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SportsCar

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16x7	234	14.0
17x7	243	15.6-15.8
17x7.5	252	16.6-17.0
17x8	257	17.0-18.2
17x8.5	261	18.0-18.2
17x9	275	17.2-18.6
18x7.5	293	17.4-17.8
18x8	306	18.2-19.2
18x8.5	320	18.0-19.2
18x9	342	19.4
18x9.5	356	20.4-20.8
18x10.5	365	21.8-22.8

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15x7	261	17.3

Kasei



K4R light grey

Size	Starting at	Weight (lbs.)
15x7	\$144	10.7-11.5
15x8	149	12.1-13.1
16x6.5	159	12.4-12.8
16x7.5	159	16.7
17x7	199	14.0-14.1
17x8	199	14.8-15.8

K1-TS silver/light grey

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17x7	109	17.5-18.3
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16x7	123	15.2

C2 light grey

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Size	Starting at	Weight (lbs.)
17x8.5	\$144	19.0
18x8	164	19.2-20.0
18x8.5	167	20.8-21.2

C3 light grey

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

Size	Starting at	Weight (lbs.)
17x9	\$99	19.2-20.6
15x9	\$104	15.6

C3M light grey (Miata only)

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

Size	Starting at	Weight (lbs.)
17x8	\$169	16.5-18.0
18x8	289	18.5-19.0
18x8.5	299	18.5-19.5
18x9.5	319	19.0
18x10	329	20.0

MT1-R matte grey (BMW only)

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

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Size	Starting at	Weight (lbs.)
15x7	\$205	12.0-12.4
16x7	232	14.5-15.0
17x7	280	15.5-16.2
17x8	285	16.7-18.0
18x7	355	16.5-17.5
18x8	357	18.4-18.8
18x9	372	19.4-20.8
19x8	359	20.0-20.6
19x8.5	379	21.6-23.0
19x9	460	23.0-23.4
19x10	475	23.2-23.6
19x11	505	24.0-24.8
19x12	535	25.0-26.0
20x8.5	565	23.0-25.0
20x10	585	24.5-25.5
20x11	599	27.0
20x12	615	28.6



Superforgiata light grey/black

Size	Starting at	Weight (lbs.)
19x8.5	\$1,099	16.5-17.5
19x9	1,109	18.3-18.4
19x10	1,119	17.7-19.9
19x11	1,139	19.0-21.0
19x12	1,179	20.0-20.7
20x8.5	1,349	TBD
20x11	1,399	TBD



Aliegerita HLT anthracite

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17x7.5	324	15.0-15.1
17x8	329	15.4-16.7
17x8.5	334	15.7-17.1
18x7	395	16.5-16.6
18x7.5	398	16.8
18x8	401	17.2-18.4
18x8.5	405	17.4-19.1
18x9	410	19.4
18x9.5	419	19.6
18x10	429	19.0-20.2
18x11	439	20.4
18x12	454	22.4-23.4



Challenge black

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Size	Starting at	Weight (lbs.)
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18x9	419	21.8-22.7
18x10	439	24.3
18x11	529	23.0-25.8
18x12	569	26.5-27.2
18x13	579	24.4



Mazda Makes History In Stunning Upset

Becomes first Asian automaker to win 24 Hours of Le Mans



LE MANS, FRANCE. June 24—After a record 362 laps covering more than 3,000 miles, Mazda's #55 car screamed across the finish line of the 24 Hours of Le Mans in first place yesterday, making the small carmaker from Hiroshima the first ever Japanese manufacturer to seize the checkered flag at this prestigious

endurance race. Gachot, the Mazda 787B averaged 127 mph during the race. Even

**Rotary engine
likely to be
banned from
Le Mans**

before taking the lead the car was impossible to ignore thanks to an outrageous orange-and-green livery and an ear-splitting wail—produced by a 700-horsepower, four-rotor rotary engine.

That powerplant's durability set the

HERE WE GO AGAIN.

What choice did they have? In powering the Mazda 787B to its historic triumph in 1991, the rotary engine had proven itself such a threat to the racing establishment that it was banned from the 24 Hours of Le Mans shortly afterward. Steadfast, durable and capable of tremendous speed, the rotary was a literal game changer.

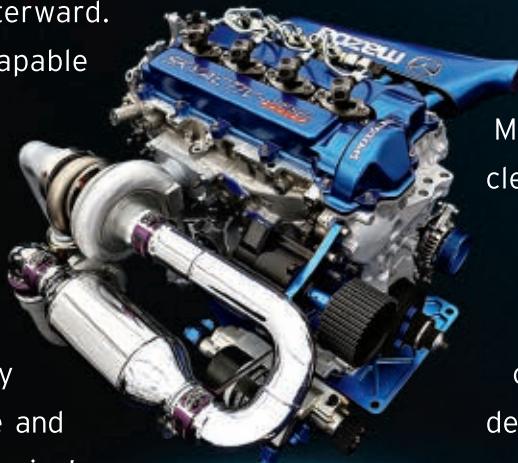
For Mazda, the game was about one thing: finishing. From the very start we set out to prove and improve the rotary engine's quality, durability and reliability by pushing it to its limits in the longest and most grueling endurance races throughout the world.

Beginning with a major 84-hour endurance competition at the Nürburgring in 1968, the rotary would demonstrate its amazing stamina for more than four decades. The lessons

learned in countless races and victories, including 23 class wins at the 24 Hours of Daytona, have made their way into many of our street engines and back again into our race engines on the track today.

Now we're changing the game yet again with the Mazda 2.2-liter SKYACTIV[®]-D clean diesel engine. This time we'll capitalize on the new engine's fuel efficiency and asphalt-ripping torque. But our goal remains the same: to develop the SKYACTIV[®]-D into an undefeatable powerplant.

That's why we're debuting the SKYACTIV[®]-D in the 2013 Rolex 24 Hours of Daytona. Just like with the rotary, we're looking forward to a long, exciting victory-filled journey as we make our diesel engine the next Mazda race winner. So put the rule-writers on speed dial—the playing field just became uneven again.



SKYACTIV[®]-D

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ON THE COVER:

Tim Kautz graces the cover in his Honda-powered FF. His championship this year marks the first time a non-Ford motor has claimed a National Championship in the class. John W. Wilmoth snapped the photo. Solo photo by Perry Bennett. RallyCross image by Rupert Berrington.

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(ISSN 0300-6387-USPS #540410)

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ROADRALLY • Board minutes
RALLYCROSS • Board minutes

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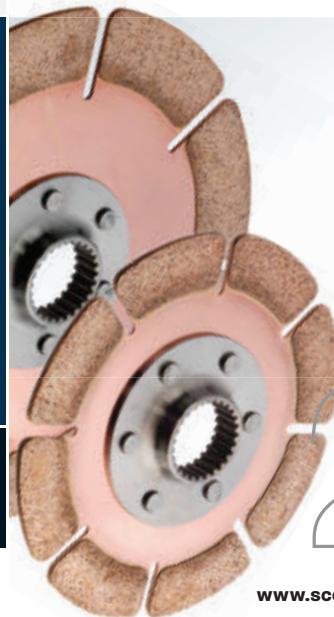
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Philip Royle
Editor
SportsCar Magazine

Are You Not Good Enough? Me Too

THERE'S NO WAY YOU'VE MISSED IT – the Club has just finished its busy season. Since September, the SCCA has hosted the Tire Rack ProSolo Finale, Tire Rack Solo National Championships, National Championship Runoffs, RallyCross National Championship, and the United States RoadRally Challenge. And *SportsCar* has been bringing all of the action to your home.

SportsCar has had reporters and photographers at every event, and by the time the season has wrapped, well over 100 pages of coverage will have been sent to the comfort of your armchair – and there's more, too, with USRRC and ARRC coverage appearing in future issues.

So what's in this issue? Starting on pg. 30 is coverage of the 49th running of the National Championship Runoffs. This event attracts hundreds upon hundreds of the best Club racers in the country to Road America, where they compete for the title of National Champion. By the time the final checker flew on Sept. 23, 28 drivers stood tall, donning the coveted gold medal.

Beginning on pg. 90 of this issue is another championship event, the RallyCross National Championship. This is the event's sixth year, and it once again drew record attendance. This year's championship saw a first: Brianne Corn, who was the third woman to ever win an Open class Solo National Championship, became the first woman to win a RallyCross National Championship. Corn adds this trophy to her incredible – and continuously growing – collection.

But what about the competitors we don't talk about in this issue? Take it from me, you don't have to win to leave happy. I competed at this year's Runoffs, qualifying 16th and finishing 13th (I'll let you dig through the results to find the class). I was way off the pace – in fact, one more lap and the leader might have lapped me. But passing under the starter's stand and giving thumbs up as the checkered flag flew was an incredible feeling. I returned to my paddock with a smile and started planning for 2013.

Be it at the Runoffs or the RallyCross National Championship, my story of competing at the back of the pack and having a great time is not unique. That's what's so wonderful about amateur motorsports – we're here for the love of the sport. If you've ever wanted to go to one of SCCA's championship events but thought you weren't "good enough," just think of me. I'm the poster boy of not good enough. I'm no Warren Elliott, James Wilson, Steve Sargis, or Tim Kautz – all of whom you'll read about in this issue as we cover their journey to success. I'm not even Jack Donnellan, Jonathan Goodale, Jim Rowland, or Keith Lightfoot – these guys just missed out on trophies or a podium finish. I'm just me – the guy at the back of the pack. And, in 2013, if you think you're not good enough, I encourage you to join me.

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Comment



Vantage
Point

Jeff Dahnert
President and CEO
SCCA Inc.

For the Love of the Sport

WHAT IS THE FIRST THING that comes to mind when you hear the word “amateur?” Do you think of young kids playing baseball? Maybe you think of the Olympics? (Although, few of those athletes would be considered amateurs by most people.) A quick look at dictionary.com defines amateur as: “A person who engages in a study, sport, or other activity for pleasure rather than for financial benefit or professional reasons.” To associate the word “amateur” with meaning someone who is not skilled or dedicated is a great disservice.

To participate purely for the love of the sport sets the stage for the greatest triumphs and hardest defeats in competition. You weren't paid to put it all on the line; you did it because of your passion. You don't have a paycheck to soften the blow of the defeat. Avery Brundage, a past president of the International Olympic Committee once said, “Sport must be amateur or it is not sport. Sport played professionally is entertainment.” While possibly an over simplification, few would argue that professional sports today aren't impacted adversely by the money surrounding them.

While many people aspire to be professionals, many prefer to compete in their sports as amateurs. From a skill perspective, there can be a fine line between amateurs and professionals. I will say right here and now – a large number of our SCCA competitors, given the financial resources that professional teams have, would be right there at the front of the pack at a professional race. And, they would do it with a sense of respect and sportsmanship for their fellow competitor who isn't always present in the professional ranks. Competing simply for the love of the sport is something that should be heralded and celebrated.

One of the most famous athletes ever, Michael Jordan, held on to this mindset even though he became one of the highest paid professional basketball players ever. When Michael Jordan sat down to negotiate his NBA contract he requested that it have a “Love of the Game Clause.” This clause in Jordan's contract was one of a kind – unlike most professional players, Jordan was allowed to play a pick-up game of basketball anytime, anywhere.

How much drama is really involved when a highly paid professional driver supported by a large team and lots of money wins a close race? Sure, it's exciting. But it's nothing compared to the driver who just drove hundreds, if not thousands, of miles to get their car to the event. He or she then prepped it, tested it, possibly had to repair it themselves or with the help of their competitors, and *then* went out and won! Or even more dramatic, they did all of this and then came up short. Then, instead of jumping in a plane or motor coach, they have to pack it all up and tow back home. These competitors know disappointment on a level nobody else will. But, it's this love of the sport that makes the victories so incredible.

So, for everyone who got out there and competed in SCCA events this year, I salute you! Your love of the sport deserves the respect of everyone. Congratulations to our National and Regional champions. You have beaten the best amateur drivers in the country in order to claim your prize. For those who came up short, your effort is not lessened. You pursued a worthy goal and there is always next season. And that season starts very soon!

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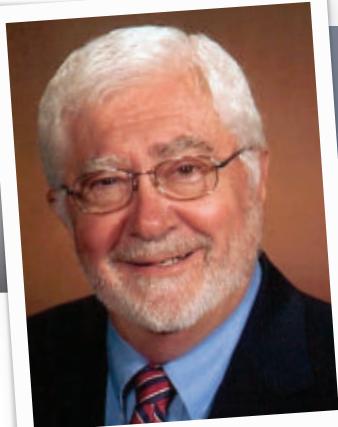
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From
the Chair

Jerry Wannarka
Chairman, SCCA
Board of Directors

Be Proud

SINCE THE 2012 RACING SEASON is now one for the history books, please allow me a few moments of personal reflection. When looking back at the 2012 season, I feel like a proud parent watching his children grow, get stronger, and succeed. The three SCCA premier events, the Tire Rack Solo National Championships at Lincoln Airpark, the National Championship Runoffs at Road America, and the RallyCross National Championship at Tulsa Raceway Park have given all of us SCCA members much to be proud of.

As noted in my last column, I and several other Board members attended the Solo National Championships and we were fortunate to experience this wonderful event in very warm, but very welcoming Lincoln, Neb. If you've never had the opportunity to attend the Solo Nationals before, you need to add this outstanding event to your calendar next year.

Then, a few weeks later (and several degrees cooler in temperature), the Runoffs kicked off in Elkhart Lake, Wis. But the enthusiasm was just as high as in Lincoln. Entries at the Runoffs approached 500 this year, and these drivers were supported by nearly 500 of our dedicated workers along with many crewmembers and friends.

The Runoffs is the best of the best in amateur road racing, and our competitors didn't disappoint! Those in attendance, and those following the live action on the Internet, saw some of the best racing for podium positions that I have ever seen. Really good stuff! In looking over the results, one can't help note the number of different makes of cars that carried competitors to podium finishes.

Next year is the 50th running of the Runoffs, and it promises to be the best ever. So be sure to add the September Runoffs to your calendar as well. You're going to have a busy and exciting September 2013!

While I was unable to attend, the feedback from competitors, friends and Directors at the RallyCross Championship indicated that it was also a high quality event. Smaller in number of entries than the two previous, however, the enthusiasm and enjoyment was equivalent.

I offer many thanks to the SCCA volunteers and SCCA National Office staff who, through their tireless planning and professional execution, made these events the classics that they are.

So as we approach the year's end and the holiday season, it is important to take time to think back on the great times we all experienced this past year and be thankful for good friends, good competitors, good competition, and great memories. I know I will, and I'll definitely look back over 2012 with much pride for what this Club and its members have accomplished.

As we begin a new year of SCCA activities, I would be remiss if I didn't remind everyone that the SCCA National Convention in Las Vegas, Nev., is coming up soon. Join the crew on Feb. 28-30, 2013 at the South Point Hotel, Casino & Spa. Registration is online at the SCCA Website.

Wishing you all a happy and merry holiday season and a great new racing year!



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RUPERT BERRINGTON

The U.S. Majors Tour was born from the Majors pilot program, which launched in 2012.

Majors to Replace Nationals by 2014

SCCA's Board of Directors has announced the most significant change to its amateur road-racing program in 50 years. Following the 2013 season, "National" racing will be phased out, with the U.S. Majors Tour serving as the top level of a two-tier SCCA Club Racing program in 2014.

"As the U.S. Majors Tour gains momentum, it will take its natural position as the premier level of competition within SCCA's amateur road racing program," SCCA Chairman Jerry

Wannarka says. "By 2014, amateur road racing will have two levels of racing – the U.S. Majors Tour and Regional racing, with the Majors program focused on clustering the best and toughest competition and Regionals focused on local racing programs."

SCCA's amateur road racing program has been tiered for more than half a century, with "National" racing serving as the top level.

"Over the years, SCCA's 'National' program has evolved

across the country into something with little cohesion," Wannarka continues. "With only a handful of General Competition Rules requirements separating a National event from a Regional event, these two programs have morphed, in many cases, into one type of event that is managed entirely at the local level.

"The changes over the next year will take the premier events, geared toward our National Championship drivers, and provide a better link

through a series managed by the SCCA National Headquarters. For non-Majors events, this change will remove the limitations that holding a National event have historically placed on our regions, providing the flexibility needed to customize their Regional racing programs.

"The focus of the Regional racing format is on the experience of getting on track and racing wheel to wheel. The U.S. Majors Tour takes that same experience and focuses on the intense competition of championship racing within the SCCA."

A path to the National Championship Runoffs will exist through both the Majors and Regional programs.

For 2013, that path includes Majors Conference Championships (comprised solely of Majors events) and the National and Divisional Point Championships (including all Majors and regular National events).

Details of the 2014 path are still being determined, although the Board has committed for paths to exist for Runoffs-eligible classes through both the U.S. Majors Tour and Regional racing.

"The goal is to have a very direct path to the Runoffs through the U.S. Majors Tour,"

Wannarka says. "But, there will continue to be an additional path through local events

that a driver might support throughout the year. It is important for both the U.S. Majors Tour and the Regional racing programs to thrive. The Runoffs need to support this initiative with a qualification path for each."

Details on championship point structures, 2013 events and Runoffs criteria will be announced in the coming weeks.

Additional information is available at www.sccamajors.com.





Starting in 2013, Showroom Stock will become part of the Touring Club Racing category.

Touring and Showroom Stock Re-org Approved

JEFF LOEWE

In early October, SCCA's Board of Directors approved a proposal to reorganize its Club Racing Touring and Showroom Stock classes for 2013. First proposed in 2011, with a final revision submitted by the Club Racing Board on Oct. 9, the proposal takes the cars competing in six classes – Touring 1-3, Showroom Stock B and C, and Super Touring Over – and arranges them into five new classes, Touring 1-4 and B-Spec. "This reorganization has been a

thorough process that has taken more than one year to develop and has included an incredible amount of work by the Club Racing Board and its subcommittee, as well as copious amounts of input from the Touring and Showroom Stock racing community," says SCCA Vice-Chair Lisa Noble. "This reorganization, including the splitting of B-Spec over into its own class, will provide a solid platform for these classes to flourish for many years."

2013 NEW CLASS SUMMARY

2013 Touring 1	Includes 2012 Touring 1 cars with performance adjustments and de-tuned STO cars*
2013 Touring 2	Includes many 2012 Touring 2 cars, as well as de-tuned Touring 1 cars
2013 Touring 3	Includes 2012 Touring 3 cars and some de-tuned Touring 2 cars
2013 Touring 4	Includes 2012 SSB and SSC cars (except B-Spec) with performance adjustments
2013 B-Spec	Includes B-Spec cars that previously ran within SSC, with some adjustments

*plans are in place to welcome existing STO cars into existing GT classes as well

Improvement Pays Off

As part of the SCCA GoPro HERO Moment series, seven drivers were awarded GoPro HERO2 cameras for their performances at the Tire Rack Solo National Championships in Lincoln, Neb. For the Solo Nationals, awards presented to the drivers who improved their position the most from day one to day two of competition. There was an award given to each

category: Stock, Street Touring, Street Prepared, Prepared, Street Modified, Modified, and Other.

The biggest improvement of the event was by Todd Roberts, who drove his Mazdaspeed 3 from 34th the first day to finish 17th in Street Touring Xtreme.

The GoPro HERO Moment winners from the 2012 Tire Rack SCCA Solo National Championships are:

CLASS	DRIVER	IMPROVEMENT	FINISH
Stock	Randolph Petschauer	8 positions	20th in SS
Street Touring	Todd Roberts	17 positions	17th in STX
Street Prepared	Samuel Krauss	13 positions	13th in ESP
Prepared	Corey Pettett	6 positions	15th in XP
Street Modified	Chris Teague	5 positions	7th in SM
Modified	Eric Clements	7 positions	15th in KM
Other	Jeremy Anderson	12 positions	27th in RTR



RUPERT BERRINGTON

Todd Roberts was a GoPro HERO Moment winner at the 2012 Solo National Championships.



Stevan McAleer clinched the MX-5 Cup Championship in the final race of the season.

MARK WEBER

MX-5 Cup Championship

By simply starting the 11th round of the SCCA Pro Racing Playboy Mazda MX-5 Cup, series rookie Stevan McAleer claimed the championship. But in true championship form, McAleer did not settle for simply starting the race – he went on to win it in his Blue Mercury Capital/Numerix/CJ Wilson Racing MX-5, putting an exclamation point on his season and the title fight.

"The guys have been talking about it, even some of the guys from a few years ago, they said this is quite possibly the toughest season they've had in the MX-5 Cup," says McAleer. "We knew right from the

get-go that we were obviously a contender at Sebring, but we also knew that it was always going to tighten up and all the guys were coming. We just tried to be as fast as we could and be somewhat sensible on some passes. You win championships with podiums, podiums, podiums, and I think that's eight of 11 podiums."

Rounding out the podium was Ara Malkhassian and John Dean II, finishing second and third in both the race and series point standings. For complete coverage of the 2012 MX-5 Cup series, see the January issue of *SportsCar*.

ANNIVERSARIES

SCCA Members Celebrating 25-55 Years

55-YEAR MEMBERS

Richard S Scott | 11/1/1957 | Steel Cities

50-YEAR MEMBERS

Douglas A Innes | 11/1/1962 | Detroit
James A Keane | 11/1/1962 | San Francisco

45-YEAR MEMBERS

Bruce B Bohman | 11/1/1967 | Milwaukee
E Paul Dickinson | 11/1/1967 | Steel Cities
Lester Fahlgren | 11/1/1967 | Chicago
Rebecca Fast | 11/1/1967 | Ohio Valley
Judy Fiala | 11/1/1967 | Central Florida
David L Guinn | 11/1/1967 | Wichita
Fred L McKinney | 11/1/1967 | North Carolina
Ronald Rosenmerkel | 11/1/1967 | Milwaukee

40-YEAR MEMBERS

Rod Bean | 11/1/1972 | Cal Club
James Bishop | 11/1/1972 | Cal Club
O D Terry Davis | 11/1/1972 | Southern Indiana
Jan Downey | 11/1/1972 | Western Michigan
John M Freeman | 11/1/1972 | Southern Indiana
Roger Allan French | 11/1/1972 | New England
John R Goetzman | 11/1/1972 | Atlanta
Lynne R Griffiths | 11/1/1972 | Oregon
Howard D Harris | 11/1/1972 | Chicago
Grove W Hoover II | 11/1/1972 | San Francisco
Robert J Horansky | 11/1/1972 | Buccaneer
Martin E Hulick | 11/1/1972 | Philadelphia
Tom Huxtable | 11/1/1972 | Wichita
Richard Janusz | 11/1/1972 | Ohio Valley
Joe E Johnson | 11/1/1972 | Houston
William J Kasmer | 11/1/1972 | Mahoning Valley
Gerald L Lamb | 11/1/1972 | Milwaukee
C Lindsay Lowe | 11/1/1972 | Central Florida
Mark H Mann | 11/1/1972 | Chicago
Richard L May | 11/1/1972 | Central Carolinas
Richard A Roberson | 11/1/1972 | Cincinnati
Faye A Ryan | 11/1/1972 | Chicago
Richard E Ryan | 11/1/1972 | Chicago
G H Sharp | 11/1/1972 | Washington DC
Simone H Smljanic | 11/1/1972 | Indianapolis
Mike Spencer | 11/1/1972 | Atlanta
Bob Strange | 11/1/1972 | Texas
Fred Thomas | 11/1/1972 | Des Moines Valley
Deane Todd | 11/1/1972 | St Louis
Richard A Walsh | 11/1/1972 | Mohawk Hudson
Leslie T Whitfield | 11/1/1972 | Blackhawk Valley
Victor Yarosh | 11/1/1972 | Northern New Jersey

35-YEAR MEMBERS

John W Ayres | 11/1/1977 | Central Carolinas
Robert J Barone | 11/1/1977 | New England
Francis M Carroll | 11/1/1977 | Washington DC
Alfred Wayne Daniels | 11/1/1977 | Washington DC
Stephen J Demeter | 11/1/1977 | Western Ohio
Daniel V Grace | 11/1/1977 | New England
George Morris Hamm | 11/1/1977 | Lone Star
George Morris Hamm | 11/1/1977 | San Francisco
Ellen Honsperger | 11/1/1977 | Northwestern Ohio
Karl J Honsperger | 11/1/1977 | Northwestern Ohio
Robert John Kelley | 11/1/1977 | Cal Club
Henry L Krolkowski | 11/1/1977 | Detroit
David William O'Leary | 11/1/1977 | Steel Cities
Scott Quaille | 11/1/1977 | New York
Kerry Lee Rauch | 11/1/1977 | Cal Club
Susan Salsburg | 11/1/1977 | South Jersey
Scott Clayton Straitan | 11/1/1977 | NE Oklahoma
Vada May Strattan | 11/1/1977 | NE Oklahoma
Paula J Taylor | 11/1/1977 | Lone Star
Bernard A Vandersluis | 11/1/1977 | Neohio
Al Wicht | 11/1/1977 | Florida
Andrew Williams | 11/1/1977 | New England

Talk to the Club

In an effort to open new, user-friendly methods of communicating information between members and the Club, SCCA has launched three new avenues for questions and comments. These new methods for communication include: a video mailbag, the SCCA blog and content through Twitter.

The SCCA Video Mailbag is an opportunity for members to submit questions about SCCA to the staff. Questions are up to the member, but the goal is for SCCA's staff to offer insight into decisions or programs within the Club. This would be the type of question you might ask one of the staff if you were face to face at an event. The staff will collect questions and then record a video answer. You can submit questions at www.scca.com/mailbag.

The Official SCCA Blog, located at <http://sccaofficial.blogspot.com>, offers members the opportunity to get a peek behind the scenes from the perspective of the SCCA headquarters. Topics can range from more detail about a program or decision, to more lighthearted topics that pop up from time to time. The blog launched in October, starting with an entry offering more insight into the announcement about the restructuring of the National SCCA Club Racing program.

Finally, for those on Twitter, make sure you follow @SCCAJeff. SCCA President and CEO Jeff Dahmert will chime in with his personal thoughts on the happenings in SCCA and all of motorsports.

30-YEAR MEMBERS

Kenneth Baker | 11/30/1982 | Texas
Thomas Prescott Blinn | 11/30/1982 | New England
Barry H Burke | 11/12/1982 | Cincinnati
Kenneth S Gordon | 11/30/1982 | Atlanta
John Taylor Green | 11/30/1982 | Ohio Valley
Elliott Harvey | 11/12/1982 | Central Florida
Jill M Holliday | 11/30/1982 | Southern West Virginia
Robert S Jacobsen | 11/30/1982 | Oregon
Joe Kent | 11/30/1982 | Atlanta
Karen Kent | 11/30/1982 | Atlanta
Sally Messenger | 11/29/1982 | West Texas
Ken Mollenauer | 11/11/1982 | San Francisco
Michelle Y. Monfort | 11/11/1982 | San Francisco
Norman R Nelson | 11/12/1982 | Land O'Lakes
Richard E Patullo | 11/12/1982 | New England

Checkered Flag

Paul Brown

Champion racecar driver Paul Brown passed away Saturday morning, Oct. 13, after a courageous battle with cancer. He was 43.

Highlighted by the 2011 Pirelli World Challenge GTS Drivers' Championship, Brown started his racing career in 1992 in SCCA Club Racing. He made his first SCCA Pro Racing World Challenge start in 1993 at Des Moines, and would run another 41 races through the 2000 season before taking a hiatus from the series. After a handful of starts in 2008-'09, Brown returned for a full slate in with his Tiger Racing/Paul Brown Racing Ford Mustang Boss 302S in 2011.

At the season-opening round at St. Petersburg, Brown earned his first-career pole position and followed that with a first win at Long Beach. Brown would win four more times in 2011 en route to a dominating Drivers' Championship.

Following the season, Brown was diagnosed with an aggressive melanoma, and began undergoing treatment. The team signed Justin Bell to drive the No. 50 Mustang for 2012 in Brown's absence. With Bell unable to attend the Canadian Tire Motorsports Park (Mosport) event in June due to a scheduling conflict, Brown returned to the driver's seat for what would turn out to be the final time. Battling side effects



from the cancer treatment, Brown raced to a pair of top-10 finishes, highlighted by a third-place run.

"On and off the track, Paul Brown was an inspiration to us all," SCCA Pro Racing President and CEO Tom Campbell says. "He worked his way up over the years, from a driver fighting for top-10 finishes to a driver fighting for the championship. He is a true champion and will always be a part of the SCCA Pro Racing family and our history. Our thoughts are with his wife, Carol, and the rest of his family."

Brown married fellow World Challenge driver Carol Hollfelder in 2005. The couple each came from a racing family. Brown's father is renowned Mustang tuner Kenny Brown, and Hollfelder's father, Tom, has been a fixture in North American vintage racing scene for many years and also previously competed in World Challenge. Outside of the driver's seat, Brown managed the shop at Tiger Racing.

Paul F Quiniff | 11/29/1982 | Chicago
Bruce R Silver | 11/9/1982 | San Francisco
Rock m Webb | 11/11/1982 | South Carolina
Jeffrey R Wendell | 11/11/1982 | Blue Ridge

25-YEAR MEMBERS

Brenda S Abbott | 11/23/1987 | Continental Divide
David G Beghtel | 11/30/1987 | Fort Wayne
Allen Begnoche | 11/16/1987 | New England
Gary Biehl | 11/19/1987 | San Francisco
Jeffrey M Bikle | 11/23/1987 | South Texas Border
Bill Buetow | 11/11/1987 | Northwest
Boyd Butler | 11/23/1987 | Utah
Philip R Clarke | 11/6/1987 | San Diego
Michael S Crowe | 11/30/1987 | Central Florida
Thomas E Curren | 11/24/1987 | Central Florida
Tom Duncan | 11/4/1987 | San Francisco

Robert M Farr | 11/1/1987 | Columbus Sports Car Club
Joann C Fenton | 11/4/1987 | New England
William F Fenton | 11/4/1987 | New England
Alton D Fryer III | 11/30/1987 | Washington DC
Eric B Henderson | 11/23/1987 | Houston
Steven D Hoffman | 11/11/1987 | Washington DC
Tim S Jorgensen | 11/23/1987 | Oregon
Kathleen E Marinangel | 11/23/1987 | Chicago
Ray Marsh | 11/24/1987 | Atlanta
Chuck McAbee | 11/17/1987 | Buccaneer
Chuck McAbee | 11/17/1987 | Washington DC
Richard McCloskey | 11/4/1987 | San Francisco
Lou Anna Osborne | 11/17/1987 | Texas
Bonita Udell | 11/23/1987 | St Louis
Charles R Udell | 11/23/1987 | St Louis
Craig Vogeley | 11/24/1987 | Central Florida

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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:

Candlewood Suites Savannah is offering members a discounted room rates of \$59 per night on studio suites and \$69 per night on one bedroom suites.

Classic Motorsports magazine Members receive a free trial issue and discounted subscription rate of \$16.95 per year to **Classic Motorsports**.

Grassroots Motorsports THE HARD CORE SPORTS CAR MAGAZINE Receive a complimentary issue and special discounted rates from **Grassroots Motorsports**.

Mobil 1 SCCA members receive a 20-percent discount on **Mobil 1** products at **Mobil1RacingStore.com**.

National **National Car Rental** offers special discounts of up to 20 percent off retail car rental rates.

SAFERACER Receive a 10-percent discount on all orders from **SafeRacer**, as well as free shipping on orders over \$99.

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



Cliff White's performance at the 2012 Runoffs won him the Mark Donohue Award.

White Collects Mark Donohue Award

Cliff White is the latest recipient of the Road Racing Drivers Club (RRDC) Mark Donohue Award. White earned the honor based on his brilliant performance at the 49th running of the SCCA National Championship Runoffs at Road America, where he won Spec Racer Ford.

"Honestly, I'm still on cloud nine from winning the Runoffs and receiving this award," says White. "I was aware of the award but until Don Knowles called me I didn't realize who my peers now were, in terms of the previous recipients.

With the number of drivers who compete at the Runoffs, to know that I stood out that much is an incredible feeling. I am aware of what Mark Donohue and the other drivers who have received this award had accomplished, and it's an incredible honor."

White will be presented with the award on March 2, 2013 during the final banquet at the SCCA National Convention in Las Vegas, Nev. Additionally, White will also be recognized during the annual RRDC dinner at the Rolex 24 in Florida in late January.

2013 Pirelli World Challenge Schedule Unveiled

Seven of the 10 venues that will make up the 2013 SCCA Pro Racing Pirelli World Challenge Championships have been announced. The 2013 season will mark the 24th-consecutive year of one of North America's top professional series for production-based sports cars. Competitors will contend for Drivers', Manufacturers', and Team Championships in the individual GT, GTS, Touring Car and Touring Car B-Spec classes.

The 2013 season opener is March 22-24 on the Streets of St. Petersburg, Fla., as a doubleheader weekend as part of the Honda Grand Prix of St. Petersburg IZOD IndyCar event. GT and GTS competitors will open the season with round one scheduled for Saturday, March 23, and round two on Sunday, March 24.

GT and GTS teams then head to compete in the Roar by the Shore and Toyota Grand Prix of Long Beach, April 19-21, on the 11-turn,

1.968-mile street course. The series travels back to the Motor City and the Streets of Belle Isle, Detroit, May 31-June 2. GT and GTS teams will run a big doubleheader weekend as part of the Detroit Chevrolet Belle Isle Grand Prix.

July 12-14, GT and GTS head to the Streets of Toronto as part of the Honda Indy Toronto. On Aug. 2-4, all four classes return to Mid-Ohio Sports Car Course. Teams then make the trek west to Sonoma Raceway, for an Aug. 23-25 race weekend.

The series finale weekend is scheduled for Oct. 4-6 as part of the

MEMBERSHIP DRIVE CONTEST

While membership always gets a spring boost, many of our Regions are currently experiencing solid growth! Congrats to the leaders and keep up the momentum! For complete details on the SCCA Membership Drive Contest, log in to **ams.scca.com** and look under "Forms."

Referral Leaders for September 2012

NAME	RRFLS	REGION
Warren Leach	48	San Diego
Brian Ghidinelli	43	San Francisco
Norma Williams	22	Kansas City
Julia Aebersold	22	Kentucky
Gayle Jardine	17	Cal Club
Mike Adams	16	Tennessee
John Zuccarelli	15	Florida
Allan Coy	15	Cal Club
Don Johnson	14	Buccaneer
Karen McCoy	14	Oregon
Shannon Sheflin	13	Blackhawk Valley

There are 1,899 additional members with at least one referral.

Region Leaders

(Category based on 2011 year end membership)

REGION	GROWTH	RETENTION
Jumbo (800+):		
Detroit	6.2%	83%
Milwaukee	2.2%	83%
Oregon	1.4%	77%
Large (401-799):		
Central Carolinas	10.8%	81%
St. Louis	8.9%	81%
Buccaneer	6.4%	78%
Medium (200-400):		
South Bend	13.5%	80%
Kansas	11.1%	88%
Northwestern Ohio	9.3%	79%
Small (<200):		
West Texas	41.7%	94%
Mississippi	32.9%	73%
Southern Illinois	31.0%	76%



Grand Prix of Houston. It's the first time the series will compete at the 1.7-mile Reliant Park street circuit.

Two more events completing the 2013 schedule will be announced shortly.

For more information about the series, visit the series Website at **www.world-challenge.com**.

2013 PIRELLI WORLD CHALLENGE SCHEDULE

March 22-24	Streets of St. Petersburg (with IndyCar)	St. Petersburg, Fla. (GT, GTS)
April 19-21	Streets of Long Beach (with IndyCar/ALMS)	Long Beach, Calif. (GT, GTS)
May TBD	(GT, GTS, Touring Car, Touring Car B-Spec)	
May 31-June 2	Detroit Belle Isle Grand Prix, (with IndyCar)	Detroit, Mich. (GT, GTS)
June TBD		(TC, TCB)
July TBD		(GT, GTS, TC, TCB)
July 12-14	Streets of Toronto, (with IndyCar)	Toronto, Ont. Can. (GT/GTS)
Aug. 2-4	Mid-Ohio Sports Car Course (with IndyCar)	Lexington, Ohio (GT, GTS, TC, TCB)
Aug. 23-25	Sonoma Raceway (with IndyCar)	Sonoma, Calif. (GT, GTS, TC, TCB)
Oct. 4-6	Streets of Houston (with IndyCar)	Houston, Texas (GT, GTS, TC, TCB)

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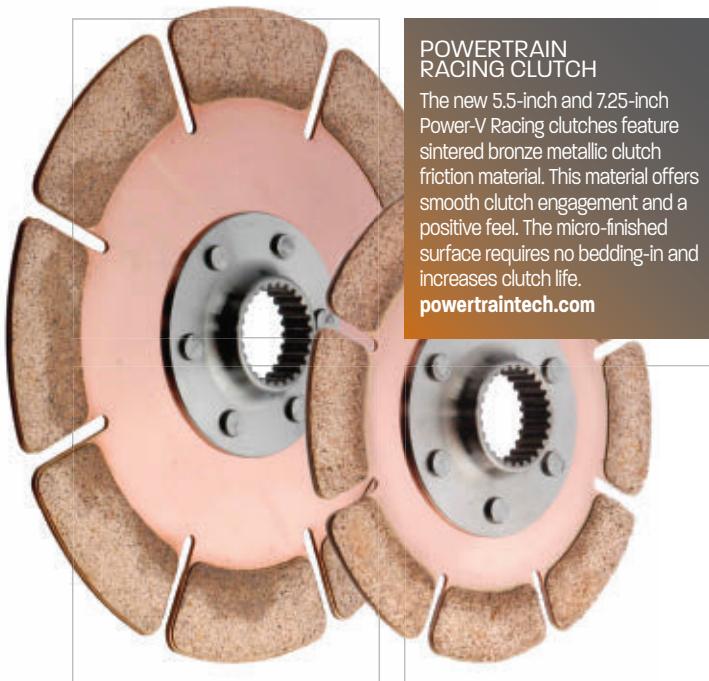


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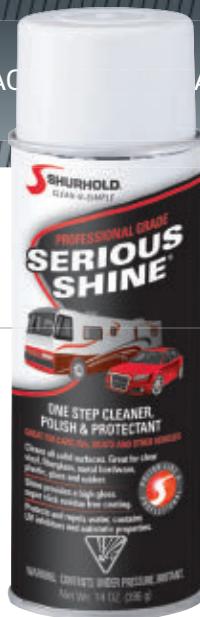
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The new 5.5-inch and 7.25-inch Power-V Racing clutches feature sintered bronze metallic clutch friction material. This material offers smooth clutch engagement and a positive feel. The micro-finished surface requires no bedding-in and increases clutch life.

powertraintech.com



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delcity.net



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aemelectronics.com



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gojo.com/automotive



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Shown above with Optional 18" front roll-off (30" also)

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NEW 2013 CATALOG AVAILABLE SOON



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Raleigh Boreen
SCCA Foundation Board

Time

I grew up in Minnesota, and back then my dad would talk to a friend of his who was an entrepreneur and an author. The man my dad called a friend was Harvey MacKay. MacKay has written several books over the years, one of his most famous being *Swim with the Sharks without Being Eaten Alive*. I have read all of MacKay's books and try to use his ideas toward salesmanship and life in my professional and personal life. He taught me through his books how to use the "MacKay 66," and this has helped in business immensely over the years. One of the underlying themes of what he talks about is "Time."

One of his sayings is "Time is free, but it is priceless. You can't own it, but you can use it. You can't keep it, but you can spend it. Once you've lost it you can never get it back." I look at it as time is truly the great equalizer – we all have the same amount each day, but we vary in how we choose to use it. We have to find time for our families, our work, ourselves, our health, and to do for others. How we spend our time is critical to our success in life, however you define success.

For most of you reading this, you have found time for

SCCA. We all come to the Club for many reasons, but the end result is most of us stay for the people. When the competition ends we still have our friends and family within the Club. The Club also gives us a way to give something back to our communities and, as I like to say, pay something forward. The joy of giving of yourself and your time is priceless.

The SCCA has so many ways for people to give back, and working with the SCCA Foundation's programs is just a small part of the opportunities. Getting involved with the Tire Rack Street Survival Program is exhilarating when you see young adults gaining skills to help them for a lifetime. The Formula SAE program is exciting and very humbling when you see the dedication of the students as they

(RIGHT AND BELOW) The Tire Rack Street Survival schools not only help save teen lives, but they can also offer a foot in the door for potential Solo sites.

set a plan and see that plan come to fruition. The life lessons learned are invaluable for the students and the feeling you get as being part of that journey is unbelievable.

Time is the key. Many people allow the time during a day to run them instead of the other way around. I always tell my sales team, you need to run your territory, not let it run you. At the end of the day, you will feel better about yourself and enjoy life a lot more.

Do you have the time to give something back? The Sports Car Club of America gives you several ways to give something back. Why not step up and enjoy the feeling of helping a program. You will feel better about yourself and have a lot more time to enjoy life and your families. 🚗





SAVING TEEN LIVES IN 2013

DID YOUR REGION HELP save a teen's life this year? As region leaders across the country use this time of year to set goals, plan events, and arrange calendars, the most important thing you should include for 2013 is a Tire Rack Street Survival school. This national teen driving program saves lives – and we can help. In fact, we must help.

The national statistics on teen deaths behind the wheel touch with extra depth those of us who have such passion for performance vehicles and skilled driving. The Center for Disease Control reports on its Website (www.cdc.gov) that in 2009, eight teens aged 16 to 19 died every day from motor vehicle injuries and more than 350,000 were treated for crash-related injuries. The CDC notes that driver inexperience was the leading cause for these incidents, and enhanced driver training requirements are the most effective way to combat the problem.

The SCCA and the SCCA Foundation have joined with the Tire Rack and the BMW Car Club of America to say that these statistics are simply unacceptable and we are going to do something about it. In 2012, SCCA regions hosted or are scheduled to host more than 30 Street Survival schools reaching more than 540 teen drivers. While these numbers are a good start, we can do better.

There are many reasons you should ask your region to host a school. The impact on teen drivers in your community, at your kid's school, at your church, and in the house next door is an obvious reason. Less obvious may be the benefits to your SCCA region's programs and membership.

More than any other thing you can do as a region, a Street Survival school will unite your membership from across all programs in a common mission to save teen lives. In the Philadelphia Region, two Street Survivals this year were staffed by Solo drivers, Club racers, Club Racing volunteers, hillclimbers, and RallyCrossers. Other than our annual awards banquet, it was one of the few times this year we were all together as an SCCA family.

Street Survival also gave the Philadelphia Region an entry to a new Solo site at Coca-Cola Park in Allentown, an area in which the region hadn't had a site to use in many years. The press coverage and public exposure raised awareness of the region's programs and is promoting new member interest. The positive community message also made sponsors proud to be affiliated with the region for another year. The region has also formed new friendships and event opportunities with the local chapter of the BMWCCA, which actively supports every one of the region's schools with volunteers and finances.

The SCCA Foundation has a special committee of Street Survival ambassadors at the ready to help your region host a school in 2013. Loaded with helpful working guides, prepared materials, and best practices from around the county, the ambassadors make it easy and make it fun. You can find out more about how to get your region involved in this program by contacting Linda Duncan, the SCCA Foundation's Tire Rack Street Survival Program Coordinator, at TRSS@scca.com.

Jeff Jacobs

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My Choice for the Hall of Fame

When I ran my first season of Volkswagen Cup, I became great friends with an amazing SCCA racer from Niagara Falls, N.Y., Peter Schwartzott: “The Professor.” We were thrown out of first and second together at the Mid-Ohio VW Cup round in 1985. Our independently written appeals were almost word for word the same, and though they failed (see my old column), the whole drama led to our lifelong long-distance best friendship. Peter is now in his 50th year of SCCA racing, having started at Mosport when the locals still warned that there were wolves, in the early 1960s, in a TR3.

Peter is an amateur/pro racer, but as he so insightfully pointed out to me, amateur is from the French word “amour,”

which means love. Amateurs race for the love of it. Peter always has, though usually in pro series, like the early Trans-Am, all of Volkswagen Cup, then Escort Endurance and World Challenge. He has had great success and many wins over the years, always stretching the dollars of a teacher’s salary, with three children, to boot.

Peter’s career as a college professor of art design left him with many summers off to pursue racing, while wife Carol held down the fort at home, bless her heart. *That* is love. He worked so hard, assembling slim budget 1960s Trans-Am cars like a Datsun 510, a Shelby Mustang notchback (sold for \$3,500, now worth a million), and a Camaro; then found the SCCA Scirocco, then Rabbit, then Golf, Volkswagen Cup as a place he could afford to race competitively, and did so for almost all of the races ever staged (same place I started). He always preferred the pro series because he was good enough to win the money he needed to make the next race. Without it, he would have been unable to do so much.

In the Scirocco/Rabbit days, he often drove to the races in the racecar, sometimes bringing his kids for “cultural enlightenment.” He even had a nifty trailer made from the back half of another Rabbit with, of course, a matching paint scheme! Many a time he flew in late or drove overnight because of his teaching commitments earlier and later in the year.

Peter had great success also with

the Pate brother’s team of Volkswagens in the SCCA Pro Racing Escort Endurance series, then in his own Hondas in World Challenge, winning races and championships all the way to this very day. Peter finished fifth in his own brand-new, home-constructed Civic at the last World Challenge race at Sonoma – at the ripe old age of 73! His son, Pete Jr., is racing a B-Spec Mazda, by the way, and is still working to match the pace of his old man.

The SCCA career of Peter Schwartzott spans hundreds of races and 50 years. Always intensely competitive, and a classy, smart, enjoyable, eye-twinkling presence in the paddock. And never mentioning the fact that he did it all with only one and a half arms! He will hate me for this one, because he would never, ever say a word about it himself, but he is a true inspiration to anyone with a physical challenge, although he never had a PR person working the media for the attention that he truly deserves for his amazing accomplishments. Peter’s left arm was injured as a child – he almost lost it – and it ended up stunted. Well, it never slowed him down. Peter is always a fast guy, always a threat to win, including today.

We co-drove T.C. Kline Racing Firehawk Hondas in the 1990s, winning almost everything. He was champion in 1993. I don’t know how he does it, but I so admire him for his abilities as a racing driver and his delightful personality.

I have submitted this humble, heroic SCCA driver for our Hall of Fame, and I hope he makes it. Either way, he is a real credit to this Club, and I am lucky to have known him for so long, even if that is only half of his career! 🍷





alpinestars
superior 4



Milwaukee Region's Dennis Troemel, Central Division Worker of the Year

Dennis Troemel remembers the old days like they were yesterday. In 1972 he bought his first new car, an Austin Healy Midget. In 1974 he got two members to vouch for him and he made his way into the SCCA. He and his wife Judy would travel from their home in Waukesha, Wis., to either Blackhawk Farms or Road America and work Timing and Scoring. Their son was young so they would trade off, one working and one babysitting.

Troemel has seen the Club from many angles. He crewed for a friend and then eventually got his own car, another Midget, and took a stab at racing. "I found out I didn't have enough time or money to do it right. I also found out at Turn 7 at Road America that rain and oil don't mix well." The Midget took a mighty beating.

Sometime in the mid-1980s he took a crack at working tech. The friend he had crewed for was now working tech and he approached Troemel. "The Club was running an [SCCA Pro Racing] Trans-Am race in conjunction with Indy cars. I figured that was worth a look. Plus, I was mechanically inclined. After all, my dad had let me have an old TR-3 to work on while I was in high school. In retrospect, it was a good plan to keep me off the road."

When Troemel entered the world of tech he was amazed at all the activity going on. "It was really interesting to see just how far into the car the tech inspectors would go. It was much more in depth than I would have thought. Remember, when I started racing, safety requirements were basic at best."

Troemel says by far the biggest change over the years is a more staunch call for safety. "As I look back on my old racecar now in this regard, I wouldn't drive it to the corner store," he chuckles. He is on board with the low tolerance for safety issue violations. He points to a recent example of a Runoffs driver



“ WE HAVE A VERY DIVERSE GROUP OF PEOPLE. IT’S A GREAT FAMILY OF SPORTS FANS ” Dennis Troemel

Dennis Troemel (center) has both raced and volunteered within the Club – and he’s also brought his family into the fold. His dedication was recognized at the 2012 National Championship Runoffs when he was presented with the Central Division BFGoodrich Tires Worker of the Year Award.

trying to save a few pounds by running an empty fire extinguisher. "He was only saving 2.5-5lbs. and he was about 100 overweight. He lost that session's times and risked a more severe penalty. There can be no variance on safety issues."

Troemel notes that in tech, as in other parts of the Club, there are recruitment challenges. "We look for motor heads with enthusiasm," he says. "There is sort of a divide among the ages that can make it tough to make a tech plan. The young guys want to get in deep and play around while perhaps the older folks don't want to be

bent over a car for hours." He is more than a little proud that his son, Mark, has his National tech license. And his wife Judy helps out with the paperwork during the Friday rush and helps to man the scales during the event.

He confesses to going a bit blank when he heard his name called to come and accept the BFGoodrich Tires Worker of the Year Award at the 2011 National Championship Runoffs. "I'm a better person [because of] all the people I work with in the Club. We have a very diverse group of people. It is a great family of sports fans." 📍

40+ DAYS

William S Stewart | Misery Bay
Malinda Jaroch | San Francisco
Patti D Socher | Central Florida

30-39 DAYS

C W Armbrust | Washington DC
Bart Carlevaro | Northern New Jersey
William D Etherington | N New Jersey
Alice S Fatherree | Washington DC
Judith Greer | New England
Allan P Harhay | Central Florida
Janet Harhay | Central Florida
Steven Lyle Jaroch | San Francisco
Peter J Romanowski | North Carolina

20-29 DAYS

Richard D Alexander | Mohawk Hudson
Simon A Avery | Blackhawk Valley
Mark E Bingheim | Chicago
Fred R Brinkel | Washington DC
Janet Lynn Bruce | Blackhawk Valley
Arthur Allan Coy | Cal Club
Penelope R Coy | Cal Club
Dean Croucher | Finger Lakes
Stanley C Damren | Washington DC
Gloria A Dickerson | Colorado
Mark Eversoll | Buccaneer
Karen Lynne Fearing | NE Oklahoma
Gail L Fetterman | Oregon
Beau Gabel | Central Florida
G Paul Gatenby | Florida
Joseph D Gersch | Houston
Barbara J Gilliland | Central Carolinas
LisaKay Golde | Southwest Louisiana
Sherry Grantz | San Francisco
Paula Hawthorne | Steel Cities
Earl G Hurlbut | Glen
Nelson D Kase | Blue Mountain
Steven A Keadle | North Carolina
Suzanne D Kolker | N New Jersey
David L. Langston | Central Florida
Josh Lanners | San Francisco
G Richard Lorenz | Washington DC
Gayle S Lorenz | Washington DC

Linda Louie | Northern New Jersey
Sammi Marlis-Ronshausen | Cent Fla
Virginia Peterson | San Francisco
Nichole J Piotrowski | Milwaukee
Michael Reh | Colorado
Peter S Roberts | New England
Terry Roberts | New England
Monica Shaw | Des Moines Valley
R J Shaw | Des Moines Valley
Laurie J Sheppard | Kansas City
Edward Harold Shuler | Colorado
Bob Smethers | Oregon
David W Sterling | Washington DC
Craig J Trotter | Oregon
Lori Vitagliano | Florida
William W. Von Suskil | South Jersey
Duane Ward | Ohio Valley
Charles T Warren | Houston
Sharon Dee West | Land O'Lakes
Daniel J Zane | South Jersey

12-19 DAYS

Steve Archer | Oregon
Bill Armitage | Cincinnati
Kenneth Astrove | New England
David W Badger | Mahoning Valley
Barry D Baker | Ohio Valley
William J Baldwin | Cal Club
Josh R Banker | Atlanta
Mark Biamonte | North Carolina
William A Binns | South Carolina
John R Bowling | Mid South
Amy Brock | South Carolina
James Brock | South Carolina
Jeff Bruckner | Northern New Jersey
Willa Bruckner | Northern New Jersey
James (Jeb) T Bucher | N Ohio Valley
James A Buckberry | North Carolina
Dennis Chalfont | Cal Club
Kyle Colbey | Glen
Meridith L Croucher | Finger Lakes
John S Davis | Mahoning Valley
Judy M Davis | Mahoning Valley
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Diane M O'Connor | South Jersey
Jack P Oliver | South Jersey
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Lee Pfeiler | Ohio Valley
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Raelene Salmonson | Finger Lakes
Ronald Salmonson | Finger Lakes
James R Schell | Mahoning Valley
AJ Tyler Schramm | Atlanta
Dale Schubel | Milwaukee
Charles R Schultz | Alabama
Harvey Shaw | South Jersey
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David H Steger Jr | Atlanta
James (Jay) Strole | Central Florida
Graham P Taylor | Washington DC
Gary L Tomlin | Texas
Jay Vitagliano | Florida
Jennifer Vitagliano | Florida
Kristin Vitagliano | Florida
Verne R Wandell | Western Michigan
James C Wheeler | Glen
Mary Winters | Neohio
Albert (Al) B. Woodward | Colorado
Patricia R Ziner | Atlanta
Robert J Ziner | Atlanta
George J Zola | New York

THE VOLUNTEER INCENTIVE PROGRAM

SCCA's Volunteer Incentive Program allows volunteers to obtain membership discounts based on the number of days they volunteer each membership year. This is a list of members who have volunteered 12 or more days prior to their membership renewal. Updated lists will appear quarterly in *SportsCar*.

Alex Rizer takes a no-nonsense approach to life – and racing

Formula Vee driver and Washington DC Region member Alex Rizer is now 22 years old, but his promising racing career almost came to an early end when he was just 14, the victim of growing pains. Which is to say that the young jockey could no longer make the 110lb weight limit.

Fortunately, in addition to his love for raising and racing thoroughbreds, Alex's father, Eric Rizer, a few years later was able to introduce his son to his other passion: Formula Vee racing. Actually, Alex admits his interest in "anything with a motor and a wheel" probably dates from when he was two. "That was when my dad took me out and put me on his lap in his Porsche 944 Turbo and let me take the wheel," he reports.

FV prep shop owners Mike Fultz and Dan Voss have been around to support both generations of the Rizer family's FV endeavors, going back to the mid 1970s, when Eric first began competing (he retired in 1992).

"After a lifetime of listening to his dad about road racing, Alex and his father visited Summit Point during a MARRS weekend in 2010," recalls Mike. "Alex spectated the weekend's races and sat in several FV's and was instantly attracted to the sport. From that moment forward, Alex threw himself at all aspects of racing. He's a very polite young man with a great 'can do' attitude and a quick learner," says Fultz. "Racing seems to come naturally to him."

In 2010, Alex bought a very used Adams Arrow FV and immediately took it to the shop Fultz owns, where it was torn down and rebuilt for the 2011 season. At the track, Alex became a regular under Fultz's and Voss's canopy in the paddock, where they were taking care of as many as six FVs. "Alex soaked in everything going on around him and raced remarkably well to earn Rookie of the Year honors in the 2011 WDC Region Mid-Atlantic Road Racing Series [MARRS]," says Fultz.

At the conclusion of the 2011 season, Alex bought a Protoform P3



“ [ALEX RIZER] WANTS TO SUCCEED AND TO HAVE THAT HAPPEN RIGHT NOW ” Steve Pastore

Alex Rizer (LEFT) is a young Formula Vee racer with big plans. For being this month's First Gear Member of the Month, Rizer will receive a \$200 gift certificate to SafeRacer.

from Jonathan Weisheit and brought it to the shop to start yet another extensive rebuilding project. Fultz reports that two to three nights a week, Alex would come to the shop and work on his car, which on the track proved to be reliable and very fast in his hands, setting the FV track record at Charlotte Motor Speedway.

One of the previous holders of that FV track record is *SportsCar's* own Jim Kearney, and while he has hung up his driver's suit, Kearney is the guru behind Kearney Driver Development and knows a thing or two about talent spotting.

"Alex Rizer has desire written all over him," says Kearney. "He works hard on his car and thinks about his driving. He wants to succeed and to have that happen right now."

"Everyone is always annoyed by the appearance of a brash young talent in the paddock," Kearney acknowledges, "but if they can find their stride, these are often the very drivers who go on to be very successful. From my experience, both as a driver and driver coach, it is easier to calm them down than to speed them up."

Long-time FV parts supplier Steve Pastore is equally impressed. "He reminds me of [2010 FV National Champion] Rick Shields," says Pastore. "No nonsense and dedicated to getting whatever is required to make it happen. Dave Carr at Autowerks Engines was the first to suggest that I work with Alex to get him the exhaust system he needed. Over time, Alex and I have had many conversations and the one thing that sticks in my mind is that he is very

decisive about his requirements. He listens well and understands the mechanics of each component that will make the race package a winner."

While Alex is quite friendly and outgoing, that no-nonsense approach carries over to his personal life. At age 18, convinced he wanted his future to be part of the pawnshop chain owned by his father (Royal Pawn, which has three outlets in the D.C. area), Alex took his college savings fund and used it as the down payment on a house.

Four years later, with the addition of sweat equity, he has turned a fixer-upper into an investment – and a place where he lives. Consistent with the friends and family nature of his support group, his crew chief is Gary Bates, reprising the role he played on Eric Rizer's crew all those years ago.

Combining racing (and racecar building) with the 11-hour days, six days a week he puts in as an assistant manager for Royal Pawn doesn't leave Alex much time for working on his gun collection or the hunting, fishing and four-wheeling he loves, but it's all part of the plan.

"Personally I plan to get married, have kids, and own a 1,000-acre farm with a road racing track out back," says Alex. "Professionally, I plan to take over my dad's Royal Pawn business – unless the opportunity would arise to become a professional racecar driver."

Somehow we think Alex Rizer's no-nonsense approach to life will find him well prepared if that opportunity knocks. Horsereading's loss is motorsport's gain. 🍀

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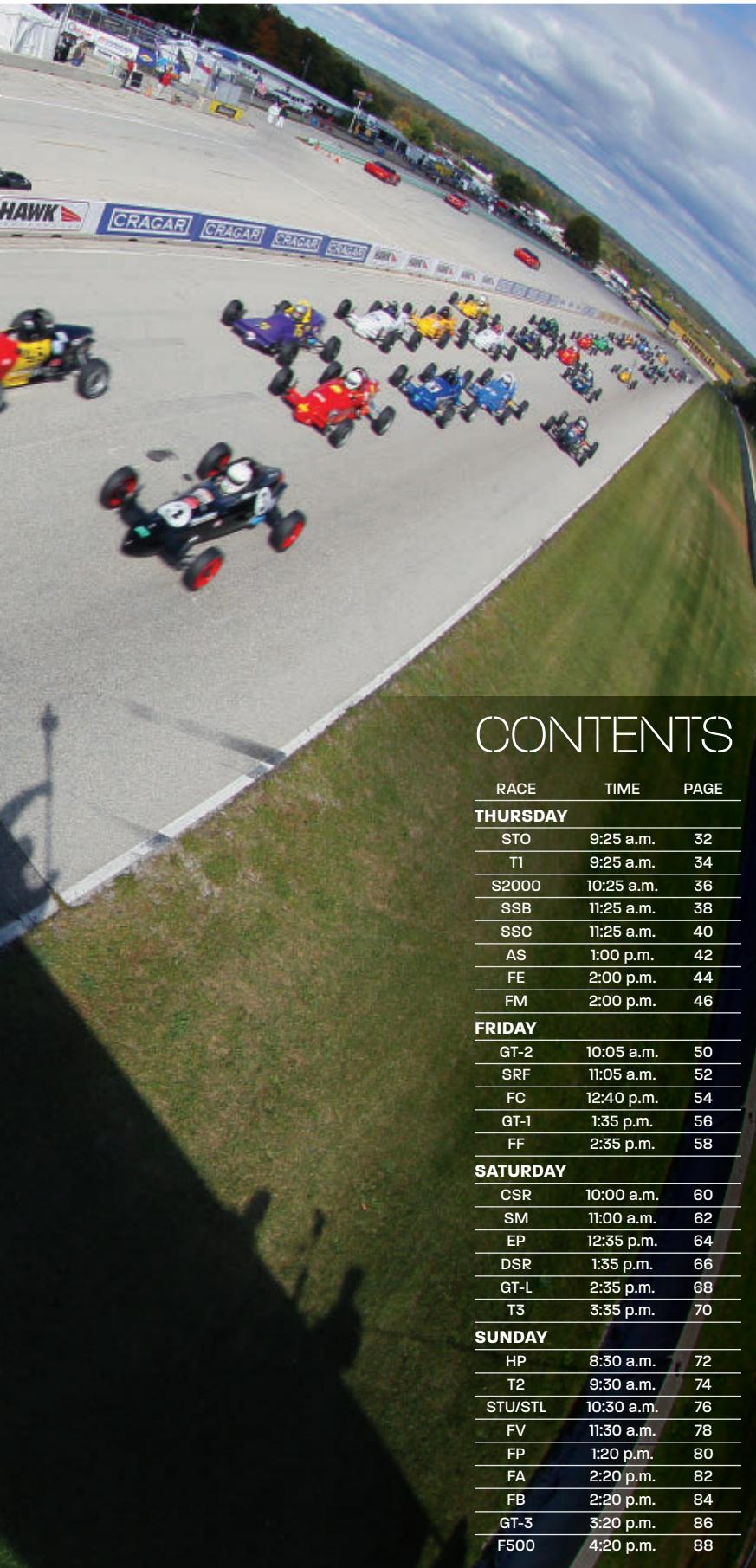


2012 SCCA National
Championship Runoffs
at Road America

EVENT REPORT



THE 2012 NATIONAL CHAMPIONSHIP RUNOFFS



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JEFF LOSWE

The times they are a-changin'. While a multitude of things were the same at this year's SCCA National Championship Runoffs, many were undergoing change. One thing that didn't change, however, was that some 500 drivers came to face off against one another, battling for one of the highly coveted 28 National Championship titles on the challenging Road America circuit in picturesque Elkhart Lake, Wis.

A new schedule based on feedback from the 2011 Runoffs driver survey welcomed participants. The abbreviated schedule meant the loss of one qualifying session for each class, with some competitors having two sessions in a single day, and Touring 3 racing on the same day as its final qualifying session – typical of what is often encountered at SafeRacer National Series events throughout the regular season. This schedule also saw racing extended to include Thursday, rather than the traditional Friday to Sunday running.

The advantage of the new format was a shorter time commitment and potential travel savings for competitors, as no class would need to be on site for more than four days to complete qualifying and its race. If your first qualifying session took place on Tuesday, your race was on either Thursday or Friday. For those racing on Sunday, your first qualifying session was no earlier than Thursday.

Unlike the 2011 Runoffs, the weather was – for the most part – very cooperative. While the temperatures were perhaps a little colder than some would like, the precipitation and wind were more than manageable. The wet stuff did touch on a few classes, but unlike last year there was no deluge and teams were not left scrambling for – and second guessing – tire choices at the last second.

As qualifying got under way, many of the old hands returned to the top of the charts but, at the same time, a number of new faces and others who changed classes were also making a splash. Perhaps the most notable was Scott Tucker in his D Sports Racing West WX-10, the first SCCA Club Racing car to lap the four-mile circuit in less than two minutes, with a lap of 1:58.997 during qualifying. Tucker would again go under two minutes in the race – a feat that was formally recognized by the Chicago Region with a \$1,000 donation to the SCCA Foundation, among other things.

At these Runoffs we would also see an astounding 20 drivers eligible for the Super Sweep award, having already completed all but the National Championship portion of the three-part program. Only Gerald Szykulski would emerge as a Super Sweep winner after claiming the Gumout pole and National Championship win in Formula Continental.

We now look forward to the milestone 50th Runoffs next September at Road America, which will most certainly be rich with heritage.

POWERHOUSE

Looking at the entry list for Super Touring Over, there was little doubt that defending Champ Scott Tucker, in the Hoosier Porsche 996, and 2010 STO winner David Pintaric, driving a potent Dodge Viper ACR, would be at the front of the pack this year. By the time qualifying had come to a close, it was clear they were setting a pace the rest of the class would not be able to match – Tucker grabbed the Gumout pole with a 2:15.473, while Pintaric sat just a few tenths back in second. The only other STO car to post a time quicker than the Touring 1 field they would share the track with come race day was Jerry Onks, some two seconds back of the front row.

As the green flag waved, Tucker had the boost up in his turbo Porsche and quickly pulled away from the field – Tucker pulled away so rapidly that he set the Hawk Fastest Race Lap, a 2:17.626, on lap one, and backed it down from that point.

Unfortunately, we will never know if Pintaric could have mounted a challenge, as his car slowed in the opening laps and, just past halfway, his Viper was on pit road with the hood open. A valvetrain failure would end Pintaric's chance at a podium finish.

Onks, who had been running in third, also found himself sidelined, parked inside Turn 2 in the grass. With Pintaric and Onks out, Mark Pauly in the Industrial Controls Mfg BMW M3 inherited second place, and Lance Stewart pulled the Specialty Vehicle Logistics Ford Mustang to third place.

As the laps clicked by, little changed

among the leaders – and with no one to challenge, Tucker cruised to his second consecutive STO title – his first National Championship of these Runoffs (two days later he would claim the DSR title).

“We started developing the car last year for this class,” said Tucker. “That was kind of a hurry-up job, so it gave the guys the whole year to really tear it apart and develop it, so they made my job easy. They’ve tested it a few times, and this is almost a shootout race, developing for this race and this track. They did a tremendous job, it’s all them.”

Collecting a silver medal was certainly an unexpected surprise for



QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Scott Tucker/ATL (Porsche 996) No time / 2.15.751 / **2.15.473**;
 2. David Pintaric/MVR (Dodge Viper ACR) 2.17.006 / **2.15.762** / 2.16.606; 3. Jerry Onks/TEN (Chevrolet Corvette) 2.19.598 / 2.18.075 / **2.17.866**; 4. Mark Pauly/GTRV (BMW M3) 2.22.227 / **2.20.822** / 2.23.223; 5. Pratt Cole/RENO (Ford Mustang) 2.30.226 / **2.29.197** / 2.29.601; 6. Scotty B White/NWST (Ford Mustang) 2.50.325 / No time / **2.43.226**; 7. Mark Kirby/KCR (Ford Mustang) No time / No time / **3.03.854**; 8. Steve Zink/TEX (Ford Mustang V-6) 3.13.032 / **3.08.020** / 3.20.428; 9. Lance Stewart/RENO (Ford Mustang) No time / No time / No time; DNS. Bob Mayer/ATL (Chevrolet Corvette) No time / No time; DNS. Richard Jones/NEO (Ford Mustang) No time / No time / No time;

Tucker - Loss of Qualifying 1 times per Chief Steward - GCR 9.1.4.1.B.2.C
 White - Loss of Qualifying 2 times per Chief Steward - Supps 9.12
 Stewart - Loss of Qualifying 1 & 2 times - car change - Supps 9.7



JOHN W. WILMOTH



**Race 1
 Super
 Touring
 Over**
Scott Tucker
 Atlanta Region
 Porsche 996

ROCK CORWIN

Stewart - Loss of Qualifying 3 times per Chief Steward - GCR 9.3.26 (pgs 93-94)

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Scott Tucker (13); 2. Mark Pauly (13); 3. Lance Stewart (12); 4. Pratt Cole (11); 5. David Pintaric (8); 6. Jerry Onks (8); DNF. Scotty B White (3); DNF. Richard Jones (2); DNF. Steve Zink (1); DNS. Mark Kirby; **Overall Time of Race:** 30.21.348; **Average Race Speed:** 102.781 mph; **Margin of Victory:** 37.843 seconds; **Hawk Fastest Race Lap:** 2:17.826 (104.631 mph); **Lap Leaders:** Tucker, Laps 1-13; **Sunoco Hard Charger:** Mark Pauly

in 1987. The podium was also something he did not have his sights on. "It's a total gift," said Stewart. "We're running a [Touring 3] car, and we were out here just trying to get the car dialed in for later on in the week."

While Tucker ran away with this year's race, it's interesting to note that the Porsche suffered serious motor problems on the Monday test day, leaving uncertainty as to whether he would be able to make qualifying or the race.

"We locked a motor in Turn 8 in practice," said Tucker. "It destroyed the motor and the gearbox, and that gearbox in the car is a one off. I don't know how we did it - we had to put a stock gearbox from a GT-3 Cup car in there and ran with two-wheel drive. The car was tuned to run with the all-wheel drive, so I had to adjust my driving style and manage the tires to finish the race."

Jason Isley

Scott Tucker (OPPOSITE) dominated the STO race in his turbo Porsche. David Pintaric was the only one who stood a chance of catching Tucker, but an engine issue ended his race early. Mark Pauly (ABOVE) finished in second place - the only driver Tucker didn't lap. Lance Stewart (BELOW) crossed the line in third.

Pauly. "This is my first time at the Runoffs and my first year racing National races," he said. "I never really thought at the beginning of the year that I'd even make the Runoffs, let alone a podium. After seeing all the qualifying times yesterday, I figured I'd just start the race and finish the race. That was my goal." Pauly also received the Sunoco Hard Charger Award for the positions he picked up during the race.

For Stewart, the bronze medal marks a return to the Runoffs podium - a place he first visited back



JEFF LOEWE

DENNIS WOOD



JEFF LOEWE



RIK CORWIN

Race 2
Touring 1
John M. Buttermore
Detroit Region
Chevrolet Corvette

ACCORDING TO PLAN

It's unlikely that anyone would have foreseen that the biggest challenger to defending Touring 1 Champ John Buttermore and his Hoosier/Carbotech/Stoptech Chevrolet Corvette would have been driving a Ford Mustang. Regardless, that challenge came in the shape of Andrew Aquilante, piloting a rather mean-looking Phoenix/Hoosier/Hawk Mustang Boss 302.

In qualifying, Buttermore made quick work of the field, posting a 2:20.4, nearly a full second clear of Aquilante in second, and more than three seconds faster than the next Corvette.

At the start, Buttermore got the jump, leaving Aquilante to deal with Michael Pettiford, who had started from third and got inside for second place on the run down to Turn 3. Coming in to Turn 5 on the opening lap, Aquilante made a hero move out braking Pettiford, and then making a run up the hill to Turn 6 in an attempt to get the better of Buttermore, but he failed to muster the speed to get the lead at the top of the hill.

By the time the T1 lead pack was entering the Carousel, they were already catching the back of the Super Touring Over class they shared the race group with, which was made up largely of Showroom Stock B and Touring 3 cars.

Despite the speed difference, all made it by without incident.

Buttermore put his head down and started to pull away, aided by the battle for second place between Aquilante and Pettiford. As the fight for second raged on, Tom Sloe was working his way up after dropping back at the start – Sloe only took one shot at qualifying in his T1 Corvette, as he spent the remaining sessions in his American Sedan Mustang which ran in the same qualifying group.

Sloe made it as high as fourth place, but it seemed to come at a high price as his car appeared very unstable under braking, and he was often seen dipping tires off the track. Tim Hund, driving the Old Dominion Metals Dodge Viper, saw Sloe's car struggling and quickly began applying pressure, forcing Sloe as deep as possible into

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. John M Buttermore/DET (Chevrolet Corvette GS) 2.21.824 / No time / **2.20.424**; 2. Andrew Aquilante/PHL (Ford Mustang Boss 302) 2.22.707 / 2.22.012 / **2.21.539**; 3. Michael Pettiford/COLO (Chevrolet Corvette C6) 2.25.533 / 2.23.806 / **2.23.721**; 4. Tom Sloe/NEO (Chevrolet Corvette C5) **2.23.949** / No time / No time; 5. Oli Thordarson/CSCC (Chevrolet Corvette C5) 2.26.911 / **2.25.671** / 2.25.944; 6. Joe Aquilante/PHL (Chevrolet Corvette C6) 2.27.109 / **2.25.815** / 2.27.497; 7. Tim Hund/ODR (Dodge Viper) No time / 2.28.419 / **2.26.167**; 8. Kyle Kelley/CSCC (Chevrolet Corvette GS) **2.26.691** / 2.27.455 / No time; 9. Natha Waldbaum/NEB (Chevrolet Corvette C5) 2.37.939 / 2.47.885 / **2.29.649**; 10. Michael Waszak/CHI (Chevrolet Corvette C5) No time / No time / **2.33.229**

Kelley - Loss of Qualifying 3 times per Chief Steward - GCR 9.110.f.2.1.b

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. John M Buttermore (13); 2. Andrew Aquilante (13); 3. Tim Hund (13); 4. Oli Thordarson (13); 5. Joe Aquilante (13); 6. Tom Sloe (13); 7. Natha Waldbaum (12); 8. Kyle Kelley (12); 9. Michael Pettiford (11); 10. Michael Waszak (9); **Overall Time of Race:** 31:21.321; **Average Race Speed:** 99.505 mph; **Margin of Victory:** 21.611 seconds; **Hawk Fastest Race Lap:** 2:21.825 (101.534 mph); **Lap Leaders:** Buttermore, Laps 1-13; **Sunoco Hard Charger:** Tim Hund



JEFF LOEWEN

the braking zones. This tactic paid dividends and, while trying to defend at Turn 6, Sloe got wide and spun, giving up a number of positions and allowing Hund to claim fourth.

The battle for the silver medal ended for Pettiford when he had to make a long, slow lap around Road America with a flat left rear tire.

At this point, the top three were Buttermore, Aquilante, and Hund,

none of which were in any position to challenge each other.

The next best battle on the track came in the form of Oli Thordarson in his C5 Corvette and Joe Aquilante in a C6 Corvette. The two had Hund in sight at one point, but as they worked each other lap after lap, any chance of catching Hund evaporated.

As the checker waved, Buttermore collected his second consecutive T1

title, while Aquilante came home with the silver, and Hund took bronze.

In addition to finishing third, Hund also collected the Sunoco Hard Charger Award “This means a whole lot to me,” said Hund of his podium finish. “I’m not exactly the young guy up here. I kind of break the age curve here a little bit. Seventh was my previous best finish. To get third is quite an honor against guys who are great.”

“I thought I had a chance to race with [Buttermore],” said Aquilante, “but obviously he was the class of the field.”

“It was pretty smooth,” said Buttermore. “Everything went according to the plan we had. We wanted to get out and see if we could break the draft and get away. Once we got that gap, I ran four or five laps at 100 percent and then put it back to 90 percent and cruised with it.”

Jason Isley

John M. Buttermore (OPPOSITE) drove a fantastic race, taking a 21.6sec win over Andrew Aquilante (BELOW). Another 25sec back, in third, was Tim Hund (ABOVE LEFT).



RIKZ CORNWINE

PASSING THE TORCH

The torch has been passed. Yes, a Fergus stood on the top step of the podium, however, it was not seven-time champion John Fergus, but his son, Corey, who notched his first title. Young Fergus qualified on the pole, took the lead at the start, and was untouchable for the entire 13-lap distance.

At the green, third qualifier Bart Wolf (Goodyear/Lake Street Carbir) got ahead of second quick Mark Mercer, both following Fergus (Fergus Companies Carbir), through Turn 1. However, that was short lived as both Mercer, then David Ferguson (Veracity Racing Data Van Diemen), moved past, aided by Wolf wobbling in Turn 5. But at the end of the second lap, Mercer retired to the pits with a smoking Lola.

Up front, Fergus was checking out, pulling away from the rest. By half distance, he had a 10-second lead over Wolf, followed by Ferguson, David Doran, Jack Donnellan, and Michael Bautz.

"I can start fast on cold tires, just like my dad," Corey related. "My goal was to get a quick three-second lead and then hold it. I was quick from the get-go and the lead just kept increasing."

Wolf was having a fairly quiet race in second, with Ferguson a couple of seconds behind. "The car had a great setup when we took it off the trailer," said Wolf, "but in the race we just missed it by a little bit. I was not as quick as before."

Ferguson was unchallenged in third, his rare Van Diemen, now wearing better aero bodywork, purring

smoothly. Interestingly, David and his wife Ellen were the entire crew. Later he said that he can't get to the Runoffs every year due to the distance, but he was ready this year and very pleased to medal.

Lap nine saw Bautz retire to the pits. "The engine made a noise, and I thought it best to stop running", he reported, practicing discretion. Doran and Donnellan continued to trail the top three.

A rather processional race got a bit lively on the last lap as Fergus suddenly slowed in the Carousel, while Donnellan passed Doran after shadowing him all race.

"I had to slow way down as the right front started wobbling," said Fergus. "I don't know what happened but it got my attention. Fortunately, I was able to bring it home to the win."

That he did, carrying on in his father's footsteps as the Fergus family notched yet another Sports 2000 National Championship.

Tom Schultz



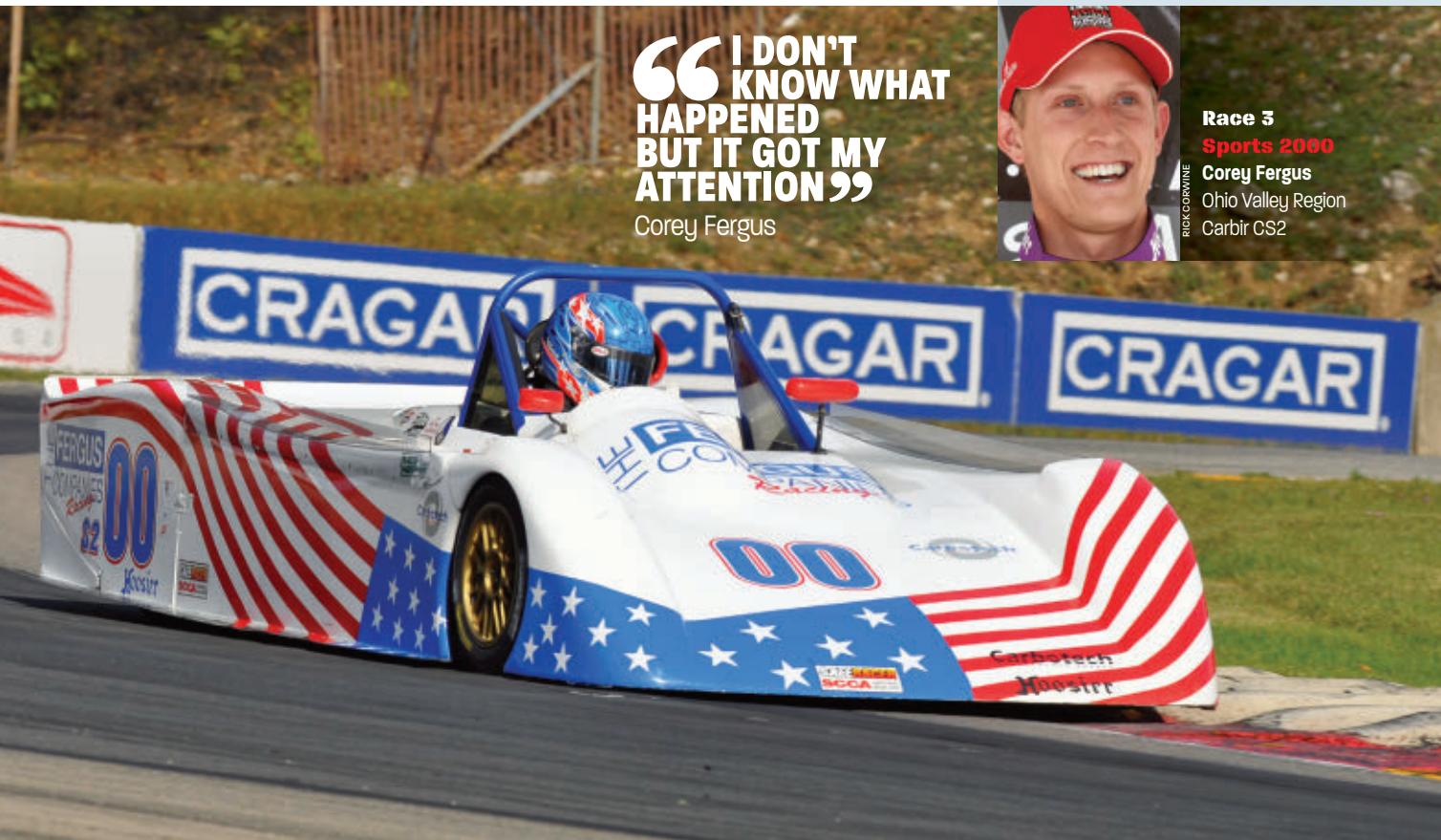
DENNIS WOOD

QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Corey Fergus/OVR (Carbir CS2) 2:16.283 / **2:15.826** / 2:26.859; 2. Mark Mercer/COLO (Lola 90/91) 2:17.870 / **2:17.326** / 2:18.085; 3. M Bart Wolf/MILW (Carbir CS2.85) 2:18.142 / **2:17.527** / 2:20.880; 4. David Ferguson/CSCC (Van Diemen RFS-03) 2:19.753 / **2:19.723** / 2:21.117; 5. David Doran/CIN (Doran JE-1) 2:22.342 / **2:21.266** / 2:22.867; 6. Michael Bautz/BVR (Lola S2000) **2:21.918** / 2:21.978 / 2:23.279; 7. Jack Donnellan/OKLA (Lola 598) 2:25.373 / 2:28.442 / **2:22.866**; 8. Bruce Gurney/COLO (Carbir S2000) 2:26.649 / 2:25.342 / **2:24.085**; 9. Steve Meyer/COLO (Lola S2000) **2:27.104** / 2:27.729 / 2:28.694; 10. Charles Duncan/BVR (Lola S2000) 2:32.458 / 2:32.790 / **2:28.200**; 11. John Fergus II/OVR (Carbir CS2) **2:36.664** / No time / No time; DNS. Rob Sherwood/COL (Carbir S2000) No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Corey Fergus (13); 2. M Bart Wolf (13); 3. David Ferguson (13); 4. Jack Donnellan (13); 5. David Doran (13); 6. Steve Meyer (13); 7. Charles Duncan (12); 8. Bruce Gurney (10); 9. Michael Bautz (9); DNF. Mark Mercer (3); DNS. John Fergus II (0); **Overall Time of Race:** 30:12.419; **Average Race Speed:** 103.287 mph; **Margin of Victory:** 11.984 seconds; **Hawk Fastest Race Lap:** 2:17.993 (104.353 mph); **Lap Leaders:** Fergus, Laps 1-13; **Sunoco Hard Charger:** Jack Donnellan

Corey Fergus (BELOW) claimed his first National Championship title, beating M. Bart Wolf (ABOVE, 8) to the line with 11.9sec to spare. David Ferguson (ABOVE, 75) finished third.

KEN BROWN



“ I DON'T KNOW WHAT HAPPENED BUT IT GOT MY ATTENTION ”

Corey Fergus



RICK GOVINE

**Race 3
Sports 2000
Corey Fergus**
Ohio Valley Region
Carbir CS2

X-LIGHT EVO 4 ERGO

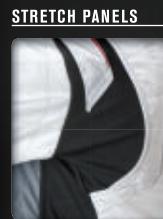
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CIVIC PRIDE

Luke Wilwert (HPD/BFGoodrich/Alpinestars Honda Civic Si) scored his first National Championship in a flag-to-flag romp of the competition. Wilwert, the Gumout polesitter, was lucky enough to avoid the first lap melee that happened right behind him just after the green flag dropped. The first four cars made it toward Turn 1, but behind them things got messy fast.

Steve Zink and Stan Czacki came together sending both cars spinning right in the middle of the pack. Safety services were quickly dispatched, but the cars actually moved the concrete blocks forming the front straight. It took at least five laps to clean up the mess. In addition to that, Toby Grahovec was having problems right from the start. Earlier in the week he had a motor problem and the new one began overheating immediately. Despite valiant

efforts by his crew, he retired after several trips to the pits.

Ralph Porter (Dreyer & Reinbold BMW/Hoosier Tire BMW Z4) got the jump on Wilwert and took the position going into Turn 3. “Ralph [Porter] is a wily old veteran and we’ve been racing together a long time,” Wilwert said later. “I can count on both hands how many times he’s gotten me on starts and restarts. He’s really good at them.” But Wilwert’s problems were just Porter. “I knew the Mustangs were coming and I didn’t have much time because they are fast,” Wilwert said.

“Luckily, I was able to get alongside [Porter] up the hill just after Turn 5. I was able to stick it in there and complete the pass. After that, I was able to get a little bit of a gap.”

With Porter dispatched, Wilwert just put his head down and started clicking off fast laps, soon catching the SSC field the SSB cars were sharing the race group with. “I think I was able to get through traffic a little bit better than Ralph was and, maybe even the Mustangs,” he said. It’s tough with the dual class racing. Dealing with traffic is part of the art and I think I just got lucky.”



Teammates Ed Zabinski and Lance Stewart, both in Mustangs, worked together and were quickly able to tag on behind Porter. Porter had a bit of a moment in the Kink and had a great save, allowing Lance Stewart (Specialty Vehicle Logistics Ford Mustang) to catch him. By the time they got to the front straight, Stewart went by – and then Zabinski managed to shuffle Porter back to fourth.

With the lap one incident taking so much time to clear, the race became a timed event, so Wilwert just concentrated on keeping the gap



KEN BROWN



RICK CORWIN

**Race 4
Showroom
Stock B**
Luke Wilwert
Ohio Valley
Region
Honda Civic Si

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Luke Wilwert/OVR (Honda Civic Si) 2.42.415 / **2.42.252** / 2.42.412; 2. Toby Grahovec/TEX (BMW Z4) 3:18.442 / No time / **2.42.398**; 3. Ralph Porter/IND (BMW Z4) **2.42.459** / 2.43.551 / 2.43.916; 4. Ed Zabinski/ATL (Ford Mustang V-6) No time / 2.43.515 / **2.42.617**; 5. Lance Stewart/RENO (Ford Mustang V-6) 2.43.205 / 2.43.076 / **2.42.798**; 6. Andrew von Charbonneau/FLA (Ford Mustang V-6) **2.42.822** / 2.43.633 / No time; 7. Lee Niffenegger/CSCC (Honda Civic Si) 2.45.848 / **2.44.129** / 2.45.405; 8. Kristina Etherington/TEX (Ford Mustang V-6) 2.52.616 / 2.46.349 / **2.44.428**; 9. Lynne Griffiths/ORE (Ford Mustang V-6) **2.46.753** / 2.47.359 / 2.47.081; 10. Stan Czacki/PNAM (Acura RSX Type-S) 2.46.997 / 2.46.780 / **2.46.755**; 11. Steve Zink/TEX (Ford Mustang V-6) No time / No time / **2.54.362**; 12. Keith Jones/NEO (Mazda Miata) 3.05.331 / 3.03.056 / **3.01.710**;

Zabinski - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

RACE ▶ 11 laps, 44 Miles: Pos. Driver (Laps); 1. Luke Wilwert (11); 2. Lance Stewart (11); 3. Ralph Porter (11); 4. Lee Niffenegger (11); 5. Lynne Griffiths (11); 6. Ed Zabinski (11); 7. Andrew von Charbonneau (11); 8. Keith Jones (11); DNF: Toby Grahovec (4); DNF: Steve Zink (0); DNF: Stan Czacki (0); DQ: Kristina Etherington (11); **Overall Time of Race:** 38.44.642; **Average Race Speed:** 68.140 mph; **Margin of Victory:** 2.145 seconds; **Hawk Fastest Race Lap:** 2.43.473 (88.088 mph); **Lap Leaders:** Wilwert, Laps 1-4, 6-11; Porter, Lap 5; **Sunoco Hard Charger:** Lynne Griffiths

Etherington - Disqualification per Chief Steward - Supps 9.12

Zabinski - Penalized 3 finishing positions per SOM - GCR 6.11.B

between himself and the Mustangs. On lap eight in the Kink, the front two SSC cars tangled and one of them bounced into the middle of the track. The workers covered the incident with a local yellow, allowing Wilwert to keep his margin over Stewart, Zabinski, Porter, and Wilwert's teammate Lee Niffenegger. However, Zabinski was found to have passed under yellow and was moved to sixth, resulting in Porter taking third, Niffenegger bumping to fourth, and Lynne Griffiths rounding out the top five.

"That car was fast," said Stewart. "[Wilwert] was doing a great job. It came down to the last few laps, and that crash on the back straight...was insane. We were racing through the grass. We're racers. There's a point where we're going to lift, and there's a point where we want to win that race."

Wilwert was visibly moved in the pressroom post race, "This win means a lot," he said. "I feel truly blessed. In my second try, to win a National Championship, I didn't expect it."

Dee Duncan

Luke Wilson (OPPOSITE) collected the SSB win, but close behind was Lance Stewart (ABOVE).



KEN BROWN



JOHN W. WILMOTH

Ralph Porter (LEFT) brought his BMW Z4 home in third.



Race 5
Showroom
Stock C
Michael Crawford
Northeast
Pennsylvania Region
Acura Integra GSR

RICK CORWINE



RICK CORWINE

SHORT AND SWEET

Just like in 2011, Showroom Stock C shared its race group with Showroom Stock B, with SSB starting first and SSC taking the green about a minute later. However, this year SSC also saw a race within a race, as four B-Spec cars qualified and started with SSC but were involved in their own race for contingency, posted by Pirelli World Challenge.

The SSC race started off slow – a major green flag incident among the SSB cars forced SSC competitors to start under a full course caution. Brian Husting was the Gumout polesitter in his BFGoodrich/Team Associated Chevrolet Cobalt, with Charlie James on the outside front row in his SafeRacer/Alpine Stars/BFGoodrich Hyundai Tiburon. Michael Crawford held the third qualifying position in his BFGoodrich/A&M Spray Foam/Multiscapeinc Acura Integra GSR.

After an extensive cleanup on the front straight, the green flag finally flew some 20 minutes after its intended time, making the race now a timed one. On the green, James moved into first place in Turn 1, followed by Husting, Crawford, and sixth-place starter Jim Ebben in a Ford Focus. As the race stretched out in the second green flag lap, James developed a lead of 1.5sec and seemed in control of the event.

But in the third lap of racing, Husting moved back around James to retake the lead, with James and Crawford still giving close chase. Back in the field, a major fight for fourth position was being waged between fourth-place qualifier Tom Daly, fifth-place qualifier Ali Naimi, and

Ebben. At this point in the race, the top five cars were all lapping within half a second of each other.

In the fourth lap of racing (technically lap nine), Husting held the lead, but was racing close with James. Both drivers had a big off in Road America's legendary, and unforgiving, Turn 11, with the cars making contact near the edge of the

track. Husting suffered the worst of the incident with his car sliding from the outside of the track toward the wall on driver's right, ending Husting's hopes for the championship – or even finishing the race.

Crawford instantly claimed the lead, with James right behind and Naimi in third.

"I was watching these guys most of



KEN BROWN

QUALIFYING ▶ **Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3;** 1. Brian Husting/CSCC (Chevrolet Cobalt) 2.51.644 / 2.48.795 / **2.48.560**; 2. Charlie James/NEOK (Hyundai Tiburon) **2.48.727** / No time / 2.49.156; 3. Michael Crawford/NEP (Acura Integra GSR) 2.49.772 / **2.48.802** / 2.49.936; 4. Tom Daly/LOL (Volkswagen Rabbit) 2.50.820 / 2.50.969 / **2.49.746**; 5. Ali Naimi/ORE (MAZDA3) 2.50.406 / 2.50.048 / **2.49.979**; 6. Jim Ebben/MILW (Ford Focus) 3.07.214 / 2.50.628 / **2.49.996**; 7. Mark McCaughey/CFR (Toyota Celica GTS) 2.50.832 / **2.50.118** / 2.51.322; 8. James Place/TEX (Acura Integra GSR) 2.53.321 / **2.52.353** / 2.55.569; 9. Emmitt Staley/NCR (Chevrolet Cobalt SS Coupe) 2.56.129 / **2.53.288** / 2.54.885; 10. Shawn Young/NEB (MAZDA2) 2.56.346 / **2.54.556** / 2.55.617; 11. Joel Lipperini/NEP (Honda Fit) 2.55.730 / **2.54.741** / 2.55.694; 12. Sage Marie/CSCC (Honda Fit) 2.56.507 / **2.54.776** / 2.55.811; 13. Steven Christopher/OVR (MAZDA3 s) No time / **2.56.119** / 2.56.193; 14. Robert Schader/COLO (Mazda Miata) **2.56.884** / No time / No time; 15. Jonathan Start/MILW (Fiat 500) No time / 3.01.089 / **3.00.544**; DNS. Steve Hendricks/LOL (Volkswagen Golf) No time / No time / No time;

Start - Loss of Qualifying 1 times per Chief Steward - Supps 9,12

RACE ▶ **11 laps, 44 Miles: Pos. Driver (Laps);** 1. Michael Crawford (11); 2. Ali Naimi (11); 3. Charlie James (11); 4. Jim Ebben (10); 5. Tom Daly (10); 6. Mark McCaughey (10); 7. James Place (10); 8. Sage Marie (10); 9. Joel Lipperini (10); 10. Shawn Young (10); 11. Steven Christopher (10); 12. Jonathan Start (10); 13. Brian Husting (8); DNS. Emmitt Staley (); DNS. Robert Schader (); **Overall Time of Race:** 41:32.612; **Average Race Speed:** 63.548 mph; **Margin of Victory:** 1.855 seconds; **Hawk Fastest Race Lap:** 2:49.035 (85.189 mph); **Lap Leaders:** Husting, Laps 1-4; James, Laps 5-8; Crawford, Laps 9-11; **Sunoco Hard Charger:** Sage Marie

the race and thought it was pretty much one-two-three,” said Crawford. “I wasn’t really gaining a lot. We came down into five and I saw him get a little bit hot in there. Brian passed [James], and then they got a little aggressive. I’m thinking, ‘Let’s just see what happens.’ We got to the Kink and I was able to get by at that point, and I just kept going.”

James suffered another significant off track excursion in Turn 14, handing second place to Naimi in his OffLineRacing/Hoosier/Hawk/Mazda 3.

By the end of the timed race after just six competitive laps, Crawford took the checker with about a 1.855sec lead over Naimi, with James in a distant third position. The final impediment to the SSC race came on the last lap, when control dispatched an emergency vehicle following the SSB field while the SSC cars were still completing their final lap. The top SSC racers passed the emergency vehicle at the Kink on their way to the checker.

Also worth noting, Naimi set a new SSC lap record with his Hawk Fastest Race Lap of 2:49.035, which was also the fastest lap of the race.

Jeff Zurschmeide

When an on-track incident occurred, Michael Crawford (LEFT) found himself in the perfect position to take the lead and the win.

(BELOW) Ali Naimi was on Crawford's heels but came up 1.8sec short at the line, finishing second. (OPPOSITE, BOTTOM) Charlie James (0) spent much of the race swapping the lead with Brian Husting (65), until a tangle in the Kink left Husting sidelined and James limping to a third-place finish.

THIS YEAR'S Showroom Stock C race also included a contest for subcompacts that fall under the B-Spec rule set. Pirelli World Challenge organizers put forth an impressive purse for any driver entered with a B-Spec car, with \$3,000 and a year's worth of B-Spec entries in the 2013 SCCA Pro Racing World Challenge Series going to the B-Spec car that finished ahead of the other B-Spec cars in the SSC race. Second would win \$1,500 and two pro entries, while third would get \$500 and a single entry. The extraordinary contingency enticed four racers.

Joel Lipperini and Sage Marie each entered a Honda Fit, while Shawn Young entered a Mazda 2 and Jonathan Start entered a Fiat 500.

Young qualified first among the B-Spec cars, followed by Lipperini, Marie, and Start farther back in the SSC field. The race turned out to be a three-way challenge between the Mazda and the two Hondas, with Lipperini and Marie trading the lead, and Start unable to keep their pace.

At the checker, it was Marie who earned the big prize, with Lipperini took second place honors and Young finished third.





Based on this photo, you'd think Tom Sloe (74) won. But thanks to a dramatic last lap, Edward Hosni (17) took the win by 0.172sec over Michael Lavigne (42), with Sloe finishing third.

IT AIN'T OVER 'TIL IT'S OVER

It was last-lap, last-turn heroics that led Ed Hosni (Lasco Ford/Hoosier Tire Ford Mustang) to his first National Championship in an epic American Sedan race at the storied Road America. Pick a cliché, any cliché, and it seemed to apply to this race.

At the drop of the green, Tom Sloe (Hutter Racing Eng/Hoosier/Russell Auto Center Ford Mustang) got the drop on six-time AS Champion Andy McDermid heading into Turn 1 and never looked back. Four-time AS Champ John Heinrich and Thomas West tangled heading into Turn 3 and both ended up a little worse for wear – West parked it at Turn 6 and Heinrich's day ended sidelined in pit lane. McDermid, meanwhile, chased Sloe lap after lap in classic McDermid style until something broke in the back end of his WeatherTech/Felice Perf Eng/T&A Shocks Ford Mustang on lap 5 causing the Mustang to “crab” down the track. McDermid gave it a valiant effort, turning an incredible 2:29 lap time on three wheels until his pony just gave up on lap five.

At the front, Sloe started to stretch his margin over Hosni and Michael Lavigne (Auto Re-Nu-It Auto Body/Hoosier Ford Mustang), who inherited second and third with the retirement of McDermid. Sloe looked like it was smooth sailing, even setting the Hawk Fastest Race Lap at 2:27.247, resetting the AS Runoffs lap record, until the Mustangs of John Lechner and Christopher Qualls got together and buried their cars in the sand trap at Turn 14, bringing out a full course caution.

It was that caution where Sloe saw his 23-second margin

evaporate into thin air as the pace car bunched up the field. With just three laps remaining in the 13-lap contest, this was shaping up to be a shootout of epic proportions – but then something happened that Sloe was still trying to diagnose after the race. “Something happened the lap before the yellow came out,” Sloe said. “It almost seemed like it was electrical. The engine just went ‘pop, pop, pop.’ Whatever happened got worse.”

The mysterious malady allowed Hosni and Lavigne to stay right on Sloe's tail at the restart. Hosni would try an inside move at one corner and then an outside move on the next. Right behind that trio, Daniel Richardson, David Venhaus, and Aaron Bailey were pulling out all the stops battling for fourth. Meanwhile, Hosni was trying everything to get by Sloe. Sloe would move right, Hosni would go left; Sloe moved left, Hosni tried right. It was a chess match on wheels. But on the last lap – the last corner out of 14 – Hosni and Lavigne hooked up in a draft up the hill. It was just enough push to get

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Andy McDermid/MILW (Ford Mustang) **2.26.361** / 2.26.363 / 2.27.353; 2. Tom Sloe/NEO (Ford Mustang) No time / 2.53.620 / **2.27.737**; 3. Thomas West/DET (Chevrolet Camaro) 2.28.644 / **2.28.248** / 2.28.972; 4. John Heinrich/PHL (Pontiac Firebird) 2.30.410 / **2.28.587** / No time; 5. Michael Lavigne/NER (Ford Mustang) 2.29.932 / **2.28.823** / 2.29.117; 6. Edward Hosni/DET (Ford Mustang) 2.30.019 / 2.29.190 / **2.28.875**; 7. David Venhaus/MILW (Ford Mustang) 2.34.160 / **2.30.042** / 2.30.225; 8. Daniel Richardson/WDC (Chevrolet Camaro) 2.31.668 / **2.30.700** / 2.31.709; 9. Aaron Bailey/SFR (Pontiac Firebird) 2.31.907 / No time / **2.31.100**; 10. Jim Wheeler/KCR (Pontiac Firebird) 2.34.429 / 2.33.793 / **2.31.465**; 11. Tom Ellis/FLA (Ford Mustang) No time / No time / **2.32.799**; 12. Scott Sanda/CHI (Cadillac CTS-V) 2.34.441 / **2.33.089** / 2.33.210; 13. Chris Pedersen/CHI (Ford Mustang GT) **2.33.122** / No time / 2.36.062; 14. John Lechner/NEO (Ford Mustang) 2.33.757 / **2.33.525** / 2.34.751; 15. Eric Ritchie/HOUS (Pontiac Firebird) 2.42.288 / 2.34.712 / **2.34.158**; 16. Christopher Qualls/OSCC (Ford Mustang) 2.35.653 / **2.34.367** / 2.35.373; 17. Jerry Post/NJN (Chevrolet Camaro) 2.35.374 / 2.34.959 / **2.34.795**;

them both past Sloe in a photo finish under the bridge at the checker. Hosni beat Lavigne by 0.172sec. Sloe was another 0.034sec behind.

Venhaus finished fourth and Richardson claimed fifth, as a brake failure found Bailey sliding into the tire wall at Turn 5 on the last lap.

“This feels incredible,” said Hosni of his first National Championship.



DENNIS WOOD



Race 6
American Sedan
Edward Hosni
Detroit Region
Ford Mustang

RICK CORWINE

18. Scott Schweitzer/DET (Ford Mustang) **2.35.347** / 2.36.242 / 2.37.010; 19. Tom Himes/DELTA (Ford Mustang) 2.36.922 / **2.35.745** / No time; 20. Mark Muddiman/DET (Ford Mustang) 2.46.876 / 2.37.650 / **2.37.119**; 21. Dennis Careri/NER (Ford Mustang) 2.38.559 / 2.37.933 / **2.37.673**; 22. Kim McDonald/NEB (Pontiac Firebird) 2.45.470 / **2.38.375** / No time; 23. Kelly Lubash/NER (Chevrolet Camaro) 2.39.671 / **2.38.762** / 2.38.898; 24. Matt Naegle/PHL (Chevrolet Camaro) 2.44.643 / **2.41.339** / No time;

Ellis - Loss of Qualifying 1 & 2 times - car change - Supps 9.7
McDonald - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.6.D.7h pg 558

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Edward Hosni (13); 2. Michael Lavigne (13); 3. Tom Sloe (13); 4. David Venhaus (13); 5. Daniel Richardson (13); 6. Tom Ellis (13); 7. Chris Pedersen (13); 8. Scott Sanda (13); 9. Jerry Post (13); 10. Tom Himes (13); 11. Eric Ritchie (13); 12. Mark Muddiman (13); 13. Dennis Careri (13); 14. Matt Naegle (13); 15. Kim McDonald (13); 16. Aaron Bailey (12); 17. Jim Wheeler (6); DNF. Andy McDermid (5); DNF. Christopher Qualls (5); DNF. John Lechner (5); DNF. Kelly Lubash (4); DNF. Scott Schweitzer (4); DNF. John Heinrich (1); DNF. Thomas West (0); **Overall Time of Race:** 39.50.857; **Average Race Speed:** 78.298 mph; **Margin of Victory:** 0.172 seconds; **Hawk Fastest Race Lap:** 2:27.247 (97.795 mph); **Lap Leaders:** Sloe, Laps 1-12; Hosni, Lap 13; **Sunoco Hard Charger:** Matt Naegle

"It's kind of shocking actually. I didn't expect to be here.

"When the double yellow came out, I didn't even know what position I was in. I was disappointed because it let Mike [Lavigne] close up on me, but then I was like 'There's Tom.' I realized that I was in second and thought, 'This could be good!' Thank you double yellow!"

Dee Duncan

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FLYING TO VICTORY

Patrick Gallagher took the Formula Enterprises gold, a result that looked very remote early in the race as Gallagher experienced a near crash that, by all rights, should have ended his day.

Two-time FE Champion Scott Rettich immediately took the lead from the Gumout pole in his Alliance Autosport/Springboro Car Wash FE with Jason Wolfe (Jay Motorsport/Wolfe Trucking), Gallagher (Howard Concrete Pumping/Jay Motorsports/CTL Engineering), Dennis Marklein (Marklein Auto Body/DJMSP); and Dean Opperman. One of the favorites, Paul Schneider, was immediately into the pits with problems. At the end of lap one, Opperman also pitted. Unlike Opperman, however, Schneider managed to make it back on track, clicking off lap times comparable to the top three, but his early issues resulted in a 10th-place finish.

At the front, Gallagher haunted Rettich for the first four laps, glued to his gearbox from one turn to the next. On the fifth go around, Gallagher made a move into Turn 5, claiming the lead and pushing Rettich to second. Gallagher held first until Turn 12, when Rettich returned the favor, passing Gallagher on the inside. Gallagher went to the outside of Rettich, only to go off course, bouncing through the gravel trap, leaping high into the air with all four wheels well off the ground, and coming back to earth in an

all-enveloping cloud of dust and dirt. The landing spun Gallagher 360 degrees, with his car coming to a stop in the middle of the track. Gallagher gathered himself together, selected first gear, and moved on, now in third behind Rettich and Wolfe.

"I went to the outside of Scott and he slowed a bit to try to prevent my doing the over-under on him," Gallagher said after the race. "I went wide and went off track in the dust. I came back on in third and went from there." He then paused. "I'll have to look at the video later, although I may not want my parents to see it!"

At this point, Rettich had a comfortable lead, but it was not to last – at the end of lap nine, Rettich entered the pits with the car stuck in gear. A crewmember dove under the wing and ripped off the wire to the trouble light, which had come loose and was fouling the shifting

mechanism. Rettich reentered the fray, but was well back. He proceeded to turn the race's fastest laps, but was too far behind. He recovered to fifth, but a very disappointed fifth.

Wolfe led, but Gallagher was quickly catching him. "The car was not handling right," said Wolfe. "I didn't have anything for Pat."

By lap nine, Gallagher was in the lead, eventually taking the double checker with 3.6sec to spare. Wolfe claimed second, while Marklein finished a distant third.

"It was the most relaxing session of the week," said Marklein. "I was running on my own almost all race. It was really fun."

Fun indeed – a sentiment undoubtedly shared by Gallagher, as taking the gold was a result he could not have envisioned when he was flying through the air.

Tom Schultz



(BOTTOM LEFT) Patrick Gallagher picked up the FE win, claiming his second SCCA National Championship. (LEFT) Jason Wolfe did his best to keep Gallagher's pace, but came up 3.6sec short at the finish, taking second. (BOTTOM RIGHT) Denny Marklein ran a solid race, but found himself a distant third.



Race 7
Formula Enterprises
Patrick Gallagher
Ohio Valley Region

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Scott Rettich/OVR 2:15.291 / **2:14.007** / 2:16.045; 2. Patrick Gallagher/OVR 2:16.891 / **2:15.220** / 2:16.388; 3. Jason Wolfe/OVR 2:18.598 / **2:15.443** / 2:16.194; 4. Steve Grundahl/MILW 2:18.391 / **2:16.315** / 2:17.302; 5. Denny Marklein/MILW **2:16.572** / 2:16.993 / 2:17.433; 6. Paul Schneider/OCR **2:16.884** / 2:16.895 / 2:17.550; 7. Dean Oppermann/CHI 2:23.791 / **2:16.885** / 2:20.010; 8.

Tilden Kinlaw/NCR 2:20.078 / **2:18.227** / 2:25.460; 9. Joseph Sturm/MILW 2:20.805 / **2:18.737** / 2:21.106; 10. Joel Janco/FLA 2:21.185 / **2:19.217** / 2:26.899; 11. Matthew Cutter/BVR 2:22.051 / **2:19.532** / 2:36.408; 12. Carl Przyborowski/CHI 2:20.109 / **2:19.790** / 2:25.955; 13. Tyler Hunter/CDR No time / **2:20.270** / 2:26.272; 14. Keith McDonald/WDC 2:24.969 / No time / No time; 15. Patrick Linn/STC No time / No time / **2:25.572**;

Hunter - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Patrick Gallagher (13); 2. Jason Wolfe (13); 3. Denny Marklein (13); 4. Steve Grundahl (13); 5. Scott Rettich (13); 6. Tilden Kinlaw (13); 7. Joseph Sturm (13); 8. Patrick Linn (13); 9. Carl Przyborowski (13); 10. Paul Schneider (13); 11. Matthew Cutter (13); DNF. Dean Oppermann (0); DNF. Tyler Hunter (0); DNS. Joel Janco (0); DNS. Keith McDonald (0); **Overall Time of Race:** 29:34.076; **Average Race Speed:** 105.520 mph; **Margin of Victory:** 3.659 seconds; **Hawk Fastest Race Lap:** 2:14.120 (107.367 mph); **Lap Leaders:** Rettich, Laps 1-7; Wolfe, Lap 8; Gallagher, Laps 9-13; **Sunoco Hard Charger:** Patrick Linn



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The race for the win was close, with Alan McCallum (19) taking the win over Douglas Peterson (87). (BELOW) Steve Jenks wasn't far behind the battle for the lead, eventually claiming third.



Race 8
Formula Mazda
Alan McCallum
Houston Region



JEFF LOEWIE PHOTOS

ANYONE'S GAME

Douglas Peterson (3 Dimensional.com) had a lousy day at this year's Chicago Region June Sprints, but he made up for it by having the time of his life at the Runoffs. Peterson flipped his car at the start of the Sprints, sliding along the front straight at the green, but he left all that in the past as he qualified almost a second ahead of Robert Noell. Last year's Champion Darryl Wills was back in fifth place after earning his first qualifying position in the third session of the week.

But Wills showed that he still has what it takes, charging through the field on the first lap of the race, chasing Peterson and edging out Noell to run in second. On the second lap, Wills was half a second faster than Peterson, but didn't take the lead until lap four. Peterson grabbed the lead back later in the same lap, but the top five were running nose to tail in a race that was anyone's game.

On lap eight, gremlins turned up in Wills' car, and he yielded second place to Noell, and shortly dropped back to fifth. Meanwhile, third-place starter Steve Jenks (High Impact Company) was back in his starting position and probing for a way around Noell.

Meanwhile, young Alan McCallum (Alan McCallum Racing) was working his way through the entire field, having started in 11th place. McCallum had made it to fifth by the end of lap two, and hung there until Wills fell out of

contention. Then, in lap nine, McCallum made his move around Jenks into third, then around Noell into second. Noell later slid all the way out to the dirt, getting through Turn 1, and ended up in fifth behind Wills.

McCallum eased by Peterson on lap 10, but Peterson didn't give in and was all over McCallum through lap 12, probing for any kind of error. By lap 13, McCallum had opened up a small lead of 1.2sec, which he carried through to the checker. With his win, McCallum claimed not only the National Championship, but also the Sunoco Hard Charger award for the race for his charge from 11th to first – no small achievement in a spec class as closely matched as Formula Mazda!

"This is the greatest feeling I've had yet in my racing career," McCallum said. "These guys – I've known them for a few years now – are great racecar drivers. I respect them a lot. I am honored to be here."

Later that same day, McCallum and FE Champion Patrick Gallagher met with Jim O'Sullivan, President of Mazda North American Operations, who was on hand to watch the Runoffs, and both expressed their commitment to contend for the Mazdaspeed Shootout, part of Mazda's ladder program for aspiring drivers. It's obvious these drivers have what it takes to win – and they're both anxious to show the world.

Jeff Zurschmeide

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Douglas Peterson/BUCC 2:15.694 / **2:14.877** / 2:21.085; 2. Robert Noell/NCR **2:15.688** / 2:15.957 / 2:38.929; 3. Steve Jenks/CIN 2:16.422 / **2:16.139** / 2:17.566; 4. Dale Vandembush/MILW 2:17.888 / **2:16.618** / 2:18.832; 5. Darryl Wills/HOUS No time / No time / **2:16.768**; 6. Jason Vinkemulder/MILW 2:18.403 / **2:17.169** / 2:18.553; 7. George Jackson/TEX **2:17.315** / 2:17.831 / 2:19.281; 8. Stuart Rettie/HOUS 2:18.130 / **2:17.353** / 2:22.498; 9. Carson Weeder/CFR No time / **2:17.454** / 2:24.824; 10. Davis Parr/TEX 2:19.152 / **2:17.974** / 2:20.491; 11. Alan McCallum/HOUS No time / No time / **2:19.681**; 12. David VanHooser/OKLA 2:25.315 / **2:22.329** / 2:36.380; 13. Ken De Nault/DMV 2:23.246 / **2:22.473** / 2:24.953;

McCallum - Loss of Qualifying 1 times per Chief Steward - Supps 9.12
Weeder - Loss of Qualifying 1 times per Chief Steward - Supps 9.12
Wills - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.1.F.S.D

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Alan McCallum (13); 2. Douglas Peterson (13); 3. Steve Jenks (13); 4. Darryl Wills (13); 5. Robert Noell (13); 6. Dale Vandembush (13); 7. George Jackson (13); 8. Stuart Rettie (13); 9. Carson Weeder (12); 10. Jason Vinkemulder (12); 11. David VanHooser (12); 12. Ken De Nault (12); DNF, Davis Parr (0); **Overall Time of Race:** 30:38.473; **Average Race Speed:** 101.824 mph; **Margin of Victory:** 1.242 seconds; **Hawk Fastest Race Lap:** 2:15.600 (106.195 mph); **Lap Leaders:** Peterson, Laps 1-2, 4-9; Wills, Lap 3; McCallum, Laps 10-13; **Sunoco Hard Charger:** Allan McCallum



Alan McCallum's win marked his first Formula Mazda National Championship.



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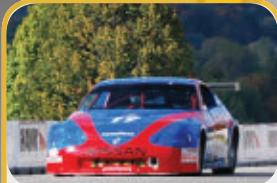
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BEATING THE BEST

Walking through the paddock before the Gumout GT-2 National Championship race, there were more than five drivers whose names were mentioned as potential winners. It was no surprise considering the top five qualifiers broke the existing Runoffs qualifying track record – and when you did the math, there was a combined 25 National Championships by six former National Champions in the field.

In the end, there would be yet another National Champion added to that list as Tom Wickersham drove his Maine Straight Racing Porsche GT3 Cup car to his first championship title at Road America on the chilly Friday morning. But it wasn't easy. Case in point, seven-time National Champion Pete Peterson qualified his Goodyear/Toyota/Valvoline Toyota Celica on pole with a time of 2:15.992, more than a second faster than Wickersham's second-place qualifying time; with four-time Champion Jim Goughary barely 0.02sec back in his Hoosier Tire/Redline Oil 350Z. A tick behind him were the Porsches of 2009 GT-2 Champ Mark Boden (Fall-Line Motorsports) and Scott Tucker, who left this Runoffs with two more championship titles to add to his growing collection.

At the drop of the green, the cars fanned three wide as they approached Turn 1. Almost immediately, Boden and Tucker made contact, but both recovered.

"With the cold weather, my tires just weren't up to temperature yet," Boden said. "I locked up the rears and got into Tucker. I apologize for that because that was my error."

With seemingly no damage to either car, Boden and Tucker continued, although both had fallen back a few spots.

Peterson and Wickersham began to build a gap over Goughary and, by lap four, the fight was on for fourth with Jeff Dernehl and Tucker, David Finch and Boden. Tucker made the pass on Dernehl going into Turn 5 but ended up

spinning off course – perhaps lap-one damage finally rearing its head. During this, Boden made the GoPro Pass of the Race on the spinning Tucker and Finch.

Tucker continued but eventually pitted for four new tires when some of his went flat. One lap later, Tucker retired from the race.

Boden continued his march back to the front, passing Dernehl for fourth. Finch also got around on lap six moving up to the fifth position. By lap nine, the field was starting to spread out, with Boden gaining on Goughary in third.

At the front, Wickersham was slowly reeling in Peterson, and heading Turn 14 on lap eight, Peterson entered the corner hot and spun into the gravel trap. Wickersham, just a handful of car lengths behind, claimed the lead.

"Peterson had been looking loose the last few laps, and I assumed the tires were going away," Wickersham said. "I was pretty ecstatic seeing him spin off in Turn 14."

Wickersham lost his focus a bit and ran a bit loose through the next few turns, but he was able to get his nerves back under control and continued to lead over Goughary with, at the time, an impressive 15sec gap.

Goughary wasn't able to make any



KEN BROWN



RICK GORWINE

Race 9
GT-2
Tom Wickersham
San Francisco
Region
Porsche GT3
Cup



QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Pete Peterson/CCR (Toyota Celica) **2:15.992** / No time / No time; 2. Tom Wickersham/SFR (Porsche GT3 Cup) 2:17.397 / **2:17.035** / 2:19.400; 3. Jim Goughary/NER (Nissan 350Z) 2:18.196 / **2:17.053** / 2:17.830; 4. Mark Boden/CHI (Porsche GT3 Cup) **2:17.612** / 2:17.814 / 2:18.543; 5. Scott Tucker/ATL (Porsche GT3 Cup) **2:17.679** / 2:18.813 / 2:19.195; 6. David Finch/DET (Porsche 944) 2:19.060 / **2:18.623** / No time; 7. Jeff Dernehl/ATL (Mazda RX-7) 2:19.510 / **2:19.363** / 2:20.136; 8. Tom Patton/CIN (Sunbeam Tiger) **2:19.884** / 2:20.479 / 2:19.888; 9. Jeff Gainsborough/HOUS (Porsche 997 GT3 Cup) 2:20.945 / **2:20.548** / 2:22.539; 10. James Burke/ATL (Porsche GT3 Cup) 2:22.585 / **2:21.926** / 2:22.312; 11. Gus Rosenberg/SUS (Porsche 911) 2:26.394 / 2:26.058 / **2:25.251**; 12. Tim Gray/LOL (Porsche GT3 Cup) No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Tom Wickersham (13); 2. Jim Goughary (13); 3. Mark Boden (13); 4. David Finch (13); 5. Tom Patton (13); 6. Jeff Gainsborough (13); 7. Tim Gray (13); 8. Gus Rosenberg (13); 9. James Burke (13); 10. Jeff Dernehl (9); 11. Pete Peterson (8); DNF: Scott Tucker (5); **Overall Time of Race**: 29:55.608; **Average Race Speed**: 104.254 mph; **Margin of Victory**: 19.657 seconds; **Hawk Fastest Race Lap**: 2:16.581 (105.432 mph); **Lap Leaders**: Peterson, Laps 1-8; Wickersham, Laps 9-13; **Sunoco Hard Charger**: Tim Gray

JOHN W. WILMOTH

Burke - Penalized 2 finishing positions per Chief Steward - GCR 6.5.1.1&3, pgs 60-61



headway on the gap from Wickersham, but saw a glimpse of Boden and sped up just a bit in the final laps.

“The guys out front were just a bit quicker than I, and I knew I wouldn’t have anything for them so I just hit my marks,” Goughary said. “There was a lot of action behind me, so I just put my head down to get in front of them as much as I could without making any mistakes. When I saw Boden there at the end, I started to go a bit faster just to be safe.”

Wickersham took the checkered flag by a margin of 19.7sec for his first National Championship, relieved to have survived.

“Before the race, I didn’t think we had a first-place car, but a good second-place car,” Wickersham said. “It’s great to be here in this company, and it’s a relief to be finished.”

Sydney Davis

Despite some on-track drama, Tom Wickersham (ABOVE) managed to claim the GT-2 championship. Jim Goughary (FAR LEFT) finished second, some 19.6sec behind Wickersham. In third was Mark Boden (LEFT).

JOHN W. WALMOTH

CLASSIC SPEC RACER DRAFT

Cliff White (Cottage Senior Living) scored his first SCCA National championship in Spec Racer Ford besting Todd Harris (Pro Drive Racing/HMS) and 2010 Champ Brian Schofield (PM Racing) with an exciting last-lap final corner pass to take home the gold. But this is Spec Racer Ford, so we'd be disappointed if this was any less of a nail biter.

The race played out in true SRF fashion with 40 cars taking the green in a 13-lap clinic of driving technique. At the drop of the green, Schofield took the point heading into Turn 1 followed by four-time gold medalist Mike Miserendino, White, Steve Fogg, and two-time FE Champ Scott Rettich. Lap one involved a lot of settling in as the drivers broke into smaller groups. Unfortunately, third-place qualifier Miserendino dropped a wheel at Turn 14, which brought about the beginning of the problems that would eventually sideline his bid for another championship. By the time the cars made it to the line to begin their second lap, Harris and Rettich were up into second and third, respectively. By lap three, the lead pack of 11 cars were beginning to sort out as they aligned nose to tail. Schofield still held the point followed by Rettich, White, Harris, Fogg and Denny Stripling, who was up from seventh on the grid.

The top six cars were separated by less than a second as the shuffling in the pack began in earnest. Generally when that happens, the lead cars are able to separate and gap the field – but not today. This was, after all, a driving clinic!

With just a lap or two to go, White passed Schofield for the lead coming out of Turn 1, then Rettich threw caution to the wind and headed into Turn 5 with an aggressive three-wide move into the corner to go from fourth to second.

With just two laps to go there were seven cars all in contention for the medals.

On the last lap, Schofield went from first to third in Turn 1, with White taking the lead followed by Rettich. Rettich passed for the lead in Turn 5, followed by White and Schofield. Schofield got back by for second and retook the lead in Turn 12. As they rounded the final corner, Schofield

slid wide dropping from first to third – a slide that would seal his fate. As they headed up the hill to the checker, White and Harris worked together to draft their way up the straight, and as the checkered flag flew it was White scoring his first National Championship, with Harris taking the silver and Schofield hanging on for the bronze. Rettich and Fogg rounded out the top five. From White to Fogg, the gap at the line was a miniscule 0.382sec.

The last-turn move past Schofield earned White the GoPro Move of the Race award, as well as his first SCCA National Championship.

“On the last lap, I knew I was a

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Brian Schofield/CFR **2.37.873** / No time / No time; 2. Cliff White/ALA 2.38.962 / 2.40.110 / **2.38.301**; 3. Mike Miserendino/CSCC 2.39.603 / 2.39.833 / **2.38.563**; 4. Steve Fogg/ORE **2.38.583** / 2.40.464 / 2.39.016; 5. Scott Rettich/OVR 2.39.040 / 2.39.596 / **2.38.633**; 6. Todd Harris/ORE **2.38.672** / 2.39.038 / 2.38.843; 7. Denny Stripling/TEX 2.39.309 / 2.40.675 / **2.39.673**; 8. John Tipton/ORE 2.40.132 / 2.40.355 / **2.39.575**; 9. TJ Acker/CSCC **2.39.601** / 2.40.774 / 2.39.716; 10. Keith Verges/TEX 2.41.109 / 2.40.840 / **2.39.649**; 11. John Black/SFR **2.39.715** / 2.40.201 / 2.40.243; 12. John Greene/ATL 2.41.166 / 2.40.441 / **2.39.835**; 13. Paul Marino/CSCC 2.40.267 / 2.40.768 / **2.39.870**; 14. Richie Stanley/CFR 2.40.479 / 2.40.278 / **2.39.892**; 15. Jeff Beck/CHI 2.40.688 / 2.40.713 / **2.39.935**; 16. Jim Marinangel/CHI 2.41.030 / 2.41.324 / **2.39.939**; 17. Mark Ballengee/CSCC 2.40.495 / 2.41.440 / **2.40.111**; 18. Bruce Myers/NER 2.40.932 / 2.40.689 / **2.40.216**; 19. Michael Hausknecht/FLR 2.40.289 / 2.40.854 / **2.40.225**; 20. Lee Douglas/ORE **2.40.486** / 2.40.623 / 2.40.696; 21. Mark Vultaggio/NEP 2.42.714 / 2.41.592 / **2.40.505**; 22. Chad Galloway/CFR 2.40.750 / 2.41.009 / **2.40.509**; 23. Andrew von Charbonneau/FLA **2.40.656** / 2.41.262 / 2.40.735; 24. Jason Wolfe/OVR 2.41.711 / 2.42.957 / **2.40.756**; 25. Mark

RUPEY BERRINGTON



Race 10
Spec Racer Ford
Cliff White
Alabama Region

Hutchins/NEB 2.41.593 / 2.41.786 / **2.40.864**; 26. Chris Current/WDC 2.41.600 / 2.41.825 / **2.40.956**; 27. Tom Miserendino/CSCC 2.41.643 / 2.43.188 / **2.41.157**; 28. John Annis/CFR 2.41.580 / 2.42.045 / **2.41.222**; 29. Craig Zaph/CSCC 2.43.082 / 2.42.854 / **2.41.270**; 30. Tom Panaggio/CFR **2.41.563** / 2.41.747 / 2.41.615; 31. Rod Simmons/SFR 2.43.740 / 2.44.221 / **2.41.857**; 32. Kerry Bonner/HOUS 2.42.291 / 2.43.671 / **2.41.883**; 33. Roy Hillenburg/HOUS 2.43.292 / 2.44.136 / **2.41.917**; 34. Matt Gray/LOL No time / 2.43.941 / **2.42.136**; 35. Wade White/MIDS **2.42.167** / 2.42.908 / 2.44.244; 36. Steve Introne/NER 2.42.525 / 2.43.650 / **2.42.381**; 37. Paul Jenkovskis/CHI 2.42.972 / 2.42.673 / **2.42.516**; 38. Frank Vultaggio/GLN 2.47.322 / 2.43.748 / **2.43.164**; 39. Tim Blakeley/TEX 2.44.075 / 2.44.003 / **2.43.552**; 40. Tim Gray/LOL 2.44.759 / 2.45.624 / **2.44.471**; 41. Adam Gottlieb/CHI No time / No time / No time; 42. Howard Allen/ORE No time / No time / No time;

Gray - Loss of Qualifying 1 times per Chief Steward - Supps 9.12
Schofield - Loss of Qualifying 3 times per Chief Steward - gcr 9.19.C.14 pg 676



Cliff White (58) was involved in a fierce battle for the win – a win he claimed by a scant 0.135sec.

RICK GORWINE

sitting duck,” Schofield said. “You’ve got to somewhat throw the block. I think I’ve made that pass famous, going onto the front straight. I don’t think it’s been done much in the past, and people say you can’t pass there, but you can in Spec Racers. I took the protective line and then I went wide driver’s left, and when I did that the car just snapped on me. The rear jumped around and I knew they were just going to power by me on the front straight. Once I came around the corner I knew that was it. I knew I was a sitting duck.”

“I saw what happened to [Schofield]



RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Cliff White (13); 2. Todd Harris (13); 3. Brian Schofield (13); 4. Scott Rettlich (13); 5. Steve Fogg (13); 6. John Tipton (13); 7. Keith Verges (13); 8. T.J. Acker (13); 9. John Greene (13); 10. Paul Marino (13); 11. John Black (13); 12. Jim Marinangel (13); 13. Bruce Myers (13); 14. Mark Vultaggio (13); 15. Jason Wolfe (13); 16. Mark Ballengee (13); 17. Mark Hutchins (13); 18. Denny Stripling (13); 19. John Annis (13); 20. Chris Current (13); 21. Tom Miserendino (13); 22. Kerry Bonner (13); 23. Frank Vultaggio (13); 24. Tom Panaggio (13); 25. Steve Introne (13); 26. Roy Hillenburg (13); 27. Tim Gray (13); 28. Tim Blakeley (13); 29. Wade White (13); 30. Paul Jankovskis (13); 31. Jeff Beck (13); 32. Craig Zaph (13); 33. Lee Douglas (11); 34. Matt Gray (9); 35. Rod Simmons (6); 36. Mike Miserendino (6); 37. Andrew von Charbonneau (6); DNF: Michael Hausknecht (5); DNF: Richie Stanley (5); DNF: Chad Galloway (3); **Overall Time of Race:** 34.45.086; **Average Race Speed:** 89.780 mph; **Margin of Victory:** 0.135 seconds; **Hawk Fastest Race Lap:** 2:38.863 (90.644 mph); **Lap Leaders:** Schofield, Laps 1-6, 8-12; Rettlich, Lap 7; White, Lap 13; **Sunoco Hard Charger:** Frank Vultaggio

(RIGHT) Todd Harris had an impressive race, with his second-place finish being determined by a draft to the checker. (BELOW) Brian Schofield might have been the third to cross the finish line, but he was only 0.308sec behind the leader.



JEFF LODWIE



JOHN W. WALMOTH

and I had to decide which direction to go," said Harris. "It ended up being to the right and there was a purple car in front of me. All I could do was stand on the gas and push him to the line."

"The car was just on rails today, which allowed me to get good position for runs down the back straightaway," White said. "In particular, I took advantage into Canada Corner on the last lap. The guys were stacking up going into Canada and I think Todd [Harris] and Scott [Rettlich] were both looking to pass. I just hung back about a car length and got a run on the

outside, which became the inside. The car never wavered there. It stuck, even on the outside of Turn 13.

"As soon as I saw [Schofield's] car step out a little bit, I started to smile. I tried to push harder on the gas, but that didn't help. I started climbing the hill. Brian made one defensive move and then another defensive move. That gave me room on the inside and I knew it was going to be close. Then, [Harris] came up behind – it was that classic Spec Racer draft – and gave me a push across the finish line."

Dee Duncan



RUPEERT BERRINGTON



RIK CORWIN

Race 11
Formula Continental
Gerald D. Szykulski
Land O' Lakes Region
Van Diemen DP08

THE UNDEFEATED

Jerry Szykulski topped off an undefeated season with a National Championship and Super Sweep in Formula Continental – but it wasn't easy, as four-time Champion Niki Coello, applied pressure the entire distance. Szykulski (Rotary Systems/Arms Up Motorsports Van Diemen) was on the Gumout pole, but it was Coello (Pouredfoundations.com/RFR Cars/Hoosier Firman), who took the lead at the start. Robert Allaer had a rocket start, leaping up to third from seventh. Brian Belardi (Hoosier/Arms Up Motorsports Van Diemen), Peter LeSueur, and Chuck Moran followed.

Szykulski trailed Coello for five laps before drafting past on the front straight, taking the lead into Turn 1. This lasted until Turn 12, when Coello moved inside and retook first. Belardi, Allaer, and Moran held the next three places.

On lap eight, Szykulski again drafted past into the fast Turn 1, and while Coello harassed him mightily, he was not able to return the favor. Belardi was firmly ensconced in third, while Moran trailed Allaer for fourth. Matters held static until the last lap when Coello slowed – out of fuel, of all things. Fortunately for him, he was able to cross the line before Belardi caught him.

"My car was faster than Niki [Coello's], which was the difference," said Szykulski. "Niki had the perfect start. His car was better early on, and he doesn't mess up. My car is a little better aero-wise and I was able to get behind him in the draft, pull out, and get the lead into [Turn] 1. I then messed up in Turn 12 and he got past me, but I was able to draft back by him."

"I had a great start, great grip," Coello confirmed. "But when [Szykulski] got his tires warmed up he was able to catch me. I couldn't pass him on the straight unless he made a mistake. He had a little less downforce than I did, and the Firman is a little less aerodynamic, a bit wider than the Van Diemen."

Belardi was in his first race since early in the year, so

was feeling a little out of practice.

"I am very busy with my team [Belardi Racing in Indy Lights and USF-2000] so I am a bit rusty," he said. "Allaer surprised me at the start. I hoped to stay with [Szykulski and Coello], but it took me a few laps to get third – [they] were the class of the field and they were gone."

Tom Schultz

(ABOVE) Gerald Szykulski (31) and Niki Coello (81) were in a tight race for the championship – a battle Szykulski won. (BELOW) Brian Belardi brought his Van Diemen home to a well deserved third-place finish.

QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/ Time Session 2/Time Session 3; 1. Gerald D Szykulski/LOL (Van Diemen DP08) 2:10.783 / 2:10.218 / 2:14.233; 2. Nicholas Coello/MILW (Firman RFR 2000) 2:11.059 / 2:11.241 / 2:12.411; 3. Brian Belardi/BUCC (Van Diemen DP08) 2:14.038 / 2:12.512 / 2:15.139; 4. Peter LeSueur/GHI (Van Diemen RF02) 2:15.531 / 2:13.808 / 2:15.716; 5. J.R. Smart/MILW (Van Diemen RF01) 2:15.485 / 2:14.017 / 2:16.599; 6. Tim Walsh/LOL (Van Diemen RF06) 2:15.513 / 2:14.266 / 2:16.314; 7. Robert Allaer/CFR (Van Diemen RF02) 2:15.856 / 2:14.533 / 2:14.829; 8. Chuck Moran/ODR (Van Diemen RF99) 2:15.279 / 2:19.374 / 2:16.114; 9. Jim Victor/GITRV (Firman RF10 RFR) 2:16.770 / 2:16.951 / 2:17.376; 10. Michael Manning/SFR (Van Diemen RF01) 2:17.490 / 2:17.631 / 2:18.630;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Gerald D Szykulski (13); 2. Nicholas Coello (13); 3. Brian Belardi (13); 4. Robert Allaer (13); 5. Chuck Moran (13); 6. Jim Victor (13); 7. Michael Manning (13); DNF: Tim Walsh (3); 8. J.R. Smart (12); 9. Peter LeSueur (13); **Overall Time of Race:** 28:49:230; **Average Race Speed:** 108.256 mph; **Margin of Victory:** 4.273 seconds; **Hawk Fastest Race Lap:** 2:11.467 (109.533 mph); **Lap Leaders:** Coello, Laps 1-8; Szykulski, Laps 9-13; **Sunoco Hard Charger:** Robert Allaer

LeSueur - Penalized 6 finishing positions per Chief Steward - GCR 6.5.1.1.1&3, pgs 60-61
Smart - Penalized 3 finishing positions per Chief Steward - GCR 6.5.1.1.1&3, pgs 60-61



JOHN W. WILMOTH

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Mike Lewis (12) claimed his seventh National Championship this year, taking a 0.478sec win over Douglas Peterson (middle), with Cliff Ebben (left) less than one second behind Peterson.



Race 12
GT-1
Michael Lewis
San Diego Region
Jaguar XKR

RICK CORWIN

RUPERT BERRINGTON

SEVENTH HEAVEN

Michael Lewis (Goodyear/Cyclo/Redline Oil Jaguar XKR) got off to an outstanding start at the drop of the green just narrowly besting outside polesitter Cliff Ebben (McMahon Group/Stumpf Ford/Hoosier/Lamers Racing Ford Mustang). Ebben tried for the inside pass heading into Turn 1, and Doug Peterson (3 Dimensional.com Chevrolet Corvette) tucked in behind the Mustang. At Turn 5, Ebben went wide and Peterson pounced, claiming second and setting his sights on Lewis.

"I thought I had a really clear shot through Turn 1," Peterson said. "But then, [Ebben] snuck in on the outside a little bit, because I was trying to stay with Mike [Lewis]. I just made sure going down through Turn 3 that I was in good shape and that [Ebben] was behind me."

Lewis was under constant pressure for the entire race from Peterson as he stuck the nose of his Corvette firmly on the back bumper of the Jag.

"The start went really well," Lewis said. "[Ebben] seemed to bog a little bit at the start, so I got a bit of a jump. I thought, 'Hey this is good.' But then I looked back and [Peterson was] glued to my bumper, so I had to go deep into Turn 1 anyway."

Peterson tried several times to get by Lewis, especially at Turn 5, but Lewis seemed to have the measure of the field and could pull away ever so slightly especially through the Carousel and the Kink. Ebben tried a couple of looks on Peterson at Canada Corner but never made it stick.

So Lewis began clicking off the laps. By mid race, just a bit farther back in fourth, was the hard charging Amy Ruman. She dispatched Simon Gregg in the early laps of the race but then dropped out of touch with the top three. The front of the pack was turning times in the 2:08s, and

Ruman had her head down, clicking off laps in the 2:07s – and with just a few laps to go, she was beginning to catching the lead pack.

By lap 11, Ruman had the leaders in her sights and, coming out of the Kink, she was right on Ebben's tail. She took a couple of looks but wasn't able to make the pass for a podium spot. At the checker, it was Lewis claiming his third-consecutive gold medal, followed by Peterson, Ebben, and Ruman, with fifth-place Ryan McManus more than 25 seconds back.

"I probably looked in the mirror more than I looked forward today," said Peterson. "I knew that [Ebben] wouldn't make a mistake, and I knew that he wouldn't hit me or do something crazy, so I just made sure that I broke deep and maybe even over-slowed initially to get the car to turn and get back to the throttle as soon as I could."

"I could close up a little bit at Turn 7, but I never really got close enough to make a good pass," said Ebben of his third-place finish. "It would have been a late, dive bomb move and I didn't want to take any chances."

"Seems hard to believe," said Lewis,

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Michael Lewis/SAN (Jaguar XKR) 2.05.537 / 2.05.614 / **2.04.584**; 2. Cliff Ebben/MILW (Ford Mustang) **2.04.743** / 2.04.795 / 2.08.287; 3. Douglas Peterson/BUCC (Chevrolet Corvette) **2.05.390** / No time / 2.06.773; 4. Simon Gregg/BUCC (Chevrolet Corvette) **2.05.904** / No time / 2.06.958; 5. Amy Ruman/MVR (Chevrolet Corvette) 2.09.847 / 2.07.477 / **2.06.692**; 6. Ryan McManus/NEO (Ford Mustang) No time / 2.07.259 / **2.07.164**; 7. Kyle Kelley/CSCC (Chevrolet Corvette) 2.10.838 / 2.11.093 / **2.07.905**; 8. Denny Lamers/MILW (Ford Mustang) 2.10.020 / 2.10.507 / **2.08.492**; 9. Terry Giles/FLA (Chevrolet Corvette) 2.10.043 / **2.09.099** / 2.10.100; 10. Jim McAleese/WDC (Chevrolet Corvette) 2.10.208 / **2.09.458** / 2.10.645; 11. Jim Bradley/FWR (Chevrolet Corvette) 2.10.270 / **2.09.599** / 2.09.997; 12. David Fershtand/TEX (Oldsmobile Cutlass) 2.14.885 / **2.10.499** / 2.10.727; 13. J. Richard Grant/ATL (Chevrolet Corvette) 2.16.915 / 3.07.524 / **2.15.371**; 14. Dave Ruehlow/MILW (Ford Mustang) **2.59.144** / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Michael Lewis (13); 2. Douglas Peterson (13); 3. Cliff Ebben (13); 4. Amy Ruman (13); 5. Ryan McManus (13); 6. Simon Gregg (13); 7. Terry Giles (13); 8. Kyle Kelley (13); 9. Denny Lamers (13); 10. Jim Bradley (13); 11. Dave Ruehlow (13); 12. Jim McAleese (13); 13. David Fershtand (13); 14. J. Richard Grant (13); **Overall Time of Race:** 27.44.981; **Average Race Speed:** 112.434 mph; **Margin of Victory:** 0.478 seconds; **Hawk Fastest Race Lap:** 2.06.832 (113.536 mph); **Lap Leaders:** Lewis, Laps 1-13; **Sunoco Hard Charger:** Dave Ruehlow

after picking up his seventh National Championship, which was also his third consecutive GT-1 gold medal. "I love this track. I have Trans-Am wins here and this is Mecca for GT-1 drivers. To win seven of these things now is pretty surreal."

Dee Duncan

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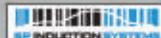


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THE BLINK OF AN EYE

The Formula F race was a battle. Gumout pole-sitter Tim Kautz was looking to bring Honda its first podium finish in his Braeburn/TwoDogg/Hoosier/Euroquipe Honda-powered Piper, and he did just that with a margin of victory so close over defending Champion Lewis Cooper III that if you blinked, you missed it.

Cooper got a good start in the Martini/Voss Water Van Diemen Ford taking the lead into Turn 1. Kautz fell back to third as Scott Rubenzer took advantage of the situation and tucked in for second.

It was a four-car breakaway as Reid Hazelton brought up the rear going into Turn 8. Kautz made a pass for second on Rubenzer going into Canada Corner with Hazelton following to shuffle Rubenzer back to fourth.

By lap two, the top four had a sizable four-second gap on the rest of the field with Cooper leading the charge.

"I felt it was better to just stay in line and see if we could make it a two-car race and have some fun," Cooper said.

"There were times where I had to take the lead when I didn't want to because I knew the lead wasn't necessarily going to

stick, and it would end up being a drag race up the hill."

Kautz took the lead from Cooper going into Turn 1 on lap three and, before long, Rubenzer found himself in front of Hazelton and closing in on the top two. Unfortunately, Rubenzer's drive was short lived as the two-time National Champion was forced to pit with a mechanical issue on lap six.

The top two continued their breakaway from the rest of the field as they battled for the lead. Kautz later admitted that his front tires started going away, prompting him to make a bar adjustment to stiffen up the rear end and make the car turn.

"That's when I started the show for [Cooper]," Kautz said. "The car was loose to say the least. I had to slow

down the entry speeds to keep the car under me."

Kautz was able to battle with Cooper the rest of the race, providing great side-by-side action for the fans. Russell Ruedisueli, meanwhile, had piloted his Goodyear Tires Van Diemen Ford up to third by lap eight, with Ethan Shippert and Hazelton in tow.

Then, two separate incidents on complete opposite ends of the track brought out local yellow flags. As the leaders came through Turn 2, they had to dodge the disabled car of Wesley Cunningham on exit, which had spun and was stuck in the middle of the track. At the same time, David Livingston went off at the Kink. Safety vehicles responded to both incidents and the cars were cleared by the time



QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Tim Kautz/CHI (Piper DF3D Honda) 2.21.431 / **2.20.563** / 2.21.181; 2. Lewis Cooper/CFR (Van Diemen RF00 Ford) 2.21.796 / **2.20.707** / 2.21.642; 3. Ethan Shippert/CSCC (Van Diemen RF97k V.3 Ford) 2.22.735 / **2.21.837** / 2.25.862; 4. Scott Rubenzer/MILW (Citation 99FF Ford) 2.23.302 / **2.22.071** / 2.24.619; 5. Russell Ruedisuelli/DET (Van Diemen 99 Ford) **2.22.889** / 2.24.530 / 2.24.478; 6. Reid Hazelton/CHI (Van Diemen RF92 Ford) 2.24.043 / **2.23.302** / 2.23.651; 7. John Benson/CFR (Swift Ford) 2.25.159 / **2.23.691** / 2.24.921; 8. Marc Blanc/BVR (Swift DB16 Ford) **2.24.045** / No time / 2.25.633; 9. Michael R Kolthoff/CIN (Swift 1600 Ford) 2.26.529 / 2.25.054 / **2.24.175**; 10. David H. Livingston Jr/TEN (Swift DB3/89 Ford) 2.24.714 / **2.24.542** / 2.25.029; 11. James Stiehr/COLO (Swift DB-6 Ford) 2.26.861 / **2.24.970** / 2.26.308; 12. Jeff Bartz/MILW (Van Diemen 1500 Honda) No time / **2.25.063** / No time; 13. Wesley Cunningham/HOUS (Swift DB-6 Honda) **2.26.401** / No time / 2.26.957; 14. Bill Kephart/COLO (Vestal 09F Honda) 2.28.244 / **2.26.868** / 2.33.963; 15. Allen Wheatcroft/CHI (Van Diemen RF98K Ford) 2.27.643 / 2.27.523 / **2.27.132**; 16. Randy Acock/STXB (Van Diemen RF98 Ford) 2.29.160 / 2.29.826 / **2.27.173**; 17. Stan Townes/SFR (Swift DB1 Ford) 2.28.588 / 2.32.142 / **2.28.099**; 18. Mike Scanlan/



JEFF LOEWE

NVR (Swift DB-6 Honda) **2.28.758** / No time / 2.32.474; 19. Mark Keller/NWST (Piper DF05 Ford) 2.31.092 / 2.31.671 / **2.30.567**; 20. R Lawence Bangert/NWST (Swift DB-1 Ford) **2.32.621** / No time / 2.32.828;

Bartz - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Tim Kautz (13); 2. Lewis Cooper (13); 3. Russell Ruedisuelli (13); 4. Ethan Shippert (13); 5. Reid Hazelton (13); 6. Marc Blanc (13); 7. John Benson (13); 8. Michael R Kolthoff (13);

9. James Stiehr (13); 10. Randy Acock (13); 11. Stan Townes (13); 12. Mike Scanlan (13); 13. Bill Kephart (13); 14. Mark Keller (13); 15. R Lawence Bangert (13); 16. Scott Rubenzer (12); 17. Jeff Bartz (8); 18. David H. Livingston Jr (7); 19. Wesley Cunningham (7); DNF. Allen Wheatcroft (4); **Overall Time of Race:** 30:59.717; **Average Race Speed:** 100.660 mph; **Margin of Victory:** 0.077 seconds; **Hawk Fastest Race Lap:** 2:21.435 (101.814 mph); **Lap Leaders:** Cooper, Laps 1-3, 8 Kautz Laps 4-7, 9-13; **Sunoco Hard Charger:** Randy Acock

(LEFT) Tim Kautz (88) claimed his second National Championship – and the first for a Honda-powered Formula F – by a margin of 0.077sec over Lewis Cooper (0).

(ABOVE) The battle for third was as tight as that for the lead. At the line it was Russell Ruedisuelli (20) over Ethan Shippert (55) with 0.101sec to spare.



**Race 15
Formula F**

Tim Kautz

Chicago Region
Piper DF3D
Honda

ERIC CORVINE

“I DID MY BEST TO GET AS MUCH AS I COULD ON THAT LAST LAP”

Tim Kautz

the leaders came down the front straight to begin lap 12.

Cooper admitted he forced his way by shortly after passing the incident in Turn 2, just in case the course went to a double yellow caution.

“I felt like it was a good chance, especially since there weren’t that many laps left,” Cooper explained. “It didn’t really play out that way, but the corner workers did a good job of communicating to us, and we had a good race.”

With one lap to go, Cooper was on the gearbox of Kautz going into Turn 1, and Kautz was having second thoughts about leading that final lap

“I think at least two or three laps prior, [Cooper] had got me, from my periphery, by about a foot and a half at the line,” Kautz said. “And I thought, ‘If he’s right behind me coming out of Turn 14, this is not going to play out my way,’ so I did my best to get as much as I could on that last lap.”

Cooper took a look at Turn 5, but wasn’t close enough to make the pass. Then Kautz went a bit wide on the exit of Turn 8, but was able to maintain the lead through the Carousel. As they

exited Canada Corner, Kautz found himself with a slight gap on Cooper.

“It was a lot of fun,” Cooper recalled. “I had the best seat in the house, and I knew it was going to be a drag race to the finish as we exited Turn 14.”

And that it was. At the stripe, it was Kautz over Cooper by a margin of 0.077sec.

“It was a great race,” Kautz said. “With the way the tires fell off in the middle of the race there, I was surprised that I was able to pull it off. There was some great competition and it was a lot of fun.”

After a frustrating fourth-place finish last year, Ruedisuelli found himself on the podium this year bringing home the bronze – and his race rivaled that between Kautz and Cooper.

“Fourth place was right there the whole time,” Ruedisuelli recalled of his third-place finish, just 0.101sec ahead of Shippert. “We went back and forth, back and forth. He got by me in Canada, but I got back by him by maybe a foot at the finish line. I haven’t had that much fun in a National race like this in a long time.”

Sydney Davis

RUPERT BERRINGTON

WHAT AN ENDING

Seemingly all of the action in C Sports Racing took place at the ends; the definitive moves at the start, and the near disaster at the finish. Let's explain. Steve Forrer notched his third CSR gold medal in a row this year, taking his K-Hill Motorsports/Hoosier/Forrer Office Supply Ralt RT-40 to an almost flag-to-flag win. Easy, right? Not quite. To start with, Forrer qualified third, with Gumout pole-sitter Jean-Luc Liverato in his K Hill Motorsports/Hoosier Tires/8-Ball Racing Swift 014.a and Jacek Mucha and his Swift 016.a ahead. Those aren't easy racers to beat.

At the green, Mucha and Forrer jumped past Liverato, who was struggling with cold tires. On the second lap, Forrer made a nice move around Mucha for the lead – which he kept for good. He led Liverato, then there was a sizable gap to the threesome of Jason Miller, in the Kohler/Millennium/Goodyear WynnFurst West-Kohler, James French, in a Swift 014.a; and Brian French, wheeling a Ralt RT-41. But where was Mucha?

Mucha slowed to a stop on the Moraine Sweep heading into Turn 5 on the second lap elevating everyone else a place. By lap five, Forrer had a one-second lead over Liverato, with Miller an ever-growing 13 seconds behind. Ill luck struck the Frenches, son James pitting with a duff

engine and father Brian slowed by a fogged visor, of all things.

Meanwhile, Liverato was reeling in Forrer, his tires having come in sufficiently. On lap 10, Liverato got alongside Forrer in Thunder Valley, took a look, but decided the move was not on. He dropped back several lengths, a margin that held until the last lap; along the way, Forrer clicked the Hawk Fastest Race Lap of 2:01.230, which reset the CSR Runoffs lap record. Then matters got interesting.

Forrer and Liverato caught lapped traffic entering Canada Corner. This allowed Liverato to close up on the tail of Forrer. Into the final turn, Sam Souvall, who was about to go a lap down, seemed unaware that the leaders were fast approaching. Forrer tried to go around Souvall on the outside, only to have Souvall swing wide and make heavy contact. Forrer slid off course,



DENNIS WOOD

opening the door for Liverato, who saw a large enough opening between Forrer and Souvall. Liverato was happily accelerating through, but Souvall moved over once again and made contact with Liverato, severely impeding his progress. Forrer, now a length ahead of Liverato, made his one move going up the hill, and led across the line by a blink – 0.203sec, to be

(BELOW) Steve Forrer (84) had the advantage over Jean-Luc Liverato (0) at the finish, to the tune of 0.203sec. (TOP RIGHT) Jason Miller (8) might have been 50 seconds behind the leaders, but his battle for the final podium spot was just as tough.

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Jean-Luc Liverato/ATL (Swift .014a Toyota) 2.04.315 / 2.02.486 / 2.01.583; 2. Jacek Mucha/IND (Swift jms17cp Mazda) 2.02.709 / 2.02.917 / 2.01.997; 3. Steve Forrer/MILW (Ralt

rt41 Toyota) No time / No time / 2.02.080; 4. Jason Miller/MILW (WynnFurst CSR Kohler) 2.47.278 / 2.04.351 / 2.06.288; 5. James French/MILW (Ralt Swift 014 Toyota) 2.04.990 / 2.04.896 / 3.37.945; 6. Brian French/MILW (Ralt RT 41 Toyota) 2.11.173 / 2.06.335 / 2.06.056; 7. David Watson/CFR (Stohr WFI Suzuki) 2.09.743 / 2.48.385 / 2.07.123; 8. Bob Wheelless/NCR (Stohr WFI Suzuki) 2.12.788 / 2.11.647 / 2.07.496; 9. Sam Souvall/UTAH (Stohr WFI Suzuki) 2.21.049 / 2.09.980 / 2.10.508; 10. Chuck Bona/SFR (Stohr WFI Suzuki) 2.27.022 / 2.15.420 / 2.13.859;



Race 14
C Sports
Racing
Steve Forrer
Milwaukee
Region
Ralt RT41 Toyota

RICK GORVINE

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Steve Forrer (13); 2. Jean-Luc Liverato (13); 3. Jason Miller (13); 4. Brian French (13); 5. Bob Wheelless (13); 6. Chuck Bona (13); 7. Sam Souvall (12); DNF. James French (5); DNF. Jacek Mucha (1); DNF. David Watson (0); **Overall Time of Race:** 26:43.516; **Average Race Speed:** 116.743 mph; **Margin of Victory:** 0.203 seconds; **Hawk Fastest Race Lap:** 2:01.230 (118.782 mph); **Lap Leaders:** Mucha, Lap 1; Forrer, Laps 2-13; **Sunoco Hard Charger:** Chuck Bona

precise. Liverato crossed the line in second with a flat rear tire. Jason Miller came home third some 50 seconds later, but with the last turn happenings, he doesn't know how very close he came to picking up a National Championship.

"I was very worried when we caught the lapped traffic," said Forrer. "I had room but Souvall came over on me and smacked me very hard."

Liverato echoed the concern. "We caught the lapped cars at the last corner. Souvall hit [Forrer], who lost momentum. I had momentum, had [Forrer] to my left, Souvall to my right, then [Souvall] came over on me and made heavy contact. [Forrer] then did what I would have done: made his move in front of me and won."

Tom Schultz



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“IT'S VERY ENJOYABLE WHEN YOU CAN RACE THAT CLOSE WITH PEOPLE”

Jim Drago



RICK CORWIN

Race 15
Spec Miata
Jim Drago
Mid South Region

DRAGO'S DAY IN THE SUN

After claiming the pole last year and then being knocked out of the race on the first lap, Jim Drago was determined that this would be his year to claim the Spec Miata National Championship. Consequently, it surprised no one when Drago put his East Street Racing Miata on the Gumout pole for the second year running, although he was just 0.006sec ahead of his friend and teammate Craig Berry in his Berry Marble and Granite/East Street Racing Miata. The two were just a scant tenth of a second ahead of Alex Bolanos in the third position. In fact, the top 12 cars on grid all qualified within a second of Drago. But this is, after all, Spec Miata.

When the green flag dropped, Drago knew the podium was still a long way off. In the first corner, the top seven cars were all nose to tail, creating a healthy draft. Meanwhile, the middle of the pack turned Road America's treacherous Turn 5 into a pool table, with brightly colored Miatas careening off each other as they jockeyed for position.

Through the mess, Berry stayed glued to Drago's bumper. And while the two drivers are teammates, they were certainly racing each other as hard as possible while staying squeaky clean. By the end of lap one, the race had evolved into smaller drafting groups, each trying to make the most of the proven strategy for success at Road America: two cars are better than one.

In lap four, 2010 Spec Miata Champion Andrew Charbonneau moved into third place in his humorously

named Auto Tecknick Not East Street Miata, displacing fourth-place qualifier L. Patrick Sandlin. Then Charbonneau made a move for second place heading into Turn 1 at the beginning of the fifth lap, acing out Berry and then lining up for a run at Drago. The attempt came in Turn 1 again, with Charbonneau briefly passing Drago and then falling back to second. Berry retook his second-place position on the way into Turn 5, shuffling Charbonneau back to fourth position behind Sandlin.

The next few laps saw no position changes at the front, but Berry was clearly waiting for any opportunity to snatch the lead from Drago. Meanwhile, Runoffs veteran Danny Steyn was pressing Charbonneau for fourth position while Charbonneau was looking for a way around third-place Sandlin, who was all over the back of second-place Berry.

That was an unstable mixture, and Sandlin caught the first explosion in lap nine, ending up in

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Jim Drago/MDS 2.45.022 / **2.43.063** / No time; 2. Craig Berry/TEX 2.45.148 / **2.43.069** / 2.43.523; 3. Alex Bolanos/FLA 2.44.320 / 2.44.656 / **2.43.166**; 4. L. Patrick Sandlin/CFR 2.45.023 / 2.44.110 / **2.43.280**; 5. Andrew Charbonneau/FLA 2.44.326 / 2.44.373 / **2.43.380**; 6. Tom Brown/MILW 2.46.471 / 2.43.941 / **2.43.474**; 7. Stephan Tisseront/NCR 2.45.834 / 2.44.213 / **2.43.576**; 8. Danny Steyn/FLA **2.43.656** / 2.44.083 / 2.44.112; 9. Matt Reynolds/ALMO 2.45.297 / 2.43.969 / **2.43.678**; 10. Voytek Burdzy/BVR No time / 2.44.216 / **2.43.683**; 11. Todd Buras/FLA **2.43.692** / 2.44.221 / 2.44.140; 12. Chris Haldeman/TEX 2.45.656 / **2.43.910** / 2.44.149; 13. Andrew Carbonell/FLA 2.46.008 / 2.44.740 / 2.44.209; 14. David Bednarz/DET 2.45.195 / **2.44.389** / 2.44.824; 15. Bruce Andersen/CHI **2.44.425** / 2.45.127 / 2.44.980; 16. Patrick McGinnis/BUCC 2.46.451 / **2.44.694** / 2.44.906; 17. Bruce Andersen/CHI 2.46.565 / **2.45.212** / No time; 18. Trevor McCallion/TEX 2.45.923 / **2.45.247** / 2.46.188; 19. David Palfenier/CHI 2.46.227 / 2.46.812 / **2.45.866**; 20. Josh Billicki/MILW 2.48.997 / 2.47.667 / **2.46.486**; 21. Charles Campbell/MHR 2.51.136 / 2.46.909 / **2.46.589**; 22. James Suhr/WOR 2.53.221 / 2.49.758 / **2.47.508**; 23. Mike Asselta/KOR 2.48.182 / **2.47.607** / 2.47.990; 24. Peter Naumburg/RIQG 2.53.683 / 2.53.425 / **2.51.484**;

Andersen - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.8.C

Drago - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.8.C

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Jim Drago (13); 2. Craig Berry (13); 3. Andrew Charbonneau (13); 4. Stephan Tisseront (13); 5. Danny Steyn (13); 6. Matt Reynolds (13); 7. Bruce Andersen (13); 8. Andrew Carbonell (13); 9. Patrick McGinnis (13); 10. Chris

the wall at Turn 2 after contact with Charbonneau. The fracas allowed Steyn to move into the third spot, but he locked his brakes heading down the long hill to Turn 5 and was shuffled back to fifth place. Heading into lap 11, it was still Drago, Berry, and Charbonneau in the lead pack, with Drago and Berry pulling away to a 3.5sec margin over Charbonneau.

During this time, nine of the 24 competitors put down a time better than the existing Runoffs SM track record, with eventual ninth-place finisher Patrick McGinnis claiming the honor of the Hawk Fastest Race Lap. Fifteenth-place qualifier Bruce Anderson, meanwhile, was on a charge through the pack, eventually making it to seventh and taking the Sunoco Hard Charger award.

Haldeman (13); 11. David Bednarz (13); 12. Tom Brown (13); 13. Todd Buras (13); 14. Alex Bolanos (13); 15. Charles Campbell (13); 16. Josh Billicki (13); 17. Mike Asselta (13); 18. James Suhr (13); 19. Peter Naumburg (13); 20. Bruce Andersen (12); 21. David Palfenier (11); 22. Trevor McCallon (9); 23. L. Patrick Sandlin (8); DNF. Voytek Burdzy (1); **Overall Time of Race:** 35.36.804; **Average Race Speed:** 87.607 mph; **Margin of Victory:** 0.185 seconds; **Hawk Fastest Race Lap:** 2.42.943 (88.374 mph); **Lap Leaders:** Drago, Laps 1-13; **Sunoco Hard Charger:** Bruce Anderson



JOHN W. WILDMOTH

As if the race couldn't get any more exciting, Stephan Tisseront made his play late in the game, challenging for third and briefly taking – and then losing – the spot in an over-and-under move through Turn 5, then taking the spot again in Turn 6. Tisseront, Charbonneau, and Steyn went nose to tail through Turn 8 on the final lap.

As the leading cars came through the final corners, Berry was close enough to read the label on the back of Drago's helmet, but he had no move to make and had to settle for second place. Charbonneau, however, popped out of Tisseront's draft going up the

hill to the checkered flag and made the pass for third with a margin of 0.091sec at the line.

"I think we've all been around enough now, and with Craig [Berry] being my teammate, I didn't have to watch my mirror as much, said Drago. "Andrew [Charbonneau] is another guy I've raced with inches apart for mile after mile, so it's not so intense to the point that you're worried about it – we trust each other completely. It's a different kind of racing and it's very enjoyable when you can race that close with people and not worry about it."

Jeff Zurschmeide

(OPPOSITE) Jim Drago took the win in as dominating a fashion as anyone could hope for in Spec Miata. (ABOVE) Finishing in third was Andrew Charbonneau (67) – but 0.091sec behind him was Danny Steyn (09)



(LEFT) Craig Berry did everything he could to get the win, but came up 0.185sec short at the line, finishing second.

DENNIS WOOD

SHADES OF 2010

Even with more than a second over Greg Ira and Aaron Downey in qualifying, Jon Brakke didn't think this was going to be an easy race. "When I saw the grid, I actually said, 'Aaron [Downey] is going to get me. Greg [Ira] is going to get me,'" Brakke said. "And Sam [Downey] is going to get me at the start." He was almost right.

Downey took the lead in Turn 1 from third on the grid of the Black Magic EP race. Downey was followed by Ira (First Coast Auto Sales Datsun 240Z), and then it was Brakke (Margaret Peterson Bars Mazda Miata) with 2009 EP Champion Sam Halkias challenging him. Kevin Leigh (JBS Racing/Hoosier BMW Z3) was a just a bit farther back and was gapping Austin Snader.

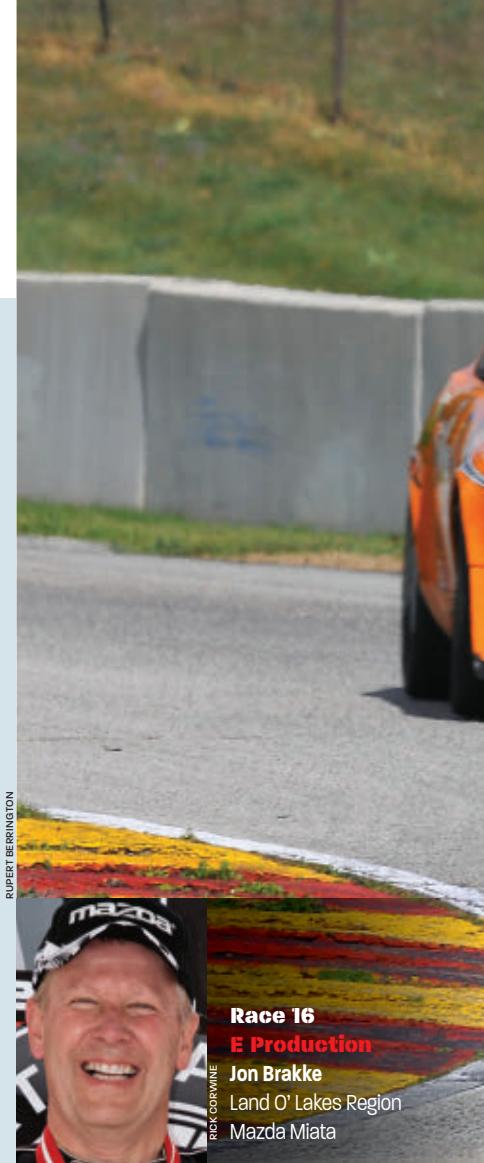
By the second lap, the first three were running together while the rest were falling off the leader's pace – a pace that was faster than the existing Runoffs lap record, earning Brakke the Hawk Fastest Race Lap title.

By the end of lap two, Brakke had caught Ira, who was busy hounding Downey for the lead, and finally made the pass on lap three going into Turn 8. Ira returned the favor into Turn 5 on the next lap and held that position for the next three laps, at which point Brakke claimed the spot once more. Brakke then took to reeling in Downey. It was that lap where the game changed.

Coming up the front straight, Downey cut to the right and entered pit lane with a broken shifter. This turn of fate placed Brakke firmly in first. Brakke's lead grew to nearly two seconds over Ira, with Halkias, Leigh, and Rick Kavitski following. Then the race between Leigh and Kavitski became the battle for third when Halkias spun and retired on lap 10. But those drivers had a challenge coming from behind – Snader was closing on their battle. On the last lap, this became a three-car race for the final

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Jon Brakke/LOL (Mazda Miata) 2.29.868 / 2.28.946 / **2.28.495**; 2. Greg Ira/FLA (Datsun 240-Z) 2.33.108 / **2.29.744** / 2.30.637; 3. Aaron Downey/SFR (Mazda RX-3) 2.30.712 / **2.29.828** / 2.30.724; 4. Sam Halkias/OVR (Triumph TR6) 2.35.981 / 2.31.900 / **2.30.418**; 5. Matt Reynolds/ALMO (Mazda Miata) **2.31.090** / 2.32.391 / 2.31.540; 6. Kevin Leigh/NCR (BMW Z3) 2.35.218 / 2.32.050 / **2.31.951**; 7. Mark Brakke/LOL (Mazda Miata) 2.34.678 / 2.32.672 / **2.32.355**; 8. Rick Kavitski/NEP (Mazda Miata) 2.35.778 / 2.33.952 / **2.32.540**; 9. Austin Snader/HOUS (Mazda RX-8) **2.32.796** / 2.34.159 / 3.07.691; 10. William Lamkin/COLO (Mazda Miata) 2.36.647 / 2.34.619 / **2.33.033**; 11. James Simaras/MILW (Mazda RX-7) 2.35.331 / **2.33.231** / No time; 12. Rob Coffey/BVR (Honda Prelude SI) **2.33.654** / 2.35.221 / 2.36.454; 13. Gary Gist/SAND (Mazda RX-7) 2.37.948 / 2.35.331 / **2.33.945**; 14. Jesse Prather/KAN (Mazda MX-5) 2.39.833 / **2.34.179** / No time; 15. Sam Moore/OCR (BMW Z3) 2.38.178 / **2.34.577** / 2.36.293; 16. Michael Sturm/MILW (Honda Prelude SI) 3.03.831 / **2.34.883** / 5.02.094; 17. John Schmitt/OVR (Honda Prelude SI) 2.48.309 / 2.35.710 / **2.35.181**; 18. Bill Allman/KAN (Mazda RX-7) 2.36.934 / **2.35.332** / 2.35.416; 19. Robert E. Hummel/CHI (Mazda RX-7) 2.54.986 / **2.35.874** / 2.36.857; 20. Steve Smyczek/MILW (Mazda RX-7) **2.36.902** / 2.38.075 / No time; 21. Brian Haupt/KCR (Mazda RX-7) 2.42.462 / 2.39.996 / **2.38.224**; 22. Don Bunt/CHI (Datsun 240z) **2.38.516** / 2.42.559 / No time; 23. Steven Burkett/SILR (Mazda RX-7) 2.43.060 / 2.39.711 / **2.38.566**; 24. Charlie Clark/KCR (Mazda RX-7) 2.43.084 / 2.41.481 / **2.39.371**; 25. Tony Jimerson/SFR (Mazda RX-7) 2.41.745 / **2.39.609** / 2.39.649; 26. Guy Ruse/COLO (Mazda RX-7) 2.48.320 / **2.40.907** / 2.49.374; 27. Greg Kasprzyk/NEP (BMW 325) 2.42.774 / **2.41.316** / No time; 28. Ron Olsen/CHI (Mazda RX-7) 2.43.516 / 2.49.055 / **2.43.313**; 29. Jeff Willert/MILW (Mazda RX-7) **2.43.488** / 2.48.444 / 2.54.342; 30. Rich Olsen/CHI (Mazda RX-7) 2.45.513 / **2.45.285** / 2.47.724; 31. Donald Walsh/SUS (Mazda RX-7) **2.48.259** / 2.48.706 / 2.48.853;

Simaras - Loss of Qualifying 3 times per Chief Steward - Supps 9.12



RUPERT BERRINGTON

RICK CORWINE

Race 16
E Production
Jon Brakke
Land O' Lakes Region
Mazda Miata



RICK CORWINE



RACE ▶ 13 laps, 52 Miles: **Pos. Driver (Laps)**; 1. Jon Brakke (13); 2. Greg Ira (13); 3. Kevin Leigh (13); 4. Austin Snader (13); 5. Rick Kavitski (13); 6. James Simaras (13); 7. Rob Coffey (13); 8. William Lamkin (13); 9. Don Bunt (13); 10. Gary Gist (13); 11. Brian Haupt (13); 12. Tony Jimerson (13); 13. Steven Burkett (13); 14. Bill Allman (12); 15. Jeff Willert (12); 16. Ron Olsen (12); 17. Sam Halkias (11); 18. Charlie Clark (11); 19. Rich Olsen (9); 20. Donald Walsh (9); 21. Aaron Downey (8); DNF. Greg Kasprzyk (5); DNF. Mark Brakke (4); DNF. Matt Reynolds (3); DNF. Steve Smyczek (2); DNF. Robert E. Hummel (1); DNF. John Schmitt (1); DNS. Jesse Prather (1); DNS. Sam Moore (1); DNS. Michael Sturm (1); DNS. Guy Ruse (1); **Overall Time of Race**: 32:37.817; **Average Race Speed**: 95.617 mph; **Margin of Victory**: 2.318 seconds; **Hawk Fastest Race Lap**: 2:28.626 (96.887 mph); **Lap Leaders**: Downey, Laps 1-7; Brakke, Laps 8-13; **Sunoco Hard Charger**: Jeff Willert



(ABOVE) Jon Brakke's (89) EP win was far from a sure bet, especially with the likes of Greg Ira (2) and Aaron Downey to deal with. (LEFT) SCCA's crew of volunteers spent all week making sure everything was primed and ready for the races.

step on the podium. Snader made the GoPro Move of the Race while taking fourth from Kavitski in the Kink and catching Leigh. But despite Snader's attempt to upset the podium, it was Brakke, Ira, and Leigh at the checker, with Leigh followed closely by Snader (to the tune of 0.67sec) and then Kavitski. Jeff Willert earned the Sunoco Hard Charger Award for his run from 29th to 15th.

The top three cars on the grid were

very different in performance, but those differences evened out over the entire lap. "I think both Jon [Brakke] and I could have caught Aaron [Downey] if we hadn't been messing with each other," said Ira. "We were costing each other a little bit of time."

This is Leigh's first year in the BMW. In the past he has run a Caterham. "I went from the lightest car to the heaviest. I broke my ribs, and my wife said to get a bigger car."

Thanks to his wife, it's quite likely that he'll be mixing it up at the front of the EP race in 2013.

"This was a hard-fought win," said Brakke, noting this race reminded him of the 2010 Runoffs where Ira and he battled for the win – in that race, Brakke also took the win and Ira finished second. This win also marks Brakke's third National Championship title. "I'm third-time lucky," he said.

J. Michael Hemsley

(LEFT) Kevin Leigh (97) had his hands full defending the final podium spot from Austin Snader. Leigh claimed the position with only 0.676sec between himself and Snader.

RECORD SETTER

Breaking the two-minute mark has been a target for Club Racers at Road America for some time, and it came so close to falling in 2011 when Lee Alexander posted a 2:00.970 lap in qualifying, but by the close of the 2011 Runoffs a sub two-minute lap had still not been recorded.

Fast-forward one year and the chatter was all about a turbocharged DSR in the hands of multi-time National Champion Scott Tucker. We would not have to wait long to see what Tucker could do in his West Race Cars/Hoosier West WX10, as first round qualifying saw him dip into the 1:58 range to claim the Gumout pole. Now the question was: Could he do it with a full fuel load in race trim?

Showing that the naturally aspirated cars still had plenty of speed, Chris Farrell put in a 2:00.107 lap, and would line up next to Tucker for the start of the race.

Defending Champion Tom Bootz experienced continual engine problems with his Hoosier/Havoc Motorsports/Bootz Ind Stohr WF-1 and would only make one qualifying run, which left him starting a disappointing eighth.

"To begin the week, we lost an engine in testing," said Bootz. "Then we lost another engine in testing. And then we lost an engine in the first qualifier. [The race] was on engine number four."

At the green flag, Tucker rocketed off – as expected – but surprisingly, a pack of cars, including Farrell, Alexander, and Lawrence Loshak were able

to catch back up to Tucker by Turn 3 and were bound to not let him get away, staying on his tail all the way to Canada Corner.

As the field exited Turn 14 and headed up the hill to complete the first circuit, the extra grunt of Tucker's turbocharged West allowed him to pull a gap. As the leaders ran down the hill to Turn 5 for the second time, Alexander popped out of the draft and took a look inside of Farrell. As Alexander was nearly clear, Farrell locked his rear brakes, sending him into a spin. Farrell rolled backward across the track, right in the middle of Turn 5. Attempting to avoid Farrell, Loshak made a move to the outside, but as Farrell continued to roll backward, the two touched rear wings, resulting in damage that would ultimately end Farrell's race.

Loshak continued on, now in a battle for the bronze medal with Bootz, but it would be short lived as his race came to an end at the

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Scott Tucker/ATL (West WX10 Suzuki) 1:58.997 / No time / 1:58.594; 2. Chris Farrell/UTAH (Stohr WFI Suzuki) 2:11.823 / 2:02.937 / 2:00.107; 3. Lee Alexander/CSCC (Stohr WF-0) 2:03.225 / 2:02.975 / 2:01.137; 4. Lawrence Loshak/MILW (Stohr WFI Suzuki) 2:03.527 / 2:02.785 / No time; 5. Greg Bell/ATL (Stohr WFI Suzuki) 2:26.056 / 2:41.092 / 2:05.308; 6. Jim Hallman/ATL (Stohr WFI Suzuki) 2:09.220 / 2:09.563 / 2:06.465; 7. Kirk Kindsfater/COLO (Speads RST Suzuki) 2:06.925 / No time / No time; 8. Tom Bootz/KOR (Stohr WF-1 Suzuki) 2:08.381 / No time / No time; 9. Dave Knaack/MILW (Stohr WFI Suzuki) 2:09.680 / 2:10.564 / No time; 10. Matt Graham/NCR (Crittler CSR Suzuki) 2:45.323 / No time / 2:09.798; 11. Jim Vogel/MILW (Stohr WFI Suzuki) 2:16.273 / 2:10.156 / No time; 12. Richard Colburn/GIN (Nostendo Suzuki) 2:12.642 / 2:13.258 / 2:12.688; 13. David Locke/IND (Stohr WFI Suzuki) 3:32.745 / No time / No time;

*Kindsfater - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.9.A.2.d.2.a pgs 660-661
Kindsfater - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.9.A.2.d.2.a pgs 660-661*

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Scott Tucker (13); 2. Lee Alexander (13); 3. Tom Bootz (13); 4. Greg Bell (13); 5. Jim Vogel (13); 6. Jim Hallman (13); 7. Richard Colburn (12); 8. Dave Knaack (12); 9. Matt Graham (11); DNF. Chris Farrell (3); DNF. Lawrence Loshak (2); DNF. Kirk Kindsfater (0); DNS. David Locke (0); **Overall Time of Race:** 26:22.304; **Average Race Speed:** 118.308 mph; **Margin of Victory:** 34.988 seconds; **Hawk Fastest Race Lap:** 1:59.684 (120.317 mph); **Lap Leaders:** Tucker, Laps 1-13; **Sunoco Hard Charger:** Jim Vogel

“THE BIG QUESTION WAS THE RELIABILITY” Scott Tucker



RICK CORWIN

Race 17
D Sports Racing
Scott Tucker
Atlanta Region
West WX10 Suzuki





DENNIS WOOD



JOHN W. WILMOTH

entrance to pit road while working the third lap.

On lap four, Tucker made history with the first sub two-minute lap for a Club racer at Road America, with a 1:59.991. Eventually, Tucker would take the record down to a 1:59.694, setting a new Runoffs lap record, earning the Hawk Fastest Lap of the Race Award, and the GoPro Hero Move of the Race all in one fell swoop. The Chicago Region will also recognize Tucker's fast lap with a plaque to be hung in the Road America office and a donation to the SCCA Foundation.

As the laps clicked by, the top three – Tucker, Alexander, and Bootz – began to separate themselves from each other and the field.

When the checkered flag waved, Tucker was all alone in first place, collecting his second gold medal of the week after repeating as the Super Touring Over champion.

Nearly 35 seconds back was silver medalist Alexander in the Factory 48 Motorsports/APE Racepart Stohr WF-0, while Bootz came back from his qualifying difficulties to claim the bronze medal.

“I wasn't really quite sure what happened to Chris [Farrell] and Lawrence [Loshak],” said Alexander.

(LEFT) Scott Tucker took the pole and won the race with time to spare – and in the process, broke the two minute lap barrier. (ABOVE) Lee Alexander finished in second place, some 34.9sec back.



DENNIS WOOD

“I out braked [Farrell] going into Turn 5 and then looked in my mirror and they weren't there. I was all by myself and, at that point, I knew there was no chance of catching [Tucker].”

“We worked on this all year,” said Tucker. “We had a couple of goals, one was to go under two minutes, [and] the other was to win the race. The big question was the reliability, but all the credit goes to [the team].”

Jason Isley

(ABOVE) Tom Bootz had nothing for Tucker or Alexander, but he did beat everyone else, crossing the line in third.

ONE TO REMEMBER

Qualifying went well for Kent Prather (Mazda/Moss/Goodyear/Torco/Carbotech Mazda Miata) and Robert Lentz (FGR/Nissan/Goodyear Nissan Sentra SE-R), who exchanged fast times. Prather took pole with Lentz nearly a second back. Steve Sargis, fighting a variety of car issues in his first time in GT-Lite, qualified third, nearly another second back. Brian Downey qualified fourth, and James Hargrove (RaceEnergy/Analytic Systems Honda Civic), who lost an engine and had to find a machine shop to work on the replacement, started fifth. And, until the last qualifying session, it was not certain there would be 10 entrants who would post a time, potentially making this year's GT-Lite race a non-championship battle. Luckily, that was not the case.

Despite the drama, most thought the race would be among Prather, Lentz, and Sargis – and it was. But then it wasn't. And then there were a number of surprises in there, too.

Race time was cold, windy, and very cloudy – a rain cloud seemed to be coming nearer, but everyone went out on slicks. Hargrove arrived on the grid with intermediates on the front (the field's only front-drive car) while the slicks were warming in the rental car with the heat turned up. The tire change was made just in time for the one-minute whistle, and the field set off to find where the slippery places might be. The pace lap was clean, but they were all puzzled by the slick flag being shown in Turn 5 as they came toward it. As they braked, the field found out it was raining.

The first lap was chaotic. Prather took an early lead, Sargis fell back, pulled back to third, slid back to fifth, then worked his way back to second; Zekert and Goodale rocketed toward the front, and Lentz took the lead in Turn 8 then spun to the back of the field in the wet at Turn 12. By the end of the first lap, it was Prather, Sargis, Downey, Zekert, and Hargrove.

The second lap was no less chaotic – Zekert passed Downey, then Hargrove passed them both for third. Farther

back, Lentz was coming. Then Prather spun in Turn 13

"It was pouring on the back side of the track," Prather said. "I thought the race was over." But Prather was pointing in the right direction and he reentered in fifth.

Sargis kept the lead until Hargrove took the spot under braking in Canada Corner. But the Triumph was in trouble. Sargis had felt the back end get loose and, on lap seven, he pulled off when a trailing arm bolt came out. As Downey and Zekert battled for third, they were falling back from Hargrove and into the clutches of Prather, who made the pass and claimed second. Prather was now 2.5sec behind Hargrove. On the next lap, Lentz took third, setting the fastest lap of the race.

For the next couple of laps, it was Prather vs. Hargrove, with lead changes all around the course. Hargrove seemed to have an advantage in handling and braking, but Prather had power. Then on lap 11, Lentz caught up again. Hargrove and Prather touched in Turn 14, and Lentz went with Hargrove, pushing him up the hill on the front straight. Prather held the lead, but Lentz took second going into Turn 1. They battled the rest of the way around the last lap and, in Turn 14, Prather slid wide and put four wheels off. He kept the Mazda straight and his

RUPERT BERRINGTON



**Race 18
GT-Lite**
Kent Prather
Kansas Region
Mazda Miata

RICK CORWINE



QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Kent Prather/KAN (Mazda Miata) 2.40.147 / 2.35.154 / **2.33.837**; 2. Robert Lentz/WDC (Nissan Sentra SE-R) 2.36.979 / 2.34.784 / **2.34.666**; 3. Steve Sargis/BVR (Triumph Spitfire) 2.35.781 / 2.57.271 / **2.35.452**; 4. Brian Downey/WDC (Nissan 200SX SE-R) 2.37.243 / 2.37.913 / **2.36.278**; 5. James Hargrove/ORE (Honda Civic) 2.39.344 / **2.38.075** / 2.38.306; 6. Jonathan Goodale/COLO (Mazda MX-5) 2.40.581 / **2.38.521** / 2.38.859; 7. Peter Zekert/CHA (Nissan 200SX SE-R) 2.47.588 / 2.40.801 / **2.40.273**; 8. Roy Lopshire Jr/KCR (Toyota Tercel) 2.51.414 / No time / **2.43.523**; 9. Kyle Disque/NER (Toyota Tercel) **2.55.570** / No time / No time; 10. William Partridge/IND (Nissan Sentra) No time / No time / **4.08.396**;

Lopshire Jr - Loss of Qualifying 2 times per Chief Steward - GOR 9.1.2.F.1.b.13-14

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Kent Prather (13); 2. Robert Lentz (13); 3. James Hargrove (13); 4. Jonathan Goodale (13); 5. Peter Zekert (13); 6. Roy Lopshire Jr (13); 7. Brian Downey (9); 8. William Partridge (7); 9. Steve Sargis (6); DNF. Kyle Disque (1); **Overall Time of Race:** 35.43.181; **Average Race Speed:** 87.347 mph; **Margin of Victory:** 0.023 seconds; **Hawk Fastest Race Lap:** 2.35.053 (92.871 mph); **Lap Leaders:** Prather, Laps 1, 11-13; Sargis, Laps 2-5; Hargrove, Laps 6-10; **Sunoco Hard Charger:** James Hargrove

JOHN W. WILMOTH



“IT WAS POURING RAIN ON THE BACK SIDE OF THE TRACK. I THOUGHT THE RACE WAS OVER” Kent Prather

(ABOVE) Kent Prather claimed another National Championship, but the race was not without drama. (RIGHT) It was a drag race between Prather and Robert Lentz (60) to the finish line, with Lentz losing out by 0.023sec. (LEFT) Half a second further back was James Hargrove.

foot on the gas to get back on track and to the checker where he took the win by 0.023sec – third closest Runoffs win since the use of transponders (although the time had to be calculated off of video replay, as the finish was that close). Hargrove took a close third (0.496sec behind Lentz) and, in the process, also claimed the Sunoco Hard Charger Award.

“How good is that?” Prather exclaimed in the interviews. There are always good races at the Runoffs, but this one will surely be one to remember.

J. Michael Hemsley



JEFF LORVE

PUSHING HARD

This year's T3 grid featured a who's who of past champions. Defending Champion Kevin Fandozzi put his Hoosier/Moton/Insight Driven Chevrolet Cobalt SS on the Gumout pole head of 2010 Champion Chad Gilsinger in his HPD/Alpinestars/H&R/BRM Honda S2000. Third position went to Richard Fisher in his Autobarn Volkswagen/BFGoodrich Tires Volkswagen GTI, and fourth place to the Nissan 350Z of Rob Hines, who has a T2 championship and a third-place T3 finish last year to his credit. Fifth place on grid went to three-time champ Pratt Cole in a Ford Mustang GT.

With that much talent at the front of the grid, anything can happen.

Fandozzi used the supercharged power of his Cobalt to grab the lead at the flag, with Fisher slotting into second place and Gilsinger bringing up third. With the order set, the leaders set about drafting through Road America's long straights, opening up a substantial lead in the first four laps.

Back in the pack, Cole was having an epic battle for sixth with Tom Wickersham in his Honda S2000, running nose to tail for several laps. In the ninth lap, Wickersham took a run at Cole heading into Canada Corner, making the pass but sliding through Turn 14 and falling back behind. At the end, Wickersham would finish fifth, giving him the Sunoco Hard Charger Award for his run from ninth.

Toward the end of the race, rain began falling in the vicinity of Canada Corner – one of very few moments of wetness in this year's Runoffs. This put the end of the race into serious question. Would Fisher's Volkswagen have a shot at out-handling the Cobalt? Fisher put himself side by side with Fandozzi in the Kink with wipers going on both cars, but couldn't make the pass and fell back under braking for Canada Corner.

As lap 11 began, rain was falling all over the track. Fisher was looking for any opening to take another shot at Fandozzi, getting up alongside and taking the lead briefly out of Turn 3 – but Fandozzi once again reclaimed the lead under braking into Turn 5. Fisher,



Race 19
Touring 3
Kevin Fandozzi
Philadelphia Region
Chevrolet Cobalt SS

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Kevin Fandozzi/PHL (Chevrolet Cobalt SS) 2.35.537 / 2.34.172 / 3.52.100; 2. Chad Gilsinger/OVR (Honda S2000) 2.34.519 / 2.35.271 / 3.10.212; 3. Richard Fisher/CHI (Volkswagen GTI) 2.35.095 / 2.34.536 / No time; 4.

Rob Hines/WDC (Nissan 350Z) 2.35.605 / 2.36.311 / No time; 5. Pratt Cole/RENO (Ford Mustang GT) 2.38.152 / No time / No time; 6. Scotty B White/NWST (Ford Mustang GT) 2.45.241 / 2.38.476 / 3.39.712; 7. Matthew Staal/CSCC (Honda S2000) 2.41.099 / 2.39.634 / No time; 8. Cheyne Daggett/IOWA (Ford Mustang GT) 2.41.262 / 2.41.059 / 3.16.023; 9. Tom Wickersham/SFR (Honda S2000) No time / No time / 2.54.485; 10. Mike Kramer/TEN (Saturn Ion Redline) 4.52.612 / No time / 3.18.625; DNS: Bill Steinhoff/FLA (Nissan 350Z) No time / No time / No time;

Wickersham - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Kevin Fandozzi (13); 2. Richard Fisher (13); 3. Chad Gilsinger (13); 4. Rob Hines (13); 5. Tom Wickersham (13); 6. Pratt Cole (13); 7. Cheyne Daggett (13); 8. Matthew Staal (13); DNS: Mike Kramer (); DQ: Scotty B White (13); **Overall Time of Race:** 33.48.146; **Average Race Speed:** 92.301 mph; **Margin of Victory:** 0.743 seconds; **Hawk Fastest Race Lap:** 2.33.858 (93.593 mph); **Lap Leaders:** Fandozzi, Laps 1-13; **Sunoco Hard Charger:** Tom Wickersham

White - Disqualification per Chief Steward - Supps 9.12



RUPERT BERRINGTON/PHOTOS

(TOP) In a fantastic race, Kevin Fandozzi (31) and Richard Fisher (78) spent a lot of time making spectacular moves trying to get ahead of each other. (LEFT) Chad Gilsinger brought his Honda S2000 home to a solid third-place finish.



“ I HAVE NEVER BEEN PUSHED SO HARD IN MY RACING CAREER ”

Kevin Fandozzi

however, tried all he could to maintain the spot, putting four wheels off on exit and hounding Fandozzi into Turn 6.

Fisher tried again with an inside pass in the Carousel, and looked for a shot heading into Canada Corner, then in the Billy Mitchell bend, and finally up the front straight, but Fandozzi was leaving no doors open behind him. Still, Fisher kept coming through the last two laps, showing that he has championship mettle.

On the last lap, Fisher briefly took the lead in Turn 13, sliding clean into the dirt but getting the pass, but then went wide in Turn 14, yielding the lead back to Fandozzi and following him up the hill for the checkered flag. Gilsinger finished third 11 seconds farther back.

“Hats off to Richard [Fisher],” said Fandozzi. “I have never been pushed so hard in my racing career. I was surprised I was able to stay as focused as I did with that pressure applied.”

“It was the most fun I’ve ever had not winning a race,” Fisher responded.

Jeff Zurschmeide



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HOME TRACK WIN

“Did I really do this?” That was the first question Milwaukee native Mike Moser asked when he pulled into the pits in his ETE Reman/RWM Auto/Goodyear Honda CRX after the checker. He had, and he had done it by leading every lap of the 13-mile race. It wasn’t a particularly easy win, though. Mike Origer (Remax/Unlimited NW Volkswagen Scirocco) and Greg Gauper (Rana Mort Racing/Goodyear Honda Civic Si), along with Chris Albin, William Trainer, and Jason Isley, made the early going a bit tense for Moser.

The start was clean with Origer taking second away from Albin in Turn 1, but the real race would have to wait. Two of the cars back in the pack got together in Turn 5, putting debris on the track and causing a full course yellow.

The green fell again to start lap four. Trainer got a flyer of a start and moved into fifth behind Moser, Origer, Albin, and Gauper, and just ahead of Isley. Over the next few laps, the lead quartet drafted away from the battle between Trainer and Isley, which was resolved when Trainer slowed on lap six, eventually pitting on lap 12. But up front, the lead four were leaving the rest of the field well behind. Although Gauper and Albin had passed and re-passed repeatedly, Gauper preferred to stay in line, hoping the draft would allow him and Albin to challenge later in the race.

“In all my years running, I know it is important to stay single-file early, because as soon as you break the draft, you’re going to get left behind,” said Gauper. “I don’t know what happened to Chris [Albin] about halfway, because all of a sudden I had a great run on him out of Turn 3, and it was like he was parked.”

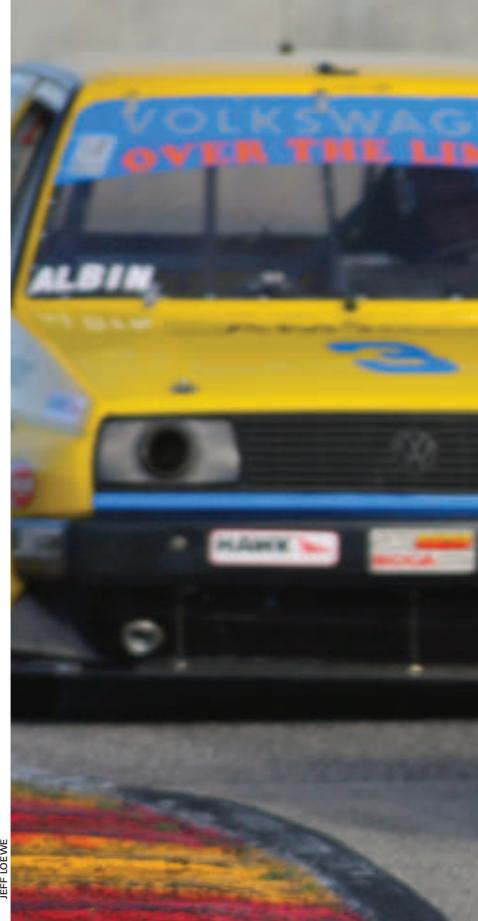
Gauper wanted to wait for Albin to catch back up, but he was losing ground to the leaders and took off

after them. However, Gauper’s chase was too late to catch Moser and Origer.

At the start of lap seven, Origer drafted past Moser into Turn 1. He led to Turn 5, where Moser retook the lead for good – a move which won him the title of HP GoPro Hero Move of the Race. A run-in with the gator strips at Canada Corner seemed to affect Origer’s handling, and he lost the opportunity to challenge Moser after that.

On lap 10, Matt Brannon, Andrew Wright, and Jamie Bestwick were in a tight battle for ninth when Wright spun exiting Turn 8, leaving Bestwick nowhere to go other than through Wright. The two made contact, ending the day for both. Luckily, the accident cleared itself with Bestwick far right and Wright off to the left, so racing continued.

QUALIFYING ▶ Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Mike Moser/MILW (Honda CRX) 2.50.228 / 2.44.101 / **2.40.123**; 2. Chris Albin/SILR (Volkswagen Golf GTI) 2.46.186 / **2.41.165** / 2.47.403; 3. Mike Origer/CHI (Volkswagen Scirocco) 2.51.133 / 2.46.012 / **2.43.156**; 4. Greg Gauper/MILW (Honda Civic Si) 2.46.140 / **2.43.761** / 2.43.984; 5. Tim Pitts/ATL (Volkswagen Golf) 2.49.106 / **2.43.808** / No time; 6. Jason Isley/SAND (Toyota Yaris) 2.46.250 / **2.44.342** / 2.46.252; 7. Ron Bartell/NER (MG Midget) **2.44.378** / 2.50.758 /



JEFF LOEWE



RICK CORWINE

Race 20
H Production
Mike Moser
Milwaukee Region
Honda CRX



JOHN W. WILMOTH

2.44.490; 8. W. Jay Griffin/CFR (Honda CRX Si) 2.46.403 / 2.47.212 / **2.44.780**; 9. Matt Brannon/OVR (Fiat X-1/9) 2.51.638 / No time / **2.45.222**; 10. William Trainer/CHI (Volkswagen Scirocco) 2.50.237 / 4.33.469 / **2.45.337**; 11. Jamie Bestwick/CSCC (Toyota Yaris) 2.55.478 / 2.49.505 / **2.46.797**; 12. Andrew Wright/TEN (Triumph Spitfire) 2.53.401 / 2.50.872 / **2.47.109**; 13. Bob Eichelberger/STL (Austin-Healey Sprite) 2.50.524 / 2.51.594 / **2.48.447**; 14. Tom Broring/WDC (Triumph Spitfire) 2.55.192 / 2.50.957 / **2.49.769**; 15. Jack Schulz/OZMT (MG Midget) 2.52.009 / 2.53.049 / **2.50.109**; 16. Dayle Frame/WMR (Austin-Healey Sprite) 2.54.454 / 2.50.563 / **2.50.289**; 17. Tom Hannagan/MILW (Datsun 510) 2.53.548 / **2.50.609** / 2.56.325; 18. Rob Horrell Jr/TEX (Austin-Healey Sprite) 2.56.020 / **2.52.925** / No time; 19. Michael H Miller/CCR (Austin-Healey Sprite) 3.00.427 / **2.58.812** / 3.00.529; 20. John Stanford/FWR (Triumph Spitfire) **3.36.069** / No time / No time;

Brannon - Loss of Qualifying 2 times per Chief Steward - GOR 9.1.5.9.a.6

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Mike Moser (13); 2. Mike Origer (13); 3. Greg Gauper (13); 4. Chris Albin (13); 5. Jason Isley (13); 6. Tim Pitts (13); 7. Bob Eichelberger (13); 8. Matt Brannon (13); 9. Tom Broring (13); 10. Tom Hannagan (13); 11. Michael H Miller (13); 12. Rob Horrell Jr (12); 13. William Trainer (11); 14. Andrew Wright (9); 15. Jamie Bestwick (9); DNF. W. Jay Griffin (3); DNF. Jack Schulz (0); DNF. Dayle Frame (0); DNS. Ron Bartell; DNS. John Stanford; **Overall Time of Race:** 40.08.224; **Average Race Speed:** 77.734 mph; **Margin of Victory:** 4.016 seconds; **Hawk Fastest Race Lap:** 2:40.873 (89.512 mph); **Lap Leaders:** Moser, Laps 1-13; **Sunoco Hard Charger:** Michael Miller



Throughout this, Michael Miller was making his charge through the pack, climbing to 10th spot from his 19th-place qualifying position, earning him the Sunoco Hard Charger Award.

As the race wound down, the distance between the first four grew until Moser had a four-second lead over Origer at the checker. Gauper had been running slightly faster than the leaders, but the deficit was too much to make up. The gaps back to Albin and then to Isley were about 10 seconds each.

On a sunny and cold morning, warming tires was very important. Before the race, Albin noted that how well drivers got their tires up to temperature would be critical. Moser's crew put tire warmers on his rear tires and pumped up his tires to a higher pressure than normal for the start. To handle the increase in tire pressures as the tires heated, bleed off valves were installed in the rims so the



Mike Moser (ABOVE) drove from the pole to the win, but it wasn't easy. Hot on his tail were Mike Origer (FAR LEFT) and Greg Gauper (LEFT).

maximum pressure would never exceed 30psi. It certainly seemed to work for him.

"I think I worked harder for this third than I did for the win last year," said Gauper. "I was whipped out

getting out of the car. That was definitely one of the most fun races I've run."

"I'm still trying to take it in," said Moser.

J. Michael Hemsley

BETTER THAN THE LAST

The Touring 2 battle has always been one to watch at the Runoffs. The variety and parity among the modern muscle cars that populate the class has always made for great action on the track. The cars in T2 build lap times in different ways, each having its own strength and weakness, and the racing often comes down to who best manages their tires and brakes. T2 is a high-speed game of chess.

Two-time Champ Marty Grand has shown his AMS/UCS Performance/TRE/Hoosier/Carbotech Mitsubishi Evo can get the job done in the wet or dry, but if not managed, the car can leave him with used up tires and a slowed pace in the closing laps. And, if any car can push Grand, it's the Ford Mustang. In 2011 it looked to be a contender for the T2 title, but a wet track sidelined the pony car, and much of the field. Should the 2012 race not see rain, many were looking for this to become an epic battle.

As hoped, T2 saw mostly clear skies all week. In qualifying, Ford convert Don Knowles showed that Grand would once again have to deal with a Mustang if he wanted to stand at the top of the podium. After a rough first qualifying session, multi-time Champion Knowles showed that he would be the one to challenge Grand as he put his Phoenix/Hawk/Hoosier Ford Mustang GT on the Gumout pole with a lap of 2:27.938.

On the start, Knowles seemed to catch the rest of the class sleeping as he got away quickly. Grand jumped up from third on the grid to take second away from Todd Napieralski in Turn 1. As the first lap began to unfold, it appeared as though Grand was struggling to get his car up to speed, as both Napieralski and Steve Jenkins were looking to get around him. At Canada Corner Jenkins took advantage of the great brakes on his 911 Porsche, making the move past Napieralski for third.

As the field crossed the line at the end of lap one, there were five different makes in the top six: Ford, Chevrolet, Mitsubishi, Porsche, and BMW. This diversity is what makes T2 so great.

Jenkins was strong in the braking zones and in the corners, and appeared to be getting frustrated by Grand's pace – and Jenkins let Grand know on lap two when Grand could not match the corner speed of Jenkins he received a bump at Turn 8. While the battle for second place raged, Knowles was quietly extending his lead.

At the start of lap four, Napieralski tired to make a run on Jenkins into Turn 1, but could not close the deal. This opened the door for Pratt Cole to make a gutsy run around the outside of Turn 1, moving Napieralski back to fifth place – this move earned Cole the GoPro Hero Move of the Race.

By Turn 8 of the same lap, Napieralski took fourth back from Cole, at which time John Kachadurian



JEFF LOEWE

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Don Knowles/NCR (Ford Mustang GT) 2.29.176 / **2.27.938** / 2.48.818; 2. Todd Napieralski/DET (Chevrolet Camaro Z-28) 2.28.705 / **2.28.253** / No time; 3. Marty Grand/WDC (Mitsubishi Lancer Evolution Evo) **2.28.319** / 2.28.762 / No time; 4. Steve Jenkins/CHI (Porsche 996) **2.28.980** / 2.29.452 / 2.59.919; 5. Pratt Cole/RENO (Ford Mustang GT) No time / **2.29.014** / No time; 6. Cooper I MacNeil/CHI (Ford Mustang GT) No time / **2.29.329** / 3.10.159; 7. John Kachadurian/CHI (BMW M3) 2.29.797 / **2.29.779** / No time; 8. Brian Kleeman/WDC (Ford Mustang GT) 2.31.463 / **2.30.059** / 3.04.381; 9. Alan Kossof/CHI (BMW M3) **2.31.393** / 2.31.841 / 2.48.844; 10. William Moore/NEO (Pontiac Solstice GXP) No time / **2.33.088** / 2.51.628; 11. Bill Baten/IND (Ford Mustang GT) 2.35.152 / **2.33.189** / No time; 12. James Leithauser/COLO (BMW Z4 M Coupe) 2.33.701 / **2.33.272** / 3.19.010; 13. Randy Tauro/NER (Nissan 370Z NISMO) 2.34.758 / **2.33.888** / 3.19.188; 14. Chris Outzen/NER (Nissan 350Z) **2.34.019** / 2.34.404 / 3.35.603; 15. Dan Spirek/COLO (BMW Z4 M Coupe)



RIK CORWINE

Race 21
Touring 2
Don Knowles
North Carolina Region
Ford Mustang GT

2.36.073 / 2.36.327 / 3.25.604; 16. John H. Baker/ORE (Nissan 350Z) **2.40.293** / 2.38.190 / 2.49.681; DNS. Tom J Wickersham/SFR (Honda S2000) No time / No time / No time; DNS. Bill Steinhoff/FLA (Nissan 350Z) No time / No time / No time; DNS. CJ Moses/NCR (Mitsubishi Lancer Evolution Evo) No time / No time / No time;



DENNIS WOOD



*Baten - Loss of Qualifying 3 times per Chief Steward - GOR 9.3.26.B
Cole - Loss of Qualifying 3 times per Chief Steward - Supps 9.12*

RACE ▶ 13 laps, 52 Miles: **Pos. Driver (Laps)**; 1. Don Knowles (13); 2. Marty Grand (13); 3. Todd Napieralski (13); 4. John Kachadurian (13); 5. Alan Kossof (13); 6. Pratt Cole (13); 7. Brian Kleeman (13); 8. Bill Baten (13); 9. William Moore (13); 10. James Leithauser (13); 11. Tom J Wickersham (13); 12. Dan Spirek (13); 13. Chris Outzen (13); 14. John H. Baker (13); 15. Randy Tauro (12); 16. Steve Jenkins (7); DNS. Cooper I MacNeil; **Overall Time of Race:** 32.21.628; **Average Race Speed:** 96.414 mph; **Margin of Victory:** 2.984 seconds; **Hawk Fastest Race Lap:** 2.28.248 (97.135 mph); **Lap Leaders:** Knowles, Laps 1-13; **Sunoco Hard Charger:** Tom J Wickersham

pounced in his BMW and passed Cole in the Carousel.

On a mission to get to the front, Napieralski drove his Chevrolet Performance/TPR/Back Street Performance/SKF Chevrolet Camaro to the Hawk Hot Lap of the Race on lap five, with a T2 record setting lap of 2:28.248.

Knowles, meanwhile, had managed a comfortable gap over the rest of the field. Grand was far too busy fending off Jenkins to even

think about the leader, and the battle for fourth between Napieralski, Cole, and Kachadurian had caused them to momentarily lose touch with the top three.

Unfortunately, the race would come to an end for Jenkins on lap eight with his Porsche parked on the outside edge of the gravel trap at Turn 14. Shortly after, Cole started to fall back with electrical issues.

Now Grand and Napieralski were unchallenged for second and third, and while Knowles was in sight of both it was unlikely either had enough car left to challenge for the lead. And to add another problem for Grand, the battle with Jenkins had taken its toll on the Evo's tires, and Napieralski started to reel him in.

Napieralski gave it all he could in the closing laps, but the brakes on his Camaro were starting to suffer, and would give out on him as he entered Turn 5 for the final time.

"I was experiencing some brake problems in the second half of the race, like all of us were," said Napieralski. "I started closing on

Marty [Grand] late in the race and went over the hill into Turn 5 and the [brake] pedal went to the floor. I just started downshifting and pumping the brakes, trying to scrub speed. I went into the sand, but had enough momentum to get out of it and get back on track and nurse it home for third."

Grand was now alone in second, with no hope of catching Knowles, who would go on to collect his seventh National Championship.

"Once I got a good start, I just tried to focus on running good laps," said Knowles. "Once I got in the lead, I started talking to myself. 'You don't get into this position very often! Don't mess this up, just hit your marks. Just do your job. Just shut up and drive.' From my point of view, I never looked in the mirror after the first lap in Turn 5."

Knowles collected his first National Championship title in 1978 driving an SAAB in SSB. "It never gets old," beamed Knowles after taking his sixth title. "Every time is better than the time before."

Jason Isley

(ABOVE) This year Don Knowles claimed his sixth National Championship title, his first coming in 1978. (LEFT) Marty Grand (43) had a race on his hands defending the second position from a determined Todd Napieralski (33).

SUMMER SOLSTICE

Veteran Club and pro racer Rob Huffmaster brought a secret weapon to the Runoffs this year, putting his VirSecServices.com/Hoosier Pontiac Solstice GXP on the pole by better than two seconds over 2011 STU Champion Joel Weinberger in his Continental Audi/Castrol/BFGoodrich Tires Audi A4, and almost three seconds ahead of third-place David Brand in his Lotus Exige. The balance of the healthy 22-car field was spread out, all at least three seconds slower than Huffmaster.

At the green flag, Huffmaster lit up the GXP and took off with fourth-place qualifier Marc Hoover in his Hooverspeed/NRA/AMG/Necksgear turbocharged Mazda Miata in second place, followed by Weinberger. By the second lap, Huffmaster had checked out, putting 4.4sec of distance – and growing – between him and the field.

But the battle for second place was epic, with Weinberger challenging Hoover at every opportunity. In the fourth lap, Weinberger took over second spot in the braking zone for Turn 5, but then Hoover returned the favor in Turn 1 after they passed the start stand. Weinberger finally claimed second and made it stick coming out of the Carousel and heading toward the Kink.

Huffmaster played his lead safely, easing back on his lap times during most of the race, but still managing to put about a second per lap into

his lead through the end of the race. Weinberger finished second, 10.827sec behind Huffmaster, with Hoover another 8 seconds behind in third.

“I got a good jump into the first turn,” said Huffmaster. “Then the vacuum pump in the car went out. So I didn’t have any brake assist, or at least that’s what I was told. On lap three or four they started closing in on me. I actually thought the race was over for us because the track has three very hard braking zones. Luckily

RUPERT TEBRINGTON



Rob Huffmaster (7) checked out early from the rest of the field, but a brake problem meant the race wasn't as easy as he would have liked. (RIGHT) Joel Weinberger (1) and Marc Hoover (98) fought for second, with Weinberger earning the spot.

SUPER TOURING LITE

AS HAS BEEN common for several years at the Runoffs, some classes shared a race year in order to meet scheduling requirements. But new this year, non-championship class races took place within championship contests, with the non-championship class even receiving a split start. The newly formed Super Touring Lite class ran a demonstration race within the Super Touring Under championship race. This ended up presenting a unique moment in Runoffs history.

STU and STL had a split start, with Rob Huffmaster sitting on the pole for STU and his father, Ray Huffmaster, earning the STL pole position in his Huffmaster Security/Hoosier Mazda RX-8). This year's Spec Miata Champion Jim Drago sat in second place qualifying position in STL in a Miata.

Throughout the STL race, Drago and the elder Huffmaster had a knockdown, drag out race – with just a little racing contact in the final laps. After trading the lead several times, it was Huffmaster in the lead at the checker – creating the unique situation of a father and son winning their respective races not only in the same year, but in the same run group.

“It’s fantastic. It’s great to be able to run with your son,” Ray Huffmaster said.

However, the real future trivia knowledge about this achievement will be that only one of the Huffmasters was awarded an SCCA National Championship for his win.

While only a supplemental class this year, STL saw a tight battle for first between eventual winner Ray Huffmaster (31) and Jim Drago (2).

QUALIFYING ▶ **Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3**; 1. Rob Huffmaster/DET (Pontiac Solstice GXP) **2.24.264** / No time / 2.28.913; 2. Joel Weinberger/OHI (Audi A4) 2.27.556 / **2.26.397** / 2.26.964; 3. David Brand/NYR (Lotus Exige) 2.28.896 / **2.27.045** / No time; 4. Marc Hoover/AZ (Mazda Miata) 2.28.568 / **2.27.915** / 5.10.880; 5. Michael Flynn/CFR (BMW 325i E46) No time / **2.28.471** / 2.29.977; 6. Charles Tobel/DET (Pontiac Solstice) 2.31.340 / **2.28.491** / 2.31.243; 7. Joseph McClughan/HOUS (Mazda 6) 2.34.948 / **2.29.975** / 2.31.393; 8. Richard Fisher/OHI (Volkswagen GTI) **2.30.383** / 2.32.059 / 2.34.842; 9. Don Istook/TEX (Audi TT Quattro Coupe) 2.32.708 / 2.32.153 / **2.31.065**; 10. Anthony Simmers/COLO (Volkswagen GTI) **2.32.930** / 7.16.058 / No time; 11. Toby Grahovec/TEX (BMW Z4 3.0) 2.34.576 / **2.33.410** / 2.34.668; 12. Ronald Pawley/BUCC (Lexus IS300) No time / **2.33.506** / No time; 13. Gino Carini/MILW (Acura TSX) 2.34.688 / 2.34.320 / **2.33.840**; 14. Michael Pettiford/COLO (Volkswagen Jetta) 2.36.404 / 2.35.507 / **2.35.129**; 15. John De Barros/ATL (Mazda 6) 2.35.551 / **2.35.220** / No time; 16. Philip Royle/CSSC (Mazda RX-7) 2.37.594 / **2.36.748** /

3.12.367; 17. Tom J Wickersham/SFR (Honda S2000) **2.36.788** / 2.38.385 / 3.34.210; 18. Michael Jones/SBR (Subaru WRX Sti) **2.38.578** / 2.40.369 / 2.40.385; 19. William B Niemeyer/CIN (Acura RSX Type S) **2.39.431** / 3.48.174 / No time; 20. Tom Kraft/DMV (Mazda Miata) **3.10.715** / No time / No time; 21. Eric Heinrich/NER (BMW M3) No time / No time / No time; 22. Jim Taggart/NGR (Lotus Exige) No time / No time / No time;

Pawley - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

Flynn - Loss of Qualifying 1 times per Chief Steward - GCR 9.1.4.2.3.2.d

Heinrich - Loss of Qualifying 1 times per Chief Steward - GCR 9.1.4.D.1.b

Taggart - Loss of Qualifying 1,2 & 3 times - car change - Supps 9.7

De Barros - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.4.B.2.b

De Barros - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.6.2.B.2.a pg. 488

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps)**; 1. Rob Huffmaster (13); 2. Joel Weinberger (13); 3. Marc Hoover (13); 4. Michael Flynn (13); 5. Charles Tobel (13); 6. Jim Taggart (13); 7. Don Istook (13); 8. Anthony Simmers (13); 9. Richard Fisher (13); 10. Ronald Pawley (13); 11. Gino Carini (13); 12. Michael Pettiford (13); 13. Philip Royle (13); 14. Toby Grahovec (13); 15. John De Barros (12); 16. Michael Jones (11); 17. Joseph McClughan (7); DNF. David Brand (4); DNS. Tom J Wickersham; DNS. William B Niemeyer; DNS. Tom Kraft; **Overall Time of Race**: 32.01.448; **Average Race Speed**: 97.427 mph; **Margin of Victory**: 10.827 seconds; **Hawk Fastest Race Lap**: 2:26.294 (98.432 mph); **Lap Leaders**: Huffmaster, Laps 1-13; **Sunoco Hard Charger**: Jim Taggart

everything held together in the car.

Huffmaster turned the Hawk Fastest Race Lap with a 2:26.294, which set a new Runoffs race lap record for STU. The Sunoco Hard Charger Award went to Jim Taggart who had car problems and started from the back in 22nd place – by the checker he’d worked his way up to an impressive sixth.

Jeff Zurschmeide



Race 22 Super Touring Under

Rob Huffmaster
Detroit Region
Pontiac Solstice
GXP

RICK GORWINE

“I ACTUALLY
THOUGHT
THE RACE WAS
OVER FOR US”

Rob Huffmaster



DENNIS WOOD



QUALIFYING ▶ **Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3**; 1. Ray Huffmaster/DET (Mazda RX-8) 2.42.451 / **2.35.721** / No time; 2. Jim Drago/MIDS (Mazda Miata) No time / **2.36.051** / No time; 3. Bob Beede/NER (Honda Civic Si) **2.39.107** / 2.39.134 / 2.40.820; 4. Rich Walke/OHI (Mazda RX-7) 2.39.680 / **2.39.241** / 2.40.282; 5. Greg Amy/NER (Acura Integra) 2.40.193 / No time / **2.39.542**; 6. David Palfenier/OHI (Mazda MX5) No time / **2.41.448** / 2.43.528; 7. Stephen Wheeler/FLR (Acura Integra) 2.45.820 / 2.45.205 / **2.43.587**; 8. L. Patrick Sandlin/CFR (Mazda Miata) **2.44.009** / No time / No time; 9. Peter Keane/CFR (Acura Integra GSR) **2.45.922** / 2.48.971 / No time; 10. Mike Smith/OHI (Honda Civic Si) **2.46.776** / No time / 2.47.880; DNS. Dave Mead/RENO (Mazda Miata) No time / No time / No time; DNS. Hugh McHaffie/NER (Mazda Miata) No time / No time / No time; DNS. Brian Laughlin/NEOK (Mazda Miata) No time / No time / No time; DNS. Stephan Tisseront/NGR (Mazda Miata) No time / No time / No time;

Palfenier - Loss of Qualifying 1 times per Chief Steward - GCR 9.1.4.3

Drago - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

Amy - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.4.3.B.1.a

Amy - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.4.3.B.2 pg. 496

Amy - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.4.D.1.B pg. 463

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps)**; 1. Ray Huffmaster (13); 2. Jim Drago (13); 3. Rich Walke (12); 4. Bob Beede (12); 5. Greg Amy (12); 6. David Palfenier (12); 7. Stephen Wheeler (12); 8. Mike Smith (12); DNF. Peter Keane (4); DNS. L. Patrick Sandlin; **Overall Time of Race**: 34.38.519; **Average Race Speed**: 90.064 mph; **Margin of Victory**: 10.957 seconds; **Hawk Fastest Race Lap**: 2:35.499 (92.605 mph); **Lap Leaders**: Huffmaster, Laps 1,4-5,7-8,11,13; Drago, Laps 2-3,6,9,10,12; **Sunoco Hard Charger**: Mike Smith

JOHN W. WILMOTH

SWEET VICTORY

As predicted, Michael Varacins in his Speed Sport/Veetech/Hoosier Speed Sport AM-5 started the Formula Vee championship race from the Gumout pole, and he did it with a qualifying lap of 2:41.112, which was under the FV lap record. However, hot on his heels was defending Champion Roger Siebenaler, who managed a time just over 0.1sec shy of the pole.

When the green waved, Varacins stayed out front, but Siebenaler in the Autowerks/Hoosier Mysterian M2 was glued to his gearbox. In Turn 1, some trouble started mid pack, brakes locked up, tires touched, and cars went scattering – but everyone seemed to make it through in one piece.

With the field entering Turn 6, third-place qualifier Rick Shields found himself spinning, and his day ended with a suspension problem. This allowed the top three to breakaway, but it was short lived when a full course yellow was displayed to retrieve the broken Vee of Shields.

Unfortunately, as the field lined up for the restart, things got worse when Charles Hearn seemed to touched wheels with another car. Hearn's car barrel-rolled across the track, where he smacked the inside wall nose first. Hearn came to a rest upside down in the middle of the straight just past the Caterpillar bridge, resulting in another full course yellow.

On the lap five restart, Gary Blanarik in his Sewickley Car Store Silver Bullet was all over Varacins for the lead. As the field completed the next circuit, Chris Jennerjahn helped

Blanarik draft by Varacins for the lead going into Turn 1. By now Siebenaler was back in the mix, making it a four-way battle for the three spots on the podium.

Going into Turn 1 on lap seven, Varacins and Siebenaler paired up and drove to the front, moving Blanarik and Jennerjahn back to third and fourth. And, amazingly, even as these four dived with each other, they still managed to pull away from the rest of the field. Over the next few laps Varacins and Siebenaler each took turns swapping the lead.

With the one-to-go signal there were two pairs drafting for positions, Varacins had about a car length over Siebenaler in lead pair, while Jennerjahn and Blanarik were a few seconds back in what would be the bronze medal paring.

Siebenaler built up a head of steam in the Kink, and drafted past Varacins to take the lead into Canada Corner, but this move may have come too

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Michael Varacins/GHI (Speed Sport AM-5) 2.44.900 / **2.41.112** / 2.41.142; 2. Roger Siebenaler/NNJ (Mysterian M2) 2.42.633 / 2.42.481 / **2.41.224**; 3. Rick Shields/STC (Volkswagen VDF) 2.45.643 / 2.43.936 / **2.42.182**; 4. Gary Blanarik/OVR (Silver Bullet) 2.44.410 / **2.42.372** / 2.42.644; 5. Chris Jennerjahn/IND (Vortech) 2.43.256 / 2.43.326 / **2.42.549**; 6. Jeff Loughhead/OVR (Vortech CR04) 2.43.592 / **2.42.672** / 2.43.672; 7. Andy Pastore/NER (Citation 89FV-06) 2.46.111 / 2.45.703 / **2.43.056**; 8. Jonathan Weisheit/WDC (Protoform P-2) 2.45.002 / 2.44.033 / **2.43.121**; 9. Charles McCormick/DET (Vortech CM) 2.46.379 / 2.45.368 / **2.43.201**; 10. Dennis Andrade/NWST (Vortech 5) 2.46.010 / 2.44.589 / **2.43.319**; 11. Charles Hearn/HOOS (Vortech FV) 2.46.493 / 2.44.337 / **2.43.761**; 12. Lisa Noble/KAN (Vortech 0817) 2.48.238 / 2.50.319 / **2.43.929**; 13. David Scaler/NNJ (Vortech FV) No time / 2.45.076 / **2.44.072**; 14. Stevan Davis/ATL (Racer's Wedge SB-1) **2.44.370** / 2.44.746 / 2.44.473; 15. Ron Whitston/MILW (Protoform P2) 2.47.460 / 2.48.036 / **2.44.505**; 16. Andrew Abbott/DET (Vector AM-1) 2.47.324 / 2.45.390 / **2.44.624**; 17. Donnie Isley/CCR (Agitator 016a) 3.06.198 / 2.46.707 / **2.44.938**; 18. Gavin Sweeney/SFR (Crusader Formula Vee) 2.51.515 / No time / **2.45.864**; 19. Brandon Abbott/DET (Vector AM-1) 2.46.931 / **2.45.876** / 3.22.026; 20. Ron Wake/CSCC (Mysterian M4) 2.47.879 / **2.46.060** / 2.47.089; 21. Robert Neumeister/COLO (LYNX Querida) 2.48.949 / **2.46.248** / 2.47.415; 22. Jim Dziewior/GHI (Citation Speedsport) 2.50.166 / **2.46.319** / 2.48.565; 23. Stuart Delaney/DET (Adams J) 2.48.249 / **2.46.537** / 2.47.082; 24. Gary Kittell/GLN (Caracal D) 2.48.460 / **2.46.746** / 3.10.201; 25. Guy Bellingham/NEO (BRD AFV02) 2.48.098 / 2.47.580 / **2.46.792**; 26. Tyler Hunter/GDR (Volkswagen Vortec) **2.47.326** / 2.51.447 / 2.48.124; 27. Terran Swanson/SFR (Caldwell D-13) 2.58.310 / 2.49.440 / **2.47.521**; 28. Rick Ruckman/STC (Mysterian M2) 2.56.321 / **2.47.756** / 2.51.002; 29. David Satterley/DET (Protoform -2) 2.59.761 / 2.50.979 / **2.48.270**; 30. Russell Fredericks/FLA (Caracal D) **2.48.677** / 2.48.897 / 2.49.415; 31. Brian Swanson/SFR (Mysterian M4) 2.57.632 / **2.48.968** / 2.49.220; 32. Mark Felsen/COLO (Vortech FV) 2.52.713 / 2.49.734 /



Race 23
Formula Vee
Michael
Varacins
 Chicago Region
 Speed Sport
 AM-5

RIK CORWINE

RUPERT BERRINGTON

Michael Varacins claimed his second National Championship title this year in true Formula Vee fashion – with 0.101sec between himself and second place.

2.49.208; 33. Mike Landon/IND (Dunlap SL2) 2.50.502 / 2.51.115 / 2.53.710; 34. Chris Elwell/NEP (Womer EV-3) 2.57.234 / 2.59.004 / 2.54.478; 35. Hughie Maloney/NEP (Womer EV-3) 3.02.804 / 2.57.423 / 2.57.471; 36. Jack Maloney/NEP (Lazer MK 2.5) 3.08.759 / 2.57.759 / 2.58.571; DNS, Bill Johnson/KCR (Vortech 1200) No time / No time / No time;

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Michael Varacins (13); 2. Roger Siebenaler (13); 3. Gary Blanarik (13); 4. Chris Jennerjahn (13); 5. Charles McCormick (13); 6. Ron Whitston (13); 7. Jeff Loughhead (13); 8. Stevan Davis (13); 9. Jonathan Weisheit (13); 10. Andy Pastore (13); 11. Dennis Andrade (13); 12. Jim Dzielwior (13); 13. Gary Kittell (13); 14. Gavin Sweeney (13); 15. Guy Bellingham (13); 16. Stuart Delaney (13); 17. Ron Wake (13); 18. Terran Swanson (13); 19. Donnie Isley (13); 20. Tyler Hunter (13); 21. Brian Swanson (13); 22. Mike Landon (13); 23. David Satterley (13); 24. Chris Elwell (13); 25. Hughie Maloney (13); 26. Rick Ruckman (13); 27. Brandon Abbott (12); 28.

going to have more of them, but the last two years, wins have been few and far between. When you win the second one, you appreciate it more than the first one, so this is great.”

Much like the battle for the win, the bronze medal position came down to the final few turns. Jennerjahn made the pass on Blanarik entering Canada Corner and, unfortunately for him, he would suffer the same fate as silver medalist Seibenaler when Blanarik drafted by on the run up the front straight from Turn 14.

“I was hoping that he



DENNIS WOOD

Robert Neumeister (12); 29. Jack Maloney (10); 30. Russell Fredericks (7); DNF. Lisa Noble (2); DNF. Charles Hearn (1); DNF. Rick Shields (0); DNF. David Scaler (0); DNF. Andrew Abbott (0); DNF. Mark Felsen (0); **Overall Time of Race:** 40.49.156; **Average Race Speed:** 76.434 mph; **Margin of Victory:** 0.101 seconds; **Hawk Fastest Race Lap:** 2:40.938 (89.475 mph); **Lap Leaders:** Varacins, Laps 1-5, 7-13; Jennerjahn, Lap 6; **Sunoco Hard Charger:** Gary Kittell



JEFF LOEWIE

Roger Siebenaler (ABOVE) finished in second place, while Gary Blanarik (TOP, 3) was in a tight battle for third.

soon as Varacins got a great run out of Turn 14 and drafted back by for his second FV title, also collecting the GoPro Hero Move of the Race.

“My strategy was obviously the wrong strategy,” said Seibenaler. “I passed [Varacins] going into Canada Corner and probably shouldn’t have. I should know better than that. I thought I may have had an opportunity if I could ace Turn 14 coming onto the front straight and maybe I could pull him up the hill. That didn’t work; he had good momentum up the hill and drafted past me.”

For Varacins tasting victory a second time in FV at the Runoffs was especially rewarding. “This one feels better than the first,” said Varacins. “After you win the first one, you think that you’re

[Jennerjahn] would pass me going into Canada Corner, so I held the inside, gave him the pass, and he took it,” said Blanarik. “I kind of had a feeling he would. Then I waited behind him coming into Turn 14, which he had already had a problem there, so I’m sure he was a little nervous, and I was able to run him up the hill for the draft pass.”

Though it was little consolation for narrowly missing the final step on the podium, Jennerjahn did reset the Runoffs record on his way to the Hawk Fastest lap of the race at a 2:40.938.

Jason Isley

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DRIVER DEVELOPMENT



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Kudos to my 2012 Runoffs drivers:

- **Gary Blanarik** – FV Bronze - Prior best - 8th
- **Steve Jenks** – F/ Mazda Bronze first Runoffs podium
- **Jim Hallman** – D Sports Racer 6th personal best lap by 1.8
- **Rick Shields** – Gridded 3rd FV – DNF – suspension
- **Jonathon Weisheit** – 9th FV personal best lap by 1.2

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UNPREDICTABLE

Not too many people could have predicted this one. Steve Sargis, last year's FP champion, for sure would be at the front, but what about Eric Prill, Ken Kannard, Chuck Mathis, Charles Campbell, and Kevin Ruck? Going in, this race could have gone any of a million different ways.

After qualifying, the fast guys were obvious. One second covered the top three: Prill held the Gumout pole position, Sargis was 0.213sec back, and Campbell. The next three were Sam Henry, Ken Kannard, and 2010 FP Champion Ruck. All six planned to take the gold.

Turn 1 at Road America tends to be a hectic place on the first few laps, and this race gave no exception. There were almost too many passes and re-passes on the first lap to follow, but at the end of the lap, Prill was leading in his JPM/Hoosier/OS Gilken/Hawk/TP7 Mazda Miata, with Henry (Springfield Dyno/SafeRacer/Goodyear Mazda Miata), Campbell, Sargis (SBS Batteries/Hoosier Tire Triumph Spitfire), and Kannard close behind. Few noticed that Bill Wessel was now in eighth in his Nissan/Goodyear Datsun SPL 311 and still on the move. Position swaps continued on the second lap – first Henry then Sargis led, and Prill fell back to fifth, although only temporarily. Then Kannard pulled off course in Turn 8 on the fourth lap after a stint in second place. Fighting back through the field, Prill caught back up to the front and challenged Sargis for the lead.

Sargis led through lap seven, often going side by side with Prill – very clean, never touching, both on the limit.

While they raced, Wessel caught and passed first Campbell, then Henry, to take third.

With Campbell's retirement on lap six, there were two-car races for the lead and for third. Prill held the lead on through lap 11, but there was a worrisome puff of smoke from his right rear tire as he braked for Turn 1. It had happened on an earlier lap as well, and on the 12th lap the issue became the pivotal moment of the race – Prill lost his front brakes, locked his rears, and spun into the gravel at Canada Corner. From there, it was an "easy" ride for Sargis to the checker for his second FP gold medal and seventh championship.

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Eric Prill/
KAN (Mazda Miata) 2.35.001 / 2.33.510 / **2.32.857**; 2.
Steve Sargis/BVR (Triumph Spitfire) 2.50.951 /
2.33.070 / No time; 3. Charles Campbell/MHR (Mazda
Miata) 2.37.989 / **2.33.591** / No time; 4. Sam Henry/
OZMT (Mazda Miata) 2.38.996 / 2.36.136 / **2.34.031**; 5.
Ken Kannard/ATL (Mazda Miata) 2.37.440 / 2.34.925 /
2.34.708; 6. Kevin Ruck/OVR (Acura Integra) 2.58.916 /
2.34.775 / 2.35.417; 7. John Walker/OVR (Lotus Super 7)
2.42.694 / **2.36.590** / No time; 8. David Strittmatter/

JOHN W. WILMOTH



Race 24
F Production
Steve Sargis
Blackhawk Valley
Region
Triumph Spitfire

RICK CORWINE



MVR (Lancia Scorpion) **2.36.689** / 2.38.803 / 2.38.615;
9. Chuck Mathis/SILR (Volkswagen Scirocco) 3.04.391
/ **2.37.239** / 3.50.465; 10. Brian Linn/CSCC (Mazda
Miata) 2.43.313 / **2.39.050** / 3.02.784; 11. Mark Weber/
CHA (Mazda Miata) 2.41.152 / **2.39.083** / 2.40.586; 12.
Scott Lunder/NEO (Honda Civic SI) 2.48.442 / 2.39.979
/ **2.39.201**; 13. Bill Wessel/MILW (Datsun SPL 311)
2.39.234 / 2.40.295 / No time; 14. Voytek Burdzy/BVR
(Mazda Miata) 2.40.305 / **2.39.396** / No time; 15.
Austin Britton/CFR (Lotus Super 7) 2.48.615 / **2.39.775**
/ 2.50.291; 16. William Hingston/COLO (Mazda Miata)
2.43.347 / **2.40.401** / 2.47.405; 17. Larry Funk/NEO
(Honda CRX SI) 2.41.742 / **2.40.524** / 2.41.740; 18.
Mason Workman/OVR (Mazda Miata) 3.11.020 / No
time / **2.40.852**; 19. Rick Harris/COLO (Mazda Miata)
2.41.203 / No time / No time; 20. Roy E Carrera/MILW
(Honda CRX SI) No time / No time / **2.44.241**; 21. Glenn
Cameron/CFR (MG Midget) **2.46.054** / 2.48.844 /
2.46.775; 22. Mike Gnadt/MILW (MG Midget) 2.51.518 /
2.46.160 / 3.37.113; 23. Robert Keller/CHI (Volvo P-1800)
2.46.643 / 3.21.439 / No time; 24. Kyle Baker/NEB
(Mazda Miata) 3.05.134 / **2.51.245** / 2.51.893; 25. Paul
Jensen/CDR (Mazda Miata) 2.55.230 / No time /
2.52.350; 26. Frank Fisher/KCR (Mazda Miata)
2.57.650 / **2.54.580** / 2.56.442;

Jensen - Loss of Qualifying 2 times per Chief
Steward - Supps 9,12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1.
Steve Sargis (13); 2. Sam Henry (13); 3. Bill Wessel (13);
4. Kevin Ruck (13); 5. David Strittmatter (13); 6. William
Hingston (13); 7. Mason Workman (13); 8. Mark Weber
(13); 9. Larry Funk (13); 10. Brian Linn (13); 11. Scott
Lunder (13); 12. Kyle Baker (12); 13. Glenn Cameron (12);
14. Frank Fisher (12); 15. Paul Jensen (12); 16. Eric Prill
(11); 17. Austin Britton (10); 18. Roy E Carrera (10); 19. Mike
Gnadt (9); 20. Charles Campbell (9); DNF. Chuck
Mathis (5); DNF. John Walker (4); DNF. Ken Kannard (3);
DNS. Voytek Burdzy (); DNS. Rick Harris (); DNS.
Robert Keller (); **Overall Time of Race:** 33:25.088;
Average Race Speed: 93.363 mph; **Margin of Victory:**
5.396 seconds; **Hawk Fastest Race Lap:** 2:31.818
(94.850 mph); **Lap Leaders:** Prill, Laps 1, 7-11, Sargis
Laps 2-6,12-13; **Sunoco Hard Charger:** Kyle Baker

RUPERT BERRINGTON



Henry had gained a bit of breathing room over Wessel to take second. The old Datsun was fast, but not enough remained at the end to catch Henry. Wessel, however, was pleased with his bronze medal, using last year's Runoffs motor after blowing his primary unit in qualifying.

"I knew we had at least five seconds in the car with this engine," Wessel said. "It showed right off the start; it really ran well. I think the third lap was the fastest I've ever turned; we were hooked up. I'm just pleased as punch to be here – it's great!"

Henry, who has been watching the Runoffs since the Mid-Ohio days, was equally as happy with his own performance. "It's like a dream come true for me," he said. "I just had visions of getting my car on TV for three or four seconds, and now here I am on the podium at the Runoffs. It's just terrific."

This year, Henry competed in all three of SCCA's winner-take-all championship events in Miatas. He finished sixth in his class at the Tire Rack Solo National Championships, and claimed the win in Prepared Rear Wheel Drive at the Rallycross Championship just weeks after the Runoffs.



JEFF LOEWE

Sargis, however, called his Spitfire "the most ill-handling car I've driven in my life." The lack of Goodyear bias ply tire availability for his car caused him to change to Hoosier radials, and he had little time to sort out the handling. Obviously, he sorted it out well enough to win and claim the Hawk Fastest Race Lap trophy. But during the race, he said he was happy with second place and doubted he could have passed Prill in those final laps.

Other drivers of note include Kyle Baker and Mark Weber. Baker started the race in 24th and raced to an impressive 12th-place finish, claiming the Sunoco Hard Charger Award. Weber claimed the GoPro Hero Move of the Race Award when the green dropped on the field. This year also marked Weber's 50th Runoffs race (having run multiple classes for many years) and 500th SCCA Club race.

J. Michael Hemsley

(ABOVE) Steve Sargis (18) had his hands full for much of the race battling with Eric Prill (7). Prill had the lead, but a brake failure with just over a lap remaining left Sargis with a healthy lead over Sam Henry (FAR LEFT). Finishing third was Bill Wessel (LEFT).

CLEAN AND QUICK

The Mirl Swan Racing stranglehold on Formula Atlantic continued as Jason Byers and Michael Mallinen scored a 1-2 finish for the black Swan cars. This marked the sixth time in the last seven years a Swan car has won the Runoffs. It almost seems that in order to win in FA, you must be in a Swan Swift.

Byers qualified on the Gumout pole in his Swan/Hoosier Swift 014.a, while Keith Grant in the Hoosier/Hasselgren/Polestar Swift 014.a sat alongside. Row two was Mallinen in his Hoosier Tire/TRD/Swan Racing Swift 014.a and Jeff Kowalik in a Swift 016.a.

Grant got the jump at the start, moving smartly ahead of Mallinen and Byers, who hit the rev limiter twice, negating his pole position. Lap one saw Grant lead the side-by-side Mallinen and Byers, as well as Kowalik, Lewis Cooper, and Richard Zober.

The second lap was a disaster for Grant. Byers, who passed Mallinen for second into Turn 1, made a nice outside pass into Turn 5 to take the lead. Then going up the

hill to Turn 6, Grant by his own admission made a bad choice on track placement and both Mallinen and Kowalik moved past, demoting him to fourth. Mallinen then drafted past Byers at the end of lap two on the front straight to retake the lead.

Mallinen had scant time to enjoy the point, though, as Byers used the draft and retook first into Turn 5 on lap three. Grant got a run on Kowalik and moved up to third place, again at Turn 5.

Matters stabilized for a while at this point with Byers holding first, although Mallinen was always just a blink of an eye behind. Grant held onto third with Kowalik just behind, but the two were dropping back from the battling duo of Byers and

Mallinen. Cooper trailed in an uncontested fifth.

This continued until the 11th lap when Mallinen was slowed ever so slightly by lapped Formula 1000 traffic. Byers was able to get another run, and once again passed into Turn 5 – a move that earned Byers the GoPro Hero Move of the Race Award. This time Mallinen could not respond, and Byers scored a very narrow victory over Mallinen (to the tune of 1.050sec), with Grant, Kowalik, and Cooper following.

“What a race,” exclaimed Byers. “It was a blast! It was clean and fun. Michael [Mallinen] always left me room, even though it seemed to be just half an inch!”

“It was a real fun day,” said Mallinen. “I had a wonderful start –



QUALIFYING ▶ **Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3**; 1. Jason Byers/MILW (Swift .014a Toyota) **2.01.729** / 2.02.675 / 2.06.614; 2. Keith Grant/ATL (Swift .014a Toyota 1800) 4.36.654 / **2.03.527** / 2.04.516; 3. Michael Mallinen/KCR (Swift .014a Toyota) 2.03.770 / **2.03.613** / 2.06.450; 4. Jeff Kowalik/MILW (Swift 016a Mazda) **2.04.105** / 2.04.980 / 2.05.897; 5. Lewis Cooper/CFR (Swift .014a) **2.04.506** / 2.13.153 / 2.06.097; 6. Sedat Yelkin/MVR (Swift 014 Toyota) **2.04.875** / No time / 5.18.473; 7. Richard Zober/PHL (Swift 016a) **2.06.050** / 2.06.255 / 2.08.287; 8. Snake Livermash/NWST (Swift 008a) **2.07.972** / No time / 2.10.588; 9. Bruce Hamilton/WDC (Swift 016a Mazda Cosworth) **2.08.395** / 2.10.664 / 2.13.793; 10. Charles C. Duncan/BVR (Swift 016a Mazda) **2.08.676** / 2.10.322 / 2.43.486; 11. Fabio Castellani/CHI (Swift .014a Toyota) **2.10.118** / No time / No time; DNS. William Goldkind/NVR (Swift 016a Cosworth) No time / No time / No time;

RACE ▶ **13 laps, 52 Miles: Pos. Driver (Laps)**; 1. Jason Byers (13); 2. Michael Mallinen (13); 3. Keith Grant

JEFF LOEWE



**Race 25
Formula
Atlantic**
Jason Byers
Milwaukee
Region
Swift .014A
Toyota

RICK CORWINE

(13); 4. Jeff Kowalik (13); 5. Lewis Cooper (13); 6. Richard Zober (13); 7. Snake Livermash (13); 8. Charles C. Duncan (13); DNF. Bruce Hamilton (0); DNS. Sedat Yelkin; DNS. Fabio Castellani; **Overall Time of Race:** 26.54.456; **Average Race Speed:** 115.952 mph; **Margin of Victory:** 1.050 seconds; **Hawk Fastest Race Lap:** 2.01.496 (118.522 mph); **Lap Leaders:** Grant, Lap 1; Byers, Laps 2-9, 11-13; Mallinen, Lap 10; **Sunoco Hard Charger:** Charles Duncan



JOHN W. WILMOTH

got inside with an inch to spare. I was lucky enough to get ahead of Keith [Grant], and then I just focused on Jason [Byers]. It was great racing.”

For his part, Grant knew third was the best he could hope for. “The car just was not handling as well as it should have,” he said. “I just wasn’t completely confident in it. I made a bad decision on the second lap and had to watch everyone pass. Third is good, considering.”

During the race, both Byers and Mallinen set times faster than the

existing Runoffs lap record, with Mallinen logging a lap just 0.44sec faster than that of Byers, earning Mallinen the Hawk Fast Lap of the Race Award. And, with pressure like that being applied, Byers needed to keep his head in the game.

“Fortunately, they didn’t give me the ‘one to go,’ otherwise I probably would have screwed up,” said Byers. “So I just kept it as clean and quick as possible. I was very thankful to see the checkered flag.

Tom Schultz

Jason Byers (OPPOSITE) took the FA win with a 1.05sec margin of victory over Michael Mallinen (TOP). Finishing third was Keith Grant (ABOVE).



KEN BROWN



RUPERT BERRINGTON

(LEFT) Thanks to the skill and efficiency of the SCCA volunteers, drivers were not only kept safe, but the entire event stayed on schedule.



JOHN W. WILMOTH



RICK CORWINE

Race 26
Formula 1000
Brandon Dixon
Alabama Region
Citation Suzuki

DIXON'S DAY

Brandon Dixon drove his Engineering/Hoosier Tire Suzuki-powered Citation from the Gumout pole to a second straight National Championship with little competition. The second-place Gyrodynamics/Slick Eyewear Van Diemen of Mike Beauchamp was over a lap behind at the finish, followed closely by the SCR Performance/GDRE/RockySoft/StickVinylGraphics.com Stohr of Jake Latham in third position.

The last lap of the race came down to a fierce battle for second between Beauchamp and Latham, made more exciting by traffic from the Formula Atlantics that Formula 1000 was sharing the race group with.

"The last lap was entertaining, and a bit of a blur," Latham said. "There was a Formula Atlantic right in the middle of us, and I ended up right behind [Beauchamp's] wing going through the Kink, and I couldn't quite get him on the brakes into the Canada corner. I thought I might be able to get him through Turn 14, but he got kind of crossed up and a little sideways, and I even had to brake just a bit on the way out. Then it was a run up the hill to the line. It was an unbelievably thrilling time."

"I knew where I was a little bit faster, and the Atlantic traffic played a part," Beauchamp said.

Away at the front, Dixon's Citation was more than the class of the field – turning consistent laps in the 2:07 to 2:08 range, while the fastest lap turned by anyone else in the class was a 2:08.889 by Brian Novak. The third fastest lap time was put down by fifth-place finisher Jeremy Hill, which was a 2:10.024 – a time comparable to the rest of the field. Dixon's fastest lap, a 2:07.543, was faster than his qualifying time, reset the Runoffs lap record, and earned him the Hawk Fast Lap of the Race Award.

"On the opening lap, J.R. Osborne was strong, and I thought he had the chance to be a strong competitor, but he had engine problems on the second lap and, at that point, it was trying to keep focus, hit my marks, and not make a mistake," Dixon said.

What is remarkable is that Dixon wasn't even using

everything he had to maintain this lead.

"There's no reason to drive 10/10ths, but I had to drive hard enough to make the car work well," Dixon said.

So how did he do it?

"The car's really good," Dixon summed up. "We didn't do any testing, and I had a mechanical issue in the first qualifier, and the next two qualifiers were almost worthless. But I did get the car set up where it needed to be, so the car was ready. I could have gone quicker."

That's not good news for Dixon's competitors, or for the other constructors in the class. Looking ahead to next year, what's clear is that Dixon will be the driver to beat, and the Citation will be the car to have.

The Sunoco Hard Charger Award went to Daniel Robinson. Robinson started 13th on grid and rose to an impressive fourth-place finish.

Jeff Zurschmeide



RICK CORWINE



Brandon Dixon (TOP) was the class of the FB field, lapping everyone before taking the National Championship. Finishing second was Mike Beauchamp (ABOVE RIGHT), with Jake Latham (ABOVE LEFT) claiming third.

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Brandon Dixon/ALA (Citation Suzuki) **2.08.263** / 2:08.517 / 2:10.743; 2. Jeremy Hill/OVR (Photon V07 Suzuki) **2.08.654** / 2:09.362 / 2:14.074; 3. Brian Novak/DET (Nova-Piper F1000 Suzuki) **2.08.917** / 2:10.431 / 2:12.253; 4. J.R. Osborne/ORE (JDR 012 Suzuki) 2:09.848 / **2.09.444** / 2:09.678; 5. Larry Vollum/ORE (Stohr Suzuki) 2:09.994 / **2.09.925** / 2:13.613; 6. Michael Crowe/CFR (Van Diemen Suzuki) **2.10.644** / 2:11.009 / 2:13.899; 7. Jake Latham/COLO (Stohr Suzuki) No time / **2.11.099** / 2:14.181; 8. Glenn Cooper/ATL (RFR F1000 Suzuki) 2:11.991 / **2.11.849** / No time; 9. Mike Beauchamp/MILW (Van Diemen) 2:18.826 / **2.13.504** / 2:16.062; 10. Alex Mayer/PHL (Elan) 2:25.792 / **2.15.916** / No time; 11. Terry Biner/UTAH (Firman F. B. Suzuki) 2:20.529 / **2.16.728** / 2:19.383; 12. Juan R Marchand/WMR (Van Diemen RF98-2 Suzuki) **2.16.796** / 2:26.246 / 2:23.097; 13. Daniel Robinson/MILW (Novak Van Diemen RF99) 2:17.669 / **2.17.121** / 2:17.660; 14. Christopher Ash/COLO (Speads Suzuki) 2:22.208 / 2:21.652 / **2.17.414**; 15. John LaBrie/UTAH (Phoenix Suzuki) 2:18.997 / **2.18.469** / 2:20.398;

Mayer - Loss of Qualifying 3 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. Brandon Dixon (13); 2. Mike Beauchamp (12); 3. Jake Latham (12); 4. Daniel Robinson (12); 5. Jeremy Hill (12); 6. Juan R Marchand (12); 7. Terry Biner (12); 8. Alex Mayer (12); 9. Glenn Cooper (10); 10. John LaBrie (10); 11. Brian Novak (9); 12. Michael Crowe (8); DNF. Christopher Ash (5); DNF. Larry Vollum (3); DNF. J.R. Osborne (1); **Overall Time of Race:** 28.40.878; **Average Race Speed:** 108.782 mph; **Margin of Victory:** 1 Lap; **Hawk Fastest Race Lap:** 2:07.543 (112.903 mph); **Lap Leaders:** Dixon, Lap 1-13; **Sunoco Hard Charger:** Daniel Robinson



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TAMING THE BEAST

John Black is no stranger to the Runoffs podium. With two past championships and a double-handful of podium finishes stretching back almost 20 years, Black is not someone you bet against. Black was also the defending National Champion from 2011 in his Murillo Racing Nissan 350Z, so it was no surprise to see him take the Gumout pole position this year as well. But two-time runner-up Mike Henderson qualified his Mazda RX-7 just 0.17sec behind Black. In fact, the top four cars were separated by less than a second in qualifying, so it was game on when the green flag dropped.

Black held the lead as the field passed the green flag, but it was Henderson who was the first into Turn 1, stretching an early lead into Turn 5. But Black came on strong and ran nose to tail with Henderson. Jeff Dernehl moved his Roswell Outback Auto/RRE/Hoosier Mazda RX-7 into third place from his fourth-place

Henderson's only moment of glory this year. Once Black made the pass, Dernehl came up and took over second place and then Henderson visibly slowed and retired from the race in lap three, yielding the third spot to Maike. Dernehl shortly found Maike filling his mirrors, and had to work to keep his second-place position.

Now out in the lead, Black clicked off lap after lap, extending his margin by a few tenths each time. But a small bobble on lap 10 due to slow traffic forced Black to give up a little time in Turn 14, bringing Dernehl within striking distance of the lead.

Farther back in the pack, Robert Herman was working his way through the field. His run from 13th on the grid to his eventual sixth-place finish earned him the Sunoco Hard Charger Award.

Back at the front, on lap 11 Maike's car suffered a mechanical failure, blowing his engine between Turns 3 and 4, promoting the Young Racing

LLC/Hoosier Tire Ford Probe of Paul Young to third place. But Black and Dernehl were now far ahead of the rest, and while Black led the race all the way to the checker, his Nissan was an evil-handling beast by the end.

"If I had to go one more, I think [Dernehl] would have gotten me," said Black. "I pretty much used up everything in the car by the last lap."

Jeff Zurschmeide

Taking the GT-3 win was John Black (BOTTOM), with Jeff Dernehl (MIDDLE) in hot pursuit, just 1.9sec behind. Paul Young (BELOW) claimed the final step on the podium.



DENNIS WOOD



RICK CORWINE

QUALIFYING ▶ Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. John Black/SFR (Nissan 350Z) 2.22.760 / **2.22.233** / 2.24.450; 2. Mike Henderson/CSCC (Mazda RX-7) No time / **2.22.405** / 2.27.926; 3. Mike Cyphert/NEO (Toyota Celica) 2.24.798 / 2.24.564 / **2.22.746**; 4. Jeff Dernehl/ATL (Mazda RX-7) 2.24.446 / 2.23.784 / **2.23.260**; 5. Rob Warkooki/CHI (Mazda RX-7) 2.24.239 / **2.23.433** / 2.30.534; 6. James Hargrove/ORE (Honda Civic) 2.27.961 / **2.25.184** / No time; 7. Wolfgang Maike/CSCC (Toyota Paseo) **2.26.009** / No time / 2.27.853; 8. Paul Young/DET (Ford Probe) **2.26.259** / 2.26.491 / No time; 9. Steven Lustig/NNJ (Acura Integra) **2.28.885** / 2.42.316 / No time; 10. Jim Speights/ALMO (Mazda Miata) **2.32.574** / No time / 2.35.135; 11. Ken Nelson/DET (Nissan 200-SX) **2.33.702** / 2.34.375 / 2.36.435; 12. Jim Stinehelfer/COLO (Mazda Miata) **2.35.937** / No time / No time; 13. Robert Herman/NEB (Mazda RX-7) 2.36.298 / **2.34.171** / 2.37.313; 14. Brian Haupt/KCR (Mazda RX-7) 2.39.047 / No time / **2.37.797**; 15. David Dobry/DET (Eagle Talon) 3.01.022 / **2.41.554** / No time; 16. Joe Kristensen/DET (Acura RSX) **3.32.885** / No time / No time;

Speights - Loss of Qualifying 2 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: Pos. Driver (Laps); 1. John Black (13); 2. Jeff Dernehl (13); 3. Paul Young (13); 4. James Hargrove (13); 5. Ken Nelson (13); 6. Robert Herman (12); 7. Brian Haupt (12); 8. David Dobry (11); 9. Wolfgang Maike (10); DNF. Mike Henderson (3); DNF. Steven Lustig (1); DNF. Jim Speights (0); DNS. Mike Cyphert; DNS. Rob Warkooki; DNS. Jim Stinehelfer; DNS. Joe Kristensen; **Overall Time of Race:** 31:21.687; **Average Race Speed:** 99.485 mph; **Margin of Victory:** 1.959 seconds; **Hawk Fastest Race Lap:** 2:23.593 (100.283 mph); **Lap Leaders:** Henderson, Lap 1-2; Black, Lap 3-13; **Sunoco Hard Charger:** Robert Herman



RICK CORWINE

**Race 27
GT-3
John Black**
San Francisco
Region
Nissan 350Z

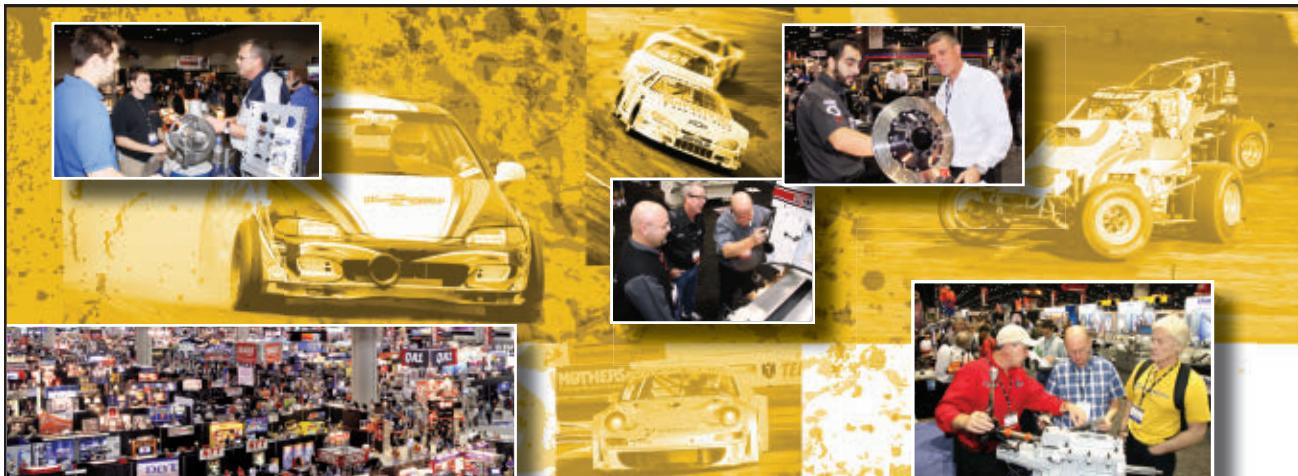
starting position, and Wolfgang Maike brought his Toyota Paseo up from seventh on grid to take over fourth.

The top four cars settled into their race early, and began opening a gap on the remainder of the field. Black began probing for a chance to pass Henderson, and on lap three he made his move in the Carousel, grabbing the lead in a bold move to the outside – it was this gutsy pass that earned him the GoPro Hero Move of the Race Award.

The early lead turned out to be



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RUPERT BERRINGTON

Michael Mueller didn't start on the pole, but he didn't let that stop him from checking out from the rest of the field, taking the win by 46.3sec. C.J. McAbee (TOP RIGHT) finished second, with Michael Vacek (BOTTOM RIGHT) 0.554sec behind.



RICK CORVINE

Race 28
Formula 500
Michael Mueller
Milwaukee Region
Red Devil 2004 Rotax
494 Rave

SEE YA

At the 2011 Runoffs, Michael Mueller made the right call on tires and drove away from the Formula 500 field, but the 2012 race would prove that he has the measure of the class regardless of track conditions.

In qualifying, Jason Knuteson saved the best for last, claiming the Gumout pole in the final session in his Mitchell Racing/Hoosier/Formula X-1 Scorpion 493. Unfortunately, Knuteson has become the poster boy for the "If There Was No Bad Luck There Would Be No Luck at All" club when it comes to the F500 Runoffs, since picking up the 2008-'09 championship his races have been marked with great qualifying runs followed by disappointing DNFs. The 2012 race for Knuteson would end during the formation lap – he was able to limp the car back to the pits as the field took the green. Another DNF.

At the start, Aaron Ellis made the move from the outside and took the lead into Turn 1, relegating Mueller to second. But the lead would be short lived, as Mueller took the point back at Turn 5 and began to pull away. This left Ellis scrapping with C.J. McAbee for the silver medal – the two swapped second going in to and out of Canada Corner, but Ellis seemed to have the measure on McAbee.

Farther back, Michael Vacek was running all alone in his QRE/MCDSi Invader in the fourth position. Behind him, James Weida and Michael Brent were battling hard for fifth place. Eventually, Weida and Brent were able to put their two-car draft to good use and catch Vacek, making it a three-way battle for fourth place.

On lap six, the race and any chances for a silver medal were dashed for Ellis, who exited the race and parked on

pit road. This left McAbee all alone in second place, while Mueller put an exclamation point on the race by setting the Hawk Fastest Race Lap on the next circuit, which was also a new Runoffs record lap at 2:21.171.

The trio of Weida, Brent, and Vacek were now racing for the final step on the podium, and as the laps clicked off they began to run down McAbee in his AJ's Import Garage/Hoosier Rotax.

As lap traffic started to come into play, Brent made a daring attempt in the braking zone for Turn 5, getting the better of McAbee, but on corner exit McAbee had the better run and took the position back. Brent continued to take shots at McAbee and was able to complete the pass at Turn 1.

On the final lap, Mueller was nowhere to be seen by the rest of the field, holding more than a 40sec gap over second-place battle. Coming to Turn 1, McAbee drafted to the outside of Brent. Seeing this, Vacek went inside making it three wide as they came to the braking zone. The problem came in the form of a lapper – Brent was forced to check up and got a small nudge from McAbee, who was

on his outside rear corner, sending Brent for a spin. Brent would recover to finish fifth.

Mueller, the hometown hero, took the checkers in record fashion behind the wheel of his MJ Mfg/Fiberco/Hoosier/HRP/Subway/Speed Seat Factory Red Devil, his second consecutive F500 title.

"I had no idea what the lap times were because my gauge was broke all week," said Mueller. "I had no idea what lap I was on, I was just pushing as hard as the car could go. I've lost a race with what I thought was a comfortable lead on the last lap, so you just go until you see a flag."

The silver medal came as a relief to McAbee, who reportedly was fighting an ill handling car, and was just holding on until the race was over.



JEFF LOEWIE



JEFF LOEWIE

494) 2.36.170 / No time / **2.27.811**; 8. Kris Larsen/MILW (Scorpion KRL07) 2.32.728 / **2.27.818** / 2.29.412; 9. Brian Brothers/DET (TRI Stinger Rotax 494 Rave) 2.56.349 / 2.30.350 / **2.28.904**; 10. Jeremy Morales/NYR (Scorpion S1 Rotax 493) 2.29.288 / **2.28.993** / 2.30.120; 11. David Lapham/NYR (Invader OC-1 Rotax) 2.32.159 / 2.31.209 / **2.29.123**; 12. Herb Noble/IOWA (Scorpion Rotax 494) 3.43.190 / No time / **2.30.512**; 13. Jack Walbran/STL (Scorpion S1 593) **2.33.440** / No time / 2.34.990; 14. Timothy Friest/KCR (KBS MK VII Rotax 494) 2.42.447 / **2.38.524** / 2.38.823; 15. David Vincent/KCR (KBS MK VII Rotax 494) 2.46.811 / 2.40.215 / **2.39.240**; 16. Jeff Blumenthal/NEO (Invader Rotax 493) **2.40.288** / 3.22.815 / 2.55.963; 17. Chuck McAbee/BUCC (Invader QRE Rotax 493) **2.50.994** / 3.00.855 / No time;

Walbran - Loss of Qualifying 2 times per Chief Steward - Supps 9.12

RACE ▶ 13 laps, 52 Miles: **Pos. Driver (Laps)**; 1. Michael Mueller (13); 2. Charles McAbee (13); 3. Michael Vacek (13); 4. James Weida (13); 5. Michael Brent (13); 6. David Lapham (13); 7. Herb Noble (13); 8. Brian Brothers (13); 9. Jeremy Morales (12); 10. Timothy Friest (12); 11. Jeff Blumenthal (12); 12. David Vincent (12); 13. Chuck McAbee (11); 14. Kris Larsen (11); 15. Jack Walbran (8); 16. Aaron Ellis (6); DNF, Jason Knuteson (0); **Overall Time of Race:** 30.49.749; **Average Race Speed:** 101.203 mph; **Margin of Victory:** 46.361 seconds; **Hawk Fastest Race Lap:** 2.21.171 (102.004 mph); **Lap Leaders:** Mueller, Laps 1-13; **Sunoco Hard Charger:** David Lapham

"It all happened so quickly," said McAbee of the last lap melee into Turn 1. "I know I got into [Brent], but I didn't think they were going to brake that much. I knew I had to get a good run coming out of the corner and I got off way early, and then got to the middle of the corner and he braked, or the car in front of him broke - I don't know. It just went everywhere."

In his first Runoffs appearance, Vacek put his head down, worked the draft, and scored the bronze medal. "Once I got past James Weida, I just set my sights on Michael Brent and concentrated on drafting with him," said Vacek. "I could see C.J. [McAbee] off in the distance and I thought if I could draft with him, we could catch up to C.J. and that's how it worked out. With one lap to go, Michael had his problem and we ended up being in third place!"

Jason Isley



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THE 2012 RALLYCROSS NATIONAL CHAMPIONSHIP

Tulsa Raceway Park | Tulsa, Okla. | Oct. 5-7, 2012

BY PHILIP ROYLE PHOTOS RUPERT BERRINGTON

It began in 2007 in Hastings, Neb., when 50 hardcore RallyCross enthusiasts gathered to battle for eight championship titles. A number of things have changed since then, but the desire to win an SCCA National Championship event hasn't. This year, on Oct. 5-7, a record number of RallyCrossers gathered at Tulsa Raceway Park in Tulsa, Okla., to compete for the coveted title.

Keeping with tradition, more competitors flocked to the event than ever before. In 2007, the entry count was 50. In 2008, the event moved to Nashville, Tenn., and the entries jumped to 69. The 2009 championship was held in Fountain, Colo., attracting 70 competitors. In 2010, the final year of the championship event's stay in Colorado, the driver count continued its rise with 78 RallyCrossers. 2011 saw the championship move to Tulsa, Okla., where it hit a triple digit entry count with 100. This year, the entries at the NEOkla Region-hosted event rose to 104.

As in the past, competitors saw three courses over two days. The championship kicked off on Saturday morning with runs on a technical course, designed by Nebraska Region's Jon Simmons. On Saturday afternoon, a new course appeared – this one being slightly shorter but arguably more fluid – designed by Western Ohio Region's Chris Hasting. On Sunday, competitors faced a third, longer course, this design being a joint effort between Arctic Alaska Region's Kent Hamilton and Colorado Region's Aaron Miller. The 1.25-mile length of the final course, however, pushed time limits, so some classes made three runs while others saw only two.

But adapting is what RallyCross is all about – both as a competitor and an organizer. “The hardest part of the events is keeping things fair while dealing with the surface conditions and available light,” says RallyCross Board Chairman and RallyCross National Championship Chief Steward Ken Cashion. “Folks are far less likely to shrug off the conditions like they might at a local event. [The RallyCross Board] is learning every year. I believe the event is improving in almost every way, but I doubt that everyone will always leave happy.”

The RallyCross Board's plan is to host the event at Tulsa Raceway Park for at least one more year. “We want competitors to gain familiarity with the site,” says Cashion. “We're hoping to return to Tulsa next year and to improve on things that weren't so great this year.” If you have any opinion on this, Cashion encourages you to e-mail the RallyCross Board at rxb@scca.com.

But that's next year – here's how the competition played out in 2012.

STOCK FRONT WHEEL DRIVE (SF)

SF saw 11 competitors, but only four would walk away with trophies. Brent Trail took control on first runs, pounding down a 95.235sec run, nearly a second faster than Tim Hardy's 96.194. Albeit with a cone, James Wilson's 95.266sec first run (two seconds slower with the penalty) proved he would be in the hunt for the win if he could keep it clean. Wilson finished the day with two excellent runs, cone free, while Trail tagged a cone on his second run, and then couldn't keep pace with Wilson and Tim Hardy on third runs.

Saturday afternoon saw no cone penalties for the frontrunners. The afternoon also saw Don Hardy clean up a slow morning start, bringing his total time closer to the pointy end of the results. Heading into day two, it was Tim Hardy over Wilson with a 1.064sec margin. Roughly 10 seconds back in third was Trail, with Don Hardy about three seconds back. Meanwhile, Stan Bell was sitting just a couple of seconds out of the trophies

waiting for someone to slip.

Sunday was Wilson's day. He logged the fastest time for each of the three runs, besting Tim Hardy's three run total by nearly seven seconds. Tim Hardy didn't take the day laying down, however, as his second run of the day was impressively fast – but it carried a cone. For third, Trail found himself struggling with the longer course. Trail's times were fast, but Don Hardy's were faster – to the tune of 13sec for the day – more than making up his first day deficit. At the end it was Wilson in first, Tim Hardy 5.607sec back in second, Don Hardy nearly 16 seconds farther back in third, and Trail in fourth with the final trophy.

“Having competed last year in a rental car, I knew the competition was extremely tough in SF, but I was confident in my abilities and my Solo and ProSolo experience to try to finish in the trophies,” says Wilson. “With the longer course on Sunday and many strategic course walks, I had to make every run count, chipping away at the lead corner by corner.

“With good contingency payout from Mazda, GoPro, and GRM, there was enough motivation to ‘win or don't come home,’ as my wife says.”

STOCK REAR WHEEL DRIVE (SR)

SR is traditionally one of the smaller classes in RallyCross. This year, the entry count was five – three more than last year – making it the second smallest class of the event. But despite having fewer cars than most of the other classes, the competition was still tight.



STOCK FRONT WHEEL DRIVE

James Wilson TexasRallySport.com/
DustlessAir.com Mazda 2

First runs showed who would contend for the two trophy positions. Ryan Miles put down the fastest run, with Brian Harmer only 0.17sec back. Third was Doug Largent, less than a second behind Harmer. Those three took turns all day setting the fast time for that run, with Patryk Matecki joining the fray with a couple of impressive afternoon runs.

Heading into Sunday, Miles was leading the charge, with 3.053sec over Largent. Harmer was nearly another second back. Miles continued setting the pace with clean, fast runs and, by the end of the day, not only was he the only SR competitor to not hit a cone, but he was also 3.82sec ahead of Largent. A painful Sunday – which consisted of hitting three cones – meant Harmer would not take a trophy.

“My strategy for the weekend was never to set fast time of the day for the class, but I wanted to run quick and especially clean, as all runs count,” says Miles. “By day two I had a small margin, but it was larger than one cone penalty. I figured that if I could keep my head clear, stick with the strategy, and stay on my pace that I was in a decent position for the weekend.”

STOCK ALL WHEEL DRIVE (SA)

With 18 competitors, SA was the largest class of the event. It was also packed full of talent and drama. Jan Gerber, last year’s SA champ, was trailing in third at the end of day one, sitting some 1.5sec behind class leaders Charles Wright and Gonzalo San Miguel. Amazingly, however, Gerber was carrying five cones, compared to the clean runs of San Miguel and

Wright – Gerber was obviously fast, and if he could put down clean runs on day two, he could very well win.

“My raw times [from day one] were as good as or better than the rest of the field on Saturday, but I was disappointed in my driving on Saturday afternoon,” says Gerber. “I thought I may have let the championship slip away by driving sloppy.”

Sunday morning brought more potential frustration, as Gerber crossed the finish line for his first run carrying another cone. Both San Miguel and Wright put down clean runs – but even with the penalty, Gerber’s time was the fastest of the group’s first runs.

“The raw time plus the cone was good enough to move me up to second behind [Wright],” says Gerber. “I watched as [Wright] hit his cone on the next run in the first couple of turns of the run, so I knew the door was open.”

The next run saw San Miguel and Gerber pass Wright, with Gerber now sitting less than one second back in second place.

“On my last run, I stopped for a down cone from the car ahead of me, which was hit by Gonzo [San Miguel], says Gerber. “That told me that on my re-run I just had to make a solid clean run to stay in first. I avoided the cones like the plague, but still ended up with a screamer of a time.”

This was a dramatic end for a weekend that nearly never started. Towing to the event, just outside of Topeka, Kan., Gerber and M4 competitor Matt Cox had their tow vehicle die. In need of a new tow vehicle to complete the journey, a suggestion was made for them to call



STOCK REAR WHEEL DRIVE

Ryan Miles
CincinnatiMotorsports.com Mazda Miata



STOCK ALL WHEEL DRIVE

Jan Gerber
Thanks Steve!/T.O.Haas Tire Subaru WRX



PREPARED FRONT WHEEL DRIVE
Ken Cashion
 Honda HPD Honda Civic



Jesse Prather Motorsports, in Topeka. A truck was available, but it was owned by SCCA Vice President of Marketing and Communications Eric Prill. Prather called Prill, and within minutes, the truck was being prepped for Gerber and Cox to pick up. “The power of SCCA saved us,” says Gerber.

Unfortunately, Gerber and Cox reached the RallyCross site in time to make a course walk in the dark – but, as we know, things turned out OK.

PREPARED FRONT WHEEL DRIVE (PF)

Four trophies and 13 competitors mean one thing: fierce competition. First runs had Eric Adams lay down a 91.319sec run, some 0.974sec faster than Antonio Serracino, who had the second fastest of the first runs. Ken Cashion and Chang Ho Kim logged the third and fourth fastest runs, with Jim Rowland trailing.

On second runs, Adams and Rowland pegged two cones each, while Kim carried one. From that point on, none of the frontrunners touched a cone – and all of them logged impressive times. This event was obviously being taken seriously.

Cashion led into day two, with a 1.488sec lead over Kim. Adams was in third, with Serracino in the final trophy position.

Cashion has had his struggles throughout his RallyCross career, but in 2010 he finally tasted National Championship victory with a win in M2. And with a lead going into Sunday’s competition, Cashion didn’t want to let this one slip away.

“Many of the top three or four drivers in class were a threat, but at the end of day one it was clear to me that none of them were consistent *and* fast,” says Cashion. “My strategy for day two was to go at 90 percent and stay clean.”

And that’s exactly what happened. If he wasn’t setting the fastest run, he was among the top – and he did it without hitting a cone. Adams put his mark on three cones on Sunday, while Kim claimed one. Rowland did a good job keeping his nose clean, but his times were significantly off the pace.

Cashion’s clean runs were part of his plan, but it could have gone very wrong. “Last year I showed up with blown shocks, used up tires, and on Sunday I even forgot to empty my gear out of my trunk,” says Cashion.

“I even had fresh tires shipped to the hotel, but they arrived the day after the event. This year I decided to put

the car in its appropriate class and get myself some real shocks. I teamed up with Streetwise Performance and Bilstein to build a set of RallyCross-specific dampers. I got the new suspension installed a few days before driving to Tulsa, so I didn’t have any time to test it in the dirt.

“My first run on Friday’s practice course was not what I was expecting. I had terrible noises coming from the suspension. After talking it through with Streetwise and Bilstein, it seemed that the most likely culprit was that all of the suspension bushings were shot. Armed with that knowledge, I just tuned out the noise and somewhat erratic handling and drove it the way I wanted to.”

PREPARED REAR WHEEL DRIVE (PR)

PR was the smallest class of the event – it also featured the largest margin of victory. Sam Henry was the class of the field, utterly destroying the other two competitors. At the end of Sunday’s runs, Henry claimed a 47.6sec win over Rupert Berrington, and another 22 seconds back was Chris White. This win capped off what was a great season for Henry, who also competed in the Tire Rack Solo National Championships and the National Championship Runoffs in 2012. Henry is only the second person to compete in all three of SCCA’s winner-take-all championship events in the same season. He also ran all three events in Miatas.

But things almost went wrong for Henry halfway through the RallyCross when his Miata developed a fuel pump issue. “With the stewards’ permission, I switched into the Stock Rear Mazda [Ryan Miles was running] to finish the event.” Despite the lower level of prep, Henry was still able to maintain first in class and wrap up a very successful season.

“2012 was a great season for me,” says Henry.

PREPARED ALL WHEEL DRIVE (PA)

With two RallyCross National Championship titles to his name, Warren Elliott was the one to watch in the 15-car PA field. Every run Elliott made was like gold, as he continuously set the fastest time for each set of runs. His worst run carried two cones, but even then it was faster than anyone else’s. By the time the dust had settled, Elliott’s margin of victory over second-place Dan Quiet was 24.371sec.

“This year everything fell into place,” says Elliott. “Last October



PREPARED REAR WHEEL DRIVE
Sam Henry
 SpringfieldDyno/SafeRacer Mazda Miata



PREPARED ALL WHEEL DRIVE
Warren Elliott
 Hale Motorsports Mitsubishi Evo



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MODIFIED FRONT WHEEL DRIVE
Bobby Jasan LudicrousSpeed
 Motorsports.com Nissan Sentra SE-R



I made a plan to prep my car and put another driver in the car in the Mod class. After talking to multiple Solo champs the Thursday before the event, Brianne [Corn] took the seat." Using the same Hale Motorsports-built and prepped car in M4, Corn also took a dominating win.

While no one stood a chance of displacing Elliott, second place was attainable for a number of competitors. At the end of day one, Quiet had a Max Lawson nipping at his heels just 1.02sec back, with Keith Lightfoot and Edwin Cunill not far behind. Kubo Kordisch was also lurking, waiting for someone to err.

Sunday, Cunill put down a number of impressive runs, while Quiet was running on par with the rest of the field – until second runs. A cone call knocked Quiet's time down and left the door open for Lawson, who had yet to hit a cone all weekend.

Meanwhile, Kordisch's first run added a cone to his growing collection, but his scratch time was on par with Cunill – that is to say, even with the cone Kordisch was in the hunt for the final trophy position.

Under pressure, Quiet put down a screaming final run, nearly two seconds faster than Lawson's attempt, locking in second place. Jason claimed third and Cunill was firmly in fourth.

The last trophy position was Lightfoot's to lose – and he did. On the final run he added three cones to a not so fast run, while Kordisch ran fast and kept it clean. The margin for the final trophy position was 1.598sec, Kordisch over Lightfoot.

MODIFIED FRONT WHEEL DRIVE (MF)

Before 2012, the Modified category consisted of two classes, Modified All Wheel Drive (MA) and Modified Two Wheel Drive (M2). This year, MA remained, but M2 was divided into front- and rear-wheel drive. The result was 16 entries in MF and six in MR. While this didn't seem to attract more two-wheel-drive competitors to the event, it did mean rear-drive competitors weren't relegated to running at the back. Case in point, last year a rear-drive car didn't even trophy.

That said, the result at the front of this year's MF class was basically the same as last year's M2. 2011 was a battle between Kent Hamilton and Bobby Jasan, with Hamilton taking a 1.3sec win over Jasan. This year saw those two going head to head once

more, but this time Jasan intended to return the favor.

"After ending last year I knew I had some work to do in the off-season," says Jasan. "I stripped the car as far as I could go, full interior removal, shelled the doors, hood, trunk, removed the steel bumper supports, and installed Lexan windows."

Jasan was determined to win, but coming up to the championship event, he hit a snag. "I waited to buy tires until a month before Nationals, but apparently everyone in the U.S. had stopped selling rally tires and I ran out of time, so I actually ran the event on last year's rubber."

The weekend started with Hamilton resuming his winning ways, posting the time to beat. The story began to change on second runs as Jasan put down a run no one could touch.

Then came the drama. In the middle of the second runs, Aaron Miller's Honda Civic, which Hamilton was co-driving, broke a half shaft, scoring Miller a DNF. With Hamilton's next run coming up, everyone, including Jasan, scrambled to find Miller and Hamilton another car to drive

"For me, it was about competing straight up because both Aaron [Miller] and Kent [Hamilton] are very talented drivers, and going out that early due to mechanical issues isn't the way anyone wants the results to be determined by," says Jasan.

Another car was found, and Miller and Hamilton completed their morning runs. With some wrenching during the lunch break, the two were able to fix their car before the afternoon runs began.

It was around that time that Hamilton hit three cones – and Sunday went no better for last year's champ, as Hamilton hit cones on both of his runs. Jasan, meanwhile, ran fast and clean, and collected a National Championship title with 12.935sec to spare.

The final trophy positions were Matt Shinn in third, Nathan Usher 0.311sec behind in fourth, and Harold Denham some 4.08sec farther back in fifth.

MODIFIED REAR WHEEL DRIVE (MR)

MR was one of two "new" classes this year, the result of M2 being split into front- and rear-wheel-drive classes. This changeup for 2012 meant that, for the first time, rear-wheel-drive competitors would stand a chance at a championship. That said, only one of the six MR competitors *really* stood a chance at gaining this year's title: Will



MODIFIED REAR WHEEL DRIVE
Will MacDonald
 Mazdaspeed/Pete Remner Mazda RX-7



MODIFIED ALL WHEEL DRIVE
Brianne Corn Vorshlag/AWD Tuning/OS
 Giken/Hale/Rally Ready Driving School Evo



MacDonald. MacDonald didn't hit a cone all weekend – but that doesn't mean he played it safe. Every run was fast, sometimes seconds faster than the rest of the field. He obviously came to win, and win was what he did. But everything almost unraveled before the event began.

"I was originally going to co-drive an RX-7 from Colorado," says MacDonald. "That car fell through because its owner found he was unable to attend about a week before the event. Fortunately, Pete Remner, whom I had never met, was gracious enough to let me co-drive his RX-7 last minute."

MacDonald has a lot of experience in rear-drive cars, and after diagnosing a blown strut in the new car, followed by a quick replacement on Friday night, MacDonald was up to speed and comfortable in the car.

By Saturday night, MacDonald was looking at a nine-second lead over Chris Hastings. "Sunday's strategy was to drive conservatively, giving the cones a little bit of space and taking it easy in places to avoid risking the car or tires."

MODIFIED ALL WHEEL DRIVE (MA)

While the entry sheet may have listed 17 competitors in the year's MA class, the battle was very one-sided – and it was obvious once first runs were complete. Brianne Corn, fresh off her 2012 fourth-place trophy finish in B Modified at the Solo National Championships (not to mention her winning B Mod in 2011, where she became the third female to ever win an Open class Solo title) hit the RallyCross course running, tipping the clock with an impressive 85.270 – by far, the fastest time. A cone call added two seconds to that, but even then it was still the third fastest. And that was the last cone Corn hit.

Going into day two, Corn had a 12.096sec advantage over second-place Brian Ballinger. On day two, MA only took two runs, but that was enough for Corn to add another 4.76sec to her lead, making SCCA history once more as the first female to win a RallyCross National Championship.

"The car was flawless," says Corn of the car she was co-driving with this year's PA Champ Warren Elliott. "The only issue we had was when a small part of the front bumper was dragging when I came in from one of my runs. A bit of duct tape and we were good to go."

Corn, who has a list of motorsports accomplishment a mile long, including ones with the words like "Bonneville"

and "Pikes Peak" in them, is relatively new to RallyCross, but has become very involved. "This was my first year of RallyCross," says Corn. "We have not had a RallyCross program in Texas since 2005, and that was in north Texas and gone before I even knew it existed. I have volunteered hundreds if not thousands of hours in the effort to help bring RallyCross to Texas over the last half dozen years. James Wilson started Texas Rallysport after I started carving a RallyCross course out of a 14-acre plot of mosquito-infested land just outside of San Marcos, Texas."

The battle behind Corn might have been distant, but it was fierce. Ultimately, only 4.8sec would separate the remaining four trophy positions – and two of those who were in trophy positions at the end of Saturday found themselves disappointed come Sunday.

Ballinger was fast all day Saturday, only hitting one cone. Despite the penalty, he managed to work a 0.649sec advantage over Lipsinic, leaving Ballinger in second and Lipsinic in third. In fourth, by the end of Saturday, was Eric Genack. Genack was 0.033sec behind Lipsinic, and had it not been for the cone on his final run, Genack would have entered Sunday in second place. Keeping the final trophy position warm, less than a second behind Genack, was W. Orion Fairman. A scant 0.688sec behind Fairman was Peter Zlamany.

At that point, the only other person who conceivably stood a chance of working his way into the trophies was Jon Simmons – but sitting 1.656sec behind Zlamany, it would require some fantastic driving.

With Sunday came some fantastic driving. Zlamany kept his runs clean and posted times that rivaled that of Corn. Meanwhile, Ballinger kicked off the day with a first run that was way off the pace, and then he picked up a pair of cones on his final run. Lipsinic stayed cone free, but his times couldn't compare with those Zlamany put down. Genack hit a cone, but kept his runs fast. Simmons, meanwhile, had a scorching first run, and while he hit a cone on his second run, his overall time was still good enough to jump ahead of Ballinger and the struggling Fairman.

When the times were tallied, it was Corn with the overall win, followed by Zlamany, Genack, Lipsinic, and Simmons in the final trophy position. 📍

RALLYCROSS NAT'L CHAMPIONSHIP

TULSA, OKLA. / OCT. 5-7, 2012

STOCK FRONT WHEEL DRIVE

1. James Wilson	Mazda 2	786.259
2. Tim Hardy	Ford Escort GT	791.866
3. Don Hardy	Ford Escort GT	807.728
4. Brent Trail	Honda CRX	818.194
5. Stan Bell (Dodge Neon); 6. Ron Foley (Honda Civic); 7. M.E. Halley (Mazdaspeed 3); 8. Tonia Peacock (Mazdaspeed 3); 9. Curtis Wood (Dodge Neon); 10. Kevin Yap (Toyota Corolla); 11. Sianelli Cruz (Mazda 2).		

STOCK REAR WHEEL DRIVE

1. Ryan Miles	Mazda Miata	833.623
2. Douglas Largent	BMW 325i	837.443
3. Brian Harmer (Mazda Miata); 4. Patryk Matecki (Lexus); 5. Monty Shinn (BMW 318ti).		

STOCK ALL WHEEL DRIVE

1. Jan Gerber	Subaru WRX	773.986
2. Gonzalo San Miguel Vega	Subaru Impreza 2.5RS	777.851
3. Charles Wright	Subaru Impreza 2.5RS	778.776
4. Jim Golden	Subaru Impreza 2.5RS	792.514
5. Sean Grubb	Subaru STI	793.057
6. Stephen Ducharme	Subaru WRX	795.363
7. John L. Loegeli (Subaru Impreza); 8. Clifton Kangas (Subaru STI); 9. Jacob Blevins (Subaru Legacy); 10. Mike Golden (Subaru Impreza 2.5RS); 11. Sara Tongsvone (Subaru WRX); 12. Daniel Petrillo (Subaru STI); 13. Allen Richardson (Subaru STI); 14. Claude Marty (Subaru Outback); 15. James Caswell (Chevrolet S10); 16. Gary Patrick (Subaru WRX); 17. Peter Jasan (Audi 90 Quattro Sport); 18. George Blevins (Subaru Legacy);		

PREPARED FRONT WHEEL DRIVE

1. Ken Cashion	Honda Civic	785.147
2. Eric Adams	Mazdaspeed 3	789.873
3. Antonio Serrachino	Acura Integra RS	794.762
4. Chang Ho Kim	Honda Civic	795.976
5. Jim Rowland (Nissan Sentra SE-R); 6. Robert Seelig (Mazda Protege LX); 7. Kevin Murphy (Nissan Sentra SE-R); 8. Kim Hapgood (Honda Civic SI); 9. Damon Cuccia (Ford Festiva); 10. Jefferson Creech (Hyundai Veloster); 11. Mayur Patel (Mazda Protege); 12. Phillip Thomas (Ford Festiva); 13. Jeannie Creech (Hyundai Veloster).		

PREPARED REAR WHEEL DRIVE

1. Sam Henry	Mazda Miata	793.419
2. Rupert Berrington (Porsche 924S); 3. Chris White (Porsche 924S).		

PREPARED ALL WHEEL DRIVE

1. Warren Elliott	Mitsubishi Evo	648.511
2. Dan Quiet	Volvo S40	672.882
3. Max Lawson	Subaru WRX	673.902
4. Edwin Cunill	Mazdaspeed 6	675.983
5. Kubo Kordisch	Subaru Impreza 2.5RS	683.770
6. Keith Lightfoot (Plymouth Laser RS); 7. Diego DeCastro (Subaru WRX); 8. Kevin Corn (Subaru RS); 9. Joe Franciamone (Subaru WRX); 10. Ryan Sealey (Plymouth Laser); 11. Susan Ann Lawson (Subaru WRX); 12. Wayne Stockel (Subaru WRX); 13. Bryan Tippens (Audi TT); 14. Ben Payne (Subaru Impreza); 15. Cody Hatfield (Subaru 2.5i).		

MODIFIED FRONT WHEEL DRIVE

1. Bobby Jasan	Nissan Sentra SE-R	642.298
2. Kent Hamilton	Honda Civic	655.233
3. Matt Shinn	Nissan Sentra SE-R	658.960
4. Nathan Usher	Volkswagen GTI	659.271
5. Harold Denham	Volkswagen GTI	663.352
6. Aaron Miller	Honda Civic	670.593
7. Z.B. Lorenc (Volkswagen GTI); 8. David Baker (Nissan Sentra SE-R); 9. Matthew Cox (Plymouth Neon); 10. Linda Duncan (Plymouth Neon); 11. Brent Herculinsky (Suzuki Swift); 12. Michael O'Connor (Subaru Impreza); 13. Leon Drake (Volkswagen Rabbit); 14. Howard Duncan (Honda CRX); 15. Grady Wood (Honda CRX); 16. Andreas Ellert Olsen (Subaru Impreza).		

MODIFIED REAR WHEEL DRIVE

1. Will MacDonald	Mazda RX-7	775.764
2. Chris Hastings	Mazda MX-5	792.913
3. Pete Remner (Mazda RX-7); 4. Evan Arthur (Mazda Miata); 5. Wendell Karr-Ake (Mazda RX-7); 6. Bev Carlile (Mazda RX-7).		

MODIFIED ALL WHEEL DRIVE

1. Brianne Corn	Mitsubishi EVO	621.633
2. Peter Zlamany	Plymouth Laser	638.489
3. Eric Genack	Plymouth Laser	639.642
4. Patrick Lipsinic	Subaru Impreza 2.5RS	641.297
5. Jon Simmons	Subaru Impreza	643.253
6. Brian Ballinger (Subaru WRX); 7. W. Orion Fairman (Subaru 2.5RS); 8. Todd Swain (Subaru RS); 9. Jon Olschewski (Subaru Impreza RS); 10. Corey Phillips (Subaru WRX); 11. Ryan Wilcox (Subaru STI); 12. Yuri Koznetsov (Subaru Outback); 13. Brad Turnbull (Subaru Legacy); 14. Alex Reinkordt (Subaru Legacy); 15. Paul Terhune (Subaru WRX); 16. Mike Jiang (Subaru Impreza).		

RACING ROOM

CLUB RACING BY JIM WHEELER, CHAIRMAN, CLUB RACING BOARD

A CRB PERSPECTIVE OF THE RUNOFFS

SCCA tried a different format for the National Championship Runoffs this year. The trial format came as a result of a poll of racers after last year's Runoffs. Competitor reviews of the schedule at the Runoffs itself were, shall we say, mixed – but reviewing something before it's over is always tricky. As such, driver surveys about the schedule have already been sent to the membership.

As the Chairman of the Club Racing Board (CRB), I was involved in numerous Court of Appeals (CoA) and Chief Steward meetings at the Runoffs. If an issue was written up in impound, or because of a protest, it would work its way through the system. If the issue was protested and appealed, it ended up in the Court of Appeals. The CoA usually asks the CRB for input on its interpretation or intent of the rule in question. It was a real pleasure to work with the members of the courts, and I was impressed by their commitment to getting everything right for the competitors. The court members, when necessary, went to the racer's paddock in person to see what the problem was. Other members of the CRB, **Fred Clark**, **Peter Keane**, and **Chris Albin**, also participated in these hearings and gave "witness" statements explaining the CRB's position on the issues.

Bob Dowie, the former CRB Chair (and my mentor), was also on hand to advise on the process. There will be some rules clarifications coming from what we learned during the CoA hearings. We will be fine-tuning some rules that the tech crews and courts found ambiguous or unclear.

For instance, Chairman **Bill Gilcrease** and his GT Advisory Committee worked for more than an hour on new guidelines for the single inlet restrictor (SIR) stall test on

the conference call that followed the Runoffs. Other Advisory Committees will be discussing any issues that were brought up in tent meetings, face-to-face discussions, tech, and the courts.

Our rules have been written for car people, and should be viewed from that perspective. One tortured reading of the rules had a competitor saying that his intercooler was a radiator, due to the fact that it was a heat exchanger for fluid. Yes, air is defined as a fluid. But, any kid with a Subaru knows the difference between a radiator and an intercooler. Of course, radiators were free on his car and intercoolers had to be stock. So, do we rewrite all of the rules to eliminate any possibility of this type of interpretation, or do we apply common sense and tell the guy to just go and make the car compliant? There is a fine line between writing a common sense rule and writing a rule that will add two more pages to the GCR.

The daily CRB town hall meetings at the Runoffs were also interesting. Most were informative, but they were often too short and covered too many classes each meeting to really resolve any major issues. Perhaps the best result was that we could all meet each other and put faces with the names we see on e-mails and CRB letters we receive every month. It was also good to see some of the members of the various Advisory Committees who

work long hours dealing with the hundreds of letters and requests we receive each month.

One thing is certain, regardless of everything, this was still the Runoffs and there was a lot of great racing. The American Sedan race had one of the best race finishes I have ever seen. Unfortunately, due to an engine issue I watched it from the side of the track.

I shirked my duty at the Worker of the Year party to attend the Dawson Motorsports American Sedan Chili party, sponsored by Steeda, The Gear Box, and Felice Racing engines. These parties are a huge part of the Runoffs experience and almost everyone had one or two must-attend functions during the week.

The next night, I ended up at the worker party after most of the workers had left. I sat with a group of corner workers from Great Lakes and Central Divisions and talked for an hour or two about this year's Runoffs and their experiences in the past. I think a couple of the workers had even worked Canada Corner last year when I rolled the Firebird.

The 2013 Runoffs will be the 50th running of this great event. It will also be the last Runoffs at Road America under the current contract – so make plans now to attend what will undoubtedly prove to be yet another incredible event. 



The National Championship Runoffs features CRB town hall meetings where Club members can pose questions to the Board, as well as present their thoughts and ideas.

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LEAVING THE LINE

NATIONAL SOLO BY PAUL BROWN

A LOOK AT THE 2012 SOLO SEASON

With the 2012 Solo season coming to a close, it's time to examine the National participation numbers. So far this year – and as of press time there were still two events remaining – the Tire Rack Solo National Tour has maintained pretty much exactly the numbers seen in 2011, with about 232 entries per event – that's a very good result. Next year will see a few events with a new format (details to come as they are finalized) with a schedule that looks quite familiar.

The big winner this year was the Tire Rack ProSolo National Series. With an average attendance of 203, SCCA Vice President of Rally, Solo, and Special Programs **Howard Duncan** calls 2012's ProSolo program a “banner year.” Looking at the numbers, there were some very large ProSolos that offset the average, with some smaller events having numbers in the 130s. However, 2012 marked a participation record for the series, and it would seem to indicate that ProSolo is going in the right direction.

Though not flirting with an all-time record turnout, the Tire Rack Solo National Championships continue to have high participation numbers, this year seeing an increase of seven

entries over the 2011 numbers, bringing the total to 1,128. Solo guru **Rocky Entriken** did some analysis of those numbers, and pointed out that the increase (and the fact that we didn't see a decrease) might have been due to the turnout in the new Road Tire (RT) category. Half of the entrants in the RT classes were Nationals rookies, and another significant fraction were drivers who skipped the 2011 event. We do have rookies in other classes and, for that matter, people who skip a year for whatever reason, but in most classes that accounts for two or three drivers, not the majority of any class, as it does in RT.

So what changes might we see next year? As I mentioned, the schedule is firming up to look familiar to that of the recent past. There is an effort to avoid having multiple events close to each other geographically without separating them by at least a few weeks, except where pairing them really makes sense. Packwood is the major exception as quite a few people make that into a vacation destination and drive long distances to what has to be the most picturesque site in Solo. It is also one of a few places that can expect to offer civilized conditions in July for hanging out for three long days on a paved surface, so expect to see that on the July schedule until further notice.

So far, lobbying to turn the Independence Day weekend into

another four-day combined ProSolo and National Tour haven't borne fruit, but some continue to hold out hope. Separating events will add to the mileage that the SCCA staff will put in, but if it means that more SCCA members get to participate, it will be considered to be a good investment.

ProSolo will divide the RT category into RT2 (front- and rear-wheel-drive cars) and RT4 (all-wheel-drive cars). With the launch being such an important part of ProSolo performance, this looks like a good thing for the two-wheel drivers – and if participation continues to grow, there's another obvious split for 2014 available if it seems appropriate.

For both ProSolo and Solo National Tour events (and presumably the Solo National Championships), the infamous Toyo 195/50-15 R1R tire will be on the exclusion list for RT; it will remain legal in ST. Since ST-category cars have some flexibility in tire diameter but Stock category cars do not, many feel this is a reasonable approach.

2013 looks to be another evolutionary year. Since the 2013 Solo National Championships will be the 41st running of the event, one would hope that the Solo community has this pretty much figured out. Kudos to all of those who have made this sport what it is today.

In 2013, the Road Tire class will no longer be able to use the Toyo 195/50-15 R1R tire.

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TWO DAYS IN AUGUST

“The ’74 gas crisis immediately came to mind,” replied **Dave Teter** when asked when there had last been a two-day SCCA National RoadRally. Steel Cities Region and Rallymaster **Bruce Gezon** proved that what’s old is new again with the Western Virginia RoadRally that spanned Aug. 25-26.

Teter was correct. In 1975, the SCCA RoadRally rule requiring National events to be a minimum of two days and 400 miles was changed to a minimum one-day event covering 250 miles. From its beginning in Pittsburgh, Pa., with an overnight stop in Morgantown, West Virginia, the rally traced a route through a region that for a few years more than two centuries ago would have been considered Western Virginia.

“The bulk of the route was very scenic,” explained **Ron Johnstonbaugh**, with “lots of elevated views in the mountains and very little local traffic.” Johnstonbaugh earned a mere 13 points driving his Subaru to a first overall and first in Equipped Class finish with **Jack von Kaenel** navigating.

Rally routes have memorable parts but a hopefully fleeting and unusual scene provided a highlight for this course. The only team entered in Limited Class, **Jeanne English** and **Bob Morseburg**, experienced it.

On Saturday afternoon they encountered a pickup truck coming toward them and continuously flashing its headlights. Morseburg explained how their confusion was soon sated. “As we went around a curve slower than we normally would have [there was] a woman, talking on her cell phone, pushing a stroller with a baby and trying to control her dog, walking up the middle of the road.”

Maybe the memorable RoadRallies just prove it’s the journey, not the location. Morseburg and English had first rallied together “sometime in the ’80s” as Morseburg remembered it. “We always have fun together,” added English, “and we laugh at the same things.”

English didn’t know they were running Class L until Morseburg picked her up at the airport.

“I remember it being easier,” explained Morseburg as he justified his decision to navigate in that class. “I was right on in timing except for my

inability to determine if we were early or late.” The conversation going into at least one control exposed his limitation.

“Jeanne, you’re three early. Jeanne, you’re four early.”

“Bob, I can’t be. I keep going slower.”
“Oops, I meant you were late. There’s the checkpoint.”

The rally’s midpoint break that Saturday evening provided another memorable experience. A classic car dealership, Mid-Atlantic Sports Cars in Morgantown, opened their showroom and provided the hospitality. Johnstonbaugh, who admitted wanting the \$36,000 Aston-Martin Vantage, confirmed that “the refreshments were top notch.”

Johnstonbaugh liked the two-day format with the overnight break. English and Morseburg, coming from the West Coast, liked the noon start on Saturday. Morseburg didn’t leave the endpoint on Sunday until 5 p.m. “I don’t know if Sunday would’ve actually been any different had the whole event been on that day.”

Because of other commitments, the father and son team of **David** and **Daniel Harkcom**, the eventual Stock Class winners, ended up “maxing” the last two controls in an effort to get David Harkcom to the airport for a noon flight. However, their 144 points were still few enough to win that class.

This event was the first time the Harkcoms had teamed up in Class S and the first time David Harkcom had run in that class since the mid 1980s in Pittsburgh.

Following on their heels in Class S, if not at heel, was the only team from the Steel Cities Region, **John Proovich**, his wife **Linda Davis** and **Smokey Joe** (K-9 Advisor) in a Mini.

Proovich raced Professional Formula One Power Boats for 11 years. The year before he moved up to racing in the series, six rookie drivers were killed in six back-to-back races. “In reality, we never knew if I was going to finish any race alive.” Proovich confessed that kissing his wife goodbye before each race was done in eerie seriousness.

“RoadRally has an intensity to replace some of that emotion and some of the adrenaline. But it’s a lot more fun. We got so wrapped up in our first SCCA Tour RoadRally that nothing else existed outside of it for an entire weekend.”

“Long before” Proovich started racing powerboats, he competed in SCCA Solo events driving Triumph TR4s. The Western Virginia “was a driver’s course all the way. I had more

fun driving than should be legal. It was an exciting course and held my attention the entire time.”

The only downside for Proovich was Smokey Joe being denied entry to the awards presentation at the restaurant.

Although no one took advantage of it, Saturday’s portion of the event could have been run as a standalone Regional Rally.

Whether or not the concept makes a comeback cannot be predicted with certainty, but Johnstonbaugh “enjoyed the two-day format.” David Harkcom praised the great roads “with first-class organization throughout on a beautiful weekend.”

Over those two days, contestants were tested at 27 scored controls and the average winning score was less than one-half of a hundredth minute per control.

Morseburg didn’t know whether his rally timing was as smooth as it was 30 years ago, “but the one thing that was like old times was we laughed and had fun.”

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“WE GOT SO WRAPPED UP IN OUR FIRST SCCA TOUR ROADRALLY”

John Proovich

John Proovich, Linda Davis, and Smokey Joe (Molly the Mini not pictured).



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KNEE DEEP IN NEDIV

NORTHEAST DIVISION BY G.W. HENDERSON

'TIS THE SEASON

Sure, you maybe be receiving this issue in November, but this is the December issue. And since the holiday season will be soon upon us, we present an adaptation of the famous poem *The Night Before Christmas* in order to get all of those NEDiv members in the mood for shoveling snow off their driveways – which you'll be doing soon enough.

'Twas the night before qualifying, and all 'round the track, all the teams were excited 'bout a "new" steering rack. About new wheels and tires and brakes like molasses, 'bout new sway bars, and spring rates, and late braking passes.

All the Tech Inspectors were tucked into bed, while visions of full compliance danced in their heads. And I, in my Nomex, and Carbon-X underwear had just settled down in my big comfy chair to await my endeavor, my turn, my attempt at a chance to make history, and possibly rent, by completing – no – winning the 24 hour that's run every season with cars of all power. Twice 'round the clock in sun, rain, or snow – no excuses, no traction, no problem, let's go!

As I sat there and waited in the dark of the night, from the murk, from the fog, from the late starry light, a glow, oh so brilliant, a sound, oh so deep, came rushing, came drifting, racing straight for my feet! I sprang from my seat and ran to the pit rail to better see, better glimpse what this could entail.

And what to my watering, gas fumed eyes did I see? But a bright red Corvette led by eight tiny Minis. It's driver, a plump, roly-poly old guy, dressed in a bright red fire suit with a gold sequined fly gripped the wheel, and the stick shift, punched the clutch, headers flamed, and he flashed his lights at the Minis as he called them by name: "On Fangio, on Gurney, on Donahue, and Hall! On Schumacher, on Hamilton, on Posey, on Paul!"

Their tires, they squealed, their engines, they strained, their gearboxes whined, and they smoked, and complained. They weaved and they wiggled and darted and dove, and their headlights and taillights and brake rotors glowed.

The old driver laughed and bellowed with glee. Much fun he was having, 'twas obvious to me.

The red 'Vette lurched sideways and he pulled a strong shift, and I swear there was a twinkle in his visor as he completed the drift. And, in the hatch of the racer, piled there with joy, bounced, jostled, and tumbled all manner of toys. New running shoes for J-Dogg, a Mazda for Prill, and new classes of racers, B-Spec, what a thrill!

As he sped by me, a checker he waved almost like saying, "Your race can be saved!"

Then, quick as a Crosley, as fast as a Storch, He downshifted, trail braked, and foot to the floor, I heard him shout to the Minis, "To the top of the hill! Around the oak tree, down the cork screw, thru the valley so still!

"To the East Coast, to the West Coast, to the North and the South. To every race shop, and race fan, and racetrack and house. May the Holidays find you and keep in gear, and may all you be racers and workers for years!"

And as they zoomed from my limited fog and snow

hindered sight, the fat jolly driver shouted, "Merry Christmas to all, and to all a good night."

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REVVIN' IN SEDIV

SOUTHEAST DIVISION
 BY SUSAN H. YOUNG

CHECKERED FLAG: ANNA KATHERINE HILL

Atanta Region's **Anna Katherine Hill** was scowling as we entered the workers meeting at the St. Pete Grand Prix last spring. "I've forgotten my long-sleeved white shirts," she grumbled. "I wear two layers of shirts on the corners, so I'm ready to get to the drivers, but I only have my short sleeved ones."

"No problem," I replied, "Take mine." Handing her a jumbled pile from my bag, I explained, "I'm on the radios upstairs, I won't need them, they'll fit you."

"Great, thanks," she brightened, "I feel better now. And I'm so happy working the turns, I'd just be bored indoors, too far from the action."

Anna was like that. At the age of 31, she'd practically grown up on the track, and was a calm, seasoned professional. Vivacious, friendly, and outspoken, she was one of those people you always wanted to see at the tracks. And she'd even volunteer on short notice.

The older guys would grumble, "Here comes Anna, she's a talker," but then you'd see their eyes gleam proudly and they'd say, "Yeah, that's right, she's flagging in *my* corner."

And on the radio, you knew it was Anna – nice and calm, easy to understand, just like she was on a Sunday walk. Sebring, Atlanta, winter or summer, she was on guard, protecting her drivers.

Atlanta Motorsports Park, hired Anna as their chief of race control. She also founded her own marketing company, Apex, which revolved around promoting racing products and services.

Anna was tall and athletic, yet had a penchant for tripping over things with comic recovery. She rode a mountain bike, enjoying her hilly new home area near Atlanta. She even

bought an Aprilia motorcycle, armored riding clothes and helmet, and learned to ride the bike on the track. "Well, I have to have a cheaper way to get to all my tracks," she joked.

Considering how much everyone liked Anna, it came as a devastating blow that on Sept. 22, Anna passed away suddenly.

Anna's Facebook page shows her with more than 600 friends, including many, many SCCA members and others from around the U.S. There are also hundreds of photos of her smiling with flaggers and hamming it up with officials.

"She was always a joyful and pleasant presence," wrote Central Florida Region's **Darren Gunn**. Central Florida Region's **Richard Bittmann** wrote, "Words fail me, thinking of Pat, Barbara, Lee, and all of Anna's friends."

Reverend Steve Kearney of Motorsports Ministries summed it up

COURTESY HILL FAMILY



Atlanta Region's Anna Katherine Hill loved everything to do with motorsports, volunteering with the SCCA and working at a racetrack. The racing community was saddened to learn that on Sept. 22, Anna passed away.



JOULE FRIEDLER

With the strong Road Tire programs the regions have across CENDiv, many were expecting CENDiv drivers to dominate the RT classes at this year's Tire Rack Solo National Championships. Not to disappoint, Milwaukee Region's Andy Smedegard took home the RTA class win on his first visit to Lincoln Airpark.

very eloquently. "Our hearts grieve with them at the death of this vivacious young woman who was one of our CFR family."

He went on to say, "Pray for her family and her CFR family as we grieve, and yet as we celebrate her life and honor her memory!"

Anna's family has requested that funds in her memory be sent to Cat Call (www.catcall.org) or Wildlife Rescue Ministries (www.wildliferescueminstries.org).

We have a new Angel watching over our travels. Godspeed, Anna – you will be missed.

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NORTH COAST NEWS

GREAT LAKES DIVISION
BY NANCY SCHILLACE

SUCCESS AT SOLO CHAMPIONSHIPS

The Tire Rack Solo National Championships, which took place Sept. 4-7, 2012 at Lincoln Airpark in Lincoln, Neb., brought roughly 1,200 drivers flocking to the largest competitive motorsports event in the world. And the Great Lakes Division was well represented with many trophy winners.

Here's a list of many of the GLDiv trophy winners – hopefully no one was missed from the list: Super Stock: **Matthew Braun** (second) and **Steve Telehowski** (eighth); G Stock: **William Loring** (first), **Jonathan Rogers** (second), and **John Azevedo** (fifth); H Stock: **Tim Carritte** (second).

Street Touring Compact: **Jeff Mabrey** (seventh); **Street Touring Compact Ladies: Kathy Grunenwald** (fourth); Street Touring Roadster: **Marc Pfannenschmidt** (second); Street Touring Sport: **Tom O'Gorman** (third).

A Street Prepared: **Aaron Miller** (first), **Alex Jones** (fourth), and **Timothy**

Moyer (fifth); A Street Prepared Ladies: **Lorien Feighner** (third); C Street Prepared Ladies: **Velma Boreen** (third); D Street Prepared: **Eric Campbell** (second); D Street Prepared Ladies: **Cindy Duncan** (third); E Street Prepared: **David Feighner** (fifth) and **Dave Heinrich** (seventh).

C Prepared: **Scott Lewis** (ninth); E Prepared: **Dean Rindler** (fifth); E Prepared Ladies: **Charina Hansen** (second) and **Carmen Rowlands** (third); F Prepared: **Andrew Pallotta** (fourth); G Prepared: **Mike Feher** (second) and **Fred Robertson** (third); G Prepared Ladies: **Kim Bollinger** (second).

A Modified: **Dan Wasdahl** (first); B Modified: **Clemens Burger** (first) and **Daniel Stone** (second); C Modified: **Nick Myers** (fifth) and **Mark Lamm** (sixth); Kart Modified: **Jeremiah McClintock** (second) and **Larry MacLeod** (third); Kart Modified Ladies: **Neva Hoover** (second);

Road Tire RWD: **John Souder** (sixth); Road Tire FWD Ladies: **Liz Foreman** (first) and **Linda Ruschak** (third); Road Tire RWD: **Marco Diniz de Oliveira** (ninth).

WITH THANKS

The news from **Bob Cowie** of Cincy Region is that the silent auction at Mid-Ohio during the Cincinnati Region IT-Spec*acular race on July 28-29, 2012 in memory of **Judy Cowie** was a huge success, with all auction funds were presented to the ALS Association Central and Southwestern Ohio Chapter. Cowie extends his appreciation to all who donated, and offers a special thanks to the Cincinnati Region, **Jim** and **Jennie Morsch** of Continental Motorsports, Race Care Ministry, **Bill Kidwell** of Motorsports Country Club, **Tom Patton** of Tire Discounters, **Kathleen Donahoe** of Quaker Steak and Lube, Full Throttle, **Roz Rostenkowski** Photography, Smokey Bones, **Mary Weir** of Mid-Ohio Sports Car Course, **Jeff Loewe** Photography, and the editor of *Cincy Motorsports Journal* **Kurt Niemeyer**.

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THE FISH WRAP

CENTRAL DIVISION
BY SAM KARP

CAME, SAW, CONQUERED...

Regrettably, last year I missed the Tire Rack Solo National Championships for the first time

since 2003. However, I had the pleasure to listen online and follow the live results from the office, cheering on my fellow competitors and friends. After I shut my browser down for the last time, I knew one thing: I *must* make it back in 2012. And I am grateful I did, just as I'm sure the other 136 CENDiv members were grateful they made the trip, too.

This year's Solo Nationals was awesome. With nearly perfect weather the entire week (except for an odd light hail storm during heat four on Wednesday), and the tight community of paddock, lots of fun was had regardless of whether or not you went home with a trophy.

CENDiv brought 137 entrants to the Lincoln Airpark in Lincoln, Neb., this year, which made up about 12 percent of the entire field. Nearly 31 percent (43 people, to be exact) of us came home with trophies as well. Of that, we had four National Champions and three class winners.

The Stock category found three class winners from the division. **Emily Bashford** led the Canada invasion with a win in B Stock Ladies. Many of the Winnipeg drivers belong to Badlands Region like Emily does, and many of them are very quick drivers. **Chris Fenter** of Milwaukee Region took a unique class victory in C Stock. A rare National Championship that did not see him as the fastest driver on either course. Chicago Region's **Bartek Borowski** was back to business as usual claiming his third consecutive National Championship in E Stock and fifth title overall. Other CENDiv trophy winners in the Stock Category were: **Chris Shay** (11th in SS), **Jeff Janzen** (fourth in BS), **Brad Lamont** (sixth in CS), **Wayne Onyschuk** (fourth in DS), **Hubert Borowski** (third in ES), **Greg Janulis** (fifth in ES), **Chris Bailey** (sixth in ES), and **Bob Gosda** (fifth in FS).

Street Touring is another category that saw CENDiv domination. The newest offering in Street Touring is the STF class. **Dan Marx** out of Central Illinois Region drove to a second place in the class and Land O' Lakes driver **Todd Freeman** took the fourth trophy spot. Co-drivers **Jason Frank** and **Brian Stone**, both from Milwaukee Region, drove to a second and third finish in the STC class. Stone was at his first visit to Nationals and may be a contender for Rookie of the Year. New mommy **Christy Vehe** of Chicago Region also drove to a podium finish taking second place in STUL. Other CENDiv trophy finishers in the ST

class were: **Pat Washburn** (seventh, STC), **Andrew Canak** (fourth, STS), **Neal Tovsen** (fourth, STX), **Danielle Dvorak** (fourth, STXL), and **Colin Fiedler** (seventh, STR).

The Street Prepared, Prepared, and Modified categories also saw some notable finishes. **Jeff Cashmore** of Milwaukee Region showed awesome pace and won the D Modified class. **Mark Yakich** of Land O' Lakes Region took third in a blistering fast F Mod class. **Dede Padberg** was the top placing Blackhawk Valley Region member taking third in CPL. Other trophy finishers were: **Bob Anderson** (eighth, ESP), **Darrell Padberg** (eighth, CP), **Brian Packerham** (seventh, DM), **Jeff Christianson** (fifth, EM), **Keith Beumer** (sixth, FM), and **Chris Mosley** (seventh, FM).

The final categories to talk about are the provisional Formula Junior and Road Tire classes. Although National Champions are not crowned in these classes, the amount of talent and competition was very steep. With the popularity of the Street Tire classes in the Milwaukee, Chicago, and Minneapolis area's, along with the geographical location of our division to Lincoln, Neb., this writer was expecting domination of the RT classes – and I was not disappointed! There were 23 class trophies up for grabs between the Open and Ladies classes in Road Tire. CENDiv took 10 of those home and had two class winners.

Lance Keeley and **Andy Smedegard**, both of Milwaukee Region, took home class victories in RTR and RTA, respectively. The only open RT class that was not won by a CENDiv driver was RTF, but Milwaukee Region driver **Bart Hockerman** drove to an amazing second-place finish. Chicago Region driver (although now living in Minneapolis), **Adam Barber** was one spot behind Hockerman in RTF. Add **Eric Koehler's** third-place finish in RTA and you have five of the nine podium spots available in the Open class being taken home by drivers from CENDiv. Other RT trophy winners were: **Adam Deffenbaugh** (seventh, RTF), **Trevor Jones** (fifth, RTR), **Jeff Slater** (sixth, RTR), **Mark Hirt** (eighth, RTR), and **Carl Kirkegaard** (10th, RTR).

Last but not least were the Formula Junior classes. The Regganie Family has always been on top of the FJ radar. **Kate Regganie** has really shown her speed locally this year and drove to an amazing third-place finish. She is a very talented JA class. Her younger brother **Tom Regganie** took the win in the JB class for the third consecutive year.

So which region in CENDiv brought the most entrants, you ask? That distinction belongs to Milwaukee Region this year with a whopping 50 entrants (Chicago Region had 43 and Land O' Lakes had 21). Milwaukee also had the most class winners with four while Chicago had two and Badlands one. Milwaukee Region also had the most trophy winners with 16 compared to Chicago's 12. Well done to all regardless of region, class, and finishing position!

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GATEWAY TO MIDIV

MIDWEST DIVISION
BY EILEEN WATERS

GLDIV TACKLES THE CHAMPIONSHIP EVENTS

The 40th Solo National Championships took place at the Lincoln Airpark in Lincoln, Neb., on Sept. 4-7, 2012 and featured 1,135 competitors, including 132 from the Midwest Division. Kansas City Region led our divisional entries with an impressive 35 making the journey.

Kansas Region led the Midwest Division with two National Champions this year: H Stock's **Greg Reno** in a Mini Cooper and **Ron Williams** in his Honda Civic in F Street Prepared. Also standing atop the podium in their respective classes were **Joe Thorpe** (Des Moines Valley Region) in Super Street Prepared driving a Corvette and **Nick Roberts** (Kansas City Region) driving the 2012 Jayhawk Motorsports FSAE entry in Formula SAE.

Picking up silver medals at the Nationals were D Stock's **Craig Wilcox** (Kansas City Region) in a Mini

Cooper, **Julie Heaton** (Nebraska Region) in a Mazda Protege in G Stock Ladies, **Linda Duncan** (Kansas Region) in H Stock Ladies behind the wheel of a Mini Cooper. Des Moines Valley Region member **Adam Ansoorge** claimed the Road Tire RWD supplemental class win in a Mazda Miata.

Rounding out the podium finishes were a pair of Nebraska Region members **Matt McCabe** in a Mazda Miata in C Street Prepared with **Riley Heaton** in a Margay Kart in Formula Junior B and the 2011 Jayhawk Motorsports entry from Kansas City Region driven by **Trent Strunk**.

This year's National Championship Runoffs (as well as the milestone 50th edition next year) was held at the picturesque Road America circuit in beautiful Elkart Lake, Wis. Roughly 500 racers from around the country, including 37 from our own Midwest Division, participated.

The newest Midwest Division champions certainly provided dramatic and entertaining competition in winning their crowns. Kansas Region's **Kent Prather** defended his GT-Lite title in the third-closest finish in the transponder era by a margin of victory of 0.023sec in his Mazda Miata. **Jim Drago** of the Mid-South Region nearly doubled his pleasure by winning in Spec Miata from the pole to lead the entire distance while finishing second in a dramatic last lap in Super Touring Lite – in that battle, Michigan Region's **Ray Huffmaster** took the supplemental class win.

Kansas City Region's **Michael Mallinen** had the fastest race lap in Formula Atlantic, but lost the title by a scant 1.050sec to pick up a second-place finish. In the Formula 500, Kansas Region member **Charles McAbee**, driving a Rotax 494 Rave, also finished second. The division's largest entry was in F Production where **Sam Henry** of the Ozark Mountain Region finished 5.386sec back in second in his Mazda Miata.

Claiming the division's final podium finish was **Charlie James** of the Northeast Oklahoma Region in the Showroom Stock C class driving a Hyundai Tiburon.

The BFGoodrich Tires Midwest Division's Worker of the Year, which was presented at the 2012 Runoffs, is **Monica Shaw**, who works in Race Administration for the Des Moines Valley Region.

Setting a personal milestone at this event was *SportsCar* photographer and St. Louis Region member

St. Louis Region's **Mark Weber** (right) celebrated his 500th Club Racing start and 50th Runoffs at the 2012 Runoffs. In celebration, he gave away memorabilia to a couple of volunteers who had worked more than 43 of the last 49 Runoffs. **Dave Rollow** (left) was randomly selected as the winner of a commemorative racing helmet.



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RUPERT BERRINGTON

Mark Weber. This year's Runoffs marked his 500th career Club race as well as his 50th Runoffs start (he raced multiple classes for many years). This year he finished eighth in F Production. Weber celebrated the occasion by joining in the Worker of the Year festivities and honoring **Dave Rollow** with a commemorative helmet and **Duck Waddle** with an SCCA jacket, as each had worked more than 43 of the 49 Runoffs!

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SOWDIV SUNSET

SOUTHWEST DIVISION
BY SYDNEY DAVIS

SWDIV SHINES AT SOLO NATIONALS

With a strong showing in several classes, the SWDiv drivers once again impressed at the Tire Rack Solo National Championships, which took place Sept. 4-7, 2012. A big thank you goes to Lone Star Region member **Zack Barnes** for providing the following valuable insight to the activities at the concrete jungle of Lincoln Airpark in Lincoln, Neb., for the 40th running of the Solo Nationals:

Lane Borg, West Texas Region, demonstrated that his day job as a tire tester for Goodyear pays off, since he rode the company product to the 0.095sec victory in AS, and added a subplot to the DOT-R tire debate. **Kim Whitener,** Texas Region, also ran the morning heats early in the week to win STSL in a CRX. **Sharon Ederlien,** Texas Region, brought home second in a Miata.

David Whitener, Texas Region, used the same CRX to win in STS over co-driver **Andrew Hahn.** **Andy Hollis,**

Lone Star Region's **Andy Hollis** had a good year in the Tire Rack ProSolo National Series. Traveling to several events throughout the season, he entered the early September Tire Rack ProSolo Finale without the need to make it far in the Gumout Super Challenge to clinch the overall title. As anticipated, Hollis won with ease.

Lone Star Region, won STF with his wife **Ann Hollis** taking home third, just 0.063sec out of second.

Kyung Wootton, Lone Star Region, won STRL in a 1999 Miata, and husband **Michael Wootton** drove it to a 13th-place trophy in a very deep STR field. **Drew Vanderploeg,** Lone Star Region, was the repeat champion in DP, with a come-from-behind final run to seal the deal when a cone penalty negated a similar run from Thursday.

Mark Madarash, Texas Region, added to his championship count in ESP, while **Dave Ogburn,** West Texas Region, brought home third, and **Terry Fair,** Texas Region, came home fourth.

Amy Fair, Texas Region, took the family Mustang to the winner's circle in ESPL, despite the rain and hail.

Donna Bartling, Houston Region, won CPL in the Camaro owned by Houston Region's **Todd Farris.**

Farris and CP co-driver, **Jeff Stroh,** Houston Region, ended up third and fourth, respectively, with **Kurt Janish,** Texas Region, in sixth.

Meanwhile, the FP trophy stand might as well be renamed the Lone Star Region/Southwest Division's private playground, as **Tom Holt** was second, **Rick Martinez** third, **Beth McClure-Strelnieks** fifth, and **Jerry Centanni** sixth.

Erik Strelnieks, Lone Star Region, was second in SSM and **Troy Acosta,** Lone Star Region, was eighth. **Ricky Crow,** Alamo Region, finished third in BS. **Daniel McCelvey** fell 0.055sec short of second place in CS, while **Kenneth Baker,** Texas Region, was fifth.

Brianne Corn, Texas Region, finished fourth in BM, while another fast lady, **Katelynn Johnson,** Texas Region, was second in FML. **Chris Moulckers,** Houston Region, was second in FSAE and **Andrew Dierdorf,** Texas Region, was fourth. **Mark Wortham,** Texas Region, was sixth in SS and **Jon Pomrenke,** Lone Star Region, was sixth in STU. **Dan Pedroze,** Lone Star Region, finished seventh in XP. **Andy Neilson,** Houston Region, also took home seventh, but in DS. **Tak Inoue,** Lone Star Region, was ninth less than a tenth and half behind Neilson.

SWDIV PERFORMS AT PROSOLO FINALE

For those unfamiliar, ProSolo involves mirror-image autocross courses in which competitors go head to head off a drag-race style starting tree. Barnes fills us in on the action from the Sept. 1-2, 2012 event, which also took place in Lincoln, Neb.:

These drivers minimize reaction time to save hundredths then immediately switch to autocross course navigation and try to maximize cornering speeds. The Tire Rack ProSolo Finale is unique in that the prior events count toward a class points championship. In some cases it is even possible to win the Finale, but miss out on the annual points championship, so a top-five finish is a real accomplishment!

However, from SWDiv there were a few who managed to sweep the Finale and gather up the coveted 2012 ProSolo Class Championship.

Andy Hollis, piloting a Mazda 2 in the new STF class hit the trifecta: winning Bump 2 at the Finale (STF didn't make a class), the class championship, and the Gumout Super Challenge points championship.

His wife, **Ann Hollis,** finished second in the points championship for the year, as they traveled extensively to race in the family Mazda 2," **Barnes** says. **Erik Strelnieks** gathered up the Finale win and the 2012 Points in SSM, driving the family Mazda RX-7.

Meanwhile, Erik's better half, **Beth McClure-Strelnieks,** won the L1 class in a Porsche Boxster. **Kenneth Baker** was the 2012 CS points championship winner with a strong showing in the same Bump 2 class.

In STU, **Robert Irish,** Lone Star Region, took home the points championship with the win in the Finale. His co-driver, **Jon Pomrenke,** was third for the Finale and the points.

Kim Whitener battled all year at the top of L3 in an STS CRX, taking home second in the Finale and the points. Husband **David Whitener** finished fifth in the points, while co-driver **Andrew Hahn** ended the year second on the strength of his third place in the Finale.

Mark Madarash was second in the points on his third at the Finale in ESP. In AS, **Lane Borg** did what a good test pilot does and put his Goodyear yellow Corvette into second place in AS for the class and the Finale.

Ricky Crow likewise was second in BS in his S200CR and hot on his heels was **Vivek Goel's** Acura NSX in third, for the Finale and the points. **James Wilson,** never one to break a streak, continued the second class trend in RT with a third-place finish in the Finale.

In Super Stock, **Matt Lucas,** Texas Region, was third in competition, but it wasn't enough to move him onto the podium for the year, finishing fourth in the points. **Mark Sipe,** Texas Region, was fourth for the year in STX, and



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Stan Whitney, Texas Region, was also fourth in ASP.

Troy Dudley, Lone Star Region, piloted ex-SWDiv member **Eric Hyman's** GT-R to fifth in the SM class for both the Finale and the year. Likewise for both the event and year, **Greg Piper** was fifth in R1. Dan Pedroza borrowed the Strelnieks' Boxster to finish fifth in R2.

In any case, congrats to all who made it to Lincoln for the competition and camaraderie. You are what makes the Solo community the largest and most welcoming in amateur motorsports!

For more information on how to get in to Solo or for a list of upcoming local events, visit www.sowdivscca.org.

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PONY EXPRESS

ROCKY MOUNTAIN DIVISION
BY DAVID MURAMOTO

COUPLES THERAPY

One of the great mysteries of life is what brings couples together – as well as what keeps them together. For **Susan** and **Max Lawson**, one element may be their shared love of cars and speed. As Colorado Region members for the past five years, they've certainly sampled much of what SCCA has to offer. I first met the couple when they became moderators on the Colorado Nissan Owners Club (CONOC) Website. Max was already getting his feet wet in Solo competition with his 2003 Le Mans Sunset-colored 350Z coupe, while Susan wasn't far behind with her 2004 Nissan B15 Sentra SE-R Spec V. Together, the couple began competing in both the Rocky Mountain Solo summer and winter series over the first couple of years. Max took the 2008 Street Tire class title, finished second in 2009 and ended up being crowned the C Stock champ in 2010. Both Susan and Max helped Team CONOC reach second place in the Colorado Solo team standings in 2010.

While learning the ropes in Solo, the Lawsons kept an open mind toward other forms of motorsports. Both Max and Susan visited the racetrack, including a trip to a Regional Club race at High Plains Raceway a few years ago. Their keen interest in speed was matched by a curiosity on what it takes to go faster – and perhaps, more importantly, what they could actually afford! Max's day job as an accountant means he has an appreciation for the increasing costs of safety equipment, car preparation, and transport at each level of the sport. But it only took a single trip to a Colorado RallyCross to change their outlook.

"The guys who run the RallyCross events locally are so laid back, and very cool," says Max. "They really made us feel welcome and we appreciated that attitude."

The Lawsons even used the Sentra to try out RallyCross competition, but came to the conclusion that it was better suited to being Susan's daily driver and Solo car. Looking around at the Prepared and Modified classes, they realized how many Subaru were being campaigned. This was a bit of good news, as prior to Max acquiring his Nissan Z car, he'd owned a WRX, and it was a vehicle that both he and Susan had enjoyed.

It wasn't long before a "modded" WRX was purchased, but the typical aftermarket items that were installed (AEM cold air intake, aftermarket up-pipe and short shifter) meant the car was ineligible for the Stock class. And like many novice RallyCrossers, the couple started off by



BECKY PERIN/GRAPH

When the wireless Timing and Scoring system at Portland Int'l Raceway malfunctioned during the September Oregon Region Triple Regional, workers were facing the possibility of walking these steps hundreds of times throughout the weekend to get drivers the results they needed. Instead, a little old school creativity solved the problem, and the knees of everyone involved were thankful.

running the all-season, or winter, tires they had in the Prepared All Wheel Drive (PA) class. But that handicap paled in comparison to what every racer must face at some point in their career: a major mechanical failure.

At an early season RallyCross, the WRX overheated in a major way and it was clear the boxer engine would require a full rebuild. Fortunately, the Lawsons live in a neighborhood in which people take an active interest in their motorsports. Besides having tools and skills, it was their neighbor's motivation that turned their season around.

"Two of our friends, **Mike Miller** and **Jeff Freedman**, jumped in and helped us rebuild it," says Max. Inspired by their good fortune and budding RallyCross skills, the Lawsons took the next step and decided to buy dedicated rally tires.

"They make such a difference," says Max of the medium compound Yokohama A035s tires they chose for competition. "Have you ever seen the sidewalls on these things? They're massive, and now when I turn the wheel, the car really responds."

For the 2012 season, that

responsiveness has made a big difference with Max recording four victories and multiple high finishes to lead the Colorado PA standings. And that's not all – the Lawsons were feeling confident enough to enter the 2012 RallyCross National Championships in Tulsa, Okla., in October.

"Max was the one who wanted to go," says Susan. "And that was fine with me!"

And this wasn't any "loyal spouse supporting her husband" type of trip, either. Both Max and Susan entered in the PA class.

At the championship event, Max finished third, taking home a trophy, while Susan finished 11th out of 15 in PA.

"I really like the amount of seat time you get in RallyCross," says Max. "By combining the times of each heat, you have to be fast *and* consistent. There have been times where Susan has beaten me – straight up – so I've got to be on it."

Now *that's* the sort of stuff that keeps the spark in a relationship!

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BLOWING SMOKE

NORTHERN PACIFIC DIVISION
BY SHERRI MASTERSON

BACK TO BASICS

When all else fails, invent a new way – or was this going back to basics? At the Portland Int'l Raceway Oregon Region Triple Regional in September, the wireless system set up for Timing and Scoring refused to participate in the weekend activities. Although walking results back and forth was an option, the stairs in the north tower are metal grating and a fan of no one's to traverse hundreds of times during the weekend.

So the inventing wheels started to work. The timing crew first obtained an empty water bottle (the large type with a handle). Cutting a large opening in the top was necessary to put the results in. They then obtained a piece of rope and tied it to the bottle and then to the metal structure of the tower (so it didn't take flight on its own). After each race session and when results were final, T&S Chief **Vikki Michailoff** simply walked to the other end of the tower, loaded the

“receiver” and lowered it down by the rope to where **Margie Swanson** from Driver’s Services could take it and make the copies necessary to distribute to drivers. **Randi Miller-Graffy**, NorPac T&S Divisional Administrator approved the backup system via cell phone when she was on her way to Runoffs. She suggested keeping the system for future use when the systems refuse to participate next year.

FROM DREAM TO REALITY

La Carrera Panamericana is the Mexican road race covering 2,000 miles from southern to northern Mexico, this year held Oct. 19-25, 2012. It’s a challenge just getting a car to the starting line of this grueling adventure, and this year Arctic Alaska Region members **Brock Weidner** and **Alicia Dunning** have taken on the task of fulfilling Weidner’s longtime dream.

Brock’s dream developed shortly after driving a Porsche 911 around the track at Las Vegas, but he isn’t really sure when it actually started. As a young boy he had a vision. “It was of driving a black 1957 Corvette in the Mexican road race, sliding on the gravel, like **Pedro Rodriguez**, like I used to drive my uncle’s old red Dodge truck,” Weidner says. The race was shut down at one point without any intentions of it ever happening again, until 25 years ago. By then Weidner thought he was too old to race.

Weidner bought a Porsche 914 with the intention of using it for this race. He and Alicia have entered races and time trial events in Northwest and Oregon Regions over the last few years in preparation, and now Weidner’s dream is real. “I kind of believe that ‘dreams’ are formed when we are quite young, and then some of us simply never, ever, ever let them die,” Weidner says. “For me, I guess, one simple answer is that what we are doing was never either practical or even hardly possible until now!”

Weidner wants to thank everyone who has helped make this crazy impossible dream not so impossible anymore.

It’s been a major undertaking getting a car to the start line south of the border. The Porsche was loaded onto a truck for San Antonio, Texas, from the small home shop where she was prepared. Weidner is the only competitor driving the car through Mexico to the start line. They will work on small things on the car on the way. Since the writing of this article is prior to the actual event, we wish Weidner and Dunning a safe and fun journey.

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Marshall Grice (BELOW) didn’t win ASP at the Solo Nationals, but his sportsmanship was notable, helping Aaron Miller rebuild his transmission.



PERRY BENNETT

SKID MARKS

SOUTHERN PACIFIC DIVISION
BY JASON ISLEY

SPDIV AT NATIONALS

The 40th running of the Tire Rack Solo National Championships is in the books, but that is likely not news to you, as you undoubtedly saw the coverage in the November issue of *SportsCar*. But if you happened to miss what some of our SPDiv locals did in Lincoln, Neb., here’s a recap.

Perhaps the biggest upset of the event came in F Stock, where Arizona Region’s **Brian Peters** took down one of the best in the sport, defending Champ **Mark Daddio**. There is a short and distinguished list of people who have taken a championship over Daddio, and racking up his third title by defeating the original “alien” has got to be a high point for Peters.

Jeff Wong showed that he’d win regardless of what class designation is on the side of his Honda Civic, as he won the Street Touring Compact class after previously winning Street Touring in 2010 and Street Touring Xtreme in 2011 in the very same car.

In Street Touring Compact Ladies it was an all SPDiv show, with West Coast drivers locking up the top three positions. **Nicole Nagler** soundly bested the 10-driver field, taking her second championship win by over two seconds. Fellow Cal Club Region driver **Shauna Rios** was second, while San Diego Region’s **Leslie Cohen** grabbed third.

The Street Touring Roadster class has proven very popular with SPDiv drivers, and they have shown a great aptitude for making these high-strung roadsters on low grip tires sing – half of the Open class trophies went to our drivers, along with one in the Ladies class. **Jonathan Lugod**, piloting his Honda S2000, brought the championship to the San Diego Region. While **Max Hayter**, **Nick Bjoin**, **Ken Motonishi**, **Bob Endicott**, **Michael Heinitz**, and **David Rock** all took trophies in the largest class at the event.

In the newly reformulated A Street Prepared Ladies class, **Christine Grice** collected her fifth championship jacket in the Berry Family Racing Evo. Certainly an honorable mention goes out to **Tom Berry**, **Marshall Grice**, and **Ted Lewis**, who aided fellow ASP driver **Aaron Miller** in making repairs to his car so he could compete at Nationals – Miller would go on to win the class, displacing Marshall Grice and Berry to second and third, respectively.

With the “boost buggies” relegated to A Street Prepared, the previously uncompetitive two-wheel-drive cars showed up in solid numbers to battle for the B Street Prepared title. The Honda S2000 and BMW M3 seemed to be the weapons of choice, with a few Nissan Z cars and C4 Corvettes tossed in for good measure. **Jason Uyeda** opted to bring his S2000 out of retirement, leaving his often-problematic Lotus Elise at home, and was rewarded with his first National Championship.

After battling a number of mechanical issues at the Tire Rack ProSolo Finale, Cal Club’s **Mike Simanyi** returned to winning form and took the Street Modified win.

Earlier in the year, **Henry Bjoin** bought the winning F Prepared BMW of **Toby** and **Beverlee Larsson**, adding it to his fleet that includes an ASP championship winning Z06 Corvette and STR provisional class-winning MX-5. It’s unlikely that anyone, including Bjoin himself, could adapt so quickly to the BMW and put in a championship-winning performance, but Bjoin did just that putting down solid, quick runs, both days to claim his first title as a driver.

Oh, yeah, and big surprise, **Jeff** and **Shawn Kiesel** beat the E Modified field. **Jeff Kiesel** posted a time nearly six seconds clear of second place, which was held down by his father **Mark Kiesel**. And, in the Ladies class, **Shawn Kiesel** was some five seconds ahead of second place. It is very likely the only way this power duo won’t win is if the car breaks.

The name may change, but not the results. Now dubbed Kart Modified, 26 drivers would try and dethrone defending Champ **Paul Russell**, and while the battle was very close, the results stayed the same – actually, the top three were the exact same as 2011. **Russell** took the win over **Jeremiah McClintock** by a scant 0.020sec, the narrowest margin of victory at the event.

Also making a return to the top spot was Las Vegas Region’s **Susanne Segal**, who drove her Tony Kart to the Kart Modified Ladies win.

Congratulations to all of our champions and trophy winners. And if you somehow managed to get through the November issue of *SportsCar* and missed the Solo Nationals or ProSolo Finale coverage, you can still catch it online at www.scca.com.

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Ryan Hunter-Reay and Will Power duke it out on the streets of Baltimore in all-action Randy Owens style. The museum-quality giclee is limited to 60 prints, signed by both drivers. (800) 769-1677 for more details.



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Seb Vettel gets the Bill Patterson dynamic treatment with a tribute to his 2010-'11 F1 titles. The 28in. x 22in. archival cotton rag print is signed and numbered by Bill.

RADIO GA GA

A ready-to-race R/C car that tops 100mph? Respect, Traxxas!



To the mad scientists at Traxxas who decided the world needed a radio-controlled car capable of 100mph-plus out of the box (with a couple of small tweaks, that is), we salute you.

The result is the Traxxas XO-1, a 1/7 scale R/C supercar capable of reaching the ton in 4.92sec. Our math is a bit rusty, but isn't that a scale speed of 700mph?

Traxxas claims the XO-1 is the world's fastest ready-to-race R/C car, and we wouldn't argue with that. It also recommends that its pocket rocket gets put through its paces by R/C experts only (skill level 10)...and we certainly wouldn't argue with that, either.

Key to the XO-1's performance is the Mamba Monster Extreme power system, developed by Traxxas with Castle Creations,

which delivers serious volts to the Traxxas Big Block brushless motor. Computer-optimized aerodynamics give it low drag and enough downforce to stick through the turns.

There's a bunch of other stuff we could drone on about, but just watch the video on traxxas.com as the XO-1 laps Texas Motor Speedway. It's genuinely amazing stuff!



F1 2012 IS HERE!

Just as NFL game-players get antsy before the release of each new *NFL Madden*, we've been eagerly anticipating the latest Codemasters official Formula 1 simulation ("game" doesn't really do it justice).

The news is good: *F1 2012* hit the track in anger mid September, and it's another step forward in a franchise that continues to hit home runs (excuse the mixed sporting metaphors) on both the

TrueScale Miniatures (tsm-models.com) doesn't exactly flood the market with new product, but each eagerly awaited release is exquisite. We can't wait for its 1/18 Lotus 56 to be unleashed. Meanwhile, we're loving its new 1/18 Porsche 936/77 (RIGHT). MSRP \$188.00.



The Traxxas XO-1's 100mph-plus performance has been tried and tested on the drag strip. But a computer-optimized aerodynamic package that includes a front splitter and canards, plus rear diffuser and rear wing, gives it impressive cornering abilities, too.



Tweaking for the ton

Out of the box, the Traxxas XO-1 is capable of "only" 50mph-plus. To unlock the extra performance to push it to the far side of 100mph requires installing the supplied optional pinion gear and spur gear, adding the high-downforce splitter components and unlocking the speed governor via the Traxxas Link App. As already noted, Traxxas stresses this is a car for R/C experts only.



game-playing experience *and* the stunning realism of its visuals.

New features include a Young Driver Test tutorial mode and a Champions Mode, which pits you against the six F1 World Champions on the 2012 grid.

With all of the 2012 F1 tracks available to race on, we're putting some serious miles on the Circuit of The Americas prior to it hosting the United States Grand Prix, Nov. 18. One suspects that a large proportion of the real F1 grid will be doing likewise.

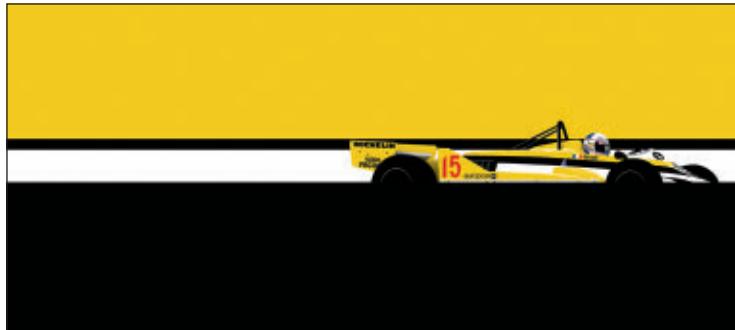
More info

To find out more about *F1 2012* and to check out a demo version in your preferred format, just go to formula1-game.com. MSRP for Xbox 360 and PlayStation 3 versions of *F1 2012* is \$59.99, with the PC format coming in at \$49.99.

RICARDO SANTOS ILLUSTRATIONS MSRP \$250.00-\$750.00 (LIMITED EDITION) www.mainstagegallery.com



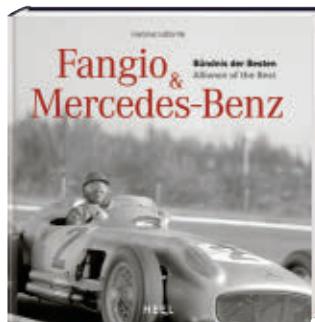
Ricardo Santos's semi-abstract style is causing a buzz, so it's great news that choice works from the talented Portuguese, including the 1973 Can-Am Porsche 917/30 (LEFT) and Alain Prost's '81 Renault (BELOW) are now available in the U.S. through Main Stage Gallery.



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With many previously unpublished photos and fascinating insight from many of his friends and rivals, this book offers a fresh perspective on Juan Manuel Fangio's 1954-'55 stint with Mercedes-Benz. Quite rightly, the five-time F1 World Champion is revered as one of the greatest of all time, and his time with the Silver Arrows was perhaps the true pinnacle of his career.

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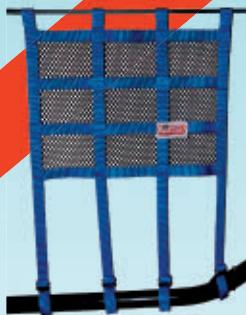
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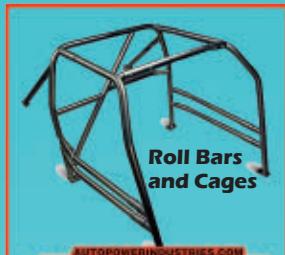


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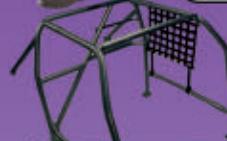


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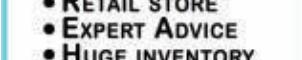
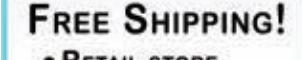


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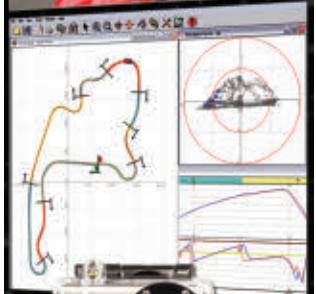
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57 Production Cars



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58 GT Cars



TONY AVE'S 2010 TRANS-AM CHAMPIONSHIP CORVETTE. Built and driven by Tony Ave, ready to run as a T/A or GTI car. Currently maintained and stored by McGee Motorsports at Infineon Raceway. \$110,000 or best offer. Contact John: (530) 365-3766 or jwatkins6374@charter.net [24629-01]



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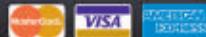
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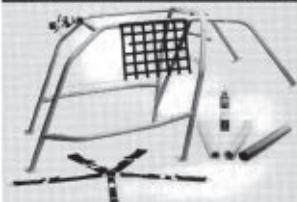
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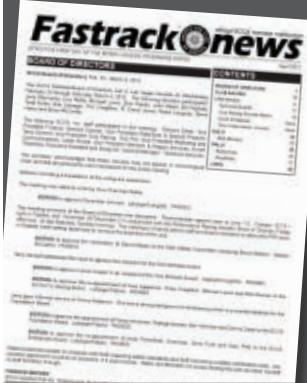
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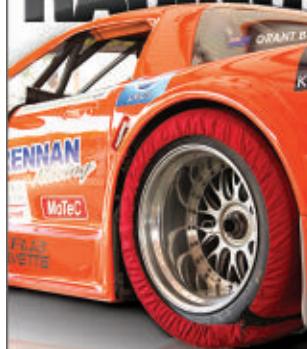
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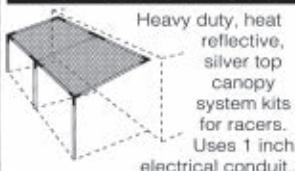
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Calendar

SPORTS CAR CLUB OF AMERICA DECEMBER 2012
FIND SCCA CLUB RACING, RALLY AND SOLO EVENTS NEAR YOU

**DON'T
SEE AN EVENT
NEAR YOU? GO TO
SCCA.COM/EVENTS
TO FIND MORE!**

PRO RACING



WORLD CHALLENGE

www.world-challenge.com

Mar 23-25 Streets of St.

Petersburg, Fla. (double)

Johnny O'Connell (GT); Justin Bell (GTS);

Michael Cooper (TC)

Lawson Aschenbach (GT); Justin Bell (GTS);

Michael Cooper (TC)

Apr 13-15 Streets of Long Beach, Calif. (GT, GTS)

Andy Pilgrim (GT); Jack Baldwin (GTS)

Apr 27-29 Miller Motorsports Park, Utah

Patrick Long (GT); Andy Lee (GTS)

Todd Lamb (TC); Jonathan Start (TCB)

Michael Cooper (TC); Jonathan Start (TCB)

Tristan Herbert (TC); Sage Marie (TCB)

May 10-12 Mazda Raceway Laguna Seca, Calif.

Randy Pobst (GT) Peter Cunningham (GTS);

Todd Lamb (TC)

Jun 1-3 Detroit Belle Isle, Mich. (GT, GTS) (double)

Johnny O'Connell (GT); Andy Lee (GTS)

Johnny O'Connell (GT); Andy Lee (GTS)

Jun 22-24 CTMP (Mosport), Ontario, Canada

Mike Skeen (GT); Mike Skeen (GT)

Michael Galati (GTS); Mark Wilkins (GTS)

Jeff Altenburg (GT); Gary Kwok (TC); Michael

Cooper (TC)

Andre Rapone (TCB); Andre Rapone (TCB); Andre

Rapone (TCB)

Aug 3-5 Mid-Ohio Sports Car Course, Ohio (dbl)

Randy Pobst (GT); Peter Cunningham (GTS);

Michael Cooper (TC)

Randy Pobst (GT); Kevin Gleason (GTS);

Todd Lamb (TC)

Aug 24-26 Infineon Raceway, Calif.

Alex Figgie (GT); Andy Lee (GTS)

Robert Thome (TC); Conner Ford (TCB)

Todd Lamb (TC); Russell Smith (TCB)

Michael Cooper (TC); Jeff Lepper (TCB)

Champions: Johnny O'Connell (GT);

Peter Cunningham (GTS); Michael Cooper (TC);

Jonathan Start (TCB)

TRANS-AM SERIES

www.trans-amracing.com

May 18-20 CTMP (Mosport), Ontario, Canada

Doug Peterson (TA); Peter Halsmer (TA2)

May 25-26 Lime Rock Park, Lakeville, Conn.

Simon Gregg (TA); Bob Stretch (TA2)

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

Simon Gregg (TA); Bob Stretch (TA2);

Jan Heylen (GGT)

Jun 29-Jul 1 New Jersey Motorsports Park, N.J.

Amy Ruman (TA); Pete Halsmer (TA2)

Jul 6-8 Watkins Glen Int'l, N.Y.

Jorge Diaz Jr. (TA); Pete Halsmer (TA2);

C David Seuss (GGT)

Aug 17-19 Road America, Wis.

Tony Ave (TA); Bob Stretch (TA2);

Chuck Cassara (GGT)

Aug 31-Sep 2 Brainerd Int'l Raceway, Minn. (double)

Tony Ave (TA); Pete Halsmer (TA2); Tim Gray (GGT)

Amy Ruman (TA); Bob Stretch (TA2); Tim Gray (GGT)

Nov 2-4 Road Atlanta, Ga. (double)

PLAYBOY MAZDA MX-5 CUP

www.mx-5cup.com

Mar 14-16 Sebring Int'l Raceway, Fla. (double)

Stevan McAleer; John Dean II

May 10-12 Mazda Rowy Laguna Seca, Calif. (dbl)

Elliott Skeer; John Dean II

Jun 8-10 Mid-Ohio Sports Car Course, Ohio

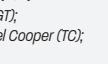
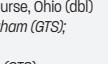
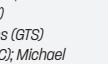
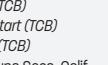
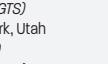
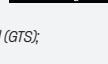
Stevan McAleer

Jun 20-22 Road America, Wis.

Ara Malkhassian

Jul 20-22 CTMP (Mosport), Ontario, Canada

John Dean II



Sep 14-15 VIRginia Int'l Raceway, Vir.

Christian Szymczak

Sep 21-23 Naval Air Base Coronado, Calif.

John Dean II

Oct 17-19 Road Atlanta, Ga.

ATLANTIC CHAMPIONSHIP



www.atlanticchampionshipseries.com

May 10-12 Road Atlanta, Ga. (double)

David Grant; David Grant

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

David Grant; John Dole

Aug 24-26 Summit Point, W. Va. (double)

Tonis Kasemets; John Dole

Champion: David Grant

F2000 CHAMPIONSHIP



www.f2000championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)

Robert LaRocca; Robert LaRocca

May 10-12 Road Atlanta, Ga. (double)

Robert LaRocca; Robert LaRocca

May 25-26 Lime Rock Park, Conn. (double)

Wyatt Gooden; Robert LaRocca

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

Robert LaRocca; Robert LaRocca

Jul 26-29 Mid Ohio Sports Car Course, Ohio (dbl)

Robert LaRocca; Wyatt Gooden

Aug 24-26 Summit Point, W. Va. (double)

Robert LaRocca; Niki Coello

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

Robert LaRocca; Robert LaRocca

Champion: Robert LaRocca

F1600 CHAMPIONSHIP



www.f1600championshipseries.com

Apr 12-15 VIRginia Int'l Raceway, Va. (double)

Matias Koykka; Brandon Newey

May 25-26 Lime Rock Park, Conn. (double)

Matias Koykka; Brandon Newey

Jun 28-Jul 1 New Jersey Motorsports Park

(Thunderbolt), N.J. (double)

Shae Davies; Shae Davies

Jul 26-29 Mid-Ohio Sports Car Course, Ohio (dbl)

Colin Thompson; Shae Davies

Aug 24-26 Summit Point, W. Va. (double)

Matias Koykka; Brandon Newey

Oct 12-14 Watkins Glen Int'l, N.Y. (double)

Matias Koykka; Brandon Newey

Champion: Matias Koykka

FORMULA 1000 CHAMPIONSHIP SERIES

www.f1000champ.com

May 18-20 CTMP (Mosport), Ontario, Canada (db)

Brandon Dixon; Brandon Dixon

Jun 8-10 New Jersey Motorsports Park, N.J. (double)

Brandon Dixon; Bill McLaughlin

Sep 29-30 Daytona Int'l Speedway, Fla. (double)

Tom Beattie; Tom Beattie

Oct 20-21 VIRginia Int'l Raceway (double)

Nov 2-4 Road Atlanta, Ga. (double)

Champion: Jason Slahor

CLUB RACING



Date Track/Region

Phone numbers are or region registrars

NATIONAL

SOUTHERN PACIFIC www.scca-sopac.org

Jan 19-20* Inde Motorsports Ranch/Arizona

Jan 26-27* Auto Club Speedway/Cal Club

Arizona (480) 832-1327

Cal Club (661) 304-9382

SCCA NATIONAL CHAMPIONSHIP RUNOFFS

Sep 16-22 Road America, Elkhart Lake, Wis.

REGIONAL

SOUTHEAST www.sedivrracing.org

Oct 26-27* VIR/North Carolina

Nov 2-4 Road Atlanta/Atlanta

Nov 4* Road Atlanta/Atlanta

Nov 10-11 Palm Beach Int'l Raceway/Florida

Nov 24-25 Sebring-Long Course/Central Florida

Atlanta/Alabama (770) 455-7222

Central Florida (863) 365-2855

Florida (561) 318-1383

North Carolina (800) 342-7390

SOUTHWEST www.sowdivscca.org

Dec 8-9* MSR Houston/Houston

SOUTHERN PACIFIC www.scca-sopac.org

Nov 17-18* Firebird Raceway/Arizona

Arizona (480) 832-1327

SCCA ACCREDITED SCHOOLS

REGIONAL AND NATIONAL

Bertil Roos Racing School

(800) 722-3669 www.racenow.com

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Bridgestone Racing Academy

(905) 983-1114 www.race2000.com

The Jim Russell Racing Schools

(707) 939-7800 www.jimrussellusa.com

All dates/events subject to change.

* = Double Event CH = Charity Rally

= Enduro R = Restricted

+ = Addition/Change v = Vintage

HC = Hill Climb T = Tentative

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

RR = Regional Rally D = Divisional

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course RT = Regional Tour

CR = Course Rally 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) 232-7658. For

changes to the Rally schedule, call (785) 357-7259.

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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) 630-5150
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

SOUTHEAST www.sedivrracing.org
Oct 27 PDX TT Talladega Grand Prix Raceway/
Alabama, TVR

Nov 4 PDX Road Atlanta/Atlanta
Nov 10-11 TT Roebbling Road/Buccaneer
Atlanta/Alabama (770) 455-7222
Buccaneer (912) 897-1944

SOUTHERN PACIFIC www.scca-sopac.org
Nov 17-18 PDX Firebird Raceway/Arizona
Dec 8 Arizona Motorsports Park/Arizona
Arizona (480) 832-1327

SOLO

TIRE RACK® SCCA ProSolo

Apr 13-15 FedEx Field, Washington DC
Michael Fineber, Shelly Monfort
Apr 20-22 Mineral Wells Arpt, Mineral Wells, Texas
Andrew Hahn, Rachel Saunders
May 4-6 El Toro Airfield, Irvine, Calif.
Ken Motonishi, Christine Grice
May 25-28 Lincoln Airpark, Lincoln, Neb.
Anthony Savini, Meredith Brown

Jun 8-11 Arkansas Aeroplex, Blytheville, Ark.
Andy Hollis; Kim Whitener
Jul 6-8 Hampton Mills, Packwood, Wash.
Stephen Hui; Meredith Brown
Jul 20-22 McGee Park, Farmington, N.M.
Paul Brown; Meredith Brown
Jul 27-29 Toledo Express Airport, Toledo, Ohio
Jason Burns; Mindi Cross

TIRE RACK® SCCA ProSolo FINALE

Aug 30-Sept 2 Lincoln Air Park, Lincoln, Neb.
Joe Tharpe; Leslie Cohen
2012 Champions: *Andy Hollis; Kim Whitener*

TIRE RACK® SCCA SOLO NATIONAL TOUR

Oct 27-28 Arkansas Aeroplex, Blytheville, Ark.

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2013 Date to be Announced
Tire Rack SCCA Solo National Championships,
Lincoln Airpark, Lincoln, Neb.

REGIONAL

Date Track/Region
Phone numbers are for Region registrars

NORTHEAST www.nediv.com
Oct 27 New Meadowlands Stadium/N. New Jersey
Oct 27-28 Hershey Park/Susquehanna
Oct 28 Dover Int'l Speedway/Philadelphia
Nov 11 Bader Field/South Jersey
New England (203) 687-8589
Northern New Jersey www.scca-nnjr.org
Philadelphia (215) 450-1251
South Jersey (856) 534-5301
Susquehanna (717) 697-1610

SOUTHEAST www.sedivrracing.org
Oct 27-28 Orange County Crnvtm Cntr/Cen. Florida
Nov 4 Music City Raceway/Tennessee
Nov 12 Eastgate Town Center/Chattanooga
Nov 14 Hutchinson Island/Buccaneer
Nov 18 Oak Mountain Amphitheater/Alabama

On Nov. 2-4, some of the best Regional racers in the country will converge on Road Atlanta for Atlanta Region's American Road Race of Champions.

Dec 2 Eastgate Town Center/Chattanooga
Dec 9 Seminole State College/Central Florida
Buccaneer (912) 398-0147
Central Florida (407) 382-0770
Chattanooga (706) 506-5259
Tennessee (615) 355-6590

GREAT LAKES www.greatlakes-scca.org
Nov 4 Walesboro Airport/Columbus Club
Columbus Club (317) 796-0123

CENTRAL www.cendiv-scca.org
Oct 28 Hawkeye Tech Transportation Center/Iowa
Iowa www.iowaregionscca.org

MIDWEST www.midiv.org
Oct 28 East Crawford Recreation Area/Salina
Nov 4 Yoder #2/Wichita
Wichita (316) 733-2720

SOUTHWEST www.sowdivscca.org
Nov 3-4 NOLF Waldron Field/South Texas Border
Nov 4 600 Coleman Ave/Red River
Dec 1-2 NOLF Waldron Field/South Texas Border
Red River (318) 245-8007
South Texas Border (361) 980-8000

ROCKY MOUNTAIN www.coloradoscca.org
Nov 4 Front Range Airport/Colorado
Nov 4 Cohen Stadium/Pan American
Nov 11 Cohen Stadium/Pan American
Nov 18 Cohen Stadium/Pan American
Pan American (915) 540-1723

SOUTHERN PACIFIC www.scca-sopac.org
Oct 27-28 Marana Regional Airport/Arizona Border
Oct 28 Maui Raceway Park/Hawaii
Nov 18 Firebird Int'l Raceway/Arizona
Nov 18 Marana Regional Airport/Arizona Border
Dec 1-2 Firebird Int'l Raceway/Arizona
Dec 9 Marana Regional Airport/Arizona Border
Arizona kkempvet@aol.com
Arizona Border (520) 907-4797
Hawaii (808) 283-1705
Hawaii-Aloha (808) 349-8813

ROADRALLY

REGIONAL

NORTHEAST www.nediv.com
Nov 3 Covered Bridge Rally/New England
Covered Bridge (802) 263-5678

SOUTHWEST www.sowdivscca.org
Oct 27 Great Pumpkin Rally/Texas
Dec 1 Network Children's Book Run/Texas
Texas (972) 235-4305

RALLYCROSS

RALLYCROSS NATIONAL CHAMPIONSHIP

2013 Date and Location to be Announced

REGIONAL

NORTHEAST www.nediv.com
Nov 4 Covered Bridge RX/New England
Nov 11 Summit Point/Washington DC
Nov 11 Autumn at the Farm/Central NY
Dec 1 Wolf Chase RX/New England
Central New York (315) 730-5103
Finger Lakes (585) 281-2510
New England (880) 859-2621
Washington DC (800) 879-4722

SOUTHEAST www.sedivrracing.org
Nov 17 I60 Shag Bark Park Dr./Alabama
Dec 15 Huntsville Speedway/Tennessee Valley
Alabama www.alscca.net
Tennessee Valley ilostsoldier@gmail.com

MIDWEST www.midiv.org
Nov 11 I-80 Speedway/Nebraska
Nebraska spducharme@me.com

SPORTS CAR CLUB OF AMERICA

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President ERIK SKIRMANTS

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Sports Car Club of America, Inc.
P.O. Box 19400, Topeka, KS 66619-0400

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) 232-7229
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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(585) 624-9289 (h); jwalsh@scca.com

Area 11: Michael Lewis
18781 Heritage Drive, Poway, CA 92064
(760) 291-1261; mlewis@scca.com

Area 12: Philip Creighton
3109 Trotter Parkway, Alpharetta, GA 30004
(678) 366-2100; pcreighton@scca.com

Area 13: Todd Butler
P.O. Box 607, Yamhill, OR 97148
(503) 754-0988; tbutler@scca.com





Ever since the late 1970s when Showroom Stock classes first appeared at the National Championship Runoffs, the category has offered fans plenty of excitement. Don Knowles, this year's Touring 2 champion, picked up back-to-back titles early on in the category, often wheeling a SAAB to the win.

10 years ago in SportsCar...



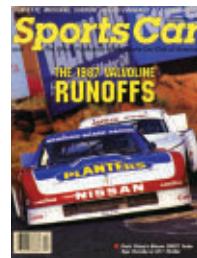
The success of the Spec Racer class, created and marketed by SCCA Enterprises, was evident in the annual Club Racing participation numbers, as the class average of 22.6 cars per National Club race nearly doubled the 11.8 number of perennial favorite Formula Vee and the 11.9 of the fast

growing Formula Continental. No other class exceeded an average of 8.0, most falling in the range of 2.5 to 6.0. This was seen as proof that SCCA was endeavoring to meet a dual purpose of continuing to provide the traditional classes that afford Club members the opportunity to continue to race their cars, but also provide new and exciting classes like Spec Racer and Formula Continental, which can serve as highly competitive training grounds for the next generation of racers.

In the December 1987 issue of *SportsCar*, there was a news item covering "The Changing Face of FF." Little did they know at the time how much FF would progress over the next quarter century.



25 years ago in SportsCar...



Then-SCCA President and CEO Nick Craw discussed how the volunteer worker continues to be the strength and backbone of the SCCA, and demonstrated such by describing a weekend at Second Creek Raceway where he worked a Drivers School, spending time in several capacities, including waving flags from a corner. The satisfaction gained and camaraderie experienced rank as the highest benefits of being an SCCA volunteer. And volunteering doesn't stop with just Club Racing, either. Solo, RallyCross, and RoadRally couldn't exist without enthusiastic Club members giving their spare time to make events happen.

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GT CHAMPION

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KW Variant 3	KW Clubsport		KW Competition	
				
2-way adjustable	2-way adjustable	3-way adjustable	2-way adjustable	3-way adjustable

*Variant 3 and Clubsport models only





SHIFT_

Innovation That Excites™



John Black
2012 SCCA GT-3 Champion



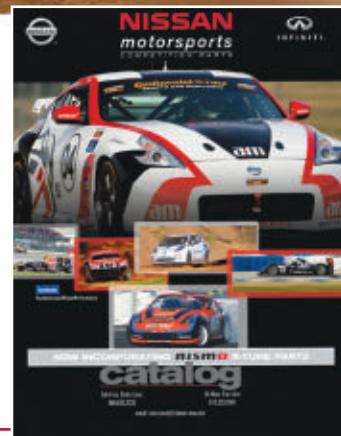
B.J. Zacharias/Bryan Heitkotter
Pole Position, Indianapolis Motor Speedway,
Grand-Am Continental Tire Challenge



Brad Lovell
2012 Traxxas TORC
PRO Light Champion

Nissan delivered another championship season, from John Black's SCCA GT-3 championship in the Runoffs all the way to Brad Lovell's blazing season on the rough-and-tumble off-road courses of the 2012 Traxxas TORC series.

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