Diemen DP07



RUPE BERRINGTON

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Revere Greist/Milw (Van Diemen DP07)
2.11.776 / 2.11.321 / 2.12.185 / **2.10.989**; 2. Brian Tomasi/
CHI (Van Diemen RF08) 2.13.132 / 2.12.847 / 2.11.744 /
2.11.123; 3. Gerald D Szykulski/LOL (Van Diemen DP08)
2.11.471 / 2.12.079 / 2.13.085 / **2.11.154**; 4. Nicholas
Coello/Milw (RFR F2000) 2.12.694 / 2.12.371 / 2.13.139 /
2.11.847; 5. John LaRue/IND (Citation Snipe FZ)
2.12.198 / 2.12.944 / 2.13.479 / **2.11.916**; 6. Bill Johnson/
LnSt (Van Diemen RF00) 2.15.302 / 2.14.455 / 2.15.779 /
2.13.235; 7. Peter LeSueur/CHI (Van Diemen RF02)
2.15.084 / 2.15.404 / 2.14.393 / **2.13.877**; 8. Rick
Balsley/FLA (Van Diemen DP08) No time / 2.16.698 /
2.17.402 / **2.13.880**; 9. Tim Walsh/LOL (Van Diemen
RF06) 3.19.122 / 2.14.887 / 2.17.962 / **2.14.008**; 10. J.R.
Smart/Milw (Van Diemen RF01) No time / 2.15.928 /
2.16.676 / **2.14.279**; 11. Chuck Moran/ODR (Van Diemen
RF99) 2.16.112 / 2.17.246 / 2.15.897 / **2.15.745**; 12. Jim
Victor/GtRv (Firman RFR) No time / No time / No time /

2.16.729; 13. John McMurray/CFR (Van Diemen RF01)
No time / 2.18.527 / 2.18.112 / **2.16.794**; 14. Michael Hummel/
WDC (Van Diemen RF08) 2.18.117 / 2.19.341 / 2.18.521 /
2.17.317; 15. John Norton/Milw (Mygale US-99FC) No time /
No time / No time / **2.24.102**;

Smart - Loss of Q1 Qualifying times per Chief Steward
- GCR 9.11.B.2 Table 4

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1.
Revere Greist (13); 2. Gerald D Szykulski (13); 3. Brian
Tomasi (13); 4. John LaRue (13); 5. Rick Balsley (13); 6. J.R.
Smart (13); 7. Bill Johnson (13); 8. Chuck Moran (13); 9.
Peter LeSueur (13); 10. Michael Hummel (13); 11. John Norton
(13); 12. Jim Victor (13); 13. Tim Walsh (11); 14. John
McMurray (10); DNF: Nicholas Coello (1); **Overall Time of
Race:** 28.44.168; **Average Race Speed:** 108.574 mph;
Margin of Victory: 0.206 seconds; **Hawk Fastest Race
Lap:** 2.11.224 (109.736 mph); **Lap Leaders:** #56 - Laps 1 - 3,
#30 - Lap 4, #96 - Laps 5 - 6, #56 - Laps 7 - 13; **Sunoco
Hard Charger:** #9 J.R. Smart



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Spec Miata - Mazda Miata

Kent Prather
GT Light - Mazda Miata

Steve Sargis
F Production - Triumph Spitfire

Steve Forrer
C Sports Racer - Ralt RT41

Michael Lewis
GT1 - Jaguar XK-R

Justin Prichard
E Production - Mazda RX-7

Scott Rettich
Formula Enterprise - SCCA

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Scott Rettich
Peter Shadowen
Tom Sloe
William Valet
Andrew Von
Charbonneau

GT3 - Mazda RX-7
Formula 1000 - Citation Suzuki
ST Under - Mazda Miata
E Production - Nissan 240Z
Formula 500 - Scorpion Rotax
C Sports Racer - JMS Mazda
SSC - Mazda 3
Formula Vee - Vortech
GT2 - Sunbeam Tiger
Formula Mazda - Star Mazda
ST Over - Dodge Viper
T3 - Honda S2000
Spec Racer Ford - SCCA
GTL - Honda CRX Si
T1 - Chevy Corvette
Formula F - Swift DB6
Spec Miata - Mazda

3rd Place

Voytek Burdzy
Charlie Campbell
Rob Coffey
Brian Downey
Jim Downing
Corey Fergus
Sam Halkias
Eric Heinrich
Rob Hines
Brian Kleeman
Wolfgang Maiké
Alan McCallum
Jonathan Start
Brian Tomasi
Michael Varacins
David Venhaus
David Wilcox
Ed Zabinski

Spec Miata - Mazda Miata
F Production - Mazda Miata
E Production - Honda Prelude
GT Light - Nissan 200 SX
C Sports Racer - Peach Mazda
Sports 2000 - Carbair CS2
E Production - Triumph
ST Under - BMW M3
T3 - Nissan 350Z
T2 - Nissan 350Z
GT3 - Toyota Paseo
Formula Mazda - Star Mazda
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NOT SO EASY

RACE 8 GT-2

Mild weather welcomed the drivers as they took to the track for the Gumout GT-2 National Championship race, and starting from the pole was Mark Boden in the Fall-Line Motorsports Porsche GT3 Cup car – a position he held by nearly 0.7sec over seven-time GT-3 National Champion Pete Peterson in his wicked-looking Toyota Celica.

As the green waved, Boden got a great start, while outside Peterson seemed to have his timing off just a bit, as his Toyota Celica fell back, nearly giving second place up to Tom Patton in the Tire Discounters/Red Line/Goodyear Sunbeam Tiger.

By the time the field entered Turn 3 for the first time, Mark Jurczyk had moved his Players Porsche GT3 Cup car from his fourth-place starting position to claim third. Upon entering Turn 8, Jurczyk stole second away from Peterson, and set his sights on Boden's leading position.

The battle for third place heated up as Patton was all over Peterson, who seemed to be fighting an ill-handling car in the early laps. Entering Turn 1 on the fourth lap, Peterson ran deep and allowed Patton to slip by and pick up the third position.

Meanwhile, Jurczyk was quickly cutting down Boden's lead, and it was only a matter of time before the two would face off – lap five was that time. Jurczyk drove his Porsche deep into Turn 5 in an attempt to out-brake Boden and claim the lead, which he pulled off in impressive fashion.

But Boden was not ready to relinquish the spot. As the laps clicked away, Boden stayed glued to Jurczyk's bumper, waiting for any error to be made. Patton hung on just a few seconds back in third. Peterson's Toyota still seemed to act nervous on the track, and that came to a head in lap seven as he went off at Turn 12, ending his day in the gravel.

Working lap 10, the error Boden had been waiting for surfaced: Jurczyk got squirrely under braking for Turn 1, drifted wide, and Boden capitalized making the pass for the lead. With Jurczyk now the one applying pressure, Boden pushed his Porsche to the limit, and signs of his rear tires giving up due to the abusive pace could be seen. Back to Turn 5, Boden's car wobbled exiting Turn 5 allowing Jurczyk to regain the point into Turn 6.

As the leaders entered Turn 1 at the start of lap 12, Jurczyk ran a tight protective line, giving Boden an incredible run on him as they approached Turn 3, unfortunately, Boden charged a bit too hard and spun.

"We swapped positions a couple of times, and I was just looking for the best opportunity to complete a good pass and went into [Turn] 3 a little deep," said Boden. "I really had no choice – either I was going to rear end [Jurczyk] or bail out, and I decided



Mark Jurczyk (BOTTOM, 21) took the win over Tom Patton (ABOVE) and Mark Boden (BOTTOM, 45)

that since we already had one of our cars with severe contact today I would jump the grenade and bail out."

That mistake gave Jurczyk a comfortable lead for the first time all race, and allowed Patton to move up in to second place.

In the end, Jurczyk drove to a 4.621sec margin of victory and his first National Championship.

"I feel fantastic," said Jurczyk about the win. "I just started driving and hitting my marks and hoping that [Boden] didn't run away, because he is famous for that. I was a little bit worried at the beginning, but my car was just fantastic."

In addition to winning the GT-2 race, Jurczyk also picked up the Sunoco Hard Charger Award and set

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Mark Boden/CHI (Porsche GT3 Cup) 2:19.429 / 2:18.496 / 2:18.583 / **2:18.036**; 2. Pete Peterson/CCR (Toyota Celica) 2:19.747 / 2:20.436 / 2:19.412 / **2:18.717**; 3. Tom Patton/CIN (Sunbeam Tiger) 2:19.643 / **2:18.797** / 2:21.497 / 2:19.239; 4. Mark

Jurczyk/CHI (Porsche GT3 Cup) 2:20.622 / **2:18.881** / No time / 2:19.369; 5. Gary Stewart/WDC (Porsche GT3 Cup) 2:20.929 / 2:20.217 / 2:22.743 / **2:20.069**; 6. Robert Lentz/WDC (Nissan 300ZX) 2:22.986 / 2:22.330 / 2:21.252 / **2:20.537**; 7. Bob Humphreys/CCR (Porsche GT3 Cup) 2:24.023 / 2:22.660 / 2:24.202 / **2:20.722**; 8. Tim Gray/LOL (Porsche GT3 Cup) 2:27.377 / 2:26.553 / 2:25.255 / **2:24.223**; 9. Richard Smith/FLA (Mazda RX-7) 2:39.306 / 2:28.289 / 2:26.082 / **2:25.011**; 10. Michael Smellie/FLA (Mazda RX-7) 2:41.013 / 2:28.023 / 2:25.656 / **2:25.280**; 11. Tony Giordano/KCR (Nissan 280 Z) 2:56.585 / 2:55.444 / 2:51.070 / **2:49.560**;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Mark Jurczyk (13); 2. Tom Patton (13); 3. Mark Boden (13); 4. Gary Stewart (13); 5. Robert Lentz (13); 6. Bob Humphreys (13); 7. Tim Gray (13); 8. Michael Smellie (12); 9. Richard Smith (12); 10. Pete Peterson (6); DNF. Tony Giordano (5); **Overall Time of Race:** 30:13.475; **Average Race Speed:** 103.227 mph; **Margin of Victory:** 4.621 seconds; **Hawk Fastest Race Lap:** 2:17.732 (104.551 mph); **Lap Leaders:** #45 Laps 1 - 4, #21 Laps 5 - 9, #45 Lap 10, #21 Laps 11 - 13; **Sunoco Hard Charger:** #21 Mark Jurczyk



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RACE 8 GT-2

MARK JURCZYK
Chicago Region
Porsche GT3 Cup

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Andy McDermid drives a victory lap after he secures another SCCA National Championship by taking 1st Place at the 2010 SCCA Runoffs in the American Sedan Class.



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TWO IN A ROW

RACE 9 FORMULA ENTERPRISES

With the dominating year that Scott Rettich had, seemingly winning at ease in both Pro and Club Racing, in both Formula Enterprises and Spec Racer Ford, it was no surprise to see him standing on the top step of the podium after the Formula Enterprises race, earning his second straight FE crown.

That said, it was no cakewalk – several hungry drivers contested him closely. Despite their attempts, Rettich put his Alliance Autosport/Springboro Car Wash FE on the Gumout pole by 0.838sec and won by 5.494sec, setting the fastest lap of the race (2:13.801) on the way.

At the green, Rettich predictably led the first part of the lap, but second starter Jason Wolfe, driving his Jay Motorsports FE, was feeling very racy. “Going into [Turn] 5 I got a good draft and got in deep on the brakes,” said Wolfe. “I was able to get Scott there.”

Following Wolfe and Rettich were Matthew Inge, Matthew Mair, Patrick Gallagher, who was up from eighth and Tyler Walsh.

On the third lap, Mair got inside Inge in Turn 5 and moved up a spot. Rettich took a close look at Wolfe in Turn 12 but thought the better of it and backed out. On the next lap Rettich made his move, drafting Wolfe into Turn 5, where he moved to the outside. Although he got alongside, Wolfe kept the lead through the corner, but on exit Wolfe drifted wide and Rettich snapped to the inside, ran side by side up the hill into Turn 6, and passed Wolfe on the inside. It was a classic move.

“I planned to pass him into Turn 5 and then set up an over-under move into 5 and got underneath him in Turn 6,” said Rettich. “I cleared him and was able to open up a little bit [of a gap]. A few laps later I was able to start to stretch it out.”

Wolfe concurred. “I just could not hang onto him after that. From there I just tried to keep the car in one piece and in a podium position.”

Meanwhile, a battle for third was escalating. Mair suffered left-side damage, with Inge and Walsh getting past. Then a lap later he fell another place as Gallagher

moved past. Finally, Mair gave up the chase, pitting on lap seven. Walsh, driving his Global Emergency Products FE, soon closed on the third running Inge. Starting lap nine while Walsh was right on Inge’s tail through Turn 1, Inge had a wheel fail, pushing him into the tire wall. Walsh gratefully accepted third.

The race ran out with Rettich duly winning, completing the Super Sweep for 2011. Wolfe was a fine second, while Walsh claimed third, with a resurgent Gallagher fourth and Brian Novak taking fifth.

“It feels fantastic,” beamed a jubilant Walsh. “I went out on some fairly used tires. That was a budget thing. I wanted to make sure I was there at the end and didn’t have to push to get there. It was a good race. Not necessarily as rewarding as



Jason Wolfe (ABOVE) was Scott Rettich's closest competition, finishing 5.5sec back in second.

pushing the whole time and working your way through the field, but I’m not one to complain about a podium finish – especially at the Runoffs.”

The good news for FE competitors is that Rettich is focused on moving up to a ride in a major professional racing series for next year, thus vacating the top step of the podium for someone new.

Gentlemen, the race for 2012 starts now!

Tom Schultz

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Scott Rettich/OVR (SCCA Formula Enterprises) 2:13.462 / 2:13.456 / 2:13.962 / **2:13.071**; 2. Jason Wolfe/OVR (SCCA Formula Enterprises) 2:15.634 / 2:15.034 / 2:15.145 / **2:13.909**; 3. Matthew Inge/CFR (SCCA Formula Enterprises) 2:15.370 / 2:15.893 / 2:14.748 / **2:13.915**; 4. Matthew Mair/FLA (SCCA Formula Enterprises) 2:16.039 / 2:14.889 / 2:15.245 / **2:14.102**; 5. Tyler Walsh/LOL (SCCA Formula Enterprises) 2:15.400 / 2:16.042 / 2:17.492 / **2:14.625**; 6. Scott McQueen/Hous (SCCA Formula Enterprises) 2:15.726 / 2:15.410 / 2:15.003 / **2:14.737**; 7. Brian Novak/DET (SCCA Formula Enterprises) 2:16.720 / 2:15.984 / 2:15.000 / **2:14.942**; 8. Patrick Gallagher/OVR (SCCA Formula Enterprises) No time / 2:16.342 / 2:16.218 / **2:15.184**; 9. Sam Beasley/NEO (SCCA Formula Enterprises) No time / No time / No time / **2:15.590**; 10. Ethan Ringel/Utah (SCCA Formula Enterprises)

2:16.264 / **2:15.617** / 2:16.110 / No time; 11. Dennis Marklein/Milw (SCCA Formula Enterprises) 2:17.773 / 2:23.057 / 2:16.721 / **2:15.918**; 12. Steve Stadel/BVR (SCCA Formula Enterprises) 2:18.901 / 2:18.316 / 2:17.396 / **2:16.453**; 13. Patrick Linn/CFR (SCCA Formula Enterprises) 2:23.524 / 2:20.729 / 2:19.206 / **2:17.116**; 14. Jeff Beck/CHI (SCCA Formula Enterprises) **2:17.772** / No time / 2:17.805 / 2:17.786; 15. Joseph Sturm/Milw (SCCA Formula Enterprises) 2:19.915 / No time / No time / **2:17.905**; 16. Keith McDonald/WDC (SCCA Formula Enterprises) 2:24.012 / 2:26.255 / 2:22.023 / **2:20.397**;

Gallagher - Loss of Q1 Qualifying times - car change - Supps 9.7

Beasley - Loss of Q1, Q2 & Q3 Qualifying times - car change - Supps 9.7

Ringel - Loss of Q4 Qualifying times per Chief Steward - GCR 9.1.1.15

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Scott Rettich (13); 2. Jason Wolfe (13); 3. Tyler Walsh (13); 4. Patrick Gallagher (13); 5. Brian Novak (13); 6. Sam Beasley (13); 7. Scott McQueen (13); 8. Dennis Marklein (13); 9. Jeff Beck (13); 10. Patrick Linn (13); 11. Steve Stadel (13); 12. Joseph Sturm (13); 13. Keith McDonald (13); 14. Matthew Inge (8); 15. Matthew Mair (7); DNF. Ethan Ringel (4);
Overall Time of Race: 29:07.292; **Average Race Speed:** 107.137 mph; **Margin of Victory:** 5.494 seconds; **Hawk Fastest Race Lap:** 2:13.081 (108.205 mph); **Lap Leaders:** #23 Laps 1 - 3, #17 Laps 4 - 13; **Sunoco Hard Charger:** #2 Jeff Beck



RACE 9 FORMULA ENTERPRISES SCOTT RETTICH Ohio Valley Region



RICK CORWINE



MARK WEBER



SYDNEY DAVIS

(LEFT) Scott Rettich claimed his second FE title.
(ABOVE) Tyler Walsh finished the race in third.

WILLS POWER

RACE 10 FORMULA MAZDA

For the second year in a row, Darryl Wills (Hillenberg Motorsports) claimed the Formula Mazda championship. But while Wills had the pole position going into the race, success was far from certain.

“Doug [Peterson] has been beating me off the start for two years,” said Wills after the race. “I don’t know what he does, but he gets me off the starts. He’s been outgunning me for eight to nine races now, so I’m used to it. But I figured it’s a 13-lap race, so I wasn’t too worried.”

With 2004 FM Champion Peterson (3 Dimensional.com) gridded in second and the spec nature of Formula Mazda, the race came down to setup – more specifically, the trim of the rear wing.

“We had the wing trimmed out quite a bit, so braking was an issue. I couldn’t take the carousel even close to flat and Darryl ate me alive there,” Peterson said.

Wills agreed. “The oversteer [Peterson] had in the Carousel was vicious,” he said. “I almost ran over him the first time he did it, because my car was flat-out from Turn 8 to Canada Corner. Doug commented on pre-grid that I had a lot of wing in the car. Well, I’ve tried running the wing trimmed out and it doesn’t go through



JEFF LOEWE

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time Session 4; 1. Darryl Wills/Hous (Star Formula Mazda) 2:16.249 / 2:16.264 / 2:17.135 / **2:15.122**; 2. Douglas Peterson/Bucc (Star Formula Mazda) 2:15.738 / 2:16.570 / 2:17.953 / **2:15.684**; 3. Steve Jenks/CIN (Star Formula Mazda) 2:17.612 / 2:18.628 / 2:17.418 / **2:15.946**; 4. Alan McCallum/Hous (Star Formula Mazda) 2:17.041 / 2:18.750 / 2:19.015 / **2:15.982**; 5. Dale Vandembush/Milw (Star Formula Mazda) 2:16.865 / 2:17.758 / 2:16.614 / **2:16.321**; 6. Jason Vinkemulder/Milw (Star Formula Mazda) No time / No time / 2:16.998 / **2:16.379**; 7. Juan R Marchand/WMR (Star Formula Mazda) **2:17.720** / 2:18.795 / 2:18.276 / 2:18.595; 8. Stuart Rettle/Hous (Star Formula Mazda) 2:23.267 / 2:18.277 / 2:18.352 / **2:17.886**; 9. Robert Noell/NCR (Star Formula Mazda) 2:18.124 / 2:26.067 / 2:19.864 / **2:18.073**; 10. Curt Harrelson/TVR (Star Formula Mazda) 2:20.354 / No time / 2:20.375 / **2:18.149**; 11. Mel Kemper/Nwst (Star Formula Mazda) 2:19.478 / 2:19.092 / 2:18.578 / **2:18.402**; 12. Ken De Nault/DMV (Star Formula Mazda) No time / No time / 2:24.483 / **2:20.063**; 13. Russell Hillenburg/Hous

the Carousel worth a flip.”

The race played out neatly. Peterson got a great start and was first into Turn 1, followed by Alan McCallum (Moses Smith Racing), Wills, 2009 Champion Juan Marchand and Steve Jenks.

“I was fortunate to get the start I did,” said Peterson. “I knew Darryl would give me room when I needed it, and that we wouldn’t touch. Darryl and Alan are great drivers and we all have great cars. The cars are as equal as they can be.”

After the start, Wills quickly worked his way back up to the front of the field.

“I was in second behind Doug [Peterson], but then Darryl [Wills] passed me by Turn 3. His car was hooked up,” McCallum said.

Wills took over the lead on lap three and built up an impressive lead of more than three seconds before encountering some of the Formula Enterprises cars which they were sharing the race group with. Wills passed the hindmost FE car in lap seven, which cut his lead momentarily, but by the time the checker flew, he had extended his lead to 10.308sec and set the Hawk Fastest Race Lap at 2:14.732. Wills was followed across the line by Peterson, McCallum and Jenks.

With the win, Wills became the second Super Sweep winner at the Runoffs, winning his Divisional points race, a Super Sweep qualifying race and laying claim to the National Championship.

“I’ve been racing for 37 years,” said Wills. “I’ve done about everything on wheels. When I started road racing, they had the Triple Crown and now they have the Super Sweep. Those are really tough to win.”

Jeff Zurschmeide

Darryl Wills (CENTER) made it two in a row with his FM win over second-place finisher Douglas Peterson (TOP) and Alan McCallum, third (LEFT).



**RACE 10
 FORMULA MAZDA
 DARRYL WILLS**
 Houston Region
 Star Formula Mazda



RICK CORVINE



DENNIS WOOD

(Star Formula Mazda) No time / No time / No time / **2:20.239**; 14. Rodney Jessen/Nwst (Star Formula Mazda) No time / No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Darryl Wills (13); 2. Douglas Peterson (13); 3. Alan McCallum (13); 4. Steve Jenks (13); 5. Jason Vinkemulder (13); 6. Dale Vandembush (13); 7. Mel Kemper (13); 8. Curt Harrelson (13); 9. Juan R Marchand (13); 10. Robert Noell (12); 11. Russell Hillenburg (12); 12. Ken De Nault (12); 13. Stuart Rettle (8); **Overall Time of Race:** 30:24.763; Average Race Speed: 102.589 mph; **Margin of Victory:** 10.308 seconds; **Hawk Fastest Race Lap:** 2:14.732 (106.879 mph); **Lap Leaders:** #87 Laps 1 - 2, #1 Laps 3 - 13; **Sunoco Hard Charger:** #4 Mel Kemper



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RACING TIRE

FANDOZZI'S DAY IN THE SUN

RACE 11 TOURING 3

Kevin Fandozzi has had some challenges in his Runoffs career, but this year he managed to reap the rewards with his first National Championship title. And while rain was a crucial factor in this year's Touring 3 contest, it most certainly was Fandozzi's day in the sun.

Fandozzi put his Insight Driven/Carbotech/Hoosier Chevrolet Cobalt SS on the pole of the 15-car T3 field with a fast lap of 2:34.284, just about a third of a second faster than Brian Kleeman's Nissan 350Z. The second row of the grid was made up of the VW GTI of Richard Fisher and the Nissan/Goodyear/Carbotech/RedLine Nissan 350Z of 1999 T2 National Champion Rob Hines.

With the rain scheduled to come and go all day Saturday, tire choice was on every driver's mind. For the T3 race, the rain was falling and the track was freshly wet as the cars gridded up.

"I think the other drivers made a better choice than I did - I went out on dry tires," said Fandozzi. "I had a handful when I found out that these guys went out on rains."

At the green flag, Fandozzi took the lead with the grip afforded by the front-wheel-drive Cobalt and the car's excellent straight-line speed. He was followed into Turn 1 by Mike Kramer in his Saturn ION Redline. Kramer had started in seventh position but made a brave charge through the field at the start to take second by the first turn, and made a challenge for the lead come Turn 6. Third place was claimed by Hines in his 350Z, who managed to slip into second place on lap two. But by that time, Fandozzi was building up a gap of about four seconds as the rain continued to fall.

Meanwhile, Frank Levinson spun his Honda S2000 just past Road America's famous Canada Corner on the first lap. Then on the second lap, Fisher spun his Volkswagen at the notorious Kink, followed by Kleeman spinning between the Kink and Canada Corner.

Through all this, Chris Puskar, driving his Old Dominion Metal/Hoosier/RedLine/Carbotech Honda S2000, had moved up from an 11th-place start to third place, pushing Kramer back another spot. Puskar was now about five seconds behind Hines, with Fandozzi another five seconds up in the lead. But that didn't deter Puskar, as by lap six he caught Hines and moved into second position.

After building his lead, Fandozzi settled in to run some conservative laps, as rain fell in the low-lying area from the Kink through Canada Corner. However, by mid-race, Puskar was turning laps about two seconds faster than Fandozzi. This motivated Fandozzi to turn up the wick again to preserve his lead.

On lap seven, Puskar nearly threw it all away, spinning in the Bill Mitchell Bend and yielding second place to Hines. At the end of that lap, Fandozzi had a 6.876sec lead over Hines, with Puskar 9.677sec behind.

But this race was far from over. Puskar got right back on the loud pedal and made up the time, challenging again for

second place by lap nine. Hines and Puskar had an epic battle on the still-damp track, going side by side and occasionally touching, but Puskar made the pass stick in the Carousel and took over second place again.

Once past Hines again, Puskar set to whittling away Fandozzi's lead, carving off a few seconds each lap. Puskar got his Honda within striking distance of Fandozzi by the last lap, but the checkered flag flew with Fandozzi still 1.891sec ahead of Puskar. Hines followed 7.897sec back in third place.

"In the past, I always made the

wrong call on tires, but this time I made the right choice," Puskar said. "But Fandozzi's car was so fast down the straightaway, there was no way I was going to catch him."

For his part, Fandozzi was grateful for Puskar's spin. "When I found out Puskar spun, it gave me a cushion to use, because I needed to! It was very slippery out there."

In addition to taking second place, Puskar also claimed the Sunoco Hard Charger honors, charging from 11th to second in an amazing display of driving skill.

Jeff Zurschmeide

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Kevin Fandozzi/PHL (Chevrolet Cobalt SS) 2:39.843 / 2:41.022 / 2:36.704 / **2:34.284**; 2. Brian Kleeman/WDC (Nissan 350Z) 2:37.426 / 2:36.482 / 2:35.383 / **2:34.641**; 3. Richard Fisher/CHI (Volkswagen GTI) **2:35.347** / 2:37.432 / No time / No time; 4. Rob Hines/WDC (Nissan 350Z) 2:36.763 / 2:36.749 / 2:36.153 / **2:35.444**; 5. Chad Gillsinger/OVR (Honda S2000 CR) 2:36.866 / 2:35.969 / 2:35.741 / **2:35.704**; 6. Sage Marie/CSCC (Honda S2000) 2:37.047 / 2:36.288 / 2:36.195 / **2:36.113**; 7. Mike Kramer/TEN (Saturn ION Red Line) 2:42.223 / 2:39.004 / 2:37.589 / **2:36.186**; 8. Frank Levinson/WOR (Honda

S2000 CR) 2:39.745 / 2:39.485 / 2:39.950 / **2:36.529**; 9. Jeremy Lucas/OVR (Honda S2000 CR) 2:38.882 / **2:36.564** / 2:38.867 / 2:38.193; 10. Bill Steinhoff/FLA (Nissan 350Z) 2:40.582 / 2:37.230 / No time / **2:36.760**; 11. Chris J Puskar/NEO (Honda S2000) 2:38.127 / **2:36.839** / 2:37.232 / 2:37.421; 12. Tom Wickersham/SFR (Honda S2000 CR) **2:37.439** / 2:38.816 / 2:38.661 / 2:37.968; 13. James Leithauser/Colo (BMW Z4 Coupe) 2:40.628 / No time / No time / **2:39.792**; 14. Cheyne Daggett/Iowa (Ford Mustang) 2:44.204 / 2:43.189 / 2:42.891 / **2:41.472**; 15. Lynne Griffiths/Ore (Mazda RX-8) 2:44.304 / 2:44.522 / **2:43.813** / 2:43.877; 16. Michael Sullivan/SFR (Honda Club Racer) 2:48.166 / **2:45.014** / 2:48.914 / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Kevin Fandozzi (13); 2. Chris J Puskar (13); 3. Rob Hines (13); 4. Bill Steinhoff (13); 5. Mike Kramer (13); 6. Chad Gillsinger (13); 7. James Leithauser (13); 8. Jeremy Lucas (13); 9. Richard Fisher (13); 10. Cheyne Daggett (13); 11. Tom Wickersham (12); 12. Sage Marie (13); 13. Lynne Griffiths (12); 14. Frank Levinson (7); DNF. Brian Kleeman (2); DNS. Michael Sullivan (0); **Overall Time of Race:** 39:27.394; **Average Race Speed:** 79.074 mph; **Margin of Victory:** 1.278 seconds; **Hawk Fastest Race Lap:** 2:57.216 (81.257 mph); **Lap Leaders:** #34 - Laps 1 - 13; **Sunoco Hard Charger:** #26 Chris Puskar

Marie - Penalized 2 finishing positions per Chief Steward
- GOR 6.5.1.3



JOHN WILMOTH

(RIGHT) Kevin Fandozzi (34) took a damp win over a charging Chris Puskar (26) and Rob Hines (ABOVE).

JEFF LOEWIE



RICK CORVINE

**RACE 11
TOURING 3
KEVIN FANDOZZI**
Philadelphia Region
Chevrolet Cobalt SS



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SLICK QUICK

RACE 12 FORMULA 500

Michael Mueller (MJ Manufacturing/Fibeco/HRP/Subway Red Devil) scored his first National Championship in a hometown boy-makes-good story. Mueller, of nearby Plymouth, Wis., made the absolute correct decision on tires as he bested the field with a 31.533sec margin of victory. After an early morning shower drenched the scenic Road America circuit, teams were scrambling and everyone was checking the radar and watching the skies – it was a real toss-up as to the correct tire choice.

“I was on full wets,” said Mueller in a post-race interview. “It really was the right call. The track was treacherous at best. I know where the puddles form and where the little rivers run across the track. I knew the back part of the track would not get completely dry and I knew if I had to just feather the throttle a bit I could keep the car under me and keep the grip.”

But to call the conditions treacherous might be an understatement. David Lapham proved how slippery it was when he looped his car on the pace lap.

At the drop of the green, Mueller took the point and just never looked back. He put his head down and started clicking off lap after perfect lap, as he obviously had the measure of the field. By lap number two, Mueller built up an 11sec lead over second-place Jason Knuteson (Mitchell Racing/Hoosier Tire/Scorpion S1) – and the margin went up exponentially from there.

C.J. McAbee (AJ's Import Garage KBS Cyclone) moved up from his fifth-place starting position to take over third, followed by Michael Brent and James Weida. Michael Vacek also found the slippery stuff as he spun his Invader at Turn 6 on the second lap. Jeremy Morales, driving Jack Walbran's backup car (JWR Mitchell Racing Services Scorpion), started seventh in the car he had never driven before Runoffs week. Morales was bit by the wet conditions early on, spinning on lap one and dropping a couple of spots to 10th, but was able

keep his head about him and mount a charge to the front.

As the race progressed, Mueller continued to stretch his margin and, by lap five, the word “commanding” was banded about by the announcers. Knuteson spun in Canada Corner and ended up mired in the gravel trap buried up to his axles – he sat calmly in the car as the Gehl crane rumbled to his aid. That left C.J. McAbee in second with Morales in third, and Michael Brent in fourth and Steven Jondahl in fifth. By this point in the race, the sun was out and the track was beginning to dry – and maybe that was all Morales needed, because he made the pass on McAbee while exiting the Kink, claiming second.

By lap 11, Mueller had built his lead

JEFF LOEW

Jeremy Morales finished the race firmly in second place.

up to more than 50sec, but Morales, who had chosen the intermediate tires, was clicking off faster and faster laps. Muller, meanwhile, was searching for puddles to keep the rain tires cool. With just two laps to go, Morales was turning laps five to six seconds a lap faster than Mueller. Had the track started to dry out earlier, the podium may have been in a different order. As it was, Mueller took the checker with Morales now only 31.5sec back; followed by McAbee, claiming the final podium position, then Brent and Jondahl.

Dee Duncan

QUALIFYING ▶ **Pos. Driver/Region (Car) Time**
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Michael Mueller/Milw (Red Devil) 2:51.088 / 2:23.053 / 2:27.913 / No time; 2. Michael Brent/NER (Invader QC-1) No time / 2:23.076 / 2:25.657 / 4:13.318; 3. Jason Knuteson/CFR (Scorpion S1) No time / 2:23.557 / 2:23.876 / No time; 4. Aaron Ellis/LOL (Ellis AE06) 2:45.643 / 2:24.579 / 2:28.738 / No time; 5. Charles McAbee/KAN (KBS Cyclone) No time / 2:25.313 / 2:26.612 / 3:04.983; 6. James Weida/CHI (Scorpion W1) No time / 2:25.480 / No time / 3:13.619; 7. Jeremy Morales/NYR (Scorpion Scorpion) No time / 2:25.699 / 2:25.939 / No time; 8. Michael Vacek/CHI (QRE Invader QC-1) No time / 2:26.879 / 2:27.936 / No time; 9. Steven A Jondahl/LOL (Red Devil JS08) 2:54.412 / 2:44.271 / 2:27.804 / No time; 10. David Lapham/NYR (QRE Invader) 3:33.896 / 2:29.414 / 2:28.496 / 3:21.156; 11. Kris Larsen/Milw (Scorpion KRL07) 3:02.611 / 2:29.576 / 2:30.064 / 4:34.406; 12. William B Cobb/Milw (CNB Milton Bana) 4:23.507 / 2:30.828 / 2:29.626 / No time; 13. H Cory McLeod/CCR (Red Devil F500) No time / 2:37.129 / 2:30.142 / No time; 14. Jack Walbran/Atl (Scorpion) No time / 2:30.421 / 2:32.867 / No time; 15. Keith Joslyn/WNV (QRE Invader QC-1) 2:47.107 / 2:30.876 / 2:30.899 / 3:19.370; 16. Brian Brothers/DET (TRI Stinger) 3:24.409 / 2:31.697 / 2:33.569 / 3:58.669; 17. Herb Noble/Iowa (Scorpion) No time / 2:39.037 / 2:33.033 / 3:24.151; 18. Jeff Blumenthal/NEO (QRE Invader QC-1) No time / 2:36.280 / 2:35.525 / No time; 19. Charlie Schlismann/INR (KBS MK VII) No time / 2:38.302 / 2:40.905 / No time; 20. Chuck McAbee/Bucc (QRE Invader) No time / 2:40.027 / 2:38.309 / No time;

21. Joseph Palmer/Tex (NovaKar J9) No time / 2:39.353 / 2:38.811 / 3:55.616; 22. Chris Hodde/Tex (KBS MK VII) No time / No time / 2:40.936 / 3:24.786; 23. Timothy Friest/KCR (KBS MK VII) No time / 2:45.647 / 2:42.407 / 3:31.759; 24. David Vincent/KCR (KBS MK VII) No time / 3:11.515 / 2:44.457 / 3:55.230; 25. Glen Smeal/LnSt (Red Devil T-2001) No time / 2:51.791 / 2:48.284 / 3:36.673; 26. Carl Maier/Tex (Maverick F500) No time / 3:12.289 / 3:14.330 / 3:36.781; 27. Darrel Greening/Milw (Red Devil BR-2K2) No time / 3:13.465 / 3:33.535 / 3:28.120;

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps):** 1. Michael Mueller (13); 2. Jeremy Morales (13); 3. Charles McAbee (13); 4. Michael Brent (13); 5. Steven A Jondahl (13); 6. James Weida (13); 7. Herb Noble (13); 8. Brian Brothers (13); 9. William B Cobb (13); 10. Keith Joslyn (13); 11. Kris Larsen (13); 12. Jeff Blumenthal (12); 13. Timothy Friest (12); 14. Aaron Ellis (12); 15. David Vincent (12); 16. Michael Vacek (12); 17. Darrel Greening (12); 18. Joseph Palmer (12); 19. Jack Walbran (11); 20. Glen Smeal (11); 21. Chuck McAbee (11); 22. David Lapham (10); 23. Charlie Schlismann (11); DNF: Jason Knuteson (5); DNF: H Cory McLeod (0); DNF: Chris Hodde (0); DNS: Carl Maier (0); **Overall Time of Race:** 37:30.849; **Average Race Speed:** 83.169 mph; **Margin of Victory:** 31.533 seconds; **Hawk Fastest Race Lap:** 2:43.550 (88.046 mph); **Lap Leaders:** #24 Laps 1 - 13; **Sunoco Hard Charger:** #44 Herb Noble

Ellis - Penalized 2 finishing positions per Chief Steward - GCR 6.11.1B

Schlismann - Penalized 2 finishing positions per Chief Steward - GCR 6.11.1B

KEN BROWN



Michael Mueller (LEFT) combined the right setup with great driving and took the F500 championship with 30 seconds to spare. (ABOVE) Charles McAbee crossed the finish line in third.

DENNIS WOOD



RICK GORWINE

RACE 12 FORMULA 500
MICHAEL MUELLER
 Milwaukee Region
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UNPREDICTABLE, TO SAY THE LEAST

RACE 13 SPEC MIATA

Unfortunately, this year's Spec Miata race saw tensions in SCCA's most popular class boil over into angry words, accusations of cheating and bad blood between several drivers, potentially tarnishing the appeal of a class that has every reason to be appealing. "Too much man-drama," was the phrase heard over and over again regarding what started at the Spec Miata CRB town hall meeting and spilled onto the track in qualifying, where several protests over car-to-car contact set the stage for even more conflict.

But when the dust settled, it was veteran competitor Jim Drago in the East Street Racing Miata who held the Gumout pole position by 0.6sec over outside pole qualifier Elivan Goulart in the SAC Racing/www.SCDAl.com Miata. These were the only two drivers to qualify in the 2:43s.

As the Spec Miata field began its race, Drago led into Turn 1 followed closely by Gorriaran, who made a bold move up from his fourth-place qualifying position. Third position was claimed by outside polesitter Goulart.

Gorriaran immediately began putting pressure on Drago, and that clash erupted in the Hurry Downs section of the track between Turns 7 and 8. Gorriaran placed his car's nose alongside Drago's rear quarter and tried to get as much track as possible to set up an inside pass on Drago, who was driving a very aggressive line of his own. In the next moment, Drago was being pushed down the track on Gorriaran's nose,

90 degrees to the direction he should be facing. Drago slid off course and rejoined the field mid-pack, retiring from the race on lap six. Fifth-place qualifier Denny Steyn briefly took over the lead, but Gorriaran passed him heading into Canada Corner.

At the end of the first lap, it was Gorriaran, Steyn, 2010 Champion Andrew Charbonneau and Goulart across the line, but Gorriaran shortly fell to fourth in the lead group. Charbonneau made a brave try for the lead in Turn 5, but failed and fell back several places, leaving the lead to Steyn, Goulart and Gorriaran.

The lead changed hands several more times over the next few laps, but back in the field last place starter Chip Van Vurst had worked his way through the pack to seventh place, and he was chasing down the leaders.

By midrace, Goulart, Gorriaran, Charbonneau, Steyn and Voytek Burdzy had formed a five-car train and

checked out on the field, but in lap 11, Burdzy attempted a pass on Steyn into Turn 8 and the two made contact. Steyn spun and was no longer a factor for the podium. The incident left Goulart in the lead, followed by Gorriaran and Charbonneau, with Sammy Valafar in fourth place. Valafar shortly passed Charbonneau to take third position on track.

In the final laps, Gorriaran continued to challenge Goulart for the lead, trading places a few more times, but on the last lap Goulart raced Gorriaran side by side through several turns and made a pass in the Carousel. Gorriaran tried to take

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Jim Drago/MIDS (Mazda Miata) No time / 2:44.870 / 2:44.353 / **2:43.330**; 2. Elivan Goulart/NER (Mazda Miata) No time / No time / 2:45.899 / **2:43.978**; 3. L. Patrick Sandlin/CFR (Mazda Miata) No time / 2:46.114 / 2:44.854 / **2:44.182**; 4. Steven Gorriaran/NER (Mazda Miata) No time / 2:45.055 / 2:44.665 / **2:44.246**; 5.

**RACE 13
SPEC MIATA
ELIVAN GOULART**
New England Region



RICK CORWINE



WHAT CHAMPIONS ARE MADE OF

CHIP VAN VURST ARRIVED at Road America the night before the Spec Miata race, and without a single lap of practice or qualifying time, came from the back of the 30-car field of starters to finish in a strong fourth place.

"I figured I had nothing to lose, so I was going to try to win it," Van Vurst said.

Driving a race like that is a commanding performance from any driver, but Van Vurst's achievement is all the more amazing because he's currently battling cancer with radiation and chemotherapy.

"This race was a 'Hail Mary' for me," said Van Vurst. "I wasn't sure if this would be my last race. Not every driver would have the support of his family to do this, because of the exertion involved, but I'm lucky to have complete support from my family."

Van Vurst's determination and drive to not only make the race during such a difficult time in his life, but to also put on such an impressive performance on the track is a reminder to all of us what Club Racing is all about.

back the lead in Canada Corner, but failed, putting four wheels off track. The two were nose to tail coming through Turn 14 and up the hill to the checker, with a margin of victory of 0.434sec for Goulart.

"It was a pretty exciting race. At the beginning of the race I got shuffled back a bit. I fell back, kept my cool and we had a yellow. From then on, it was 'Game on,'" Goulart said.

As expected, the post-race technical inspection performed on the front running cars was thorough, and it revealed that Gorriaran and Valafar both had non-compliant cars, disqualifying both drivers from the

results. In Gorriaran's case, more actions were taken by the stewards due to the events that had taken place during the week. Should those actions be appealed, expect to find more details in an upcoming *Fastrack*.

With the disqualifications, Carbonneau in the Jeffy Boy Racing/Cheating Chip/Auto Miata stood on the second step of the podium with Burdzy in third in the Advanced Autosport Miata.

Meanwhile, Chip Van Vurst's fantastic run from last on the grid to fourth overall earned him the Sunoco Hard Charger Award.

Jeff Zurschmeide

Danny Steyn/FLA (Mazda Miata) No time / No time / 2.45.399 / **2.44.414**; 6. Tom Sager/CHI (Mazda Miata) 3.13.362 / 2.46.367 / 2.45.286 / **2.44.470**; 7. Shawn Slattery/CIN (Mazda Miata) 4.07.696 / 2.47.412 / No time / **2.44.487**; 8. Voytek Burdzy/BVR (Mazda Miata) No time / No time / 2.46.032 / **2.44.592**; 9. Andrew Charbonneau/FLA (Mazda Miata) No time / 2.45.297 / **2.44.754** / 2.44.964; 10. Alexander Bolanos/FLA (Mazda Miata) No time / 2.45.515 / **2.44.776** / 2.45.149; 11. Jerret Gerber/Milw (Mazda Miata) 3.07.739 / 2.47.912 / 2.45.960 / **2.44.844**; 12. Sammy Valafar/LV (Mazda Miata) 3.10.824 / 2.45.339 / 2.45.119 / **2.44.929**; 13. Christopher Haldeman/Tex (Mazda Miata) No time / 2.49.385 / 2.47.066 / **2.45.010**; 14. David Bednarz/DET (Mazda Miata) No time / 2.46.926 / 2.45.393 / **2.45.037**; 15. Tom Fowler/Atl (Mazda Miata) No time / No time / 2.45.519 / **2.45.070**; 16. Tony Coello/Milw (Mazda Miata) No time / 2.45.777 / **2.45.123** / 2.51.710; 17. Michael Collins/WDC (Mazda Miata) 3.10.532 / 2.47.671 / 2.47.679 / **2.45.282**; 18. Brian Ghidinelli/CSCC (Mazda Miata) No time / 2.46.658 / **2.45.321** / No time; 19. Craig Berry/Tex (Mazda Miata) No time / 2.46.358 / **2.45.090** / 2.45.568; 20. Adam Poland/Tex (Mazda Miata) 3.14.958 / 2.46.570 / 2.47.018 / **2.45.723**; 21. Tom Kraft/DMV (Mazda Miata) No time / 2.47.983 / 2.47.593 / **2.46.230**; 22. Harry Manning/Milw (Mazda Miata) 3.28.043 / 2.47.025 / 2.46.712 / **2.46.321**; 23. Tom Brown/Milw (Mazda Miata) 3.13.618 / 2.46.591 / 2.46.589 / **2.46.389**; 24. Steven Powers/Colo (Mazda Miata) 3.09.533 / 2.48.612 / 2.48.995 / **2.46.411**; 25. Charlie Campbell/MHR (Mazda Miata) 3.16.134 / 2.47.993 / **2.46.699** / 2.47.383; 26. Tyler Dahl/Utah (Mazda Miata) 3.29.817 / 2.49.730 / 2.49.192 / **2.47.070**; 27. Luke Bickham/Tex (Mazda Miata) No time / 4.36.958 / **2.47.586** / 2.49.691; 28. David Palfenier/CHI (Mazda Miata) 3.19.335 / 2.48.283 / 2.48.936 / **2.48.092**; 29. David Pintaric/MVR (Mazda Miata) No time / 2.50.323 / 2.49.940 / **2.48.425**; 30. Phil Cummings/CDR (Mazda Miata) No time / 2.50.256 / 2.49.209 / **2.48.627**; 31. Ted Cahall/WDC (Mazda Miata) 3.25.168 / 2.50.825 / **2.49.540** / No time; 32. James Suhr/WOR (Mazda Miata) 3.27.265 / 2.52.777 / 2.51.816 / **2.50.664**; 33. Randy Cummings/Utah (Mazda Miata) No time / 3.10.325 / 3.03.807 / **3.06.374**; 34. Chip Van Vurst/FLA (Mazda Miata) No time / No time / No time / No time;

Steyn - Loss of Q1 & Q2 Qualifying times - car change - Supps 9.7

Fowler - Loss of Q1 & Q2 Qualifying times - car change - Supps 9.7

Gorriaran - Loss of Q1 Qualifying times - car change - Supps 9.7

Slattery - Loss of Q3 Qualifying times per Chief Steward - GCR 6.11.1.A & 9.1.8.B

Ghidinelli - Loss of Q4 Qualifying times per Chief Steward - GCR 6.11.1.A & 6.11.1.B

Berry - Loss of 3 positions on final grid - GCR 2.1.4 & 6.1.1.B

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps)**; 1. Elivan Goulart (13); 2. Andrew Charbonneau (13); 3. Voytek Burdzy (13); 4. Chip Van Vurst (13); 5. Danny Steyn (13); 6. Alexander



DENNIS WOOD

Bolanos (13); 7. Craig Berry (13); 8. Tom Brown (13); 9. Brian Ghidinelli (13); 10. Adam Poland (13); 11. Shawn Slattery (13); 12. Jerret Gerber (13); 13. Michael Collins (13); 14. Harry Manning (13); 15. Tom Sager (13); 16. Charlie Campbell (13); 17. Steven Powers (13); 18. David Palfenier (13); 19. Tom Kraft (13); 20. Tyler Dahl (13); 21. Phil Cummings (13); 22. Ted Cahall (13); 23. David Pintaric (13); 24. James Suhr (13); 25. Randy Cummings (12); 26. Christopher Haldeman (11); 27. Jim Drago (6); DNF: David Bednarz (0); DNS: L. Patrick Sandlin (0); DNS: Tom Fowler (0); DNS: Tony Coello (0); DNS: Luke Bickham (0); DQ: Steven Gorriaran (13); DQ: Sammy Valafar (13); **Overall Time of Race:** 38.57.386; **Average Race Speed:** 80.089 mph; **Margin of Victory:** 3.205 seconds; **Hawk Fastest Race Lap:** 2.43.890 (87.864 mph); **Lap Leaders:** #44 Laps 1,4,7,12, #39 Laps 2-3, #73 Laps 5-6,8-11,13; **Sunoco Hard Charger:** #57 Chip Van Vurst

Gorriaran - Disqualification, suspension of competition license for 12 months, exclusion from 2012 Runoffs - GCR 6.11.1.A,B,D & 2.1.4,2.1.7

Gorriaran - Disqualification per Chief Steward - GCR 9.1.8.C,f,5

Valafar - Disqualification per Chief Steward - GCR 9.1.8.C.4.a.1

When the dust settled in what proved to be a spectacular race, it was Elivan Goulart (LEFT) in first, followed by Andrew Charbonneau (ABOVE) in second and Voytek Burdzy (BELOW) in third.



KEN BROWN

LIKE OIL AND WATER

RACE 14 SHOWROOM STOCK B

Michael Scornavacchi, driving the Hoosier/Carbotech/Angry Sheep Motorsports Ford Mustang, scored his first National Championship, besting 2008 SSB National Champ Lee Niffenegger and his Honda of Keene/HPD/BFG Honda Civic Si by a scant 1.27sec, and was visibly moved in Victory Circle as he accepted the gold medal. "I was a mess on the whole lap afterward [on the cool down lap], then I saw my wife and my son and it started again," he said.

"The Runoffs and I are lot like oil and water, we've had some great qualifying efforts and the races have not gone well," Scornavacchi continued. "When Lee [Niffenegger] won it, he and I had a phenomenal battle with just a couple laps to go, and I swung wide and blew a tire, and it allowed him to win – and deservedly so. Then in '09 I had a loose wheel, which cost me potentially a first or a second. Last year, we broke a part in qualifying. We were on the pole after day one, and we broke a ball joint and hit a wall and never made the race. So to finish first makes it all so much more special."

This race group was one of four at the Runoffs with a split start. In this case, SSB took the flag first and SSC saw

the green less than a minute later.

At the drop of the SSB green, they were three wide heading into Turn 1 with Gumout polesitter Toby Grahovec in his Classic BMW/Hoosier Tire/Red Line BMW Z4 beside Scornavacchi and the Mustang of Tim Myers. Grahovec pulled into the lead by Turn 3, but a couple of laps later Scornavacchi got back by. 2010 Champ Ed Zabinski was up to third in his Accumoto/Hoosier/Dead Horse Racing Ford Mustang.

Niffenegger, meanwhile, was tagged by a couple of cars and ended up back in ninth, at which point he started working his way back through the pack – by the end of lap two, he'd managed to work his way up to sixth.

"I got hit between Turns 1 and 3 multiple times," reported Niffenegger post race. "It tore my mirror off, and it finally flopped inside the car and I was able to tear it off and throw it inside the car. I might have been able to get up to Mike [Scornavacchi] had I not

had to come back from ninth. My teammate, Luke Wilwert, gave me a draft and pointed me by. That helped me catch up."

By mid race, Scornavacchi was clicking off fast laps. Grahovec was in second and Niffenegger had worked his way past Zabinski, by turning laps in the 2:42 range, nearly 0.8sec faster than the next closest competitor, and he had Grahovec in his sights. As the duo raced into Turn 8, there was contact, but both continued their battle for second. It was another drag race up the hill as Niffenegger pulled around Grahovec for second as they headed into Turn 1.

With two laps to go, Scornavacchi's lead was down to 3.4sec, and Niffenegger was charging hard, turning lap times a full second faster in the nimble Honda than the heavier Mustang of Scornavacchi.

Grahovec, meanwhile encountered a problem on the last lap and



ROCK CORWINE



ROCK CORWINE

**RACE 14
SHOWROOM STOCK B**
MICHAEL SCORNAVACCHI
Florida Region
Ford Mustang V-6

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Toby Grahovec/Tex (BMW Z4) 2:42.863 / 2:42.067 / 2:43.423 / **2:41.479**; 2. Tim Myers/Atl (Ford Mustang) 2:44.292 / 2:42.684 / 2:42.470 / **2:41.639**; 3. Michael Scornavacchi/FLA (Ford Mustang V-6) 2:43.742 / 2:42.160 / 2:43.080 / **2:41.722**; 4. Lee Niffenegger/CSCC (Honda Civic Si) 2:43.881 / 2:42.289 / 2:43.096 / **2:41.758**; 5. Andrew Charbonneau/FLA (Ford Mustang) No time / 2:44.119 /

2:46.344 / **2:42.607**; 6. Luke Wilwert/OVR (Honda Civic Si) 2:46.036 / 2:42.833 / **2:42.768** / 2:43.165; 7. Ed Zabinski/Atl (Ford Mustang) 2:44.894 / No time / 2:44.748 / **2:43.113**; 8. Christopher Childs/DET (Ford Mustang) 2:45.385 / **2:43.580** / 2:45.011 / 2:43.327; 9. Ralph Porter/IND (BMW Z4) 2:44.388 / 2:43.902 / 2:44.928 / **2:43.396**; 10. Robbie Davis/COR (MINI Cooper S) 2:46.651 / 2:45.154 / 2:44.933 / **2:44.168**; 11. Stan Czacki/PhAm (Acura RSX Type S) 2:49.659 / 2:50.397 / 2:50.796 / **2:48.634**; 12. Michael Dalton/CHI (Pontiac Solstice) 2:51.118 / 2:52.680 / 2:49.951 / **2:49.290**; 13. Rick Shively/Colo (BMW Z4) **2:53.061** / 3:26.270 / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Michael Scornavacchi (13); 2. Lee Niffenegger (13); 3. Ed Zabinski (13); 4. Luke Wilwert (13); 5. Toby Grahovec (13); 6. Ralph Porter (13); 7. Christopher Childs (13); 8. Robbie Davis (13); 9. Stan Czacki (13); 10. Andrew Charbonneau (10); 11. Michael Dalton (9); DNF: Tim Myers (2); DNS: Rick Shively (0); **Overall Time of Race:** 35:26.844; **Average Race Speed:** 88.018 mph; **Margin of Victory:** 1:27.0 seconds; **Hawk Fastest Race Lap:** 2:42.083 (88.843 mph); **Lap Leaders:** #84 Laps 1 - 2, #25 Lap 3 - 13; **Sunoco Hard Charger:** #1 Ed Zabinski

Michael Scornavacchi (LEFT) claimed the win, followed by Lee Niffenegger (ABOVE LEFT, 21) and Ed Zabinski (ABOVE LEFT, 1).

relinquished third place to Zabinski, with Wilwert taking fourth.

"I heard Toby [Grahovec] got stuck in fifth gear," said Zabinski. "He was running slow and kind of burbling, and going slow up the hill out of Canada Corner. I felt bad for him, but I was pretty happy to inherit third place. I'll definitely take that. I can't say I'm disappointed to end up on the podium."

Dee Duncan



This year was almost a replay of last year's SSC race, with Mark McCaughey (18) having to work his way around Joel Lipperini (81) for the lead and, ultimately, the win.

2.49.530 / 2.49.720 / 2.51.785 / **2.49.027**; 4. Jonathan Start / Milw (MAZDA3 s) 2.52.733 / 2.52.583 / 2.52.429 / **2.49.560**; 5. Ali Naimi / Ore (MAZDA3 s) 2.58.949 / 2.51.917 / 2.51.928 / **2.50.069**; 6. Michael Crawford / NEP (Acura Integra) 2.51.322 / 2.51.854 / **2.50.112** / 2.50.430; 7. Jim Ebben / Milw (Ford Focus) No time / 2.50.511 / 2.51.331 / **2.50.223**; 8. Tom Daly / LOL (Volkswagen Rabbit) **2.50.832** / 2.51.367 / 2.51.670 / 2.50.995; 9. Eric Van Cleef / TVR (Toyota Corolla XRS) 2.52.644 / **2.51.427** / 2.51.673 / 2.51.651; 10. Peter Keane / CFR (Acura Integra) 2.53.544 / **2.51.652** / 2.53.573 / 2.52.815; 11. John Saudier / OKLA (MAZDA3 s) 2.55.314 / **2.52.278** / 2.57.980 / No time; 12. Steve Hendricks / LOL (Volkswagen Rabbit) 2.54.597 / **2.52.608** / No time / No time; 13. James Place / Tex (Acura GRS) 2.55.940 / 2.56.593 / 2.54.936 / **2.53.483**; 14. Steven Christopher / OVR (MAZDA3 s) 2.58.673 / No time / 2.57.626 / **2.54.973**; 15. Brian Bogert / NEP (Toyota Yaris) No time / No time / No time / No time;

Ebben - Loss of Q1 Qualifying times per Chief Steward - Supps 9.12

Lipperini - Loss of Q1 Qualifying times per Chief Steward - Supps 9.12

Christopher - Loss of Q2 Qualifying times per Chief Steward - Supps 9.12

Bogert - Loss of Q1, Q2, Q3 & Q4 Qualifying times - car change - Supps 9.7

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Mark McCaughey (13); 2. Ali Naimi (13); 3. Jonathan Start (13); 4. Tom Daly (13); 5. Jim Ebben (13); 6. Joel Lipperini (13); 7. Eric Van Cleef (12); 8. Peter Keane (12); 9. Steve Hendricks (12); 10. James Place (12); 11. Steven Christopher (12); 12. Brian Bogert (11); 13. Michael Crawford (9); 14. Brian Hustung (9); DNF. John Saudier (0); **Overall Time of Race:** 37:53.687; **Average Race Speed:** 82.333 mph; **Margin of Victory:** 7.518 seconds; **Hawk Fastest Race Lap:** 2:49.290 (85.061 mph); **Lap Leaders:** #81 Lap 1, 3, #18 Lap 2, 4-13; **Sunoco Hard Charger:** #02 Tom Daly

RACE 15
SHOWROOM STOCK C
MARK MCCAUGHEY
Central Florida Region
Toyota Celica GTS

EXPECT THE UNEXPECTED

RACE 15 SHOWROOM STOCK C

In our Showroom Stock C predictions this year, we mentioned that it's never a good idea to discount Joel Lipperini, and that you never know what car he'll bring to the Runoffs. Once again, Lipperini didn't disappoint, showing up in his BFG/RaceLabz/Raceshopper/Redline Hyundai Tiburon - yes, a Hyundai Tiburon - and qualifying the car on the pole. Last year's champion Mark McCaughey returned with his Hoosier Tire/Carbotech/TRD Toyota Celica GTS to defend his title, and was just a little more than a tenth of a second behind Lipperini in qualifying.

Sharing its race group with SSB, the SSC cars had to wait for the other class to take the green first. When the SSC field came up to the start line, the rush to Turn 1 was a crowded affair, especially considering the top seven cars had all qualified within two seconds of each other.

Lipperini held the advantage, but McCaughey went through Turn 1 alongside the Hyundai before yielding the position and settling in to a nose-to-tail pursuit. Early in lap two, McCaughey made several attempts at claiming the lead spot, but Lipperini had the top position again by the Kink. McCaughey again took the lead in Turn 1, but now Brian Hustung was pressing from the third position in his Chevrolet Cobalt and attempted a pass for second. The pressure from Hustung allowed McCaughey to put some distance between himself and Lipperini.

Lipperini, however, took himself out of podium contention on lap four when he ran up on the curbing in Turn 6 and launched his car up onto two wheels, coming down hard. After that knock, his Hyundai dropped its pace slightly, showing some smoke. Hustung capitalized on the situation and claimed the second position on the front straight.

McCaughey developed his lead to about four seconds

over the next few laps, while a massive battle brewed for second and third places between Hustung, Lipperini, Jonathan Start in this Hoosier/Red Line Oil Mazda 3, Ali Naimi in the OfflineRacing.com/Hoosier/Mazda Mazda 3) and Michael Crawford's Acura Integra. That battle reached its climax on lap 11 when Crawford rammed Hustung hard in the braking zone for Turn 5, sending Hustung into Start and then back across the track into Lipperini.

"I felt it - I definitely got hit in the rear," said Start. "Crawford got into the back of Hustung, and turned Hustung just enough to hit me."

Having lined up on the inside line, Naimi was in a perfect position to watch the crash play out and avoid the carnage.

"I saw the whole incident happen," said Naimi. "As they were spinning I just happened to get lucky and went in the right direction."

As the survivors drove away, Naimi found himself moved up from fifth place to second, followed by Start and Lipperini, who now had even more damage to his car, ultimately leading to a sixth-place finish.

Meanwhile, Start stayed hard on Naimi's rear bumper, and the two raced

out the final laps like they were connected by a bungee cord.

"It was clean and fun and Ali raced me clean, and everyone else raced clean," said Start. "It was definitely an SSC race - which everyone loves to watch."

At the checker, McCaughey had opened a lead of 7.5sec on Naimi, with Start tied to Naimi at about two car lengths at the finish line. Behind Start was Tom Daly in fourth, who also picked up the Sunoco Hard Charger Award for the race, starting his Volkswagen Rabbit in the eighth position.

Jeff Zurschmeide



The battle for second was tight, with Ali Naimi (14) earning the spot over Jonathan Start (06) by only 0.5sec.

STAY OFF THE PAINT

RACE 16 GT-LITE

GT-Lite almost had acceptable weather every day of Runoffs week, and Kent Prather in his Prather Racing/Mazdaspeed/Moss Motors/Goodyear Mazda Miata controlled the pole on three of the four days of qualifying, with Peter Shadowen and his Road N Race Auto/Goodyear/HPD/Redline Honda CRX Si holding it only after Wednesday's session. But nearly everyone went quicker on Thursday, and Prather took the pole back by only 0.3sec over the Nissan Sentra SE-R of Bobby Lentz and more than a second faster than Shadowen, who fell to third on the grid. Jim Hargrove in his Honda CRX Si had fought transmission problems much of the week, but he qualified fourth with a time about 0.5sec slower than Shadowen. 2007 Champion and perennial fast guy Chris Bovis, however, was struggling to get speed from his Honda CRX Si – he tried carburetors and fuel injection and changed gearing, but could find no improvement.

As is usual for the Runoffs, nearly everyone had to overcome some problem, but all drivers were ready for the start on a cloudy, cool Saturday afternoon. Shadowen was in the wrong gear at the start and fell back, allowing Prather and Lentz to go side by side through Turn 1, with Prather taking the lead by Turn 2. They swapped the lead several times over the first lap, but Lentz held the lead at start/finish. Unfortunately, Lentz retired on the second lap with his transmission stuck in fourth gear, leaving Prather with a gap back to Shadowen. Luis Rivera in his Mazda



DENNIS WOOD

RX-7, Brian Downey's Nissan 200SX and Peter Zekert's 200SX followed. But while Zeckert had rocketed to fifth place from ninth on the grid, he would eventually fall back and be classified as the last finisher, some six laps down.

As Prather consolidated his lead, the race for second was between Shadowen, Rivera and Downey. By lap five, Shadowen had moved ahead of the

QUALIFYING ► Pos. Driver/Region (Car) Time

Session 1/Time Session 2/Time Session 3/Time

Session 4; 1. Kent Prather/KAN (Mazda Miata) 2.34.876 / 2.34.848 / 3.21.701 / **2.32.798**; 2. Robert Lentz/WDC (Nissan Sentra SE-R) 2.35.171 / No time / No time / **2.33.126**; 3. Peter Shadowen/FLA (Honda CRX Si) 2.36.832 / 2.36.716 / 2.34.452 / **2.33.970**; 4. Jim Hargrove/Ore (Honda Civic) 2.37.855 / No time / No time / **2.34.557**; 5. Brian Downey/WDC (Nissan 200SX) 2.37.011 / 2.36.540 / 3.03.752 / **2.34.691**; 6. Luis Rivera/Hous (Mazda RX-7) 2.37.827 / 2.38.715 / 2.37.964 / **2.35.773**; 7. Kyle Disque/NER (Toyota Tercel) 2.44.410 / 2.38.765 / 2.37.830 / **2.36.481**; 8. Christopher Bovis/CHI (Honda CRX Si) 2.37.659 /

JEFF LOEWE

RACE 16 GT-LITE KENT PRATHER Kansas Region Mazda Miata



RICK CORVINE

Kent Prather returned to his familiar spot at the top of the podium, but this time in GT-Lite.

battle between Rivera and Downey. On that lap, it began to drizzle. The rain had little effect on the race for third, with Rivera and Downey passing and re-passing – by lap nine, Rivera was credited with third six times and Downey twice at the line. Rivera had straight-line speed; Downey had handling.

While these two battled, Bovis was catching them and got past Rivera in Canada Corner on lap 10. Rivera spun on lap 12 and lost contact with the pack. When Downey had secured his

Peter Shadowen (LEFT) piloted his Honda to a second-place finish, some 10 seconds ahead of third-place finisher Brian Downey (BELOW).



2.36.659 / 3.00.816 / 2.36.838; 9. Peter Zekert/STL (Nissan 200SX) 2.45.196 / 2.41.610 / **2.40.230** / 2.40.282; 10. Bob Clark/Milw (Honda CRX Si) 2.43.954 / 2.42.435 / 3.14.169 / **2.40.692**; 11. Roy Lopshire Jr/KCR (Toyota Tercel) 4.05.838 / 2.46.760 / 2.44.434 / **2.43.145**; 12. Jim Stinehelfer/KAN (Mazda Miata) 2.46.831 / **2.43.904** / 2.45.743 / 3.09.628; 13. Jonathan Goodale/Colo (Mazda MX-5 Miata) 3.04.479 / **2.45.023** / 2.48.500 / 3.03.424; 14. Jim Speights/Almo (Mazda Miata) 2.45.695 / 2.46.326 / 2.48.545 / **2.45.664**;

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps):** 1. Kent Prather (13); 2. Peter Shadowen (13); 3. Brian Downey (13); 4. Christopher Bovis (13); 5. Luis Rivera (13); 6. Kyle Disque (13); 7. Jonathan Goodale (13); 8. Roy Lopshire Jr (13); 9. Jim Stinehelfer (13); 10. Jim Speights (12); 11. Bob Clark (10); 12. Peter Zekert (7); DNF: Robert Lentz (2); DNF: Jim Hargrove (2); **Overall Time of Race:** 34.01.797; **Average Race Speed:** 91.684 mph; **Margin of Victory:** 3.398 seconds; **Hawk Fastest Race Lap:** 2:35.100 (92.843 mph); **Lap Leaders:** #60 Lap 1, #26 Laps 2 - 13; **Sunoco Hard Charger:** #04 Jonathon Goodale

position over Rivera, he saw Bovis coming – his response was to not look back and instead hit his marks every corner – it worked, despite brave attempts by Bovis.

Prather and Shadowen maintained their positions for the first two steps on the podium and were joined by a very happy Downey in Victory Circle. Shadowen was able to close the gap a bit on Prather toward the end, but the rain seemed to hurt him more than Prather. Prather said he “just tried to stay off the paint in the rain.” It worked. When asked whom he would like to thank, Prather dedicated the race to his 90-year-old mother, who was unable to attend.

J. Michael Hemsley

RUPT BERRINGTON

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FINE RACING

RACE 17 C SPORTS RACING

By his own admission, Steve Forrer did not have a good year in 2011. Previous outings had seen his K Hill Motorsports/Hoosier/Forrer Supply Ralt RT-41 hindered by a persistent misfire. But the engine was on point this day as he dominated the race, winning his second straight CSR title. What was the difference?

"We changed the engine," related Forrer. "We had a cracked cylinder head and water was leaking into the cylinder causing the misfire. But today we had a new Elite engine, and it was great."

Indeed it was. The race began under sunny skies after morning rain, and Forrer shot into the lead, followed by Jacek Mucha (Phoenix-Innotech/Hoosier JMS 016 CP), Jason Miller (WynnFurst Kohler), James French (Swift 014.a), Brian French (Ralt RT-41), Jim Downing (Downing-Atlanta Peach Day 02) and Jean-Luc Liverato (Stohr WF-1). Forrer, however, moved away from the field, unchallenged for the win.

The first half of the race saw no changes in the running order. Forrer was pulling away by a second a lap over the field, now shaved to seven by a couple DNFs. Mucha was running second, also unchallenged. "I didn't see anybody in front and I didn't see anybody in the back," Jacek said about his somewhat lonely drive.

At half distance, Downing began reeling in the Frenches. "At my age one always starts slow," the sexagenarian reported. On lap nine, Downing caught and passed Brian French for fifth, then closed on son James one spot ahead. By lap 10, the tussle for fourth had tightened. James French held it, but Downing was in his draft, closely followed by Brian French and Liverato. The 11th lap saw Downing execute a neat inside pass into Turn 1, laying claim to fourth place.

On lap 12, Downing caught Jason Miller. He was right on the tail of Miller exiting the Carousel, then edged inside and made a simply remarkable pass going into the Kink – that is something not attempted often, and rarely successfully. But Miller was not finished yet. On the last lap, as Forrer sped under the checker with Mucha 23.3sec behind, Miller made a valiant

charge into the last turn – it was all or nothing, and a bit of a long shot, but he had to do it. Miller carried a bit too much speed and looped the WynnFurst, dropping back to sixth behind the Frenches. It was a bitter pill after running third almost all the way, but nothing to be ashamed of.

Afterwards, Forrer reflected on his drive. "It was a great race today. It was fun. The start is always a challenge. We were side by side going into [Turn] 1. I just stayed steady most of the race and tried to do what I did in qualifying and stay out of trouble."

"As usual when I have to start lapping the DSRs, it never works for me," said Mucha of the race, which shared a split start race with DSR. "I caught some of them just before the Carousel and it took me quite a while to pass them; then another two cars in [Turn] 14, so I lost [Forrer]."

Downing, quite naturally, was asked about his daring pass of Miller in post race interviews. "I was actually surprised that I caught him. His tires must have been going off near the end. He may have missed a gear going into the Kink – it was pretty tight. He may have had a glitch, but I was catching him there and I think it was mostly just grip."



JEFF LOEW

(BELOW) Steve Forrer (84) took a dominating 23-second win in CSR over Jacek Mucha (07).

(ABOVE) In third, six seconds behind Mucha, was Jim Downing.

So it went. A dominating win for Forrer, yet another silver medal for perennial bridesmaid Mucha and a sterling drive from a seventh-place qualifying spot for Downing – a run that also earned him the Sunoco Hard Charger Award for the race.

The field may have been small on numbers, but it was big on fine racing. Tom Schultz

QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Steve Forrer/Milw (Ralt RT-41 Toyota) 2.02.934 / 2.01.135 / 2.02.683 / No time; 2. Jacek Mucha/IND (JMS 016 CP Mazda) 2.02.610 / 2.03.098 / 2.02.428 / 2.01.288; 3. Jason Miller/Milw (WynnFurst Kohler) 2.05.074 / 2.03.620 / 2.04.226 / 2.02.667; 4. James French/Milw (Swift 014 Toyota) No time / No time / No time / 2.04.463; 5. Brian French/Milw (Ralt RT-41 Toyota) 2.06.601 / 2.06.647 / 2.06.118 / 2.04.673; 6. William Goldkind/NYR (Swift CSR Toyota) 2.05.833 / 2.04.828 / 2.26.859 / No time; 7. Jim Downing/Atl (Peach Day-02 Mazda) 2.06.745 / 2.05.941 / 2.05.302 / 2.10.795; 8. Jean-Luc Liverato/Atl (Stohr WF1 Suzuki) 2.05.420 / No time / 2.12.334 / 2.05.640; 9. David Watson/ROR (Stohr WF1 Suzuki) 2.07.571 / 2.07.217 / 2.10.090 / 2.06.365; 10. Sam Souvall/Utah (Stohr WF1 Suzuki) No time / 2.17.770 / 3.12.185 / No time; 11. Lee Romine/CnLa (Panoz DP02 Mazda) No time / No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Steve Forrer (13); 2. Jacek Mucha (13); 3. Jim Downing (13); 4. James French (13); 5. Brian French (13); 6. Jason Miller (13); 7. Jean-Luc Liverato (11); DNF: David Watson (4); DNF: Sam Souvall (1); DNS: William Goldkind (0); Overall Time of Race: 27.45.085; Average Race Speed: 112.427 mph; Margin of Victory: 23.301 seconds; Hawk Fastest Race Lap: 2.02.782 (117.281 mph); Lap Leaders: #84 Laps 1 - 13; Sunoco Hard Charger: #63 Jim Downing

RACE 17 C SPORTS RACING STEVE FORRER Milwaukee Region Ralt RT-41



RICK CORVINE



RICK CORVINE

WATCHING THE MIRRORS

RACE 18 D SPORTS RACING

This year's DSR race shared the race group with the "faster" CSRs. We say "faster" because, while the rules theoretically allow for more speed in CSR, DSR both out-qualified and set a faster race lap time than the other class.

In qualifying, it was Lee Alexander earning the Gumout pole in his Factory 48 Motorsports/APE Racepart Stohr WF-0 with a time 0.165sec faster than the CSR polesitter. And while Alexander didn't set the Hawk Fastest Lap of the race, Tom Bootz, driving the Bootz Industries Stohr WF1, did – a time that was 0.126sec faster than the fastest CSR lap.

But none of that is really important. What is important is what happened when the green flag dropped.

At the start, Bootz made short work of moving from third to first to lead the field into the first corner – then he set to growing the gap for the course of the 52-mile race. As cars battled for position and fell out of the race because of mechanical difficulties, Bootz ticked off lap after lap toward the checkered flag, claiming his second podium finish and first National Championship.

"Being back on the podium is clearly special," Bootz said, noting that he'd been struggling with the car all year, eventually pulling the car apart in order to fix the issues. "It was a hard drive, but we got a jump at the start and kept watching the mirrors and watching the mirrors. I was hoping there'd be some battling behind me, trying for consistent laps. I just kept going around, watching the mirrors. I had a clear track until about halfway through the last lap, and there wasn't any point in taking any chances. I stayed behind [the lapped traffic] until we went across the line."

The battle for second involved Alexander mixing it up with defending Champion Lawrence Loshak's Stohr WF1, with the pair swapping positions several times – first for third place, then second when Chris Farrell's Stohr WF1 fell out with mechanical difficulties.

Greg Bell also inserted himself into that mix, putting his Stohr WF1 into second place on lap six. Bell fell out of the race on lap seven, and when Loshak pulled to pit lane on lap nine, Alexander was alone in second place and on his way to his first Runoffs podium in just his second attempt.

"Lawrence is so fast in [Turn] 1, I just couldn't get around him there," said Alexander. "Finally, I got a good run in the Kink and had to stuff it down there in Canada. By then, [Bootz] was already gone. I just had to keep the car together and drive consistent laps and hope that I'd see [Bootz] off the side of the road somewhere."



Finishing in second place was Lee Alexander (ABOVE), who had a healthy lead over third-place finisher Jake Latham (BELOW)



QUALIFYING ▶ **Pos. Driver/Region (Car)**
Time Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Lee Alexander/CSCC (Stohr WF-0 Suzuki) 2.06.022 / 2.02.935 / 2.02.737 / **2.00.970**; 2. Chris Farrell/Utah (Stohr WF1 Suzuki) 2.40.929 / 2.02.493 / 2.03.056 / **2.01.364**; 3. Tom Bootz/KCR (Stohr WF1 Suzuki) 2.02.417 / No time / 2.03.416 / **2.01.549**; 4. Jake Latham/Colo (Stohr 01D Suzuki) 2.05.890 / 2.04.785 / 2.03.706 / **2.03.129**; 5. Garrett Kletjian/NER (West WX-10 Suzuki) 2.06.260 / 2.07.284 / 2.03.869 / **2.03.185**; 6. Henry Botkin/Sand (Stohr WF1 Suzuki) 2.05.725 / 2.05.119 / 2.05.793 / **2.04.154**; 7. Lawrence Loshak/Milw (Stohr WF1 Suzuki) No time / **2.05.245** / 2.43.482 / 2.25.699; 8. Michael Crowe/CFR (Stohr WF1 Suzuki) 2.07.747 / 2.05.960 / 2.06.119 / **2.05.287**; 9. Greg Bell/WNY (Stohr WF1 Suzuki) 2.09.977 / 2.08.239 / 2.08.929 / **2.06.380**; 10. David Locke/IND (Stohr WF1 Suzuki) 2.12.130 /

2.08.232 / 2.09.704 / **2.07.928**; 11. Jim Hallman/Atl (Stohr WF1 Suzuki) 2.12.411 / 2.13.966 / 2.15.235 / **2.08.200**; 12. Dave Knaack/Milw (Stohr WF1 Suzuki) 2.09.853 / **2.08.496** / 2.10.005 / 2.09.702; 13. Steve Nicklin/CSCC (Stohr WF1 Suzuki) 2.13.651 / 2.11.812 / 2.12.459 / **2.11.437**; 14. Jim Vogel/Milw (Stohr WF1 Suzuki) 2.58.302 / **2.11.746** / 2.14.923 / 2.15.871; 15. Richard Colburn/CIN (NosTendo Suzuki) 3.08.169 / **2.12.008** / 2.14.320 / 2.13.958; 16. Brian Lindstrand/Milw (Prince LSR Suzuki) 2.19.948 / **2.17.000** / 2.52.553 / No time;

Lindstrand - Loss of Q4 Qualifying times per Chief Steward - Supps 9.12

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps):** 1. Tom Bootz (13); 2. Lee Alexander (13); 3. Jake Latham (13); 4. Henry Botkin (13); 5. David Locke (13); 6. Jim Hallman (13); 7. Steve Nicklin (13); 8. Richard Colburn (13); 9. Jim Vogel (13); 10. Lawrence Loshak (9); 11. Michael Crowe (8); 12. Greg Bell (6); 13. Dave Knaack (6); DNF. Chris Farrell (5); DNF. Brian Lindstrand (2); DNS. Garrett Kletjian (0); **Overall Time of Race:** 26.47.133; **Average Race Speed:** 116.481 mph; **Margin of Victory:** 12.763 seconds; **Hawk Fastest Race Lap:** 2.02.656 (117.402 mph); **Lap Leaders:** #36 Laps 1 - 13; **Sunoco Hard Charger:** #97 Richard Colburn



Tom Bootz showed what he's capable of when he took the DSR win by 12.7sec and set a faster race lap time than CSR in the process.

RICK CORVINE
RUPERT BERRINGTON

Attrition moved Jake Latham's SCR Performance/Rocky Soft/Sticky Vinyl Graphics Stohr 01D up the field, making his pass on Henry Botkin's Stohr WF1 on lap 10 for what would become a close third place.

"The start was pretty bad for me," said Latham. "I think I went from fourth to eighth or ninth and pretty much everyone just sort of streamed by on the way to [Turn] 3. After that, it was just trying to find and catch whomever I could. Then cars started to drop out, I saw someone go off at the end of [Turn] 5 and I knew I was up a spot."

At the checker, it was Latham over Botkin by one second.

SCCA Staff

AT ONE WITH THE CAR

RACE 19 SUPER TOURING UNDER

Super Touring Under is a bit of a wild class, incorporating everything from specific built racecars to ex-World Challenge Touring Cars and Club Racing's Improved Touring cars. The rules are fairly permissive – it's like a Prod meets IT category with a little bit of GT thrown in for good measure. Consequently, STU fields are hard to quantify. The results of this year's STU race demonstrated the great variety and creativity that comes out when racers are given a free hand to develop their cars.

Last year's second-place Runoffs finisher Joel Weinberger put his Continental Audi/Castrol/BFGoodrich Tires Audi A4 on the pole last year, but was defeated in the first STU National Championship race by Richard Cullen. He returned this year determined to make a better showing.

"It was a great race last year, but it was a heartbreaker to come in second," he said. "I learned a lot and now I feel at one with that car."

That feeling of oneness put Weinberger on the pole for the second year, more than half a second faster than second-place qualifier Marc Hoover, driving the Hooverspeed/Redline/AMG/Hoosier Mazda Miata. However, as the race group came up to the green, Weinberger was anything but confident.

"I purposefully isolated myself during qualifying, so I didn't know how it was going to go at the start," said Weinberger. "I don't think the strength of my car is straight-line speed – I think it's a fully balanced, well-cornering car. So I didn't think I would come out of corner one in first place, but I did. We had a gentleman's agreement that we wouldn't race ridiculously in those first couple laps and take each other out. That would be stupid."

Hoover was able to put his turbocharged Mazda Miata next to Weinberger in Turn 1, but yielded the position and settled in to chase the turbo-powered Audi.

"It was learning the racetrack for me today," said Hoover. "This is the second time I've been here. I ran here

once before at the June Sprints in the rain in an MX-5 Cup car."

At the start, Eric Heinrich kept his third-place qualifying position in his first-generation ElephantMotorsports.com/BFGoodrich Tires BMW M3.

"I had a good start but then I made a couple small mistakes," admitted Heinrich. "A couple competitors got by me, then I figured I should just watch carefully, drive a smart race and look for an opportunity to make a move. Opportunities came up to gain back a couple positions, so I went for it."

For several laps, Heinrich was dicing for position with Marty Grand in his Mitsubishi Evo IX and Michael Flynn in his BMW 325. The race between the older E30 chassis BMW and the modern E46 chassis was close, and Grand managed to stay ahead of both cars until lap 11, when he was forced to pull off course at the Turn 5 exit road, reportedly with a power steering failure.

"Part of luck is being prepared to take opportunity when it arises," said Heinrich. "I was coming into Turn 5 [behind Grand and Flynn] and I could smell something burning. I could tell it wasn't me, and I saw smoke coming from the front of Marty Grand's car, so I figured this is it and I got ready to make a move."

It wasn't long before opportunity knocked again, as Flynn spun into the tire wall three corners later in Turn 8.

"Flynn got a little overzealous and I saw his back end start to come around in one of those slow, lazy dances," said Heinrich. "That was my shot, so I went for it."

Flynn lost third, but recovered in time to only lose one position, staying ahead of the Acura RSX of Matt Staal.

Up front, Weinberger put a comfortable gap on the field, claiming victory six seconds ahead of Hoover, with Heinrich another 15 seconds back.

Jeff Zurschmeide

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Joel Weinberger/CHI (Audi A4) 2.33.005 /
2.27.829 / 2.27.909 / 2.47.465; 2. Marc Hoover/AZ
(Mazda Miata) No time / 2.28.516 / 2.29.522 /
3.30.243; 3. Eric Heinrich/NER (BMW M3) 2.31.534 /
2.31.679 / 2.29.172 / 3.26.194; 4. Michael Flynn/CFR
(BMW 325 E46) No time / 2.31.362 / 2.30.751 / No time;
5. Marty Grand/WDC (Mitsubishi Evo IX) 2.33.366 /
2.31.713 / 2.31.309 / 2.37.511; 6. Matthew Staal/CSCC
(Acura RSX Type S) 2.39.091 / 2.34.084 / 2.33.023 /

2.46.098; 7. Michael Pettiford/Colo (Pontiac Solstice GXP)
2.44.612 / 2.36.119 / 2.35.114 / 2.56.402; 8. Joseph
McClughan/Hous (Mazda MPS 3) 2.36.608 / 2.36.573 /
2.36.088 / 2.45.647; 9. Ronald Pawley/Bucco (Lexus
IS300) No time / 2.37.919 / 2.37.718 / 3.03.172; 10. William B
Niemeyer/CIN (Acura RSXS) 2.39.062 / 2.39.249 /
2.37.774 / 2.44.351; 11. Tom Wickersham/SFR (Honda
S2000 CR) 2.41.881 / 2.39.147 / 2.39.780 / 2.45.797; 12.
John De Barros/Atl (Mazda 6) 2.52.739 / 2.40.927 /
No time / 2.51.998; 13. Rich Walke/CHI (Mazda RX-7)
2.41.757 / No time / 2.53.784 / 2.57.424; 14. Michael
Lattanzio/STC (BMW 325i) No time / 2.42.472 / 2.41.901 /
3.03.892; 15. Michael Jones/SBR (Subaru Impreza WRX)
No time / 2.43.492 / 2.56.108 / 3.07.411; 16. Jim Drago/MIDS
(Mazda Miata) No time / 2.46.239 / 2.44.742 / No time; 17.
L. Patrick Sandlin/CFR (Mazda Miata) No time / 2.46.244 /
2.49.722 / No time; 18. Steven Gorraran/NER (Mazda
Miata) 2.46.562 / No time / No time / 2.55.616; 19. Tom
Kraft/DMV (Mazda Miata) No time / 2.47.899 / 2.51.288 /
2.58.012; 20. David Palfenier/CHI (Mazda Miata) 2.50.262 /
2.49.173 / 2.49.192 / 3.09.133; 21. Ted Cahall/WDC (Mazda
Miata) No time / 2.51.554 / 2.51.202 / No time; 22. Brian
Laughlin/NEOK (Mazda Miata) No time / 2.51.982 /
2.51.607 / 3.16.205; 23. Toby Grahovec/Tex (BMW Z4 3.0)
No time / No time / No time / 6.32.266; 24. Chip Van Vurst/
FLA (Mazda Miata) No time / No time / No time / No time;
Lattanzio - Loss of Q1 Qualifying times per Chief Steward
- GOR 9.1.4.2.B.2.C

Walke - Loss of Q2 Qualifying times per Chief Steward
- Supps 9.12

Gorraran - Loss of Q1 Qualifying times - car change -
Supps 9.7

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Joel
Weinberger (13); 2. Marc Hoover (13); 3. Eric Heinrich (13); 4.
Michael Flynn (13); 5. Matthew Staal (13); 6. Michael
Pettiford (13); 7. Joseph McClughan (13); 8. John De Barros
(13); 9. Tom Wickersham (13); 10. William B Niemeyer (13); 11.
Ronald Pawley (13); 12. Michael Lattanzio (13); 13. Rich Walke
(13); 14. Brian Laughlin (12); 15. David Palfenier (12); 16. Tom
Kraft (12); 17. Marty Grand (11); 18. Toby Grahovec (11); DNF:
Michael Jones (3); DNS: Jim Drago (0); DNS: L. Patrick Sandlin
(0); DNS: Steven Gorraran (0); DNS: Ted Cahall (0); **Overall
Time of Race:** 32.42.174; **Average Race Speed:** 95.404 mph;
Margin of Victory: 6.026 seconds; **Hawk Fastest Race
Lap:** 2.27.859 (97.390 mph); **Lap Leaders:** #3 Laps 1 - 13;
Sunoco Hard Charger: #25 Brian Laughlin



JEFF LOWME

RACE 19 SUPER TOURING UNDER

JOEL WEINBERGER

Chicago Region
Audi A4

STU saw Joel Weinberger (3) claim his
first National Championship, followed
by Marc Hoover (98) in second and Eric
Heinrich (10) in third.

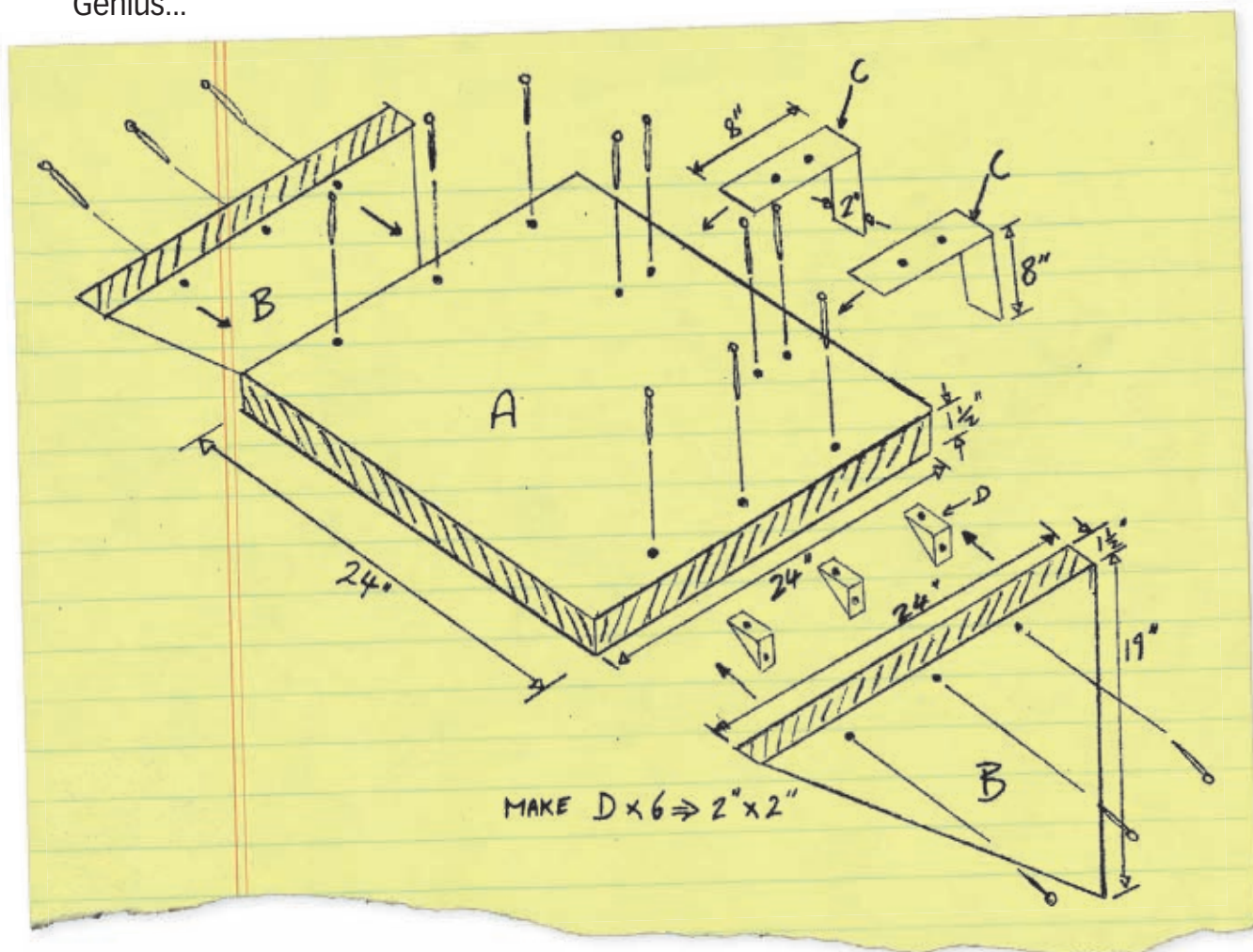
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WHEN IT COMES TOGETHER

RACE 20 FORMULA F

In hindsight, qualifying told the tale of how the Formula F race was going to go down. Lewis Cooper, driving Polestar/Martini/Voss Van Diemen RF00, set the fastest time in each qualifying session, ultimately earning the Gumout pole by a not insignificant margin of 0.73sec. If he could keep that advantage during the race, theoretically he would take the win by nearly 9.5sec. But this is racing, and qualifying never tells the complete tale – instead, Cooper clinched his first National Championship title with 12.146sec to spare.

But it wasn't quite that simple.

At the start, Cooper got a great jump and took the early lead. He led the first four laps before Reid Hazelton passed him in a Van Diemen RF92 for the lead. This back-and-forth battle continued for the next four laps before Hazelton pulled into pit lane with a mechanical issue, but not before Hazelton set the Hawk Fastest Lap of the race with a 2:21.053.

At that point, Cooper had a more than 10-second lead and cruised to victory.

"Reid [Hazelton] caught me and I couldn't really see anybody else behind him at that point, so I figured it was just better to stay in line, drive a few laps, click them off and see what would happen," Cooper said.

Behind Cooper and now in second was the Piper DF-5 of Cliff Johnson, followed a short distance back by 11th-place qualifier Tim Kautz in his Braeburn/Two Dogg/Hoosier/Euroquipe Piper DF-3D and William Valet, who started fifth in the Loyning's Engines/Goodyear Tires Swift DB-6.

Kautz and Valet worked together to catch Johnson, with Kautz taking the spot into Turn 1 on lap nine. Later that lap, Valet made the pass on Johnson into Canada Corner. For the remaining laps, Valet set to hounding Kautz for the second position, with Johnson sitting just off the rear tires of Valet trying everything he could to climb back onto the podium.

Then came the last lap. As the three charged into Turn 1, Valet drafted to the inside for the pass, with Johnson following. Johnson lost control under braking and spun into the gravel. Meanwhile, Valet made the pass for the second step on the podium.

"Honestly, I wasn't planning on getting [Kautz] in Turn 1," said Valet. Plan or no, it worked, and despite attempts by Kautz in Turns 5 and 7 to reclaim the position, Valet made the pass stick.

"When we got past Cliff Johnson, he was working with Bill

[Valet] and they got a good run into [Turn] 1, and Bill got by me," said Kautz. "I thought, 'That's not a bad place to be on the last lap.' We came around that back marker and it ruined my drive through [Turn] 14. I had done it a couple of previous laps – I had gotten beside him by the stripe, but with breaking a little bit of my momentum, it wasn't going to happen."

For his third-place finish, Kautz earned the Sunoco Hard Charger Award.

Russell Ruedisueli finished fourth in his Van Diemen RF98, some 35sec behind Kautz.

"It's a great feeling [to win]," said Cooper. "We've had a long year. We tried a whole bunch of new stuff starting in Florida in January and it just kind of came together at the right time."

SCCA Staff

QUALIFYING ▶ Pos. Driver/Region (Car) Time

Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Lewis Cooper/CFR (Van Diemen RF00 Ford) 2.21.356 / **2.20.678** / 2.21.868 / 2.21.069; 2. Scott Rubenzer/Milw (Citation 95FF Ford) 2.23.011 / 2.21.507 / No time / **2.21.408**; 3. Reid Hazelton/CHI (Van Diemen RF92 Ford) 2.22.666 / **2.21.662** / 2.23.296 / 2.22.377; 4. Cliff Johnson/KCR (Piper DF-5 Ford) 2.23.827 / **2.21.887** / 2.22.415 / 2.22.099; 5. William Valet/NVR (Swift DB-6 Ford) 2.42.253 / 2.28.959 / 2.29.561 / **2.22.240**; 6. John Benson/CFR (Swift DB-1 Ford) No time / No time / **2.22.801** / 2.23.592; 7. Jeff Bartz/Milw (Reynard Reynard Ford) 2.25.591 / 2.25.468 / 2.26.712 / **2.24.688**; 8. Bill Kephart/Colo (Vestial 09F Ford) 2.26.778 / 2.27.684 / 2.27.147 / **2.24.770**; 9. Mike Sauce/Tex (Sauce SVM1 Ford) 2.27.264 / 2.27.245 / 2.25.478 / **2.25.073**; 10. Russell Ruedisueli/DET (Van Diemen RF99 Ford) **2.25.083** / 2.25.659 / 2.29.044 / 2.25.293; 11. Tim Kautz/CHI (Piper DF-3D Ford) No time / No time / 2.48.521 / **2.25.248**; 12. Randy Acock/StxB (Van Diemen RF98 Ford) 2.27.822 / 2.28.324 / 2.28.560 / **2.25.388**; 13. David H. Livingston Jr/TEN (Swift DB-3/89 Ford) **2.25.458** / 2.26.030 / 2.25.889 / 2.25.846; 14. Allen Wheatcroft/CHI (Van Diemen RF98K Ford) 2.28.874 / 2.27.873 / 2.29.341 / **2.25.796**; 15. Wesley Cunningham/Hous (Swift DB-6 Ford) 2.28.061 / 2.26.815 / 2.31.661 / **2.26.514**; 16. James

RUPERT BERRINGTON



RICK CORWINE

RACE 20 FORMULA F LEWIS COOPER Central Florida Region Van Diemen RF00

Stiehr/Colo (Swift DB-6 Ford) 2.28.510 / 2.27.274 / 2.29.627 / **2.26.781**; 17. John Vlasik/Milw (Piper DF-2H Honda) 2.36.747 / **2.28.050** / 2.30.582 / 2.28.603; 18. David Loken/Colo (Swift DB-1 Honda) No time / 2.28.370 / 2.29.628 / **2.28.147**; 19. Mark Keller/Nwst (Piper DF-05 Ford) 2.28.543 / 2.29.496 / 2.33.627 / **2.28.462**; 20. Dan Murphy/LOL (Van Diemen RF00K Honda) **2.28.490** / 2.28.813 / No time / No time; 21. Stan Townes/SFR (Swift DB-1 Ford) No time / 2.30.618 / 2.30.875 / **2.29.576**; 22. John Luxon/Milw (Piper DF-2 Ford) 2.37.813 / 2.32.516 / 2.34.530 / **2.30.261**;

Loken - Loss of 01 Qualifying times per Chief Steward
- Supps 9.12

Rubenzer - Loss of 03 Qualifying times per Chief Steward
- GCR 6.11.B

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Lewis Cooper (13); 2. William Valet (13); 3. Tim Kautz (13); 4. Russell Ruedisueli (13); 5. David H. Livingston Jr (13); 6. John Benson (13); 7. Wesley Cunningham (13); 8. Bill Kephart (13); 9. Randy Acock (13); 10. James Stiehr (13); 11. David Loken (13); 12. Allen Wheatcroft (13); 13. John Vlasik (13); 14. Mark Keller (13); 15. John Luxon (13); 16. Cliff Johnson (12); 17. Mike Sauce (12); 18. Scott Rubenzer (10); 19. Reid Hazelton (8); DNF, Jeff Bartz (3); DNF, Stan Townes (0); DNS, Dan Murphy (0); **Overall Time of Race:** 30:54.768; **Average Race Speed:** 100.929 mph; **Margin of Victory:** 12.146 seconds; **Hawk Fastest Race Lap:** 2:21.053 (102.089 mph); **Lap Leaders:** #0 Laps 1-4, 6, 8-14, #01 Laps 5, 7; **Sunoco Hard Charger:** #88 Tim Kautz



KEN BROWN



Lewis Cooper (ABOVE) drove an excellent race to claim the win by a significant margin. Meanwhile, William Valet (RIGHT) and Tim Kautz (LEFT) were in a fierce battle for second, with Valet winning out by 0.234sec.



JEFF LOWME



American Sedan
ANDY McDERMID



C Sports Racing
STEVE FORRER



D Sports Racing
TOM BOOTZ



E Production
JUSTIN PRITCHARD



Formula 500
MICHAEL MUELLER



Formula Atlantic
MICHAEL MALLINEN



Formula B
BRIAN NOVAK



Formula Continental
REVERE GREIST



Formula Enterprises
SCOTT RETTICH



Formula F
LEWIS COOPER



Formula Mazda
DARRYL WILLS



F Production
STEVE SARGIS



Formula Vee
ROGER SIEBENALER



Grand Touring 1
MICHAEL LEWIS



BFGoodrich



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Spec Miata
 ELIVAN GOULART



ST0
 SCOTT TUCKER



Touring 3
 KEVIN FANDOZZI



Sports 2000
 JOHN FERGUS II



Showroom Stock C
 MARK MCCAUGHEY



Touring 2
 MARTY GRAND



Grand Touring 2
 MARK JURCZYK



H Production
 GREG GAUPER



Showroom Stock B
 MICHAEL SCORNAVACCHI



Touring 1
 JOHN M BUTTERMORE



Grand Touring 3
 JOHN BLACK



Grand Touring Lite
 KENT PRATHER



Spec Racer Ford
 RICHARD SPICER



STU
 JOEL WEINBERGER



AL CHAMPIONS

TRACK KNOWLEDGE

RACE 21 H PRODUCTION

It should have been a hint during Monday's wet qualifying session that Greg Gauper was the one to beat should HP turn into a rain race. In that combined HP/FP qualifying session, Gauper outran all HP competitors in his Rana Mort Racing Honda Civic by a sizable margin, even besting the fastest FP time car by 6.367sec.

Mike Moser, driving the ETE Reman/Goodyear/Alchemy Honda CRX ran only Tuesday's qualifying because of work commitments, but no one could match his time in the dry – over a second faster than Chris Albin's Volkswagen Golf GTI and two seconds faster than Gauper's best. Dick Gagliardi, a first time Runoffs competitor, was fourth in his LoopRacing/TelSystems Volkswagen Scirocco.

Several who qualified on the first few rows had problems during qualifying week, but not Moser. Gauper had brake issues early, and Albin had to replace a clutch and had a coil blow up. But the biggest challenge they would all face was the wet track come Sunday morning's race. Everything was wet, but it wasn't raining; consequently, there were a variety of tire choices on the grid. Moser started on slicks, Albin and James Rogerson, who qualified fifth in a Honda Civic, were on grooved slicks and Gauper had intermediates on the front and slicks on the back – he had only six wheels and four had slicks mounted, so he had to make the best use of what he had.

Any wet start tends to be chaotic, and this one was no exception. Moser took the lead, but two-time HP Champion Ron Bartell was alongside in his MG going down the hill. Albin was mixing it up with them on the first lap, started to fall back dramatically on the second and retired on the third. That moved Gauper into third and Gagliardi into fourth with Jason Isley charging up to fifth from 12th on the grid in his Racer.com/Goodyear/AST-USA Toyota Yaris.

At this point, Gauper had closed on the battle between Moser and Bartell – but the third lap was just crazy. Gauper had a run on Bartell and passed him in Turn 4 to

take the lead in Turn 8. Then both Moser and Bartell went off track – Moser into the gravel at Turn 12 and Bartell in the Carousel. Moser was stuck for several laps, but Bartell continued in eighth place.

The positions at the line were the same from this lap until the end, with Gauper ahead of Gagliardi, then Isley, Rogerson and Matt Brannon in a Fiat X1/9. But that doesn't mean the racing was over.

Bartell was able to recover to a sixth-place finish, and up front there were battles between Gagliardi and Isley as well as Rogerson and Brannon, with some Isley/Rogerson battles thrown in as well.

The Gagliardi/Isley fight was the classic power versus handling battle, but

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Mike Moser/Milw (Honda CRX) No time / **2.41.462** / No time / No time; 2. Chris Albin/SILR (Volkswagen Golf 6T) 3.22.050 / 2.43.239 / No time / **2.42.857**; 3. Greg Gauper/Milw (Honda Civic) 3.10.519 / 2.45.876 / 2.45.724 / **2.43.785**; 4. Dick Gagliardi/CHI (Volkswagen Scirocco) No time / No time / **2.43.834** / 2.48.856; 5. James Rogerson/Hous (Honda Civic) No time / 2.44.945 / 2.46.763 / **2.44.436**; 6. Jamie Blust/CDR (Triumph Spitfire) No time / No time / 2.45.122 / **2.44.678**; 7. Ron Bartell/NER (MG Midget) 3.28.691 / 2.47.688 / 2.45.164 / **2.45.100**; 8. Matt Brannon/OVR (Fiat X1/9) 3.14.683 / 2.47.289 / 2.49.640 / **2.46.534**; 9. Gary Wittman/CSCC (Austin-Healey Sprite) No time / 2.51.271 / 2.51.562 / **2.46.915**; 10. Brad Davis/SCR (Mini Cooper) No time / 2.49.844 / 2.51.576 / **2.47.514**; 11. Jack Schulz/OZMT (MG Midget) 3.47.017 / 2.53.269 / No time / **2.47.544**; 12. Jason Isley/SanD (Toyota Yaris) No time / 2.49.428 / 2.52.076 /

RUPERT BERRINGTON



RICK CORWINE

RACE 21
H PRODUCTION
GREG GAUPER
Milwaukee Region
Honda Civic



2.48.488; 13. Terry Boylan/CFR (Honda CRX) No time / 2.52.212 / 2.54.143 / **2.48.986**; 14. Bob Eichelberger/Tex (Austin-Healey Sprite) 3.37.804 / **2.49.927** / 2.52.330 / 3.16.681; 15. Jerry Oleson/Colo (Austin-Healey Sprite) 4.09.332 / 2.52.614 / 2.54.945 / **2.49.997**; 16. Keith Church/NCR (Toyota Corolla) 3.56.084 / **2.54.615** / 2.58.924 / 2.58.297; 17. Tom Broring/WDC (Triumph Spitfire) 3.23.936 / 3.03.083 / No time / **2.56.214**; 18. Mike Cummings/SFR (Austin-Healey Sprite) 3.42.472 / **2.57.984** / 2.58.355 / 2.59.011; 19. A. L. (Tony) Drum/CCR (Austin-Healey Sprite) 3.38.822 / 3.06.005 / 3.21.897 / **3.03.685**; 20. Rocky Entriken/SAL (Triumph Spitfire) 3.40.165 / 3.12.906 / **3.06.281** / 3.08.108; 21. Rob Horrell Jr/Tex (Austin-Healey Sprite) No time / **3.24.046** / No time / 3.26.909; 22. Gregory R Plush/WDS (Nissan 510) No time / No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Greg Gauper (13); 2. Dick Gagliardi (13); 3. Jason Isley (13); 4. James Rogerson (13); 5. Matt Brannon (13); 6. Ron Bartell (13); 7. Brad Davis (13); 8. Terry Boylan (13); 9. Jerry Oleson (13); 10. Bob Eichelberger (12); 11. Rocky Entriken (12); 12. Gary Wittman (12); 13. Mike Cummings (12); 14. Mike Moser (12); 15. Jack Schulz (11); 16. Rob Horrell Jr (11); DNF, Keith Church (3); DNF, Chris Albin (3); DNF, A. L. (Tony) Drum (3); DNS, Jamie Blust (0); DNS, Tom Broring (0); **Overall Time of Race:** 42.23.903; **Average Race Speed:** 73.588 mph; **Margin of Victory:** 3.000 seconds; **Hawk Fastest Race Lap:** 3.11.959 (75.016 mph); **Lap Leaders:** #01 Laps 1 - 2, #15 Laps 3 - 13; **Sunoco Hard Charger:** #99 Jason Isley

JOHN W. WILMOTH



From the first qualifying session, Greg Gauper (ABOVE) proved he was the one to beat in the wet – and wet it was during the race. Gauper worked his way to the front and claimed his first National Championship over second-place Dick Gagliardi (LEFT) and third's Jason Isley (RIGHT).



DEANIS WOOD

as the track dried, power won out and Gagliardi left Isley behind. The battle for fourth, though, was catching Isley, with Brannon falling back a bit in his rear-drive car. On the last lap, Isley hit the wet rumbles going into Turn 5 and slid wide, letting Rogerson by – but Isley

caught and passed Rogerson in Canada Corner, finishing 0.197sec ahead at the stripe for the bronze medal and picking up the Sunoco Hard Charger Award for his run from 12th on the grid.

Isley had not considered rain when packing the trailer in California and

brought a set of Kumho rain radials as an afterthought, necessitating a guess at an alignment on race morning since he's never raced in the rain before.

Road America is Gagliardi's home track, but he has limited experience there. He decided to watch Gauper to learn the best line for the wet conditions – successfully. While in pit lane before the race, Gauper was nervous about his tires saying, "I've got to depend on track knowledge." His tire choice didn't turn out to be as bad as he thought, but his track knowledge was just as good as he hoped.

Gauper dedicated the race win to his former crew chief, Vern Fitch, who passed away a few years ago. Fitch's wife, Judi, works in the pressroom at Road Atlanta and had tears in her eyes as Gauper spoke. A fine finish to a very good race.

J. Michael Hemsley

ONE SPEED

RACE 22 AMERICAN SEDAN

Even in weather conditions that went from barely damp to very wet during the 13-lap race, AS National Champion Andy McDermid has only one speed in his Weather Tech/Felice Performance Engineering/T&A Shop Ford Mustang – flat-out. “With me it’s all about rhythm – you can’t lose your concentration especially in these conditions,” said McDermid.

It’s not that it was slick, but the pace lap even claimed some victims as cars were spinning before completion of the lap. But at the drop of the green, third qualifier (not to mention 11-time National Champion) John Heinrich made it three abreast in his TAR/Hoosier/Hawk/Mobil 1/Heinrocket Racing Pontiac Firebird with McDermid and the Ford Mustang of second-place qualifier and 2009 AS National Champion Tom Sloe. Heinrich claimed the inside line through Turn 1, going two wide with McDermid, but McDermid was back in front by Turn 3 and began to run away from the pack.

McDermid was probably happy he’d put a gap on the field so soon in the race. Heinrich entered Turn 6 sideways and slid off track, losing the second position to Jeffrey Werth’s Chevrolet Camaro. This was immediately followed by a spin in Turn 7 by Sloe (who later retired from the race after entering the gravel outside the Carousel). By Turn 8, Heinrich put Werth back in third – which would have still been good enough to add to Werth’s impressive record of medaling in every Runoffs he attended (in eight attempts he medaled eight times). Michael Lavigne took over fourth in his Ford Mustang and Tom Ellis moved up to fifth from

his eighth-place starting position in his Mustang.

David Venhaus started his charge in his CSR Bobcat/Illumination Optics/Axis Ford Mustang (which was running off tune with one cylinder down) as he picked off Ellis and set his sights on Lavigne. Daniel Richardson was also keeping a healthy pace in his Camaro, sitting behind Lavigne after starting 14th. Venhaus caught Lavigne heading into Turn 5 and the battle for the bronze medal began in earnest between Werth, Lavigne, Venhaus, Richardson, Ellis and the Pontiac Trans-Am of Jim Wheeler.

On lap five, Werth’s bid for another medal ended early as his engine let loose with a cloud of smoke and he ended his day with contact with the wall in Turn 7.



QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Andy McDermid/Milw (Ford Mustang)
3.12.502 / 2.27.310 / **2.27.065** / 2.56.569; 2. Tom Sloe/
NEO (Ford Mustang) No time / **2.28.600** / 2.31.567 /
3.45.476; 3. John Heinrich/DET (Pontiac Firebird)
2.55.026 / 2.30.418 / **2.29.686** / 2.59.875; 4. Jeffrey
Werth/Atl (Chevrolet Camaro) No time / 2.31.490 /
2.30.131 / No time; 5. Michael Lavigne/NER (Ford
Mustang) 3.02.992 / 2.32.368 / **2.30.664** / 3.23.333;
6. Thomas West/DET (Chevrolet Camaro) 3.01.231 /
2.31.891 / **2.31.457** / 3.07.632; 7. Edward Hosni/DET

With this year's American Sedan win,
Andy McDermid now has six National
Championship titles.

RACE 22
AMERICAN SEDAN
ANDY McDERMID
Milwaukee Region
Ford Mustang



RICK CORWINE

(LEFT) Claiming second place was a familiar face to AS, John Heinricy. (BELOW LEFT) David Venhaus brought his Mustang home in third, some two minutes behind Andy McDermid and Heinricy.

At this point, the rain began in earnest depending on which section of the course you were on. But McDermid did not seem to let up at all as he tried to stretch his lead over Heinricy, who was pedaling hard to keep up. By the end of lap eight, the top two were almost a full minute ahead of the battle for third. Lavigne, still running hard, spun in Canada Corner on the next lap and stuffed it into the gravel ending his day.

By lap 10, McDermid had lapped the

(Ford Mustang) 3.19.257 / 2.34.369 / **2.31.663** / No time; 8. Tom Ellis/FLA (Ford Mustang) 3.05.580 / **2.31.761** / 2.32.891 / 3.11.287; 9. David Venhaus/Milw (Ford Mustang) No time / 2.34.158 / **2.31.981** / 3.19.111; 10. Jim Wheeler/KCR (Pontiac Trans Am) No time / 2.32.616 / **2.33.493** / 4.04.953; 11. Aaron Bailey/SFR (Pontiac Firebird) No time / 2.35.373 / **2.33.450** / No time; 12. Joseph Trapani/NEP (Chevrolet Camaro) No time / 2.38.196 / **2.34.305** / No time; 13. Pat Wilmot/Atl (Ford Mustang) 3.19.267 / 2.38.947 / **2.34.372** / 4.11.304; 14. Chris Pedersen/CHI (Ford Mustang) No time / **2.35.112** / 2.35.178 / No time; 15. Daniel Richardson/WDC (Chevrolet Camaro) No time / **2.35.230** / 2.35.855 / 4.05.752; 16. Scott Schweitzer/DET (Ford Mustang) 3.31.674 / 2.42.406 / **2.36.101** / No time; 17. Kelly Lubash/NER (Chevrolet Camaro) 3.02.328 / 2.36.607 / **2.36.118** / No time; 18. Jerry Post/NNJ (Chevrolet Camaro) 3.15.101 / 2.39.109 / **2.36.628** / 3.44.276; 19. Dennis Careri/NER (Ford Mustang) No time / 2.39.936 / **2.36.836** / 3.44.515; 20. Tom Himes/Delt (Ford Mustang) 3.13.204 / 2.38.775 / **2.37.810** / No time; 21. Christopher Qualls/OSCC (Ford Mustang) No time / 2.39.239 / **2.37.934** / 3.32.167; 22. Scott Sanda/CHI (Cadillac CTS-V) No time / 2.42.769 / **2.39.407** / No time;

RACE ► 13 laps, 52 Miles: Pos. Driver (Laps); 1. Andy McDermid (13); 2. John Heinricy (13); 3. David Venhaus (13); 4. Daniel Richardson (13); 5. Tom Ellis (13); 6. Aaron Bailey (12); 7. Jim Wheeler (12); 8. Thomas West (12); 9. Kelly Lubash (12); 10. Jerry Post (12); 11. Pat Wilmot (12); 12. Chris Pedersen (12); 13. Christopher Qualls (12); 14. Dennis Careri (12); 15. Michael Lavigne (12); 16. Tom Himes (12); 17. Scott Sanda (11); 18. Joseph Trapani (11); 19. Scott Schweitzer (11); DNF. Jeffrey Werth (4); DNF. Tom Sloe (3); DNF. Edward Hosni (2); **Overall Time of Race:** 37.21.456; **Average Race Speed:** 83.517 mph; **Margin of Victory:** 25.838 seconds; **Hawk Fastest Race Lap:** 2.50.677 (84.370 mph); **Lap Leaders:** #24 Laps 1 - 13; **Sunoco Hard Charger:** #15 Daniel Richardson

22-car field through ninth place. Heinricy had a quick off at the exit to the Carousel, costing him precious time and expanding the gap between himself and McDermid. Meanwhile, with Lavigne's retirement Venhaus inherited the third spot.

At the checker, it was McDermid scoring his sixth National Championship, with Heinricy, Venhaus, Richardson (who picked up the Sunoco Hard Charger Award for his run from 14th on the grid to fourth) and Ellis rounding out the top five – they were also the only ones still on the lead lap.

Dee Duncan



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WEATHER REPORT

RACE 23 FORMULA 1000

Rain is no friend to any Formula class, and Formula 1000 is no exception. Sunday dawned rainy at Road America, and so conditions were challenging for the 10-car Formula 1000 grid.

Brandon Dixon (Citation Engineering/Hoosier Tire Citation) continued his dominance of the class in qualifying, turning in a best time of 2:06.119, almost a full second faster than second-position Jeremy Hill. The third position went to Brian Novak (Dude Vodka/Hoosier Tire/Nova Race Piper), another half-second back from Hill.

As the first race of the day was playing out, the Formula 1000 drivers were watching the weather reports and making last-minute decisions on setup and tires.

"We looked at the radar and decided to go out on intermediates," said Lucien Pancea (Newport Hills Villa Stohr).

As it turned out, there was rain and residual water on the track from the Carousel through to Canada Corner, while the front straight was comparatively dry, so every possible decision had its tradeoffs.

Rain is the great equalizer in racing, and in a field as small as this one, anyone could make a rush at the

start to claim a spot at the front. Polesitter Dixon led into Turn 1, William McLaughlin in his Firman made a brave charge at the start, coming up from seventh through a crowded field to take second place by Turn 3. Behind the two leaders, heavy traffic contested for third place as every driver struggled to maintain control in the wet.

McLaughlin's shot at the podium ended at Canada Corner on the first lap when he spun and dropped to fifth.



RIK CORWINE

RACE 23
FORMULA 1000
BRIAN NOVAK
Detroit Region
Piper F1000 Suzuki

(BELOW) Brian Novak wrapped up the race with his second National Championship – his first in FB. Brandon Dixon (BELOW RIGHT) claimed second, with Lucian Pancea (RIGHT) in third.



KEN BROWN

caught lapped traffic, and fourth-place Glenn Cooper tried a move on Pancea for third place in Turn 1.

“It was an unexpected thing,” said Pancea. “[Cooper] had a lot of straightaway speed, he got me on the inside and I thought he was going to out-brake me, but I braked later than him and I just heard a big boom.”

Cooper bounced his tire off of Pancea’s side pod and spun, but Pancea continued and lost very little ground. At the same time, Dixon



DENNIS WOOD

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time Session 4: 1. Brandon Dixon/Ala (Citation F1000 Suzuki) No time / 2.06.136 / **2.06.119** / 2.06.132; 2. Jeremy Hill/GLN (Photon VDO7 Suzuki) 3.15.704 / 2.08.927 / 2.08.748 / **2.07.063**; 3. Brian Novak/DET (Piper F1000 Suzuki) No time / 2.09.563 / 2.10.078 / **2.07.745**; 4. Glenn Cooper/Atl (RFR F1000 Suzuki) No time / 2.08.509 / No time / **2.08.015**; 5. J.R. Osborne/Ore (Stohr F1000 BMW) No time / 2.08.448 / 2.09.513 / **2.08.446**; 6. Lucian Pancea/Nwst (Stohr F1000 Suzuki) No time / 2.12.089 / 2.10.474 / **2.10.075**; 7. William McLaughlin/FLA (Firman RFR09 Suzuki) No time / 2.17.992 / 2.45.490 / **2.10.773**; 8. Mike Beauchamp/Milw (Van Diemen/Novak RF99 Suzuki) No time / No time / **2.14.028** / 2.21.787; 9. Christopher Ash/Colo (Speads RM 11 A Suzuki) No time / 2.15.672 / **2.14.598** / No time; 10. Terry Biner/Utah (Firman F1000 Suzuki) 3.14.112 / 2.23.991 / 2.16.193 / **2.16.190**;

Dixon - Loss of Q1 Qualifying times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps): 1. Brian Novak (13); 2. Brandon Dixon (13); 3. Lucian Pancea (13); 4. Glenn Cooper (13); 5. Jeremy Hill (12); 6. Christopher Ash (12); 7. Terry Biner (12); DNF. William McLaughlin (1); DNF. Mike Beauchamp (0); DNS. J.R. Osborne (0); **Overall Time of Race:** 35.30.614; **Average Race Speed:** 87.862 mph; **Margin of Victory:** 7.877 seconds; **Hawk Fastest Race Lap:** 2:38.508 (90.847 mph); **Lap Leaders:** #7 Laps 1 - 10, #70 Laps 11 - 13; **Sunoco Hard Charger:** #17 Lucian Pancea

JOHN W. WILMOTH

He went off again in Turn 3 and ended his day in the gravel. Novak laid claim to the second spot, but by the end of the first lap, Dixon had opened a 7.9sec lead on the field.

“I got away clean and Bill McLaughlin was in second for a little while, then he spun. I had a decent gap on Brian [Novak] and I was trying to maintain that gap for a while,” Dixon said.

After the first-lap drama, the drivers settled in to race, concentrating on staying on course and making no mistakes as they worked to reel in the leaders.

“It was a difficult race,” said Novak. “Lucien pressured me for the first four laps. I did as good a job as I could to come to terms with the track and the grip level the car had. Once I got clear of Lucien, I could concentrate on Brandon and it was a matter of running him down.”

By lap 9, Novak had cut Dixon’s lead to four seconds, and then a couple of things happened: Dixon

encountered the first lapped traffic and was forced to slow and find a way through. Meanwhile, Novak was turning in his fastest laps of the race and closed the gap on Dixon.

“I made the decision...that I would try as hard as I could,” said Dixon. “I didn’t want to finish second, but I really missed on the setup for the car today, and I had a lot of oversteer. I couldn’t keep the rear tires behind the front.”

Dixon spun in Turn 3 on lap 11, and Novak claimed the lead. However, the leaders had opened up a 20-second gap on Pancea, so Dixon only dropped to second place.

With the rain continuing to fall, the leaders spent the last two laps keeping their cars under control, with eight seconds separating Novak and Dixon, and Pancea another 20 seconds behind. When Novak passed under the checker, he claimed his second National Championship crown, his first coming in 2007 in Formula 500.

Jeff Zurschmeide

GUESSWORK

RACE 24 TOURING 2

Arguably, the only thing worse than bad track conditions are changing track conditions. Racers are accustomed to some things changing during the course of a race. A car may have an off and drag dirt on to the racing surface, or oil may suddenly appear on track. These are things that every racer has to adapt to as the race goes on – but having to play weatherman and guess as to what type of setup to go with is not a fun position to be in, and that is exactly what field T2 field faced in the Black Magic Touring 2 championship race.

The back half of Road America is notorious for retaining moisture, and the wet stuff had been coming down sporadically throughout the day – and as the start of the race neared, dark clouds loomed overhead. Some drivers were frantically changing tires, while others made the bold move of changing cars (which results in a loss of qualifying times and being moved to the back of the grid).

Andrew Aquilante put his new Phoenix/Hoosier/Hawk Ford Mustang on the Gumout pole, besting the rest of the class by nearly a full second. While Tony Rivera put his Nissan 370Z in second, and Brian Kleeman in another Mustang was third. Defending Champ Marty Grand found himself in fourth, nearly two seconds off the pace in his AMS Performance/TRE/Hoosier/Carbotech Mitsubishi Evo IX.

As the green flag waved, Aquilante timed the flag perfectly and pulled away from Rivera, as did Grand, who claimed second. During the run from Turn 3 down to Turn 5, Grand utilized his all-wheel-drive advantage on corner exit and made the move to the lead.

At the start of lap two, Aquilante got a great run on the front straight and passed Grand under braking into Turn 1, but Grand fought back at Turn 3, retaking the point. Rivera lurked a few car lengths back in third, with Jay Patel and Jason Ott taking up fourth and fifth, respectively.

By the time the leaders got to Turn 8, a full course caution was out for Charlie Vehle, who was stuck in the gravel adjacent to the Carousel.

The lap four restart saw Aquilante again taking it to Grand in the braking zone for Turn 1, but this time Grand held the advantage and the lead as they entered Turn 3. Once again, Grand used his corner exit traction to pull ahead of Aquilante on the run down to Turn 5, but Aquilante was the master on the brakes and took the inside line to the front. Grand fought back as they ran up the hill to Turn 6, and they raced side by side through Turn 6 and up to Turn 7, where Aquilante finally put Grand behind him. This battle allowed Rivera to creep up, and he showed his nose to Grand.

Now free of Grand, Aquilante began to stretch his lead. As the leader started to settle in, Mark Boden was on a tear. Boden chose to park his BMW and hop into the Porsche of Joe Koenig, who was sidelined with injuries sustained during the Super Touring Over race earlier in the weekend. The change seemed like the right choice, as Boden quickly moved up from the last row on the grid to eighth.

With the laps clicking off, Aquilante, who reportedly started on dry tires, continued to check out on the field. Meanwhile Grand's car was struggling to stay on pace, he was one of the few who started on wet tires and the only slightly damp track was taking its toll on the soft rain tires. Eventually Rivera got by Grand for second.

Now up to fifth, Boden continued to charge toward the

front, with Patel and Grand firmly in his sights.

Then the dark clouds that taunted the field at the start began to open up. This was a game changer. The drivers who started the race on dry tires would now be fighting for any scrap of traction.

For Grand, who had fallen back to fifth, the tides were quite literally changing, just as quickly as he faded to fifth he was back challenging for second. But Boden, driving like a man possessed, was not having it. Boden

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Andrew Aquilante/PHL (Ford Mustang GT) 2:29.499 / 2:28.207 / 2:27.707 / **2:27.093**; 2. Tony Rivera/Hous (Nissan 370Z NISMO) 2:30.832 / 2:29.091 / 2:28.650 / **2:27.911**; 3. Marty Grand/WDC (Mitsubishi Evo IX) 2:31.984 / 2:30.999 / 2:31.083 / **2:29.076**; 4. Jay Patel/CHI (Porsche 996) 2:31.273 / **2:29.094** / 2:29.456 / 2:29.715; 5. Joe Koenig/CHI (Porsche 996) 2:30.509 / 2:30.047 / **2:29.126** / 2:31.553; 6. Jason Ott/Colo (BMW Z4 M Coupe) 2:32.448 / 2:30.938 / 2:30.683 / **2:29.676**; 7. Andy Wolverton/NEB (Pontiac Solstice GXP) 2:32.145 / 2:31.353 / 2:30.822 / **2:30.151**; 8. John Kachadurian/CHI (BMW M3) No time / No time / No time / **2:30.359**; 9. Don Knowles/NCR (Pontiac Solstice GXP) 2:31.934 / 2:30.781 / 2:35.475 / **2:30.385**; 10. Kris Von Sydow/CHI (BMW M3) 2:43.260 / 2:31.638 / 2:31.315 / **2:30.390**; 11. Todd Napieralski/DET (Chevrolet Camaro) No time / 2:32.529 / 2:31.162 / **2:30.468**; 12. Bill Baten/IND (Chevrolet Camaro) 2:32.467 / 2:32.679 / 2:31.786 / **2:31.194**; 13. Alan Kossoroff/CHI (BMW M3) 2:32.608 / 2:31.804 / No time / **2:31.251**; 14. Michael Pettiford/Colo (Pontiac Solstice GXP) 2:44.343 / 2:35.545 / 2:32.168 / **2:32.046**; 15. Chad Gilsinger/OVR (Acura TL SH-AWD) 2:35.877 / No time / 2:33.435 / **2:32.668**; 16. Tim Hund/ODR (Mitsubishi Evo) 2:35.063 / 2:35.517 / 2:36.221 / **2:33.947**; 17. Bill Steinhoff/FLA (Nissan 350Z) No time / No time / **2:34.727** / No time; 18. Dan Spirek/Colo (BMW Z4 M Coupe) 2:36.872 / 2:35.716 / 2:35.062 / **2:34.788**; 19. Richard Baldwin/Delt (Nissan 350Z) 2:41.060 / 2:39.178 / 2:39.150 / **2:35.874**; 20. Randy Tauro/NER (Nissan 350Z) 2:36.417 / **2:35.904** / 2:36.789 / 2:36.418; 21. Charlie Vehle/Hous (BMW M3) 2:40.040 / 2:37.936 /



RICK CORWINE

**RACE 24
TOURING 2
MARTY GRAND**
Washington DC Region
Mitsubishi Evo IX

2:37.796 / **2:35.969**; 22. Richard Kulach/Tex (Nissan 370Z) 2:39.413 / 2:38.074 / **2:37.515** / 2:58.084; 23. David Muramoto/Colo (Nissan 350Z) 2:38.766 / 2:38.068 / **2:37.900** / 2:38.436; 24. Joey Wang-DeFilippis/NNJ (Mitsubishi Evo MR) **2:39.419** / 2:43.421 / No time / 2:41.285; 25. Mark Boden/CHI (Porsche 996) No time / No time / No time / No time; 26. Brian Kleeman/WDC (Nissan 350Z) No time / No time / No time / No time;
Boden - Loss of Q1, Q2, Q3 & Q4 Qualifying times - car change - Supps 9.7



JEFF LOWRIE



For the first half of the race, Marty Grand (43) had his hands full with a charging Andrew Aquilante (32), to the point that Grand slipped back to fifth. When the rain came, however, the tides turned, Aquilante slipped off track, and Grand claimed his second T2 National Championship.

Kleeman - Loss of Q1, Q2, Q3 & Q4 Qualifying times - car change - Supps 9.7

RACE ▶ **10 laps, 40 Miles: Pos. Driver (Laps):** 1. Marty Grand (10); 2. Chad Gilsinger (10); 3. Brian Kleeman (10); 4. Bill Baten (10); 5. Todd Napieralski (10); 6. Alan Kossow (10); 7. Andy Wolverton (10); 8. Richard Baldwin (10); 9. Bill Steinhoff (10); 10. Randy Tauro (10); 11. Richard Kulach (10); 12. Don Knowles (10); 13. Dan Spirek (10); 14. Joey Wang-DeFilippis (10); 15. Michael Pettiford (10); 16. Tony Rivera (9); 17. Andrew Aquilante (9); 18. Mark Boden (9); 19. Kris Von Sydow (9); 20. Jason Ott (9); 21. Jay Patel (9); 22. John Kachadurian (9); 23. Tim Hund (9); 24. Charlie Vehle (9); 25. David Muramoto (8); DNS: Joe Koenig (0); **Overall Time of Race:** 30:08.724; **Average Race Speed:** 79.614 mph; **Margin of Victory:** 1:35.754; **Hawk Fastest Race Lap:** 2:38.015 (91.131 mph); **Lap Leaders:** #43 Laps 1-3, 9-10, #32 Laps 4-8; **Sunoco Hard Charger:** #88 Brian Kleeman

Kossow - Penalized 3 finishing positions per Chief Steward - GCR 6.11.1.B



DENNIS WOOD

made a daring pass on Grand as they exited the Carousel.

Out front, Aquilante was holding a 12-second lead as Boden and Grand fought at a furious pace for second. But by lap 10, the rain was taking its toll on the cars. Boden went off in Turn 5 trying to hold off Grand, and then again at Turn 6. Then, while leading, Aquilante had an off in Turn 12, forcing an early retirement from the race.

Grand was now in the lead. Boden

(LEFT) Chad Gilsinger crossed the soggy finish in second, a minute and a half behind Grand.

(ABOVE) Even farther back was Brian Kleeman, who kept the car on track long enough to earn third.

pulled into the pits to change tires, bumping Rivera back up to second. But it was short lived, as Rivera went off in Turn 3 and was stuck – and it wasn't long before others joined him.

A full-course caution quickly came out so that the many stranded cars could be attended to, and ultimately the race would be checkered at 10 laps under the caution.

Grand survived the mid-race deluge to claim his second consecutive

Touring 2 National Championship. “We watched radar so much that my buddy’s probably sick of hearing, ‘What’s it say now, what’s it say now?’ And you still don’t know,” said Grand. “It didn’t look like it was going to rain there for a while. We were guessing right up to literally the last minute, and I had to rush to get on the grid because we were trying to decide what tire to use. We guessed right and went with the Hoosier rains, and that worked out.”

With so many cars off in the final race lap, it was not immediately clear who finished second, but then Chad Gilsinger came splashing past the finish line in his BFG/HPD/H&R/Recaro/BRM Acura TL to claim the silver medal.

In an interesting twist, Kleeman forfeited his third-place qualifying time when he switched from his Mustang in favor of a Nissan 350Z for the race, starting from the back. He stayed out of trouble and managed to claim the bronze medal and in the process claimed the Sunoco Hard Charger Award for the 23 positions he picked up during the race.

Jason Isley

MESSY DAY, EXCITING RACE

RACE 25 E PRODUCTION

Jon Brakke is always fast in the Margaret Peterson Bars Mazda Miata, especially in qualifying. He set a time in the second session that was over a second faster than Greg Ira's First Coast Auto Sales Nissan 240Z and Aaron Downey's Mazda RX-3, and more than two seconds over the five who made it into the 2:31s – Sam Halkias, Kenneth Shreve, Justin Pritchard, Mark Brakke, and Rick Kosdrosky. In a dry race, these were the drivers most likely to finish in the top five.

It wasn't a dry race.

But the problems started even before the race. Downey had differential problems that kept him from qualifying on Monday and Wednesday. Pritchard had to replace parts in his Carriage & Motor Works/Hoosier Mazda RX-7's transmission after it kept jumping out of fourth gear, missing qualifying on Wednesday and Thursday.

As the cars hit the grid, it started pouring. It wasn't much of a surprise, and no one considered starting on slicks. Ira timed the green perfectly and led Brakke and Pritchard

QUALIFYING ▶ **Pos. Driver/Region (Car) Time**
Session 1/Time Session 2/Time Session 3/Time
Session 4: 1. Jon Brakke/LOL (Mazda Miata) 2.30.941 / **2.28.965** / 2.31.602 / 2.29.940; 2. Greg Ira/FLA (Datsun 240Z) 2.31.599 / **2.30.066** / 2.35.048 / 2.31.390; 3. Aaron Downey/SFR (Mazda RX-3) No time / 2.30.380 / No time / **2.30.253**; 4. Sam Halkias/OVR (Triumph TR6) 2.36.350 / **2.31.541** / 2.36.919 / 2.32.462; 5. Kenneth W Shreve/Ore (Mazda RX-7) 2.33.180 / 2.32.853 / 2.32.386 / **2.31.601**; 6. Justin Pritchard/KCR (Mazda RX-7) 2.32.285 / **2.31.703** / No time / No time; 7. Mark Brakke/LOL (Mazda Miata) 2.34.763 / 2.31.981 / 2.42.316 / **2.31.769**; 8. Rick Kosdrosky/Tex (Caterham 7 America) 2.40.000 / 2.35.749 / 2.35.568 / **2.31.892**; 9. Steven Hickham/FLA (Mazda RX-8) No time / 2.33.799 / 2.33.609 / **2.32.067**; 10. Josh Carroll/OSCC (Mazda RX-7) **2.32.487** / No time / No time / No time; 11. James Simaras/Milw (Mazda RX-7) No time / 2.38.761 / 2.36.218 / **2.32.513**; 12. Michael Sturm/Milw (Honda Prelude SI) 2.34.229 / **2.32.787** / 2.39.590 / 2.32.982; 13. Rick Kavitski/NEP (Mazda Miata) **2.32.809** / 2.34.490 / 2.36.447 / 2.33.620; 14. Jesse Prather/KAN (Mazda MX-5) 2.35.406 / **2.32.924** / 2.34.720 /

Ruse - Loss of Q4 Qualifying times per Chief Steward - GCR 9.1.5.E.9.a.6 & 9.1.5.E.9.a.9

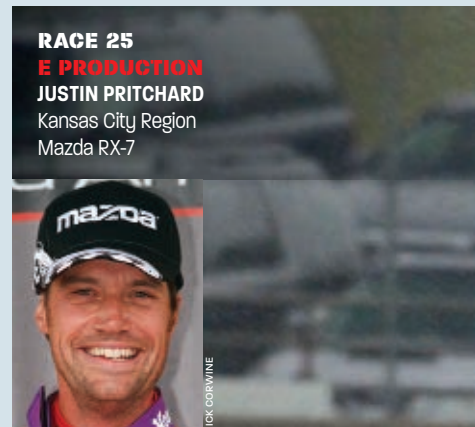
RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps):** 1. Justin Pritchard (13); 2. Greg Ira (13); 3. Sam Halkias (13); 4. Austin Snader (13); 5. Jesse Prather (13); 6. James Simaras (13); 7. Michael Sturm (13); 8. Sam Moore (12); 9. Steven Hickham (12); 10. Gary Martz (12); 11. Brian Haupt (12); 12. John Longwell (12); 13. Don Bunt (12); 14. Rick Kosdrosky (11); 15. Sydney Davis (11); 16. Charlie Clark (11); 17. Guy Ruse (11); 18. Ron Olsen (11); 19. Rich Olsen (11); 20. Jeff Willert (11); 21. Kenneth W Shreve (9); 22. Inness Eisele (8); 23. Jon Brakke (8); DNF. Aaron Downey (5); DNF. Mark Weber (4); DNF. Rick Kavitski (4); DNF. Meredith Pritchard (3); DNF. Rob Hummel (2); DNF. Mark Brakke (1); DNF. Jon Stautberg (0); DNF. Bill Allman (0); DNS. Josh Carroll (0); DNS. Sam Henry (0); DNS. Robert Doernberg (0); DQ. Rob Coffey (13); **Overall Time of Race:** 40:33.087; **Average Race Speed:** 76.939 mph; **Margin of Victory:** 39.339 seconds; **Hawk Fastest Race Lap:** 3:04.618 (77.999 mph); **Lap Leaders:** #2 Laps 1 - 2, #55 Laps 3 - 13; **Sunoco Hard Charger:** #4 Don Bunt

Coffey - Disqualification per Chief Steward - GCR 9.1.5.C



Sam Halkias held on for very wet third place finish.

JOHN W. WILMOTH



RICK CORVINE

through Turn 1, but Pritchard was quickly into second over Brakke, Halkias, Shreve and Jesse Prather. By the end of the first lap, Ira and Pritchard were well ahead of the rest of the field, with Ira gapping Pritchard by two seconds. Pritchard caught Ira on the next lap and was into the lead with a pass in Turn 3 on the third lap, was re-passed in Turn 5, and retook the lead in Turn 6. That lap saw Prather go off course in Turn 5 and Brakke spin in Turn 6.

By mid race, Pritchard and Ira had pulled away from the field. Halkias was being hounded in his Catawba Island Marina Triumph TR6 by the Honda Prelude of Rob Coffey and spun in Turn 1. As Halkias re-entered, he pulled in front of Shreve, who swerved and hit the tire wall, putting him out of the race.

Coffey's run from 28th on the grid to an apparent third would have been the story of the day, except that he was found noncompliant in tech and disqualified.

After Halkias spun, Austin Snader managed to get close to the Triumph in his Mazda RX-8, but not close enough to make claim to what would turn out to be third.

At the checker, it was Pritchard 39 seconds in front of Ira for the win. Halkias, 2009 EP Champion in similar conditions, was another seven seconds back and was awarded the final position on the podium when Coffey's Honda Prelude was found non-compliant in tech. Snader took fourth, gaining

No time; 15. Sam Moore/CCR (BMW Z3) 2.34.202 / **2.33.264** / 2.36.108 / 2.34.044; 16. Austin Snader/Hous (Mazda RX-8) 2.52.538 / **2.34.307** / 2.34.858 / No time; 17. Meredith Pritchard/KCR (Mazda RX-7) 2.37.480 / 2.35.992 / 2.35.882 / **2.34.684**; 18. Gary Martz/NEO (Mazda RX-7 Roadster) 2.41.428 / 2.36.898 / 2.39.182 / **2.35.458**; 19. Jeff Willert/Milw (Mazda RX-7) 2.40.736 / 2.35.825 / No time / **2.35.634**; 20. Brian Haupt/KCR (Mazda RX-7) 2.38.241 / 2.36.026 / 2.38.438 / **2.35.668**; 21. John Longwell/Colo (BMW 328iS) 2.43.352 / 2.37.096 / 2.38.914 / **2.36.495**; 22. Charlie Clark/KCR (Mazda RX-7) 2.40.856 / 2.38.958 / 2.40.168 / **2.37.053**; 23. Sam Henry/OZMT (Mazda Miata) 2.40.981 / 2.37.747 / 2.42.204 / **2.37.416**; 24. Inness Eisele/Colo (BMW 318i) No time / No time / 2.39.053 / **2.37.493**; 25. Bill Allman/KAN (Mazda RX-7) 2.45.303 / 2.40.866 / 2.39.514 / **2.38.148**; 26. Sydney Davis/Hous (Mazda Miata) 2.45.551 / **2.39.105** / 2.44.752 / 2.40.073; 27. Rob Hummel/CHI (Mazda RX-7) No time / 2.40.371 / **2.39.499** / No time; 28. Rob Coffey/BVR (Honda Prelude) **2.39.984** / No time / No time / No time; 29. Mark Weber/CHA (Mazda Miata) 2.46.589 / No time / 3:00.340 / **2.40.767**; 30. Guy Ruse/Colo (Mazda RX-7) 2.45.825 / 2.43.739 / **2.42.990** / No time; 31. Don Bunt/CHI (Datsun 240Z) 2.43.658 / **2.43.150** / No time / 2.47.247; 32. Rich Olsen/CHI (Mazda RX-7) No time / 2.53.209 / No time / **2.43.376**; 33. Ron Olsen/CHI (Mazda RX-7) No time / 2.46.476 / 2.47.186 / **2.44.717**; 34. Jon Stautberg/Hous (Mazda RX-7) 2.57.812 / 2.49.010 / 2.47.973 / **2.45.013**; 35. Robert Doernberg/NEO (Caterham 7 America) No time / No time / No time / No time; 36. Steve Smyczek/Milw (Mazda RX-7) No time / No time / No time / No time;

JEFF DEWE



Justin Pritchard held on for the win and his first National Championship in a closed-wheel car – his others coming in Formula F and Formula Continental.



KEN BROWN

12 spots over his qualifying position, and Prather was fifth in his Mazda MX-5, gaining nine spots.

Pritchard took his fourth National Championship, his first in EP, in a car provided by his wife, Meredith, and father-in-law, Brian, who were also racing Mazda RX-7s in EP. He believed it could win in the dry and was pleasantly surprised at its wet performance. He could barely see the win coming, as visibility was a major issue for Pritchard – he had to scoot down to see out of the small clear area at the bottom of his windshield.

A messy day made for a very exciting race.

J. Michael Hemsley

Greg Ira splashed to a second-place finish, nearly 40 seconds behind the winner.



CONTROLLED AGGRESSION

RACE 26 FORMULA ATLANTIC

Michael Mallinen won the FA National Championship and Super Sweep in a very wet race, with his win helped no end by an astounding incident involving the brothers Grant, who had been dominating the race. It was Mallinen's first Gold Medal, but the fifth in the last six years for Mirl Swan and his outstanding prep shop.

Heavy rain had slackened a bit for the very wet start. Mallinen was on the Gumout pole in his Swan Racing Swift 014.a with David Grant and Keith Grant, also in Swift 014.a cars, right behind. Three Mazda powered 016.a Swifts followed, Jeff Kowalik in his Northcentral/Mazda/Hoosier Swift 016.a, Matt Miller, also in a Swift 016.a and Jacek Mucha in his JMS 016CP.

Mallinen led from the start, but it was short lived as the Grants made their charge. David Grant went inside Mallinen in the Carousel, with Keith Grant going inside at Turn 12 to take second. The order at the end of the first lap was David Grant, Keith Grant, Mallinen, Kowalik, Miller and David Wilcox, last year's champion back in his ancient Hoosier/TRD/Don Preston Racing Swift DB-4, up from eighth.

By the end of lap two, the Grants led Mallinen by 10

seconds, and the gap continued to grow. The third lap saw Wilcox up to fifth, while Miller began to drop back. The rain was making visibility difficult, large rooster tails of spray obscuring vision.

By the end of the fifth lap, the Grants held a 28-second lead over third-place Mallinen. Then the unthinkable happened. As David led Keith into Turn 3, Keith's car lost traction under braking and pirouetted into David's car. Both cars spun off course, with the sand trap swallowing David's car. Keith continued, but only briefly.

Mallinen, likely grinning ear to ear, finished the lap with a six-second lead over Kowalik, with Fabio Castellani, up from 12th in his Swift 014.a, in third. Wilcox was fourth. From there, Mallinen was able to hold on to the lead, with



David Wilcox managed to place his aging Swift DB-4 on the final step of a wet podium.

Kowalik in second place one to two seconds back. Castellani continued in third, one minute behind, with Wilcox closing, while Bruce Hamilton, in a Swift 014.a, closed on both.

On lap 11, Hamilton claimed third, but it was all for naught, as he spun on the last lap, falling well back. Mallinen took the win, the championship and the Super Sweep, with Kowalik second and Wilcox third.

How did Mallinen feel about the turn of events? "When it became a wet race we knew we had a very good wet setup. In the first lap, David got by me. I knew that would be his goal so he could stay out of the spray, and Keith went right after him. My strategy was



RICK CORVINE

Finishing first was Michael Mallinen (BELOW), followed by Jeff Kowalik (ABOVE), who crossed the finish line three seconds later.

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Michael Mallinen/SCR (Swift Toyota)
No time / 2.03.038 / No time / **2.01.360**; 2. David Grant/
Atl (Swift Toyota) No time / No time / No time / **2.01.401**;
3. Keith Grant/Atl (Swift 014a Toyota) No time / **2.01.549**
/ 2.02.197 / 2.02.458; 4. Jeff Kowalik/Milw (Swift 016a
Mazda) No time / **2.03.447** / 2.04.896 / 2.05.274; 5. Matt
Miller/CHI (Swift 016a Mazda) 3.09.404 / 2.22.740 /
2.04.986 / **2.03.479**; 6. Jacek Mucha/IND (JMS 016CP
Mazda) No time / 2.07.373 / **2.03.638** / No time; 7. Lewis
Cooper/CFR (Swift 014 Toyota) No time / 2.05.909 /
2.03.842 / 2.04.460; 8. David Wilcox/WICH (Swift DB4
Toyota) No time / 2.05.593 / 2.04.673 / **2.03.854**; 9. R
Bruce Hamilton/WDC (Swift 016a Mazda) No time /
2.07.173 / 2.05.436 / **2.04.323**; 10. Ahsen Yelkin/STC

(Swift 008a Toyota) No time / **2.05.250** / 2.06.262 / No time;
11. Richard Zober/PHL (Swift 016a Mazda) No time / 2.11.073 /
2.08.893 / **2.06.541**; 12. Fabio Castellani/CHI (Toyota 014
Toyota) 2.44.363 / 2.30.369 / **2.06.665** / 2.08.123; 13. William
Goldkind/NYR (Swift Toyota) No time / **2.07.305** / No time /
No time; 14. Charles C. Duncan/BVR (Swift 016a Mazda)
No time / 2.08.653 / **2.08.180** / 2.08.583; 15. David Del Sol/FLA
(Swift Swift Toyota) No time / No time / No time / No time;

Mallinen - Loss of Q3 Qualifying times per Chief Steward -
Supps 9.1.1 FCS

Yelkin - Loss of Q4 Qualifying times per Chief Steward - GCR
9.1.1.A.1.g.10

Del Sol - Loss of Q4 Qualifying times per Chief Steward -
GCR 9.1.1.A.1.g.10

Del Sol - Loss of Q1, Q2, Q3 & Q4 Qualifying times - car
change - Supps 9.7

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1.
Michael Mallinen (13); 2. Jeff Kowalik (13); 3. David Wilcox (13);
4. Fabio Castellani (13); 5. Lewis Cooper (13); 6. Jacek Mucha
(13); 7. Ahsen Yelkin (13); 8. R Bruce Hamilton (12); 9. Matt Miller
(12); 10. Richard Zober (12); 11. David Del Sol (8); 12. Keith Grant
(6); DNF David Grant (5); DNF Charles C. Duncan (4); DNS.
William Goldkind (0); **Overall Time of Race:** 35.50.352;
Average Race Speed: 87.056 mph; **Margin of Victory:** 3.368
seconds; **Hawk Fastest Race Lap:** 2.34.738 (93.061 mph); **Lap
Leaders:** #12 Laps 1 - 5, #71 Laps 6 - 13; **Sunoco Hard Charger:**
#97 Fabio Castellani



**RACE 26
FORMULA ATLANTIC
MICHAEL MALLINEN**
SCR Region
Swift Toyota

RICK CORVINE



RUPERT BERRINGTON

to have controlled aggression throughout the race and to get consistently faster. I saw them taking a couple chances, and then I lost sight of them. I saw them again down in Turn 3. I felt bad for them, but I was very happy to see them, too."

Kowalik was very happy with second. "I got close to [Mallinen] and I couldn't see. I would catch him in the Carousel and then couldn't see. So it was back out of it and survive the race."

Wilcox, third for the second time in the very old Swift, said, "Third place in the DB-4 feels like a championship!"

Tom Schultz



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RAIN DANCE

RACE 27 GT-1

Mike Lewis, driving the Goodyear/Cyclo/Red Line Jaguar XKR, scored his sixth National Championship and took home the gold medal in the soggiest of races around the storied Road America circuit. But it wasn't without incident. Lewis blew a motor during the Tuesday qualifying. "I can't tell you the last time that happened," said Lewis. "I was actually hoping for rain and it's one of those things where [you should] be careful what you wish for, because it's not that much fun."

Well, Lewis got his wish in spades, as the course was drenched in one storm after another.

Polesitter Cliff Ebben, in the Lamers Motor Racing/McMahon Group/Stumpf Ford Ford Mustang jumped out to the early lead as he brought the field down to the starter. As he and Lewis headed into Turn 1, Ebben already had the point with the rest of the 11-car field stringing out behind him. Ebben tried hard to put some distance between himself and the hard-charging Lewis. But perhaps he tried just a little too hard to distance himself as he lost control, crossed the track and ended up in the wall at Turn 7 with damage to the left rear on lap two, ending his day.

About the same time, surely owing to the slippery conditions, Rick Dittman went off in his Chevrolet Corvette in Turn 8 and ended up in the gravel. Workers covered both incidents with local yellows and summoned wreckers and cranes for the assist. Dittman continued and worked his way back to as high as fifth, but ended his day in eighth.

Simon Gregg, in the Derhaag Motorsports Chevrolet



Michael Lewis (BELOW) took a commanding win over Simon Gregg (ABOVE) and Jim Bradley (RIGHT). After 13 laps, Lewis took the checker with more than a two minute margin of victory. In fact, the only cars he hadn't lapped were those on the podium.

Corvette, meanwhile was doing all the right things. He was running in second about 30 seconds behind Lewis. He was easy on the throttle and was just off lap after consistent lap, keeping his nose clean and the car out of trouble.

"I got by the blue Corvette, [Rick] Dittman, at the start and that was good, and I just sort of drove around by myself most of the time," said

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3/Time
Session 4; 1. Cliff Ebben/Milw (Ford Mustang) 2.07.372 / 2.08.407 / 2.04.321 / **2.03.706**; 2. Michael Lewis/SanD (Jaguar XKR) No time / 2.31.537 / 2.12.555 / **2.04.674**; 3. Rick Dittman/CHI (Chevrolet Corvette) No time / 2.08.721 / **2.05.648** / No time; 4. Simon Gregg/Bucc (Chevrolet Corvette) 2.09.077 / 2.09.205 / **2.06.448** / No time; 5. Kyle Kelley/CSCC (Chevrolet Camaro) 2.14.722 / 2.12.515 / No time / **2.07.546**; 6. Denny Lamers/Milw (Ford Mustang) 2.11.311 / 2.11.067 / **2.08.782** / 2.10.496; 7. David Fershtand/Tex

JEFF LOWE



RACE 27

GT-1

MICHAEL LEWIS
San Diego Region
Jaguar XKR

Gregg of his race. "I had one spinout in Turn 5. That was stressful, but luckily I had a big enough lead and didn't stall the motor." Gregg managed to recover and didn't lose the spot.

One of the best battles of the race was for the bronze medal. On lap five, David Fershtand was doing a great job in third in his Oldsmobile Cutlass until his mirrors filled with a very hard-charging Jim Bradley in the Optical One Chevrolet Corvette. The two would drag race up the hill side by side, and Fershtand took the position at least two laps in a row pulling



(Oldsmobile Cutlass) 2.12.913 / 2.10.251 / No time / **2.09.673**; 8. Jim Bradley/FWR (Chevrolet Corvette) 2.13.728 / 2.11.814 / 2.14.125 / **2.10.818**; 9. J. Richard Grant/Atl (Chevrolet Corvette) 2.15.679 / **2.14.108** / 2.14.209 / 2.19.033; 10. Carl Janin/Tex (Chevrolet Camaro) **2.21.406** / 3.02.610 / No time / No time; 11. Chip Boatright/AZ (Chevrolet Corvette) 2.26.265 / **2.23.020** / 2.23.775 / No time; Kelley - Loss of Q3 Qualifying times per Chief Steward - Supps 9.12

RACE ► 13 laps, 52 Miles: Pos. Driver (Laps); 1. Michael Lewis (13); 2. Simon Gregg (13); 3. Jim Bradley (13); 4. David Fershtand (12); 5. Denny Lamers (12); 6. Carl Janin (10); 7. Chip Boatright (10); 8. Rick Dittman (9); DNF. Cliff Ebben (2); DNF. Kyle Kelley (1); DNS. J. Richard Grant (0); **Overall Time of Race:** 37:38.304; **Average Race Speed:** 82.894 mph; **Margin of Victory:** 2:15.002; **Hawk Fastest Race Lap:** 2:49.355 (85.028 mph); **Lap Leaders:** #36 Laps 1 - 2, #12 Laps 3 - 13; **Sunoco Hard Charger:** #01 Jim Bradley

ahead just a tick heading into Turn 1.

Bradley was finally able to make the pass on the outside at Turn 3 while heading into Turn 5. "We had a really good battle," Bradley recounted. "I can't really describe what it was like out there - even before it all started it was a gamble."

Meanwhile, up front, Lewis was steadily closing on his sixth National Championship. By the time the checkers flew, Lewis was more than two minutes ahead of Gregg, who was some 23sec ahead of Bradley, who also laid claim to the Sunoco Hard Charger Award for his journey from eighth to third. Everyone else was at least one lap down.

Dee Duncan

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MAKE THAT SEVEN

RACE 28 SPORTS 2000

Sports 2000 was the last race of this year's Runoffs, and it was also probably one of the most treacherous races at the Runoffs for a long time. But with increasing rain and rapidly decreasing visibility, John Fergus held on to capture his seventh Sports 2000 gold medal in a race low on entries but high on action.

The front row of the grid was all Fergus. Corey Fergus was on the pole with father John alongside, both in Hoosier/Carbotech Brakes Carbir CS2s. Two-time Champion Mark Mercer qualified his Lola T-91/90 third, but was a scratch in the wet conditions. That put Bart Wolf (Carbir CS-2) finishing out the second row and Tony Sleath (Carbir SC-2) starting the third.

On lap one, Turn 1, John Fergus made a fine move to pass Corey to claim the lead. Then in Turn 3, Bart Wolf lost his Carbir, did a 360-degree spin and somehow managed to keep third place. At the end of lap one, it was John and Corey Fergus, with Wolf third, followed by Sleath, Michael Bautz in his Lola T-90/90 and Alan Andrea, driving the Compreg/Elite Engines Lola T-89/90.

John Fergus was out front and running hard, steadily increasing his lead. "I'm very comfortable in the wet and I was able to build up a bit of a lead," said John Fergus. "When it started raining hard I really stretched it out. I was picking up four or five seconds a lap and got it up to about 20 seconds."

Behind John, though, Corey Fergus, Wolf and Andrea were battling hard for second. On lap four, Wolf made an inside pass on Corey in Turn 5 to take second. Andrea made an attempt on Corey on lap six, but he managed to hold onto third. Sleath was in fifth, but a good distance behind.

The order remained static until the ninth lap. Andrea made an inside move at Turn 1, with Corey Fergus prevailing. This dicing allowed Wolf to open a gap to them in second. Later in the lap, Andrea moved inside Corey in the Carousel, pulling alongside going into the Kink and claiming third. This move worked so well that Andrea decided to do the same maneuver once more, but this time on Wolf. The move worked flawlessly once more, moving Andrea into second.

"The rain line is quite different from the dry line and I was able to get on the throttle earlier [through the Carousel]," said Andrea, who had won the June Sprints this year in the wet. "I figured I'd see what the grip was like if I turned in a little earlier and tried to get up next to Corey. I was able to stick in there and

keep the momentum up. I figured that if it works on Corey, let's try it for Bart."

With one lap left, John Fergus lost a cylinder and slowed with a rough engine. "Coming up for the last lap out of [Turns] 12 and 13, the engine dropped a cylinder," said John Fergus. "I switched off my dash, thinking maybe the rain light drew too much juice. Of course, that didn't make a lick of difference, so I figured it just picked up some water. I got on the radio with Randy, my brother-in law and Corey's Uncle, and said, 'Dude, we're down to three cylinders.' Fortunately, it was raining. It's just momentum in the rain, really. I was able to brake later and carry speed. It ran pretty decent up the hill actually, about three and a half cylinders. So, I guess it was just some water."

Also on the last lap, Corey Fergus made the pass for third on Wolf – where else – but through the Carousel and the Kink.

At the line, it was John Fergus with an impressive 14sec win over Andrea and son Corey, clinching an even more impressive seventh National Championship.

Tom Schultz

QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/Time Session 2/

Time Session 3/Time Session 4; 1. Corey Fergus/OVR (Carbir CS2) 2:17.867 / 2:17.373 / **2:16.078** / 2:16.888; 2. John Fergus II/OVR (Carbir CS2) 2:18.327 / 2:17.528 / **2:17.185** / 2:17.792; 3. Mark Mercer/Colo (Lola 90/91) 2:18.851 / **2:18.257** / 2:19.209 / No time; 4. M Bart Wolf/Milw (Carbir CS2.8) No time / 2:19.025 / 2:19.262 / **2:18.264**; 5. Tony Sleath/DET (Carbir CS2-A2) 2:21.274 / 2:20.538 / 2:21.329 / **2:18.449**; 6. Michael Bautz/BVR (Lola T90/90) No time / 2:21.069 / **2:19.016** / 2:20.188; 7. Alan Andrea/CHI (Lola 89/90) **2:19.631** / 2:21.029 / 2:22.190 / 2:21.407; 8. Bruce Gurney/Colo (Carbir S-2000) No time / **2:22.563** / 2:23.980 / No time; 9. David Doran/NEP (Doran JE-1) No time / 2:34.835 / No time / **2:23.443**; 10. Jack Donnellan/OKLA (Lola 89/90) 3:00.362 / 2:24.100 / 2:25.402 / **2:23.450**; 11. Andrew Voruz/Milw (CS2.7 Carbir) No time / 2:25.810 / **2:24.965** / 2:36.441; 12. Charles Duncan/BVR (Lola 88/90) 2:32.046 / 2:31.623 / 2:28.253 / **2:28.009**;

Gurney - Loss of Q1 Qualifying times per Chief Steward - GCR 9.1.9.B.4.C

Doran - Loss of Q3 Qualifying times per Chief Steward - GCR 9.1.9.B.13 & 9.1.9.B.11.a

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps):

1. John Fergus II (13); 2. Alan Andrea (13); 3. Corey Fergus (13); 4. M Bart Wolf (13); 5. Tony Sleath (13); 6. Jack Donnellan (12); 7. Andrew Voruz (12); 8. Charles Duncan (10); DNF: David Doran (5); DNF: Michael Bautz (3); DNS: Mark Mercer (0); DNS: Bruce Gurney (0); Overall Time of Race: 38:30.617; Average Race Speed: 81.017 mph; Margin of Victory: 14.247 seconds; Hawk Fastest Race Lap: 2:54.050 (82.735 mph); Lap Leaders: #00 - Laps 1 - 13; Sunoco Hard Charger: #41 Alan Andrea

RUPERT BERRINGTON



RICK GORWINE



RACE 28
SPORTS 2000
JOHN FERGUS II
Ohio Valley Region
Carbir CS2

The wet Sports 2000 race played to the advantage of John Fergus (00), who has no problem finding speed in the rain. Alan Andrea (41) finished second, with Corey Fergus (07) in third.



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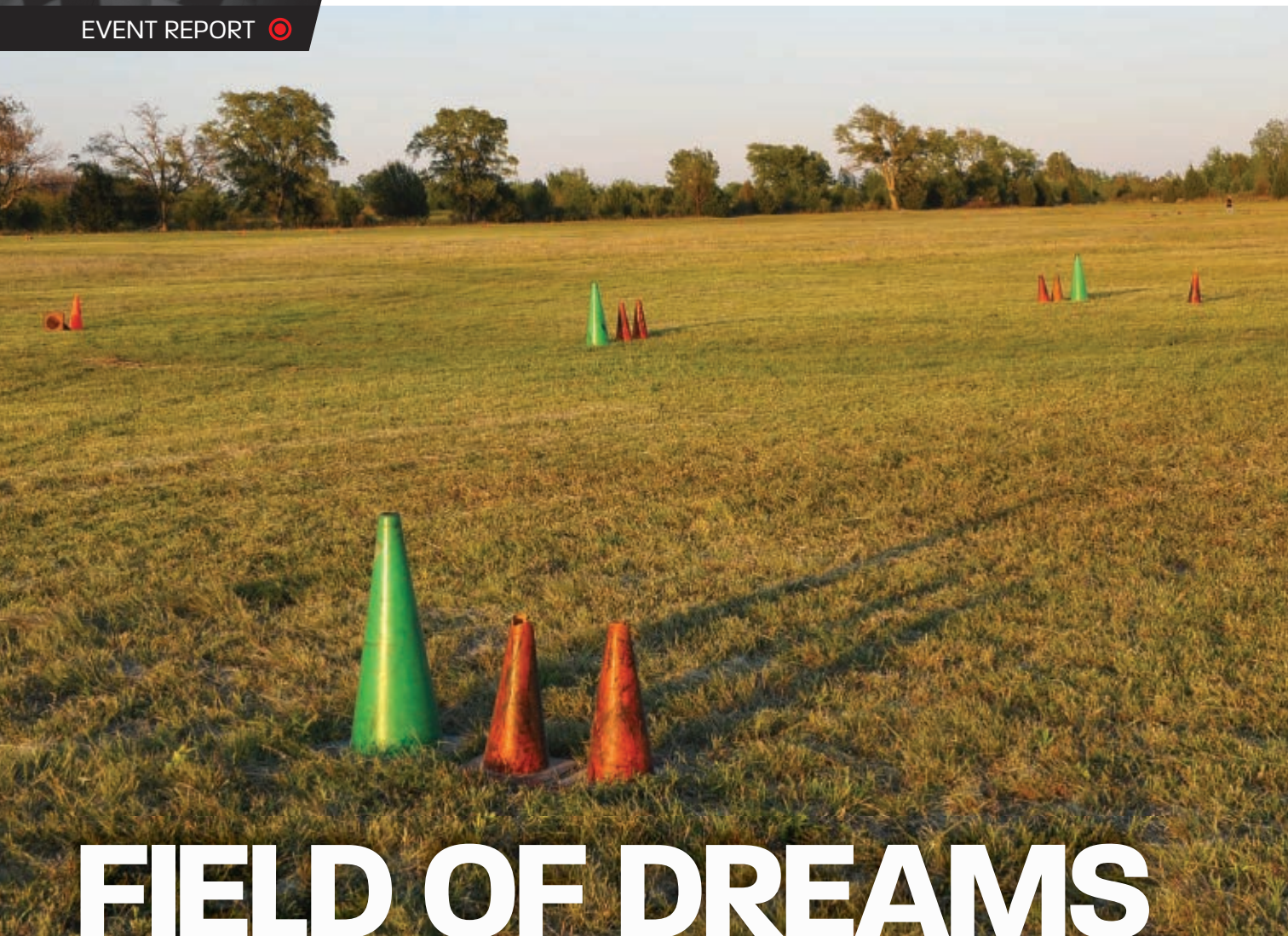


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FIELD OF DREAMS

The 2011 RallyCross National Championship | Tulsa, Okla. | Oct. 7-9, 2011

BY PHILIP ROYLE PHOTOS RUPERT BERRINGTON

Everyone thought 2010's RallyCross National Championship was stellar. That year, the event saw a record number of contenders show up in Fountain, Colo., and over that weekend in August of 2010, some 78 drivers kicked up the dirt, with eight leaving with SCCA's most coveted RallyCross title. That was a good year.

This year was even bigger.

After being hosted in Colorado for two years, the National Championship event was moved to a more central location in the hopes of attracting more competitors. The original planned location for the 2011 championship was to be in Nebraska, but the mid-year sale of the host facility dictated a return to the drawing board. Luckily, a new location was found in the form of Tulsa Raceway Park in Tulsa, Okla.

Part of the reason for the move from Colorado was to attract more competitors. While, in 2010, we were singing the praises of the 78-driver attendance (up eight from the previous year), this year the event hit the magical 100 mark. This doubled the size of the event from the first RallyCross National Championship, which was held at Motorsport Park

Hastings in 2007. In 2009, the event moved to Tennessee and saw 69 competitors. This year marks the fifth straight year of increased attendance.

"It was absolutely incredible," says RallyCross National Championship Chief Steward and RallyCross Board Chairman Ken Cashion, who also designed one of the three courses this year and competed in M2. "The event was amazing. The turnout was much higher than expected, as you can see by hitting the 100 number."

And it wasn't just random competitors at the event. Rather, Cashion, who is also a multi-time RallyCross National Champion, noted the level of competition was higher than ever.

"I'm starting to see that there are some very serious people beginning to take the event seriously, like Brian Priebe and Jan Gerber," he says. "There are people who are starting to set their sights on the event. I think the protest that we had with the water truck showed that there is some

thoughtfulness and seriousness that wasn't as evident before this year."

The protest in question was about the timing of the water truck during the parade lap on Saturday afternoon. As a result, the Prepared class didn't get a chance to parade on the entire wet course. A protest was filed, and it was quickly decided to drop the questionable run for Prepared and have that class do an extra run on Sunday.

Because of protests in years past, this year everyone was prepared to deal with protests and appeals in quick order. "We were able to deal with the protest and appeal and it didn't delay the event at all," says Cashion.

For the courses, Stock All Wheel Drive competitor Charles Wright penned the Saturday morning course, Prepared Front Wheel Drive driver Bryan Tippens designed the Saturday afternoon course and Cashion wrapped up the weekend with a course of his own on Sunday. Each of the courses had distinct personalities. "There was a



Tulsa Raceway Park was the home of this year's RallyCross National Championship. The location allowed for three very challenging courses over the championship weekend.



lot of discussion and grins about the courses and how the people played them," says Cashion.

"The course designs were challenging and offered something for everyone," praised PF winner Keith Lightfoot.

Unfortunately, Tulsa Raceway Park was sold shortly after this year's completion, dictating a move to a new locale for 2012. While it's never good to lose a site – or two – the RallyCross Board has learned a lot over the last few years and can go into 2012 with that knowledge.

"Obviously we're nowhere near the size of the Solo National Championships, says Cashion, "but our issues are so much different. It's difficult to run a 100-car RallyCross, and if we hit 120 or 150 mark next year – well, we're going to start planning what that's going to look like as far as how the event is run."

The discussion includes everything from running two courses simultaneously to spreading the event over more days. Basically, everything is on the table in order to help RallyCross continue its strong growth.

Now back to this year's event. Tulsa Raceway Park saw 100 competitors battle, including the likes of multi-time Solo National Champion Brian Priebe, this year's STUL Solo National Champ Christy Carlson as well as Sam Henry, fresh off his attempt at the 2011 National Championship Runoffs in E Production.

Here's how the action went down...

STOCK FRONT WHEEL DRIVE (SF)

Matthew Dahn quickly set himself as the one to beat in this 11-car class. He left the gates swinging, putting down an impressive 73.785sec first run on Saturday morning. Brent Trail was the closest to Dahn's pace, and even he was more than one second back. Trail redeemed himself on the second run with a 71.618sec pass, beating Dahn's time by 0.4sec. By the lunch break, it was Dahn

over Trail by 1.711sec, with Brian Priebe (who was sharing a car with Dahn) sitting in third another couple of seconds back, followed by Ron Foley.

Saturday afternoon told a different tale, however. Trail knocked out two impressive – and clean – runs, while Dahn struggled with cones. Two runs and two cones later, Dahn found himself 4.7sec behind Trail, with Priebe, who carried one cone in the afternoon, just 0.922sec back. Foley was firmly holding the final trophy position four seconds back, as Jim Golden had struggled through his first afternoon run 10 seconds off the pace, putting him 11.9sec behind Foley.

Sunday morning saw the return to Dahn's original ways, putting down an 87.2sec run, 0.8sec faster than second fastest Priebe and 4.4sec quicker than Trail. For the remainder of the day, Dahn and Trail were fast, but they each carried a cone. Meanwhile, Priebe was as fast or faster, and he had clean runs.

By the end, it was a cone that decided the championship. With his fast, clean runs, Priebe jumped to the top of the list, finishing 1.717sec ahead of second-place finisher Trail. Dahn was another 0.624sec back in third, with Golden snagging the final trophy position from Foley thanks, in part, to Foley's first run on Sunday where he missed a gate.

"This was my first RallyCross event," said the multi-time Solo National Champion and now SF RallyCross Champ Priebe. "I cannot remember a Solo event which changed so radically in the competition as it did in this RallyCross."

"I hopped in the Sentra for my last run, going to line thinking, 'If I run the same run as my second run, I can win this thing.' I had nothing to lose and just hung it out."

STOCK REAR WHEEL DRIVE (SR)

James Wood and Douglas Largent were the only competitors in SR, and initially it looked like they were in a competition to find out who could gather the most penalties. Wood stuck the first blow by missing a gate and taking the 10-second penalty. Largent didn't take the challenge lying down, striking back on second runs with a missed gate of his own. For the rest of the day both managed clean runs, and it was Wood over Largent with a 5.6sec lead by day's end.

Sunday, Largent and Wood put down times within 0.5sec of each other – if this kept up, Wood had the championship wrapped up. But that was not to be the case. While Largent put

down two more clean runs, Wood set to winning the battle of the penalties by missing a gate on his second run and missing a gate while hitting a cone on his third and final run of the event.

The final tally was Largent with the National Championship over Wood by a margin of 14.169sec.

STOCK ALL WHEEL DRIVE (SA)

At 16 competitors, SA was the largest of the Stock classes – and as is expected in all-wheel-drive classes, nearly every car carried a Subaru badge. That exception was Jon Olschewski, who showed up in an Isuzu Impulse. Olschewski, along with Gonzalo San Miguel, were both on par for possible trophy finishes until their DNFs (Olschewski's in spectacular fashion when his driver's side wheel departed the car mid run).

Being a 16-car class, five trophies were up for grabs, and Charles Wright was, without a doubt, gunning for the largest of those trophies. His first run on Saturday was more than one second faster than second fastest Allen Richardson, with his second run only 0.119sec off the fastest time for those runs. By his third run (which was third fastest of all third runs in the class), Wright was sitting pretty 2.4sec ahead of Gary Marascola, who was in second and four seconds ahead of third-place Jan Gerber.

Saturday afternoon's runs started well for Wright, but he carried a cone on his final run, giving second place's Marascola, third's Gerber, fourth's Jason Miller and fifth place's Sean Grub a sense that Wright was not untouchable. Richardson, meanwhile, suffered his own problems on Saturday's final run, when a slow run coupled with a cone (and a double gate penalty on Sunday) dropped him out of trophy contention.

Sunday was a new day in every way possible. Grub fired the first warning shot across Wright's bow, logging the fastest time of the first runs of the day. Meanwhile, Wright carried three cones on his first run. Second runs saw Miller take his turn as the fastest runner, as Wright carried another three cones.

Into the final runs, it was Marascola and Gerber leading the field, with Marascola over Gerber by a seemingly immeasurable 0.043sec. Miller was in third, nearly six seconds back, but trailed closely by Wright.

On his final run, Gerber dug deep and put down the fastest of the third runs, which was 0.3sec faster than anyone else in the field. Marascola,

STOCK FRONT WHEEL DRIVE (SF)**BRIAN PRIEBE** Ohio Valley Region
Nissan Sentra**STOCK REAR WHEEL DRIVE (SR)****DOUGLAS LARGENT** Ozark Mountain Region
BMW 325i**STOCK ALL WHEEL DRIVE (SA)****JAN GERBER** Nebraska Region
Subaru WRX

however, was not the one 0.3sec off – he was 1.993sec off of Gerber's time, giving Gerber the win by 1.948sec.

"I had not been to a RallyCross National Championship since I won PF in 2007," said Gerber. "I had been quite apprehensive about going to this one as I selfishly wanted to keep my streak going – I won my class in the first two RallyCross National Challenges in 2005 and 2006, and then the championship in 2007. About a week before the event all the nerves disappeared and I realized that I just needed to go, do my best, have fun and not worry about where I finished.

"I really appreciated the other SA competitors who welcomed me as I made my way back to the grid [after the final run]. The first to my car to congratulate me was Charles [Wright] and Gary [Marascola]. I didn't know these people 48 hours ago and now they are helping me celebrate. That's what RallyCross is all about!"

Miller claimed third, holding off Wright by just 0.492sec. Picking up fifth, the final trophy, was Grubb.

PREPARED FRONT WHEEL DRIVE (PF)

PF was one of the classes affected by the water truck incident and ensuing protest. Consequently, the fourth set of runs were thrown out. While this affected a couple of positions in the 13-car field, it made no difference at the pointy end of the pack – most notably, 2011 PF National Champion Keith Lightfoot. Even with the removal of the fourth runs, Lightfoot held the lead over Matt Shinn by 8.818sec going into Sunday. Shinn was followed by Antonio Serracino some 1.5sec behind, while Karl Sealander was clinching onto the final trophy position over Jim Rowland.

"I was optimistic going in to day two," said Lightfoot, "but in RallyCross, it's never over until the dust settles from the last run. One DNF run and I would have dropped to mid pack."

But that DNF did not come. Instead, Lightfoot knocked out fast lap after fast lap on Sunday – and had it not been for the cone he carried on his second to last run, he would have set fastest time on all four runs of the day. All that time added up to a spectacular 26.91sec margin of victory.

Second place, however, was up in the air until the final run. Shinn's strong start had fizzled with a total of five cones in his first three runs on Sunday, opening the door to a charging Sealander and Serracino, both of whom were putting

down solid runs. With one run left, Shinn was sitting in third place, 0.262sec behind Sealander and 0.288sec ahead of Serracino. It was anyone's game.

Sealander's final run was a 90.272 – fast, but not spectacular. Serracino's run was faster – a 90.075 – but not enough to catch Sealander. Shinn, however, powered down one of the fastest final runs of the class, stopping the clock at 89.316sec and grabbing second with 0.694sec to spare. Serracino finished fourth, 0.353sec behind Sealander, with the final trophy position.

PREPARED REAR WHEEL DRIVE (PR)

Four competitors showed up for PR: Sam Henry in a Mazda Miata, Will MacDonald and Ted Atencio sharing a Pontiac Trans-Am GTA and Rupert Berrington in a Porsche 924S. This is not your average RallyCross class.

MacDonald hit the course with a vengeance, setting fastest lap for the first two runs. In run three, Henry set the fastest time, but only by 0.681sec over MacDonald, and only because MacDonald tipped a cone. Being a Prepared class, the fourth runs were discarded. The final run of the day saw MacDonald slip, logging the slowest final run of all PR, allowing Henry to take the lead into day two by 1.91sec.

Sunday was Henry's day. He followed his cone-free Saturday with another cone-free day and took the PR National Championship over MacDonald by 7.152sec, who claimed the only other trophy position. Some 35 seconds back in third was Atencio, followed by Berrington.

PREPARED ALL WHEEL DRIVE (PA)

Subaru was certainly the brand of choice in PA this year. All 15 competitors showed up in Subarus to do battle – and battle they did. Kubo Kordisch swung hard on the first run and logged an impressive 69.563 – the fastest time by more than a second over second-fastest Nathan Usher. The second runs saw Kordisch the fastest by 1.333sec over next fastest Cody Hatfield. For third runs it was Kordisch fastest again, this time 1.737sec faster than second fastest Brent Blakely. Being a Prepared class, fourth run times were discarded due to the water truck incident.

The final runs on Saturday showed, for the first time, a kink in Kordisch's armor. Kordisch crossed the line with a time that was good enough for third fastest behind Hatfield, but it carried three cones. Despite that, the fast time that Kordisch had already logged meant he entered Sunday leading, but by a paper-thin 0.613sec margin over Usher. Hatfield was more than a second back in third place,

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PREPARED FRONT WHEEL DRIVE (PF)
KEITH LIGHTFOOT Colorado Region
 Ford Focus SVT

PREPARED REAR WHEEL DRIVE (PR)
SAM HENRY Ozark Mountain Region
 Mazda Miata

PREPARED ALL WHEEL DRIVE (PA)
KUBO KORDISCH Colorado Region
 Subaru Impreza 2.5RS


followed by Patrick Lipsinic and Brent Blakely, who were hanging to the final two trophy positions.

Sunday saw more of Kordisch's speed. Even carrying cones on the second and third runs of the day, his times were fast. With one run left to go, it was Kordisch over the cone-free Usher by a seemingly insurmountable 1.956sec. Some five seconds back in third was Blakely, with Hatfield a tight 0.359sec behind. Fifth was Lipsinic, just 0.591sec back, who had a couple of seconds of breathing room over Christy Carlson and Diego DeCastro.

Almost all of that was about to change.

Usher put down the fastest final run in PA with an 83.093. Kordisch's time was an 84.852. The 1.759sec difference meant Usher was 0.197sec shy of claiming the top step, so Kordisch was crowned the PA National Champion.

In the battle for third, Blakely tagged a cone, but so did Hatfield. Lucky for Hatfield, Blakely's time was some three seconds off his pace, giving Hatfield third and Blakely fourth.

In fifth, Lipsinic's final run was fast. His 83.064sec raw time would have been the fastest final run for all of PA and would have cemented a trophy – but that time carried not one, not two, but five cones. The 10-second penalty pushed him clear out of the trophies and left the door open for Carlson to grab the final trophy position, 0.313sec ahead of DeCastro. Lipsinic's cones left him seventh overall.

"I'm very excited to have won first place at my second RallyCross National Championship," said Kordisch. "I knew it was going to be close. I started Sunday focused on staying clean and consistent, and it paid off. Sure, it got really close in the end, but I would have been satisfied had I finished lower just based on the fact that I was consistently running about two seconds per run quicker than the rest of PA – in my [mostly] stock car on winter tires."

MODIFIED TWO WHEEL DRIVE (M2)

Once again, M2 set the record for the largest class of the event with an impressive 24 entries – it also wasn't lacking in action.

Harold Denham immediately jumped into the lead by setting the fastest runs all Saturday morning, leading second place Aaron Miller into the afternoon runs by 4.217sec. In third was Bobby Jasan, only 0.289sec back. In fourth was Ken Cashion, who trailed Jasan by a tick over 1.5sec. Fifth through seventh,

the final trophy spots, were sitting another five seconds back.

The afternoon runs shuffled the field considerably – except for Danham, who nailed all clean runs and retained the lead going into Sunday. While a cone caught Miller out, dropping him behind Jasan, Kent Hamilton was probably also a surprise to Miller. Hamilton set the fastest runs of the afternoon session, jumping him from sixth to third going into Sunday, bumping Miller to fourth and Cashion back a spot to fifth, with Leon Drake also dropping a position to claim sixth. The final trophy position was claimed by Chang Ho Kim, whose fast afternoon runs were good enough to bump Matthew Cox out of trophy contention for the day.

Sunday was a new day in every sense of the word. Denham, who entered the day with a 1.7sec lead, found himself in fourth after a very slow first run. His next run was not only slow but also carried a cone – his final run was clean but also off the pace. This left the championship position wide open.

Hamilton's string of quick runs that began Saturday afternoon spilled into Sunday, where even with a cone penalty on his first run he still set the fastest time, moving him into first place. After the second runs (where he also set fast time), he held the lead by a margin of 0.383sec over Jasan, who had put down some solid runs of his own. In the final runs, Jasan powered down an 83.101, which was 1.6sec faster than that of third place's Miller – but was it good enough to pass Hamilton? Hamilton's time came in at 82.231, some 0.9sec faster than Jasan's impressive time, cementing the win and the National Championship for Hamilton.

"Going into day two I was just happy to be in the trophies, and still had no expectations of winning," said Hamilton, who flew in from Anchorage, Alaska, for the event and co-drove a Honda Civic with Miller. "My first run Sunday was quick enough to take the lead even with a cone penalty, and that's when I started thinking I had a chance. I knew Bobby Jasan was faster than me on both courses Saturday, though, so I just tried to stay off the cones for my last two runs."

Six seconds back, Miller claimed the third position with nearly another six seconds to spare over fourth-place Cashion. Denham, Drake and Kim rounded out the final trophy spots, with Hastings dropping to eighth and out of the trophies on his final run when he hit a cone.

MODIFIED TWO WHEEL DRIVE
KENT HAMILTON Arctic Alaska Region
Honda Civic



MODIFIED FOUR WHEEL DRIVE (M4)
WARREN ELLIOTT New England Region
Mitsubishi Evo 9



MODIFIED ALL WHEEL DRIVE (M4)

Warren Elliott showed weakness once during the entire weekend – if you consider weakness being off the pace by 0.228sec on the first run. He did, however, get that time back (plus a tenth) on his second run. From there, Elliott set the fastest time every run. By lunch on Saturday, Elliott had a 3.4sec lead over Tommy Kilpatrick (who was the only one to set a faster time during any run over Elliott), and come Saturday evening, that gap had become 4.7sec.

The fast times of Elliott and Kilpatrick meant they were running away from the rest of the 15 car field in the Mitsubishi Evo they were sharing – a field mostly comprised of Subarus.

Andy Kingsley, who had a slow start to the weekend and wasn't even in the trophies come lunch on Saturday, made a triumphant run to third overall for the day with some fast times – one of those runs even carried a cone. Sitting in fourth by the end of Saturday was Orion Fairman, who had consistently clicked off fast laps all day. Sitting in the final trophy spot come Saturday evening was Richard Schumacher. Like Kingsley, Schumacher had struggled on the Saturday morning course, but really found his mark come the

RALLYCROSS NATIONAL CHAMPIONSHIP
TULSA, OKLA. / OCT. 7-9, 2011

STOCK FRONT WHEEL DRIVE (SF)

1. Brian Priebe	Nissan Sentra	641.270
2. Brent Trail	Honda CRX	642.987
3. Matthew Dahn	Nissan Sentra	643.611
4. Jim Golden	Honda Civic dx	669.936
5. Ron Foley (Honda Civic); 6. Donald Carl (Mazda 6); 7. Howard Duncan (Ford Focus); 8. Jeffrey Webb (Ford Escort); 9. James Wilson (Ford Fiesta); 10. Grady Wood (Ford Focus); 11. Reece Pryor (Honda Civic).		

STOCK REAR WHEEL DRIVE (SR)

1. Douglas Largent	BMW 325i	739.522
2. James Wood (Mazda Miata).		

STOCK ALL WHEEL DRIVE (SA)

1. Jan Gerber	Subaru WRX	628.327
2. Gary Marascola	Subaru Impreza OBS	630.275
3. Jason Miller	Subaru WRX	635.154
4. Charles Wright	Subaru Impreza 2.5RS	635.646
5. Sean Grubb	Subaru Impreza STI	643.572
6. Clifton Kangas (Subaru Impreza 2.5R); 7. Gonzalo San Miguel (Subaru Impreza 2.5RS); 8. Guy Roberts (Subaru WRX); 9. Ryan Hegel (Subaru Impreza 2.5RS); 10. John Voegeli (Subaru Impreza Outback); 11. Matt Miller (Subaru WRX); 12. Jon Olschewski (Isuzu Impulse RS); 13. Allen Richardson (Subaru STI); 14. Leonard Kennedy (Subaru GL); 15. Stephen Ducharme (Subaru WRX); 16. Vincent Stephan (Subaru STI).		

PREPARED FRONT WHEEL DRIVE (PF)

1. Keith Lightfoot	Ford Focus SVT	641.977
2. Matt Shinn	Honda CRX	668.887
3. Karl Sealander	Honda Civic Si	669.581
4. Antonio Serracino	Acura Integra RS	669.934
5. Jim Rowland (Infiniti G20); 6. Bryan Tippens (Honda CRX); 7. Mayur Patel (Mazda Protege); 8. Lauren Lightfoot (Ford Focus); 9. Jefferson Creech (Hyundai Accent); 10. Bret Hunter (Honda CRX); 11. Jake Arnold (Toyota Camry); 12. Leslie Swain (Infiniti G20); 13. Jeanie Creech (Hyundai Accent).		

PREPARED REAR WHEEL DRIVE (PR)

1. Sam Henry	Mazda Miata	664.149
2. Will MacDonald	Pontiac GTA	671.301
3. Ted Atencio (Pontiac GTA); 4. Rupert Berrington (Porsche 924s).		

PREPARED ALL WHEEL DRIVE (PA)

1. Kubo Kordisch	Subaru Impreza 2.5RS	625.895
2. Nathan Usher	Subaru WRX Wagon	626.092
3. Cody Hatfield	Subaru 2.5i	632.419
4. Brent Blakely	Subaru WRX	635.092
5. Christy Carlson	Subaru Impreza	639.000
6. Diego DeCastro (Subaru WRX Wagon); 7. Patrick Lipsinic (Subaru Impreza 2.5RS); 8. Brian Ballinger (Subaru Impreza 2.5RS); 9. Alexander Merkurjev (Subaru WRX Hatchback); 10. Nikolay Nemchuk (Subaru Impreza WRX); 11. Ryan Sealey (Subaru Impreza); 12. Daniel VanDurnen (Subaru 2.5RS Coupe); 13. Todd Swain (Subaru 2.5RS); 14. Jordan Ward (Subaru Impreza WRX); 15. Linda Duncan (Subaru Impreza).		

MODIFIED TWO WHEEL DRIVE (M2)

1. Kent Hamilton	Honda Civic	607.096
2. Bobby Jasan	Nissan Sentra SE-R	608.349
3. Aaron Miller	Honda Civic	614.861
4. Ken Cashion	Honda Civic Si	620.717
5. Harold Denham	Volkswagen GTI	631.474
6. Leon Drake	Volkswagen Rabbit GT	631.553
7. Chang Ho Kim	Honda Civic GSR	632.821
8. Chris Hastings (Mazda RX-7); 9. Pete Remner (Mazda RX-7); 10. Edwin Cunill (BMW 325i); 11. Bobby Davis (Ford Focus ZX3); 12. Matthew Cox (Plymouth Neon); 13. Eric Adams (MazdaSpeed3); 14. Kim Hapgood (Honda Civic S0); 15. Kris Martison (BMW 325e); 16. David Baker (Nissan Sentra SE-R); 17. Ann Vogel (Datsun Sentra SE-ARR); 18. M.E. Halley (Mazda RX-7); 19. Paul Terhune (Mazda RX-7); 20. George Walker (Mazda Miata); 21. Greg McMahon (Toyota MR2); 22. Anna Rolsma (Toyota MR2); 23. Burney Storms (Suzuki Swift); 24. Ryan Lozier (Mazda RX-7).		

MODIFIED FOUR WHEEL DRIVE (M4)

1. Warren Elliott	Mitsubishi Evo 9	585.934
2. Tommy Kilpatrick	Mitsubishi Lancer	604.175
3. Andy Kingsley	Subaru Impreza 2.5RS	606.848
4. Orion Fairman	Subaru 2.5S	610.519
5. Eric Genack	Subaru Impreza WRX	611.208
6. Richard Schumacher (Subaru Impreza RS); 7. Peter Zlamany (Plymouth Laser RS); 8. Jon Simmons (Subaru Impreza); 9. Corey Phillips (Subaru Impreza WRX); 10. Scott Beliveau (Subaru Impreza); 11. Ryan Gates (Subaru WRX); 12. Z.B. Lorenc (Subaru Impreza RS); 13. John Reinkordt (Subaru Impreza 2.5RS); 14. Nathaniel Patterson (Mitsubishi Evolution); 15. Robert Shilkett (Eagle Talon).		

afternoon, jumping from seventh to fifth in time for Sunday's runs.

Elliott's domination continued on Sunday. He finished every run of the competition clean (one of only a handful to accomplish that feat), and when all the numbers were added, he claimed the M4 National Championship title by 18.241sec over Kilpatrick.

"On Sunday, I was able to drive fast and clean on a course that most could not grasp," said Elliott. "My co-driver Tommy Kilpatrick prepared the car and it ran flawlessly."

While Kilpatrick may have had his sights on catching Elliott, Kingsley's goal was to topple Kilpatrick. By Sunday evening, Elliott had cut the gap from 7.9sec entering the day to only 2.7sec. Considering Kingsley's final run was 2.76sec faster than Kilpatrick's, had

the RallyCross National Championship been a nine run event rather than eight, the finishing order may have changed – but it wasn't, and Kilpatrick claimed second with Kingsley in third. Behind Kingsley was Fairman in fourth.

With one run to go, Eric Genack, who had fallen from fourth after Saturday morning's runs to seventh come Saturday evening, had worked his way into sixth, one spot out of the trophies. In the final runs, Schumacher had the trophy position with 1.3sec of cushion over Genack. Schumacher's run was an 85.352 – a respectable time. Genack, however, put the hammer down and pulled off the second fastest final run of the group with an 82.411, jumping him past Schumacher and giving Genack the final trophy position in M4. 🟡

HEART HEALTHY

Is your racecar's engine zinc deficient?

BY JASON ISLEY

We have all walked down that aisle at the auto parts store looking for our favorite oil, but is the oil we're buying the right stuff for our engine? Certainly as racers we want whatever will give the most power – longevity is good, but power wins races.

Among the endless combinations of conventional, synthetic, semi-synthetic, and the latest craze of high-mileage oils, you find the prized race oil. But what makes it race oil? We talked to Bruce Crawley, Global Motorsports Technology Manager for ExxonMobile, the makers of Mobil 1 oil, to find out.

According to Crawley, the magic word you will typically hear when comparing race and street oil is zinc, more specifically, the level of zinc dialkyl dithiophosphates packaged within the oil. "Zinc, phosphors and sulfur levels – ZDDP – are anti-wear and antioxidant additives," says Crawley. "High ZDDP helps the valvetrain."

While high levels of ZDDP may be good for your valvetrain, other parts of

a passenger car can suffer adverse effects from using race oil. The API standard for gasoline road-going engines is a max of 800 parts per million (ppm). The reason for this is the byproducts of ZDDP can damage catalytic converters. "Burnt oil causes ZDDP to enter the cat and degrade it," explains Crawley. "Auto manufacturers want 800ppm for street for cat life."


In a race application, where there are no emissions devices to worry about, a higher level of ZDDP can be utilized to protect parts like camshafts, lifters, push rods and bearings. It is not uncommon for race oil to have more than twice the level of zinc as street oils. According to Crawley, many race oils will have zinc levels as high as 1,800 to 1,900ppm.

The ZDDP additive package is a polar molecule that is actually attracted to the steel parts within the engine and thrives under heat and load, it creates a protective coating and aids in the reduction of friction on the moving parts.

Race oils will also typically have a reduced level of detergents. Detergents are used to trap particulates that are too

small for the oil filter to catch – the problem is they also contain polar molecules and actually compete with the ZDDP additives. This means you can't just pack oil full of ZDDP and detergents, you have to strike a balance.

Your race engine, with its high rpm, high temperature and high stress environment, will live a longer, happier life with higher ZDDP levels. And with race engines typically seeing very short oil change intervals, the lower levels of detergents should not be a factor.

There is no magic bullet when it comes to oil. There are many choices out there, and likely many that will give you great results. When choosing oil for your racecar it is always a great idea to start by asking your engine builder for a recommendation. They can help determine what will work best based on clearances inside your engine, optimal temperature range and service intervals. Don't let the word "race" on the package be the deciding factor in your selection, find out what is really inside the bottle – the additive package is what can make or break your engine. 

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REPORTS FROM SCCA'S
NATIONAL COMPETITION SERIES

RACING ROOM

CLUB RACING BY JIM WHEELER

A NEW TYPE OF DRIVERS' SCHOOL

Last year, Bill Kephart, the chairman of the Board of Directors planning committee, invited CRB Chairman Bob Dowie and me to sit in on several multi-day planning meetings. The purpose of the meetings was to identify problems with SCCA racing programs and to try to find solutions. Those issues were on my mind when I went to Kansas City Region racer Steve Wolf's house to do the annual inspection on his IT7 cars. One belonged to his son, Ben, a rookie who had missed the only Drivers' School offered in the Midwest Division – limited Drivers' Schools was one of the problems we had discussed at the meetings.

Like many novice racers, Ben would be looking at either a very long tow to a Drivers' School in another division, or a year's wait on the sidelines.

Later I talked with Midiv Driving License Administrator, Bill Allman, and we came up with a plan to get Ben qualified to race, without a traditional school. What happened next became the basis for the new non-traditional Drivers' School program.

First, we contacted Jarrod Igou, Chief Instructor at the spring double school. He provided the school materials and tests that we used at that school. We also picked up another student, Steve Wilson, from Nebraska Region. Both Ben and Steve had prior racing experience, with karting, Solo, PDX and personal coaching under their belts. Steve came at the recommendation of T1 racer and coach Natha Waldbaum, who had coached him at her school at Hastings, Neb.

Ben's ground school was done before the Kansas City Region's monthly social meeting. Steve's was done entirely through e-mail and phone calls. They both took the same GCR and the flag tests that were used at the MiDiv double school.

Before the Region/National race at Mid America Motorplex, near Omaha, the novices entered the Fast Friday open track day. Allman and I were there to observe and coach the novices. Before the event, Allman and I coordinated with Ken Patterson, the MiDiv executive steward, Scott Bowman, the Chief Steward of the race, and Bob Eddy, the safety steward.

On Friday, I conducted another one-on-one ground school with both students. This included a complete primer on all things SCCA, like registration, grid, hospitality, workers, Timing and Scoring, flagging, safety, attitude and so on. In addition, I introduced the novices to all those involved with this process.

The rest of the day was spent on track during the test day. These sessions were observed by Allman and me. Because it was a one-on-one situation, with individual coaching, the two novices progressed rapidly.

On Friday evening, everyone except the students met in the Chief Steward's motor home. Patterson and Bowman questioned Allman and me about the training that had taken place and what might have been missed, by the two novices. Allman indicated that he considered their ground school and our observation of their on track work that day to fulfill the first Driver's School requirement. Further, he agreed to waive their second school

because of their prior racing experience.

Bowman and Patterson agreed, with the stipulation that the student's first race, on Saturday, would be viewed by the corner workers and all other race operators, as a school environment. We were to instruct them that they may be black flagged, at any time, whether for cause, or as an exercise. In addition, the student's qualifying positions would be relinquished and they would start from the back. The cars were also marked with large "X"s. Both were allowed to register and go through tech, with the understanding that they were not officially entered until personally notified by the Chief Steward.

Both drivers raced in the Regional IT race on Saturday without incident. Neither was black flagged (even as an exercise). They finished the Regional race in good order, both going faster with each session. Sunday's race was the Division's IT Tour event, designed to give the IT classes a race group on the National day. Both did well, completing the race.

THE FUTURE OF SCHOOLS

With the assistance of the GCR Advisory Committee and the BoD, the CRB has written new rules for the 2012 GCR which will make it easy for any division to participate in the new school system.

The primary purpose of this type of Drivers' School is to help novice drivers with prior racing, PDX, Solo and coaching experience, to complete their school requirements when they are unable to attend traditional schools. However, it may be used to give an inexperienced novice credit for a single school completion. This type of school may not be workable in all divisions nor at all tracks. Chief Driving Instructors and Divisional Licensing Chairmen should coordinate with the Divisional Executive Steward and the Chief Steward of the event to ensure that the prospective student has had the proper ground school before the event and the right attitude and capabilities to complete the program. This is especially important for novice drivers with little or no prior experience. Look for the new rules in *Fastrack*.



Steve Wilson was one of the first students to obtain his competition license through this non-traditional Drivers' School.

ERIC GREGORY



LEAVING THE LINE

NATIONAL SOLO BY PAUL BROWN

DOT RACE RUBBER VS. STREET TIRES

The age-old tire debate comes up at least once every year on whatever discussion medium is in vogue. We went through it repeatedly on the team.net e-mail list back in the day, and there are forum threads revived over and over again these days on the topic. Here's the gist of the conversation: R-compound tires are too expensive, don't last long enough, and these aren't really street tires.

The funny thing is, nothing much has changed in at least 25 years. The arguments are the same, and the problems with trying to implement any sort of a fix are the same. None of the conclusions I make here are official SCCA policy – now or in the future – but I will lay out some of the facts and discuss both sides of the argument. I'm not saying there isn't a better solution; just that, so far, I have not heard of one that really makes sense, either as a competitor or when I was on the Solo Events Board.

Tire companies have to jump through some hoops to gain a DOT certification for their tires, although it doesn't guarantee the tires are really usable on the street – but as far as rules for Solo go, it is a certification that is easy to check.

There's no denying that there's a conceptual problem when the DOT-legal tire of choice in a "Stock" class is labeled "not for highway use," but the biggest concern among drivers seems to be the cost of competing. That probably goes a long way toward explaining the current trend of growth

in the Street Touring classes.

There is ongoing noise about implementing something like the Street Touring tire rules in Stock. At first glance, that might seem like a good idea, but there are serious problems with trying to do this in Stock. First, the Tread Wear rating is not a real number – and by that I mean it's not a standard, repeatable measurement, especially between companies. Each company picks its "standard" tire (the one that would be rated at "100") and does its own testing.

In practice, the numbers are more comparable than might be expected, but one company's "150" tire might very well be a harder, less sticky compound than another's "200." It's really more of a marketing number. There was hope that the Ford Explorer/Firestone tire debacle a decade ago might lead to more stringent rules about these things, but it didn't happen. Tread wear ratings are essentially useless for our purposes. Every Hoosier autocross tire since the A3S03 has been rated at "40," even though there have been numerous compound, tread pattern and carcass changes in that time. Some BFGoodrich tires were rated "0" back in the day – that's not even possible.

Say we decide to put the Street Touring rules into effect in Stock. What's the problem? Hoosier offers the A6 in 38 different sizes, in rim diameters from 13 to 19 inches. Kumho offers the Ecsta V710 in 29 in the same rim diameter range. How about some of the current hot ST tires? The Hankook Ventus R-S3 is available in only 19 sizes, between 15- and 19-inch diameters. The Toyo R1R is available in 22 sizes, from 15- to 18-inch diameters. A look around says

Street tires work well in Street Touring classes, but does that mean they would also work in the Stock classes?

that those last two are available in an unusually wide range for this sort of tire, but it is obviously not nearly the range we have available in the DOT race rubber – quite a lot of cars currently competitive in Stock classes wouldn't have a tire available for them.

So why do "street" tires work in ST? Cars are not limited to their original wheels, but are allowed any diameter wheel up to a maximum width. What that means is that a much more limited range of tires is needed to serve the market. This doesn't work the same in Stock – unless we allow a similar rule for wheel allowances. But that's not exactly a move toward making Stock more stock.

What about tire life? ST competitors seem to get more runs on their tires than do people in Stock who run R-compounds. But lighter cars with optimal camber and relatively wide wheels are going to get better tire life than heavier cars with limited camber and narrower wheels, no matter what else is going on. I won't claim that things are equal here, just that the difference isn't nearly as great as might be expected or hoped.

Some people talk about the fun factor of really sticky tires. I don't really buy that argument. I've driven the same car on all-season tires and on race rubber. On the all-seasons, the car was incredible – it seemed to dance through the course. On race rubber, the car was a whole lot faster, but all the character was gone. My one-man "scientific" text indicates that race rubber isn't guaranteed to be more fun.

With one tire dominating the market, current Stock class competitors don't need to buy a whole bunch of tires for comparison testing. In ST, the market is evolving, so serious competitors have to keep their eyes open and test any new tire that looks like it might have an advantage. That's not a recipe for cheap competition. But with some new entries into the DOT race rubber market, that is a problem that isn't necessarily limited to the ST category.

So what's the solution? Short of a spec tire for National competition, there probably isn't one. As long as we want to drive on the fastest tire, the tire companies will keep supplying that need. Until we can come up with a workable rule to define some sort of reasonable limitations, the DOT certification is all we have.

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ON RALLYING

ROADRALLY BY RICK BEATTIE

THE BOTTOM LINE

The annual discussion of RoadRally fees will begin in the next few weeks, and possible increases in insurance or sanction fees will drive it. Competing opinions on value, comparable ways to spend free time or quality time, committee costs, SCCA region requirements, National dues and weekend memberships will all be part of it.

How the competitors think of rally costs – their “bottom line” – is the part of the sport that sorts those opinions. While budgeting for the 2011 USRRC, I started thinking about how fellow competitors track or even address the cost of RoadRallying.

The cost for attending an SCCA National Rally is typically split evenly between the driver and navigator. Based on my figures, each of them will spend about \$1,000. That includes the entry fee, getting to and from the event, three nights of hotels, meals not provided by the organizers, gas and miscellaneous expenses.

“My total looks like it’s just under \$1,000 all inclusive,” echoes **Steve Gaddy**. Other SCCA National rally weekends can have various formats. There are single and double SCCA National events, and some that are a combination of Regional and National events. The included perk for meals is as varied as the committees. Gaddy concludes that, “a typical National

From his home Washington DC Region, it’s three hours or so to events in South Jersey Region. Gaddy’s Prius keeps the 250-mile round trip and 100-mile event under \$50. That includes the gas and entry fee split equally with his navigator, **Chris Bean**. Gaddy thinks the post event dinner adds \$15 to the total. “Even with a gas guzzler, the total would be under \$75, which I think is great for a half day of entertainment and socialization.”

When the event isn’t too far way, I have usually shared the cost of attending local or Regional rallies the same way **Mike Bennett** does. “As navigator I’ve typically paid the entry fee and the driver has paid the fuel, since those tend to be roughly equal for a nearby event.” Bennett and his driver will split the hotel cost if an overnight stay is needed.

Bennett’s costs are similar to Gaddy’s. “Entry and fuel costs these days tend to be in the \$40- to \$50-dollar range. Meals vary, of course, but I rarely spend more than \$6 to \$15 for dinner.” Bennett also noted that hotels typically run \$90 to \$110 for a decent room.

Mark Henderson agrees that “locally it’s only food, entry fees and gas,” and that the out-of-state events add expenses like motels, larger entry fees and increased costs for entry fees and fuel. Henderson has been rallying since 1971 when his father, **Gene Henderson**, got him started. Henderson also considers additional car maintenance and preparation for “the unexpected situations.” He carries

some cash and a credit card to deal with that part of the sport.

Whenever Henderson had an unplanned situation, he carried the item he needed from then on. He now has “many additional items that others do not for that ‘just in case.’ At one event back in 1986, I just happened to throw in an additional spare tire. At that event I had two flats. So now I always carry two spares; except now it’s the safety spare and a regular spare.”

Henderson noted that he has been steadily competing with five or six different car clubs since he started. For many years he ran between seven and 10 events, with about half of them out of state. “I have always enjoyed the competition. So as long as I had enough money to run each event regardless of the expense, I have always done so.”

But I suspect most competitors are like **Ken Wiedbusch**, who does not track or budget his expenses. His interests include RoadRally, RallyCross and other Club activities. “The reasoning in my mind is that close tracking leads to cost justification, which leads to a close evaluation of ‘net value’ for each dollar invested.

“My bottom line for rally is the time I spend with my middle son [**Dennis Wiedbusch**]. We have developed a successful relationship with a common goal to defeat the competition in this sport. We are still learning and enjoying the heck out of it.”

CONTACT RICK BEATTIE
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Ken Wiedbusch (right) and son Dennis (left), seen here at the 2011 Ohio Winter Rally, try not to track the cost of RoadRallies, or any SCCA event, for that matter. Instead, it's all about the time spent together.

“WE ARE STILL LEARNING AND ENJOYING THE HECK OUT OF IT”

Ken Wiedbusch

weekend would be \$500 to \$750 depending upon specific factors.”

Gaddy offers that “there are not too many ways to cut costs if you are penny-pinching, but there are some things which I did in my 20s and just starting out in the series.” A Motel 6 or something like it can save half the cost of staying at the headquarters hotel. Taking the redeye home from out of town events eliminates that extra night’s lodging. Food costs are many times included in the entry fee, but watching meal costs or bringing your own whenever possible can help out. Of course, look for a fuel-efficient car.

Gaddy also runs Regional events.



RICK BEATTIE

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body on top of a 10-year-old chassis the car will still be competitive. This combination allows for the series to remain affordable for competitors. The plan is to keep Trans-Am an un-technical series to hold costs down. Clagett says that for the performance level the cars have to offer, Trans-Am is the most affordable of all professional racing.

Clagett has plans to run the series in both the United States and Canada and is looking to run race weekends that draw large crowds including events with other sanctioning bodies like ALMS, Grand-Am, NASCAR and IndyCar. Due to the large interest in the vintage racing of the Trans-Am

“TRANS-AM WAS THE NUMBER ONE TRAINING GROUND” John Clagett

PRO FILE

SCCA PRO RACING BY ROB KRIDER

BACK TO THE FUTURE FOR TRANS-AM

The unmistakable roar of the fire breathing, 180mph V8s shall rise again in 2012 for the SCCA Pro Racing's Trans-Am Series. The formula that has provided excellent road racing beginning in 1966 and has made racing drivers household names (like Mark Donohue, Parnelli Jones, John Morton, Scott Pruett, Tommy Kendall and Boris Said, to name a few) will return with a new management arm to promote the historic race series. Trans-Am Race Company LLC has a five-year contract to run the business side of Trans-Am and put together a marketing platform, which will attract corporate sponsors, establish television network deals and grow the series. SCCA Pro Racing will continue to handle Timing and Scoring, technical inspections, safety and racing operations.

John Clagett, President of Trans-Am Race Company, has an enormous passion for the storied racing series. "Fans want Trans-Am ground-pounding V8 thunder. There is nothing like the sound of the start of a Trans-Am race." Clagett, who has 29 years of experience working with SCCA Pro Racing, says the advantage of having SCCA Pro Racing handle the races and Trans-Am Race Company

handle the commercial side of the business is that his company can keep their number one focus on building the marketing platform. "We want to embrace the heritage Trans-Am has to offer and bring it back into play. Our full-time job will be to concentrate on marketing the series.

"In the 1980s, Trans-Am was the number one training ground for up-and-coming closed-wheel or open-wheel race drivers," says Clagett. "Drivers like Pruett, Fellows, Sharp and Said went on to IndyCar and/or NASCAR. I want to bring back that luster to the series – a place where competitors are running against quality up-and-coming drivers."

Over the years, Trans-Am has been as much about the cars as it has been about the drivers. Clagett talked about the excitement of having three manufacturers all with current pony cars, the Ford Mustang, the Chevrolet Camaro and the Dodge Challenger. "We have an opportunity here to attract the manufacturing industry." In the late 1960s and early 1970s, the motto was "Win on Sunday, sell on Monday." Vehicle manufacturers were heavily involved with the Trans-Am Series, seeing positive gains in their product sales as a result of race wins. Clagett would like to try and bring that marketing aspect back to the series.

Technically, the cars themselves are relatively unchanged from the heydays of the 1980s. The chassis have some minor tweaks, but with a fresh 2012

This year, the SCCA Pro Racing Trans-Am Series expanded its class count, creating TA2 (ABOVE) and GGT.

cars of yesteryear, Clagett is considering doing a Trans-Am celebration weekend where the current cars will run at an event where the vintage cars are also racing.

The Trans-Am series will be set up to run a three class format with the Trans-Am class being the familiar rear-wheel-drive, tube-chassis, big-bore monster cars, where SCCA's Club racing GT-1 cars can compete. Trans-Am 2 will feature the likes of SCCA's GT-2 cars, as well as offer a lot of opportunity for teams who want to run old Nationwide chassis. This class will also be the place for Camaro Cup cars (a Swedish race series) with NASCAR-style chassis built by Howe Performance in the U.S., which can be re-skinned as Mustangs, Challengers or Camaros. In 2011, Trans-Am had a TA-3 class for GT-3 cars, but the class proved to never attract a field. So, for 2012, the third class will be Global GT, which allows the Porsche 911 GT3 "Porsche Cup" cars and Ferrari Challenge cars to compete.

Clagett says building up the series won't happen overnight and the point is to build on the momentum of the series' famed history. "It will be a building process and it has to go from the foundation up, find interested parties and deliver returns to its investments. There are hundreds of little steps to be taken, but I'm confident Trans-Am Race Company can bring this series back to what it once was, and beyond."



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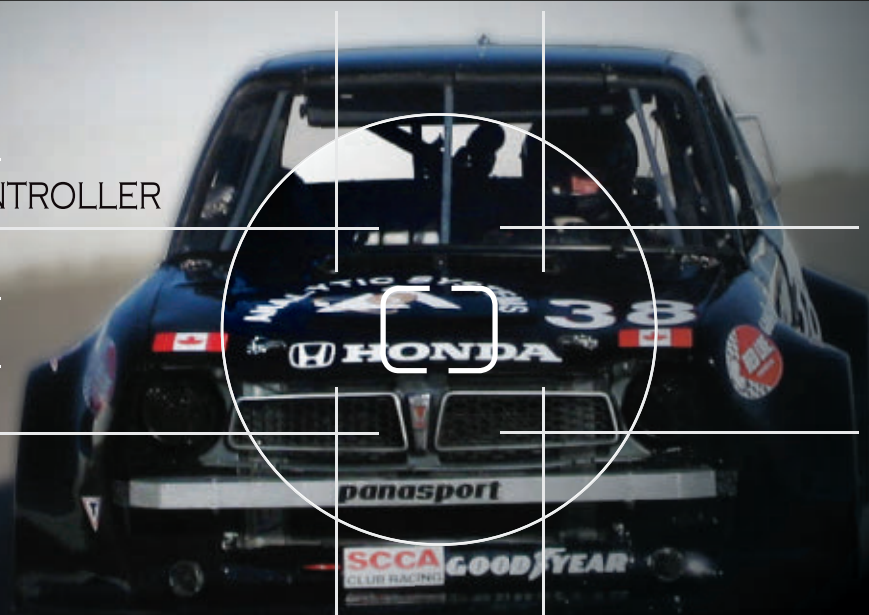
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Divisional Reports

SPORTS CAR CLUB OF AMERICA DECEMBER 2011
UPDATES, STORIES AND NEWS FROM
SCCA'S NINE COMPETITION DIVISIONS

KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

REMEMBERING FRIENDS

There is a list that I keep. On that list is a group of people I refer to as “friends,” and among them is Jim Taylor. Jim hails from down DC way, out near Philly or somewhere, and has been a flagger since the dog on the Greyhound bus was a puppy. We have worked some events together (long before some folks making executive decisions were even out of diapers) so when Taylor came to me to ask for “a little space” in this monthly column, it was a *fait accompli* as far as I was concerned. You see, Jim and his significant other, “The Lady Janet,” attended the 10-year remembrance of the Sept. 11 attacks and the dedication of the Shanksville, Pa., Flight 93 Memorial in September. Aside from having a direct affect on the Northeast and the rest of the country, the events of that day also took members from the SCCA family. What follows is an excerpt from the report he did for the Northern New Jersey newsletter, *Pole Position*.

The National Park Service dedicated the Flight 93 National Memorial near Shanksville, Pa., with ceremonies held on Sept. 10-11 in conjunction with the annual Commemorative services. At the entryway, storyboards tell the story of Flight 93 and its occupants, including Northern New Jersey Region members Joe DeLuca and Linda Gronlund. The walkway passes 100 yards from the point of impact, marked now by a large boulder.

Saturday's dedication ceremonies were highly anticipated. The Flight 93 families and their guests filled the center audience area, many chatting and hugging.

Two former presidents (George W. Bush and Bill Clinton), Vice President Joseph Biden and other dignitaries offered poignant addresses recounting the events. Poet Robert Pinsky read the list of names, and after each, two memorial bells tolled. Gordon Felt, president of Flight 93 Families said, “Let us hold fast to the lessons learned in this field.”

The “wall of names” is aligned with the final flight path of the aircraft and 40 names are etched into the marble. After the ceremonies, many family members touched the carved name of their loved one.

The large crowd prevented finding anyone from Joe's family, but both Linda's mother, Doris (Gronlund), and her sister Elsa Strong, were smiling at the end of a long and emotional day. Meeting people from SCCA brought even bigger smiles.

“The Club meant so much to them,” Mrs. Gronlund said. “Linda enjoyed the people so much.”

The service on Sunday began at the approximate time the passengers made their decision to resist the hijackers. The names were read this time by family members, many prefaced with “my mother...”, “my sister...”, “my husband...” Again, the two bells tolled. Each of the dignitaries spoke and many referred to “A common field one day; a field of honor forever.”

A few days later, as part of an e-mail exchange, Doris Gronlund wrote:

“We are rested a little, and can talk about the three days

without crying too much. But the rabbi said something wonderful: ‘We bury the hurts and the things that are unhappy and sorrowful. Throw the dirt on the casket and bury it, then go out and be a blessing to others.’ So that is where we are now.”

And so, in this December issue, at the time of year that many of the world's civilized people celebrate love, trust and friendship, we choose to celebrate those who have gone before us, here and around the world. And when I think of Shanksville, I think of the Robert Frost poem *Stopping by Woods on a Snowy Evening* in which, he writes:

“Whose woods these are I think I know. His house is in the village though. He will not see me stopping here to watch his woods fill up with snow. My little horse must think it queer to stop without a farmhouse near between the woods and frozen lake the darkest evening of the year. He gives his harness bells a shake to ask if there is some mistake. The only other sound's the sweep of easy wind and downy flake. The woods are lovely, dark and deep. But I have promises to keep, and miles to go before I sleep, and miles to go before I sleep.”

Happy Holidays to all.

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
BY SUSAN H. YOUNG

SEDIV WORKERS AND DRIVERS SHINE AT THE RUNOFFS

Central Florida Region SRF driver Lee Hill gave us an update from this year's National Championship Runoffs at Road America, which took place Sept. 23-25. “I qualified 15th and finished 10th. In other SRFs, Brian Schofield qualified first and finished third, Richey Stanley qualified 19th and finished 13th and Chad Galloway qualified 17th but retired early [due to overheating].

“Andrew Charbonneau competed in SRF, SM and SSB, too! Now there's a

glutton for punishment. [Charbonneau] qualified 14th in SRF, and we enjoyed a good race early on. In SM he finished fourth, but was promoted two places when the stewards were done.

“Simon Gregg was second in GT-1. Al and Janet Harhay were there working, [as were] Leland Miller, Dennis Joyce, Richard Bittmann, Tim Nordstrom and the Ragaglias. Robin Langlotz in his Board of Directors member persona looked cute in his chef's hat serving dinner to workers. Those are some of the SEDiv people I remember seeing.”

Barry Trivette from Atlanta Region also gave an update online.

“Jeff Dernehl in GT-3 was P2 on grid all week, led the first seven laps and finished second. Peter Shadowen in GT-Lite finished second. Greg Ira in EP finished second. Jim Downing in CSR finished third. Scott Tucker [who lives in Kansas, but is an Atlanta Region member] was first in STO, [winning] his third championship. Mark McCaughey, [was] first in SSC; his second championship.

Ed Zabinsky took third in SSB. Top 10 finishers include Glen Cooper in FB, Stevan Davis was sixth in FV and Tray Ayers was fourth in SRF.”

Buccaneer Region's Wanda Cecil reports, “I went to the Runoffs as registration chief and was there from Sept. 15-25. I had lots of great help, and there were no lines at registration! [We] got lots of compliments on the job done by the registrars from workers, crews and drivers. [I] received a really nice embroidered backpack as a thank you for being chief. Sara Snider from North Carolina Region and I met up in Milwaukee and traveled to Elkhart Lake together. [We] stayed with Peter and Terry Roberts. Terry was one of my assistants and Peter was the start judge. Sara worked in race control.

“I am already planning on going back next year.”

BOBBY KENNEDY SETS NEW SPO RECORD AT DAYTONA

On Runoffs weekend, Daytona Int'l Speedway held its Sunstroke Grand Prix. Young Bobby Kennedy, who has been racing since he was 11, has been setting fast times in the No. 5 SPO Camaro all season – and his Drivers’



are invaluable because all of the specialties meet under one roof to discuss a variety of issues. The networking, bench-racing, brainstorming and great meals are worthy incentives. Head to www.sedivacing.org to find out more.

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NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

GLDIV AT THE SOLO NATIONALS

The Tire Rack Solo National Championship event in Lincoln, Neb., on Aug. 30-Sept. 2 had drama and successes for lots of Great Lakes Division members. **Scott Hearne** reported that seven drivers lost their ride due to engine problems at the NWOR event the weekend before the National Championship event. Scott and **Mike Hearne** found rides in EP and F Mod, respectively. **Bryan Rawlings** bought the **Robert Chrismas** dormant EP CRX and put himself and **Kevin Lewis** in the car running in EP. **Jay Storm**, **Joel Higgenbotham** and **Ed George** in a mad dash rebuilt the bottom end in Storm's Subaru to run it in FP and E Mod.

This year, GLDiv had a tent and held a cookout hosted by **Paul Magee** (the chef) and **Mike Hearne** (the gofer). It was well attended with approximately 100 GLDiv members showing.

Celebrating National Championships were **Fred Robertson** (Ohio Valley Region) in GP, **Don Elzinga** (Detroit Region) in C Mod, **Matthew Braun** (Detroit Region) in SS, and **Bill Loring** (South Bend Region) in GS.

Congratulations to the other trophy winners as well! From Central Kentucky Region, **Laura Harbor** took second in STSL and **Marc Pfannenschmidt** took ninth in STR. From Delta Region, **Mark Lamm** took third in SSL. **Chrissy Weaver**, of Cincinnati Region, won second place in STSL.

Detroit Region had many trophy winners. **Alex Jones** and **Aaron Miller** took sixth and seventh places, respectively, in BSP. ESP had **Jason Kolk** in second place. F125 had **Jeremiah McClintock** (second), **Larry MacLeod** (third) and

Christian Hubbell (ninth).

Brandon Hagaman brought home a trophy with a fourth-place finish in FSP. In GS, **Kevin Royce** (second) and **Jonathan Rogers** (third) took home hardware. In SS, **Al Chan** won 11th place and in XP while **John McIver** took seventh place.

Fort Wayne region members **Steve Mieritz** (second in EP) and **Scott Lewis** (sixth in CP) have to find room for their trophies. The three members claiming trophies from Indianapolis Region were **Clemens Berger** (second) and **Dan Stone** (fourth), both in B Mod, while **Nick Meyers** took second place in C Mod.

Neohio Region trophy winners include **Jeff Blumenthal** (seventh) and **Paul Magee** (eighth) in F Mod and **Andrew Pallota** (fifth) in FP. Northwestern Ohio Region members earning trophies were **Johnny Rose** (fourth) in EP; **Allen Sheidler** (fourth) in F125 and **Jeff Mabrey** in ST took home honors as well.

In addition to **Fred Robertson**, Ohio Valley Region member **Mike Feher** took fifth place in GP and **Eric Campbell** took second in DSP. Saginaw Valley Region member **Lorien Feighner** placed second in BSPL.

Rounding up the division winners were South Bend Region members **Scott Nardin** (third) in F Mod, **Steve Bollinger** (third) in GP, **John Coster** (fifth) in SMF.

During Solo Nationals, Neohio member **Eric Hiltner** was working for Hoosier Tires, and one evening he got to hang around with the CP racers. "They were all gathered watching some in-car camera videos on a big screen TV. Boy, did that look like fun! I'm thinking of trying it," he says.

Congratulations to all the GLD competitors and their national accomplishments!

CHECKERED FLAG: JOHN COLEMAN

Saginaw Valley Region member **Ken Barker** shared some memories of long-time racer, sponsor and friend to many in the Detroit Region, **John Coleman**.

Coleman owned and operated Downriver Sports Car Service in Melvindale, Mich. He was noted for his knowledge of British cars, mainly MGs, Austin-Healeys, Triumphs and Jaguars. His shop was open to all at anytime for bench racing, and if you needed a part, he either had it or knew where to get it. Coleman raced mostly

School was at Daytona, so he was bound to do well at Daytona.

On a stifling hot afternoon, Bobby drove a 1:58.927 lap, setting a new SPO record for Daytona. "We had a tough weekend, but we worked through it and came out with two wins," says Bobby's dad, **Squeak Kennedy**, who is also a longtime racer.

"I'm looking forward to racing again soon, and maybe coming out top three in points," says Bobby. "Thank you everyone who has supported me, it means a lot."

CORNER WORKER CORNERS MARKETING

"I've opened my own racing consulting company [Apex Consulting LLC] specializing in working with shops of all sizes on marketing, customer relationship and customer retention/acquisition," says SCCA corner worker **Anna Hill**. "My current clients are SCCA Enterprises, Phil Mather Motorsports, Gingerman Raceway and Graham Cracker Racing."

You can find Anna on Facebook by searching Apex Consulting LLC. Plus she'll be at the PRI Show in Orlando, Fla., on Dec. 1-3 at the SCCA Enterprises booth.

JEKYLL IN JANUARY

Don't forget to register for SEDiv's annual conference, which will take place Jan. 20-22, 2012. Conferences

Doris Gronlund (Linda's mom) and **Raymond The Cat** (Joe DeLuca's alter ego) at the Joe & Linda Regional races at Pocono Speedway. SCCA members Linda Gronlund and Joe DeLuca were on flight 93 on Sept. 11, 2001.

OWHEE/OWPHOTO

at Waterford Hills for many years and sponsored up to 15 cars at a time. He built fantastic Midget racecars and set many records.

After suffering a bad accident in the early 1970s, he cut back on his personal racing but he always helped and supported his racing friends. He had an Austin American up on jack stands that a lady had left in the mid 1960s and always said he couldn't do anything with it as she might return and want it, so he used it to hold his air hoses out of the way.

Barker said it was still there when he returned to the area in 1987 after having lived out of the state for 11 years. "I suppose most of the guys are deceased or moved on out of racing that he used to sponsor or hang out at his shop," says Barker. "In the last couple of years, I would go visit him a couple of times in the summer. I lived in Bay City and Port Huron after returning from out west, and he would always say if I was going to Waterford Hills to give him a call and he would be there. I called to tell him I was going in July and learned he had passed away at age 72, so I'm sad to say it never happened."

Thank you, Ken, for a great tribute to a friend and member of our race family.

CHECKERED FLAG: MICHAEL CRAIG WISE

So often we hear of our members passing away after having lived many years, or perhaps after an illness. Unfortunately, this month we're forced to print a Checkered Flag for a young member, **Michael Craig Wise**, who passed on Sept. 10, 2011, from injuries received in a karting accident.

In addition to karting, Michael was a crewmember for his father's IT racecar, in addition to being a typically happy 6-year-old.

His parents, **Keith** and **Jennifer Wise**, and his family have been closely affected by the benefits of organ donation, so they would appreciate any memorials to be made to Lifeline of Ohio, Capital Resource Manager, 770 Kinnear Rd., Suite 200, Columbus, OH 43212.

The passing of someone so young is heartbreaking. Our thoughts and prayers are with the Wise family.

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Bobby Kennedy is setting the STO class on fire in the Southwest Division, setting a new track record for the class at Daytona in September. At his Drivers' School, young Bobby was also the first one out of the car during the region's emergency escape practice.

THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

STREET TIRE CHALLENGE

I am quite aware my columns have been a little Solo orientated as of late, but it's for a reason! CENDiv hosts a whole slew of premier Solo events in the late summer/early fall months. I know that rally and Club Racing does as well – but I opted to go in chronological order here!

After the CENDiv Divisional Championship and the participation of drivers at the Tire Rack Solo National Championships, the next marquee Solo event is the National Street Tire Challenge (NSTC) presented by Bridgestone. Although some may consider this event on a lower pedestal than the previously mentioned events, it's still a major event for a majority of competitors, including me!

The premise of the NSTC is to give a National Championship kind of event to competitors who run classes not normally found at the Solo National Championships or other National Solo Tour events. The event concentrates on drivers who primarily run on street tires but in classes that don't fit with the current Street Touring classes.

The NSTC offers five classes: Front Wheel Drive (F), Rear Wheel Drive (R), All-Wheel Drive (A), Muscle Car (M) and the Street Touring Shootout (ST). Each competitor (except for the M class) was assigned an index on where their cars normally would run in the SCCA Solo Rules. Most competitors in the prime F, R and A classes fit in stock or street prepared indexes, but there were a few Prepared and Street Mod cars present as well. Each driver's time was multiplied by their car's index to calculate their spot in class. The Muscle Car class is an open modification class and everyone runs with an E Modified index, despite of modifications or normal classing.

The real big news of this event was that it was not the first NSTC event of 2011. The program expanded this year, making this the fourth and final event held across the country. There were events held in Mineral Wells, Texas, Washington DC and Atlanta, Ga., before the final two-day event held at Miller Park in Milwaukee, Wis. Many people drove long distances to attend all events to give their support of street tire racing in Solo.

As mentioned, the Milwaukee event would be the first time a two-day format was used. **Bart Hockerman** designed the courses that would end up very different on both days. The first day would suit the more nimble cars and patient drivers. Day two was a more open course. Saturday night saw a pizza party and some infamous Milwaukee style bench racing.

The competition itself was intense, with four of the five class winners taking a margin of victory less than 0.3sec.

The A class was a three-horse race from the minute the heat went hot. Co-drivers **Pete Cheng** and Hockerman were among the favorites for the class and possibly the overall event win. Hockerman won the overall competition in both Texas and Atlanta earlier in the year, and Cheng was just behind at both events. The thorn in the side of the two Milwaukee-based drivers was Chicago driver **Wayne Onyschuk**. All three drivers were driving D Stock 2011 Subaru Impreza WRXs, but Onyschuk had the edge. Perhaps his experience in the car worked to his advantage as he took the class win over Hockerman by only 0.078sec. Cheng ended up third and Wayne's wife **Roberta Cheng** took the fourth and final trophy spot.

The R class was also dominated by one type of car – in this case it was the Hyundai Genesis Coupe. Both **Lance Keeley** and **Trevor Jones** were seen as the drivers to beat. Keeley has been driving well all year and won the overall competition at the DC event earlier this year – but Jones won last year's event and has been driving equally well. If things were not tough enough, certified "alien" **Jeff Cashmore** managed to talk himself into co-driving with Jones. At the end of the event, Keeley took a couple of tenths lead into day two with Cashmore and Jones just behind. Although Lance peaked early on his first afternoon run of day two – he held onto the lead and took the win by 0.252sec over Cashmore. Jones had a rough day two but still hung onto third place. S2000 drivers **Aytinc Akad** and **Jason Kuks** were the "best of the rest" in fifth and sixth. The rest of the trophies (paying out to 13th) were cluttered with several BMWs, S2000s, an RX-8 and a Pontiac Solstice.

The F class was very diverse and among the top for a change with five different drivers all having a realistic shot at the class going into final runs on Sunday. **Mike Leeder** took a fairly

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comfortable lead into day two driving his Cobalt SS. **Jim Harn** (Mini), **Sam Karp** (Mazda 3) and **Wes Jenrich** (Mini) were all close in H Stock classed cars. **John Ma** was also in the hunt with a D Stock Mini. Sunday's course seemed to suit the bigger car Karp was driving, and he ended up as the fastest driver but ended up 0.145sec behind Leeder in class. Jenrich adapted to his Mini Cooper well on day two and ended up third. Harn and Ma ended up fourth and fifth, respectively. HS-indexed cars also dominated the back of the trophies with **Todd Freeman** driving a Mini to a sixth-place finish, and rookie driver **Jacob Peterson** claimed the final trophy in seventh.

The Muscle Car class presented by Optima is primarily for older vintage cars and high-powered, rear-drive cars. This is a "run what ya brung" class in which modifications are open except for the need of street-tires. The always entertaining **Mike Tews** took the class win slapping some street tires on what is normally an F Prepared Datsun 240Z. Father/son team of **Bob** and **Chris Shay** took second and third, respectively, with the younger Chris taking second.

The Street Touring Shootout is a class for drivers who normally compete in their respective Street Touring category. Times are multiplied by their index as usual, but drivers are not eligible for the overall index award. **Jason Frank** led from his first to last run, but the margin of victory was fairly narrow to STS National Champion **Andrew Canak**. Frank took the win by only 0.194sec. **Brian Stone** warmed the tires for Canak and managed third place in his first two events in the car. **Ruben Alejandro Manrique** drove his STR MX-5 to the final trophy spot.

Keeley ended up leading the index results for the event and was rewarded with a set of Bridgestone tires for his efforts. Considering the fact that Keeley normally runs Bridgestones on his Genesis, he will make good use of them! Another set of tires was awarded at random to any entered participant. S2000 driver **Ben Zabel** ended up the winner – a lucky draw for a driver who said he was "out tired" all event. Put those Bridgestones to use, Ben!

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GATEWAY TO MIDIV

MIDWEST DIVISION BY EILEEN WATERS

THE HIGHS AND LOWS OF 2011

As each year comes to a close, we often to pause to remember and acknowledge what we are thankful for. While 2010 started with a substantial challenge for our division, with two racetracks down and a third one getting sidelined by Mother Nature, we're ending on a fabulous note. SCCA events returned to Memphis International Raceway, which hosted two very successful PDXs for the Mid-South Region this fall. Gateway International Raceway also has a new owner, 21-year SCCA member **Curtis Francois**, and there are plans for races at the track in 2012 and well beyond. It also turns out that Mother Nature was no match for the Mid America Motorplex as the cleanup is under way and the track preparing for 2012.

But with innovative, out-of-the-box thinking, we found ways to hold events this year during setbacks. **Brian Schwantner**, the Rallycross Chair for the St. Louis Region, faced a lack of sites. He found a unique solution in the form of a 300-foot sand drag strip in Bonne Terre, Mo., to use for

the region's events. The courses were mostly constructed on the other parts of the facility, but in September they used the sand drag strip in a format much like a ProSolo. Two cars started side by side down the drag strip before each went off in their own direction toward their own finish. The efficiency of the event provided competitors an incredible 12 runs each!

As a group we've also gathered for fun at non-competitive SCCA events. Kansas City Region arranged to see the movie *Senna*, meeting up with the Ferrari Club of Kansas City at the Tivoli Theatre. If you haven't seen the movie, don't miss it.

Nebraska Region needs to break out the bubbly to celebrate the three Solo National Championships of their region's members **Christy Carlson** (STUL), **Julie Heaton** (GSL) and **Sue Eckles** (CSPL, her third title). Congratulations to **Kent Prather** on his seventh National Championship Runoffs title (and first in GT-Lite) and **Scott Tucker** who claimed his third consecutive National crown (and first in STO).

One of the highlights of the Runoffs is the Thursday night recognition of the workers. The format for selecting the honorees changed this year, with one member from each of the nine divisions being recognized. Congratulations to our division's shining star, Des Moines Valley Region's **Scott Bowman**.

All of what we do as a division isn't possible without our families (the ones at home, the ones helping us in our garages, the ones who encourage us while still trying to beat us on the track, the ones who don't compete but make the events possible and the ones who share our love of all things automotive). To all of you who make the Midwest Division fun, safe and a really cool place to hang with our families, thank you! Here's to more of the same in 2012. And don't forget to share your thanks with those who made your fun possible in 2011!

CHECKERED FLAG: NORM FLOYD

We can't end this month's remembrances without stopping to remember a treasured member of our family, initially from Mid-South and then Arkansas Region: **Norm Floyd**. A 35-year Club member, Floyd was an easygoing gent who enjoyed and participated in all levels of RoadRally, Pro Rally, Solo and Club Racing. Norm served on the National RoadRally



Des Moines Valley Region's **Scott Bowman** (center) received the BFGoodrich Tires Worker of the Year Award for the Midwest Division at the 2011 National Championship Runoffs.

Board, and in Club Racing he began as a starter and served several years as a flag chief. After moving to Little Rock in 1992 he built his first of three racecars. Eventually Floyd entered the stewards program and served as the Midwest Division Executive Steward.

Sadly, Norm passed away on Sept. 15. Thanks, Norm, for 35 great years with the SCCA.

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SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

2011 RUNOFFS RECAP

The Southwest Division had a strong presence at the 2011 National Championship Runoffs at Road America in Elkhart Lake, Wis. Here's a brief rundown of how the boys (and me) from the Southwest Division did.

Friday started out with T1 and Houston Region's **David Koller** bringing home 10th. **Charles Hearn**, also from Houston Region, finished ninth in Formula Vee. **Kerry Bonner** pulled double duty running GT-3 and Spec Racer Ford back to back. The Houston Region driver finished eighth in GT-3 and 21st in SRF. Also running Spec Racer Ford was Divisional Champion **Denny Stripling** who finished 11th, bringing home the Sunoco Hard Charger Award for his charge from 23rd on the grid.

Houston Region's **James "Doc" Smith** finished 14th in F Production. **Bill Johnson**, from Lone Star Region, and **Scott McQueen**, Houston Region, both finished seventh in Formula Continental and Formula Enterprise, respectively.

Friday ended with a great battle



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between Houston Region's **Darryl Wills** and **Douglas Peterson**, Buccaneer Region, for the Formula Mazda National Championship. Wills was the victor once again, winning his second National Championship in a row in this tough class. Filling out the top three was Houston Region's **Alan McCallum**, while **Russell Hillenborg**, Houston Region, finished 11th and **Stuart Rettie**, Houston Region, finished 13th.

Wills was the class of the field again in 2011. Not only did he take home the gold medal, but also the Super Sweep award, the Triple Crown and set the Hawk Performance Fast Lap of the Race with a new Runoffs lap record.

Saturday, in Formula 500, **Joseph Palmer**, Texas Region, and **Glen Smeal**, Lone Star Region, finished 18th and 20th, respectively.

The Texas Region Spec Miata trio of **Craig Berry**, **Adam Poland** and **Christopher Haldeman** had a great week, with **Poland** and **Haldeman** both making their maiden trip to the Runoffs. Berry came home seventh, with Poland coming in 10th and Haldeman finishing 26th.

Texas Region's **James Place** finished 10th in SSC. **Luis Rivera**, Houston Region, had a great battle going throughout the GT-Lite race and wound up fifth. Alamo Region's **James Speights** finished 10th in the GT-Lite race.

In STU, Houston Region's **Joe McClughan** brought home seventh place, while Texas Region's **Toby Grahovec** finished 18th. Earlier in the day, **Grahovec** finished fifth in SSB.

The Formula F race saw three Southwest Division drivers finish: **Wes Cunningham**, Houston Region, seventh; **Randy Acock**, South Texas Border Region, ninth; **Mike Sauce**, Texas Region, 17th.

Sunday morning, the skies decided to play games with the racers. It was somewhat cold, and the chance of rain was ever changing.

Houston Region's **James Rogerson** lead the SWDiv charge in H Production in the wet conditions. Rogerson battled his way into a podium position on the last lap, but dropped to fourth with two turns to go. Texas Region drivers **Bob Eichelberger** and **Rob Horrell Jr.** also competed in the HP race, finishing 10th and 16th, respectively.

Delta Region's **Tom Himes** brought his Ford Mustang to the American Sedan show and finished 16th.

T2 proved to be a survival race as most of the field started on dry tires. When the skies opened up and the rain started to pound the track several laps into the race, it became a game of who could stay on track. **Tony Rivera**, Houston Region, was running solidly in the top three until the rain began. He started slipping back before slipping off track to a 16th-place finish. Other Southwest Division drivers fared better, including **Richard Baldwin**, Delta Region, finishing eighth, and **Richard Kulach**, Texas Region, finishing 11th. Houston Region's **Charlie Vehle** finished 24th.

To say the EP race was wet is an understatement. The advantage these competitors had was that it was a completely wet track, so there was no second guessing tire choice. **Austin Snader**, Houston Region, started 16th and quickly found his way up to the front, adapting to the rain much better than most. Snader finished the race in fourth. **Rick Kosdrosky**, Texas Region, had a top 10 finish going until he slid off track in Canada Corner and finished 14th.

Meanwhile, I was driving around, avoiding the fast guys and going off track. Could I have pushed harder? Absolutely, but I've done enough financial damage to my racing budget this year – I just wanted to finish. And I did just that, in 15th.

GT-1 also had a rain race that saw two Texas Region drivers bring home good finishes. **David Fershtand** finished

fourth and **Carl Janin** managed a sixth-place finish.

Overall, the Runoffs were successful for most of our drivers. Here's to a great end to a great season!

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

ANOTHER SUCCESS STORY

It's always fascinating to hear the story behind the story, and here's another one from this past summer. It started when Utah Region member and veteran racer **J.R. Smith** registered for the Great Salt Race Double Rational at Miller Motorsports Park (MMP) in August. Let's have Smith pick up the story...

"I was registered in the Regional STO category and then realized it was possible to also register in the National as well. At registration, I talked with **Cindee Beard** about this, and she referred me to **Guy Ruse**."

Ruse is the head of RMDiv and National licensing and also happened to be racing at MMP in his EP Mazda.

"Guy reviewed my racing experience and thought that an upgrade waiver to a National competition license was appropriate. Since it was Friday evening, Guy arranged to meet me on Saturday at 7 a.m., even though he was also racing that day."

After getting the upgrade documentation done, Smith returned to registration and received more prompt help.

"Cindee called **Kathy Cowen** at SCCA membership, after which [Smith and Ruse] spoke with Kathy, and the issue was resolved in a period of approximately 15 minutes."

No muss, no fuss and certainly no runaround – Smith was impressed. He then went on to win both the Regional and National races in convincing fashion. He even set a new STO lap record in the process! But that wasn't the end of Smith's experience. He wrote to SCCA President and CEO **Jeff Dahnert** after the weekend to express his gratitude.

"This is one of the most positive events with SCCA I have experienced," says Smith. "To accomplish all of this on a Saturday morning in such a short timeframe is remarkable. I can't express how appreciative I am of all



Darryl Wills (center) took home lots of hardware this year as the Formula Mazda National Champion, Super Sweep winner and much more.

the work done by the above people and the rest of the SCCA staff this past weekend. The customer service-oriented environment I experienced was outstanding from registration, tech, stewards, Timing and Scoring (who had to change my late class revision) and the course workers (who are always great). If you could pass these accolades on to [Vice President of Club Racing] **Terry [Ozment]** and all the Club Racing staff and others, it would be greatly appreciated."

We hope to see Smith's quick yellow 'Vette at more SCCA events in the future. As for that famous French racing driver, Guy Ruse? He had a great Saturday, with his immaculate red and black RX-7 taking the overall victory in Group 5 and winning EP. He wasn't quite as fortunate on Sunday, finishing fourth overall and third in class. But if karma has any payback, Ruse will get that back in the future.

HIGH PLAINS FUN FACTS

By the time you read this, snow and ice may be covering the 2.5-mile road circuit at High Plains Raceway (HPR). As the third season of racing has nearly passed, it's sometimes hard to remember that it wasn't that long ago that the land HPR sits on cultivated crops rather than apexes.

Area 8 Director **Bill Kephart** recalled the efforts of the Colorado Motorsports Council and grass-roots enthusiasts (including the Colorado Region), and says that more than 20,000 cars have sped over HPR's

smooth pavement in those three short years.

That's a lot of track rentals and entry fees! Capital improvements – including RV stations, covered car ports, race fuel station, a dog run and decent bathroom trailer – make HPR a great showplace for what a grass-roots effort can accomplish.

"It's lived up to all expectations," muses Kephart. Despite an extremely rough recession and turbulent economic times, HPR continues to show a 12-14 percent return on investment and remains on track to pay off its debt. So let it snow – these are the sorts of warm and reassuring facts that keep racers warm throughout the winter.

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BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

OUR DEPARTING AREA 9 DIRECTOR: R.J. GORDY

At this December's national Board of Directors meeting, **R.J. Gordy** will have attended his final meeting after giving six years as our Area 9 director. Area 9 is the representative for NorPac's San Francisco and Reno Regions. Area 13 Director **Todd Butler** represents NorPac's remaining "northern" regions and has two years remaining on his first term.

When Gordy graduated from high school, he asked his loving parents to send him to a Drivers' School instead of college. Emotionally damaged by their stinging rebuke, he eventually gravitated to the next logical place he could drive fast without serious consequences: he joined the police department.

It was some 21 years later that he was able to realize his dream of driving a racecar. In 1985, he and a partner formed Gold Star Racing, bought and built two Spec Racers, joined the SCCA and set out to pursue their passion. Years of great fun and moderate success followed, peaked perhaps by their participation in the Spec Racer Ford Pro Racing event in the Reno Hilton parking lot with the Trans-Am series. Both cars finished higher than they started and came home all in one piece – a successful weekend!

Shortly thereafter, Gordy's partner moved over to a DSR racecar while Gordy soldiered on in the Spec Racer. Already involved in the Steward's program, he began to develop an interest in Club politics. He was elected to the San Francisco Region Board of Directors in 1998 and became Regional Executive in 2000, retaining that position until 2006 when he was elected as Area 9 Director.

Gordy traveled to the National Championship Runoffs at Mid Ohio in 2001 as a pace car driver since he was one of only

a few members to simultaneously hold a National Stewards license and a National Competition license. Gordy has continued to drive the SCCA pace car at the Runoffs and at Club events, as well as a few pro events along the way. He was the first to acknowledge that he had taken more checkered flags in the pace car than he ever did in his racecar. He is looking at passing on the reins of the pace car for next season but has to admit the Corvettes brought in for Runoffs this year was a great highlight.

As Area Director, Gordy spent his first two years in the position as Vice Chair, then as Chairman for two years, wrapping up his final two years on the Planning Committee and the Budget/Finance Committee.

When he received the Chairman appointment he created a task force to study the decline in National races and how to rebuild the program. Although the major point was not successfully implemented at the time (the key sticking point was whether the Runoffs should be the best of the best or an exclusive event to test skill levels), Gordy says the Board is on the verge of a way to revamp and revitalize the program for 2013.

Gordy points out that being elected to the SCCA Board of Directors was a real eye opener. One thing he learned is that each of the nine divisions is so vastly different across the country, thus it is sometimes difficult for the BoD to reach consensus on items. In a way, they have been six of the most frustrating years of his life, walking in "starry eyed" to have your goals dashed on the rocks. Part of this is due to the fact that every year you could replace a third of the BoD, which means time spent rebuilding and retraining. With a three-year term, your first year is spent getting up to speed, the second is processing and knowing the impact, the third you try to get done what you envisioned your goals to be.

So, what will he do after leaving the BoD? Gordy has always had a focus for revitalizing the Pacific Coast Road Racing Championship (PCRRC). An invitational event in October for the three West Coast divisions held the first time at what is now Infineon Raceway. At this point, NorPac is the bottom of the barrel when it comes to having a divisional racing championship and this would put it back on the map. Other than that, Gordy has been presented with many opportunities and is taking the time to think them all through. But he says he will still stay active in the Club. He continues to enjoy the camaraderie and people in the Club, especially his significant other, **Laura Stich**, whom he met at the racetrack and who continues to serve as the Chief Club Ambassador for the San Francisco Region.

Thank you R.J. for serving as an Area Director for NorPac.

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SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

THE RUNOFFS

The 48th running of the SCCA National Championship Runoffs has drawn to a close. By my very unofficial count, SPDiv had just over 20 racers on hand for the event, and a great showing of our workers made the trek as well. This year we had two winners – one on the track, and one off – and a number of podium finishers.

The conditions throughout the Runoffs week tested everyone, and at some point it seemed as though nearly every class got a taste of rain. Many of

the races were run in conditions that would have found lesser competitors heading for high ground, but all endured and will likely have great stories to tell the next time you see them. Even more impressive were the efforts put forth by the workers, who endured heavy rain and cold temperatures manning their posts all week.

The first award from the Runoffs was the BFGoodrich Tires Worker of the Year Award for SPDiv, which went to Cal Club's **Ellen Lowery** for her work in Timing and Scoring.

On the track, our Area 11 director **Michael Lewis** once again did us proud, driving his Jaguar XKR to the GT-1 title in wet conditions. Lewis started second, behind **Cliff Ebben**, but would cruise to more than a two-minute

SoPac's Brian Husting may not have had a great finish at this year's Runoffs, but up until the incident that removed him from the SSC race, he was on target for a podium position.

margin of victory after Ebben spun and ended his day.

In GT-3, **Wolfgang Maie** moved up from fifth on the grid to claim the bronze medal in his Toyota Paseo, in what was his 27th Runoffs start.

The H Production race was a wet one, and I somehow managed to end up on the podium holding a bronze medal after starting a dismal 12th. I credit the front-wheel-drive of the Toyota Yaris, and being able to see over the tops of the more traditional HP cars for the finish.

Marc Hoover brought Arizona Region its lone Runoffs medal, scoring the silver in Super Touring Under – his Miata looked like a toy among ex-World Challenge Touring Cars, but undoubtedly none of his competitors are seeing it as such after the show he put on.

In the combined Showroom Stock B and C race, **Lee Niffenegger** added yet another silver medal to his collection, crossing the finish line just 1.2sec short of the top spot in his Honda Civic Si. What the SSC results don't reflect is the great run **Brian Husting** had. After starting third, Husting was battling for a podium finish when he was caught up in an on-track incident that severely damaged his car, relegating him to 14th.

Lee Alexander started on the D Sports Racing pole in his Stohr, and went on to finish the race in second.

CONTACT JASON ISLEY
(949) 417-6725
jisley@haymarketworldwide.com

Record Book

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RALLY AND SOLO EVENTS

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BLYTHEVILLE, ARK / OCTOBER 1-2, 2011

SS: 1. Mark Wortham (Chevrolet) 103.713; 2. Bryan Schafer (Chevrolet); 3. Tim Dorman (Chevrolet); **SSL:** 1. Carla Russo (Chevrolet) 110.190; 2. Elizabeth Leckey (Lotus); 3. Cheryl Davis (Chevrolet); **AS:** 1. Han Henze (Porsche) 113.263; **ES:** 1. Shawn Gebbia (Mazda) 107.514; 2. Jeffrey Mark Pilson (Mazda); 3. John W England (Mazda); **GS:** 1. Bruce Levi (Honda); **HS:** 1. Joseph Austin (Mini) 111.395; 2. Adam Deffenbaugh (Mazda); 3. David Sponberg (Mini); **HSL:** 1. Linda Duncan (Mini) 114.013; 2. Jean Schaad (Mini); Jacqueline Lawson (Mini);

ST: Erik Le (Acura) 117.826; **STS:** 1. David Whitener (Honda) 106.495; 2. Brian Darby (Mazda); 3. Seth Englebright (Honda); **STSL:** 1. Sharon Eberlein (Mazda)

116.172; **STX:** 1. Kristo Kukkk (Honda) 108.774; 2. Mark Sipe (Mazda); 3. Dennis Sparks (Mazda); **STR:** 1. Dave Roberts (Honda) 107.524; 2. Matthew Glagola (Honda); 3. Geoff Walker (Honda); **STU:** 1. Luke Oxner (Mitsubishi) 107.422; 2. Tom Oxner (Mitsubishi); 3. Christopher Dorman (Mitsubishi); **SM:** 1. Mike Berry (Pontiac) 110.035; 2. Dale Hurley (Pontiac); **SSM:** 1. Carter Thompson (Mazda) 99.563; 2. Brian Johns (Mazda); 3. Tara Johns (Mazda); **ASP:** 1. Robert Carpenter (Chevrolet) 101.401; 2. Andy Hohl (Chevrolet); 3. Joe Tharpe (Chevrolet); **BSP:** 1. Matthew Braun (Pontiac) 99.894; 2. Jeremy Foley (Mitsubishi); 3. Alex Jones (Pontiac); **BSPL:** 1. Lorien Feighner (Pontiac) 105.530; **ESP:** 1. Mark Madarash (Pontiac) 101.506; 2. Korry Berger (Chevrolet); 3. Mark Foley (Pontiac);

XP: 1. Randall Wilcox (Mazda) 102.561; 2. Dan Chadwick (Mazda); 3. Jason Collett (Mazda); **CP:** 1. Kurt Janish (Pontiac) 102.640; 2. Robert Lewis (Ford); 3. Russ

SOLO (L=LADIES)

SS = Super Stock
A-HS = A-H Stock
A-FSP = A-F Street Prepared
XP = X Prepared
C-GP = C-G Prepared
A-FM = A-F Modified
ST = Street Touring
STS = Street Touring S
STX = Street Touring X
STU = Street Touring Ultra
SM = Street Modified
SSM = Super Street Modified
SMF = Street Modified FWD
F125 = Formula 125
FIA = Formula Junior A
FJB = Formula Junior B

Clark (Ford); **DP:** 1. Jay Park (Porsche) 113.117; 2. Donald Russell (Porsche); **EP:** 1. Marko Horn (Honda) 107.300; 2. Adriann Kuyler (Honda); **FP:** Rick McPherson (Porsche) 100.264; 2. Bryan Hayes (Honda); 3. Garrett Molzer (Honda); **GP:** 1. Richard Miller (Austin Healey) 129.227;

BM: 1. Tommy Saunders (Legrand) 92.627; **CM:** 1. Mark Lamm (Van Diemen) 95.402; 2. Donald Elzinga (Reynard); 3. Nick Myers (Van Diemen); **DM:** 1. Stephen Brinkerhoff (Ultralite) 106.366; 2. Craig Staub (Lotus); **DML:** 1. Susan Anderson (Lotus) 113.450; 2. Wanda Brinkerhoff (Ultralite); **EM:** 1. Jeff Cashmore (Jeep) 95.216; 2. Steve Brueck (Jeep); 3. Ron Ver Mulm (Ford); **EML:** 1. Elizabeth Whitworth (Ford) 110.207; **FM:** 1. Greg Piper (KBS) 95.972; 2. George Behring (KBS); 3. Lynn Wilson (Volkswagen); **F125:** 1. James Newman (CRG) 93.428; **FJB:** 1. Isabel Santos (Emmick) 117.831;

Super Challenge: Greg Piper; **Ladies Challenge:** Kim Whitener; **Bouns Challenge:** Tommy Saunders.

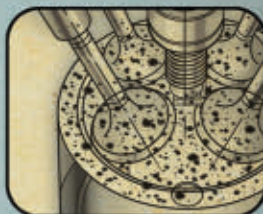
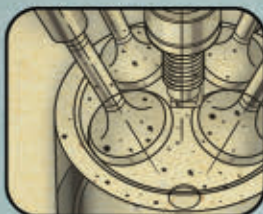


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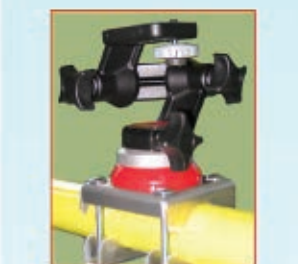
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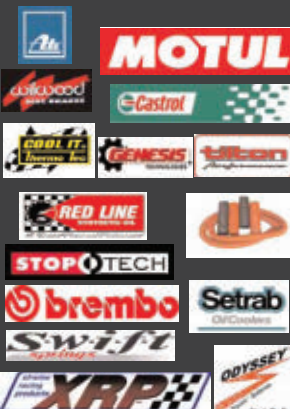


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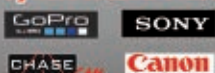


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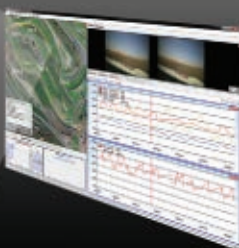
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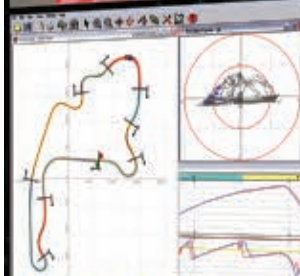
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Calendar

SPORTS CAR CLUB OF AMERICA **DECEMBER 2011**
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PRO RACING

WORLD CHALLENGE

www.world-challenge.com

Mar 25-26 Streets of

St. Petersburg, Fla. (double)

Patrick Long (GT); Jason van Kluge (GTS);

Lawson Aschenbach (TC)

Patrick Long (GT); Eric Foss (GTS); Tristan Herbert (TC)

Apr 15-17 Streets of Long Beach, Calif.

Brandon Davis (GT); Paul Brown (GTS);

Shea Halbrook (TC)

Apr 29-May 1 Miller Motorsports Park, Utah

Jason Daskalos (GT); Jordan Musser (GTS);

Aaron Poveda (TC)

May 20-22 Mosport Int'l Raceway, Ontario,

Canada (double)

Mike Skeen (GT); Ben Crosland (GTS);

Lawson Aschenbach (TC)

Mike Skeen (GT); Paul Brown (GTS);

Lawson Aschenbach (TC)

Aug 5-7 Mid-Ohio Sports Car Course, Ohio (double)

Alex Fligge (GT); Paul Brown (GTS); Rob Holland (TC)

Johnny O'Connell (GT); Paul Brown (GTS);

Aaron Poveda (TC)

Aug 26-28 Infineon Raceway, Calif. (double)

Patrick Long (GT); Peter Cunningham (GTS);

Lawson Aschenbach (TC)

Patrick Long (GT); Ben Crosland (GTS);

Aaron Poveda (TC)

Sep 16-18 Mazda Raceway Laguna Seca, Calif.

Mike Skeen (GT); Paul Brown (GTS);

Lawson Aschenbach (TC)

Sep 28-Sep 30 Road Atlanta, Ga.

Johnny O'Connell (GT); Eric Foss (GTS);

Aaron Poveda (TC)

Champions: Patrick Long (GT); Paul Brown (GTS);

Lawson Aschenbach (TC)

TRANS-AM SERIES

www.trans-amracing.com

Mar 17-19 Sebring Int'l Raceway, Fla.

R.J. Lopez (TA); Gregg Rodgers (TA2)

Apr 30-May 1 Miller Motorsports Park, Utah

Tony Ave (TA); Gregg Rodgers (TA2)

May 13-15 Virginia Int'l Raceway, Va.

Tony Ave (TA); Bob Stretch (TA2)

May 20-22 Mosport, Ontario, Canada

Tony Ave (TA); Bob Stretch (TA2)



Aug 5-7 Streets of Trois-Rivières, Quebec, Canada

Tony Ave (TA); Bob Stretch (TA2)

Aug 19-21 Road America, Wis.

Cliff Ebben (TA); Scott Tucker (TA2)

Sep 2-4 Brainerd Int'l Raceway, Minn. (double)

Tony Ave (TA); Bob Stretch (TA2)

Tony Ave (TA); Bob Stretch (TA2)

Sep 28-Sep 30 Road Atlanta, Ga.

Amy Ruman (TA); Mike Skeen (TA2);

Scott Tucker (GGT)

Champions: Tony Ave (TA); Bob Stretch (TA2);

Tim Gray (GGT)

PRO SPEC RACER FORD

www.sccapro.com

May 14-15 VIRginia Int'l Raceway (double)

Richard Spicer; Brian Schofield

May 21-22 Mosport Int'l Raceway, Ontario,

Canada (double)

Richard Spicer; Scott Rettich

Aug 6-7 Streets of Trois-Rivières, Quebec,

Canada (double)

Brian Schofield; Richard Spicer

Sep 2-4 Brainerd Int'l Raceway, Minn. (double)

Scott Rettich; Scott Rettich

Nov 4-6 Road Atlanta, Ga. (double)

PRO FORMULA ENTERPRISES

www.sccapro.com

May 14-15 VIRginia Int'l Raceway (double)

Scott Rettich; Scott Rettich

May 21-22 Mosport Int'l Raceway, Ontario,

Canada (double)

Scott Rettich; Scott Rettich

Sep 2-4 Brainerd Int'l Raceway, Minn. (double)

Scott Rettich; Scott Rettich

Sep 17-18 Mid-Ohio Sports Car Course, Ohio (dbl)

Scott Rettich; Scott Rettich

Nov 4-6 Road Atlanta, Ga. (double)

PLAYBOY MAZDA MX-5 CUP

www.mx-5cup.com

Mar 4-6 Homestead, Fla.

Mike Cooper

Apr 29-May 1 Road Atlanta, Ga.

Ara Malkhassian



All dates/events subject to change.

* = Double Event
= Enduro
+ = Addition/Change
HC = Hill Climb
CT = Club Trial
PDX = Performance Driving Experience
RR = Regional Rally
GTA = Game, Tour, Adventure Rally
GRC = Great Race Class
NC = National Course
CR = Course Rally

CH = Charity Rally
R = Restricted
V = Vintage
T = Tentative
TT = Track Trial
D = Divisional
NT = National Tour
RT = Regional Tour
SR = Social Rally

E-mail addresses for registrars and event organizers are available at www.scca.com.

FOR CHANGES to the SCCA Club Racing Schedule, call (785) 232-7229. For changes to the Solo or Road Rally schedule, call (785) 232-7656. For changes to the Rally schedule, call (785) 357-7259.

May 27-30 Lime Rock, Conn. (double)

Mike Cooper; Dean Copeland

Jun 17-18 Road America, Wis.

Dean Copeland

Jul 9-10 Mazda Raceway Laguna Seca, Ca.

Mike Cooper

Sep 2-5 Brainerd, Minn. (double)

Mike Cooper; Mike Cooper

Sep 28-30 Road Atlanta, Ga.

Jason Saini

Champion: Mike Cooper

F2000

CHAMPIONSHIP

www.f2000championshipseries.com

Apr 8-10 VIRginia Int'l Raceway, Va. (double)

Nathan Morcam; Remy Audette

May 6-7 Road Atlanta, Ga. (double)

Kyle Connerly; Kyle Connerly

Jun 3-5 Watkins Glen Int'l, N.Y. (double)

Remy Audette; Remy Audette

Jun 30-Jul 2 Mid-Ohio Sports Car Course,

Ohio (double)

Chris Livengood; Kyle Connerly

Jul 22-24 Mosport, Ontario, Canada (double)

Kyle Connerly; Remy Audette

Sep 16-17 Lime Rock Park, Conn. (double)

Remy Audette; Chris Livengood

Oct 14-16 Watkins Glen Int'l, N.Y. (double)

Kyle Connerly; Kyle Connerly

Champion: Remy Audette

F1600

CHAMPIONSHIP

www.f1600championshipseries.com

Apr 8-10 VIRginia Int'l Raceway, Va. (double)

Jim Goughary; Tim Kautz

Jun 3-5 Watkins Glen Int'l, N.Y. (double)

Bill Valet; Tim Kautz

Jun 30-Jul 2 Mid-Ohio Sports Car Course,

Ohio (double)

Wyatt Gooden; Wyatt Gooden

Sep 16-17 Lime Rock Park, Conn. (double)

Bill Valet; Art Foster

Oct 14-16 Watkins Glen Int'l, N.Y. (double)

Wyatt Gooden; Wyatt Gooden

Champion: Bill Valet



CLUB RACING



REGIONAL

SOUTHEAST www.sedivacing.org

Nov 4-6 # Road Atlanta/Atlanta

Nov 12-13 Palm Beach Int'l Raceway/Florida

Nov 26-27 Sebring-long course/Central Florida

Atlanta (770) 455-7222

Central Florida (863) 385-2855

Florida (954) 491-0719

SOUTHWEST www.sowdivscca.org

Nov 12-13 * Texas World Speedway/Houston
Houston TBD

SOUTHERN PACIFIC www.scca-sopac.org

Dec 10-11 * TBD/Arizona

Arizona (408) 832-1327

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 www.racenow.com

Bob Bondurant School

(800) 842-7223 www.bondurant.com

Bridgestone Racing Academy

(905) 983-1114 www.race2000.com



The Southeast Division ends its season with a Nov. 26-27 Regional on the long course at Sebring.

SYDNEY DAVIS PHOTOS



Southwest Division's final Club
race of the year is Nov. 12-13
at Texas World Speedway.

The Jim Russell Racing Schools
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www.springmountainmotorsports.com

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www.faasst.com

Danny McKeever's Fast Lane Racing School
(888) 948-4888
www.raceschool.com

Pro Drive Racing School
(503) 285-4449 www.prodrive.net

Proformance Racing School
(253) 630-5130
www.proformanceracingschool.com

Sports Car Driving Experience
(800) 453-5506 www.corvetteracingschool.com

Waterford Hills Road Racing Inc.
(248) 623-0070 www.waterfordhills.com

TIME TRIALS

Date Track/Region
Phone numbers are for Region registrars

SOUTHEAST www.sedivrracing.org
Nov 4-6 PDX Road Atlanta/Atlanta
Atlanta (770) 455-7222

SOLO

TIRE RACK ProSolo

Mar 25-27 Mineral
Wells Airport,
Mineral Wells, Texas

Andy Hollis; Kim Whitener

Apr 8-10 El Toro Airfield, Irvine, Calif.



Bill Schenker; Christine Berry
Apr 29-May 2 Arkansas Aeroplex, Blythville, Ark.
James Wilson; Tara Johns
May 20-22 New Meadowlands, East Rutherford, N.J.
Matt Murray; Heather Everett

May 27-28 Lincoln Airpark, Lincoln, Neb.
Robert Thorne; Barbara LeRoy-Boehme
Jun 17-19 Oscoda Wurtsmith Airport,
Oscoda, Mich.
Sam Strana; Heather Everett

Jul 8-10 Rocky Mountain ProSolo, Fountain, Colo.
Matt McCabe; Beth McClure-Strelneiks
Jul 22-24 Hampton Mills, Packwood, Wash.
Andy Hollis; Barbara LeRoy-Boehme

TIRE RACK SCCA ProSolo FINALE

Aug 27-28 Lincoln Airpark, Lincoln, Neb.
Jeff Kiese; Beth McClure-Strelneiks

REGIONAL

Date Track/Region
Phone numbers are for Region registrars

NORTHEAST DIVISION www.nescca.com
Nov 6 New Meadowlands Stadium/N. New Jersey
Northern New Jersey ea455@optonline.net

SOUTHEAST DIVISION www.sedivrracing.org
Nov 13 Verizon Wireless Music Center/Alabama
Nov 13 Savannah/Buccaneer
Nov 13 Eastgate Town Center LLC/Chattanooga
Nov 13 Nashville Superspeedway/Tennessee
Nov 19-20 Cape Fear Comm College/N. Carolina
Dec 3 Dade County High School/Chattanooga
Dec 4 Eastgate Town Center LLC/Chattanooga
Alabama (334) 444-0699
Buccaneer (912) 398-0147
Chattanooga (423) 883-4548
Tennessee (615) 473-8807

GREAT LAKES www.greatlakes-scca.org
Nov 6 Walesboro Airport/Columbus Club
Nov 20 Riverside High School/Southern West VA
Columbus Club www.cscc-scca.org
Southern West VA (304) 488-2068

CENTRAL www.cendiv-scca.org
Oct 23 Oskaloosa Airport/Iowa
Iowa (319) 310-6196

MIDWEST www.midiv.org
Nov 5-6 Grenada Airport/Mississippi
Nov 6 East Crawford Recreation Area/Salina
Nov 6 Fair Meadows/NEOklahoma
Mississippi (601) 829-3679
St. Louis (636) 680-2416

SOUTHWEST DIVISION www.sowdivscca.org
Nov 5-6 NOLF Waldron Field/ South Texas Border
Nov 5-6 Zephyr's Stadium/Delta
Nov 6 600 Coleman Ave/Red River
Nov 13 Lone Star Park/Texas
Dec 3-4 NOLF Waldron Field/ South Texas Border
Dec 4 Zephyr's Stadium/Delta
Delta (985) 847-9114
Red River (318) 469-0303
South Texas Border (631) 980-8000
Texas (214) 697-5771

ROCKY MOUNTAIN www.coloradoscca.org
Nov 6 Cohen Stadium/Pan American
Dec 12 Pikes Peak Int'l Raceway/Cont Divide
Continental Divide (719) 448-8200
Pan American www.panamscca.org

SOUTHERN PACIFIC www.scca-sopac.org
Nov 20 Marana Regional Airport/Arizona Border
Nov 27 Hilo Drag Strip/Big Island of Hawaii
Dec 11 Marana Regional Airport/Arizona Border
Arizona Border (520) 907-4797
Big Island of Hawaii (808) 895-1400

ROADRALY

REGIONAL

SOUTHERN PACIFIC www.scca-sopac.org
Nov 4 First Friday Niter/Cal Club
Dec 2 First Friday Niter/Cal Club
Cal Club (310) 372-7168

RALLYCROSS

REGIONAL

SOUTHEAST www.sedivrracing.org
Nov 4-5 TVR RallyCross 10/Tenn Valley
Dec 16-17 TVR RallyCross 11/Tenn Valley
Tennessee Valley slowautoxr@aol.com
ROCKY MOUNTAIN www.coloradoscca.org
Nov 5 2714 E. Weaver Pl./Continental Divide
Continental Divide gmcMahon2@gmail.com

NORTHERN PACIFIC www.norpacscca.org
Nov 5 Pleasant Valley Raceway/Snake River
Nov 11-13 Prairie City/San Francisco
San Francisco (916) 595-3355

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NATIONAL OFFICE

Sports Car Club of America, Inc.

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NATIONAL OFFICE INFORMATION HOURS

Monday-Friday, 8 a.m. to 5 p.m. Central time

NATIONAL PHONE NUMBERS

Toll-Free (800) 770-2055

Main (785) 357-SCCA [7222]

Pro Racing (785) 357-7223

Club Racing (785) 352-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or (785) 357-7222, x357

Club Racing Technical Assistance (785) 379-8324

SCCA Enterprises (303) 693-2111

COMMUNICATION ACCESS

FAX: (785) 232-7228; Web site: www.scca.com

Pro Racing info and results: www.sccapro.com

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P.O. Box 607, Yamhill, OR 97148
(503) 754-0988; tbutler@scca.com



Roots

SPORTS CAR CLUB OF AMERICA DECEMBER 2011
A LOOK BACK WITH SCCA CLUB HISTORIAN PETER HYLTON
PHOTO MARK WEBER (TOP), JOY COMEY (BOTTOM)



At this year's National Championship Runoffs, a number of competitors hit the sixth or seventh National Championship title mark, while some claimed a championship in a new class. SCCA's king of championships, however, is Jerry Hansen. Hansen earned 27 National Championships spanning eight different classes, and even holds the record for the most consecutive poles at seven (A Sports Racing, 1975-'81).



10 years ago in SportsCar...



The *Local Heroes* section examined a young 18-year-old named Scott Sharp. A five-time karting champion and son of a hugely successful car owner and multi-time SCCA Club Racing Champ Bob Sharp, Scott was recognized as one of the up and comers in American racing. He

stated in the interview that he would like to ultimately move on to Trans-Am, IMSA GTP, Le Mans and IndyCar. A decade and a half later, those who have followed Scott's career know that he met most of those goals, and has become a top racing competitor in his own right.

Ten years ago, just six days after Sept. 11, 2001, the National Championship Runoffs kicked off at Mid-Ohio. The coverage reported that each day of the event began with the song "God Bless America" playing over the PA system.



25 years ago in SportsCar...



The SCCA National Office staff announced a new "Customer Service No. 1" theme.

Described by then SCCA President and CEO Steve Johnson, the new policy was meant to refocus the Club on the fact that the members are the reason for the Club to exist, and the purpose of the staff is to meet the needs of the members.

Although some hold an aversion to thinking of the members as "customers," Johnson said the reality was that the members were, in fact, the customers of the Club, and meeting the membership's needs was the Club's main objective. Enhanced use of electronic communications, extended hours for manning the phones, prompt response to e-mail, calls and letters were all part of the new focus. Additionally, the attention to adding fun to the SCCA experience and making membership more appealing to potential new members was a goal of the new program.



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LMP2 Champion



From the ultra-competitive SCCA runoffs to the hard fought battles on the dirt of Crandon, WI, all the way to the top of Pikes Peak and around the world with the Intercontinental Le Mans Cup series, Nissan delivered another championship season. To see what it takes to win, order your copy of the 108-page Nissan Motorsports Competition Parts catalog, or view it online at Nissan4Parts.com.

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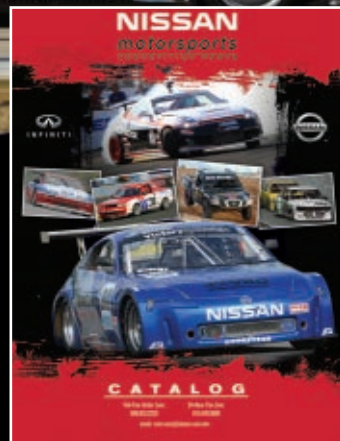
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