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THE AUDIT BUREAU MEMBER (ISSN 0300-6387-USPS #540410)

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The November issue of Fastrack news is now available for download from SCCA.com/fastrack. It is also available by mail via special subscription.

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**CLUB RACING •** Board minutes • Technical Bulletins

**SOLO** • Board minutes • Technical Bulletins

ROADRALLY • Board minutes RALLYCROSS

· Board minutes

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### **ON THE COVER**

This month's cover photo of nearly 700 racecars at the 2013 National Championship Runoffs was catured by Rupert Berrington.













# CONTACT PATCH

## PHILIP ROYLE

EDITOR, SPORTSCAR MAGAZINE

## History in the Making

his month's *SportsCar* will be one of those issues I treasure for years to come - and I'm not just saying that because I'm on the cover. There I am, about 30 rows back, on the left, standing next to my car. See me now? But no, this issue isn't memorable because I'm on the cover - it's special because so many of my fellow racers are on there with me.

This year's National Championship Runoffs was, without a doubt, one for the ages. It was the 50th running of

## Everyone was in awe of the gathering. This was something special. This was history in the making"

the event, taking place at Road America for the final year, and some 700 racers and 550 workers showed up to make sure the event was everything it deserved to be. While the cover photo is downright impressive and captures some of the event's awesomeness, the amazing thing is that not every car at the Runoffs is in the photo. A number of competitors were hard at work repairing or tweaking their cars in preparation for the weekend's title races. I almost missed being in the photo myself, as I had just tightened the final bolt on a newly installed transmission 20 minutes prior to the final call. I guess it was meant to be.

Much like racing, the actual organization of the photo went far beyond what you might expect. The best volunteers in the world - SCCA volunteers - used their unequaled

prowess to move hundreds of racecars from their paddock spots to the track surface in just 45 minutes. In conversations between ace photographer Rupert Berrington, the SCCA Staff, and me, estimates of upward of an hour and a half had been guessed at while figuring a timeline for the photo. But, once again, SCCA's volunteers wowed us all with their efficiency and dedication to get the job done right - and a feat of this magnitude had probably never been done before. But in 45 minutes, they did the impossible. Of course they did.

loops around the grouping, capturing the gathering from every angle. You'll find another angle on pg. 30.

volunteers went back to work. The Formula and Sports Racers, which were staged on the front straight, headed around the track, while the production and tube-frame cars pulled back into the paddock at the end of pit lane. From what I know, there was not a single incident, and based on the reaction of the people I spoke to while lined up for the photo, everyone was in awe of the gathering. This was something special. This was history in the making.



#### **COVER SHOT**

This month's cover photo took a special kind of tool: a helecopter. Photographer Rupert Berrington worked in tandem with the SCCA National Staff and SCCA's irreplaceable volunteers to make the event happen quickly, efficiently, and safely.

#### THE OFFICIAL PUBLICATION OF THE SPORTS CAR CLUB OF AMERICA

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The next step involved photographer Berrington rushing to a nearby helicopter pad, then doing a series of

With photos complete, the

What will next year's Runoffs be like? After all, it's moving west for the first time since 1968, this time to Mazda Raceway Laguna Seca. Who will make the tow? Will there be 700 cars? What I know for sure is that I'll be there. The Runoffs is just too much fun, too awesome, and too meaningful, to pass up.



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## CLUB **VIEW**

## LISA **NOBLE**

INTERIM PRESIDENT AND CEO OF SCCA INC.

## Have No Doubt

The championship season is over - the Club's year-end events were a blast, weren't they? Our three standalone National Championship events - the 41st Tire Rack Solo National Championships in Lincoln, Neb., the seventh RallyCross National Championship in Tulsa, Okla., and the 50th National Championship Runoffs at Road America in Elkhart Lake, Wis. - gave thousands of SCCA members the opportunity to showcase their mad talents, race, and just have fun with their cars. The best news? We get to do it all over again in 2014!

Many of us have been excited about the movie Rush, a true racer's story. With a near-record participation of 700 entries at the Runoffs and thrilling cinematic finishes like the GT-Lite race where Chris Bovis claimed the championship over Bobby Lentz by 0.007sec in the closest Runoffs race in the transponder era, Hollywood has nothing on us! The 50th running of the Runoffs was memorable for many reasons, including the epic scene on the front straight where our drivers, workers and over 500 racecars gathered for a photo that captured an incredible snapshot of SCCA life. At that moment, I was humbled at being a part of the experience and so very proud of the Club, my fellow members, and what that day represented in the history of the SCCA. It was an unforgettable experience.

It's a wonderful part of the SCCA experience to be one of the 60,000+ competitors, volunteers, or supporters that anticipate these and other National and Regional events every year. Have no doubt; it's your involvement in the SCCA that make these competitions possible. This undeniable fact influences every decision the National Board of Directors makes – even the hard ones.

The recent resignation of Jeff Dahnert as president and CEO was one of those difficult challenges. Jeff's tenure with the Club meant reeconomized resources and a member-focused ethic. I want to publicly and personally thank Jeff for his dedication to the SCCA.

Our national search committee,
Jerry Wannarka, Phil Creighton, and
Bill Kephart, will reach out to members
and across a broad range of industry
leaders as we look for candidates to fill
the president's position. Our goal is to
have interviews by the SCCA National
Convention in early March. During this
time, I will be serving the Club as the
interim CEO and President. Chairman
John Walsh, from the Northeast
Division, has been appointed as the new
Chairman of the Board. If you have any
questions or concerns, please don't
hesitate to contact John or me.

The momentum and the plans for the future remain within our organization. Going forward, I (and

every member of the board) want to reemphasize our commitment to make SCCA even better for you. Recognizing that participation means many different things to our members, we must expand our Club's definition of what that can be. Putting programs in place for the future to address those participation needs, especially for younger members, must be a focus for us. Efforts will also look toward actively recruiting partners and sponsors who will help us expand in numbers and in influence as we plan, not just for next season, but for growth and longevity.

Our Club cannot stand by and wait for the future. We will find leadership that can continue to move us forward, to ensure a vibrant and relevant Club with a robust position in American motorsports. Nothing compares to the SCCA – not even close. We remain the best and we're just getting started.



front straight.

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## LIVE, ONLINE!

There I was on a September weekend wondering which racing to watch. NASCAR or F1 parades, reruns of other races? Nah. But wait - what's this? On SpeedcastTV.com, live coverage of the Runoffs at Elkhart (only outsiders use its proper name of Road America). The Runoffs live? Could "amateur" racing supply fulfilling and fun, clean, hard racing? Yes! A fast, but forgiving track, 50 years of champions, 700-plus entrants, three days filled with 50-mile races, close action with smooth but aggressive moves (thank you, Mr. Bovis), bumper-tobumper drafting, classic passes, spinning and saving, colorful interviews by "Biz," competitor congratulations instead of conflict, knowledgeable commentary, and great camera coverage, racecars as rolling artwork (love Kennedy's flames), corner workers on the ready, the racing family, and more - all in the beautiful Wisconsin woods.

Special kudos to Dorsey Schroeder and Randy Pobst for putting us in the driver's seat to experience what was being thought and felt. And, hey, no long commercial breaks - just an intriguing and persuasive offer to "join us!" Could this be the best racing event of 2013? To paraphrase Bobby Unser, everyone involved with the Runoffs may classify themselves as amateurs, but they're as professional as anyone in the sport - and wherever Cliff Tufte is, and at whatever speed he may be traveling, he is proud.

RANTS

REPRESENTATION OF THE PROPERTY OF THE P

## STRAIGHTENING THE RECORD

I'd like to finally set the record straight [about the 1984 GT-1 crash at the Runoffs at Road Atlanta]. [In the number one video for the Runoffs Top 10 Moments on Racer.com], John Fippin said that the only person hurt had a broken leg. While he laughs about it today, on a bad leg, my dad had multiple injuries after the crash and endured multiple surgeries over the coming year. We were building a new tubeframe Pontiac at the time of the crash for the next year. Once Dad came to, a day or so after the crash, he said to stop. But after a week in GA Baptist Hospital, he said to start again. It was a freaking hard recovery. He had metal rods through his leg connected to turnbuckles that were adjusted every so often to adjust the angle of his foot as the fused ankle healed.

Dad really doesn't [care], but it bothers me to this day that people still say no one was really hurt in 1984. I lived it first hand. [The crash] made my dad walk around the pool doing laps with titanium sticks poking out of his leg. He went through five major surgeries and came back to run SCCA and IMSA for another year after major injuries.

We finished the car for 1985 and he was still on crutches when he got in it at Roebling Road in Savannah. Our fellow competitors were so supportive and fun. They put a handicapped sign on the grid in his place. Mike Agee

## THE CONVERTED

As a skeptic of the need for the U.S. Majors Tour [Club Racing] program when it was first announced, I am happy to report it passes my "FAST" criteria. It is one thing to see improved numbers in SCCA participation around the country, but is it fun, accessible, safe, and terrific?

Of course it's fun! The larger fields per class make for better racing and improved off-track

interaction - and the workers seem to enjoy the intense battles, too.

Accessible: Unfortunately, this is the Achilles heel of the Majors - too much travel and the associated high expenses, both in time and dollars. It's not enough to say it's not for everyone, when we really want as many people as possible to participate. So let's look at ways to help. How about allowing one out of Conference weekend [to count toward your Conference points championship]? Inde in Arizona is less than half the distance from my home in New Mexico to COTA, Gateway, or Topeka! How about a fuel subsidy sponsor?

Safe: I believe the Majors is safer than where National racing was headed. The Majors is grouping cars together that make their speed in a more similar fashion, reducing the need for low percentage banzai moves.

Terrific: Absolutely! See "fun," plus classy checkered flags and victory laps, great podium ceremonies, deeper contingency payouts, improved press (great Web coverage, but can we improve *SportsCar's* coverage, especially of the late season ending conferences?). The jury is still out on the trophies.

So, if you haven't participated in a U.S. Majors Tour as a worker or driver, give it a try. I did, and I like it!

Stan Czacki

Dave McGinnis

#### **TV STAR**

I do not usually blow my own horn, but I thought SportsCar might want to know about this. I am a Captain in the Canadian Coast Guard patrolling the waters of the west end of Lake Ontario, racing Formula F on the weekends via Detroit Region. Back in July while on patrol, we came across the North American version of Top Gear filming an episode duplicating the British version of crossing the English Channel. This time they went from Youngstown, N.Y., to Toronto, Canada. We were captured on film and I was asked to say a few words.

THE CRASH

Despite what is often reported, there was a significant injury in the 1984

GT-1 Runoffs wreck.

SportsCar magazine welcomes letters. The opinions expressed here are the opinions of the individual writers, and do not necessarily reflect those of SCCA or SportsCar. Letters should be under 150 words, and may be edited for length and style. SportsCar magazine and the SCCA reserve the right not to publish any letter.

Jim Johnston





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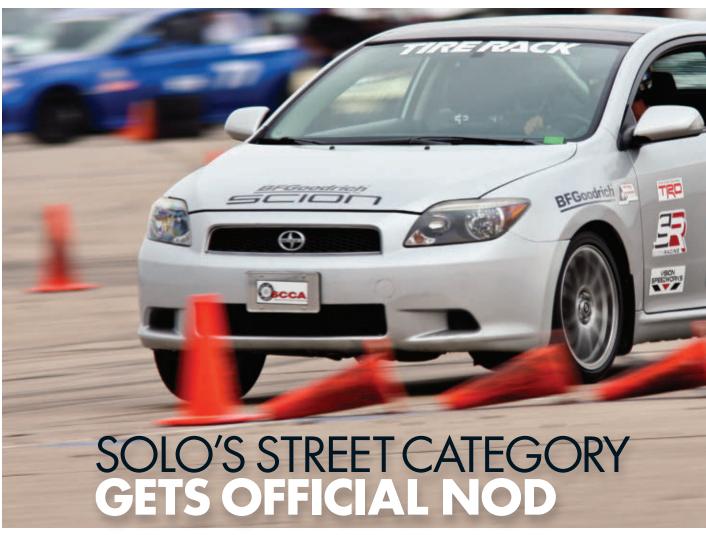
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## **F500 GETS NEW MOTORS**

Starting with the 2014 race season, GCR specified water-cooled, four-cylinder, four-cycle motorcycle engines up to 600cc will be permitted in the Formula 500 class.



## TREAD LIGHTLY

The Board of Directors has approved a proposal that will eliminate the Stock category in Solo by 2015, replacing it with "Street" and true street tires. The SCCA Board of Directors unanimously approved a proposal by the Solo Events Board for Street category cars in the Tire Rack National Solo program, beginning in 2014. The Street category is similar to the supplemental Road Tire class that was previously in place and was included at the 2013 Tire Rack Solo National Championships as a supplemental class.

Tires in the Street Category must fit the following specifications: Effective Jan. 1, 2014, a minimum UTQG tread wear rating of 140 or greater; effective Jan. 1, 2015, a minimum UTQG tread wear rating of 200 or greater; tires must have a molded tread depth of 7/32-inch or greater as specified by the manufacturer; tires must be listed in a

## Classes with road tires have the largest participation numbers in Regional competition"

LISA NOBLE

current year or prior two years of the "Tire Guide" and/or "Tread Design Guide;" tires must hold Department of Transportation (DOT) approval.

The Street class utilizes a rule set similar to that of the Stock category, with some additional allowances in the area of wheel fitment - allowing a wheel diameter change of plus or minus one inch.

"Participation in the current Stock category is declining at a rapid rate, and

data and feedback shows that the vast majority of the membership that would participate in this class would like to switch to 'road tires,'" says Lisa Noble, Interim President and CEO of the SCCA. "Classes with road tires have the largest participation numbers in Regional competition, and since this potential rules change came to light, those who participate in the class have voted with their attendance. We anticipate that trend will continue as the Street category classes earn National Championship status in 2014."

For 2014, the current Stock category will remain in place and be renamed "Street-R." All 2013 Stock classes will become Street-R (SR) classes and follow the rules that were

## THE FUTURE OF GT-LITE

The BoD has approved a proposal to make GT-Lite a Regional-only class beginning in 2015, with GTL cars being classed in other categories on a case-by-case basis. Also, should 2014 participation reflect a resurgence in GTL at U.S. Majors Tour events, the CRB may request that the movement of the class to Regional status be held back.







## 2014 SOLO NATIONALS DATES ANNOUNCED

The 42nd Tire Rack SCCA Solo National Championships will take place Sept. 2-5, 2014, at Lincoln Airpark in Lincoln, Neb., with the Tire Rack ProSolo Finale taking place the preceding weekend (Aug. 30-31, 2014).

As has become tradition, the Solo National Championships will have a distinct theme, and for 2014 that theme will be beach related. The beach theme will permeate the entire event,

from the event logo to promotions and decorations. Even the apparel worn by the event chiefs will hold to the theme.

In a change from the previous years, the Monday night welcome party will be held on site as part of the "concrete beach" party. Though the ocean may be more than 1,000 miles away, Tiki torches and pools will dot the landscape for the event kickoff.

in place for Stock at the end of 2013. For 2015, Street-R will be reduced to a single class, Super Street R, for high horsepower machines.

"This has been a long process for the Solo community," says Howard Duncan, SCCA Vice President of Rally and Solo. "The [Solo Events Board] believes, and we agree, that this change does not alter the game, but will encourage more participants, as 72 percent of the letters the SEB received on the matter were in favor of the change. We're looking forward to welcoming back members that we haven't seen in several years, and introducing new members to the sport without requiring a major investment to the cars they already own."

## MAZDA'S SHOOTOUT

Eighteen semifinalists have been chosen to compete for the opportunity to earn a fully funded ride in the SCCA Pro Racing Playboy Mazda MX-5 Cup in 2014. Of those chosen, five were SCCA National Runoffs Champions including Jim Drago (Spec Miata), Rob Huffmaster (Super Touring Lite), Scott Rettich (Formula Enterprises),



Rob Warkocki (GT-3), and Darryl Wills (Formula Mazda).

The Mazda Club Racer Shootout is the single largest prize in Club Racing. Since 2007, Mazda has annually promoted one talented racer to the professional ranks, with the \$75,000 prize finding a drive in the Mazda MX-5 Cup.

Additional information about the Mazda Club Racer shootout and Mazda support can be found at www. mazdamotorsports.com.

#### **BOUND FOR PRO?**

2013 GT-3 National Champ Rob Warkocki is a Mazda Shootout semifinalist.





## **WORLD CHALLENGE TC AND TCB CHAMPS**

Ryan Winchester (TC) locked up the SCCA Pro Racing Pirelli World Challenge Drivers' Championship by simply starting the final race weekend. In TCB, strong finishes in both of the final races resulted in the Drivers' Championship for Robbie Davis.

## **MEMBERSHIP DRIVE CONTEST**

For complete details on the SCCA Membership Drive Contest, log in to **ams.scca.com** and look under "Forms."

#### REFERRAL LEADERS FOR SEPTEMBER 2013

NAME	REFERRALS	REGION
Warren Leach	56	San Diego
Brian Ghidinelli	47	San Francisco
Carol Deborde	20	Reno
Gayle Jardine	20	Cal Club
Karen McCoy	18	Oregon
Jeremy McCauley	16	Allegheny Highlands
Robert Crawford	14	Washington DC
Michael Adams	13	Tennessee
Brian Mason	13	Kentucky
Sydney Davis	12	Houston
Meredith Evans	12	Oklahoma
Richard Meyers	12	Detroit
Simi Ritch	12	Ohio Valley

There are 2,076 additional members with at least one referral.

#### **REGION LEADERS**

(Category based on 2012 year end membership.)

DECIONANA	CDOWITH	DETENTION
REGION NAME	GROWTH	RETENTION
Jumbo Regions (800+):		
Houston Region	13.2%	85%
Milwaukee Region	8.9%	85%
Cal Club	8.5%	81%
Large Regions (401-799):		
Land O' Lakes Region	15.9%	87%
San Diego Region	15.8%	74%
New York Region	15.5%	86%
Medium Regions (200-400):		
Kansas Region	72.9%	81%
Lone Star Region	28.2%	82%
South Bend Region	19.1%	87%
Small Regions (<200):		
Allegheny Highlands Region	56.5%	78%
Montana Region	42.4%	76%
Pan American Region	35.7%	73%

## 2014 NATIONAL CONVENTION REGISTRATION OPENS

The 2014 National Convention, which will be held in Charlotte, N.C., on March 7-9, 2014, is now accepting registrations online. The latest edition of the annual event features sessions geared to Regional, Divisional, and National leadership and those involved in National specialties.

The fee for the SCCA National Convention is \$295, which includes access to all Convention sessions, the SCCA Hall of Fame Banquet, and the show floor of the new MSX (North American MotorSports Expo), to be held in conjunction with the Convention.

Though the location has changed from the previous five years in Las Vegas, Nev., the Convention continues with informative and entertaining sessions for SCCA members. Full group sessions include the SCCA Annual Meeting,

town halls, convention kickoff, and awards session. There will also be a number of panels and discussions, covering all aspects of the Club Racing, Solo, and Rally programs. A full track will also be devoted to Region leadership.

A ticket to the 2014 SCCA
National Convention includes
complimentary entry to the MSX
Expo show floor, as well as the
exclusive opening reception, and the
SCCA Hall of Fame Induction and
Awards Banquet. For \$390, an
attendee will also gain access to the
speakers and seminars as part of
the MSX show. MSX will feature
world-class exhibitors, racing
legends, technical seminars, show
floor demonstrations, banquets, and
special events.

More information can be found at www.scca.com/convention and www.msxexpo.com.



## **MEMBER BENEFITS**

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



**Budget Rent A Car** is offering SCCA members a promotional rate of up to 25 percent off a rental.



Receive a 10-percent discount on **Eibach** spring purchases.

Holiday Inn Savannah-Pooler is offering discounted room rates for both individual members and groups.



MOTORSPORT SIMULATIONS

**iRacing.com** is offering annual subscriptions to SCCA members for only \$49 - a savings of more than 50 percent.



**LegalShield** is offering a discounted group rate and waived enrollment fees for SCCA members.



Get special association rental rates and discounts at **Thrifty** car rentals.

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.

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## **WORLD CHALLENGE GT AND GTS CHAMPS**

Johnny O'Connell (GT) and Lawson Aschenbach (GTS) both captured come-from-behind Drivers' Championships in the final round of the SCCA Pro Racing Pirelli World Challenge. Complete details will appear in the January 2014 issue of *SportsCar*.

## PRESIDENT DAHNERT DEPARTS

On Oct. 14, 2013, the Board of Directors announced that the President and CEO Jeff Dahnert would be leaving his position at the SCCA. Dahnert joined the staff of SCCA in 2004 and had served as its president since 2009.

"I appreciate the great opportunities that SCCA has given me and I will truly miss the wonderful people I have worked with, both at the National Office and in the Regions," says Dahnert. "My goal was always to have the Club in a stronger position upon my departure than when I started, and I believe that is the case.'

As the Club searches for a new president, Lisa Noble will resign as Board Chairman and serve as interim president and CEO. Noble has been active in the SCCA since 1971 and a member of the Board since 2008. John Walsh, Director from the Northeast Division, was appointed to replace Noble as chairman of the Board.

"As Jeff [Dahnert] moves on to new endeavors, he will be missed and we wish him well," says Noble.

## ANNIVERSARIES

#### **SCCA MEMBERS CELEBRATING 25-55 YEARS**

55-YEAR MEMBERS			: F Connie Conover	11/1/1978	San Francisco
Phillip C Binks	11/1/1958	San Diego	B A Crockett	11/1/1978	Susquehanna
Lon E. McKinstry	11/1/1958	Texas	Dennis R Dean	11/1/1978	Washington DC
Richard D Prestridge	11/1/1958	Central Louisiana	Dean A Galbreath	11/1/1978	Colorado
Joseph C Wilkie	11/1/1958	NE Pennsylvania	Kathy Gall	11/1/1978	Ohio Valley
50-YEAR MEMBERS	, .,	,	Beverly Heilicher	11/1/1978	Chicago
Steve England	11/1/1963	Oklahoma	R Steven Laske	11/1/1978	Chicago
Dave Panas	11/1/1963	Northern New Jersey	Arlene J Orofino	11/1/1978	New York
R Bruce Perry	11/1/1963	Western New York	James H Schmuck	11/1/1978	Chicago
Donna Phaneuf	11/1/1963	Ohio Valley	Donald W Shreyer	11/1/1978	Cal Club
William W Shrader	11/1/1963	New England	Grace Skinner	11/1/1978	Oregon
Robert E Thomas	11/1/1963	New York	Richard D Starkweather	11/1/1978	North Carolina
	11/1/1903	New TOTK	Bill Sturgeon	11/1/1978	Central Carolinas
45-YEAR MEMBERS	11/1/10/0	Comband Compliance	L Daryl Tryson	11/1/1978	St Louis
Owen Doster	11/1/1968	Central Carolinas	30-YEAR MEMBERS	, .,	
H S (Tex) Guthrie	11/1/1968	Arizona	•	11/22/1002	New England
Charles G Hanson	11/1/1968	Indianapolis	Mike Nilson		New England
William Jucha	11/1/1968	Cal Club	George J Cichon		Blackhawk Valley
Carey V Lehew	11/1/1968	Steel Cities	Randall W Cook	11/9/1983	San Francisco
Stuart P Luther	11/1/1968	Glen	Sandra L David	, . ,	
Barbara S Luther	11/1/1968		William Gurley		North Carolina
Timothy G Meddaugh	11/1/1968	Glen	Craig Hamilton	11/18/1983	
Robert Leonard Melhado		Northern New Jersey	Arthur E Jahn	11/22/1983	
Jo Susan Woloscsuk	11/1/1968	Kansas City	H M Kaske	11/21/1983	
40-YEAR MEMBERS			Jody W Lift	11/29/1983	
Lorne Bay	11/1/1973	Pan American	Robert W Maples	11/18/1983	
Dick Berger	11/1/1973	Kansas City	Judith C Nelson		Des Moines Valley, Land O' Lakes
Charlie Clark	11/1/1973	Kansas City	Claudia Nix	11/21/1983	
Raymond Gahan	11/1/1973	Houston	Paul Okean	11/21/1983	
Tony D Giordano	11/1/1973	Kansas City	T Mario Pozzi		Central Florida
Paul P Greigger	11/1/1973	Steel Cities	William M Ruddy	11/22/1983	
Marcia Henry	11/1/1973	San Francisco	Wayne Smitreski		Philadelphia
Nancy James	11/1/1973	Cal Club, San Francisco	Ernie Woeller		Northwestern Ohio
E T James	11/1/1973	Cal Club	Dominic Zaccheo	11/9/1983	Florida
Edward S Mallinak Jr	11/1/1973	Neohio	25-YEAR MEMBERS		
Robert W. Mann	11/1/1973	New England	Judi Alexander	11/29/1988	San Francisco
Walter A Matenkosky	11/1/1973	Steel Cities	Wes Barton	11/16/1988	San Francisco
Carl J Matuszek	11/1/1973	Glen	Paul Broadway		Atlanta, Las Vegas
Van R McDonald	11/1/1973	Central Florida	Larry M Farrar	11/7/1988	Tennessee
Denver Ray Mut	11/1/1973	Texas	John L Gregg	11/7/1988	Western Michigan
Michael Neff	11/1/1973	San Francisco	Michael Guess	11/29/1988	San Francisco
Michael Parks	11/1/1973	San Francisco	Lars G Hogbom	11/16/1988	San Francisco
Richard H Roellig	11/1/1973	Chicago	N Peter Horansky	11/30/1988	Atlanta
Thomas V Sanzone	11/1/1973	Houston	Darlyn Linka-Pettenati	11/29/1988	San Francisco
Charles L Smith	11/1/1973	Kansas City	M Brian McConnell	11/30/1988	Cal Club
Donna Stevens	11/1/1973	New England	Deborah C Piehl	11/15/1988	Central Florida
Robin J Ungar	11/1/1973	Detroit	Jorge Ramallo	11/22/1988	Florida
Terry E Walsh	11/1/1973	San Francisco	Stephen M Tichy	11/16/1988	NE Pennsylvania
35-YEAR MEMBERS			Opie Viets	11/22/1988	Ozark Mountain
David E Colman	11/1/1978	San Francisco	Marc E Walker	11/22/1988	Central Florida
John Carlisle Conover	11/1/1978	San Francisco	Margaret Woodside	11/8/1988	Detroit

## **RUNOFFS TOP 10 MOMENTS ON RACER.COM**

To commemorate this year's 50th SCCA National Championship Runoffs, Racer. com produced a series of videos saluting the Top 10 most memorable Runoffs moments. The videos feature event broadcasters Dorsey Schroeder and John Fippin, Racer Media and Marketing President and CEO Paul Pfanner, SportsCar editors Philip Royle

and Jason Isley, and SCCA Vice President of Marketing and Communications Eric Prill, all telling the historic tales.

The top 10 moments were shown in their entirety at the 50th Runoffs party at Road America, but you can still catch the memorable images, video and stories by visiting

www.racer.com and searching for "Runoffs Top 10 Moments."



### MO' MONEY

In the last issue, we said that SCCA contingency sponsors offer up hundreds of thousands of dollars. It turns out, not only did we miss a couple notable contingency offerings (like those from Scion Racing, Electromotive, Ford Racing, Michelin, and Tilton Engineering), but our math was off. The truth is that contingency payout offerings are actually in the millions of dollars!





awrence Loshak won a pair of SCCA championships in the same day at the 50th SCCA National Championship Runoffs on Sept. 20, 2013 (one in Formula 1000 and the other in H Production). This outstanding performance was judged the performance of the weekend by the 20 Road Racing Drivers Club (RRDC) members present who constituted the RRDC Donohue Award selection committee.

Loshak is the 43rd recipient of the RRDC Mark Donohue Award, presented annually by the RRDC for outstanding performance, competitiveness, and sportsmanship during the SCCA National Championship Runoffs.

Loshak's brand-new and very quick JDR ETE REMAN/Moon Super Cycle Suzuki had won him the Formula 1000 pole, but the car and driver would get a real workout when the green flag dropped. A scheduling mistake found Loshak and crew late to grid, placing Loshak last on the 21-car grid - and it was raining.

"I passed 16 cars on the first lap," says Loshak. "Then it was hunt, catch, and pass. I took the lead at [Turn] 5 on what turned out to be the last lap, but I had no idea where I was in the race or what lap it was." In their haste to get Loshak strapped into the car on grid the crew failed to hook up Loshak's radio.

By comparison, his run from the pole to the top step of the podium in H Production was relatively benign.

With his wins, Loshak also joins the exclusive company of Jerry Hansen, John Heinricy, and Tom Schweitz as



RickCol

ONTOP

Lawrence Loshak's

2013 Runoffs was

determination has

a rollercoaster

led to induction

into the RRDC.

ride, but his

the only drivers to win the Runoffs in four different classes.

RRDC President Bobby Rahal, a Runoffs champion long before he won the Indianapolis 500, emphasizes the RRDC Mark Donohue Award is "about personal spirit and performance behind the wheel," he says. "Those qualities are more important for this award than winning the race. This year, Loshak demonstrated the grit that it takes to be a champion. He's become one of SCCA's top Club racers in just 10 short years, and already has won four National Championships. Recovering from the self-inflicted wound of being late to the grid, he put his head down and drove a remarkable catch-up race from the back on a wet track with no radio and no idea of his progress. It's the kind of performance we look for in a Mark Donohue Award winner - didn't quit, difficult conditions, great concentration."

The RRDC was formed in 1952 as a way to give champion drivers a say in their sport, particularly in the areas of safety, and has evolved to serve the future of road racing by mentoring new drivers on both amateur and professional levels.

## SOLO KART CORRECTION

In the November 2013 issue of SportsCar, we printed incorrect images for Kart Modified Ladies National Champion Suzanne Segal, as well as supplemental class winners Kevin Jung and Trey White in Formula Junior A and Formula Junior B, in the Tire Rack Solo National Championship coverage. For Segal, this win was her eighth National Championship, and accompanies two wins that precede the class achieving National status, making her the most dominant force in KML. In FJA, 13-year-old Kevin Jung overcame clutch issues to win the class by 0.758sec. Trey White was making only his second Solo Nationals appearance competing in FJB, where he won the class and reset the record for largest margin of victory in a class of five or more cars, with a gap of 10.472sec. Our sincerest apologies for the errors.



**JUNIOR A**Kevin Jung claimed the Junior A win.



**JUNIOR B**Trey White captured the win in Junior B.



KART MODIFIED LADIES
Suzanne Segal took Kart Modified Ladies honors.





## POBST POSITION

## Randy Pobst

2003, 2007, 2008, AND 2010 PIRELLI WORLD CHALLENGE GT CHAMPION

I ssac Newton's Third Law of Motion states that for every action, there is an equal and opposite reaction. I am here to tell you today that this does not apply to the motion of passing attempts on a racetrack. You know that when you leave a corner, you have the right to choose the side of the road on which you plan to enter the next corner; once. One move, between the corners, on the so-called straight,

## If the other guy is a few car lengths back, and near the same speed, you can still move over"

before the brake zone, and certainly the turn-in point.

I am not at all confident that it is clear to many racers that this choice is time/speed dependent. You must make this choice before the car behind you does. If you are left and the driver behind you goes right, it's too late. You are stuck. He surprised you, outmaneuvered you, beat you to the punch. If you choose to swerve in front of him, you are creating a contact risk. To many from the outside, it may look like the passer caused it, but it's your fault for throwing yourself in front of a speeding train. That move in your mirror was an "action." Your move is a "reaction." It is mirror driving: blocking, risky, and unfair. Not good.

Adding to this important definition is the gap factor and the closing rate; the distance between the cars when the move is made. If the other guy is a few car lengths back, and near the same speed, you can still move over, still take your one move. It's still safe. It still makes sense. If the driver behind has gained an overlap, has got a nose just inside you, or has the speed advantage to do so in the very near future, it's too

## Reactions

#### **THE PASS**

There are rules to racing and passing, and when all are followed, you can safely race side by side by side.

late. It's not safe. It does not make sense. It is crash city. It is a reaction. The greater the speed difference, the farther back the car behind you must be before you can make your one move and pull in front of it.

Guess what? If your enemy, uh,

I mean, competitor, is next to you going down the straight, it is also too late to make your move. Straights are straight, people!

I have just come from the National Championship Runoffs, where I did the SpeedcastTV.com color commentary



for half the races, with Jeff Lepper (Dorsey Schroeder, Rick Benjamin, and Jim Tretow handled the other half), and what impressed me was the very few times I saw the leader get punted off a corner on the last lap for the win. What surprised me was the number of crashes on the so-called straights. Nasty, wheel-banging wall slammers, ouch!

In this assessment, I'm not counting that one poor fellow whose steering wheel came off in his hands ("Let off the brakes," I pleaded as he went straight toward the concrete outside Turn 1, "Let off and she'll turn!" Well, not if the wheel is unattached. Now there's a true racer's nightmare.)

Anyway, most of the ugliest carnage was between the corners, not in them. So we're making progress, for sure, but we need to think about and better define the natural passing laws of the straights.

If someone is coming by you on the

straight, it is not OK to react and move them over, or worse, just drive into the side of them. I don't care if it is the last lap for the SCCA National

Championship. You made your bed on the exit of the last corner, and now all you can do is lie in it with your foot on the floor, hoping the other racer does not beat you to the line. I witnessed a couple dramatic car-crushing finishes right in front of our announcing booth that should not have happened. Some desperate drivers think that if they move the other guy over and pinch him to the side that he will lift and they will win. Well, I ain't gonna lift, are you? So what happens next? Heartbreak and high dollars, that's what happens. Sure, you can pull in front before they get there, but not after. And not right before, either; remember, it is gap and closing-rate dependent. Action, before; not reaction, after.

So the Caddy behind pops out with a surprise inside out-braking pass - how



to defend if you cannot turn early and pinch him? OK, number one, pray he does not make it, like I did at Houston for the SCCA Pro Racing Pirelli World Challenge GT finale (well, Johnny

## The real moral of this parable is that I saw Johnny make his move in my mirror. I could have turned early, right then"

O'Connell did make it). Number two, over-slow and pull far back outside, wait, and set up the exit to go back by underneath. I didn't. I stayed right on his bumper, impatiently, and limited my apex speed to the same as his. No advantage on exit, so the pass stuck and I kicked myself. The waiting is the hardest part. Be calm and calculating in the midst of the storm.

The real moral of this parable is that I saw Johnny make his move in my mirror. I could have turned early, right then, to defend. I had time to, but the closing rate impended disaster. He probably would have hit the back of my well-built K-PAX Volvo. It might have gotten him a pit drive-through penalty. But it would have been my fault. Too late to defend, too much closing speed. Mr. O' beat me to the punch.

You have the right to protect, not reactively block, following these natural laws of time and speed, and one move. It is most sensible late in the race, for position, and sometimes if you had an issue in the corner before. If you are just plain slower, defending vigorously early in a race is a naive no-no that puts you at risk, too, and lets the field gain on you. Unless maybe you know your car will get better soon, like the tires are coming in. That's fair. I once got punted off for racing the lead too hard too early, and that was very wrong, because I had a great reason: National TV.

#### TOO LATE

If someone has a run on you into the next corner, and they move to the inside before you, moving over to protect is only a safety hazard.







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## TOP GEAR

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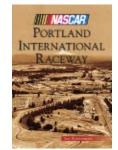
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## BOOK: PORTLAND INTERNATIONAL RACEWAY

Portland International Raceway, by Jeff Zurschmeide,

is a historical racetrack book published in cooperation with the NASCAR Library Collection. Portland International Raceway features a collection of rarely seen images, showcasing notable drivers such as Paul Newman, Willy T. Ribbs, and Mario Andretti, as well as illustrating the evolution of the track through a series of maps and aerial photographs.



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## SHIFTIN' GEARS

## **OUR ROUTE 66**

Where has 2013 gone? Velma and I have had a great year traveling around the country trying to help SCCA Regions grow, and trying to make people more aware of the SCCA Foundation. In our travels this year, we spent a short time on old Route 66, and it made me think about the similarities between the "Main Street of America" and SCCA.

Route 66 defined a remarkable era of growth in our country. As it threaded its way across the middle and western parts of our country, it left its indelible mark on our historical, physical, and cultural landscape. It symbolized the American dream of travel and freedom.

## We have worked very hard to make people aware of the SCCA Foundation "

Today, trying to follow the original Route 66 is very difficult, but it is still there to show us all where we have been and where we are going.

I think the SCCA has a similar "Main Street" for us to follow through events of the last 69 years that have been the basis for our historical, physical, and cultural experiences within the Club. Our growth as SCCA parallels those milestones on our Main Street. Road racing through the streets of Watkins Glen and Elkhart Lake, rallying in the 1950s, the beginning of the National Championship Runoffs in the early 1960s, Trans Am of the late 1960s and early 1970s, the advent of Solo in the 1970s and 1980s - these are our "Main Street."

These activities shaped the historical, physical, and cultural aspects of our Club. Just as Route 66 symbolized the changes in our country, so do cars, people, and events shape the changes in the SCCA. When you think of Route 66, most envision a road sign with the big 66 in the middle. When I think of SCCA, I think of the wire wheel logo. We do have one very important thing going for us in the SCCA: While



OUR ROUTE
Route 66 is a slice
of Americana. In
many ways, the
so is the SCCA.

Route 66 started in 1920 and was decommissioned in 1985, SCCA started in 1944 and is still going strong.

Earlier when I mentioned it has been a busy year, I really meant it. Your SCCA Foundation has been very active. We have worked very hard to make people aware of the SCCA Foundation and to support things that will make you proud of your Club. We have four pillars of focus for the SCCA Foundation: Historical Preservation, Programs, Marketing, and Support. In 2013, your SCCA Foundation was very active in all four of these pillars (see sidebar).

As we approach the end of the year, you can feel very good about your SCCA Foundation and what it has accomplished in this past year. I hope everyone has a great holiday season, and I look forward to working with all of the SCCA Foundation board members in 2014 on the "pillars" of our Club's charitable side.

From your 2014 SCCA Foundation Board: Penny Anderson, Bev Heilicher, Arnie Coleman, Dennis Dean, Raleigh Boreen and our at large committees, thank you for your support in 2013, and I hope everyone has a great 2014.



## FOUR PILLARS OF THE SCCA FOUNDATION

Historical - In 2013, we have visited several different organizations and museums to find out how to get our arms around the SCCA Archives and all of our history. In many ways, you do not know what you do not know, so we spent the year doing our due diligence. We are much closer to having a good solution to helping preserve our history and our archives.

**Programs** - 2013 will go down as the most productive years in both of the programs that we support: the Tire Rack Street Survival program and Formula SAE. We have had more Tire Rack Street Survival Schools in 2013 than any other year, and our average attendance for each school was also up. The program has grown dramatically, and the number of Regions involved continues to grow. The Formula SAE program had two very successful events in Michigan and Nebraska. The SCCA Foundation supported these events with awards and volunteers.

Marketing - In 2013, we launched the new SCCA Foundation Website and newsletter. The Website has helped tell the story of the SCCA Foundation and how as a Club we all give back to the communities we live in. The newsletter has been a great way to communicate with the SCCA members. In 2013, through this column in SportsCar, we were able to thank many of our donors for the gracious contributions to the SCCA Foundation.

**Support** - As a Foundation, we struggle to do our task if we do not have money and, in 2013, we had many contributions from SCCA members and businesses related to the Club. The two largest donations of cash came from the SCCA Foundation raffle and the Tire Rack Solo National Championships. The Raffle was a good success for the Club; we made some money on the raffle and SCCA member Jim Hayter took home a very nice check (he opted for money vs. a new Mazda). In September, Nebraska Region donated \$7,000 to the SCCA Foundation from proceeds earned on the Test N Tune course for the Solo Nationals.

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## INSIDE TRACK

## KIRK READY, TECHNICAL MANAGER FOR SCCA PRO RACING TRANS AM

Kirk Ready does not administer the SCCA Pro Racing Trans Am series by himself - there are a heck of a lot of other folks involved. But there are times when it is all in his hands. In addition to being the Technical Manager, he drives the series trailer from event to event with his wife Sandy at his side. From Sebring in March to Daytona in November, the series visits 10 venues, and Kirk says they are like roustabouts, doing whatever is necessary. From 1971-2002, Kirk was a professor at the University of Mankato's Automotive and Engineering Technology Department and was the Department Chair at Minnesota State University, Mankato's Automotive and Manufacturing Technology Department.

We don't want to black flag anyone unnecessarily, especially in a race"

He was active in Solo, driving a Sardini FV that "morphed into an A Modified or C Modified [car], depending on the rules. I went to Nationals 10 times. I never won one, but I had a bunch of second places."

In 1996, he became a part-time tech officer with the Champ Car series. After he retired from the university in 2002, he and Sandy became full-time Champ Car traveling officials. In addition to handling his tech duties, Kirk was in charge of pit lane. He works pit lane in Trans-Am as well.

"Sometimes you go out to pit wall to check on a smoking car," he says. "We don't want to black flag anyone unnecessarily, especially in a race. You report what you see, smell, and hear. I try to tell from the smell whether it is tire smoke, motor oil, transmission fluid, or rear end grease."

Communication is king in the pits. He will be responsible for some six to eight cars. If the radio reports oil on the track, he'll look toward the respective crew chiefs and point toward his headphones to get a nod



### MAY THE DOWNFORCE BE WITH YOU

In 1983, one of Kirk Ready's students came to him with an unusual project request: He wanted to learn how to build a wing. Kirk helped him do just that, and then they mounted it in his Solo car, for lack of anything better to do with it. "It may have been the first such entry with a wing. Although I couldn't actually feel it, the car was one second faster with the wing than without. Everyone says that autocross is low speed, but the downforce is always with you."

from them, acknowledging the call.

In 2009, Kirk got the call to be technical manager for Trans Am. "I don't go looking for these jobs, but sometimes they seem to find you," he says.

His first order of business is always safety. "You check roll bars and the required padding. You look over all the required items." Performance items come next, and Kirk is dedicated to enforcing the rules that are designed to ensure a level playing field. "We closely check wings and ride heights, things like that." A digital measuring device incorporating lasers is used in a dedicated inspection area. "Pre-race checking of this type is voluntary; some of the better teams may come in four or five times after they have adjusted things. I understand they want to get right up to the letter of the rules."

Post-race is a different situation, and tech calls the shots. Top finishers are scrutinized closely and a "wildcard" choice will sometimes be selected for examination from farther back in the field.

Kirk stresses that tech's role is to measure and report to the Stewards. "We just do our job," he explains. "They have to assess if it was a performance aid or whether the out of compliance situation was intentional." Kirk says it should be a black and white situation. If a gray area exists, the rule needs to be better defined. Recently, he has had a greater role in doing just that; Kirk is involved in writing technical bulletins that go out to the teams during the season. Eight such bulletins were issued this season. "I write it up and submit it to the Competition Committee for their approval." Kirk notes that the series will take steps to contain costs where a development may simply be too expensive and thus not good for other competitors. "We have a great group of people running this series. It is a treat to see them all come together from all over the country. We are all about safety and fairness, with an emphasis on safety."



# THE VOLUNTEER INCENTIVE PROGRAM

#### 40+ DAYS

Peter J Romanowski

#### 30+DAYS

C W Armbrust Fred R Brinkel **Arthur Allan Coy** Penelope R Coy William D Etherington Mark Eversoll **G Paul Gatenby Janet Harhay** Steven A Keadle Gayle S Lorenz **G Richard Lorenz** Linda Louie **Terry Roberts** Monica Shaw Patti D Socher James (Jay) Strole

#### 20+ DAYS

Richard D Alexander **Bill Armitage** David W Badger Cecil Barbee Michael G Beaumia **Bart Carlevaro David T Cole** Stanley C Damren Rhea L Dods Michele Eversoll Craig A Farr Alice S Fatherree Karen Lynne Fearing Gail L Fetterman Charles R Gilliland Philip G Glendon **Judith Green Bob Groth** Allan P Harhay Paula Hawthorne Michael A Henry Jeffrey T Hutzelman Kay L İmig Malinda Jaroch Steven Lyle Jaroch **Doug Johnson** Ken Jones Anne Kumor David L. Langston James T Lowe Sammi Marlis-Ronshausen Janet Lee Moscati Michael E Moscati Wayne Quick James R Schell AJ Tyler Schramm R J Shaw **Edward Harold Shuler** David W Sterling William Scott Stewart Naomi Swanson William James Thompson

North Carolina

Washington DC Washington DC Cal Club Cal Club N New Jersey Buccaneer Florida Central Florida North Carolina Washington DC Washington DC N New Jersey New England Des Moines Valley Central Florida Central Florida

Mohawk Hudson Cincinnati Mahoning Valley San Francisco Milwaukee N New Jersey Glen Washington DC San Francisco Buccaneer Tennessee Valley Washington DC NE Oklahoma Oregon Des Moines Valley San Francisco New England San Francisco Central Florida Steel Cities Atlanta **Steel Cities** Milwaukee San Francisco San Francisco Milwaukee Northwest Milwaukee Central Florida Houston Central Florida Washington DC Washington DC North Carolina Mahoning Valley Atlanta Des Moines Valley Colorado Washington DC Misery Bay Blackhawk Valley Detroit

William W. Von Suskil Sharon Dee West Julie Williamson-McMahon

#### 12-19 DAYS

Kenneth Astrove

Michael S Bailey

Barry D Baker

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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.



## FIRSTGEAR



## TOM O'GORMAN IS CHARGING HARD

Tom O'Gorman turned 22 in October and, after a dominating performance winning F Prepared at the Tire Rack Solo National Championships and the new S4 class in the Tire Rack ProSolo Finale, he has secured a reputation as one of the most talented young Solo drivers in the country.

But his skill behind the wheel pales in light of his gifts as a schmoozer. When it comes to lining up co-drives, he is world class. Hampered by testosterone-fueled instincts, teenagers do not typically enjoy much success at borrowing other people's extremely valuable competition cars, but since he began autocrossing in 2007 at age 15, with no prior competition experience, most all of Tom's mind-boggling results have come in other people's cars and in a bewildering array of classes.

Tom has competed in classes racing from H Stock to C Modified. His results over the last six years speak for themselves, including a 2013 National Championship, 2012-'13 ProSolo National Championships, 13 Solo National Tour wins, and seven ProSolo wins, to name a few.

At the Solo Nationals as well as in Solo Championship Tour and Match Tour events this year, he co-drove Dave Montgomery's 1972 Porsche 914/2. In ProSolo, he was in James Newman's 1999 Corvette. From 2007-'09 he was mostly in Geoff Chambers Miata competing in STS, but for the 2010 season he drove his cousin Sean's 1993 Honda Civic Si.

In 2009, his first year at the Solo Nationals, he was spotted by Montgomery when Tom was driving James Feinberg's Toyota MR2 in E Stock, but they didn't become friends until a year later at the 2010 Nationals, when both were competing in STS. Since mid-2011, Tom has been campaigning with Montgomery, first in his 1989 Honda CRX in STS, then in a 1988 CRX in STS, and now a Porsche 914/6 in F Prepared. "He's become my best friend," says Tom. "Dave and his dad Mike have given me the



opportunity to succeed in Solo. But further, Dave has been my teammate and support system over the past two years. I owe all my successes of the past two seasons or so to Dave."

Montgomery is equally effusive about his friend. "Tom is such a benchmark in everything he drives that it's fun to have somebody like that to learn from and to measure yourself against," he says.

Sean O'Gorman, Tom's cousin, is eight years older than Tom, and it was he who introduced Tom's father, Joe, to Solo when Tom was 14 or so. When Tom got his learning permit a year later in mid-2007, he hopped into his dad's 1999 Miata and immediately started beating him. "Probably Tom's greatest strength is his ability to get into something new or go into unfamiliar territory and instantly be fast," says Sean. "When it started to rain during the Toledo ProSolo Super



### VIDEO DELIGHTS

Tom O'Gorman has always wanted to race, "beginning with a pedal car when he was three," says his dad. But it is video games that have fueled his obsession.

"I spent hours upon hours driving every different car on every different track I could, and also began racing online with other people" says Tom

people," says Tom.
"I think these
video games
taught me a lot
about the physics
of how a car
behaves, racing
lines, and even
race craft. With all
the practice these
games gave me, I
was ready to push
a real car to its limits
as soon as I was
able to drive one.

able to drive one. "I think driving so many different things in the games also gave me the ability to be very versatile and adapt quickly to different cars and conditions. I still play when I can, to keep sharp and have even started teaching myself about car setup using these games."

Challenge, a set of wets was bolted on the car literally seconds before he was due to go out on course, and he proceeded to win that round of the Super Challenge against an all-wheeldrive vehicle by four seconds!"

But again, driving fast is just one of Tom O'Gorman's skills. Building relationships throughout the Solo community is another. At age 17, he was elected to the Cincinnati Board of Directors as a Member at Large, serving two years, and he is currently a member of the Region's Solo Committee.

Tom currently works as an assistant manager and chief driving instructor at Full Throttle Indoor Karting, the track built by his father, which opened on Labor Day 2011. The facility now runs

"I never had any actual motorsports experience outside of being a spectator at Mid-Ohio"

TOMO'GORMAN

70 to 80 kart races on a busy day and has seen almost 100,000 individuals come through since opening.

If you think, "Ah-ha, it's karting that has made Tom a Solo success story," you would be mistaken. "Whenever anyone asks me what I did before autocross, I always tell them video games," says Tom. "I never had any actual motorsports experience outside of being a spectator at Mid-Ohio with my dad since I was in diapers. But I've been playing racing games since I was 7, starting with arcade-style console games like *Gran Turismo* and *Need for Speed*, but then moving into serious driving simulators...when I was 12 years old."

In 2014, Tom plans to get his competition license and transition into SCCA Club Racing. "He has an intense focus on getting the most from any car he drives, and remains very humble," says his father. Combined with his driving skill set and winning personality, there's little doubt he will be a success in his new racing endeavors.





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The 2013 SCCA National Championship Runoffs marked not only a milestone in the historic event's 50-year history, but also a change in direction. With a turnout of 701 competitors vying for the 28 championship title positions – just shy of the 709-driver record – it was clear the SCCA membership recognized the significance of the 50th Runoffs. The event saw packed fields deep with talent, and excitement could be found throughout each action-packed race.

2013 also marked the fifth consecutive year for the championship event in Elkhart Lake, Wis. Road America is one of only six tracks in Runoffs history to host the event. With the Runoffs moving to Mazda Raceway Laguna Seca in 2014 - its first visit to the West Coast since 1968 - Road America fans came out in droves to support its final call.

Off the track, many special events celebrated the event's 50 years. The Elkhart Lake party welcomed the more than 700 competitors and 550 workers, those who make the event happen, and allowed visitors the opportunity to explore downtown Elkhart Lake. Savvy explorers might have spotted a number of signs that indicate portions of the road that were used for road races before the track was built.

The BFGoodrich Tires Worker of the Year party recognized the volunteers who went above and beyond the call of duty throughout the year, and the big 50th Runoffs celebration took place

The event saw packed fields deep with talent, and excitement could be found throughout each action-packed race"

on Thursday night and featured live music, the SafeRacer Pole awards, and a look back at 50 years of Runoffs racing (those can be found on Racer.com by searching for "Runoffs Top 10 Moments").

Unique to the 50th running, SCCA extended entry invitations to past Runoffs champions, and a number of racing legends accepted the invitation. Perhaps most notable on the entry list was John Morton, two-time Runoffs winner, former IMSA champion, and Twelve Hours of Sebring winner. Morton marked his return to Club Racing with a top-10 finish in



## HISTORY IN THE MAKING

The afternoon before the National Championship races kicked off, hundreds upon hundred of SCCA competitors took to the front straight for an impressive photo op.

E Production piloting a Datsun 240Z that was specifically built to honor his time on the BRE Datsun team.

SCCA Pro Racing Pirelli World
Challenge driver Randy Pobst also
took the opportunity to return to
his roots, piloting a Mazda Miata in
the Super Touring Lite category.
When he wasn't racing, Pobst also
called commentary on the live
SpeedcastTV.com Runoffs broadcasts
(head to SpeedcastTV.com/SCCA).

After being crowned the first Spec Miata Runoffs champ in 2007, Andrew Caddell went on to collect the 2008 SCCA Pro Racing Playboy Mazda MX-5 Cup title, and more recently he has tested his mettle in the TORC off-road series, where he earned the 2011 Pro Lite Championship. Caddell returned to his roots and made himself at home in a Super Touring Under BMW, recording a sixth-place finish in the rain soaked race.

Among the past champions was the return of Brad Stout. The past Formula Vee champ had not lost a step, jumping back into this highly competitive class and claiming the bronze medal.

Also notable was Jim Downing, who was the polesitter in the inaugural 1964 Runoffs race, where he went on to finish 10th in Formula Vee. To this



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4:00pm

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day, Downing is still an active racer, standing on the podium as recently as 2011. This year, Downing competed in C Sports Racing.

The prestige of the 50th Runoffs undoubtedly helped inspire some terrific drives. In GT-Lite, Chris Bovis beat Bobby Lentz to a photo finish, winning by 0.007sec, the closest finish in Runoffs history since the used of transponder timing.

Among the drivers who were tackling multiple classes at this year's event, two emerged as double winners: Andrew Aquilante and Lawrence Loshak. Aquilante claimed a

pair of titles driving the same C6 Corvette in both GT-2 and Touring 1, with only minor adjustments made between races. "They just made the event awesome," Aquilante exclaimed after tasting victory.

While Loshak pulled off a double win in Formula 1000 and H Production, it was far from easy. Loshak was late to grid for his FB race, moving him to the back of the pack in what was a rain soaked race, but good tire choice and amazing driving skills found him at the front when the checkers waved. By comparison, his HP race was relatively uneventful, as Loshak started from the

pole and won by a comfortable margin. "This Runoffs - it's an emotional one," said Loshak. "It's special - it was a tough road to get here...."

We also saw fantastic drives from current and future SCCA heroes. John Heinricy added another gold medal to his collection, which now totals 12 - placing him third overall for championships won, and only one win behind Duane Davis.

But let's not reveal too much. The following 50 pages cover all of the excitement that took place while crowning 28 SCCA National Champions. Flip the page, and enjoy...







## RAIN DANCE

(ABOVE) Elivan Goulart found himself in a 13-lap battle for the win, but came home victorious. (BELOW) Joel Weinberger took his Audi A4 from ninth to second. The opening race of the 50th Runoffs set a high bar for competition, excitement, and driver skill. As the rain that had plagued qualifying since Wednesday continued to fall, 15 drivers headed out to seek the championship.

Marc Hoover was on the SafeRacer Pole with his turbocharged Mazda Miata,



knocking several seconds off his 2012 lap times. Outside on the front row, three-time National Champion Elivan Goulart was at the wheel of his Lotus Exige. Behind them, Eric Heinrich in his BMW M3 and "Irish Mike" Flynn in his BMW made up the second row. Down in ninth place, past Champion Joel Weinberger was ready to race in his Audi A4 that had brought him luck in the past. Not present on grid was our pick for the win, Ray Huffmaster - unfortunately, Huffmaster crashed his Pontiac Solstice GXP in practice and elected to withdraw from the race.

At the green, Hoover was first into Turn 1, but with Goulart filling his mirrors the defining factor of this race became clear - this was to be a classic battle of power versus handling. Hoover's Miata took off like a rocket on Road America's long straights, while Goulart's Lotus gained ground at every corner.

By Turn 6 of the first lap, Goulart had made the first of many passes for the lead. Hoover's Miata would step out and shimmy as he laid down power at the exit of every corner, while Goulart's Lotus was virtually painted on the track. Hoover kept the pressure on hard, however, using the straights to his advantage.

Eric Heinrich, meanwhile, had moved his BMW M3 up to third place, but the leaders were already opening a gap by the end of the first lap, running six seconds faster than Heinrich. Goulart continued to lead for several laps, with Hoover biding his time and waiting for a mistake that never really came.

Farther back, past Champion Toby Grahovec in a BMW Z4 Coupe and Weinberger in the Audi were fighting for



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Lotus Flise

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QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Marc Hoover/AZ (Mazda Miata) 2.24.693 / No time / No time; 2. Elivan Goulart/NER (Lotus Exige) 2.26.644 / 2.30.799 / No time; 3. Eric Heinrich/NER (BMW E30M3) 2.29.222 / 2.33.741 / 3.54.763; 4. Michael Flynn/CFR (BMW E46) No time / 2.29.690 / No time; 5. Toby Grahovec/TEX (BMW Z4 3.0) 2.30.165 / No time / No time; 6. Rylan Hazelton/SFR (Honda S2000) No time / 2.31.212 / 3.40.488: 7. David Brand/NYR (Lotus Exige SC) 2.31.543 / 2.32.893 / 3.54.874; 8. Charles Tobel/DET (Pontiac Solstice) No time / 2.31.707 / No time; 9. Joel Weinberger/CHI (Audi A4) 2.32.048 / 2.32.123 / No time; 10. Anthony Simmers/ COLO (Volkswagen GTI) No time / 2.33.964 / No time; 11. Carl Young/SFR (Chevrolet Cobalt) 2.34.010 / 2.51.315 / 3.37.842; 12. Ronald Pawley/BVR (Lexus IS300) 2.34.086 / No time / 3.36.364; 13. Andrew Caddell/NWST (BMW 325 E46) 2.34.511/ No time / 3.14.936; 14. Tim Anastopoulos/ CHI (BMW 325is) 2.41.462 / 2.42.755 / No time; 15. Lance Stewart/RENO (Ford

the fourth position, running side by side through Canada Corner. Weinberger won that contest with a pass at start/finish, and then used the all-wheel drive of the Audi to put some distance on Grahovec.

By the fifth lap, the leaders were still running close, with a 31-second gap back to Heinrich in third. Hoover was now seriously pressing Goulart, as the Miata's tires came in and Hoover became more comfortable with a style of driving more suited to sprint cars than sports cars. The best part of the race was yet to come, as Hoover's lap times dropped. Hoover used his turbo power to make the pass for the lead at start/finish to begin lap seven.

Goulart wasn't about to let Hoover run away, however, and made a play in Turn 3, then running off and on in Turn 5, dropping back a little. Meanwhile, Weinberger had closed the deal to take third position from Heinrich. As the leaders came through Canada Corner in lap 8, Goulart made another run at

My car was really hooked up in the rain. It handled really well and the braking was great"

## **ELIVAN GOULART**

Mustang) No time / **2.46.840** / No time; 16. John De Barros/ATL (Mazda 3) No time / **2.51.651** / No time; 17. Jim Taggart/NCR (Lotus Exige) No time / No time / No time; 18. Ray Huffmaster/DET (Pontiac Soltice GXP) No time / No time; 19. Eric Wortman/CHI (Subaru STi) No time / No time; No time / No time; No time / No time / No time; No time / No time; N

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

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

Caddell - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.4.D.9.e

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Elivan Goulart (13); 2. Joel Weinberger (13); 3. Eric Heinrich (13); 4. Anthony Simmers (13); 5. Charles Tobel (13); 6. Andrew Caddell (13); 7. David Brand (12); 8. Rylan Hazelton (12); 9. Ronald Pawley (12); 10. John De Barros (12); 11. Carl Young (12); 12. Tim Anastopoulos (10); 13. Toby Grahovec (8); DNF. Michael Flynn (0); DNS. Lance Stewart; DNS. Ray Huffmaster; DQ. Marc Hoover (13);

Overall Time of Race: 36.12.305; Average Race Speed: 86.176 mph; Margin of Victory: 0.001 seconds; Hawk Fastest Race Lap: 2.44.539 (87.517 mph); Lap Leaders: #98 laps 1,7-8; #72 laps 2 - 6, 9 - 13; Sunoco Hard Charger: #9 Joel Weinberger

Hoover - Disqualified per Chief Steward -GCR appendix F pg 178 TIR



DETERMINATION
Eric Heinrich had
a wet and wild
race, but managed
to start and finish
in third place

Hoover, coming alongside in the Billy Mitchell Bend and making the pass.

Now it was Hoover's turn again, making a run on Goulart down into Turn 5, allowing Goulart to execute a classic over-and-under move that left the cars running side by side up to Turn 6. Hoover came out of that hill climb in the lead, but Goulart put the Lotus alongside again driving into Turn 7. Hoover still maintained the lead, but it was game on from this point. Hoover went wide in Turn 8, letting Goulart by into the Carousel, and then taking back the lead heading into the Kink. Hoover then had a small off and on, and lost the lead again in the Billy Mitchell Bend.

In the final laps, both leaders encountered lapped traffic and tried to use that to their advantage. In lap 11, Hoover once again came side by side with Goulart in Turn 1, but slid completely sideways in Turn 3 and lost ground while he made what had to be the hundredth save of the race. By Turn 6, he was on Goulart again. The two ran side by side when Hoover could use his power, and Goulart extended a lead when the handling of the Lotus could work to his advantage.

In the 12th lap, Hoover made a pass in Canada Corner, which Goulart then took back in Billy Mitchell Bend. Hoover passed again in Turn 5 on the final lap, which he held through Turn 7, but Goulart went side by side in Turn 8, holding that position through the Carousel, and finally completing his pass toward the Kink. Hoover made a final run at Goulart up the hill to the checker, but it was Goulart at the line. Weinberger finished in third position, with Heinrich in fourth.

"My car was really hooked up in the rain. It handled really well and the braking was great on it," Goulart said.

But the race isn't really over until everyone clears the tech shed and, unfortunately, Hoover did not make it though. Hoover's Miata car was found non-compliant and he was disqualified, moving Weinberger up to second position and Heinrich to third.

Jeff Zurschmeide





## LONG DISTANCE WINNER

RACE 2 | Formula 1000 | Friday, Sept. 20, 2013, 9:45 a.m.

t was a moment out of any race driver's nightmare – you're on grid in the pole position and you get the one-minute board. You look around and you can't find your helmet or HANS device. As panic rises, you're looking for your crew, but they haven't shown up yet. It looks like slow motion as the rest of the field is waved out onto the track without you. And then you wake up, right?

Wrong - that's exactly what happened to two-time National Champion Lawrence Loshak at the start of the Formula B race. Wide awake, Loshak watched helplessly as his SafeRacer Pole position vanished.

"I have no idea what to say," said Loshak after the race. "Our crew has been together over a decade. I have no idea how we did that. We were to chase the field, Loshak's chances looked bleak.

This kind of situation is what separates a true champion from a everyone else. Many drivers would be so angry or befuddled with the situation that they could not narrow their focus, find their groove, and drive their best. Loshak, being a true champion, did all three, working his way through the field to fifth position by the end of the first lap.

During that lap, Dixon and Hill went side by side up to Turn 1, and by Turn 3 Dixon had settled into the lead with Pancea in second position riding Dixon's rear wing. Pancea went for the leading heading up the hill to Turn 6 and made his pass stick. By lap three, Pancea was closing on lap traffic and Loshak was still stuck in fifth position.





Lucian Pancea had a good run, finishing second overall – but the rain meant there were some close

calls along the way.

TRICKY MOMENT

driving up to grid all nice and calm. When I drove up and they told me there was one minute to go, and then in 30 seconds they were going to let the field go. I can't express that feeling, especially when you're sitting on the pole."

SCCA rules are clear: If you're not ready to go when the signal is given, you forfeit your grid position and you have to start at the back of the field. Loshak's misfortune left Jeremy Hill on the front row, alongside two-time Champion Brandon Dixon. Contender Lucian Pancea and 2011 FB Champion Brian Novak now made up the second row. As he finally took off

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Lawrence Loshak/MILW (JDR F1000 Suzuki) **2.04.786** / 2.07.314 / No time; 2. Jeremy Hill/OVR (PHOTON VD07 Suzuki) **2.05.587**, 2.06.832 / 2.09.215; 3. Brandon Dixon/ALA (Citation F1000) **2.05.658** / 2.07.278 / 2.08.859; 4. Lucian Pancea NWST (Stohr F1000 Suzuki) 2.07.624/ 2.10.436 / 2.10.724; 5. Brian Novak / DET (Nova-Piper F1000 Suzuki) **2.08.483** / 2.09.890 / 2.09.667; 6. Jake Latham/COLO (Stohr F1000 Suzuki) **2.08.791**/ 2.10.374 / 2.25.939; 7. Steve Ott/COLO (Astra Summerhawk) 2.09.069 / 2.09.107 / 2.10.644; 8. John LaBrie/UTAH (Phoenix F1K.10 Suzuki) **2.09.859** / 2.12.050 / No time; 9. Jose Gerardo/PNAM (Stohr F1000) 2.11.755 / **2.10.239** / 2.14.109; 10. Christopher Ash/COLO (Astra SH-RR1) 2.11.158 / **2.10.893** / 2.15.863; 11. Tyler Thielmann/MILW (Van Diemen RF99 Suzuki) 2.11.458 / 2.13.253 / No time; 12. Juan R Marchand/WMR (NovaDiemen F1K Suzuki) 2.11.513 / 2.42.469 / 2.13.614; 13. Alex Mayer/ PHL (Elan DPO4 Suzuki) 2.11.854/ 2.12.857 / 2.13.551; 14. Mike Beauchamp/MILW (Van Diemen RF99 Suzuki) 2.14.323 / 2.14.361 / **2.12.142**; 15. Michael Crowe/CFR (Van Diemen RF00) **2.12.377** / 2.13.093 / 2.14.038; 16. Jason Bell/MILW (Stohr F1000 Suzuki) **2.12.734** / No time / 2.15.005; 17. Jason Slahor/WDC (Van Diemen RF98-F1000) **2.13.156** / 2.13.277 / 2.19.194; 18. James Michael/TEX (Stohr F1000 Suzuki) **2.13.710** / 2.14.553 / 2.15.591; 19. Nicho Vardis/ DET (RFR F1000 Suzuki) 2.14.517

2.14.440 / 2.25.174; 20. Terry Biner/UTAH (RFR F1000 Suzuki) 2.23.979 / 2.15.068 / 2.19.613; 21. Richard Franklin/NCR (Stohr F1000 Suzuki) 3.13.441 / 2.19.003 / 2.18.798; 22. J.R. Osborne/COLO (Citation F1 Suzuki) No time / No time / No time; 23. Glenn Cooper/ATL (RFR F1000 Suzuki) No time / No time; No time / No time / No time;

JDR/ETE REMAN/

Moon Super Cycle JDR F1000 Suzuki

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. Lawrence Loshak (13); 2. Lucian Pancea (13); 3. Brandon Dixon (13); 4. Steve Ott (13); 5. Jose Gerardo (13); 6. Brian Novak (13); 7. Tyler Thielmann (13); 8. Alex Mayer (13); 9. Mike Beauchamp (13); 10. Jeremy Hill (13); 11. John LaBrie (13); 12. Nicho Vardis (12); 13. Michael Crowe (12); 14. Terry Biner (12); 15. Richard Franklin (11); 16. James Michael (10); 17. Jason Slahor (10); 18. Jason Bell (9); DNF. Jake Latham (2); DNF. Juan R Marchand (1); DNF. Christopher Ash (0); DNS. J.R. Osborne; DNS. Glenn Cooper;

Overall Time of Race: 34.14.514; Average Race Speed: 91.116 mph; Margin of Victory: 6.391 seconds; Hawk Fastest Race Lap: 2.29.859 (96.090 mph); Lap Leaders: #92 laps 1 - 12; #2 lap 13; Sunoco Hard Charger: #08 Nicho Vardis



By the fifth race lap, Pancea had opened a lead of 6.88sec over Dixon.

The weather gave everyone a boost at the mid-point of the race, with the rain ending and the track beginning to dry out. It was still wet down by Canada Corner, with water pooling in the low-lying shaded area of Kettle Bottoms. The improving conditions allowed everyone to pick up their game.

As lap eight began, Loshak moved up to fourth position but was still 20 seconds behind Pancea, with Dixon and Steve Ott between him and the leader. Loshak caught and passed Ott, and then set his sights on the former champion.

At this point, Loshak was running about four seconds a lap faster than the leaders, and the question on everyone's minds was whether the



arithmetic would work in time to put Loshak in the front. In the 10th lap, Loshak caught Dixon, passing him in the downhill run to Turn 5 on lap 11. In the final two laps, Loshak ran down Pancea, catching him in the Kink on the penultimate lap of the race. In lap 12, Loshak turned the fast lap of the race at a 2:29.859 - a full six seconds faster than Pancea's fastest lap - potentially Lochak's intermediate tires coming to full

song while others were battling their wets on a drying surface.

As the last lap got underway, Loshak and Pancea went side by side through Turn 1, with Loshak claiming the lead and never looking back, winning the race by a 6.391sec margin. Pancea finished second, and Dixon in third.

While not having as dramatic start at Loshak, Nicho Vardis was having his own run through the field, finishing 12th after a 19th place start, earning him the Sunoco Hard Charger award.

"I had no idea what position I was in because I got out so late I didn't have communications, and my dash went out with the water," said Loshak. "I knew I wasn't slowing down until I saw the black and white thing. Mistakes were not an option."

Jeff Zurschmeide

#### **BACK TO FRONT**

(ABOVE) Lawrence Loshack started on the pole, but was late to grid and had to start from the back. He then charged back to the front for the win. (LEFT) Brandon Dixon ran a solid race, both starting and finishing third.





On the surface, it seemed as though it would be business as usual in GT-2, with the tubeframe drivers battling with the factory Porsche hotrods. Certainly, the recent consolidation that invited ex-Super Touring Over cars had the potential to upset the party, but with defending STO Champ Scott Tucker and other STO front-runners not on the entry list, an upset seemed far-fetched.

Like many classes at the 2013 Runoffs, it was all about Tuesday qualifying, with the rest of the sessions seeing less than ideal conditions. In that first qualifying session, Phoenix Performance, which is known for building topnotch cars, made its presence known. Andrew Aquilante used his past champion provisional to enter his Touring 1 Chevrolet Corvette into GT-2, and posted a blazing time of 2:14.320, clinching the SafeRacer Pole. Trent Hindman in his Porsche GT3 Cup was just over a tenth back in second. Making his Runoffs return was Joe Koenig, who put his rebuilt STO BMW M3 third on the grid, while the fastest tubeframe car was Pete Peterson in his Toyota Celica in fifth.

We decided not to switch to slicks from a knowledge standpoint. In the scheme of things it worked"
ANDREW AQUILANTE

With the drop of the green, Hindman caught Aquilante sleeping and pounced into the lead on the damp racetrack - but it would be short lived as Koenig drove down the inside going into Turn 1, passing both Aquilante and Hindman. By Turn 3, Aquilante was up to second, and in a late-braking duel, Aquilante took the lead from Koenig.

As the field exited Canada Corner - the site of Koenig's horrific lap-one STO crash at the 2011 Runoffs - things went sideways for Koenig. As he entered the right-hand bend preceding Turn 13, his BMW got loose and he made hard contact with the inside wall, ending his podium chase.

As laps clicked by, Aquilante settled into the lead, with Hindman in second, while John Kachadurian worked to keep his Porsche GT3 Cup ahead of defending GT-2 Champ Tom Wickersham for the final podium position. Things might have continued without much excitement had it not been for a full course caution on lap nine, a result of contact between one of

#### **NEW FACE**

Andrew Aquilante is new to GT-2, but he made himself at home by taking a healthy win over tough competition.



**QUALIFYING** Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Andrew Aquilante/PHL (Chevrolet Corvette) 2.14.320 / No time / No time; 2. Trent Hindman/NNJ (Porsche GT3 Cup) 2.14.460 / 2.16.571 / No time; 3. Joe Koenig/CHI (BMW M3) **2.15.324** / 2.17.851 / No time; 4. John Kachadurian/CHI (Porsche GT3 Cup) 2.15.357 / No time / No time; 5. Pete Peterson/CCR (Toyota Celica) 2.15.821 2.18.075 / No time; 6. Jim Goughary/NER (Nissan 350Z) 2.16.666 / 2.18.670 / No time; Tom Wickersham/SFR (Porsche 996 GT3 Cup) No time / 2.17.364 / 2.44.423: 8. Tom Patton/CIN (Sunbeam Tiger) 2.17.528 / 2.19.020 / No time; 9. Mark Boden/CH (Porsche GT3 Cup) 2.17.892 / 2.19.882 / 3.30.073; 10. Robert Lentz/WDC (Nissan 300ZX) **2.19.065** / 2.20.079 / No time; 11. J. Kurt Roehrig/NCR (Chevrolet Camaro) **2.19.085** / No time / No time; 12. Mark Pauly/ GTRV (BMW M3) 2.19.683 / 2.20.818 / No time; 13. Russ Snow/NCR (Chevrolet Corvette) 2.19.941 / No time / 3.07.191; 14. Jerry Onks/TEN (Chevrolet Corvette)
2.20.545 / No time / 4.15.427; 15. Pratt Cole/RENO (Dodge Viper) 2.21.727 / 2.22.383 / No time; 16. Jason Berkeley/NNJ (Chevrolet Corvette) No time / 2.23.213 / No

time; 17. Tim Gray/LOL (Porsche GT3 Cup) 2.23.329/2.23.661/3.09.170; 18. Jason Lee/NNJ (Audi TT Coupe) 2.32.806/2.26.556/2.59.360; 19. Ken Muth/NWST (Nissan 240SX) 2.29.052/2.59.351/4.00.762; 20. Tim Myers/ATL (Dodge Viper) No time / 2.29.906/No time; 21. Bud Matakaetis/NER (Nissan 240SX) 2.42.429/2.41.197/No time; 22. Karim Talbot/CHI (Chevrolet Corvette) No time/No time/3.54.913; 23. Robert Kelley/CSCC (Chevrolet Monte Carlo) No time/No time/No time; 24. Erich W Joiner/CSCC (Porsche 997 GT3 Cup) No time/No time/No time/No time;

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

Kelley - Loss of Qualifying 2 times per Chief Steward - GCR 4.8.3

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. Andrew Aquilante (13); 2. Trent
Hindman (13); 3. John Kachadurian (13);
4. Tom Wickersham (13); 5. Mark Boden
(13); 6. Mark Pauly (13); 7. Russ Snow (13);
8. Tom Patton (13); 9. Jason Berkeley (13);
10. Robert Kelley (12); 11. Ken Muth (12);
12. Jason Lee (12); 13. Bud Matakaetis
(12); 14. Pete Peterson (7); 15. Jim
Goughary (7); DNF. Robert Lentz (5); DNF.
Tim Gray (3); DNF. Karim Talbot (2); DNF.
Joe Koenig (0); DNS. J. Kurt Roehrig; DNS.
Jerry Onks; DNS. Pratt Cole; DNS. Tim
Myers; DNS. Erich W Joiner;

Overall Time of Race: 37.14.457; Average Race Speed: 83.779 mph; Margin of Victory: 4.370 seconds; Hawk Fastest Race Lap: 2.16.717 (105.327 mph); Lap Leaders: #36 laps 1 - 13; Sunoco Hard Charger: #57 James Berkeley

the GT-3 frontrunners and a GT-2 car, which were sharing the race group.

The caution allowed Hindman to cut the distance between himself and Aquilante, and when the green waved on lap 12, Hindman got a great run, splitting a pair of GT-3 cars that were ahead of him and moving within striking distance. Kachadurian also played the restart masterfully, leaving Wickersham mired back with the GT-3 traffic, and moving himself into a position to challenge Hindman.

The cool and still damp track, however, seemed to favor Aquilante's setup. "With the rain this morning, it made me very nervous until the track started to dry out," said Aquilante. "Because of our last-minute decision to enter GT-2, we decided not to switch





to slicks from a knowledge standpoint. In the scheme of things it worked because in the half dry, half wet track, the Hoosier A6, which we run in the Touring class, comes up to temperature." The slick-tired Porsches seemed to lack the grip needed to make a move on Aquilante's Corvette.

Within one lap, Aquilante had stretched his lead to four seconds, leaving Hindman and Kachadurian to fight for second place.

On the way to his second Runoffs title, Aquilante earned the GoPro Move of the Race and set the Hawk Performance Hot Lap with a 2:16.717. "Hats off to Hoosier on the A6; it's just an awesome tire," says Aquilante. "And it's a good feeling to

Aquilante had stretched his lead to four seconds, leaving [Trent] Hindman and [John] Kachadurian to fight for second"

put Phoenix Performance up top in quite a short matter."

Hindman, who was celebrating his 18th birthday on race day, took the silver medal in his Runoffs rookie debut, edging Kachadurian by 0.06sec at the line. "Coming into the Runoffs, there's always that aura around it," says Hindman. "It's the Runoffs - a lot can happen. I'm just very happy the car came home clean and that we were able to survive the race itself."

The bronze medal was a career-best finish for Kachadurian. "We wanted to get a good start and play nice," says Kachadurian. "I was able to pick up a spot on the first lap when a friend slipped off the track. From there, I knew I had a defending National Champion behind me, and two fast guys in front of me. I just tried to keep my nose clean and run a good race."

Jason Isley

#### HOLD ON

Trent Hindman found himself in a tight battle for second place – a battle he won by 0.55sec.

## PODIUM DASH

(LEFT) John Kachadurian started fourth and worked his way up to a podium finish, missing second place by barely a whisker.



**CHAMPION** 

**Andrew Aquilante** 

Phoenix Performance/

Philadelphia Region

Hoosier/Hawk Chevrolet Corvette







## FINALLY

Rob Warkocki has been competing in GT-3 at the Runoffs since 1989, taking the win for the first time in 2010. This year he claimed his second gold medal. Mike Henderson has been driving his Mazda RX-7 in the hunt for a GT-3 championship since 2001, and while he's always a contender, coming into this year's race he had only made the podium once with a second-place finish to Rob Warkocki in 2010. Consequently, Henderson had to have been pleased to earn himself The SafeRacer Pole position for the final year of the Runoffs at Road America – but Warkocki had qualified his own RX-7 in third position and hoped to repeat his 2010 victory over Henderson.

Joe Kristensen was also in the

hunt, delivering a second-place qualifying effort in his Acura RSX. Kristensen is comparatively new to GT-3, having entered the class the

At the green, the first two rows spread out and went four wide into Turn 1, with [Mike] Henderson emerging in the lead"

last three years but never finishing a GT-3 Runoffs race. Kristensen had two earlier podium finishes to his credit in GT-4 and GT-Lite, so his ability to run at the front has been well established. Runoffs perennial Wolfgang Maike completed the second row.

One twist to this year's event was that the GT-3 race was combined with GT-2. That's a situation that throws an extra level of unpredictability into the already volatile mixture of a Runoffs contest. As the faster group, GT-2 took the split start first, with GT-3 taking the green flag about a minute later.

At the green, the first two rows spread out and went four wide into Turn 1, with Henderson emerging in



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Mike Henderson/CSCC (Mazda RX-7) 2.23.405 / 2.26.504 / No time; 2. Joe Kristensen/DET (Acura RSX) 2.23.907 / 2.24.983 / No time; 3. Rob Warkocki/CHI (Mazda RX-7) 2.23.946 / 2.41.199 / No time; 4. Wolfgang Maike/CSCC (Toyota Paseo) 2.24.679 / 2.26.208 / No time; 5. Paul Young/DET (Ford Probe) 2.24.715 / 2.28.058 / No time; 6. James Hargrove/ ORE (Honda Civic) 2.25.194 / 2.26.690 / No time; 7. Chad Bacon/FLR (Toyota Celica) 2.26.144 / 3.05.566 / No time; 8. George Cichon/BVR (Mazda RX-7) No time / 2.28.832 / 3.51.634; 9. Steven Lustig/NNJ (Acura Integra) No time / 2.30.035 / No time; 10. Ken Nelson/DET (Nissan 200-SX) 2.30.912 / 2.30.943 / No time; 11. James Ashe/NER (Mazda RX-7) 2.33.360 / 2.32.419 / No time; 12. Mark Ward/FLA



SANDWICHED

Joe Kristensen both qualified and finished amid Mazdas in his Acura RSX, claiming second place.

the lead and Warkocki right behind. Warkocki pulled back alongside and claimed the lead in Turn 3. Henderson fell back to third around Turn 6 as Kristensen made his play for the front.

Now the three leaders settled in for the race, running mere car lengths apart. Kristensen made a play for the

All I could think about was Tom [Thrash]. He was probably riding with me. It's very emotional"

**ROB WARKOCKI** 

(Toyota Paseo) 2.34.626 / 2.35.481 / 3.20.543; 13. Jim Stinehelfer/COLO (Mazda Miata) 2.36.683 / No time / No time; 14. Robert Herman/NEB (Mazda RX-7) 2.36.973 / 2.40.286 / No time; 15. Brian Haupt/KCR (Mazda RX-7) 2.41.944 / 2.42.922 / No time; 16. Chris Stevens/ KCR (Mazda RX-7) 2.49.577 / 2.44.838 / No time; 17. Jim Speights/ALMO (Mazda Miata) 3.07.243 / No time / No time; 18. Dave Dobry/DET (Eagle Talon) No time / 3.13.113 / No time /

Ashe - Loss of Qualifying 3 times per Chief Steward - GCR 9.3.26.B

RACE 12 laps, 48 Miles: Pos. Driver (Laps);
1. Rob Warkocki (12); 2. Joe Kristensen
(12); 3. Mike Henderson (12); 4. Wolfgang
Maike (12); 5. Paul Young (12); 6. Chad
Bacon (12); 7. James Hargrove (12); 8.
James Ashe (12); 9. George Cichon (12);
10. Ken Nelson (12); 11. Steven Lustig
(12); 12. Mark Ward (12); 13. Robert
Herman (12); 14. Jim Stinehelfer (12); 15.
Brian Haupt (12); 16. Chris Stevens (10);
17. Dave Dobry (6); DNS. Jim Speights;

Overall Time of Race: 37.34.847; Average Race Speed: 76.635 mph; Margin of Victory: 0.708 seconds; Hawk Fastest Race Lap: 2.25.688 (98.841 mph); Lap Leaders: #78 laps 1, 12-13; #4 laps 2-11; Sunoco Hard Charger: #78 Rob Warkocki

lead in Turn 5, gaining the advantage for the next eight laps - through a full course caution and a restart. But the caution allowed the field to close up, and Warkocki made his play in Turn 8 during the 11th lap. Henderson now pressed Kristensen as lapped traffic balked the Acura.

The leaders were in close formation through Canada Corner and up through the Billy Mitchell bends and around Turn 14 up the hill. On the final lap, Kristensen made another attempt for the lead at the Kink, and ran nose to tail with Warkocki through Canada Corner



THE BATTLE

Mike Henderson started on the pole, but a tough race left him on the final step of the podium.

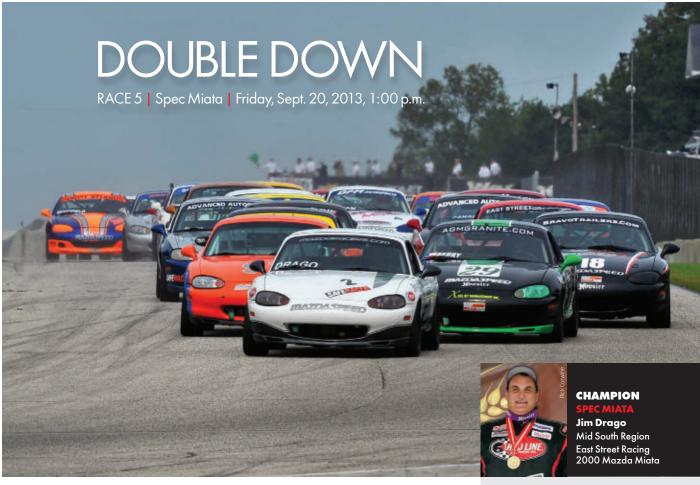
and on up to the checker - but this was Warkocki's day. Kristensen finished a close second, with Henderson third and Maike fourth.

"In 2009, we lost a very good friend of ours named Tom Thrash," said Warkocki. "He was a fellow GT-3 competitor and E Production champion. We were very close friends, and it still hurts. Every time I go through Turn 8, I think of him. Believe it or not, under hard braking there pulling in next to Joe, all I could think about was Tom. He was probably riding with me. It's very emotional."

Jeff Zurschmeide







#### REPEAT WINNER

With this win, Jim Drago (2) became the first competitor to win two SM National Championship titles. No one has ever described a Spec Miata race at the Runoffs as boring or predictable - that streak is unbroken this year, but for the first time in the eight-year history of the class, Spec Miata has a repeat champion in Jim Drago. That achievement was far from certain, however, even to the final corner of the race, and the Spec Miata drivers delivered one of the most thrilling races of this year's Runoffs.

Drago qualified on the SafeRacer Pole position, with *SportsCar* pick-to-win Craig Berry on the outside front row. Veteren campaigner Erik Stearns and Daniel Bender made up the second row. In the third row were 2009 Champion Steven Gorriaran and L. Patrick Sandlin. In all, there were four past champions and several more past podium finishers in the first 6 rows.

At the green flag, Berry grabbed an early lead by the time the field passed the start/finish line, with Drago second and Stearns running third in a massive pack of 67 Spec Miatas. The field went

through Turn 1 four cars wide, with every driver going for broke. Drago fell back several positions as the front of the field continued in a massive crowd through Turns 5 and 6.

Predictably, that melee came to tears in Turn 7, with a huge pileup of mid-pack cars. At least five Miatas were

It was a crazy, crazy race. Any of the top 15 guys could have won this"

#### **JIM DRAGO**

taken out of the race in that incident and, as the leaders ran through the back half of the course, they resolved themselves into order with Berry leading, followed by Gorriaran, Bender, Charbonneau, and Drago.

That situation lasted only a few seconds before Gorriaran grabbed the lead. Then a full course caution appeared to allow for safe cleanup of

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Jim Drago/MIDS (2000 Miata) **2.41.862** / 3.02.691 / 2.43.851; Craig Berry/TEX (1999 Miata) **2.42.250** / 3.03.562 / 2.45.403; 3. Erik Stearns/NWO (1999 Miata) 2.42.418 / 3.03.602 / No time; 4. Daniel Bender/CHI (1999 Miata) 2.42.537 / No time / No time; 5. Steven Gorriaran/NER (2001 Miata) **2.42.576** / 3.02.161 / 2.45.058; 6. L. Patrick Sandlin/CFR (1999 Miata) **2.42.595** / No time / No time; 7. Andrew von Charbonneau/FLA (1999 Miata) **2.42.647** / No time / 2.45.017; 8. Matt Reynolds/ALMO (1999 Miata) 2.42.686 / No time / 2.44.068; 9. Tom Brown/MILW (1999 Miata) 2.42.709 / No time / No time; 10. Voytek Burdzy/ BVR (1999 Miata) **2.42.718** / No time / No time; 11. Elivan Goulart/NER (1999 Miata) **2.42.757** / 3.04.359 / 2.45.583; 12. Matthew Ferris/NYR (1999 Miata) 2.42.787 / 3.02.985 / (1999 Miata) **2.42.181**/ 3.U2.985/ 2.46.574; 13. Jason Knuteson/CFR (1999 Miata) **2.42.795** / No time / No time; 14. Ted Cahall/WDC (1999 Miata) **2.42.834** / 3.09.987 / 2.46.748; 15. Todd Lamb/ATL (1999 Miata) **2.42.875** / 2.58.606 / 3.21.834; 16. Nick Leverone/NER (1999 Miata) **2.43.008** / 2.57.017 / 2.44.979; 17. Tom Sager/ CHI (2000 Miata) **2.43.270** / No time / 2.45.684; 18. Chris Haldeman/TEX

the Turn 7 wreckage. The green flag flew again to begin lap six, and Drago made a move up the train to land in third place, shortly yielding that position to Andrew Charbonneau in Turn 5.
Charbonneau continued his charge in lap seven, taking second place from Berry before being shuffled back to fifth by a front straight drafting train. In all, there were 16 cars in the lead train at the halfway point of the race.

Berry reclaimed the lead at the start of lap 9, but Gorriaran retook the top spot in Turn 3, then yielded it back as Drago pushed Berry up the hill to Turn 6. In lap 10, Matt Reynolds made his play, moving up to second and shuffling Gorriaran back to fourth, with Stearns and Burdzy waiting to pounce.

In the first big surprise of the race, Berry slowed and moved aside with an ignition problem at the Kink, giving up his hopes just three laps shy of the checker. Reynolds now claimed the lead, but shortly gave it over to Stearns in lap 11. The next big shocker came when Drago got sideways in the Turn 5 braking zone, tapping Stearns hard enough to send the leader into the gravel at the exit of the turn. The incident opened the door for Burdzy to take the lead.

On the run up to the last lap signal, Reynolds, Drago, and Goulart freight trained Burdzy, and then Drago popped out and passed for the lead heading into Turn 1. Goulart then grabbed the advantage heading into Turn 5 before Drago reclaimed the lead heading to Turn 6.

Drago held that lead to the checker, with Burdzy and Steyn (remember him?) following in second and third. All told, the race had seven leaders, with most holding the lead several times.

"It was just a crazy, crazy race," said Drago. "Any of the top 15 guys could have won this."

The Sunoco Hard Charger award went to Brian Wisler who advanced 41 positions - that's right, 41 positions from 59th on grid to 18th at the finish.

Jeff Zurschmeide





#### LONG LINE

Voytek Burdzy (ABOVE) claimed second, while Danny Steyn (LEFT) held on for third, in what was a rollercoaster of a Spec Miata race, where anything could happen.

(1999 Miata) 2.43.371 / 3.07.610 / 2.43.859; 19. David Bednarz/DET (1999 Miata) 2.43.389 / No time / No time; 20. Alex Bolanos/FLA (1999 Miata) **2.43.422** / No time / 2.46.227; 21. Thomas Roberts/ CHI (2000 Miata) **2.43.529** / No time / 2.47.619; 22. Jerret Gerber/MILW (1995 Miata) 2.43.563 / 2.58.460 / 2.47.635; 23. Joey Jordan/SAND (2002 Miata) 2.43.564 / 2.57.280 / 2.45.717; 24. Jamey Randall/LOL (1999 Miata) **2.43.674** / 3.27.978 / 2.46.839; 25. Andrew Carbonell/FLA (1999 Miata) **2.43.794** / No time / 2.46.206; 26. Danny Steyn/FLA (1999 Miata) 2.45.529 / 2.54.499 2.43.869; 27. Luke Bickham/TEX (1999 Miata) **2.43.910** / No time / 2.45.731; 28. Jeff Luckritz/SBR (1999 Miata) **2.43.921** / No time / 2.47.785; 29. Justin Elder/LOL (1999 Miata) 2.43.985 / No time / .45.208; 30. Anthony Geraci/NYR (1999 Miata) **2.44.204** / 7.27.461 / 2.48.869; 31. Michael Ross/HOUS (1999 Miata) **2.44.209** / No time / 2.47.970; 32. Brian Schofield/ CFR (2001 Miata) **2.44.218** / No time / 2.46.293; 33. Michael Collins/WDC (1999 Miata) 2.44.270 / No time / 2.48.280; 34. Scott Brunk/WDC (1999 Miata) **2.44.314**/ No time / 2.45.528; 35. Jeff LaBounty/CFR (1990 Miata) **2.44.392** / No time / No time; 36. Michael Novak/DET (2002 Miata) **2.44.457** / 3.10.875 / 2.46.660; 37. Steven Powers/AZ (1999 Miata) 2.44.550 / No time / 2.47.647; 38. Peter Arthur John Tonelli/NER (2001 Miata) 2.44.565 / 3.01.524 / 2.46.234; 39. Josh Bilicki/MILW (1999 Miata) **2.44.769** / No time / 2.47.598; 40. Mark Drennan/SFR (1999 Miata) 2.44.937 / 3.13.722 / 2.48.498; 41. Charlie Campbell/MHR (1999 Miata) **2.45.373** / No time / 2.47.598; 42. Brett Fenske/CCR (1999 Miata) **2.45.415** / No time / 2.47.281; 43. Whitfield Gregg/NYR (1994 Miata) 2.45.553 / 3.12.305 / 2.48.101; 44. Marc Cefalo/NEP (2002 Miata) 2.45.582 / 3.01.888 / 2.47.681; 45. Amy Mills/NYR (1999 Miata) 2.45.626 /

3.09.379 / 2.48.046; 46. Greg Blaser/ MILW (1990 Miata) 2.45.720 / No time / 2.47.772; 47. Peter Naumburg/RIOG (2000 Miata) 2.46.274 / No time / 2.49.807; 48. Richard Mooney/MILW (1995 Miata) 2.46.471 / No time / 2.49.278; 49. John Costello/NEP (1999 Miata) 2.46.538 / No time / 2.49.635; 50. Henry Van Vurst/FLA (1999 Miata) **2.46.591** / 2.58.692 / 2.48.055: 51. Jeff Van Bendegom/ CHI (1999 Miata) 2.46.776 / No time / 2.49.181; 52. Michael Crawford/NEP (1999 Miata) 2.47.104 / No time / 2.50.140; 53. Matthew Van Vurst/CFR (1999 Miata) 2.47.157 / 3.20.416 / 2.48.947; 54. Douglas Spencer/DET (1997 Miata) 2.47.158 / No time / 2.49.808; 55. Lon Blaser/MILW (1990 Miata) **2.47.387** / No time / 2.50.520; 56. Jim Kettelkamp/GTRV (1994 Miata) 2.47.622 / No time 2.52.678; 57. David Cox/MILW (1999 Miata) 2.47.659 / 3.09.226 / 2.51.829; 58. Domenico Leuci/SNY (1999 Miata) 2.47.835 / No time / 2.51.266; 59. Brian Wisler/TEX (1999 Miata) 4.13.925 3.05.066 / 2.47.972; 60. James Suhr/WOR (1996 Miata) 2.48.330 / 3.05.646 / 2.51.208; 61. Michael Makus/MILW (2000 Miata) **2.48.931** / 3.14.071 / 2.52.456; 62. David Schroeder/DMV (1996 Miata) 2.49.019 / 3.13.376 / 2.52.343; 63. Roger Pogorzelski/CHI (1999 Miata) No time / 3.08.555 / **2.49.213**; 64. Keith Mellen/ CHI (1999 Miata) 3.18.375 / 3.03.269 / **2.49.506**; 65. Greg Kasprzyk/NEP (1999 Miata) **2.50.435** / No time / 2.53.053; 66. Kristen Novak/DET (2003 Miata) 2.51.515 / No time / 3.12.424; 67. Kyle Watkins/COLO (1999 Miata) No time / No time / **2.51.658**: 68. J Jay Simaras/MILW (1994 Miata) 2.52.526 / No time / No time; 69. Spencer Patterson/STC (1999 Miata) No time / 3.15.809 / **2.58.169**; 70. Chris Mason/CFR (1999 Miata) No time / No time / No time;

**RACE 13 laps, 52 Miles: Pos. Driver (Laps);** 1. Jim Drago (13); 2. Voytek Burdzy (13); 3. Danny Steyn (13); 4. Elivan Goulart (13); 5.

Nick Leverone (13); 6. Joey Jordan (13); 7. Matt Reynolds (13); 8. Alex Bolanos (13); 9. Justin Elder (13); 10. Jeff Luckritz (13); 11. Mark Drennan (13); 12. L. Patrick Sandlin (13); 13. Peter Arthur John Tonelli (13); 14. Matthew Ferris (13); 15. Jerret Gerber (13): 16. Scott Brunk (13): 17. Henry Van Vurst (13); 18. Brian Wisler (13); 19. Anthony Geraci (13); 20. Marc Cefalo (13); 21. Michael Novak (13); 22 Ted Cahall (13); 23. Michael Ross (13); 24. Tom Brown (13); 25. Amy Mills (13); 26. Brett Fenske (13); 27. Jamey Randall (13); 28. Whitfield Gregg (13); 29. Keith Mellen (13); 30. Kyle Watkins (13); 31. Richard Mooney (13); 32. John Costello (13); 33. Peter Naumburg (13); 34. Josh Bilicki (13); 35. Jeff Van Bendegom (13); 36. Domenico Leuci (13); 37. Douglas Spencer (13); 38. Michael Crawford (13); 39. David Cox (13): 40. Michael Makus (13): 41. David Schroeder (13); 42. Greg Blaser (13); 43. Roger Pogorzelski (13); 44. Lon Blaser (13); 45. Spencer Patterson (13); 46. Daniel Bender (13); 47. Greg Kasprzyk (13); 48. Kristen Novak (13); 49. Jim Kettelkamp (13); 50. J Jay Simaras (13); 51. Steven Gorriaran (12); 52. Erik Stearns (11); 53. Jason Knuteson (11); 54. David Bednarz (10); 55. Craig Berry (10); 56. Tom Sager (8); 57. Andrew von Charbonneau (7); DNF. James Suhr (3); DNF. Luke Bickham (1); DNF. Steven Powers (1): DNF, Todd Lamb (0): DNF, Thomas Roberts (0); DNF. Chris Haldeman (0); DNF. Brian Schofield (0); DNF. Michael Collins (O); DNF. Charlie Campbell (O); DNF. Matthew Van Vurst (0); DNS. Andrew Carbonell; DNS. Jeff LaBounty;

Overall Time of Race: 41.51.923; Average Race Speed: 74.525 mph; Margin of Victory: 0.150 seconds; Hawk Fastest Race Lap: 2.44.204 (87.696 mph); Lap Leaders: #29 laps 1, 8 - 9; #44 laps 2 - 7; #97 lap 10; #2 laps 11, 13; Sunoco Hard Charger: #59 Brian Wisler

### BREAKING RECORDS

This year's Spec Miata race was a record-breaker in many ways. Most impressively, this was the largest field ever to take the track in Runoffs history, with 67 cars heading out to race. That breaks record of 60 cars, set by Spec Miata in 2010. Additionally, the top 15 qualifiers this year all brought in lap times lower than the previous Spec Miata track record at Road America.



# OUT FRONT

RACE 6 | Formula Atlantic | Friday, Sept. 20, 2013, 2:00 p.m.

The morning rain had gone and the track was dry for the Formula Atlantic race. Sedat Yelkin was on the SafeRacer Pole in his Swift 014.a at 2:01.836, over half a second faster than Keith Grant and his Swift 014.a. Third and fourth were winners from the previous two years, Michael Mallinen and Jason Byers, both in Swifts, Mallinen's a 016.a while Byers was in a 014.a.

Given that Yelkin had not raced at Road America this year, while the others had, it was surprising to see Yelkin not only win the pole, but maintain the lead at the start. Yelkin proved he deserved the front spot, however, as he maintained the position with Grant tenaciously snapping at his heels.

Mallinen moved into third, followed by Byers and Jean-Luc Liverato.

On lap three, Grant made a try in

Turn 5, but Yelkin held him off and powered away. As it turned out, that was the closest Grant would get shortly thereafter, Ethan Ringel took Liverato for fifth.

The top five of Yelkin, Grant, Mallinen, Byers, and Ringel now pulled away from the rest of the field. Yelkin continued to stretch his lead, opening up a threesecond gap by the eighth lap. The battle now shifted to second, as Mallinen was stalking Grant. On the ninth lap, he passed Keith to take the place. That was short lived, though, as Grant fought back and retook second going into Turn 1. This played right into Yelkin's hands, as while Grant and Mallinen were occupied with each other, he opened up his lead to seven seconds.

Yelkin led the entire distance, winning by 8.3sec. Grant, Mallinen, Byers, and Ringel followed. The





THE CHASE

Keith Grant (ABOVE) and Michael Mallinen (LEFT) tried to challenge for the lead, but ended up racing for second and third.

Sunoco Hard Charger Award went to J.R. Smart, who had a good race moving from 19th to 11th.

Yelkin was very appreciative of the Grant/Mallinen dice. "[Grant] is one of the best," said Yelkin. "We have gotten to know each other's tendencies. I knew that I had to break the draft as

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Sedat Yelkin/MVR (Swift 014a Toyota) 2.03.089 / 2.01.836 / 2.02.822; 2. Keith Grant/ATL (Swift 014a Toyota) 2.10.731 / 2.02.576 / 2.04.485; 3. Michael Mallinen/ KCR (Swift 016.a) 2.12.855 / **2.02.977** / 2.05.741; 4. Jason Byers/MILW (Swift 014a Toyota) **2.03.633** / 2.03.762 / 2.04.617; 5. Jean-Luc Liverato/ATL (Swift 014a Toyota) 2.04.752 / 2.04.145 / 2.11.252; 6. Tyler Hunter/CDR (Swift 014a Toyota) **2.04.374** / 2.04.828 / 2.07.702; 7. Ethan Ringel/BVR (Swift 016a) 2.48.414 / 2.04.422 / 2.06.608; 8. Jeff Kowalik, MILW (Swift 016a Mazda) 2.04.493 / 2.05.565 / 2.08.285; 9. Matt Miller/ CHI (Swift 016a Mazda) **2.04.512** / 2.04.817 / 2.05.548; 10. John Burke/CFR (Swift 014a) 2.04.634 / **2.04.601**/ 2.06.521; 11. Jacek Mucha/IND (Swift JMS 016 CP Mazda) 2.05.088 / 2.11.066 2.09.926; 12. Gaston Kearby/TEX (Swift 016a Mazda) 2.05.437 / 2.06.612 / 2.08.136; 13. Dwight Rider/COLO (Ralt RT41 Toyota) No time / 2.07.059 / 2.05.850; 14. Fabio Castellani/CHI (Swift 014a Toyota) 2.11.810 / 2.06.609 2.08.069; 15. Bruce Crockett/SUS (Swift 014a) 2.09.491 / **2.07.712** / 2.13.190; 16. Bruce Hamilton/ATL (Swift 014a Toyota) 2.10.667 / 2.07.780 / 2.10.667; 17. Richard Zober/PHL (Swift 016a Mazda) **2.08.005** / 2.08.059 / 2.27.275; 18. Robert Corliss/ATL (Swift 014a) 2.09.631 / **2.08.655** / 2.12.975; 19. J.R. Smart/MILW (Swift 014a Toyota) 2.09.072 / 2.09.322 / 2.09.710; 20. Snake Livernash/NWST (Swift 008a) 2.13.686 / 2.12.806 / 2.10.066; 21. Charles C. Duncan/BVR (Swift 016a Mazda) 2.10.651 / 2.10.590 /

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Sedat Yelkin (13); 2. Keith Grant (13); 3.



Michael Mallinen (13); 4. Jason Byers (13); 5. Ethan Ringel (13); 6. Matt Miller (13); 7. Jean-Luc Liverato (13); 8. Tyler Hunter (13); 9. John Burke (13); 10. Gaston Kearby (13); 11. J.R. Smart (13); 12. Robert Corliss (13); 13. Rashae Livernash (13); 14. Charles C. Duncan (13); 15. Bruce Hamilton (13); 16. Fabio Castellani (12); 17. Bruce Crockett (12); DNF. Jacek Mucha (4); DNF. Dwight Rider (4); DNF. Jeff Kowalik (1); DNS. Richard Zober;

Overall Time of Race: 27.03.594; Average Race Speed: 115.300 mph; Margin of Victory: 8.377 seconds; Hawk Fastest Race Lap: 2.03.222 (116.862 mph); Lap Leaders: #75 laps 1 - 13; Sunoco Hard Charger: #09 J. R. Smart

our cars are so similar. When Michael [Mallinen] and Keith [Grant] were getting together, I knew it was my opportunity to get away, so I seized it."

Grant was well aware of that. "I did everything I could to stay in the draft, but once Sedat [Yelkin] got clear he just pulled away."

Indeed, he pulled away to his first National Championship, beating not only the always-threatening Keith Grant, but the formidable Swan Team in the process.

Tom Schultz

#### TAKING FLIGHT

Sedat Yelkin was in a league of his own, claiming the win by more than eight seconds.









#### BACK ON TOP

By the time the dust settled, John Heinricy found himself polishing his 12th Runoffs gold medal. Sometimes the tech shed giveth, and sometimes it taketh away. Such was the case at the 50th Runoffs. John Heinricy finished third on the track in his Pontiac Firebird but was granted his 12 National Championship and 15th podium finish in 21 Runoffs starts, after Tom Sloe and Michael Lavigne were found to be non-compliant in post-race inspection, bumping Heinricy's finishing position. Jeff Werth, who finished two spots behind Heinricy on track, was also found non-compliant.

Coming up to the race, Heinricy and his team were trying everything to get to the front. "We had some trouble during the week, with all of the rain in practice and qualifying, so we didn't get to make a lot of changes on the carbut we knew the direction we wanted to

go, and we made the changes [for the race]," said Heinricy after the race. "Finally, we went faster [during the race] than we did any session of practice or qualifying throughout the week, so we made great progress.

"Everything we did was the right stuff to make the car go - we just didn't start early enough," he said. Turns out, what they did was good enough for a National Championship.



Tom Sloe finished first on the track in his Ford Mustang some 15 seconds ahead of the competition before his disqualification. Ironically, his 2009 championship was won in the tech shed when Andy McDermid was disqualified.

Andy Mc Dermid, driving his potent Ford Mustang, gave Sloe a run for his money in the early going this year, trying to chase Sloe down, earning the Hawk Performance Hot Lap for the fastest lap of the race. It was typical American Sedan action as the duo powered around the historic Road America circuit. McDermid ultimately developed a problem with the rear brakes as the laps wound down, and while he tried valiantly to hold on to second place, he lost second, and eventually third, on the final lap. Ultimately, he was given the



**Detroit Region** 

TAR/Hoosier/Hawk/

Mobil 1/Heinrocket Pontiac Firebird

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Tom Sloe/NEO (Ford Mustang) 2.26.570 / 2.27.521 / 3.39.835; 2. Andy McDermid/ MILW (Ford Mustang) 2.27.864 / 2.27.632 / No time; 3. Edward Hosni/DET (Ford Mustang) 2.28.966 / 2.28.481 / 3.51.961; 4. Michael Lavigne/NER (Ford Mustang) 2.28.551 / 2.28.567 / No time; 5. Phillip Smith/OVR (Chevrolet Camaro) 2.29.704 / 2.30.242 / No time; 6. John Heinricy/DET (Pontiac Firebird) 2.30.174 / 2.30.452 / No time; 7. Brian LaCroix/NER (Chevrolet Camaro) 2.30.692 / 2.31.030 / No time; 8. Daniel Richardson/WDC (Chevrolet Camaro) 2.30.692 / 2.31.030 / No time; 9. Jeffrey Werth/ATL (Chevrolet Camaro) 2.30.978 / 2.31.714 / No time; 10. Dane Smith/MIDS (Chevrolet Camaro) 2.30.978 / 2.31.714 / No time; 13. Thomas West/DET (Chevrolet Camaro) 2.31.799 / 2.33.721 / No time; 14. Gregory Eaton/WDC (Ford Mustang) 2.31.166 / 2.31.513 / No time; 13. Thomas West/DET (Chevrolet Camaro) 2.31.799 / 2.33.721 / No time; 14. Gregory Eaton/WDC (Ford Mustang GT) 2.35.165 / No time; 15. Amy Aquilante/PHL (Pontiac Firebird) 2.32.982 / 2.34.033 / No



**BIG GUNS** 

Andy McDermid
(LEFT) brought his
Mustang home in
second place, barely
a fender behind the
winner. Jim Wheeler
(BOTTOM LEFT)
found himself a
distance back from
first and second,
but it was still good
enough for third.

silver medal for his efforts, marking his eighth Runoffs podium finish (only the second that was not a win).

As the race progressed, 2012
National Champ Ed Hosni looked like he was on his way to another medal in the early going, but it did not last long enough as his Ford Mustang developed problems and his day ended early.
Hosni's retirement gave third place to Michael Lavigne and his Ford Mustang; he had been pressuring the former champ as the two put on quite a show.
But, alas, Lavigne's Runoffs also ended badly with his disqualification.

Everything we did was the right stuff to make the car go – we just didn't start early enough"

#### JOHN HEINRICY

When the dust settled, Jim Wheeler's sixth-place, on-track finish in his Pontiac firebird turned into a bronze medal. Phillip Smith and Amy Aquilante moved up from their 12th and 16th starting positions to round out the top five.

Dee Duncan

time; 16. Tom Smith/MIDS (Chevrolet Camaro) No time / 2.33.644 / No time; 17. Jerry Post/CCR (Chevrolet Camaro) 2.34.784 / **2.34.211** / 3.33.387; 18. Scott Schweitzer/DET (Ford Mustang) **2.34.790** / 2.35.556 / 3.55.503; 19. Chris Qualls/ CSCC (Ford Mustang) 2.35.547 / 2.35.019 / No time; 20. Dennis Careri/NER (Ford Mustang) 2.36.614 / 2.35.174 / No time; 21. Tom Ellis/FLA (Ford Mustang Cobra) No time / 2.35.548 / No time; 22. Bill Gray/ MIDS (Pontiac Firebird) No time / 2.35.608 MIDS (Portidate Friedlich) volume / 2.35.00 / No time; 23. Eric Ritchie/HOUS (Pontiac Firebird) No time / 2.35.914 / No time; 24. Mark Muddiman/DET (Ford Mustang) 2.36.327 / 2.38.183 / No time; 25. Brian Thomas Himes/DELT (Ford Mustang) 2.36.692 / 2.41.788 / No time; 26. Matt Regan/CHI (Ford Mustang) 2.37.103 / 2.43.208 / No time; 27. Kelly Lubash/NER (Chevrolet Camaro) No time / **2.37.551** / No time; 28. Philip Brabec/CHI (Pontiac Firebird) 2.39.967 / **2.37.601** / No time; 29. Scott Sanda/CHI (Cadillac CTS-V) No time / 2.37.771/3.52.086; 30. Kim McDonald/ NEB (Pontiac Firebird) 2.39.308 / 2.39.361 / No time; 31. Matt Naegle/PHL (Chevrolet Camaro) 2.40.160 / 2.39.480 / No time; 32. Cheyne Daggett/IOWA (Ford Mustang GT) **2.41.014** / 2.41.873 / No time; 33. Beth Aquilante/PHL (Chevrolet Camaro) **2.42.389** / No time / No time; 34. Ian Maloney/STL (Ford Mustang Cobra) No time / 3.00.449 / No time; 35. David Venhaus/ MILW (Ford Mustang Cobra) No time / 3.46.618 / No time; 36. Sean Maloney/STL (Chevrolet Camaro) No time / No time /

Venhaus - Loss of Qualifying 3 times per Chief Steward - Supps 9.12 Qualls - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.6.9 page 647; 9.1.6.D page 649

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. John Heinricy (13); 2. Andy McDermid
(13); 3. Jim Wheeler (13); 4. Philip Smith
(13); 5. Amy Aquilante (13); 6. Thomas
West (13); 7. Chris Pedersen (13); 8. Dane
Smith (13); 9. Jerry Post (13); 10. Scott
Sanda (13); 11. Tom Smith (13); 12. Eric
Ritchie (13); 13. Mark Muddiman (13);
14. Brian Thomas Himes (13); 15. Matt
Regan (13); 16. Philip Brabec (13); 17. Kim
McDonald (13); 18. Kelly Lubash (13);
19. Matt Naegle (12); 20. Cheyne Daggett
(12); 21. Sean Maloney (12); 22. David
Venhaus (12); 23. Ian Maloney (11); 24.
Dennis Careri (9); 25. Brian LaCroix (7);
26. Chris Qualls (7); 27. Scott Schweitzer
(6); DNF. Daniel Richardson (3); DNF. Tom
Ellis (3); DNF. Bill Gray (3); DNF. Gregory
Eaton (3); DNF. Edward Hosni (1); DNF.
Beth Aquilante (1); DQ. Tom Sloe (13);
DQ. Michael Lavigne (13); DQ. Jeffrey
Werth (13);

Overall Time of Race: 32.51.297; Average Race Speed: 94.963 mph; Margin of Victory: 0.103 seconds; Hawk Fastest Race Lap: 2.27.687 (97.504 mph); Lap Leaders: #74 laps 1 - 13; Sunoco Hard Charger: #73 Scott Sanda

Sloe - Disqualified per Chief Steward - GCR 9.1.6.D.1.d.c.i.b

Lavigne - Disqualified per Chief Steward -GCR 9.1.6.D.1.d

Werth - Disqualified per Chief Steward -GCR 9.1.6.D.i.k.l.g





May you live in interesting times."
It's supposed to be a Chinese curse, and some of the times in H Production were cursed, and some were pleasantly interesting. The cursed times started for William Banner the night before the race, when his Honda Civic caught fire in the paddock in the middle of the night during a rain storm. The strange times continued in Turn 1 after the green flag when Tim Pitts made a run toward the front in his VW Golf and spun. Everyone missed him, but as the cars came back together, former HP Champion Ron Bartell's MG Midget was hit by the VW Rabbit of Brooke Fairbanks and knocked into another former HP Champion, Mike Moser, driving a potent Honda CRX, putting all three out of the race.

The remaining cars were brought onto pit lane and put back in their

original order, as they had not crossed the start/finish line yet, and the field was thus reset to the previous lap - which was the start. After the cleanup, there was another pace lap, and the green fell again on lap three. The initial word was that the clock was stopped for the black flag, but that proved to be incorrect - it kept running, making for a race that was shortened on both ends.

Turn 1 was chaotic again. Lawrence Loshak fell back to fourth, and William Trainer took the lead over Pitts, with Loshak quickly back to third. These three pulled away from the next group with Chris, Jason Isley, Jay Griffin, Robert Kelly, and former HP Champion Greg Gauper. The racing up front was exciting, with Loshak passing first Pitts then Trainer in the Kink for the lead on lap five and pulling away.

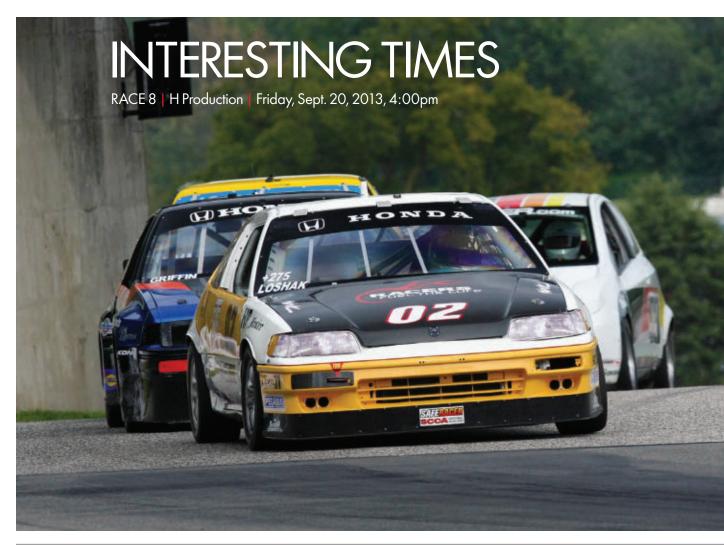
With the shortened race winding

down, Loshak had a commanding lead over Pitts, Trainer, Albin, Kelly, and the rest. Kelly tried to pass Albin and as Albin was passing Pitts in Turn 8, there was contact. Both Albin and Kelly went into the wall, putting an unfortunate end to their races. On the penultimate lap, Loshak was well in front, and Trainer had a couple of seconds over the train that included Gauper, Pitts. Isley, Griffin, and Mark Brannon. Griffen first caught Isley then passed Pitts in Turn 1 of the last lap, putting him in a battle with Gauper for third. Those two fought a great last-lap battle, with Griffin winning a photo finish at the line.

For Loshak, it was pleasantly interesting times. He is one of only 17 drivers to win two championships in the same day - claiming an equally bizarre Formula 1000 win that morning. Loshak became one of only

#### WINTWO

Lawrence Loshak kicked off his 2013 Runoffs with a win in Formula 1000, and backed that up with an H Production victory later the same day.



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3: 1. Lawrence Loshak/MILW (Honda CRX) 2.41.750 / 3.03.543 / No time; 2. W. Griffin/CFR (Honda CRX Si) **2.43.003** / 2.45.342 / 2.44.012; 3. William Trainer/CHI (Volkswagen Scirocco) 2.43.596 / No time .50.938; 4. Tim Pitts/ATL (Volkswagen Golf) 2.43.820 / 2.45.975 / 2.45.268; 5. Jason Isley/SAND (Toyota Yaris) **2.43.975** / 3.02.800 / 2.47.606; 6. Greg Gauper/MILW (Honda Civic Si) **2.44.285** / 2.46.564 / (Hollud Livit, 3) 2.44.263 / 2.46.364/ 2.44.625; 7. Ron Bartell/NER (MG Midget) 2.48.553 / 2.48.761 / 2.44.657; 8. Chris Albin/SILR (Volkswagen Golf) 2.47.235 / 2.49.482 / 2.45.144; 9. Robert Kelly/CHI (Volkswagen Scirocco) 2.46.308 / 2.45.697 / 2.45.623; 10. Matt Brannon/OVR (Fiat X-1/9) **2.45.774** / 2.47.590 / 2.47.293; 11 Mike Moser/MILW (Honda CRX) **2.46.123** 2.46.164 / No time; 12. Andrew Wright/TEN (Triumph Spitfire) 2.51.711 / 2.48.201/ 2.51.422; 13. Sam Moore/CCR (Honda Civic Si) 2.49.225 / **2.48.741** / 2.50.437; 14. Aaron P Johnson/IND (Triumph Spitfire) No time / 2.49.330 / **2.49.048**; 15. Chris Crisenbery, WMR (Triumph Spitfire) 2.49.066 / 2.50.602 / 2.50.240; 16. Tom Broring/WDC (Triumph Spitfire) 2.51.419 / 2.52.901 / **2.50.815**; 17. Michael H Miller/CCR (Austin-Healey Sprite) 2.52.447 / 2.51.144 / 2.51.886; 18. Brooke

Fairbanks/LOL (Volkswagen Rabbit) **2.51.288** / 2.53.690 / No time; 19. Jack Schulz/OZMT (MG Midget) 2.57.000 / 2.52.489 / **2.51.536**; 20. Mark Brakke/LOL (Honda Civic) No time / **2.53.047** / .54.110; 21. Jerry Oleson/COLO (Austin-Healey Sprite) 2.53.524/ 2.55.960 / 3.13.962; 22. William Banner/ MILW (Honda Civic) 2.56.384 / **2.53.904** / 2.55.218: 23. A.L. Drum/CCR (Austin-Healey Sprite) 2.54.258 / 2.55.625 2.55.500; 24. John Salisbury/BVR (Austin-Healey Sprite) 2.56.043 / 2.54.635 / 2.56.762; 25. Mike Cummings/SFR (Austin-Healey Sprite) 2.56.912 / 2.58.171 / 2.58.290; 26. Rob Horrell Jr/TEX (Austin-Healey Sprite) 3.02.989 / 2.57.184 / No time; 27. Alex Burnett/COLO (Nissan 510) **2.58.672** / 2.59.527 / 2.59.188; 28. Carolyn Bayer-Broring/WDC (Volkswagen Rabbit) 3.45.053 / 3.03.239 / **3.00.691**; 29. Michael Sestili/NEO (Honda Civic) 3.05.093 / 3.03.352 / **3.01.714**; 30. Dayle Frame/WMR (Fiat X 1/9) **3.06.134** / 3.17.424 / 3.08.921; 31. Brad Davis/SCR (Mini Cooper) No time / No time;

Trainer - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.5.E.9.a.7

RACE 10 laps, 40 Miles: Pos. Driver (Laps); 1. Lawrence Loshak (10); 2. William Trainer (10); 3. W. Jay Griffin (10); 4. Greg Gauper (10); 5. Matt Brannon (10); 6. Jason Isley (10): 7. Tim Pitts (10): 8. Aaron P. Johnson (10); 9. Sam Moore (10); 10. Chris Crisenbery (10); 11. Jack Schulz (10); 12. A.L. Drum (10); 13. Michael H Miller (10); 14. Alex Burnett (10); 15. Mike Cummings (10); 16. Michael Sestili (10); 17. Carolyn Bayer-Broring (10); 18. Jerry Oleson (10); 19. John Salisbury (10); 20. Rob Horrell Jr (9); 21. Dayle Frame (9); 22. Chris Albin (6); 23. Robert Kelly (6); 24. Andrew Wright (6); DNF. Mark Brakke (4); DNF. Tom Broring (2); DNF. Ron Bartell (0); DNF. Mike Moser (0); DNF. Brooke Fairbanks (0); DNS. William Banner:

Overall Time of Race: 41.56.434; Average Race Speed: 57.224 mph; Margin of Victory: 11.257 seconds; Hawk Fastest Race Lap: 2.43.026 (88.329 mph); Lap Leaders: #02 lap 1 -2, 5 - 10; #17 lap 3 -4; Sunoco Hard Charger: #76 Alex Burnett

four drivers to win championships in four different classes (EP, DSR, FB, and HP), and his car, owned by Moser, has now won three championships in HP (Dan Meller in 2009, Moser in 2012, and now Loshak).



#### THE BATTLE

W. Jay Griffin was a good 13 seconds behind the winner, but he was close enough to taste second place, although he had to settle for third.

Loshak said his initial loss of the lead was a problem getting into fourth gear in Turn 1, but he showed his speed in recapturing the lead and gapping the field. About his pass for the lead in the Kink, he said: "Sometimes, when you get a run, you've got to do it."

Trainer was surprised to have led any part of the Runoffs. "When you're in a race with the man I will call 'Mr. Runoffs,' who won all season, and won a National Championship in the

Loshak became one of only four drivers to win championships in four different classes (EP, DSR, FB, and HP)"

morning, it was really quite a moment," said Trainer.

"I made a huge mistake, and I couldn't get a gear going into [Canada Corner]," said Griffen of his race with Gauper. "Greg [Gauper] got up next to me. Going into Turn 14, left an opening, and I went for it. He chased me up the hill in the draft, and I saw him coming. I was hoping I was going to have enough."

It was a good, satisfying race for the three podium finishers, but it also had to be satisfying for Alex Burnett, who won the Sunoco Hard Charger award for gaining 13 positions by the finish.

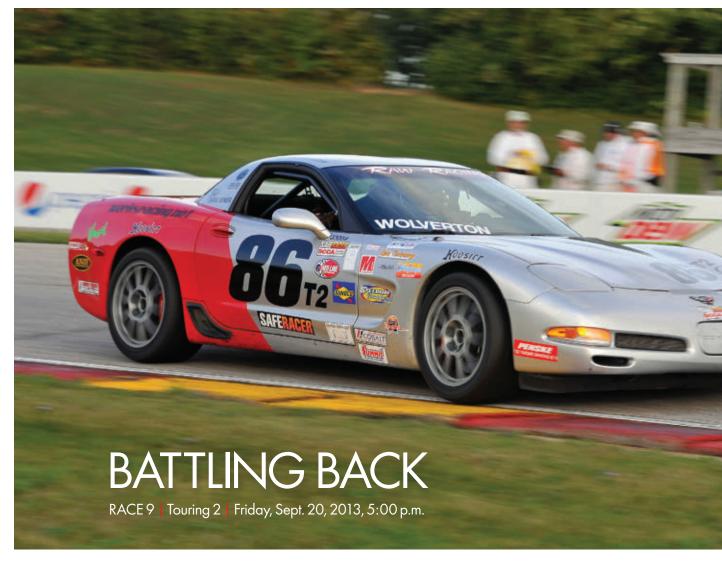
J. Michael Hemsley



NO CAKE WALK William Trainer bettered his third starting position by finishing in second, but it wasn't easy.







#### CORVETTE FEVER

Andy Wolverton struggled at the start, but set a fast race pace once up front, claiming the win by nearly six seconds. Six-time National Champion Don Knowles was picked by *SportsCar* to win this year's T2 race, but there were 16 other drivers who were hoping to prove the prediction incorrect. In the end, it was Andy Wolverton who stood atop the box, followed by Kurt Rezzetano and Matthew Pullano.

Runoffs rookie Rezzetano made a big splash in his Runoffs debut taking the SafeRacer Pole in his Fort Mustang GT with a 2:24.619. When Wolverton "ran out of talent in Turn 1," Rezzetano pulled away.

"I had one of those moments where my talents ran out on lap one," Wolverton said. "Going up the hill, coming out of [Turn 5], I missed a shift. I'm sure when I watch the video I'm going to cringe. It's got to look just awful, and I had to jam it into gear. I got it in gear and calmed down, then
I started concentrating and trying to get
back up to the front, because you can't
keep having mistakes or the fast guys
are going to run away from you."

Wolverton battled his way back from a terrible start and found himself battling with Kyle Kelley a few laps before passing him and eventually catching Rezzetano in Canada Corner on lap six. On the very next lap, Kelley got into the back of Rezzetano and then around him at the exit of Canada Corner when Rezzetano missed a shift.

"Once I got going, I had a little bit of a transmission issue; couldn't get it in gear a couple of times and slowed down my shifts a little bit," Rezzetano said. "That was the second missed shift I had. It wouldn't go into third or fourth, and I was basically a sitting duck trying to get the

clutch pumped up. Kyle had nowhere to go because he was at max braking, but we got it up and back going again."

Kelley took over the second-place position but Rezzetano didn't give up, and Wolverton noticed.

"I started to get confident when I saw them race each other - and then they stopped [racing each other], and that's when I got nervous and flipped my mirror up and ignored them," Wolverton said.





QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Kurt Rezzetano/PHL (Ford Mustang GT) **2.24.619** / No time / No time; 2. Andy Wolverton/NEB (Chevrolet Corvette C5 Z06) 2.25.103 / 2.24.722 / No time; 3. Jay Patel/CHI (Porsche 911/996) **2.25.196** / 2.26.938 / No time; 4. Kyle Kelley/CSCC (Chevrolet Corvette C5 Z06) No time / **2.25.542** / 3.01.746; 5. Don Knowles/NCR (Ford Mustang GT) 2.27.423 / 2.26.030 / No time; 6. Tom Sloe/NEO (Chevrolet Corvette C5 Z06) 2.26.384 / 2.27.216 / No time; 7. Matthew Pullano/SNY (Chevrolet Corvette) No time / 2.27.178 / No time; 8. David Sanders/PHL (Chevrolet Corvette C5 Z06) **2.27.394** / 2.30.854 / No time; 9. Natha Waldbaum/NEB (Chevrolet Corvette) **2.27.526** / 2.29.058 / No time; 10. Andrew Longe/CHI (Porsche 996) No time / 2.28.964 / No time; 11. Todd Napieralski/DET (Chevrolet Camaro SS 1LE) **2.29.202** / 2.29.624 / 4.02.207; 12. Norman Betts/DET (Chevrolet Corvette) 2.31.882 / 2.30.772 / No time; 13. Gary Mason/DET (Porsche 996) No

time / 2.31.251 / No time: 14. Michael

"Kyle [Kelley] was starting to reel me back in a little bit, somewhat because I was conserving the car in case he got close enough to start racing me. I wanted to have some brakes and some tires left to do what I needed to do. At the same time, I didn't want to go too slow and conserve too much because if you don't have to race him, you don't have to. You want to keep them at a distance. So my crew chief Dave Jones would call in the distance every lap, and keep me informed."

Rezzetano was persistent, and Kelley succumbed to mechanical failure after several laps, putting him back in the second spot.

"Once I got back by [Kelley], it was fine," Rezzetano said. "I figured I was going to settle for second. The car was good; it was tough. I got a lot heavier car than the Corvettes. We were just trying to feel it out, see how fast we could go, so I'm happy."

Pullano and Tom Sloe fought for

This was the first time I crossed the line [in the lead], and it was great. I can't describe it'

#### NDY WOLVERTON

Pettiford/COLO (Chevrolet Corvette C5 Z06) 2.31.611 / 2.31.339 / No time; 15. John Baldwin/DELT (Subaru Impreza WRX Sti) **2.33.552** / No time / 3.38.007; 16. CJ Moses/NCR (Mitsubishi Lancer EVO) 2.34.293 / 2.34.836 / No time; 17. Scotty B White/NWST (Ford Mustang V6) 2.35.546 / 2.39.510 / No time;

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

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Andy Wolverton (13): 2. Kurt Rezzetano (13); 3. Matthew Pullano (13); 4. Jay Patel (13); 5. Don Knowles (13); 6. David Sanders (13); 7. Todd Napieralski (13); 8. Andrew Longe (13); 9. Natha Waldbaum (13); 10. Michael Pettiford (13); 11. Norman Betts (13); 12. Gary Mason (13); 13. CJ Moses (13); 14. John Baldwin (13); 15. Scotty B White (12); DQ. Tom Sloe (13); DQ. Kyle Kelley (13);

Overall Time of Race: 31.37.436; Average Race Speed: 98.659 mph; Margin of Victory: 5.950 seconds; Hawk Fastest Race Lap: 2.24.128 (99.911 mph); Lap Leaders: #36 laps 1 - 4; #86 laps 5 - 13; Sunoco Hard Charger: #07 Matthew

Kelley - Disqualified per Chief Steward -GCR 9.1.9.2

Sloe - Disqualified per COA - GCR 2.1.4 & 6.11.1.ABCD



position throughout the entire race. In the beginning, it was a battle for fourth, but after Kelley's mechanical issues caused him to slow, the two found themselves jockeying for the final spot on the podium.

"I only got out for two sessions during the week, and Tom [Sloe] has more experience here," Pullano said. "Once he showed me how to get around a few turns, I was looking for an opportunity to get around him."

Pullano got a run out of Canada Corner and attempted the pass in 13, but went wide in 14 surrendering the position back and losing two seconds in the process. He made up the ground and pulled an over-under pass in Turn 14.

Coming down to the final corner, the two drag-raced up the hill, side by side, making contact before the bridge. The contact continued as Pullano inched ahead of Sloe - then Pullano began spinning, crossing the finish line in third, backward. The pirouette earned Pullano the GoPro Move of the Race, and his charge from seventh on the grid crowned him the Sunoco Hard Charger Award.

"He had some anger issues up the front stretch and got a little argy-bargy," Pullano said. "I figured once I got ahead, I would show off and go backward across the line and show him who is better."

Sloe was eventually disqualified for the contact.

Wolverton captured his second National Championship, although it was his first time to win on track. "The first one, in '08, I was a rookie, very green," Wolverton said. "I crossed the line in second after an incident with Knowles and [Bill] Ziegler, and they later disqualified Ziegler from the win. It was a bad deal for both of them. I would have been happy to have received third behind them, but I won. This was time first I crossed the line [in the lead], and it was great. I can't describe it."

Sydney Davis

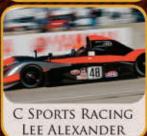
#### **SURPRISING**

(ABOVE) Kurt Rezzetano managed to keep pace with the Corvettes in his Ford Mustang, claiming second. (BOTTOM LEFT) Matthew Pullano had a good run, finishing third overall. He crossed the finish line backwards however, after a tangle with Tom Sloe.



























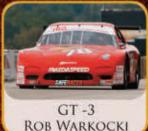


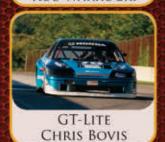


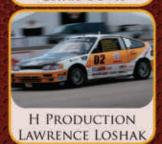


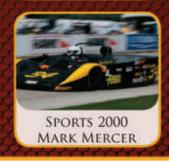
# NATIONAL CHAMPIONS



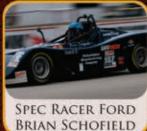


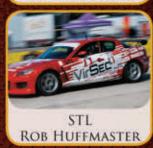




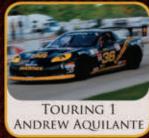


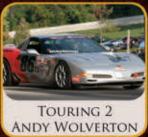




































**BATTLE BACK** (BOTTOM RIGHT)

James Weida

(22) had a rough

to make it work, winning the National

Championship.

Behind him were

Agron Ellis (43)

and Steve Jondal (TOP RIGHT).

start but managed



# CATCHING BACK UP

RACE 10 | Formula 500 | Saturday, Sept. 21, 2013, 8:45 a.m.

he Formula 500 race was the tale of attrition as James Weida capitalized on the reliability of his Scorpion S1 Rotax to take a commanding win in the 2013 National Championship, Weida, starting on SafeRacer Pole, bobbled at the green and Charles McAbee took full advantage making a pass for the lead going into Turn 1 - a move that would earn him the Go-Pro Move of the Race. Defending Champion Michael Mueller was right on his heels and took over the lead just before passing the line for the first lap.

"I thought I was a sitting duck on the start," Weida said. "I think I was sixth or seventh after Turn 5. C.J. [McAbee] got a good run, and Michael Brent came from nowhere - I thought he was almost in the grass. Then [Steve] Jondal came screaming by everybody. I thought I had

totally missed the setup, and felt terrible, going from first to sixth...."

Mueller and McAbee continued to battle for position at each corner before a mechanical failure caused McAbee to retire early on lap five. All the while, Weida was making up for his Turn 1 brain fade by setting fast lap after fast lap, utilizing lapped traffic to catch up to Mueller.

"The first lap, my car was really loose, and then it started handling better," Weida said. "My crew started telling me that I was running faster, so I took my time catching him. I just concentrated on my driving and reeled him in."

On lap nine, Weida passed Mueller going in to Turn 1 and never looked back. Mueller would also fall to mechanical failures, promoting Aaron Ellis to the second position.

"After the race got going, and started to settle down, I was in fourth place and had a pretty good battle with [Steve Jondal and Steve Thompson]." Ellis said. "I thought if I could break away from there for a while, I might have had a good chance to catch back up with James [Weida]. During the first part of the race, I could still see him. By the time we got to dicing a little bit, we lost a little time to him, and I couldn't see them after that. I was holding on to what I thought was fourth place, and it worked out."

"It was a great race," Jondal said. "I had no idea that I was even in third place. I don't have my helmet wired or anything like that. I was back in the pack. We were just dicing the whole time, and had cars flying around us."

As the two continued to battle on lap 12, Thompson went wide on the exit of the Kink and rolled through the grass, losing ground before continuing.

Weida crossed the finish for his first Runoffs podium and first National Championship, followed by Ellis, Jondal, Kris Larsen, Michael Brent, and Jeff Jorgenson. Timothy Friest earned the Sunoco Hard Charger Award for his charge from 20th on the grid to 11th.

**Sydney Davis** 

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. James Weida/IND (Scorpion S1 Rotax) 2.21.517 / 2.23.600 / No time; 2. Michael Mueller/MILW (Red Devil Rotax) 2.21.715 / 2.23.107 / No time; 3. Charles McAbee/KAN (AJ's 2012) 2.22.617 / 2.23.857 / 3.13.773; 4 Steven A Jondal/LOL (Red Devil T-8 Rotax) 2.23.521 / 2.25.408 / No time; 5. Aaron Ellis/LOL (Ellis AEO6 Rotax) 2.24.537 2.25.223 / No time; 6. Steven Thompson/DET (T&R Fab TR1 Stinger Rotax) **2.24.661** / No time / No time; 7. Michael Brent/NER (QRE Invader QC1 Rotax 494) **2.25.077** / 2.25.633 / 3.06.528; 8. Keith Joslyn/WNY (QRE Invader QC1 Rotax) 2.27.567 / .25.136 / 3.07.431; 9. Kris Larsen/WMR (Scorpion S1 Rotax) 2.25.136 / 3.07.43 | 3. Kits Latiseth/WMR (Scot pion ST Rotax) 2.25.197 / No time / 3.36.420; 10. Jeff Jorgenson/CSCC (QRE Invader QC1 Rotax) 2.25.224 / 2.26.358 / 3.05.576; 11. Jeremy Morales/NYR (Scorpion S1 Rotax) 2.25.619 / No time / No time; 12. Darrel Greening/MLLW (Red Devil BR-2K2 Rotax) 2.27.358 / 2.26.587 / No time; 13. Brian Brothers/DET (T&R Fab TR1 Stinger Rotax) 2.29.693 / 2.27.907 / No time; 14. Jack Walbran/STL (Scorpion S1 Rotax) 2.31.118 / **2.28.971** / No time; 15. Herb Noble/IOWA (Scorpion S1 Rotax 494) 2.54.866 / **2.30.656** / No Noble/IOWA (Scorpion S) Rotax 494) 2.54.866 / 2.30.656 / No time; 16. Jay Beckley/SJR (QRE Invader QC1 Rotax) 2.31.365 / 2.32.226 / No time; 17. H Cory McLeod/CCR (Red Devil) 2.33.086 / 2.33.492 / 3.37.253; 18. Jeff Blumenthal/NEO (QRE Invader QC1 Rotax 493) 2.34.161 / 2.35.166 / 3.44.116; 19. Joseph Palmer/TEX (NovaKar J9 Rotax) **2.35.345** / 2.37.899 No time; 20. Timothy Friest/KCR (KBS MKVII Rotax) **2.35.533** / 2.37.130 / 3.52.943; 21. Charlie Schlismann/INR (KBS Ramblebee Mk 7 Rotax 494) 2.37.119 / 2.40.988 / No time; 22. Don Colanero/SJR (KBS MKV Rotax) 2.38.589 / 2.38.568 / No time; 23. David Vincent/KCR (KBS Mk VII Rotax) 2.38.613 / 2.39.254 / 3.54.050; 24. F Russell Strate/WNY (Rocktech)
2.38.771 / 2.39.353 / No time; 25. Chuck McAbee/BUCC (QRE Invader QC1 Rotax) 2.39.412 / 2.41.196 / No time; 26. Chris Hodde/TEX (KBS MK7) No time / 2.41.305 / No time; 27. Owen Henley/LNST (Red Devil Rotax) 4.07.955 / 2.44.408 / 3.20.969; 28. Glen Smeal/LNST (Red Devil T-2000 Rotax) No time /

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. James Weida (13); 2. Aaron Ellis (13); 3. Steven A Jondal (13); 4. Kris Larsen (13); 5. Michael Brent (13); 6. Jeff Jorgenson (13); 7. Jack Walbran (13); 8. Jay Beckley (13); 9. H Cory McLeod (13); 10. Jeff Blumenthal (13); 11. Timothy Friest (13); 12. Steven Thompson (12); 13. Don Colanero (12); 14. Joseph Palmer (12); 15. David Vincent (12); 16 Charlie Schlismann (12); 17. Chris Hodde (12); 18. Glen Smeal (12); 19. Chuck McAbee (12); 20. Owen Henley (11); 21. Darrel

Greening (9); 22. Michael Mueller (8); DNF. Brian Brothers (5); DNF. F Russell Strate (5); DNF. Charles McAbee (4); DNF. Jeremy Morales (3); DNF. Keith Joslyn (0); DNF. Herb Noble (0);

Overall Time of Race: 31.28.737; Average Race Speed: 99.114 mph; Margin of Victory: 11.471 seconds; Hawk Fastest Race Lap: 2.22.600 (100.982 mph); **Lap Leaders:** #24 1, 3 - 9; #15 lap 2; #22 laps 9 - 13; Sunoco Hard Charger: #86 Timothy Friest







2.46.846 / No time;



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#### REPEAT

Andrew Aquilante essentially took the same car he won GT-2 in the day before and drove to a commanding Touring 1 win.

D ominating is almost an understatement when it comes to describing Andrew Aquilante's performance in the Touring 1 race at the 2013 Runoffs. From the first qualifying session, where Aquilante put his Chevrolet Corvette on the SafeRacer Pole by more than five seconds, to the 34.182sec margin of victory, collecting the Hawk Performance Hot Lap along the way.

At the green, Aquilante seemed to be off the pace, as Phoenix Performance teammate Preston Calvert took the point into Turn 1. "We knew on the race start, just like in GT-2, that we were going to be a little bit outgunned down the straight away,"

said Aquilante. "Preston [Calvert] and I jumped on the power about the same time, and I knew he was going to walk me. I was pretty nervous about David [Pintaric] and the Viper back there as well, so I kept close to the inside to take that option away from him."

Coming down to Turn 5, Aquilante feigned interest in passing Calvert, but waited instead to make the move on the outside of the Carousel, making it an exciting race - at least, for a moment.

"The first lap went pretty much exactly to plan," said Aquilante. "There wasn't much I was going to do down in Turn 5 with [Calvert], and so when I got him in the Carousel, that's where I expected to do it."



The move slowed Calvert's exit from the Carousel, and allowed Pintaric to pull within reach of second place. Pintaric dived to the inside of Calvert at Canada Corner, snatching the position.

After only a few laps of green flag racing, Aquilante had checked out from the field, with Pintaric



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Andrew Aquilante/PHL (Chevrolet Corvette) 2.14.673 / No time / 2.15.930; 2. Preston Calvert/WDC (Chevrolet Corvette) 2.20.031 / No time / 2.26.457: 3. David Pintaric/NEO (Dodge Viper ACR-X) No time / 3.14.067 2.20.419; 4. Todd Napieralski/DET (Chevrolet Camaro SS) 2.20.685 / No time / 2.21.642; 5. Jerry Onks/TEN (Chevrolet Corvette) 2.20.970 / No time / No time; 6. Pratt Cole/RENO (Dodge Viper) 2.21.526 / 3.46.227 / 2.21.087; 7. Joe Aquilante/PHL (Chevrolet Corvette) **2.21.785** / 4.20.410 / 2.27.314; 8. Michael Pettiford/COLO (Chevrolet Corvette) 2.22.153 / No time / **2.21.791**; 9. Ken Davis/SAND (Chevrolet Corvette C6) 2.22.219 / No time / No time; 10. Jason Berkeley/NNJ (Chevrolet Corvette GS) No time / 3.17.461 / 2.22.902; 11. George Winkler/WDC (Ford Mustang) 2.24.536 /

holding down second and Calvert in tow for third.

A full course yellow came out when George Winkler found himself parked just beyond the gravel on the exit of Canada Corner, which erased the gap Aquilante had worked so hard to acquire.

On the lap six restart, Aquilante brought the field up at a very slow pace, in an effort to find the right combination of power and gearing to keep him from getting swallowed up once more.

"I was really nervous on the restart, because I figured [Pintaric] could get a really big run," said Aquilante. "I knew from [the GT-2 race] they throw the green a lot earlier. Again, I made [Pintaric] go to the outside, held Turn 1, and cleared off."

Pintaric hung on to second running the outside of Turn 1, while Calvert who had taken a look inside of Pintaric for second - appeared to have a braking problem. Rather than risking it, Calvert drove to runoff area of Turn 1 and watched as the field streamed by; his run for the podium over.

When I got to [Preston Calvert] in the Carousel, that's where I expected to [make the pass]"

#### ANDREW AQUILANTE

3.24.388 / 2.24.896; 12. George Biskup/ CHI (Ford Mustang) **2.25.116** / No time / 2.27.221; 13. Tim Myers/ATL (Dodge Viper) No time / No time / **2.25.613**; 14. Tim Hund/ODR (Dodge Viper) **2.26.286** / No time / **2.28.504**; 15. Norman Betts/ DET (Chevrolet Corvette C5) **2.28.390** / 4.23.421 / 2.29.282:

Pintaric - Loss of Qualifying 1 times per Chief Steward - GCR 9.1.9.1

Onks - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.9.1.2

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. Andrew Aquilante (13); 2. Jerry Onks
(13); 3. Michael Pettiford (13); 4. Pratt
Cole (13); 5. George Biskup (13); 6. Tim
Hund (13); 7. Norman Betts (13); 8.
Preston Calvert (11); 9. David Pintaric (9);
10. Jason Berkeley (8); DNF. Todd
Napieralski (3); DNF. George Winkler (2);
DNF. Joe Aquilante (0); DNS. Ken Davis;
DQ. Tim Myers (13);

Overall Time of Race: 37.20.799; Average Race Speed: 83.542 mph; Margin of Victory: 34.182 seconds; Hawk Fastest Race Lap: 2.15.216 (106.496 mph); Lap Leaders: #36 laps 1 - 13; Sunoco Hard Charger: #22 Tim Hund

Myers - Disqualified per Chief Steward -Supps 9.12



Shortly after Calvert's issue, cars started dropping like flies. Jason Berkeley parked just short of Turn 14 with a flat, and Pintaric came to a rest in the grass just up the hill from Turn 5. The fallout elevated Jerry Onks to second and Michael Pettiford to third.

With only a handful of laps remaining, Pettiford tried to make a run on Onks, but Onks had the measure of him.

By the time the checker had waved, Aquilante had cruised to his second championship of the weekend, and third overall, with Onks collecting the silver and Pettiford the bronze.

Following the race, Aquilante had had nothing but praise about the race and the event as a whole. "[The SCCA] just made the event awesome, and it's a great feeling to have won," he said.

For Onks, the silver marks a career best at the Runoffs. "I got a good start, and something happened with Preston [Calvert], and that allowed me to move up to third," said Onks. "We got going, and Pintaric broke down in Turn 5, so that put me in second. We were just heading home, and then all of a sudden I saw this [Pettiford] in my mirrors and they said on the radio 'He's coming for you.' We just had to keep pushing it the whole way."

Pettiford ran a clean, consistent race, which paid off as attrition took its toll on the field. "I stayed out of the melee in Turn 1, and just kind of worked my way through," he said. "I had very good brakes on the car, and it stayed consistent all race, so I could close people up as their brakes started fading."

Similarly, Aquilante had no fade all weekend, taking home gold medals in two tough classes with the same car. "To win [GT-2] and win T1 - it's a great honor," said Aquilante.

Jason Isley

#### BACK THERE

Aquilante absolutely dominated the T1 race, leaving Jerry Onks (ABOVE) a distant third, with Michael Pettiford (BOTTOM LEFT) slightly further back in third.





#### "A" GAME

Darryl Wills put his head down and ran a great race, taking the Formula Mazda win by a margin of 14.3sec.

s expected, Darryl Wills brought his "A" game to the Runoffs. After winning back-to-back championships in 2010 and 2011, he gave up the top step last year to Alan McCallum and finished fourth. This year, Wills was determined to come out on top. Yet when the three days of qualifying were done, it was 2004 champion and last year's runner-up Doug Peterson on the SafeRacer Pole, with defending Champ McCallum on the outside of the front row. With Robert Noell's car riding on the outside second row, Wills was looking at the backside of Peterson's car as the field rolled up to take the green flag.

McCallum grabbed the lead heading into Turn 1, but neither Wills nor anyone else had much of a chance to start the race as two mid-pack cars hit the wall on the front straight. A full course caution took effect as emergency crews rushed up to clean the mess. The operating stewards then displayed a black flag to bring the entire group into the pits, stopping the cars short of the start/finish line to re-grid the field according to their original order.

The clock was left running while the cleanup crews worked, ticking away precious minutes. At the restart, just 20

minutes of racing time remained.

With the grid reset, McCallum lost the place he earned, and Peterson led for the restart and maintained his position through Turn 1. By the Carousel, Wills had made his move, passing both McCallum and Peterson for the lead, bringing Brian Lift along with him. McCallum fell back to fourth position, and Peterson maintained in the third spot.

In the fourth lap, McCallum took third back from Peterson and, in the sixth lap, claimed second place, pushing Lift back to third. Wills then checked out, gapping the field by over nine seconds and setting the Hawk Performance Hot Lap with the fastest lap time of the race. McCallum and Lift spent most of the rest of the shortened race battling for second and third, but Noell came up toward the end and claimed the final spot on the podium, leaving McCallum fourth this year.

"I've been at this for 40 years - you never let up," Wills said. "As soon as you let up, if you have a comfortable lead, you make a mistake. You get out of your rhythm. The car is set up to hammer out 13 laps, wide open, full-on, and that's exactly what I intended to do."

Jeff Zurschmeide

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Douglas Peterson/BUCC 2.16.042 / No time / No time; 2. Alan McCallum/HOUS 2.16.424 / No time / 2.58.377; 3. Darryl Wills/HOUS 2.16.659 / No time / 2.42.801; 4. Robert Noell/NCR 2.16.950 / No time / No time; 5. Dale Vandenbush/MILW 2.16.988 / No time / No time; 6. Brian Lift/CHI 2.17.222 / No time / No time; 7. Jason Vinkemulder/MILW 2.17.336 / No time / No time; 8. Stuart Rettie/HOUS 2.18.043 / No time / No time; 9. Dan McBreen/ATL 2.20.369 / No time / 4.00.531; 10. Conner Kearby/TEX 2.21.815 / No time / No time; 11. Sam Lockwood/ATL 2.22.858 / No time / 3.26.717; 12. Ken De Nault/DMV **2.22.883** / No time / No time; 13. Doug Nelson/AZ **2.27.681** / No time / No time: 14. David VanHooser/OKLA **2.28.105** / 3.59.665 / 3.14.822; 15. Collin Kearby/ TEX **2.32.273** / No time / No time; 16. Juan R Marchand/WMR No time / No time / No time;

**CHAMPION** 

Darryl Wills
Houston Region
Hillenburg Motorsports/

Hoosier Tire Formula Mazda

RACE 10 laps, 40 Miles: Pos. Driver (Laps); 1. Darryl Wills (10); 2. Brian Lift (10); 3. Robert Noell (10); 4. Alan McCallum (10); 5. Stuart Rettie (10); 6. Jason Vinkemulder (10); 7. Dale Vandenbush (10); 8. Juan R Marchand (10); 9. Dan McBreen (10); 10. Conner Kearby (10); 11. David VanHooser (10); 12. Doug Nelson (10); 13. Collin Kearby (10); 14. Douglas Peterson (6); DNF. Sam Lockwood (0); DNF. Ken De Nault (0);

Overall Time of Race: 39.25.943; Average Race Speed: 60.864 mph; Margin of Victory: 14.363 seconds; Hawk Fastest Race Lap: 2.15.492 (106.279 mph); Lap Leaders: #87 laps 1 - 2; #23 laps 3 - 10; Sunoco Hard Charger: #06 Juan R Marchand

# Harr

#### **THE RUSH**

The battle for second was tight, with Brian Lift (TOP, 29) edging Robert Noell (RIGHT) by 0.1sec.



Tim Minor – Pro F2000
Gary Blanarik – FV
Sergio Pasian – Pro F2000
Rick Shields – FV
Jeremy Grenier – Pro 1600
Jonathon Weisheit – FV
Jim Hallman – D Sports Racer
Dale Rader - FV
Steve Jenks – Formula Mazda
Gary Kittell – FV
Zach Craigo – Pro F2000

Bill Johnson - FV
Alex Rizer – FV
Craig Clawson – Pro F2000
Chuck McCormick - FV
Steve Oseth – Pro F1600
Ray Phillips – FV
Wayne Strout – FV
Sam Ryan – Formula Mazda
Ed Impink – FV
Lisa Noble – FV

Guy Bellingham – FV
Jim Oseth – Pro F1600
Bob O'Connor - FV
Dan Oseth – FV
Brent Gilkes – Pro F2000
Ray Qualls – FV
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 $\sim$ 







The final Sports 2000 champion - the first coming in 1980 - is Mark Mercer. Mercer wrote the final Sports 2000 chapter in style, too, as he led every lap on the way to his third championship. Mercer put his Lola on the SafeRacer Pole, jumped into the lead at the start, ran uncontested, and then withstood a late charge from Bart Wolf, winning by just half a second.

But it's not as simple as it seems. Sports 2000 shared the race group with Formula Mazda, and that fact may have had a bearing on the win. The FM field had a big start line crash, causing a black flag and the race to be shortened by three laps. Of the 10 laps that were raced, eight were under green. We will never know what might have happened had the race run to its full distance.

After a lengthy clean up, the race started on lap three with Mercer leading Tony Sleath, Michael Bautz, David Doran, and Wolf. Sleath quickly disappeared from the race while Wolf moved up to third on lap four. The next go-around saw

It seemed all the breaks went my way. I really thought that Bart [Wolf] was going to catch me"

MARK MERCER

Wolf take second going into Turn 1, while Doran displaced Bautz from third.

On lap six, Mercer led by 1.5sec, but Formula Mazda traffic bedeviled Wolf - he was balked by an FM, allowing Mercer to double his lead. However, Wolf got on his horse and began to whittle away, knocking a half second a lap off of Mercer's lead. On the penultimate lap, Wolf caught Mercer at Turn 12, only to have Mercer pull away slightly on the straights.

The last lap saw Wolf again catch Mercer in Turn 12. Wolf took the inside and inched ahead to a half-length lead as they accelerated through Thunder Valley. But Mercer was on the inside as they went through the left-hand Billy Mitchell Bend at Turn 13, gaining the lead and barely holding off Wolf at the finish line. Doran and Bautz followed in third and fourth.

This is where those lost three laps might have made a difference.

"I knew that Bart [Wolf] was back there," said Mercer. "It seemed all the breaks went my way. I really thought that



Bart was going to catch me, so I just kept driving as fast as I could."

For his part, Wolf rued the lapped traffic. "Traffic played a factor," he said. "That Mazda cost me time. My eyes got as big as saucers as I came around the corner and found him practically stopped right in my path. But I enjoyed every lap."

Tom Schultz



#### **FINAL STEP**

Some 14 seconds back, David Doran crossed the finish

#### **CLOSE QUARTERS**

Mark Mercer (34) and Bart Wolf (8) made sure Sports 2000's final National Championship race was one for the ages. In the end, Mercer won out, but only by 0.51sec.

line in third.

# **BFGoodrich 2** Goodyear 2 **Hoosier 24**

#### **WINS BY TIRE BRAND**

With 700 competitors and nearly

Championship Runoffs, there was

a lot of variety throughout the

paddock. We combed through

the results and picked out a few interesting statistics based on wins.

as many cars at this year's National

## **WINS BY CHASSIS**

**BY THE NUMBERS** 

**SCOREBOARD** 

**MANUFACTURER** 

FORD 2

FORMULA MAZDA 1

GM (CHEVY/PONTIAC) 4

HONDA/ACURA 4

IDR 1

LOLA 1

LOTUS 1

MAZDA 3

MINI 1

NISSAN/DATSUN 1

PIPER 1

SCCA ENTERPRISES 2

SCORPION 1

SPEEDSPORT 1

STOHR 2

SWIFT 1

VAN DIEMEN 1

#### WINS BY ENGINE MAKE

GM (CHEVY/PONTIAC) 4

FORD 5

HONDA/ACURA 5

LOTUS 1

MAZDA 5

MINI 1

NISSAN/DATSUN 1

ROTAX 1 SUZUKI 3

TOYOTA 1

VOLKSWAGEN 1

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Mark Mercer/COLO (Lola 90/91) 2.18.276 / No time / No time; 2. Tony Sleath/DET (Carbir CS2-A2) 2.19.461 / No time / 3.51.578; 3. Michael Bautz/BVR (Lola T90/90) **2.20.075** / No time / No time; 4. David Doran/CIN (Doran JE-1) **2.21.366** / No time / 4.28.677; 5. M Bart Wolf/MILW (Carbir CS2.8) 2.22.310 / No time / No time; 6. Chris Helt/CDR (Lola T89/90) 2.23.081/ No time / No time; 7. Jack Donnellan/OKLA

(Lola 598) 2.23.633 / No time / No time; 8. Steve Meyer/COLO (Lola 88/90) 2.26.162 / No time / 3.47.626; 9. William B Niemeyer/CIN (Doran JE-1) 2.31.352 / No time / 3.13.040; 10. Hawley Chester/NER (Royale RP 38/42) **2.41.719** / 3.37.716 / 3.25.440: 11. Charles Duncan/BVR (Lola 88/90) No time / No time / 3.41.317;

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

RACE 10 laps, 40 Miles: Pos. Driver (Laps); 1. Mark Mercer (10); 2. M Bart Wolf (10); 3. David Doran (10); 4. Michael Bautz (10); 5. Chris Helt (10): 6. Jack Donnellan (10): 7. Steve Meyer (10); 8. William B Niemeyer (10); 9. Charles Duncan (10); 10. Hawley









#### LEADING THE TRAIN

Brian Schofield's (61) win was not only his second National Championship, but also his seventh year on the podium. Prian Schofield scored his second National Championship at the 50th running of the fall classic. He extended his incredible podium finishing streak to seven years and posted the fastest time in qualifying to boot. Not a bad week's work in anyone's book.

It was a spectacular battle between Schofield and 2012 titlist and Mark Donahue Award Winner Cliff "Boom Boom" White and Todd Harris that lasted every tour of the 13-lap contest.



"My car was on rails," enthused Schofiled in post-race interviews. "My car is phenomenal here, and we had the car setup for cool weather."

At the drop of the green, the field of 54 - that included nine past champions - thundered into Turn 1. It looked like potential disaster was afoot when Paul Marino and Neil Lund touched and both went hard into the wall. Workers covered the incident with a local yellow flag and racing continued around the legendary four-mile Wisconsin circuit.

It was typical SRF action with no less than 10 cars embroiled in the lead pack all dicing for the point. Schofield took the lead on lap one, while jostling in the pack sorted the others out. Jeff Beck slotted into second while White moved up to third from his seventh starting position. Harris moved up a

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Brian Schofield/CFR 2.37.974 / No time / No time; 2. Mike Miserendino/CSCC 2.38.041 / No time / No time; 3. Jeff Beck/CHI 2.38.403 / No time / 2.56.072; 4. Bruce Myers/ NER 2.38.447 / No time / No time; 5. Todd Harris/ORE 2.38.453 / No time / 3.01.998; 6. Adam Gottlieb/ CHI 2.38.704 / No time / No time; 7. Cliff White/ALA 2.38.741 / No time 2.51.392; 8. Tray Ayres/ATL 2.38.832 / No time / 16.21.306; 9. TJ Acker/CSCC 2.38.898 / 3.21.940 / No time; 10. Keith Verges/TEX 2.38.999 / No time / 2.53.985; 11. Denny Stripling/TEX 2.39.110 / No time / 2.48.364; 12. Franklin Futrelle/ATL 2.39.429 / No time / 2.50.340; 13. Richie Stanley/ CFR **2.39.581** / No time / No time; 14. Chad Galloway/CFR 2.39.654 / No time / No time; 15. Tim Blakeley/TEX **2.39.672** / No time / No time; 16. Mark Greb/IOWA 2.**39.797** / No time / 2.56.765; 17. Mark Ballengee/CSCC 2.39.961 / No time / No time; 18. Chris

#### IN THE HUNT

Todd Harris finished third, but he was close enough to the front that one more lap might have made all the difference in the world. spot into fourth while multi-time Champ Mike Misrendino went a little wide and was shuffled back to fifth. Others in the lead train included Try Ayers, T.J. Acker, Keith Verges, Denny Stripling, and Franklin Futrelle.

On lap 2, White got around Harris and Futrelle, who was up to fourth from his 12th starting position, and made another daring move heading into Canada Corner to take the spot from Beck, now setting his sights on Schofield. White pulled up

At that point I was willing to try anything to get [Cliff White] off my tail"

**BRIAN SCHOFIELD** 

next to Schofield, but Schofield held the point into Turn 1. White tried him again in Turn 5 and finally made it stick in Canada Corner. Schofield settled in behind White for a couple of laps and reclaimed the lead heading down the long Road America front straight.

Harris retook the lead in Turn 5, but Schofield kept his nose planted firmly behind Harris and the two started to edge slightly away from the rest of the pack. Scott Rettich, one of the many pre-race favorites, recovered from an early week crash and was marching to the front from his 45th starting position. By the end of lap 5 he had picked up 15 spots.

By the time Schofield and Harris got to Canada Corner, Schofield was back in the lead while he and Harris pulled out just the slightest advantage over Beck, Harris, and Misrendino. Futrelle, meanwhile, headed to the pits with problems, ending his day.

It was more of the same lap after lap until lap eight, when Harris took the point followed by Schofield, Misrendino, White, and Beck. By the time they got to Turn 5, Schofield was back in the lead. Believe it or not, *that's* when the racing began in earnest.

The battle just behind the leaders was three wide heading under the Sargento Bridge, and that little bit of action allowed White and Schofield to put just a couple of car lengths between themselves and the rest of the pack. Harris was all by himself in third just watching the action unfold behind him.

Schofield took the lead going into Turn 5 and tried every move in his book



to lose White. As they headed into Turn 1, Schofield went wide, almost to the grass. It looked like White had the momentum, but Schofield hung on to the checker. At the flag, it was Schofield, White, Harris, Beck, Myers, Acker, Misrendino, and Stripling. Scott Rettich, gained 30 positions to finish 15th, earned the Sunoco Hard Charger Award.

We asked Schofield what in the world he was thinking going so wide at Turn 1 on the last lap, and he responded, "One of the Mazda MX-5 guys told me that going wide out of Turn 1 was worth 0.3sec, so at that point I was willing to try anything to get [White] off my tail!"

Dee Duncan

#### MAYHEM

By the time the checkers flew, Cliff White found himself in second. He could probably taste first place, but also had a slew of cars on his tail to worry about.

Current/WDC 2.40.002 / No time / 3.08.176; 19. Tom Panaggio/CFR **2.40.196** / No time / No time; 20. Steve Kohli/ CHI **2.40.234** / No time / 2.58.291; 21. Jim Gray/LOL 2.40.291 / No time / No time; 22. Jim Marinangel/CHI 2.40.413 / No time / 2.55.961; 23. Tom Riley/NER 2.40.487 / No time / 3.04.532; 24. John Black/SFR 2.40.735 / No time / No time; 25. Dana Webster/ATL 2.41.064 / No time / 3.09.353; 26. Reid Johnson/LOL 2.41.345 / No time / No time; 27. Mark Hutchins/ CHI 2.41.361 / No time / 2.59.390; 28. Darryl Wills/HOUS 2.41.580 / No time / 2.53.630; 29. Michael Greene/ATL 2.41.626 / 3.24.475 / 3.07.238; 30. H Neil Lund/CFR 2.41.675 / No time / No time; 31. William Douglas/MILW 2.42.024 / No time / 3.04.934; 32. Paul Marino/CSCC 2.42.161/ No time / No time; 33. Tom Miserendino/ CSCC 2.42.163 / 3.45.639 / 3.40.004; 34. Bobby Sak/DET 2.42.252 / No time / No time; 35. John Annis/CFR 2.42.324 / No time / No time: 36. Wade White/MIDS 2.42.486 / No time / 3.04.966: 37. Rov Hillenburg/HOUS 2.42.701 / No time / No time: 38. Robert Mumm/MILW 2.43.007 / No time / No time; 39. Tim Gray/LOL **2.43.504** / No time / No time; 40. Kevin Ferguson/TEX 2.45.114 / No time / 3.02.932; 41. Stuart Mullan/CIN 2.45.550 / No time / No time: 42. Ed Smith/STL 2.49.189 / No time / 3.20.746; 43. Andrew Charbonneau/FLA 3.08.878 / No time / **2.51.102**; 44. Matt Gray/LOL **2.51.929** / 3.25.230 / 3.06.079; 45. Scott Rettich/ OVR No time / No time / 2.55.432; 46. Howard Allen/ORE No time / No time / 3.00.301; 47. Lee Douglas/ORE No time /

No time / 3.01.968; 48. Paul Goudy/ORE No time / No time / 3.02.255; 49. Tom Burt/NWST No time / No time / 3.03.027; 50. Michael Boyle/SFR No time / No time / No time / No time / 3.03.073; 51. Steve Fogg/ORE No time / No time / 3.03.991; 52. John Tipton/ORE No time / No time / 3.05.756; 53. Dave Yahn/MILW No time / 
Boyle - Loss of Qualifying 1 times per Chief Steward - Supps 9.12

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

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

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

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

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

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

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

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

Rettich - Loss of Qualifying 1 times - car change - Supps 9.7

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Brian Schofield (13); 2. Cliff White (13); 3. Todd Harris (13); 4. Jeff Beck (13); 5. Bruce Myers (13); 6. TJ Acker (13); 7. Mike Miserendino (13); 8. Denny Stripling (13); 9. Tray Ayres (13); 10. Keith Verges (13); 11. Richie Stanley (13); 12. Chad Galloway (13); 13. Mark Greb (13); 14. Steve Fogg (13); 15. Scott Rettich (13); 16. Chris Current (13); 17. John Tipton (13); 18. Jim Marinangel (13); 19. Wade White (13); 20. Tom Panaggio (13); 21. Tom Riley (13); 22. Tom Burt (13): 23. Robert Mumm (13): 24. Andrew Charbonneau (13): 25. Dana Webster (13); 26. Tom Miserendino (13); 27. Reid Johnson (13); 28. Lee Douglas (13); 29. Paul Goudy (13); 30. Kevin Ferguson (13); 31. Michael Boyle (13); 32. Howard Allen (13); 33. John Annis (13); 34. Jim Gray (12); 35. Steve Kohli (12); 36. Dave Yahn (12); 37. Mark Hutchins (11); 38. Ed Smith (11); 39. Adam Gottlieb (9); 40. Darryl Wills (6); 41. Mark Ballengee (6); 42. Franklin Futrelle (6); 43. Stuart Mullan (6); DNF. William Douglas (4); DNF. Michael Greene (4); DNF. Tim Blakeley (4); DNF. Tim Gray (3); DNF. Bobby Sak (2); DNF. H Neil Lund (0); DNF. Paul Marino (0); DNF. Matt Gray (0); DNS. John Black; DNS. Rov Hillenbura:

Overall Time of Race: 34.29.496; Average Race Speed: 90.457 mph; Margin of Victory: 0.878 seconds; Hawk Fastest Race Lap: 2.38.034 (91.120 mph); Lap Leaders: #61 laps 1,2,3,6,7,9,12,13; #58 laps 4,5,10,11; #24 lap 8; Sunoco Hard Charger: #17 Scott Rettich







#### RUNAWAY

Michael Varacins (65) did what many consider impossible: he broke the draft in FV and won by more than 20 seconds (BELOW) Brad Stout returned to FV competition for the Runoffs, claimina the final spot on the podium. But it wasn't without its drama, as his motor began to give up toward the end.

Michael Varacins was favored to win this year's FV National Championship, and he didn't disappoint, taking the win in style, leading flag to flag for his third National Championship. Starting from SafeRacer Pole, Varacins took his Speedport AM-5 into Turn 1 as the field spread out five wide behind him, ultimately building into a three-way battle for second.

"I kind of lucked out a little bit on the start," Varacins said. "I got a good one. When I looked back, halfway through the first lap, I knew that I had a pretty good gap. I had a feeling if I just put my head down; there was a good chance I could get away."

By lap two, Varacins had a two-second lead on the battle for second. The battle for second expanded to six cars, with Roger Siebenaler leading the charge. "I could see the white Mysterian with the red nose [Seibenaler's car] back there,"

When I looked back, halfway through the first lap, I knew that I had a pretty good lap"

#### MICHAEL VARACINS

Varacins said. "I was afraid if he was leading the train and the other driver's teamed up that they would run me down and I would be a sitting duck."

As the cars continued to shuffle back and forth, Varacins worked up an eight-second lead by the time Bill Johnson and Gary Blanarik came together in Turn 5. Despite the contact, the battle for second grew to seven cars.

"I just focused on turning the fastest laps I could," Varacins said. "Every time

I looked back, they looked like they were farther and farther back. Then, my dad came on the radio and said that we were pulling away - it was just a matter of hoping that everything stayed together until the end. You start hearing every little noise and every little vibration; the same old story everybody talks about. Everything held together, and that was it."

Varacins earned the GoPro Hero Move of the Race for his dominating performance en route to his third Formula Vee National title.

"This certainly is a special one [win] being the 50th [Runoffs], and the last one being here at Road America," Varacins said. "This is the one I will probably remember the most."

Siebenaler, who is a three-time Formula Vee National Champion himself, stayed in the hunt for second, consistently running between second and sixth, winning a last-lap battle with Brad Stout to secure the second step on the podium.

"For a short period of time, when I got in front of the pack, I thought I might have a break if they kept





**QUALIFYING** Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Michael Varacins/CHI (Speedsport AM-5) 2.41.293 / 2.41.447 / 3.16.129; 2. Brad Stout/ STL (Vortech FV) 2.41.950 / 2.41.782 / No time; 3. Jeff Loughead/OVR (Vortech CRO4) 2.45.170 / **2.42.071** / No time; 4. Bill Johnson / KCR (Vortech FV) **2.42.384** / 2.43.930 / No time; 5. Gary Kittell/GLN (Caracal D/SB) **2.42.685** / 2.45.456 / No time; 6. Roger Siebenaler/NNJ (Mysterian M2) 2.44.114/ 2.43.013 / 3.07.167; 7. Stevan Davis/ATL (Racer's Wedge SB-1) 2.43.281 / 2.43.848 / No time; 8. Ron Whitston/MILW (Protoform P2) 2.43.471 / 2.43.907 / No time; 9. Robert Neumeister/COLO (Vortech FV) 2.43.748/ 2.43.805 / No time; 10. Dale Rader/BMR (Vortech FV) No time / **2.43.814** / No time; 11. Andrew Whitston/MILW (Protoform P2) **2.43.845** / 2.49.075 / 3.13.135; 12. Charles McCormick/DET (Vortech CM1) No time / **2.43.859** / No time; 13. Jonathan Weisheit/ WDC (Protoform XP-1) 2.44.210 / **2.43.986** / No time; 14. Brandon Abbott/DET (Vector AM-1) **2.44.093** / 2.45.303 / 3.18.304; 15. Gary Blanarik/OVR (Silver Bullet AR-1) 3.12.098 / 2.44.162 / 3.10.961; 16. David Scaler/NNJ (Vortech FV) No time / 2.44.224 / No time; 17. Chris Jennerjahn/IND (Vortech FV) 2.47.887 / **2.44.469** / No time; 18. Rick Shields/STC (Volkswagen VDF-2) **2.44.707** / 2.45.151 / .24.070; 19. Terran Swanson/SFR (Mysterian M4) 2.47.639 / 2.45.071 / No time; 20. Andy Pastore/NER (Citation 89FV-06) 2.46.277 **2.45.116** / 3.57.775; 21. Bruce Livermore/LOL (Mysterian X-M2) 2.47.390 / **2.45.134** / No time; 22. Dean Curtis/PHL (Womer EV3) 2.45.167 / 2.45.645 / 3.33.756; 23. Andrew Abbott/DET (Vector AM-1) 2.45.278 / 2.45.537 / No time;

24. Dennis Andrade/NWST (Vortech FV) **2.45.491** / 2.45.961 / 4.05.051; 25. Russell Fredericks/FLA (Caracal D) 2.48.595 / **2.45.727** / 3.43.758; 26. Donnie Isley/CCR (Agitator 016) 2.46.214 / **2.45.773** / 3.08.954; 27. Guy Bellingham/NEO (BRD AFV-02) No time / **2.45.986** / No time; 28. Jim Dziewior/CHI (Citation Speedsport) 2.46.605/**2.46.004**/No time; 29. Charlie Rogers/ATL (Protoform P2) **2.46.536**/ 2.46.650/ 3.14.260; 30. Lisa Noble/KAN (Vortech FV) 2.49.305/**2.47.030**/No time; 31. Robert O'Connor/WDC (Vortech FV) **2.47.726** / 2.48.557 / No time; 32. Michael Saltenberger/CHI (Citation BK) 2.47.803 / 2.48.400 / No time; 33. Mike Landon/IND (Dunlap Wasp) 2.48.823 / 2.50.357 / No time; 34. Ron Wake/CSCC (Mysterian M4) 2.49.048 / **2.49.039** / 3.20.366; 35. Alexander Rizer/WDC (Vortech FV) 2.49.219 / 2.50.612 / No time; 36. Stuart Delaney/ DET (Adams J) **2.49.380** / 2.50.681 / 3.19.847; 37. John Petillo/NER (Speedsport V) **2.50.033** / 2.50.529 / No time; 38. Brian Swanson/SFR (Mysterian M4) No time / **2.50.476** / 3.18.992; 39. Dave Weitzenhof/ NEO (Vortech FV) 2.50.532 / 2.52.403 / NEO (Voltectin V) 2.50.322 / 2.32.403 / 4.33.462; 40. Charlie Turner/CSCC (Vortech 01) No time / 2.52.948 / No time; 41. David Satterley/DET (Protoform P2) 2.54.075 / 2.53.064 / 3.27.328; 42. Stephen Smith/ WDC (Caracal D) 2.54.221 / 2.53.719 / No time; 43. Mark Edwards/CSCC (Glamdring) No time / **2.53.746** / 3.49.083; 44. Hughie Maloney/NEP (Womer EV-3) 2.54.480 / **2.54.375** / No time; 45. Jack Maloney/NEP (Lynx Bullet) 2.59.689 / 2.57.586 / No time; 46. John J Maloney/NEP (Womer EV-3) 2.57.743 / 2.57.625 / No time; 47. Duke Waldrop/CFR (Predator P3) 2.59.100 / 3.00.149 / No time; 48. James Vaseff/ATL (Citation XTC-41) 3.06.473 / 3.16.874 /

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

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

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Michael Varacins (13); 2. Roger Siebenaler (13); 3. Brad Stout (13); 4. Jonathan Weisheit (13); 5. Jeff Loughead (13); 6. Gary Blanarik (13); 7. Charles McCormick (13); 8. Terran Swanson (13); 9. Chris Jennerjahn (13); 10. Bruce Livermore (13); 11. Dale Rader (13); 12. Gary Kittell (13); 13. Bill Johnson (13); 14. Andy Pastore (13); 15. Ron Whitston (13); 16. Rick Shields (13); 17. Andrew Abbott (13); 18. Charlie Rogers (13); 19. Guy Bellingham (13); 20. Russell Fredericks (13); 21. Jim Dziewior (13); 22. Dave Weitzenhof (13); 23. Mark Edwards (13); 24. Ron Wake (13); 25. Michael Saltenberger (13); 26. Stuart Delaney (13); 27. Dean Curtis (13); 28. John Petillo (13); 29. David Scaler (13); 30. Charlie Turner (13); 31. Mike Landon (13); 32. David Satterley (13); 33. Lisa Noble (12); 34. Jack Maloney (12); 35. Hughie Maloney (12); 36. Duke Waldrop (12); 37. Stevan Davis (11); 38. John J Maloney (11); 39. Robert Neumeister (9); 40. James Vaseff (9); 41. Donnie Isley (8); 42. Andrew Whitston (7); DNF. Dennis Andrade (3); DNF. Brandon Abbott (2); DNF. Stephen Smith (1); DNF. Alexander Rizer (0); DNF Brian Swanson (O); DNS. Robert O'Connor;

Overall Time of Race: 35.13.616; Average Race Speed: 88.569 mph; Margin of Victory: 20.252 seconds; Hawk Fastest Race Lap: 2.41.007 (89.437 mph); Lap Leaders: #65 laps 1 - 13; Sunoco Hard Charger: #4 Mark Edwards

Scaler - Loss of 17 positions per Chief Steward - GCR 6.1.1.B & 6.5.1.J.1



fighting each other, and I could do what Mike [Varacins] did," Siebenaler said of the side-by-side racing for second place. "That wasn't going to happen. They put their heads together and they basically freight trained me, and that was the end of it.

"It was a battle for second place out of six or seven cars," Siebenaler continued. "Like Brad [Stout] said, one lap you'd be sixth, the next lap you'd be first in line. Then, you'd be stuck

One lap you'd be sixth, the next lap you'd be first in line. Then, you'd be stuck somewhere in middle"

#### **ROGER SIEBENALER**

somewhere in the middle. Basically, you had to pace yourself because there were a few times when you might get a break - [but] at this place, it's not going to happen. There is a draft, [and] if these guys work together, they're going to get you."

Five-time Formula Vee National Champion Brad Stout used his champions provisional to enter the race, and hadn't run much during the season - some thought that might slow him down. They should know better. Starting on the outside pole, Stout spent the entire race battling seven other cars for second and third place. Stout ran as high as second and as low as sixth in the swarm of Vees, and finished third.

"I wouldn't call it so much a battle as I would a bee hive," Stout said of the seven-way race for second place. "To go from second, to fifth, to seventh, back to second, back to third all in one lap is about as crazy as it gets. We were kind of hoping to stay with Mike [Varacins]. We got separated early on. Mike did a fabulous job.

**Sydney Davis** 

#### THE SECOND SWARM

At the checker, the battle for second place involved five cars. Roger Siebenaler led the group, but didn't have much room for error.







#### BLAST OFF

Cliff Ebben spent almost no time looking in his mirrors, taking the GT-1 win by more than 28 seconds. C liff Ebben scored his third National Championship at the 50th Runoffs. In his Ford Mustang, he cruised to a cool 28-second margin of victory over second-place finisher Doug Peterson, piloting a Chevy Corvette. Ebben qualified on the SafeRacer Pole, took the green, and took off like a shot and never looked back.

"I really didn't realize I had built up such a margin," said Ebben after the race. "I really can't hear too well on the radio, so I just kept my foot in it. I'm really happy. It's great to win at home. This is the last time the Runoffs is going to be [at Road America] for a while, and it's in my backyard, so it's

probably the best chance I had to win for a while - I'm happy."

At the drop of the green, Ebben put the hammer down. Simon Gregg slotted his Corvette into second while

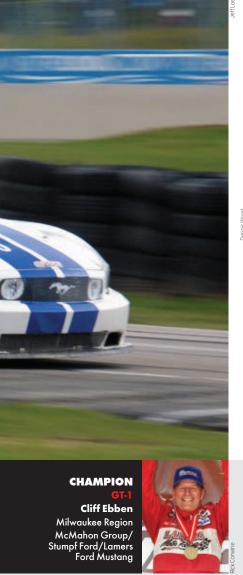
I really can't hear too well on the radio, so I just kept my foot in it...it's great to win at home"

#### **CLIFF EBBEN**

Peterson tucked in behind them in third. Multi-time Champ Michael Lewis went a bit wide as the pack thundered into Turn 1, perhaps unsettling the car a bit, and hung on to fourth in his Jaguar XKR. Kyle Kelley got a fantastic start in his Corvette, moving all the way up from eighth to fifth. Peterson passed Gregg heading to the bridge and Lewis got by him heading into Canada Corner. On lap two, Kelley got by Peterson in Turn 5, but Ebben was already five seconds ahead of the field.

A little farther back, a good battle was shaping up for sixth between the Corvettes of Jim McAleese, David Ferstand, and Terry Giles, as they all diced three wide for position.

By lap four, it was Ebben, Kelly, Peterson, Gregg, and Lewis. Peterson was heavily pressuring Kelley, looking to the inside at one corner and the



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Cliff Ebben/MILW (Ford Mustang) 2.03.917 / No time / 2.07.395; 2. Michael Lewis/SAND (Jaguar XKR) 2.03.943 / No time 2.14.748; 3. Doug Peterson/BUCC (Chevrolet Corvette) 2.04.449 / No time / 2.24.116; 4. Simon Gregg/BUCC (Chevrolet Corvette) 2.07.461 / No time / 2.07.688; 5. Kevin Rich/LNST (Ford Mustang) 2.07.802 / No time / 2.23.471; 6. David Fershtand/TEX (Chevrolet Corvette) 2.08.892 / No time / 2.08.050; 7. David Pintaric/NEO (Chevrolet Corvette) No time / No time / 2.08.223; 8. Kyle Kelley/CSCC (Chevrolet Corvette) No time / 2.13.253 / 2.08.285; 9. Denny Lamers/MILW (Ford Mustang) 2.08.414 / No time / 2.12.308; 10. Dave Ruehlow/ MILW (Ford Mustang) 2.09.007 / No time / 2.37.780: 11. Jim McAleese/WDC (Chevrolet Corvette) 2.10.461 / 2.38.280 / 2.09.624; 12. Tom Smith/MIDS (Chevrolet



#### FIGHT FOR SECOND

Doug Peterson (LEFT) and Michael Lewis (BELOW) found themselves in a race for second on the podium, with Peterson winning that battle.

outside at the next; trying to pick a spot to pass. Lewis took fourth from Gregg heading into Turn 1 as they started lap five. Kevin Rich, meanwhile, moved his Mustang into sixth.

But as exciting as the action was for second, it was really the battle for seventh that kept the crowd entertained, as Fershtand, McAleese, Giles, and Denny Lamers moved up to join the action.

By the halfway point, Ebben was headed for another dimension - he had already built up more than 20

Corvette) 2.12.752 / No time / 2.09.637; 13. Terry Giles/FLA (Chevrolet Corvette) 2.10.439 / No time / 2.12.679; 14. Phillip Daus/CHI (Chevrolet Camaro) 2.12.784 / No time / 2.11.333; 15. J. Richard Grant/ ATL (Chevrolet Corvette) 2.12.757 / No time / 2.15.845; 16. Rick Dittman/CHI (Chevrolet Corvette) 2.17.343 / No time / No time; 17. James Cantrell/AZ (Chevrolet Corvette) 2.38.060;

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

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

Dittman - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.2

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Cliff Ebben (13); 2. Doug Peterson (13); 3. Michael Lewis (13); 4. Simon Gregg (13); 5. Kevin Rich (13); 6. Jim McAleese (13); 7. David Fershtand (13); 8. Denny Lamers (13); 9. Phillip Daus (13); 10. Tom Smith (13); 11. Dave Ruehlow (13); 12. J. Richard Grant (12); 13. James Cantrell (11); 14. Terry Giles (9); 15. Kyle Kelley (8); DNF. Rick Dittman (5); DNF. David Pintaric (5);

Overall Time of Race: 27.27.457; Average Race Speed: 113.630 mph; Margin of Victory: 28.410 seconds; Hawk Fastest Race Lap: 2.05.647 (114.607 mph); Lap Leaders: #6 laps 1 - 13; Sunoco Hard Charger: #03 Jim McAleese



seconds of margin and likely did not see another car anywhere on the four-mile circuit. Peterson, Lewis, and Gregg had all settled into a rhythm. Rich, too, was running a little farther back, and the action continued for the battle for sixth.

Around this time, Kelley developed problems and dropped back to 10th, and then he headed to the pits. Peterson, Lewis, and Gregg had all settled into their respective running spots with no one challenging the other.

At the checker, it was Ebben, Peterson, Lewis, Greg, and Rich rounding out the top five. McAleese not only earned the sixth spot but also the Sunoco Hard Charger Award for his run from 11th.

Peterson summed it up for the rest of the pack: "The race started off sketchy...for all of us. We were all trying to stay with Cliff [Ebben], braking, turning and shifting all at the same time. We did the best we could, but Cliff had it all today."

**Dee Duncan** 



THE BATTLE

and Eric Prill (BELOW) were

both gunning for

up dropping off the pace slightly

and finished third.

Prill chased Mark

Carpenter up the hill

to the finish, but came

the win. Ruck ended

Kevin Ruck (RIGHT)



# **POWER**

RACE 17 | F Production | Saturday, Sept. 21, 2013, 4:00 p.m.

The five cars at the front of the grid were within a second of Mark Carpenter's SafeRacer Pole time. Two of them were Acuras, piloted by Carpenter and Kevin Ruck: Power cars. The next three, the Mazda Miatas of Eric Prill, Charlie Campbell, and Ken Kannard, were handling cars.

Power was initially important, as Ruck challenged for the lead the moment the green flag dropped, but Carpenter kept the point. Ruck slid wide, allowing Prill into second and putting Ruck back to fourth - Ruck corrected the issue, however, before Turn 5, also trying for second, but Prill kept the position.

Campbell and Kannard started mixing it up with Ruck and Prill,



laps, earning the Hawk Performance
Hot Lap with the fastest lap time of the
race, and caught the leaders on lap
five. With Prill challenging Ruck,
Carpenter again pulled away. Prill
passed for second in Canada Corner,
but Acura power took the position
back for Ruck on the front straight.

After that pass, Ruck and Prill stayed in line trying to draft back up to Carpenter. They stayed that way until lap 10, where Ruck was struck with a double whammy of a transmission issue at the same time that Prill got a good run off of Turn 8, passing Ruck on the outside of the Carousel. Ruck took the position back again on the straight, but Prill powered down the front straight and out braked the Acura in Turn 1 at the start of the last lap, using the superior handling of the Miata to build a three-second gap by the checker. Carpenter certainly benefited from the battle behind him, winning by nearly two seconds.

Carpenter had not raced for two years and only decided on a return in June, and was quick to acknowledge the work his crew put in. "My guys did



allowing Carpenter to build a lead. This gang of five began to gap the field by the end of lap one, although Rick Harris was on a move from eighth and closing on the frontrunners. Harris inherited fifth when Kannard pulled off with a broken transmission, then he caught and passed Campbell for fourth before his own transmission failed.

Ruck took second back, and Prill appeared to lose contact with the Acuras. Prill then began setting fast QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Mark Carpenter/CCR (Acura Integra) **2.33.193** / 2.34.859 / 2.34.706; 2. Kevin Ruck/OVR (Acura Integra) **2.33.304** / No time / 2.35.667; 3. Eric Prill/KAN (Mazda Miata) 2.33.623 / 2.36.710 / 2.34.877; 4. Charlie Campbell/MHR (Mazda Miata) 2.33.841 / No time / 2.35.660; 5. Ken Kannard/ATL (Mazda Miata) **2.33.930** / 2.34.542 / 2.36.059; 6. Bill Hingston/ COLO (Mazda Miata) 2.35.379 2.38.402 / 2.37.046; 7. Sam Henry/ OZMT (Mazda Miata) 2.36.888 / 2.36.710 / **2.35.725**; 8. Rick Harris/ COLO (Mazda Miata) 2.56.535 / **2.36.161** / 2.36.612; 9. Larry Funk/NEO (Honda CRX Si) **2.36.876** / 2.41.986 / 2.37.944; 10. Gerald Lamb/MILW (MG B) **2.37.687** / 2.38.319 / 2.37.956; 11. David Strittmatter/NEO (Lancia Scorpion) 2.38.553 / 2.38.177 18.02.273; 12. Scott Lunder/NEO (Honda Civic Si) 2.40.061 / 2.39.431 / 2.38.554; 13. Mason Workman/OVR (Mazda Miata) 3.36.864 / 2.40.370 / 2.38.744; 14. Michael Froh/MILW (Mazda Miata) 2.39.102 / 2.42.259 2.43.818: 15. Michael Sturm/MILW (Mazda Miata) **2.39.114** / 2.40.238 / 2.40.318; 16. Chuck Mathis/SILR (Volkswagen Scirocco) 2.41.663 2.39.357 / 2.40.925; 17. Dieter Griesinger/CHI (Mazda Miata) 2.39.693



/ 2.44.535 / 2.42.407; 18. John Walker/ OVR (MGB) 2.41.290 / 2.42.982 / 2.40.634; 19. Joe Walker/OVR (Lotus Super 7) **2.41.305** / No time / No time; 20. Steve Hussey/CSCC (Mazda Miata) 2.42.875 / 2.43.496 / **2.42.145**; 21. Chris Patrick/STC (Triumph Spitfire) **2.43.966** / 2.45.546 / 2.45.571; 22 Michael Hart/CHI (Turner 1500) 2.44.128 / 2.47.600 / 2.44.244; 23. Mark Weber/ STXB (Mazda Miata) **2.45.245** / 2.46.303 / 2.45.414; 24. Mike Gnadt/ MILW (MG Midget) **2.45.593** / 2.48.184 / 2.47.205; 25. Neal Frank/RIOG (Mazda Miata) 2.47.986 / 2.46.987 / **2.45.635**; 26. Brent Louzon/CDR (BMW 2002) 3.10.175 / 2.49.054 / **2.47.267**; 27. Robert Keller/CHI (Volvo P-1800) No time / No time / 2.47.640; 28. Sid Collins/CFR (Porsche 356) 2.48.128 / 2.49.158 / 2.48.117; 29. Rafer Chambers/CDR (Mazda Miata) 3.05.126 / 2.50.105 /



2.51.200; 30. Tony Machi/MILW (Honda CRX Si) No time / **2.50.405** / 2.51.889; 31. Jeffrey Norris/WDC (Mazda Miata) 2.51.351 / 2.52.222 / **2.51.039**; 32. Paul Jensen/CDR (Mazda Miata) No time / 2.52.754 / 2.54.830; 33. Jerry Barker/ CSCC (Triumph Spitfire) 2.56.016 / 2.55.157 / **2.52.925**; 34. Richard Fohl/ ODR (Morgan 4\4) 2.57.476 / No time / **2.56.712**; 35. Lee Feineigle/OVR

(Austin-Healey Sprite) 3.02.563 / No time

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Mark Carpenter (13); 2. Eric Prill (13); 3. Kevin Ruck (13); 4. Charlie Campbell (13); 5. Bill Hingston (13); 6. Joe Walker (13); 7. Gerald Lamb (13); 8. David Strittmatter (13); 9. Michael Froh (13); 10. Michael Sturm (13); 11. Dieter Griesinger (13); 12. Mark Weber (13); 13. Michael Hart (13); 14. Neal Frank (13); 15. Brent Louzon (12); 16. Robert Keller (12); 17. Paul Jensen (12); 18. Rafer Chambers (12); 19. Jeffrey Norris (12); 20. Jerry Barker (12); 21. Sid Collins (12); 22. Richard Fohl (12); 23. John Walker (11); 24. Mike Gnadt (8); 25. Chris Patrick (7); 26. Mason Workman (6); 27. Sam Henry (13); DNF. Scott Lunder (4); DNF. Rick Harris (3); DNF. Steve Hussey (3); DNF. Tony Machi (3); DNF. Ken Kannard (1); DNF. Larry Funk (1); DNF. Chuck Mathis (1); DNS. Lee Feineigle;

Overall Time of Race: 33.24.761; Average Race Speed: 93.378 mph; Margin of Victory: 1.823 seconds; Hawk Fastest Race Lap: 2.33.091 (94.062 mph); Lap Leaders: #30 laps 1 - 13; Sunoco Hard Charger: #88 Paul Jensen

Henry - Moved to last finisher per Chief Steward - GCR 5.7.2 & 5.7.3

a great job getting the car together. even on the trailer, to get it out of the garage," he said.

Prill, a man of few words, said he worked hard to be the first Mazda in the race. "I knew it would be difficult with the eight-wheeled, eight-cylinder Acura ahead of me," he said. Despite that, he was able to put four of those wheels and cylinders behind him. "I really enjoyed myself," he said.

Ruck hadn't been sure he'd make this year's Runoffs. He wrecked his motorcycle a month before the race, cracking ribs and hurting his shoulder, but his recovery seemed to go well.

J. Michael Hemsley

#### **BACK ON TOP**

Mark Carpenter dusted off his FP Acura Integra and used it to take an impressive victory over some stiff competition.





# WHAT RACING IS ALL ABOUT

RACE 18 | Formula F | Saturday, Sept. 21, 2013, 4:00 p.m.

I f you missed the Formula F race, immediately go to SpeedcastTV. com and watch it. What you'll find is 30 jam-packed minutes of Tim Kautz and Reid Hazelton gallantly fighting for the 2013 Formula F National Championship. At the checker, Kautz proved the victor, but the margin of victory was scant, to the tune of 0.1sec.

During the final lap alone, the two swapped positions four times. Kautz, who started on SafeRacer Pole in his Honda-powered Piper, slid wide going into Turn 1. Hazelton capitalized and took the lead in his Ford-driven Van Diemen.

"It was a great race, the whole race," Kautz said. "We were battling a little harder than we should have at the start, and then I could see Reid [Hazelton] decide, 'Hey, there's too many people coming out to play, let's pull away a little.' So, we worked together...and the last couple of laps the gloves came off. I think the last lap I went from first to second to first to second to first. So that's a fun race - a real fun race."

Kautz recovered from his finallap, Turn 1 faux pas by an amazing late-braking maneuver into Turn 5, bleeding every inch of traction from the tires to retake the lead. But Hazelton wouldn't have any of that, passing Kautz again in Canada Corner. Hazelton held the lead until the two came off of Turn 14. Heading up the hill, Kautz pulled alongside and it was a drag race to the finish line. Kautz made the final - and most important - pass at the line to secure back-toback National Championships, the third of his career.

"When you have somebody staying with you the whole race, you've got to let that last lap count," said Kautz.

Hazelton turned the Hawk Performance Hot Lap with a 2:21.037 at 102.101mph, en route to his career-best Runoffs finish second. His previous best was a fifth-place finish last year. "It was close pretty much from start to finish," Hazelton said. "Jeff [Bartz] kind of caught up to us, once Tim [Kautz] and I started to fight for it a little bit. I decided that was not the way to go about it once Scotty [Rubenzer] came up on us, too. So then, we just worked together to establish a little bit of a gap.

"We both tried a couple different things to see where we stood. [Kautz] tried up the hill and I tried in [Turn] 5. On the last lap, we had some lapped traffic that I tried to use, and Tim was just a maniac on the brakes in [Turn] 5, and he took it...."

Jeff Bartz started fourth in a Honda Van Diemen, moving to third after the first lap. Throughout the race, Bartz found himself in a three-way battle for position, dropping as low as sixth. He worked his way back to third, where he

We worked together... and the last couple of laps the gloves came off"

TIM KAUTZ

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Tim Kautz/CHI (Piper DF3D Honda) 2.21.221 / No time / No time; 2. Reid Hazelton/CHI (Van Diemen RF92 Ford) **2.21.375** / No time / 4.15.046; 3. Lewis Cooper/CFR (Van Diemen RF00 Ford) 2.21.991 / No time / No time; 4. Jeffrey Bartz/MILW (Van Diemen RF00 Honda) 2.22.127 / No time / No time; 5. James Stiehr/COLO (Piper DF5 Honda) 2.22.334 / No time / No time: 6. Scott Rubenzer/MILW (Spectrum 012b Honda) 2.22.831 / No time / No time; 7. John Benson/CFR (Swift DB3 Ford) **2.23.012** / 3.02.863 / No time; 8. Russell Ruedisueli/DET (Van Diemen RF99 Ford) **2.23.040** / No time / No time; 9. Cliff Johnson/KCR (Piper DF5 Honda) 2.23.359 / No time / No time; 10. David H. Livingston Jr/TEN (Swift DB3 Ford) 2.24.133 / No time / No time; 11. Ed Midgley/CHI (Piper DF5 Honda) **2.24.142** / 2.34.722 / No time; 12. David Loken/COLO (Swift DB1 Honda) 2.25.227 / 2.45.069 / No time; 13. John Butkovich/COLO (Van Diemen RF00 Honda) **2.25.253** / No time / No time; 14. Marc Blanc/BVR (Swift DB16 Ford) 2.25.945 / No time / No time; 15. Randy Acock/STXB (Van Diemen RF98 Ford) 2.26.292 / No time / No time; 16.



Bill Kephart/COLO (Vestal 10F Honda)
2.26.830 / No time / No time; 17. Greg
Case/CILL (Stohr FF Ford) 2.27.067 / No
time / No time; 18. Michael Lewis/SAND
(Vestal 09F Honda) 2.27.709 / No time / No
time; 19. Robert Melvin/COLO (Van Diemen
RF93 Ford) 2.27.988 / 4.28.659 / No time;
20. Michael Rand/NER (Crossle 30F Honda)
2.30.149 / 2.40.827 / No time; 21. John
Vlasis/MILW (Piper DF-2H Honda) 2.32.693
/ 2.45.295 / No time; 22. Doug Fisher/NER
(Van Diemen RF92 Ivey) 2.33.403 /
2.47.997 / No time; 23. Alan Murray/LOL
(Swift DB1 Ford) 2.37.244 / 2.45.533 /
3.22.088; 24. Stan Townes/SFR (Swift DB1
Ford) No time / No time / 4.15.093;

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Tim Kautz (13); 2. Reid Hazelton (13); 3.

#### TIGHT FIGHT

(MAIN) Tim Kautz
(88) and Reid
Hazelton (01)
swapped positions
multiple times during
the last lap, with
Kautz winning out
by 0.1 sec at the
line. (FAR RIGHT)
Jeffrey Bartz couldn't
keep pace with the
top two, but was
seconds ahead
of fourth place.



Jeffrey Bartz (13); 4. Scott Rubenzer (13); 5. Cliff Johnson (13); 6. Russell Ruedisueli (13); 7. James Stiehr (13); 8. Marc Blanc (13); 9. David Loken (13); 10. Bill Kephart (13); 11. John Butkovich (13); 12. Ed Midgley (13); 13. Greg Case (13); 14. Stan Townes (13); 15. Robert Melvin (13); 16. John Vlasis (13); 17. Randy Acock (13); 18. Michael Rand (12); 19. Alan Murray (12); 20. Doug Fisher (12); 21. Michael Lewis (8); 22. Lewis Cooper (7); 23. John Benson (7); 24. David H. Livingston Jr (6);

Overall Time of Race: 30.54.526; Average Race Speed: 100.942 mph; Margin of Victory: 0.100 seconds; Hawk Fastest Race Lap: 2.21.037 (102.101 mph); Lap Leaders: #88 laps 1 - 13; Sunoco Hard Charger: #6 Stan Townes finished. Bartz's third-place finish was a Runoffs career-best for him.

"In the beginning, I was right up there with Tim [Kautz] and Reid [Hazelton]," Bartz said. "But, on the second or third lap, I fell back there a little bit with Rubenzer. Toward the end, I got around those guys and put my head down. I just ran out of laps."

Rubenzer finished fourth in his Honda-powered Spectrum. Cliff Johnson rounded out the top five with another Honda engine.

**Sydney Davis** 







#### **EARLY RACE**

Chad Gilsinger (07) was challenged by David Daughtry early on, but soon left the pack to fight for the rest of the podium, as Gilsinger ran away from the field.

Chad Gilsinger won the T3 National Championship in 2010 driving a Honda S2000, but managed only a sixth-place finish in 2011 in the same car. For 2012, he switched the Acura TL SH-AWD in T2, and brought that one in with a second-place podium result. This year, he was back in T3 with the same car.

The combination worked, placing Gilsinger on the SafeRacer Pole. At the green, Gilsinger grabbed the lead and never relinquished it, claiming the win. Consequently, the main action of this race took place farther back in the field. In this case, it was the impressive battle between seven-time Showroom Stock Champ David Daughtery, and Runoffs powerhouses Scotty B. White, Kevin Fandozzi, Jason Ott, and Chris Puskar.

The race started with Puskar in his Honda S2000 on the outside front row, Daugherty in a Nissan 350Z, and defending Champion Fandozzi in his Chevy Cobalt SS in the second row. White, in a Ford Mustang, and Ott, in a BMW Z4, made up the third row.

At the start, Daughtery made a strong move up to second and pressed Gilsinger, while White moved up boldly for third place into Turn 1. Fandozzi fell to fourth, but soon showed the speed that took him to two consecutive T3 championships.





Fandozzi pulled alongside White between Turns 6 and 7, using the Cobalt's handling to pass the larger Mustang. As the race settled in for the long midsection, it was Gilsinger out front, Daughtery, Fandozzi, White, and Ott, 1999 T2 Champion Rob Hines, and Puskar battling for fifth place.

In lap six, Fandozzi pressed Daughtery all around the track, moving up into the second-place spot at the beginning of the next lap. Meanwhile, White took Daughtery in Turn 5 as the Nissan slowed and went off pace. Daughtery retired with a mechanical issue in the next lap.

By the final laps, the top three had left the field behind, but last year's runner-up Richard Fisher had moved up to fourth place from 22nd - the last spot on the grid - and seemed to have a lock on the Sunoco Hard Charger Award until he crashed in Canada Corner on the final lap (an award that eventually went to Robert Schmidt, who ran from 17th to ninth).

At the checker, it was Gilsinger, Fandozzi, and White, with Ott coming in fourth about eight seconds behind White.

"Last year, I brought a knife to a gun fight," Gilsinger said. "This year, I searched for a gun, and found the biggest one."

Jeff Zurschmeide



# CHAMPION TOURING 3 Chad Gilsinger Ohio Valley Region BFGoodrich/HPD/ H&R/BRM/ Carbotech Brakes Acura TL SH-AWD

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Chad Gilsinger/OVR (Acura TL SH-AWD) 2.31.631 / No time / No time; 2. Chris J Puskar/NEO (Honda S2000) 2.32.958 / No time / 2.43.469; 3. David Daughtery/IND (Nissan 350Z Nismo) 2.34.180 / No time / No time; 4. Kevin Fandozzi/PHL (Chevrolet Cobalt SS) 2.34.331 / 2.56.343 / 2.35.677; 5. Scotty B White/NWST (Ford Mustang) **2.34.622** / 3.05.352 / 2.38.142; 6. Jason Ott/COLO (BMW Z4 3.0L) **2.34.640** / No time / No time; 7. Kevin Boehm/OVR (Honda S2000) **2.34.691** / .59.043 / 2.36.391; 8. Luke Wilwert/ OVR (Honda S2000) 2.34.796 / No time / 2.35.919; 9. Tom J Wickersham/SFR (Honda S2000) 2.35.672 / 2.57.988 2.36.522; 10. James Leithauser/COLO (BMW Z4 Coupe) **2.35.878** / No time / No time; 11. Alan Kossof/CHI (BMW M3) 2.35.952 / No time / 2.36.798; 12. Rob Hines/WDC (Nissan 350Z) No time / 3.34.917 / 2.36.163; 13. Tommy Boileau/CDR (BMW Z4 Coupe) **2.36.414** / No time / 2.37.444; 14. Tim Myers/ATL (Nissan 370Z) **2.36.997** / No time / No time; 15. Richard Baldwin/DELT (Nissan 350Z) 2.39.765 / No time / 2.37.060; 16. Dan Spirek/COLO (BMW Z4 M) **2.37.306** / No time / No time; 17. Robert Schmidt/CHI (BMW M3) 2.38.094 / No time / **2.37.314**; 18. Richard Kulach/TEN (Nissan 370z) 2.37.849 / No time 2.38.694; 19. Derek Kulach/COLO (Nissan 350Z) 2.39.830 / 3.30.226 2.43.678; 20. David Muramoto/COLO (Nissan 350Z) 2.40.491 / 3.23.181 / 2.47.053; 21. Mike Kramer/TEN (Saturn Ion Redline) No time / No time / 3.16.353; 22. Richard Fisher/CHI (Volkswagen GTI) No time / No time / No time;

Fisher - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.9.2

Daughtery - Loss of Qualifying 3 times per Chief Steward - GCR 9.2.1

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Chad Gilsinger (13); 2. Kevin Fandozzi (13); 3. Scotty B White (13); 4. Jason Ott (13); 5. Rob Hines (13); 6. Chris J Puskar (13); 7. Luke Wilwert (13); 8. Tommy Boileau (13); 9. Robert Schmidt (13); 10. James Leithauser (13); 11. Tim Myers (13); 12. Derek Kulach (13); 13. David Muramoto (13); 14. Richard Kulach (12); 15. Mike Kramer (12); 16. Richard Fisher (11); 17. David Daughtery (8); DNF. Tom J Wickersham (5); DNF. Kevin Boehm (5); DNF. Dan Spirek (4); DNF. Alan Kossof; DNF. Richard Blddwin;

Overall Time of Race: 33.12.380; Average Race Speed: 93.958 mph; Margin of Victory: 1.834 seconds; Hawk Fastest Race Lap: 2.31.400 (95.112 mph); Lap Leaders: #07 laps 1 - 13; Sunoco Hard Charger: #15 Robert Schmidt

#### **DIVERSITY**Few classes offer

rew classes orret the variety of T3. First place went to an Acura TL, with a Chevy Cobalt SS, driven by Kevin Fandozzi, taking second (ABOVE RIGHT) and third going to a Ford Mustang, piloted by Scotty White (RIGHT).



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**FAST TIMES** 

Lee Alexander

set the pole with

a sub two minute

second time in history

that has happened in an SCCA class at

Road America. He

slowed a little during

the race, but still won

time - only the



Sports Racing, in its final year with this designation, proved to be the fastest class of the weekend. Lee Alexander blistered the four miles in his Stohr to take the SafeRacer Pole at 1:59.638. This was the only sub-two-minute lap of the week. In the race, James French set the Hawk Performance Hot Lap, which proved to be the fastest race lap of all classes at this year's Runoffs, in his Swift with a 2:01.324.

Alexander used his pole to lead into Turn 1, while Jason Miller's West-Kohler used an extremely low downforce setup to streak down the Moraine Sweep and into first at Turn 5. He led Alexander across the line at the end of the lap, with Dudley Fleck's Elan, Kirk Kindsfater's Speads, and two-time defending Champion Steve

Forrer's Ralt following.

On lap two, Alexander made a nice move on Miller at Turn 5 to take over the lead; while Kindsfater passed Fleck for third. Lee then began to stretch his advantage, opening up a four-second lead by the end of lap three. French was on the move, though, taking fifth from Forrer on lap four. French had started sixth with but one qualifying session on Thursday, as he was commuting from Indianapolis where he is attending college.

Alexander and Miller were off on their own, with the on-track action being for third as Kindsfater, Fleck, French, and Forrer were running in a tight group. French took Fleck on lap six and Kindsfater on lap seven to move onto the podium.

Alexander was secure in the lead, but French had caught Miller and the two were circulating nose to tail. On lap nine they ran side by side through Turn 14, but Miller had the faster car on the straight. This continued until lap 12 when French was balked by a

I'd lost an end plate and the car was vibrating and pushing badly"

lapped DSR (CSR and DSR shared the race group). However, French did not go quietly into the night; rather, he closed the gap quickly and on the last lap was dodging and weaving behind Miller trying to find a way past. It was

# with time to spare. THE FASTEST RACE 20 | C Sports Racing | Sunday, Sept. 22, 2013, 9:45 a.m.

to no avail, however, as the lap and race finished with Alexander winning handily, and Miller just nipped French for second. Forrer, Fleck, and Kindsfater followed.

"I had a weird high-speed shudder," Alexander revealed after the race. "I'd

lost an end plate and the car was vibrating and pushing badly." Not that anyone could tell from the sidelines based on his blazing speed.

Jason Miller said that it was hard dealing with traffic - a sentiment echoed by French. "I saw James

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Lee Alexander/CSCC (Stohr WF1 Suzuki) 1.59.638 / No time / 2.01.387; 2. Jason Miller/MILW (WynnFurst Kohler) 2.01.815 / No time / 2.08.367; 3. Dudley Fleck/IOWA (Van Dieman DPO2 Mazda) 2.02.016 / No time / 2.04.911; 4. Jacek Mucha/IND (Swift JMS 016a CP Mazda) 2.02.661 / No time / 2.07.72; 5. Steve Forrer/MILW (Ralt RT41) 2.03.720 / No time / 2.04.764; 6. James French/MILW (Swift 014) No time / No time / 2.03.914; 7. Kirk Kindsfater/COLO (Speads RS011A) 2.04.263 / 3.30.595 / 2.04.369; 8. Brian French/MILW (Ralt RT 41) 2.04.482 / 4.28.156 / 2.06.079; 9. Miles

Jackson/NWST (Stohr OD1) **2.04.683** / 3.25,924 / 2.05.455; 10. Jim Downing/ ATL (Peach Day-02 Mazda) **2.05.916** / 3.06.642 / 2.07.973; 11. Bob Wheless/ NCR (Stohr WF1) No time / 3.04.621 / **2.10.180**; 12. David Watson/CFR (Stohr WF1) **2.10.684** / 3.32.019 / 2.13.333; 13. Joseph Schifini/CSCC (Stohr WF1) **2.12.317** / No time / 2.12.999; 14. Arnie Loyning/ORE (Swift JMS 016 CP Mazda) No time / No time / No time / No time

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Lee Alexander (13); 2. Jason Miller (13); 3. James French (13); 4. Steve Forrer (13); 5. Dudley Fleck (13); 6. Kirk Kindsfater (13); 7. Miles Jackson (13); 8. Brian French (13); 9. Jacek Mucha (13); 10. Bob Wheless (13); 11. Jim Downing (13); 12. David Watson (13); 13. Joseph Schifini (12):

Overall Time of Race: 26.40.584; Average Race Speed: 116.957 mph; Margin of Victory: 6.903 seconds; Hawk Fastest Race Lap: 2.01.324 (118.690 mph); Lap Leaders: #8 lap 1; #48 laps 2 - 13; Sunoco Hard Charger: #46 James French





[French] coming and tried to maintain the tight line," said Miller. "It was fun to win such a close battle." French tried hard to recount his race but couldn't. "I was in so many battles that it is all black to me now," he said."

Tom Schultz



#### RACING FOR SECOND

The leader was in another time zone, leaving Jason Miller (ABOVE) and James French (BOTTOM) to decide who would get second. Miller took the spot, with French just 0.4sec back.



## THE RUNOFFS IN YOUR LIVING ROOM

Reading about the National Championship Runoffs is great, but did you know you can watch it on demand through SpeedcastTV.com? This is no average Web cast, either. Rather, the SCCA teams up with a slew of incredible professionals to bring you the best race coverage possible. It all starts at SpeedcastTV.com/SCCA. This is the same Website that streams a number of professional racing series. The SCCA then stacks the cards, bringing a bevy of motorsports professionals to call the racing action. Included in the team are broadcast veterans as well as pro racers, including Rick Benjamin, Dorsey Schroeder, Randy Pobst, Jeff Lepper, and Jim Teatow, with John Bisignano (ABOVE) calling the action from pit lane and handling post-race interviews. All 28 championship races were originally aired live, and are now available for online streaming - for free!





# **FOCUS**

RACE 21 D Sports Racing Sunday, Sept. 22, 2013, 9:45 a.m.

It can be easy to lose focus and start daydreaming during periods of inactivity, but polesitter Chris Farrell showed it could even happen as you are rolling off the grid to start the Runoffs. After qualifying, Farrell looked poised to take an easy win with his Stohr WF1, having covered the other 10 drivers by better than two seconds. But as the field rolled out of the grid and Farrell approached the worker who was looking for him to pick his lane as the polesitter, Farrell took the less favorable outside.

I hadn't realized I hadn't taken the inside for the pole position. It was just a brain fade"

#### CHRIS FARRELL

"You know, I just wasn't thinking," said Farrell. "I was on the normal driving line on the straightaway. In fact, even after the start, I hadn't realized I hadn't taken the inside for the pole position. I had no idea. It was just brain fade – totally!"

The inside line gave Tom Bootz the advantage as the field took the green, and he would go on to lead. On lap two, Bootz got a little too far into the rumble strips at Turn 6, damaging a portion of the bodywork that, by chance, made contact with and tripped his kill switch. Bootz coasted down to Turn 9 and pulled off near a worker station.

"We hit some rumble strips and the bodywork came up and hit the kill switch,

so it shut off," said Bootz. "Oddly, I figured that's what it was; otherwise, something else would have broken. So then, I had to think about where there might be somebody who could turn it back on for me. Having gone off a lot [at Road America], I went to Turn 9. It worked; the guy ran out and understood what I was yelling, and turned it back on for me."

With the car running again Bootz went to work trying to dig himself up from sixth place. Bootz put in a valiant effort, scoring the Hawk Performance Hot Lap, with a 2:04.697, and would ultimately claim the bronze medal.

"I just got some good laps and tried to stay consistent," said Bootz. "I didn't really know where I was because I didn't count how many guys I passed. Finally, the crew did tell me I was in position three. It worked out in the end."

David Locke, who started third, was the benefactor of Bootz's misfortune, as he moved up one position and took the silver medal. "It was largely uneventful, other than when Brian Hall spun in front of me," said Locke. "I had a lot of difficulty getting heat in the tires. I had the same set of tires to last the whole week. I scrubbed those Monday morning, and made them last until today. I think one of the downsides was that they were pretty tired by the race, sliding a lot in the early laps."

For race winner Farrell, this marked his first DSR title, and the last for the class under its current name, as the Sports Racing category gets a bit of a makeover for the 2014 season.



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Chris Farrell/UTAH (Stohr WF1) 2.01.662 / No time / 2.07.571; 2. Tom Bootz/KCR (Stohr WF1) 2.04.205 / No time / 2.10.903; 3. David Locke/ IND (Stohr WF1 Suzuki) 2.05.788 / No time / 2.09.925; 4. Brian Hall/CHI (Stohr WF1) 2.08.125 / No time / 2.11.238: 5. Jim Hallman/ATL (Stohr WF1 Suzuki) 2.08.301 / No time / 2.10.032; 6. Richard Colburn/CIN (NosTendo 2 Suzuki) 2.11.713 / No time / No time; 7. Michael Reupert/MILW (NosTendo 1) 2.17.427 / 3.22.730 / 2.18.881; 8. Jim Vogel/MILW (Stohr WF1 Suzuki) 3.07.464 / 3.17.330 / 2.17.650; 9. Doug Piner/NCR (Dauntless MX-1 Suzuki) No time / 3.06.597 / 2.34.577; 10. Brandon Dixon/ALA



#### **CATCH UP**

David Locke (RIGHT) and Tom Bootz (FAR RIGHT) were unable to keep pace with the leader, but both ran a great pace and had comfortable cushions by the end of the race.



(Stohr WF1 Suzuki) No time / **2.59.589** / No time; 11. Garrett Kletjian/NER (Stohr WF1 Suzuki) **3.21.468** / No time / No time:

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

RACE 12 laps, 48 Miles: Pos. Driver (Laps); 1. Chris Farrell (12); 2. David Locke (12); 3. Tom Bootz (12); 4. Jim Hallman (12); 5. Brian Hall (12); 6. Doug Piner (11); 7. Michael Reupert (10); DNF. Garrett Kletjian (3); DNF. Richard Colburn (0); DNS. Jim Vogel; DNS. Brandon Dixon;

Overall Time of Race: 26.40.986; Average Race Speed: 107.933 mph; Margin of Victory: 10.800 seconds; Hawk Fastest Race Lap: 2.04.697 (115.480 mph); Lap Leaders: #36 lap 1; #58 lap 2 - 13; Sunoco Hard Charger: #00 Doug Piner

"For me, it's like, finally," said Farrell. "I've been second a couple of times and third and broken, and just had so much bad luck at the Runoffs. This feels pretty good."

Farrell also claimed the highly coveted Club Racing Super Sweep Award as he motored on to a better than 10sec margin of victory (the Super Sweep requires a U.S. Majors Tour Conference Championship, a win in a key Majors race, the nationwide point championship, and a National Championship at the Runoffs, all in the same class).

"That was kind of an added treat," said Farrell of the Super Sweep. "It's pretty gratifying. It's nice to have finally [won the Runoffs], and winning the Super Sweep is an added bonus. I chased the Majors this year and had a lot of fun - we had a great time running."

Jason Isley



#### DESPITE THE ODDS

Chris Farrell overcame a couple issues, like lining up in the "wrong" position for the pace lap, to win the DSR National Championship – and did so with 10.8 sec over second place.



**KEEPING PACE** 

place finisher Jim Drago (TOP RIGHT)

had to settle for

courtesy of Chad Gilsinger (BELOW).

third this year,

Last year's second-



# ALL IN THE FAMILY

RACE 22 | Super Touring Lite | Sunday, Sept. 22, 2013, 10:45 a.m.

At the 2012 Runoffs, Ray
Huffmaster came out on top of an
epic two-car battle between himself
and Jim Drago. The action rivaled that
of even the most exciting professional
races, certainly well beyond the level
expected for the then-supplemental
Super Touring Lite class. This year,
with the class gaining National
Championship status, the stakes were
raised. Was it possible for the battle to
be any more spectacular?

Things took a decisive turn when defending race winner Ray Huffmaster had a severe crash during practice in his

"It's really special to win three of four, because it's not that easy," said Rob Huffmaster following the race. "The first one in '07 was a rain race, and [I] got a couple breaks that went my way. Last year, the same thing - we had a great car, had a brake problem, and then struggled for it. This year, I know Jim [Drago] and Chad [Gilsinger] are really good drivers, so I knew they were going to give me something."

It was also a special win for Rob Huffmaster because it was a family affair. "It was cool that [Ray Huffmaster] won the race last year, keeping it in the family for STL," said Rob Huffmaster. "We haven't done much with the car because we've been running [SCCA Pro Racing] Trans Am, but we came out for all the test days for this race, and did everything we could to get what we could out of it."

The battle behind Rob Huffmaster was between Drago in a Mazda Miata – who was the runner-up in STL last year and two days prior had locked up his second consecutive Spec Miata title – and Gilsinger in a Honda Civic Si, who had wrapped up the Touring 3 title a few hours earlier.

We came out for all the test days for this race, and did everything we could to get what we could"

**ROB HUFFMASTER** 

For Gilsinger, the run for the STL title was a last-minute effort, which included converting an older Showroom Stock B Civic for STL duty. "This was my first time running the car all year, so I didn't know what I was going to do in the car or what these guys were going to do," said Gilsinger. "[Drago] and I fell behind Rob [Huffmaster], which gave Rob breathing room. I was content to just stay behind [Drago], but then I noticed that the tires were going off a little bit and he was drifting wide a lot at some of the exits. I was kind of planning for a few laps of how I was going to take advantage of that. I got a good run coming out of Turn 3, and just

tucked up behind him and made the move coming into Turn 5."

Drago, who started second, had the measure of Gilsinger for a good portion of the race, but the balance was off on his Miata and by the halfway point he fell into Gilsinger's grasp.

"Truthfully, I don't think any of us were here to just get on the podium - we were here to win," said Drago. "I slipped a little behind Rob [Huffmaster], and he opened a twoor three-second gap. I was able to maintain it, but drove the car off. It was a little tight, so I just kept trying

**CHAMPION** 



Super Touring Under Pontiac Solstice, a class he was also running in. This incident had an impact on STL in more ways than one. Post accident, Ray Huffmaster chose to sit out the STL race, leaving the seat open in his 2012 STL winning Mazda RX-8. His son, 2007 T3 and 2012 STU National Champion Rob Huffmaster, was utilizing the past champion provision to enter his STL Mazda RX-7, but now had the opportunity to slip into the quicker RX-8.

When qualifying got under way, Rob Huffmaster claimed the SafeRacer Pole by just over a second in the RX-8, well under the previous STL qualifying record. In fact, the top four cars were all under the previous record.

When the race went green, it was clear the battle would be for the final two steps on the podium, as Rob Huffmaster slowly but steadily drove away from the field; his consistent laps allowed him to keep a safe gap and cruise to his third title in four attempts by just over 5 seconds.





to drive it and drive it; it was getting a little worse and a little worse. Chad [Gilsinger] stayed the same, and it seemed like he was a little more sorted. He slowly reeled me in, and he caught me in [Turn] 5."

Jason Isley

#### HELLO AGAIN

(BELOW) While the same Mazda RX-8 won STL this year and last, this time it was Rob Huffmaster behind the wheel. QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Rob Huffmaster/DET (Mazda RX-8) **2.32.995** / 2.34.091 / No time; 2. Jim Drago/MIDS (Mazda Miata) **2.33.996** / 2.36.698 / No time: 3. Chad Gilsinger/ OVR (Honda Civic Si) 2.34.494/ 2.35.557 / No time; 4. John Schmitt/ OVR (Honda Prelude) 2.35.119 / 2.35.694 / 4.58.528; 5. Luke Wilwert/ OVR (Honda Civic Si) 2.37.523 / 2.36.245 / No time; 6. Robert Beede/ NER (Honda Civic Si) **2.37.367** / 2.39.385 / 3.28.237; 7. Robert Schader/COLO (Mazda Miata) **2.37.465** / No time / No time; 8. Andrew Salzano/OVR (Honda Civic Si) 2.38.636 / No time / No time; 9. Brian Laughlin/NEOK (Mazda Miata) 3.10.655 / **2.38.728** / No time; 10. Rich Walke/CHI (Mazda RX-7) 2.40.599 / **2.40.481** / 4.14.926; 11. Breton Williams/ GTRV (Mazda RX-7) **2.40.959** / 2.42.529 4.17.528; 12. Tim Selby/MILW (Mazda Miata) 2.41.085 / 2.41.423 / No time; 13. Gregory Gale/WDC (Mazda MX-5) **2.42.863** / 2.43.535 / No time; 14. Stephen Wheeler/FLR (Acura Integra) 2.42.995 / No time / 4.10.678; 15. Tom Brown/MILW (Mazda Miata) 2.43.028 /

No time / No time; 16. Darin Treakle/WDC (Acura Integra) **2.43.076** / 2.43.107 / No time; 17. Steven Gorriaran/NER (Mazda Miata) **2.43.097** / 2.44.918 / No time; 18. Thomas Lepper/SFR (Acura Integra) **2.43.099** / No time / No time; 19. Danny Steyn/FLA (Mazda Miata) 2.43.293 / 2.44.511 / 3.12.909; 20. L. Patrick Sandlin/CFR (Mazda Miata) 2.43.331 2.44.541 / No time; 21. Ted Cahall/WDC (Mazda Miata) **2.45.278** / 2.46.186 / 3.35.232; 22. Randy Pobst/CFR (Mazda Miata) 2.48.798 / 2.45.589 / No time; 23 Tom Kraft/DMV (Mazda Miata) 2.49.289 **2.45.727** / 5.38.107; 24. Peter Keane/CFR (Acura Integra) **2.45.798** / 2.58.362 / 3.42.299; 25. Brett Fenske/CCR (Mazda Miata) 2.47.995 / 2.45.948 / No time; 26 Mike Smith/CHI (Honda Civic Si) 2.46.128 / 3.47.186 / No time; 27. Quinten Nelson/ OVR (Mazda Miata) 2.48.547 / **2.46.304** / No time; 28. Kyle Watkins/COLO (Mazda Miata) No time / 2.46.363 / No time; 29. Whitfield Gregg/NYR (Mazda Miata) **2.46.435** / 2.47.481 / 3.42.928; 30. Amy Mills/NYR (Mazda Miata) **2.46.553** / 2.47.252 / 3.51.867; 31. Jim Kettelkamp/ GTRV (Mazda Miata) **2.49.630** / 2.53.295 No time; 32. E. Lawrence Cahall/CHI (Mazda Miata) 2.56.695 / **2.52.810** / 3.53.702; 33. Thomas Lamb/FWR (Honda CRX Si) 2.53.840 / 2.53.214 / No time; 34. Joey Jordan/SAND (Mazda Miata) No time **72.58.756** / 3.37.548; 35. Derrick Ambrose/ORE (MAZDA2) 3.02.126 / **3.01.320** / 4.03.541; 36. Tom Hughes/ UTAH (Mazda Miata) 3.05.069 / **3.01.815** / No time; 37. Bruce Andersen/CHI (Mazda Miata) 3.50.532 / No time / 3.53.711; 38. Todd Lamb/ATL (Mazda Miata) No time / No time / No time; 39. Greg Amy/NER (Acura Integra) No time / No time / No time; 40. Andrew Charbonneau/FLA (Mazda Miata) No time / No time / No time; 41. Oscar Jackson/CSCC (Honda Civic Si) No time / No time / No time; 42. Ray Huffmaster/DET (Mazda RX-8) No time / No time / No time;

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

Schader - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.4.D.4.d,e

Amy - Loss of Qualifying 1, 2 and 3 times - car change - Supps 9.7

Lamb - Loss of Qualifying 1, 2 and 3 times - car change - Supps 9.7

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Rob Huffmaster (13); 2. Chad Gilsinger (13); 3. Jim Drago (13); 4. Luke Wilwert (13); 5. Robert Beede (13); 6. Rich Walke (13); 7. Greg Amy (13); 8. Breton Williams (13); 9. Darin Treakle (13); 10. Tom Kraft (13); 11. Tim Selby (13); 12. Gregory Gale (13); 13. Todd Lamb (13); 14. Thomas Lepper (13); 15. Tom Brown (13); 16. Randy Pobst (13); 17. Quinten Nelson (13); 18. Brett Fenske (13); 19. Whitfield Gregg (13); 20. Stephen Wheeler (13); 21. Peter Keane (12); 22. Amy Mills (12); 23. Mike Smith (12); 24. Jim Kettelkamp (12); 25. Brian Laughlin (12); 26. Thomas Lamb (12); 27. Robert Schader (12); 28. E. Lawrence Cahall (12); 29. Tom Hughes (12); 30. Derrick Ambrose (11); 31. Kyle Watkins (10); 32. John Schmitt (8); 33. Joey Jordan (6); DNS. Andrew Salzano; DNS. Steven Gorriaran; DNS. Danny Steyn; DNS. L. Patrick Sandlin: DNS. Ted Cahall: DNS. Bruce Andersen; DNS. Andrew Charbonneau; DNS. Ray Huffmaster;

Overall Time of Race: 33.25.104; Average Race Speed: 93.362 mph; Margin of Victory: 5.198 seconds; Hawk Fastest Race Lap: 2.33.125 (94.041 mph); Lap Leaders: #11 laps 1 - 13; Sunoco Hard Charger: #33 Greg Amy









#### **CLASSIC MOVES**

Greg Ira impressively wheeled his 260Z to the win, proving that the older chassis Production cars can still get the job done. t was a rough week for some competitors. Jon Brakke, three-time EP champion, damaged his Mazda Miata in Monday's practice badly enough that he went home. Tuesday's afternoon qualifying session was the only dry session for EP before the dry race, and the lack of track time prevented some competitors from adjusting their cars to Road America. Even after the race, Greg Ira was despondent after what he said was a "bump and run" incident on the last lap.

"These old cars we're in, we really have to wheel them," said Ira of his Nissan 260Z. "Winning with one of our older cars is difficult. I told myself I was going to raise my aggressive level today because of our need to win so badly."

That was before the final results were posted.

Aaron Downey was fastest on Tuesday and was optimistic about his chances in his Mazda RX-3. Jim Daniels (Mazda Miata) was second on the grid, with Matt Reynolds (Mazda Miata), Ira, Chris Dryden (BMW Z3), and Jesse Prather (Mazda MX-5) all within a second of Downey's SafeRacer Pole time. Three were power cars, and three were handling cars - very equal overall, but very different in how they achieved equality.

There were problems on the first lap as well as the last lap. As the field approached the start, the middle of the field was strung out, so it was waved off. They got the green on the

second attempt, and Reynolds took the lead as Downey fell back several spots. As the field sorted itself, it appeared that the top six qualifiers would be the cars to watch. Reynolds and Daniels were out front, with Downey and Ira a short distance back. Dryden and Prather were a little farther back from that.

The battle between Daniels and Reynolds was fierce until Daniels slid into the grass at the Carousel and Reynolds spun in Canada Corner. Both recovered, but on lap three it was Downey and Ira battling for the lead with Daniels, Dryden, and Prather close behind. Reynolds was in 14th and on a tear toward the front.

Farther back, Philip Royle was



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1 Aaron Downey/SFR (Mazda RX-3) 2.29.795 / No time / No time; 2. Jim Daniels/NER (Mazda Miata) 2.29.995 / 3.30.429 / No time: 3. Matt Revnolds/ALMO (Mazda Miata) **2.30.048** / No time / No time; 4. Greg Ira/ FLA (Nissan 260-Z) 2.30.313 / No time / No time; 5. Chris Dryden/SJR (BMW Z3) 2.30.486 / No time / No time; 6. Jesse Prather/KAN (Mazda MX-5) 2.30.561 / No time / No time; 7. Kenneth W Shreve/ORE (Mazda RX-7) 2.31.085 / No time / 3.19.461; 8. Rick Kavitski/NEP (Mazda Miata) 2.32.245 / No time / No time; 9. Sam Halkias/OVR (Triumph TR6) 2.32.626 / No time / No time; 10. Kevin Leigh/WDC (BMW Z3) **2.33.334** / No time / No time; 11. James Simaras/MILW (Mazda RX-7) **2.33.359** / No time / No time; 12. Steve Smyczek/MILW (Mazda RX-7) **2.34.350** / No time / 4.57.367; 13. John Morton/MILW (Nissan 240-Z) 2.34.754 / No time / No time; 14. Rick Kosdrosky/TEX (Caterham 7 America) 2.38.446 / No time / No time; 15.

also on a charge, after having transmission issues on Tuesday and having to start 34th, he gained 18 positions by the end, earning the Sunoco Hard Charger Award. The charge Reynolds was on, however, would have different results.

Ira continued to lead with a good gap back to Downey, Daniels, Prather, and Rick Kavitski. By halfway, Daniels had passed Downey and gapped him.

"We were just off on the setup," said Downey afterward. "Yes, I did lead a couple times during the race, but I never felt like I had a winning car."

Daniels, on the other hand, thought he might have a winning car. It was the car with which Pratt Cole won the EP championship three times. Daniels eventually caught and passed Ira on lap 10, but a heim joint in his shifter ended his day.

Then it was Reynolds who caught Ira on the final lap. In Turn 8, Reynolds tapped Ira's Nissan on the left rear mid turn, pushing Ira off line. Ira was quickly back in pursuit, drag racing Reynolds up the hill, but Ira fell 0.173sec short at the finish line.

Unfortunately for Reynolds, the final lap tap he was involved in with Ira, in addition to an earlier incident, were considered violations, and he was



penalized three positions, putting him fourth, behind Ira, Downey, and Dryden.

Ira was the new EP champion in what he said was "probably the last race for this car." His Nissan has always been a competitive car, so hopefully we will be seeing it again.

#### J. Michael Hemsley



#### IN THE HUNT

Aaron Downey (ABOVE) briefly led the Runoffs, but his setup wasn't perfect, and he found himself battling for second place against Chris Dryden (LEFT). At the stripe, Downey edged Dryden by 0.2sec.

Gary Gist/SAND (Mazda RX-7) 2.38.626 / No time / No time; 16. Lance Loughman/ WMR (Nissan 240-Z) **2.38.798** / No time / No time; 17. Rob Coffey/BVR (Honda Prelude Si) 2.39.033 / 4.13.445 / 3.20.740; 18. Don Bunt/CHI (Nissan 240-Z) **2.40.058** / 3.28.815 / No time; 19. Charlie Clark/KCR (Mazda RX-7) 2.40.095 / No time / No time; 20. Tony Jimerson/SFR (Mazda RX-7) **2.40.103** / No time / No time; 21. Michael Helm/WOR (Toyota MR-2) **2.40.958** / No time / 3.14.958; 22. Steve Hussey/CSCC (Mazda Miata) 2.42.131 / 3.34.362 / 3.11.027; 23. Ron Olsen/CHI (Mazda RX-7) **2.42.375** / No time / No time; 24. Brian Haupt/KCR (Mazda RX-7 2.43.056 / No time / No time; 25. Richard Luening/MILW (MG B) 2.43.144 / No time No time; 26. Peter Morton/OVR (Honda \$2000) **2.43.412** / 3.28.743 / 3.21.521; 27. Chris Stevens/KCR (Mazda RX-7) 2.46.482 / No time / No time; 28. Donald Walsh/SUS (Mazda RX-7) 2.51.339 / No time / No time; 29. James Malone/AZ (Porsche 944) **2.53.241** / No time / No time; 30. Dwight Cooke/NCR (Triumph TR4) 2.57.761 / No time / No time; 31. Rich Olsen/CHI (Mazda RX-7) 3.08.446 / No time / No time; 32. Dan Hedley/BVR (Honda Prelude Si) 4.02.011 / 4.26.250 / **3.12.029**; 33. Sydney Davis/HOUS (Mazda Miata) No time / 4.45.780 / **3.13.481**; 34. Philip Royle/ CSCC (Mazda RX-7) 3.13.853 / No time / No time; 35. Robert E. Hummel/CHI (Mazda RX-7) No time / 3.17.143 / No time; 36. James Malinowski/CHI (Mazda RX-7) No

time / No time / No time; 37. Jon Brakke/

LOL (Mazda Miata) No time / No time / No

time; 38. George Olsen/CHI (Austin-Healey 3000) No time / No time / No time;

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

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Greg Ira (13); 2. Aaron Downey (13); 3. Chris Dryden (13); 4. Matt Reynolds (13); 5. Jesse Prather (13); 6. Kevin Leigh (13); 7. Kenneth W Shreve (13); 8. James Simaras (13): 9. Sam Halkias (13): 10. John Morton (13); 11. Don Bunt (13); 12. Lance Loughman (13); 13. Steve Smyczek (13); 14. Robert E. Hummel (13); 15. Charlie Clark (13); 16. Philip Royle (13); 17. Peter Morton (13); 18. Brian Haupt (13); 19. Richard Luening (12); 20. Sydney Davis (12); 21. James Malone (12); 22. George Olsen (12); 23. Michael Helm (11); 24. Jim Daniels (10); 25. Rick Kavitski (10); 26. Rick Kosdrosky (7); 27. Dan Hedley (7); 28. Tony Jimerson (6); DNF. Gary Gist (3); DNF. Ron Olsen (2); DNF. Dwight Cooke (2); DNF. Rob Coffey (1); DNF. Rich Olsen (1); DNS. Steve Hussey; DNS. Chris Stevens; DNS. Donald Walsh; DNS. Jon Brakke;

Overall Time of Race: 34.29.864; Average Race Speed: 90.441 mph; Margin of Victory: 8.535 seconds; Hawk Fastest Race Lap: 2.28.274 (97.117 mph); Lap Leaders: #76 laps 1, 10; #71 laps 2,13; #5 laps 3; #2 laps 4-9, 11 - 12; Sunoco Hard Charger: #42 Philip Royle

Reynolds - Loss of 3 positions per SOM -GCR 6.11.1.A,B,C,D page 67 **RUNAWAY** 

Scott Rettich

destroyed the FE

competition this

of victory - and

that was after a

four laps in.

full course caution

year, taking the win

with a 47sec margin



# TIME TO SPARE

RACE 24 | Formula Enterprises | Sunday, Sept. 22, 2013, 2:00 p.m.

Ging into the Formula Enterprises race, Scott Rettich was pretty much everybody's pick to win. He was the surest bet this year - and he did not disappoint, taking the SafeRacer Pole by 2.5sec and cruising to a seemingly easy victory with 47 seconds to spare. That victory also meant that Rettich collected the SCCA Super Sweep, a feat only one other racer managed this year.

Paul Schneider, however, wasn't going to let Rettich get away

lap, both were out as Grundahl spun at Turn 5 and collected the hapless Schneider. This reduced the field from 10 to six cars, with Rettich making his merry rounds a half minute ahead of Kennedy and Everard.

The race ran out with Rettich up front, barely breaking a sweat, winning at a canter, if you will. But second was fought to the finish, as Edevard caught and passed Edward for position entering Turn 1 on the last lap. Kennedy came right back and retook the spot at Turn 5.

**QUALIFYING** Pos. Driver/Region (Car) Time Session 1/Time Session 2/ Time Session 3; 1. Scott Rettich/OVR 2.13.403 / No time / No time; 2 Denny Marklein/MILW 2.15.923 / No time / No time; 3. Steve Grundahl/ MILW 2.16.445 / No time / No time; 4. Paul Schneider/CCR 2.16.695 / 3.39.282 / 3.07.806; 5. Tilden Kinlaw/NCR **2.17.738** / No time / No time; 6. Brandon Kennedy/PHL **2.18.138** / No time / 3.30.884: 7. Matthew Cutter/BVR 2.21.765 / 3.08.835 / 3.36.261; 8. Eric Cruz/ NCR 2.21.780 / No time / No time; 9. Carl Przyborowski/CHI 2.23.795 / No time / No time; 10. Reece Everard/DET 2.25.240 / No time 2.59.750; 11. Keith McDonald/WDC 2.25.926 / No time / 3.15.930; 12. Marshall Mauney/MILW No time / No time / No time:

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Scott Rettich (13); 2. Reece Everard (13); 3. Brandon Kennedy (13); 4. Eric Cruz (13); 5. Keith McDonald (12); 6. Carl Przyborowski (10); 7. Steve Grundahl (8); 8. Paul Schneider (7); DNF. Tilden Kinlaw (0); DNF. Matthew Cutter (0); DNS. Denny Marklein;

Overall Time of Race: 31.40.080; Average Race Speed: 98.522 mph; Margin of Victory: 47.021 seconds; Hawk Fastest Race Lap: 2.14.220 (107.287 mph); Lap Leaders: #17 laps 1 - 13; Sunoco Hard Charger: #3 Reece Everard



# CHAMPION FORMULA ENTERPRISES Scott Rettich Ohio Valley Region Alliance Autosport/PDI Communications FE



#### CLOSE CALL

The battle for second was intense, with Reece Everard (BELOW) edging out Brandon Kennedy (RIGHT) by just 0.6sec.



unscathed. Schneider nipped Rettich at the start, moving inside at Turn 1 to take the lead. This lasted until Turn 3, when Rettich moved back into the lead. Schneider tried again at turn 5, but Rettich retained the point.

Later that lap, Tilden Kinlaw spun at Turn 8 and collected Mathew Cutter, putting both out of the race. This created a full course caution, which lasted until lap four. The order for the restart was Rettich, Schneider, Steve Grundahl, Eric Cruz, Brandon Kennedy, and Reece Everard.

Rettich didn't repeat his lap one slow start, as he immediately pulled ahead of the field. Grundahl challenged and passed Schneider for second, while Kennedy followed in fourth. Schneider did not let Grundahl get away, though, and he closed and passed him on lap seven. On the next

The two ran nose to tail until Turn 12 when Edevard moved back into the runner up spot, holding it to the flag.

After the race, Edevard and Kennedy reveled a little about their last-lap battle. "I was doing everything I could to keep [Edevard] behind me, but he got me going into [Turn] 12," said Brandon. For his part, Reece commented, "I tried as hard as I could and finally caught him. I knew that I had an edge in 12, so I decided to make my move there."

Rettich later said that he felt so confident in his car that when Schneider took the lead at the start, he was not worried. "I gave him room because I knew my car was the fastest and that I could get it back in the next corner." Turns out, Rettich was very correct.

**Tom Schultz** 

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QUALIFYING Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time
Session 3; 1. Michael Scornavacchi/FLA
(Ford Mustang V6) 2.40.493 / No time /
No time; 2. Greg Vandersluis/NEO (Ford
Mustang V6) 2.41.808 / No time /
2.43.474; 3. Lee Niffenegger/CSCC
(Honda Civic SI) 2.41.877 / No time /
2.44.689; 4. J Brian Price/WDC (Mazda
MX-5) 2.43.675 / 3.06.797 / 2.43.294; 5.
Michael Collins/WDC (Mazda MX-5)
2.43.710 / No time / 3.20.723; 6. Matthew
Staal/CSCC (Honda Civic SI) 2.43.714 / No
time / 2.45.639; 7. Ralph Porter/IND
(BMW Z4 2.5) 2.43.889 / No time /
2.47.055; 8. Lance Stewart/RENO (Ford

#### **CHAMPION TOURING 4**

Michael Scornavacchi Florida Region Angry Sheep Motorsports/ Carbotech Ford Mustang

#### MOTORING

The T4 win was claimed by Michael Scornavacchi, who drove a fantastic race against some tough competition.

Michael Scornavacchi won the inaugural Touring 4 title, the combination of the previous SSB and SSC classes. He survived the early lap tussle simply by getting the lead at the start and staying there while all the shuffling took place behind him. It sounds simple enough.

Scornavacchi led away in his Ford Mustang while second qualifier Greg Vandersluis lost several places in Turn 5 in his Mustang. "I got punted hard by an MX-5," said Vandersluis following the race. "I almost spun and I lost several places. After that, I just had to be consistent and try not to overdrive the car. I knew the race would be playing catch up."

The order starting the second lap was Scornavacchi, Lee Niffenegger (Honda Civic), Lance Stewart (all the way up from eighth in his Mustang), J. Brian Price (Mazda MX-5), Matthew Staal (Honda Civic), and the recovering Vandersluis.

Stewart reeled Niffenegger in and passed him for second into Turn 12 on

lap five. Vandersluis continued his charge, taking Price for fourth on lap six. This fight became a battle for third on lap eight as both moved past Niffenegger. Price then slowly fell back, making the order Scornavacchi, Stewart, Vandersluis, Niffenegger, Price, and Staal with three laps to go.

Surprisingly, the top six remained static for these final three laps, with no changes. Scornavacchi came across the line 1.9sec ahead of Stewart to claim his second National Championship. Stewart had to content himself with yet another runner-up finish, his third in a row, while Vandersluis came third just under seven seconds behind Stewart. That was a fine recovery from his lap one tangle.

Stewart was reasonably pleased with his second-place finish, considering. "Eighth was not where I wanted to start the race," he said. "Once I got a comfortable gap to third, I wanted to run down Mike [Scornavacchi], but he was just too far ahead and there was a lot of traffic."

Scornavacchi had no complaints about his run. "I had a good start and was up front with a clear road. I knew that Lance [Stewart] would be coming up from a bad grid position but that he would have trouble getting past Lee [Niffenegger]. That is just what happened, and it really helped me."

Tom Schultz

Mustang V6) No time / No time / 2.44.927; 9. Andrew Charbonneau/FLA (Ford Mustang) 3.06.574 / No time / 2.44.998; 10. Jim Ebben/MILW (Mazda RX-8) **2.45.025** / No time / 2.48.936; 11. Steven Zink/LV (Ford Mustang V6) 2.45.672 / No time / No time; 12. Toby Grahovec/TEX (BMW Z4 2.5) **2.46.106** / No time / 2.47.469; 13. Paul Gargiulo/NER (Honda Civic SI) **2.47.574** / No time / 3.01.713; 14. Stan Czacki/PNAM (Acura RSX Type-S) **2.47.696** / No time / No time; 15. Kristina Etherington/LV (Ford Mustang V6) 2.49.187 / No time / 2.47.832; 16. Lothar Kremer/COLO (Chevrolet Camaro) 2.55.779 / No time / No time; 17. James Place/TEX (Ford Mustang) 2.56.653 / No time / No time; 18. Victor Van Tress/CSCC (Mazda MX-5) 2.58.792 / No time / 3.01.915; 19. Keith Jones/NEO (Mazda Miata) 2.59.090 / No time / 2.58.808; 20. Steven Christopher/OVR (Mazda 3s) 3.00.844 / No time / 3.02.066; 21. Mark McCaughey/CFR (Toyota Celica GTS) No time / No time / No time; 22. Tom Daly/ LOL (Volkswagen Rabbit) No time / No time / No time:

Gargiulo - Loss of Qualifying 2 times per Chief Steward - GCR 9.1.9.2

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. Michael Scornavacchi (13); 2. Lance
Stewart (13); 3. Greg Vandersluis (13); 4.
Lee Niffenegger (13); 5. J Brian Price (13);
6. Matthew Staal (13); 7. Andrew
Charbonneau (13); 8. Ralph Porter (13); 9.
Steven Zink (13); 10. Michael Collins (13);
11. Jim Ebben (13); 12. Toby Grahovec
(13); 13. Paul Gargiulo (13); 14. Stan
Czacki (13); 15. Tom Daly (13); 16. Victor
Van Tress (13); 17. Lothar Kremer (13); 18.
James Place (13); 19. Steven Christopher
(12); 20. Keith Jones (12); DNS. Kristina
Etherington; DNS. Mark McCaughey;

Overall Time of Race: 35.10.002; Average Race Speed: 88.720 mph; Margin of Victory: 1.948 seconds; Hawk Fastest Race Lap: 2.41.499 (89.165 mph); Lap Leaders: #2 laps 1 - 13; Sunoco Hard Charger: #20 Tom Daly

#### **CLOSE QUARTERS**

The battle for second started out tight, with eventual second-place finisher Lance Stewart (31) exchanging paint with third-place finisher Greg Vandersluis (93).





**FUN SIZE** 

National

B-Spec's first

Championship race

saw only nine cars

take the areen, but

close, with Charlie

RIGHT) for the win.

James (BELOW)

fending off Joel

Lipperini (TOP

the race up front was



# NUMBER ONE

RACE 26 | B-Spec | Sunday, Sept. 22, 2013, 3:00 p.m.

As the first official championship year for the new B-Spec class, this year's championship could have been anyone's game. The professional B-Spec class in SCCA Pro Racing Pirelli World Challenge offered few clues, and many new B-Spec cars turned up at the Runoffs to try for the inaugural crown.

2011 STU Champion Joel Weinberger turned up in a Mazda 2 and put that car on the SafeRacer Pole for the race; while his teammate Shawn Young put his Mazda 2 on the outside of the front row. On the second row sat Charlie James in a Mini Cooper, and next to him was

Joel [Lipperini] was behind me and we just put our heads down and started racing"
CHARLIE JAMES

three-time National Champion Joel Lipperini in a Honda Fit. The third row featured Mike Asselta in another Mini, and Brian Kelm in a Ford Fiesta.

As the field of nine cars took the green flag, Weinberger grabbed the lead with Young close behind, but both Mazdas seemed to overdrive their tires into Turn 1, going wide. Weinberger ended his race right there with a wall hit, while Young was able to continue at the back of the pack. Later that lap, several cars spun, and Kelm ended up stranded at Turn 7.

As the field shook out, it was James in the lead, followed by Lipperini just over a second behind. Tony Kester had moved up from last on the grid to third in his Mazda 2. A little bit later, Asselta moved up to third in his Mini.

Kester pressed Asselta for the final step on the podium, with Young also pressing Kester. The trio went nose-to-tail for quite a distance, while James and Lipperini checked out up front. In lap nine, Kester passed Asselta for third and made it stick; while Asselta had his hands full keeping Young back in fifth place. Kester's tires had clearly come in, and once he found the third spot, he held it against constant assault by Asselta.

That was how it played out - James won by a margin of 2.867sec at the flag, with Lipperini claiming second place. Kester finished third, claiming the Sunoco Hard Charger Award.

"The Turn 1 incident was definitely interesting at the very start," said



James. "It shocked us all and we weren't sure what to make of it. Joel [Lipperini] was behind me and we just put our heads down and started racing to see where we all ended up."

Jeff Zurschmeide

QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Joel Weinberger/CHI (Mazda2) 2.54.936 / No time / No time; 2. Shawn Young/CHI (Mazda2) 2.55.153 / No time / No time; 3. Charlie James/NEOK (Mini Cooper) 2.55.356 / No time / 3.05.842; 4. Joel Lipperini/NEP (Honda Fit) 2.56.341 / 3.15.218 / 3.00.079; 5. Mike Asselta/KCR (Mini Cooper) 2.56.794 / No time / 3.04.784; 6. Brian Kelm/DET (Ford Fiesta) 2.56.871 / No time / 2.59.758; 7. Roy Richards/CSCC (Honda Fit) 3.00.377 / No time / 3.05.167; 8. Derrick Ambrose/ORE (Mazda2) 3.00.706 / 3.24.244 / 3.02.606; 9. Mark Boden/CHI (Mazda2) No time / No time / 3.22.938; 10. Tony Kester/

# JAMES MINISTRANCE OF CONTROL OF C

#### CHAMPION

Charlie James

Northeast Oklahoma Region SafeRacer/BFG/ Sparco/FedEx/ Joe Gibbs Mini Cooper

BVR (Mazda2) **3.33.893** / No time / No time; 11. Robbie Davis/SCR (Mini Cooper) No time / No time / No time;

RACE 12 laps, 48 Miles: Pos. Driver (Laps); 1. Charlie James (12); 2. Joel Lipperini (12); 3. Tony Kester (12); 4. Mike Asselta (12); 5. Shawn Young (12); 6. Derrick Ambrose (12); 7. Roy Richards (12); DNF. Joel Weinberger (0); DNF. Brian Kelm (0): DNS. Mark Boden:

Overall Time of Race: 35.50.250; Average Race Speed: 80.363 mph; Margin of Victory: 2.867 seconds; Hawk Fastest Race Lap: 2.55.373 (82.111 mph); Lap Leaders: #02 laps 1 - 13; Sunoco Hard Charger: #99 Tony Kester



Thank You!



With these words, the entire Road America staff would like to express its appreciation to the SCCA and their entire organization, its members and to the incredible participants of the SCCA Runoffs.

It has been five fantastic years of hosting the Runoffs at Road America. Five years that we will remember and cherish forever. As many of you know all too well, Road America's history is strongly linked to the SCCA, and we appreciate the loyalty and dedication of all the SCCA members from the surrounding regions that made this event such a memorable experience year after year.

The enormous amount of time and energy it takes to organize and manage an event of this caliber is a testament to the character, spirit and generosity of all SCCA volunteers, members and of course, the participants and we thank all of you.

Although the Runoffs has moved on, the SCCA will always be a part of Road America plus the memories and camaraderie will always be part of our life.

Thanks for all of your support throughout these past five years.





HARD TO BEAT Peter Portante

proved to be the

class of the Formula



Peter Portante, who is all of 17 years old and in his second year of racing, made his first visit to the Runoffs memorable indeed. He qualified on the SafeRacer Pole at 2:11.394, fought off an early challenge by David Grant, and came home a National Champion with a 16.894sec margin of victory over Chris Miller.

The race started on lap two after a wave off, with David Grant leaping to the front from his fourth grid spot. Portante followed closely, then Tonis Kasemets and defending Champion Gerald Szykulski. Incidentally, Kasemets, who won in 2000, was entered using the past champion.

exemption given for only this Runoffs. On lap four, Szykulski took Kasemets going into the first turn. This

lasted but one lap before disaster

It's only my second year road racing, and this is a great trophy to have in my very small trophy case"
PETER PORTANTE

struck; Szykulski had his gearbox break, causing his car to slow suddenly. Kasemets, following closely, could not avoid running into him. In the the fray. This elevated Chris Miller to third, with Robert Allaer now in fourth.

Lap five saw all the action up front. First, Portante used the inside line into Turn 1 to take the lead from Grant. This lasted until Turn 12, when Grant moved to the inside and reclaimed the lead. However, Portante repeated his Turn 1 maneuver from the previous lap, retaking first.

This order held steady until lap 10, with the first four places all running on their own. But something broke on Grant's car as he entered the Carousel, and he went straight into the tire barrier, ending his day. The race ran out with Portante setting the Hawk



Performance Hot Lap some 1.1sec faster than anyone else, winning easily. Miller and Allaer were the next to cross the finish line.

"It was a great race," Portante exclaimed after the race. "It's only my second year of road racing, and this is a great trophy to have in my very small trophy case.

"I tried to get a gap over Grant but he was tough," Portante continued. "I was able to get a draft and pass him

**QUALIFYING** Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Peter Portante/NER (Van Diemen RF01) 2.11.394 / No time / No time; 2. Christopher Miller/LOL (Van Diemen Zetec) 2.11.721/ 2.40.193 / No time; 3. Gerald D Szykulski/ LOL (Van Diemen DP08) 2.11.802 / No time / No time; 4. David Grant/ATL (Van Diemen RF03) **2.12.649** / No time / No time; 5. Robert Allaer/CFR (Van Diemen RF02) **2.14.830** / 9.19.139 / No time; 6. J.R. Smart/ MILW (Van Diemen RF01) **2.15.389** / No time

/ No time; 7. Tonis Kasemets/CHI (Van Diemen RF01) No time / **2.15.877** / No time; 8. Todd Marrical/PHL (Van Diemen RFO6) 2.16.473 / No time / No time; 9. Jim Victor/GTRV (RFR F2000) 2.17.262 / No time / No time; 10. William Hoops/NEP (Van Diemen RF99) 2.24.355 / No time / No time; 11. Mark Dillon/LOL (Van Diemen RF96) **2.35.116** / 3.04.127 / No time; 12. John Brumder/COLO (Van Diemen RF05) No time / No time / No time;

RACE 13 laps, 52 Miles: Pos. Driver (Laps); 1. Peter Portante (13); 2. Christopher Miller (13); 3. Robert Allaer (13); 4. Todd Marrical (13); 5. Jim Victor (13); 6. William Hoops (12); 7. Mark Dillon (10); 8. David Grant (9); 9. Tonis Kasemets (5); 10. Gerald D Szykulski (4): DNS. J.R. Smart:

Overall Time of Race: 30.17.532; Average Race Speed: 102.997 mph; Margin of Victory: 16.894 seconds; Hawk Fastest Race Lap: 2.11.353 (109.628 mph); Lap **Leaders:** #24 laps 1, 6 - 13; #29 laps 2 - 5; Sunoco Hard Charger: #69 Todd Marrical





#### **THE GAP**

Second place finisher Christopher Miller (ABOVE) found himself 16sec behind the winner, but had a very comfortable lead over third place finisher Robert Allaer (LEFT).



in a section of the track where I knew

I was quicker. It was tight for three or four laps until I could get a gap."

For his part Miller said, "I can't be disappointed about second place on my first time here. Peter [Portante] was in a class of his own today."

Indeed he was, and he has a gold medal to prove it.

Tom Schultz

#### **MEMORABLE MOVES**

An award earned during each of the 28 National Championship races is the GoPro Hero Move of the Race. This award, decided by an informal panel of broadcasters, journalists, and SCCA staffers, is announced within minutes of the checkered flags flying. Some of the winners, like Lawrence Loshak, earned the honor in Formula 1000 for running from the back of the pack to take the win, while others claimed it though one quick, daring on-track moment, like Aaron Downey's Carousel drift in E Production. Each recipient received a GoPro Hero3 at the Runoffs in recognition of their skill, daring, or just plain persistence during their championship race.

**GT-1:** Kyle Kelley

GT-2: Andrew Aquilante

GT-3: Rob Warkocki

GT-L: Chris Bovis

AS: Tom Sloe EP: Aaron Downey

FP: Eric Prill

HP: W. Jay Griffin

STU: Mark Hoover

STL: Greg Amy

T1: George Biskup

T2: Matthew Pullano

T3: Kevin Fandozzi

T4: Lance Stewart

SM: Danny Steyn

Tony Kester BS:

FA: Sedat Yelkin

FR-Lawrence Loshak

FC: Peter Portante

FE: Reece Everard

FF: Tim Kautz

FM: Doug Peterson

FV: Michael Varacins

F500: C.I. McAbee

CSR: Igmes French

DSR:

Tom Bootz

SRF: Scott Rettich

Mark Mercer









#### SO CLOSE

The race for the lead was spectacular, with Chris Bovis (78) and Robert Lentz (60) pulling out every trick in the book. It all came down to a drag race to the stripe, however, with Bovis edging Lentz by 0.007sec.

Chris Bovis won't change his name to James Bond, but he might consider changing his car number to 007. That number will be as famous for a while in SCCA circles, since Bovis won his second National Championship by 0.007sec over Bobby Lentz - that is the closest finish at the Runoffs since transponders were introduced.

Lentz set a qualifying time more than two seconds faster than Bob Clark, 3.5sec faster than Kent Prather in fourth, almost four seconds faster than Bovis in fifth, and more than seven seconds faster than Steve Sargis in 12th on the grid.

At 20 cars strong on the grid, GT-Lite proved again to be one of the standout classes of the week with enough cars to have racing everywhere on track.

Sargis, who had won championships in FP, GP, and HP in his Spitfires, was playing catch up from damage prior to the event, and then did more destruction to his splitter in a minor off during Tuesday qualifying. He and the rest of the field never had much chance

to improve in the remaining rainy qualifying sessions.

At the green flag, Lentz held off a charge by Clark into Turn 1, emerging in the lead with a lot of scrambling for second behind him. Brian Downey made an incredible start from eighth on the grid to third at the end of the first lap. Lentz pulled away while Bovis, Downey, Clark, Prather, and several others ran close together. Sargis was also on the move, having gained four places in that first lap.

On lap three, Lentz continued to



QUALIFYING Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Robert Lentz/WDC (Nissan Sentra SER) 2.33.281 / No time / No time; 2. Bob Clark/ MILW (Honda CRX) 2.35.389 / No time / No time; 3. Peter Shadowen/FLA (Honda CRX) 2.35.415 / No time / No time; 4. Kent Prather/KAN (Mazda Miata) 2.35.898 / No time / 3.22.396; 5. Christopher Bovis/CHI (Honda CRX) 2.36.192 / No time / No time; 6. Kyle Disque/NER (Toyota Tercel) 2.37.084 / No time / No time; 7. Jonathan Goodale/COLO (Mazda MX-5) 2.37.947 / No time / No time; 8. Brian Downey/WDC (Nissan 200SX SE-R) 2.38.699 / No time / No time; 9. Peter Zekert/STL (Nissan 200SX SE-R) 2.38.746 / 4.59.711 / No time; 10. Charles Leonard/CFR (Nissan



FINAL STEP
Eight seconds
behind the battle
for the lead, Steve
Sargis was in a
race for third.

extend his lead over Bovis, who seemed to have second in hand while Prather and Clark battled for third. Then, Peter Shadowen suffered a flat right front tire after having qualified on the second row. As he continued slowly off line, he was collected by Jamie Houseman who, unfortunately, spun into him, bringing out a full course yellow.

Racing resumed on lap eight with Lentz's lead eliminated, but the ensuing battle between Prather and Bovis for second allowed Lentz to once again slip away. Over the next few laps, Lentz improved the gap back to Bovis, and Prather fell back into the clutches of Sargis, now up to fourth.

On lap 10, Bovis began to catch Lentz and was on his bumper as they started the last lap. Farther back, Sargis was pressing Prather equally hard.

Lentz defended the lead as best he could, as Bovis tried the outside in Turn 5, inside in Turn 6, outside again in the Carousel, then the inside in Turn 14. They were side by side much of the lap, touching several times.

"I could see him creeping, creeping,

Lentz defended the lead as best he could, as Bovis tried the outside in Turn 5, inside Turn 6, outside again in Turn 14"

creeping," Lentz said of the final drag race up the hill to the checkered flags. "Frankly, all I thought was, 'Here we go again.' It was exactly what happened to me last year. I just got out-motored up the hill."

Out-motored by 0.007sec at the line.

Some eight seconds back, Prather and Sargis were still battling for third. "I made a last-lap desperate move for third place and went off the track," said Prather of his last-lap, last-turn maneuver. Sargis took third and was also awarded the Sunoco Hard Charger Award for gaining nine places during the race. Clark finished fourth.

Bovis set the Hawk Performance Hot Lap with a time nearly one second faster than Lentz, but he said the difference between his Honda and the Nissan of Lentz was small. "Just a matter of a few feet here and there," he said. That few feet – actually, about one foot – was all he needed.

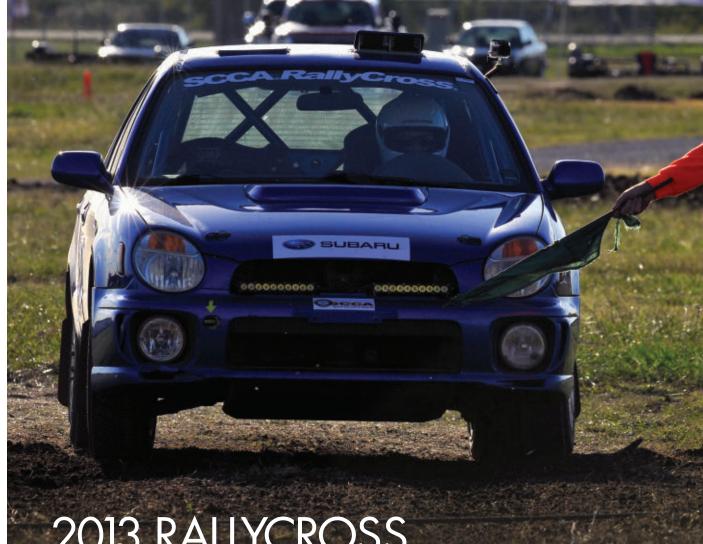
J. Michael Hemsley

200SX SE-R) 2.38.775 / No time / No time; 11. Daniel Meller/MILW (Toyota Tercel) 2.39.536 / No time / No time; 12. Steve Sargis/BVR (Triumph Spitfire) 2.41.093 / No time / No time; 13. James Hargrove/ORE (Honda Civic) 2.43.265 / 3.40.022 / No time; 14. Noel Hayward/SFR (MG Midget) 2.43.753 / 3.36.976 / No time; 15. Roy Lopshire Jr/KCR (Toyota Tercel) 2.44.116 / No time / No time; 16. Lans Stout/ORE (Nissan Sentra) 2.44.239 / No time / No time; 17. Jamie Houseman/DET (Honda CRX) 2.45.820 / 5.16.719 / 3.16.632; 18. Bryan Floyd/CIN (Nissan 200SX) 2.50.896 / No time / No time; 19. Robert Bax/CIN (Nissan Sentra) 2.51.775 / No time / No time; 20. Greg Socha/WMR (Toyota Celica) No time / No time /

Shadowen - Loss of Qualifying 3 times per Chief Steward - GCR 9.1.2

RACE 13 laps, 52 Miles: Pos. Driver (Laps);
1. Christopher Bovis (13); 2. Robert Lentz
(13); 3. Steve Sargis (13); 4. Bob Clark (13);
5. Charles Leonard (13); 6. Kyle Disque
(13); 7. Brian Downey (13); 8. Lans Stout
(13); 9. Peter Zekert (13); 10. Jonathan
Goodale (13); 11. Kent Prather (13); 12.
Daniel Meller (13); 13. James Hargrove
(13); 14. Roy Lopshire Jr (13); 15. Bryan
Floyd (13); 16. Robert Bax (13); 17. Noel
Hayward (9); DNF. Peter Shadowen (3);
DNF. Jamie Houseman (3); DNF. Greg
Socha (3):

Overall Time of Race: 38.16.431; Average Race Speed: 81.518 mph; Margin of Victory: 0.007 seconds; Hawk Fastest Race Lap: 2.33.161 (94.019 mph); Lap Leaders: #60 laps 1 - 12; #78 lap 13; Sunoco Hard Charger: #8 Steve Sargis



# 2013 RALLYCROSS NATIONAL CHAMPIONSHIP

Tulsa Raceway Park | Tulsa, Okla. | Oct. 4-6, 2013

IMAGES Rupert Berrington

Racing counterparts, is barely out of its infancy. The first RallyCross National Championship broke 100 competitors. Not bad for a championship event that, compared to its Solo or Club Racing counterparts, is barely out of its infancy. The first RallyCross Nationals took place in 2007 in Hastings, Neb. At that event, 50 diehards made the trek to battle for the honor of becoming a National Champion. This year, 103 competitors journeyed to Tulsa Raceway Park in Tulsa, Okla., for the seventh RallyCross title event.

It wouldn't be a RallyCross National Championship without valiant stories of determination. Courses had to be redesigned on the fly, cars had to be fixed at the last minute, and co-drive deals had to be finalized with haste when fixes couldn't be made.

Aiding the drivers in their journey was the help of a number of contingency sponsors. On the line was money - real money. Mazda dangled the fruit of \$750 for a win, should the driver be piloting a Mazda. Second place in a Mazda scored \$500, and third would get \$250. Likewise, Volkswagen offered \$1,250 for a win, \$750 for a runner-up, and \$500 for third place, while Honda offered \$500, \$300, and \$100, respectively.

There were also offerings from the likes of GoPro (win a free GoPro Hero3),

Grassroots Motorsports Magazine (\$100 to any National Champion who was also a subscriber), and Summit Racing Equipment (\$50 product certificates to first- and second-place finishers).

While, undoubtedly, the healthy RallyCross contingency program helped attract a number of competitors, the real thrill was the competition. Come Saturday morning, the gloves came off and all competitors, from the smallest four-car







FRONT
Tim Hardy
finished on top
in Stock Front.

#### STOCK FRONT WHEEL DRIVE (SF)

Stock front had a roster of 12 drivers, but due to a delayed start, the first session would be comprised of only two runs, making every step vital. Run one looked like a slow-motion race. Drivers did everything they could to find something to grip. Running in first was the fast and experienced Ron Foley, in second was Damon Cuccia, and third was Tim Hardy.

Second runs brought improved conditions and faster times. Getting greedy in these conditions, however, caused spins and dashed hopes. At the end of the first session, things were shaking out, although times were surprisingly close in the lead. Cuccia had a mud-induced detour that cost him dearly and dropped him to sixth. The biggest jump was Aaron Whyte who commanded the mud to move aside as he moved from fifth to third. Tim Hardy now led with Foley only 0.601sec back.

In the afternoon session, the course used a large section that had been prepared by re-grading for the event. This area had no grass to speak of, so the wet surface was a super slide. On the parade lap, moving slowly around the worst section, two cars got stuck and had to be

pushed out. Consequently, the course was relocated around it, and another parade lap made. At the end of the day, Hardy had stretched his lead over Foley to four seconds. Mike Nickelson was 10 seconds back from Foley with Perkins eight additional seconds down.

Hopes were high for a great second day of competition. Foley put up a battle, starting in run two. By run four, the planned final run, an announcement was made that there would actually be five runs, compensating for Saturday – this gave Foley one more shot to make up a two-second deficit. He managed only one second on Hardey and had to settle for second place by 0.964sec. Coming in third was Nickelson, while Perkins held on to fourth, the final trophy position.

Leon Drake

## STOCK REAR WHEEL DRIVE (SR)

The stock rear class had eight drivers with a bevy of BMWs, a Subie BRZs, the big bad "pickle" Mustang, and a pair of Miatas that would once again prove that no matter what the question is, the answer is always "Miata."

At the end of first runs, Jayson Woodruff was leading Patryk Matecki



STOCK REAR
Jayson
Woodruff
claimed the
Stock Rear
National
Championship
over seven other

competitors



by 1.9 sec, both in Miatas. Tracy Smith was third, another eight seconds back, in his BMW. By the end of the first set, Woodruff had put another second on Patryk, but Brianne Corn, in a BRZ, made a jump from fifth to third, although still 13 seconds behind. That order held through the end of the day.

On Sunday, the weather warmed slightly, with full sun assuring better grip and fast conditions. Every competitor in the class dropped two to five seconds per run and ran clean, with the exception of Woodruff and Rupert Berrington, co-driving the BRZ with Corn, who caught two cones each. Matecki had a bad run, allowing Corn to make up five seconds on him. Slowly but steadily, Corn whittled away the time, but she also ran out of runs just before she could claim second place. Woodruff stayed ahead in spite of the two cones, wining the class with a commanding 16.4sec lead on Matecki.

Leon Drake

#### STOCK ALL WHEEL DRIVE (SA)

Boasting 18 entries and a lot of driver talent, SA proved to be one of best classes to watch. Lots of Subarus were present with a dash of VW Golf R, and a



lone Evo. On the first run, Jan Gerber showed off a great time with a big lead of 2.8sec over Stephen Ducharme, followed by Mark Hill, Charles Wright (with a cone), Gonzalo San Miguel, Bobby Jasan, and Pete Remner. All of these were bunched up with a spread of 0.565sec for the whole group.

Second runs saw Ed Trudeau lay down an incredible run some three seconds better than the next best time. Karl Sealander and Jon Trudeau were a close pair about a second farther back. The end of the first set had a turnover from the first run, with Trudeau in first by 1.8sec over San Miguel. Behind him was Gerber, with



PREPARED FRONT
Chang Ho Kim
bested nine others

for the PF title.

STOCK ALL SA saw 18 competitors battle for the win, with Charles Wright taking top honors. Trudeau, Remner, Jasan, and Wright all nipping at each other's heels.

The afternoon session had the SA cars going first and getting a taste of what the front-drive cars had to contend with in the first set. At the end of day one, the lead remained with Trudeau, but behind him everything changed. Moving up to second was Gerber, San Miguel was now in third, Sealander jumped to fourth, and Wright pounced on fifth.

After the Saturday runs, however,
Gerber and Stephen Ducharme (sharing
a car) left the site for dinner and barely
made it down the road before their
differential exploded – a hunt for a new
ride quickly ensued. Mark Hill took in
Gerber, and Brian Costello gave
Ducharme a ride.

On Sunday, Gerber saw his position slip as he took a pair of cones each on the second and third runs. Meanwhile, Wright started a battle using the power of the Evo to charge up the ladder. Gonzalo also made a run for it, keeping clean and fast. At the end, it was Wright, who started the day in fifth, on top by an amazing 4.5sec over Trudeau. San Miguel had managed an amazing run from sixth to third. From there it was Trudeau, Gerber, and Sealander claiming the final trophy positions.

Leon Drake





#### PREPARED FRONT WHEEL DRIVE (PF)

It was clear that tire choice would be a deciding factor as the PF cars led the pack onto the course. The first run for some drivers made the difference in their final standings, even 10 runs later. Chang Ho Kim and co-driver Kim Hapgood made an excellent choice with their Silverstone mud tires on their Honda Civic Si and laid down the quickest runs on the very sloppy course.

As things started to dry out, other drivers made up ground, but Chang Ho Kim ended the first day of competition with a 1.4sec gap over Jim Rowland, in a Nissan Sentra SE-R on rally tires. Don Hardy's Ford Escort GT rounded out the top three at the end of day one sitting 3.57sec behind Rowland. Hapgood was sitting fourth, only 10 seconds out of first. Of the top four drivers, only Rowland had hit a cone, and that single cone was keeping him out of first place.

Sunday saw cool weather with a light breeze, and the soil had dried up enough to offer plenty of traction"

Among the drivers, 2005 Solo STS Champion Robert Seelig had his Honda CRX Si in fifth and five-time D Stock Champion Mark Smith had his Volkswagen Golf in seventh.

Sunday saw cool weather with a light breeze, and the soil had dried up enough to offer plenty of traction. The drivers began their runs in order of their Saturday finish. Chang Ho Kim held on to win over Rowland, with Hardy finishing third overall. The rest of the pack saw a lot of shuffling, with Hapgood having some poor times and falling to 10th by the end. Smith had some excellent times on Sunday and moved his Golf up to fifth, but the hard charger was Antonio Serracino in his Acura Integra, moving from 10th on Saturday to sixth.

John Schellenberg

## PREPARED REAR WHEEL DRIVE (PR)

Prepared Rear was an all-Mazda affair. Sam and Martin Henry were competing in their Mazda Miata, and Bee and Theresa Thao in their Mazda RX-7. For Sam, the Rallycross National Championship was his completion of a hat trick of SCCA National

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Championships, having competed in the Tire Rack Solo National Championships and the National Championship Runoffs earlier in the year. Although they were in a Miata, it was a different Miata each time. What wasn't different was their finishing position. Sam finished in the trophies at each event.

Sam Henry prevailed over the identical car of Martin Henry by 5.42 sec. Neither driver hit a single cone all weekend. In the RX-7, Bee Thao finished ahead of Theresa to claim third in class.

John Schellenberg

### PREPARED ALL WHEEL DRIVE (PA)

PA featured mostly turbocharged cars, such as the Misubishi Evo and Subaru WRX. There were, however, other makes represented, like the Volvo S40 T5 of Dan Quiet and Plymouth Laser RS of Keith Lightfoot. Then there was the only non-turbocharged car: the Impreza 2.5i driven by Cody Hatfield. Hatfield was driving with amazing precision and took the lead in the class by nightfall.

Saturday's terrain suited Hatfield perfectly, and as the more powerful cars struggled to get grip in the mud, Hatfield quietly slung his car to a 1.7sec lead over the Evo of Edwin Cunill. Cunill reported



that the course was so muddy on Saturday that his snow tires weren't able to find traction. Max and Susan Lawson shared that same lament with their WRX.

The course conditions changed dramatically overnight, and the muddy course that was tight and slippery was now sticky and fast. The turbo cars now seemed to have the advantage of both power and traction. Cunill laid down some amazing times and took the lead from Hatfield to finish nearly eight seconds ahead. Hatfield did not hit a single cone all weekend, and that kept him in second over Quiet, who claimed one cone and finished 1.8 sec behind



John Schellenberg

**MODIFIED FRONT** 

WHEEL DRIVE (MF)

Modified Front Wheel Drive was a

MODIFIED FRONT Leon Drake ended the weekend with the Mod Front National

Championship.

PREPARED ALL In a difficult field, Edwin Cunill pulled off a dominating win.



Colin Ravenscroft had the pace to finish on the podium until his Toyota Matrix broke the differential, sending him into Mark Todd's 1983 Mazda GLC to take fourth place. Ian Hunter and father

He borrowed Jim Rowland's Prepared

class Sentra and held on to third place

MODIFIED REAR
Michael Cadwell pulled out all the stops



for the weekend.

Bret Hunter moved up the order rapidly, only to snap a rear suspension bolt in their Honda CRX on Sunday. Ian Hunter jumped in Aaron Miller's Civic to finish out the day in fifth.

Amid the chaos, Leon Drake set the pace early and drove to an eight-second margin of victory. His win was exceptional, considering that he finished building his VW Golf just weeks before the event. Drake wrecked his familiar VW Rabbit two months before Nationals, and he scrambled to assemble enough racing parts to set up his replacement ride. The event organizers recognized his efforts and fast driving with the SCCA RallyCross True Grit Award.

Jim Rowland

#### MODIFIED REAR WHEEL DRIVE (MR)

The MR grid featured a diversity of gear-head favorites. The oldest car on hand was "Dori," an immaculate yellow 1973 VW Beetle freshly restored for RallyCross duty by Matt Williams. At the newer end of the spectrum, road course veteran Paul Costas acquired an ex-Pro Rally Toyota Supra to ply his skills in the dirt. Michael Cadwell drove his BMW 325 roughly 1,700 miles from California, and Dustin Kirk brought his 1985 Corolla GT-S from Texas to share a seat with SCCA Rally and Solo Competition Manager Brian Harmer.

Initial bets were on a showdown between 2012 class runner-up Chris Hastings in a turbocharged 1990 Mazda Miata and 2012 Modified Front Wheel Drive champion Bobby Jasan in a recently purchased BMW 325. However, Jasan's BMW had a terminal clutch failure on the Friday practice course, and he elected to co-drive Pete Jasan's Audi in SA.

Chris Hastings mastered early damp conditions at the beginning of the competition, with the Miata appearing the most nimble in the mud that challenged the rear-drive categories. He held the lead until a cone penalty late on Saturday opened the door for co-driver and car owner Evan Arthur to assume control. Arthur then came under attack from Cadwell, who paced the class in his BMW on Sunday's flowing course.

Cadwell accumulated a two-second lead to score a class title in his first visit to the RallyCross National Championship. Hastings took the third and final trophy, trailed in fourth by Williams, who fended off the Toyotas of Costas and Kirk.

Jim Rowland

#### MODIFIED ALL WHEEL DRIVE (MA)

A potent and well-subscribed field of MA cars demonstrated the value of running cleanly and consistently in Rally Cross. Only four of 20 entrants avoided cone penalties all weekend long – two of them were rewarded with trophy positions.

The Saturday morning session ended as a tossup, with only a second covering the total margin among the top six positions. Jeremy Foley entered his first Rally Cross Nationals with a solid Solo and hill climb background, and immediately drove Patrick Lipsinic's Subaru WRX to a half-second lead over 2011 PA Champion Kubo Kordisch. However, both hit a cone on the Saturday afternoon course, allowing Brian Ballinger and Rally Cross Board Chairman Warren Elliott to grab the top spots by the end of the day. Foley held third, followed closely by Orion Fairman, Kordisch, and Wayne Stockel.

Sunday was a five-run shootout

between Ballinger's 2004 Subaru WRX and Elliott's 2006 Mitsubishi Evolution. Ballinger lost ground after the second runs, then the session was briefly interrupted for a safety-related course adjustment, necessitating a redo of the third run set. Elliott had his lone cone penalty erased as a result, closing the opportunity for an easy counterattack. Ballinger set the fast time of the day on his revised third attempt, but Elliott sealed the victory with superior fourth and fifth runs, netting a slim final lead of 0.833sec.

The third-place trophy went to Fairman, who edged out fourth-place Kordisch by virtue of having a cone-free Sunday. Peter Zlamany drove his Plymouth Laser faultlessly to fifth place, narrowly bumping Kevin Corn to the final sixth-place trophy by under 0.4sec. Two cones on Sunday proved costly for early event leader Foley, just missing the top third of the standings by 0.6sec. Behind him was Stockel, trailing Foley by a mere 0.3sec.



This was Elliott's third National Championship in three years, and it secured a clean sweep of the three all-wheel-drive category titles by Mitsubishi Evo drivers. The Subaru camp will be eager to reclaim bragging rights when the SCCA RallyCross National Championship will return to Nebraska on the weekend of Oct. 3-5, 2014.

Jim Rowland

#### MODIFIED ALL In the largest of

In the largest of all of the classes, Warren Elliott pulled out yet another win – although it wasn't easy.

#### RESULTS

#### RALLYCROSS NATIONAL CHAMPIONSHIPS Tulsa, Okla. | Oct. 4-6, 2013

1. Tim Hardy	Ford Escort GT	714.972	
2. Ron Foley	Honda Civic	715.936	
3. Micah Nickelson	Dodge Neon	725.279	
4. Jacob Perkins	Nissan Sentra SE-R	752.759	
5. Aaron Whyte (Saturn Ion); 6. Damon Cuccia (Ford Fiesta ST);			
7. Donald Carl (Plymouth Neon); 8. Greeg Tiedman (unavailable);			
9. Howard Duncan (Hyundai Elantra); 10. Jeremy Utterback			
(Volkswagen Beetle); 11. Linda Duncan (Hyundai Elantra).			

#### STOCK REAR WHEEL DRIVE (SR)

STOCK INLAN WITELL DIN	V L (311)	
1. Jayson Woodruff	Mazda Miata	762.163
2. Patryk Matecki	Mazda Miata	778.894
3. Brianne Corn	Subaru BRZ	779.197
4. Douglas Largent (BMW	/ 325i); 5. Tracy Smith (BMW	325is);
6. Bill Jones (BMW 325is)	); 7. Rupert Berrington (Suba	ıru BRZ);
8 Michael Lodsin (Ford M	lustand)	

#### STOCK ALL WHEEL DRIVE (SA)

1. Charles Wright	Mitsubishi Evo	706.377	
2. Ed Trudeau	Subaru Impreza	710.923	
3. Gonzalo San Miguel	Subaru Impreza 2.5RS	715.912	
4. Jon Trudeau	Subaru Impreza	717.438	
5. Jan Gerber	Subaru WRX	718.204	
6. Karl Sealander	Subaru Impreza 2.5RS	723.496	
7. Mark Hill (Subaru Impre	eza RS); 8. Ĵohn L. Voegeli (S	ubaru	
Impreza); 9. Brian Costello (Subaru WRX); 10. Pete Remner			
(Subaru Impreza); 11. Wil	I MacDonald (Volkswagen Go	olf R);	
12. Bobby Jasan (BMW 325es); 13. Stephen Ducharme (Subaru			
WRX); 14. Jake Blevins (Subaru Legacy); 15. Eric Adams			
(Volkswagen Golf R); 16.	George Blevins (Subaru Lega	icy);	
17. Peter Jasan (Audi 90	Quatro Sport); 18. Robert Th	norne	
(Subaru WRX)			

#### PREPARED FRONT WHEEL DRIVE (PF)

FREFARED FROM WHE			
1. Chang Ho Kim	Honda Civic Si	624.542	
2. Jim Rowland	Nissan Sentra SE-R	627.127	
3. Don Hardy	Ford Escort GT	634.540	
4. Robert Seelig	Honda CRX Si	636.621	
5. Mark Smith (Volkswag	en Golf); 6. Antonio Serracino	(Acura	
Integra RS); 7. Matt Murphy (Mazda Protege); 8. Mayur Patel			
(Mazda Protege); 9. Kevin Murphy (Nissan Sentra); 10. Kim			
Hapgood (Honda Civic Si	).		

#### PREPARED REAR WHEEL DRIVE (PR)

1. Sam Henry	Mazda Miata	644.551
2. Martin Henry	Mazda Miata	655.039
3. Bee Thao (Mazda F	RX-7); 4. Theresa Thao (M	azda RX-7).

#### PREPARED ALL WHEEL DRIVE (PA)

1. Edwin Cunill	Mitsubishi Evo	611.774
2. Cody Hatfield	Subaru 2.5	619.455
3. Dan Quiet	Volvo S40 T5	621.275
4. Keith Lightfoot	Plymouth Laser RS	623.071
5. Jerry Irvine (Mitsubish	i Evo); 6. Max Lawson (Subart	u WRX);
7. Jacob Diehl (Mitsubish	i Evo); 8. Harold Denham (Mit	subishi
Evo); 9. Richard Cooper (S	Subaru WRX); 10. Susan Laws	son
(Subaru WRX).		

#### MODIFIED FRONT WHEEL DRIVE (MF)

MODIFIED FROM I WHEE	L DRIVE (MF)	
1. Leon Drake	Volkswagen Golf	573.082
2. Aaron Miller	Honda Civic	581.350
3. Jon Olschewski	Nissan Sentra SE-R Spec V	582.588
4. Colin Ravenscroft	Toyota Matrix	585.234
5. Ian Hunter	Honda CRX	586.516
	agen Golf); 7. Z.B. Lorenc (Vo	
GTI); 8. Yuri Kouznetsov	(Ford Focus); 9. Allen Richard	son
(Nissan Sentra SE-R); 10	. Sianelli Cruz (Ford Focus); 11	. Katelyn
Johnson (Honda CRX); 1	2. Doug Gill (Honda CRX); 13.	Mark Todd
(Mazda GLC); 14. Kyle Steinkamp (Toyota Matrix); 15. Bret		
Hunter (Honda CRX).		

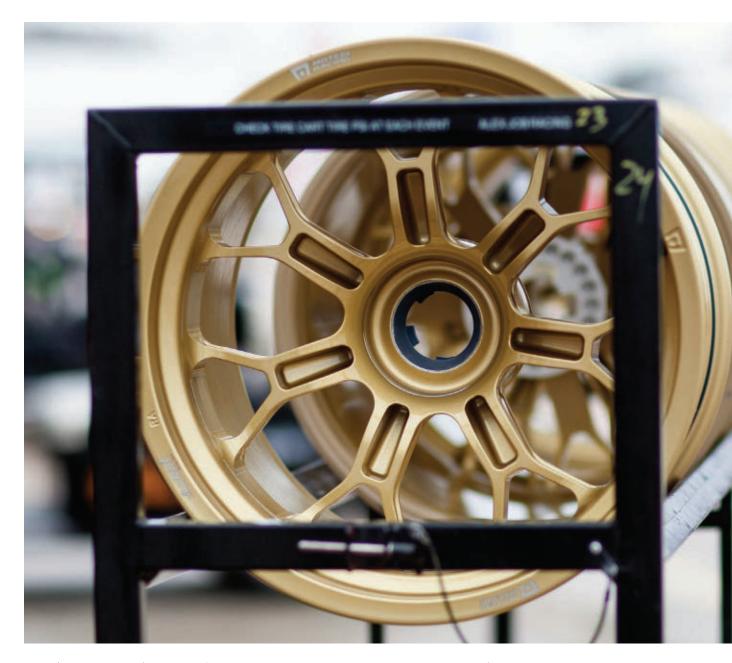
#### MODIFIED REAR WHEEL DRIVE (MR)

1. Michael Cadwell	BMW 325is	586.783	
2. Evan Arthus	Mazda Miata	588.679	
3. Chris Hastings	Mazda Miata	591.765	
4. Matt Williams (Volks	swagen Beetle); 5. Paul	Costas (Toyota	
Supra); 6. Dustin Kirk (Toyota Corolla GT-S); 7. Brian Harmer			
(Toyota Corolla)	•		

#### MODIFIED ALL WHEEL DRIVE (MA)

<ol> <li>Warren Elliott</li> </ol>	Mitsubishi Evo	556.981
2. Brian Ballinger	Subaru WRX	557.814
3. W. Orion Fairman	Subaru 2.5RS	564.937
4. Kubo Kordisch	Subaru WRX	566.290
5. Peter Zlamany	Plymouth Laser RS	569.659
6. Kevin Corn	Subaru Impreza	570.012
7. Jeremy Foley (Subar	u WRX); 8. Wayne Stock	wel (Subaru);
9. Sean Grubb (Nissan Sentra SE-R); 10. Yohanan Harvey		
(Subaru Impreza); 11. Nathan Usher (Subaru WRX Outback);		
12. Patrick Lipsinic (Subaru WRX); 13. Mike Jiang (Subaru		

Harrick Lipsinic (Subaru WRX); 13. Mike Jaing (Subaru Impreza); 14. Bryan Tippins (Subaru WRX Outback); 15. Corey Phillips (Subaru WRX); 16. Josiah Harvey (Subaru Impreza); 17. Paul Terhune (Subaru WRX); 18. Michael Yoakum (Subaru WRX); 19. Chris White (Subaru WRX); 20. Andreas Ailert Olsen (Subaru Impreza).



# WEARING OUT WHEELS

Are Wheels Good for Forever, or Should They Be Considered a Wear Item?

ost racers don't think of wheels as a wear item - you simply replenish the rubber wrapped around them and head to your next event. However, according to some experts, not paying close attention to this crucial piece of equipment could leave you sidelined.

It is not uncommon to hear trackside tire techs tell stories of wheels being used past their prime – and these guys should know, as they have their hands on your wheels almost as often as you do. "Wheels have a life cycle, just like any rotating part would," says Tim Gilvin of Hoosier Tire. "They are under

extreme loads at times, run over curbing, they flex tremendously in one lap around a track."

The experts at the Tire Rack agree that wheels are not a "buy it once and forget it" item. "Yes, wheels do wear out... or better stated, they fatigue," reads a portion of a warning on

#### TIME'S UP

(RIGHT) Wheels have a lifecycle.
The quality of the wheels used, and the type of life they live, all play a part in how long they last.





TireRack.com. "When it comes to wheel fatigue it is important to remember that it is caused by a combination of the frequency and magnitude of the stresses it encounters. While small stresses can be accommodated for thousands of cycles... large stresses accelerate the wheel's fatigue factor and the number of fatigue-free cycles is reduced."

#### **GOOD CHOICES**

The best way to protect your investment in wheels is by starting with a quality product, one that will better hold up to the type of abuse you plan to inflict on it. "A racing wheel is always a compromise between weight and stiffness," says Luigi Lucaora, Technical Director for Motegi Racing's competition program. "Our philosophy is to listen to what our racing partners want, and work with them to develop products that exceed their expectations. When evaluating which wheels to buy for the track, consider the manufacturing process."

When it comes to competition wheels, a common choice is aluminum. Aluminum is lightweight, durable, and relatively easy to manufacture a wheel from, resulting in cost-effective and widely available products.

Glance around the paddock and you will be see countless one-piece cast wheels. Cast wheels are often manufacturered via gravity casting or low-pressure casting. Cast wheels are the least exspenvie choice and typcally cover a massive range of

When evaluating which wheels to buy for the track, consider the manufacturing process"

#### **LUIGI LUCAORA**

fitments. It is important, however, to consider the long-term cost; as with anything, you get what you pay for, and many cast wheels are not up to the rigors of racing.

That said, the engineers at Motegi say that cast wheels aren't out of the question on the track. However, there are better and

worse methods of manufacturing wheels when it comes to motorsport applications – a spun, flow formed, or forged wheel is a much better choice for race-specific applications.

"With flow forming and different types of casting, there have been great improvements in casting technology," says Jody Groce, president of Wheel Pros. "But we know forged wheels are lighter and stronger, and that's the best choice to make if that is in the budget."

#### LOOK CLOSELY

Regardless of how much you spend and what wheels you buy, the best defense is a good offense. Regular inspection of your wheels is crucial. "Wheels should be inspected regularly," says Lucaora. "An impact with curbing or another car can cause damage. Professional race teams will pull any wheel that is suspected to have taken an impact. If it still looks fine, and isn't showing signs of damage, some teams might cycle it into their testing or rain allocation, where it will see lighter use."

Cleaning your wheels offers a great oportunity to visually inspect them for cracks or signs of impacts. "At the end of every track day, the wheels should be allowed to cool, cleaned front and back, and inspected for minute cracks, impact damage, and runout. At the first sign of a crack appearing (regardless of size or location), or an indication the wheel has been bent, it should be removed from service and replaced with a good wheel," suggests Tire Rack.

"For a privateer, the best time for inspection is during the mounting process," says Lucaora. "Put it on the balance machine and visually check the runout. If it has a big runout, the wheel probably has a problem - normally, an impact to the inner or outer lip. We don't recommend welding a damaged wheel, or using a big hammer. You can do something if you're going to have a wheel just to push the vehicle around to shows, but we don't suggest home [fixes for] wheels that will be used on the track."

#### **REBUILD IT**

If you opt for three-piece wheel, you have the option to repair segements of damaged wheels, but you also live with the reality that at some point you will have to service the wheels.

Not every tire tech treats a three-piece wheel with the care it deserves, and the silcone seal that holds the air can easily be damaged, necessitating a rebuild. "The silicone seal can be damaged by careless tire changers and can leak," says David Schardt of Forgeline Wheels. "They are very easily repaired. In most cases, if a customer is qualified we will sell them just parts [to repair a wheel]. All professional race teams fix all their own wheels."

When rebuilding your three-piece wheel, it is important to follow your manufacturer's instructions closely - and, if in doubt, replace any questionable hardware or wheel pieces. "All manufacturers are different about bolt replacements, and a lot of it depends on the diameter of the bolt." says Schardt. "I would refer to each manufacturer on replacement. In any event, the bolts should never be reused if the wheel has seen any kind of strong impact."



















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# SERIES REPORTS

Sports Car Club of America 12/2013

Reports from SCCA's Competition Series

# RACING ROOM

by Jim Wheeler, Chairman, Club Racina Board

# WHAT WENT ON AT THE RUNOFFS

· lub Racing Board members found themselves very busy at the 2013 National Championship Runoffs at Road America with not only their various CRB duties that week, but also their own racing. The "tent" meetings the CRB held were condensed into three lunch sessions taking place Sept. 16-18, making room for the big photo shoot on the front straight on Thursday. The photo shoot turned into a quasi-tent meeting, as well, as several competitors used the time to pitch various requests and complaints to me (I guess I asked for it, though, as I had put www.clubracingboard.com stickers on the sides of my American Sedan Firebird)

I did spend an enjoyable half hour talking to **John Heinricy** about his upcoming testing, coaching, consulting, and PR jobs. For a retired guy, he's pretty busy. Heinricy was at the Runoffs under a former

#### **PROTESTING AT THE RUNOFFS**

One of the duties of the Club Racing Board at the Runoffs is they may be asked to give testimony to the Court of Appeals, based on rule interpretation and individual expertise. While there were a number of protests and appeals at the 2013 Runoffs, most protests did not require any input from the CRB. Time for these appeals at the Runoffs is critical, however, as the Supps say that "all protests shall be resolved at the event." This is further stressed in bold type in section 12.4: A decision on whether or not an appeal will be heard and disposition of the fee will be fully resolved at this event.

This is a good rule, as it guarantees that we know who the winners are before we all leave the track.



champion's waiver, and he used the opportunity to win gold in American Sedan. This is his 12th National Championship in four different classes.

On the other side of that equation is the Rookie of the Year Award that the CRB presents at the SCCA National Convention, which is coming up in Charlotte, N.C., in March 2014. We usually have a handful of potential candidates for the award, but this year there are about 40 rookies in 24 classes - that's an amazing, and positive, sign of the next generation of SCCA racers.

#### DATA AND THE RULES SEASON

**Butch Kummer**, SCCA's Director of Club Racing, and **John Bauer**, SCCA's Technical Manager for Club Racing, with help from **John Mills** of the GT Advisory Committee, placed data recorders on 61 cars during the Runoffs; providing 68 pieces of data. That data will be used, with dyno sheets and lap times, to help the Advisory Committees and CRB make appropriate competition adjustments for 2014.

With the Runoffs being held later in the year in 2014, we are being pushed even further toward the end of the year for any adjustments and rule changes. The 2014 Runoffs will be held on Oct 6-12, 2014 at Mazda Raceway Laguna Seca. The CRB meets on Nov. 4, 2014, which means that anything we learn at the Runoffs can't go out to the members until the December Fastrack on Nov 20, 2014. This gives little time for members to react before they start

racing at Sebring and other warmweather tracks.

We believe in the rules season, and we try to keep from changing any rules after the first of the year. We have been given some leeway by the BoD when it comes to adjusting new, or reorganized, classes. In 2014, that means we will probably be making some changes to the P1 and P2 classes after the middle of the season. Many cars will not even hit the track until June. If we make changes at our July meeting, they won't be available for member input until August.

One thing that will come out of moving the Runoffs every year is that the CRB will no longer be asked to make adjustments based solely on the way certain cars perform at one track. We have tried to avoid that type of adjustment, but it was impossible not to consider Road America's unique layout when changing weights and plates.

By all measures, 2013 was an excellent season, and the Runoffs was a huge success. Let's do it again in 2014. •



#### GT-LITE PROPOSAL

The CRB released

the GT-Lite proposal (see September Sports Car and Fastrack) far earlier than would normally have been the case, allowing time for the GTL community to prepare to talk with the CRB at the Runoffs - and prepare they did. Unfortunately, the normal Runoffs tow hall meeting room was not available or Tuesday, so we were forced to use the big room in the Road America Center for the GT meeting. The acoustics in that building proved worse than terrible, and it was very difficult - even with microphones and speakers - for everyone to hear all of the questions and comments. However, as a result of that meeting, the CRB has amended the GTL proposal that the BoD was presented with shortly after the Runoffs, the results of which will appear in Fastrack and SportsCar.

Several additional items arose from other Runoffs town hall meetings, as well as from individual face-to-face encounters between CRB members and racers. All of those issues will also be addressed by the CRB in the near future. One is already in the November Fastrack, asking for input on disc brakes for FV.



Steven E. Goldin

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# LEAVING THE LINE NATIONAL SOLO

#### IT'S ALMOST HERE

**Warning:** The following contains opinions. Since the Street category proposal has been submitted to the National Board of Directors for their approval, maybe it is no longer a moving target.

Disclaimer out of the way, there are definitely good and bad things about the change from Solo's Stock category, which allows R compound tires, to Street, which will utilize only true street tires. The bad things for competitors mostly have to do with the disruption this will cause with tire choice, car setup, and even car choice. One thing we definitely will be losing is the tire choice being available in such a range of sizes.

2014 is going to be particularly strange, however, as Stock and Street will parallel each other for the year, with Stock going away for good in 2015. Ultimately, what this means is there will be the potential for more National Championships up for grabs for one year, so maybe that's good for some of us who have been trying for years to win a National Championship. We'll see. (I'll let you know in a year how that worked out for me.)

The change to true street tires is obviously not good for Hoosier Tire – at least, in the short term. Hoosier has been supporting Solo for years, arguably longer than any other tire manufacturer; and has given the Solo community exactly what we have demanded. Getting what we demanded, however, might not have been good for all of us, as the Hoosier A6 – with 50 good runs before the tires start to lose performance – might not be in everyone's budgetary interest.

Obviously, that 50 number would be dependent on many factors, starting with the vehicle chosen, but also including surface, ambient temperature, course design, and more.

A set of A6s cost more than \$1,500 for an A Stock Corvette - that is

2014 is going to be particularly strange, however, as Stock and Street will parallel each other for the year"



arguably a little pricy for what is supposed to be an amateur sport. That said, it's impossible to blame Hoosier for the A6 - Solo competitors demanded the tire, and Hoosier provided it. If Hoosier chooses to offer a tire legal for the Street category, the tire would be welcomed - and, given the history of the company, the tire would no doubt be competitive.

Some believe that the competitive tires in Street are every bit as good as R compounds from not too long ago. Granted, they are a step down in grip from what we've come to enjoy from modern R compounds, but it has taken years of evolution to get where we are now. As tire technology advances, Street category tires will undoubtedly improve, hopefully maintaining or improving their longevity. While that's happening, the cost per run will undoubtedly be lower with the new tires. Although there are some very expensive tires out there, it seems that most of the currently popular true street tires are moderately affordably, and that's probably not going to change any time soon.

Regardless of your or my opinion, The 2013 Tire Rack Solo National Championships proved an interest in a "Street" class exists, as participation in the Supplemental Road Tire classes were promising. Will that excitement transfer into 2014 and then 2015, when people will have no choice but to run a true street tire? That is a question time will have to answer.

#### FUN ON STREET TIRES

There are murmurings by competitors not looking forward to the Stock/ Street swap that true street tires will be less fun than R compounds. If sheer speed is what defines fun, we all should be in A Mod. OK, that is a flippant remark, but it does have a touch of truth to it for the very reason that it's not

true at all. Some years ago, a friend bought what was then a top-notch, nationally competitive first-generation Toyota MR2. He showed up at the end of a Region novice school and we took some fun runs on the old, all-season tires that were on it. The car was absolutely brilliant - it was practically anticipating what I wanted, the inputs were light, and it absolutely danced through the cones. I had never driven a car that felt like that. The next day was a Regional event, and we put on the R compounds. The car was much faster, but all that character was gone No doubt, others have had the opposite experience, but the argument that street tires necessarily make autocrossing less fun is not true across the board for all competitors and on all cars.



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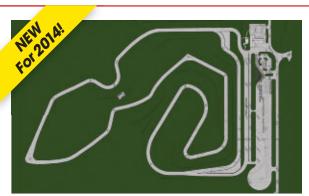
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# ON RALLYING

ROADRALLY
by Rick Begttie

#### TIPS FOR A FIRST TIME RALLY WRITER

Organizing and writing an SCCA RoadRally can be more rewarding than a first overall win. Before attempting it for the first time, a few comments from people who have spent years perfecting this craft will ensure success. Sasha Lanz, Jon Lamkins, Jim Wakeman Sr., and Chuck Larouere (see sidebar) agreed to offer advice to readers who might be considering the job of rallymaster for the first time. They started in the obvious place: What comes first?

**Lanz:** Your first priority is safety of the entrants and the public, *not* fun roads and clever scoring.

Wakeman: We advise that new

rallymasters begin by putting on Tour TSD rallies. Select safe control locations. Stay on back roads.

**Larouere:** Do not put every concept and trap you have ever seen into your first rally. This is a recipe for a major disaster.

Lamkins: KISS: Keep It Simple and Short. My first event was 60 miles in length. My second was 100 miles. Don't plan a 200-mile marathon your first time out. Remember to build in breaks for teams to regroup and restart fresh.

**Wakeman:** Don't get too tricky. Start early [in the calendar, and plan the event] at home.

**Lamkins:** You know what you like about RoadRallies. Be true to yourself and it will show in your event.

Lanz: Get the support of your club or organization. Actually, it helps in getting support if you have an interesting event focus. A holiday theme is good. An interesting or fun start or finish location will do: museum, historic BBQ joint, winery (finish!), etc. Scenic roads can be all the focus you need. Once I used a very curvy 13-mile

stretch of road as the focus. Photo rally, map rally, shortest-distance rally, chosen charity - all can be used as your focus. Use a different focus as you move through your calendar.

**Wakeman:** We help with all the organizational details including rally publicity, registration, contestants envelopes, start local, finish location, etc. We provide the 1,000th reading measuring equipment. Basically, "You [the new rallymaster] concentrate on the course and we will do the rest."

Lamkins: Don't think you know everything. It's OK to ask experienced rallymaster's for help and advice. I learned from Clint Goss and Pego Mack. I shadowed other rallymasters as they organized their events. Lastly,

# De Bourie

#### RIVALS

Class S winners Richard Wetzel (driver) and J Toney on Detroit Region rallymaster Aaron Usher's "Rivals" GTA rally at the 2012 USRRC.

#### NO NAME

John Emmons (driver) and Lois van Vleet on Cal Club rallymaster Larry Scholnick's "A Course With No Name" GTA rally at the 2011 USRRC.

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#### THESE **GUYS?** Sasha Lanz

WHO ARE

has been RoadRallying since 1962 and the rallymaster for gimmićk, ProRally, and GTA since 1964. He is a former Regional Executive and Region BoD Chair, and is currently the Region Rally chairman. Divisional RoadRally Steward, and a member of the SCCA RoadRally Board.

Jon Lamkins has been rallying since 1993, started as a rallymaster four years later. He has organized both TSD and shortest events. Lamkins is a former regional Chair and Comptroller. Jim Wakeman

I ran several safety checks with experienced safety stewards to see what to avoid.

Larouere: Don't look for traps that iust aren't there. You don't have the experience to pull it off. Keep in mind that a trap you think is very easy may be a challenge to a contestant seeing it for the first time.

Lambkins: I learned that when I'm writing route instructions, I need to stop at the entrance of every intersection, view it, and then write the instruction. There can be subtle differences between "RIGHT," "Keep RIGHT," and "SAP." Don't try to lay out everything at once. Start early and go out often. My first events were built over five or six reconnaissance runs, then one or two full runs to write the instructions. Even now I build my shortest distance GTA's over multiple exploration runs.

Larouere: Set your speed at about 10 percent under the posted speed limit and use Free Zones wherever you

# **PUBLICITY** Sasha Lanz advises to spread the word. "Spend some time on publicity and public relations. This won't buy you as much for TSD as for GTA, but another entrant or two every

#### over 25 years, STACK think the rally cars won't be able to distance GTA represents the pinnacle stay on time all the time. Lamkins: I'm in Connecticut, so of function and design. BoD member and speeds are pretty much dictated by is currently the New England Trusting your passion to the posted speed limit for TSDs. On the shortest distance GTAs, Region RoadRally anything less is simply competitors set their own speeds [within the posted limits]. not an option. Lanz: I don't set speeds for GTAs, Sr., with a lot of help from a but I do record the times taken by course marshal runs, check runs, the dedicated group of rallyists, has reestablished Safety Steward run, and determine a reasonable overall time. Then I add 30 and rebuilt the minutes. We get very few time penalties. South Jersey Region RoadRally but a few come very close, so I figure program. He has we are doing well. We display a graph been an organizer of overall time vs. score when we send and rallymaster out results. It invariably shows the for over 50 time will help. Go to slower you go, the higher you score. rallies including a We hammer home the thought that other club's meetings number of SCCA this is a rally, not a race, and you will championship and pass out fliers. Go Course and miss something if you are going too to Cars & Coffee. Tour events. fast. All the WRXs used to get to the I usually get one entrant Chuck Larouere, finish before other types of cars, until from these, and I get to the current Steel they realized that they never won any Cities Region see neat cars as well. RoadRally chairman, has trophies. They are better behaved now. "I hand out fliers to Lamkins: If someone's had a bad every pair of young been rallying since the 1960s day or an unintended bad experience males of driving age during the event, tell them you're and has more I pass, and many of than four decades sorry about whatever happened, ask You Tube them seem generally them to document it on their as a Course interested. I also drop a rallymaster. He Contestant Evaluation Form or in an h<u>as wo</u>n multiple flier in the seat of any e-mail, then don't look at it for a week. **World Class** Gervais awards roadster on display. After this cool down period, I'm able to for the Steel I want more roadsters in look at the feedback with a less biased Haul National Instrumentation my rallies: each one is eye and learn if anything can be done Course rally. an automatic bit of PR." www.stackltd.com





#### **BUILDING LEADERS**

With the National Championship Runoffs, Tire Rack Solo National Championships, RallyCross National Championship, and the U.S. RoadRally Challenge behind us, the focus for the Division and Regions turn to planning for 2014. A key part of that planning process is figuring out who will be next year's program leaders. At the Division level, the election for our Area 2 representative on the National SCCA Board of Directors is going on with three terrific candidates to choose from - if you are in Area 2 you should have received a ballot in the mail; please vote!

On the Region level, many of us are blessed with leadership teams that will

return to continue building on the successes from this year. Invariably, there are Region Board of Directors positions that need to be filled, a multi-year Solo Chair who needs a break, or a RoadRally rallymaster wanting some help. How do our Regions approach the task of building and recruiting new leaders effectively?

A common theme in the responses I received from Region leaders was the need for the "personal touch" in building leaders. Glen Region Assistant RE **Ed Zebrowski** explains that region's election process and the requirements of the Region Bylaws, but setting aside the election formalities, Zebrowski says "it really comes down to the RE and others all year trying to convince members to run, move up to other offices, etc. But we all know that is the real work!"

**Evanthe Salisbury**, a Washington DC Region Solo Co-Chair and former RE, says her Region focuses on identifying

#### DIVISIONS AND REGIONS The SCCA is divided into Divisions and within those boundaries are Regions. You can find your SCCA Division and Region by going to SCCA.com.

and encouraging future leaders at every opportunity. Getting members involved in a committee provides an opportunity to assess their ability to work productively in a group toward a common goal. If a member comes forward with an idea to improve a program, the Region leadership encourages that member to take the lead on a team to bring the idea to fruition.

Salisbury echoes Zebrowski's advice that current leaders must make the effort to ask members directly, because "most people are too shy to step up," she says. Some members may be reluctant to be perceived as challenging popular incumbent leaders, while others may not be aware of future leadership opportunities where the current leadership team is filled with experienced members. A formal recruitment plan can help overcome these barriers to new leaders stepping up.

Philadelphia Region has started a "bench building" effort to identify regular program participants as prospects for future leaders. Each program chair is responsible for approaching one or two members in their program to engage them at a level above participant. Typically, a member is asked if they'd take responsibility for a particular specialty of interest to them - for example, tech at Solo events or designing the next RoadRally. The region has also experimented with having a rotating team of "Event Chairs" for each Solo event to give multiple members a taste of program leadership without a full-year commitment.

For current Region leadership, your mission this off-season could be to make sure you have a leadership-building program in place that includes that "personal touch" of inviting members to get further involved. For all of you who are not currently in a leadership role, don't be too shy to step up - when you introduce yourself to one of your Region Directors, Club Racing Chair, Solo Chair, or other program leader and express an interest in helping out next year, you'll be greeted with enthusiasm and appreciation.

#### BFGOODRICH TIRES WORKER OF THE YEAR

Congratulations to **Jessie Lynne Honigs**, Flag and Communications
worker for New England Region, on
being recognized as the Northeast
Division's Worker of the Year at the
2013 National Championship Runoffs.



Besides being an accomplished flagger, Jessie is helping to support our workers and recruit new volunteers through her web page: www.sponsoraflagger.com. Thank you Jessie!

#### CONTACT

#### **Jeff Jacobs**

(267) 251-5736 cablelawyer@aol.com

REVVIN' IN SEDIV SOUTHEAST DIVISION BY SUSAN H. YOUNG

#### **CAMP FLUFFY**

"Keep it tight - you can't push a tow strap," their safety orange T-shirts remind us. That's the timely advice from our rescue friends at Camp Fluffy and the Flat Tow Mafia. **Dave Langston**, Camp Fluffy instigator, growls, "Drivers need to focus on safety and prevention - always!" Then he smiles and adds, "Listen to us when we PEOPLE'S

**STAY SAFE** 

Many Central Florida Region racers will

ecognize the Flat Tow Mafia and

Camp Fluffy sign. This crew has kept

many an SEDiv Club racer safe over the years.

CHOICE
For the second
year, Western
Ohio Region had
an exhibit at the
Wright Patterson
Top 3 Association
car show
benefiting the
Vounded Warrior
foundation

come get you, we are here to help you, and to keep you and our workers safe."

Dave and his crew have professional backgrounds in firefighting, hazardous materials, and rescue. They have advanced safety training and have lived through many harrowing rescues in their careers. (Very few of us would run *into* burning buildings.)

Sit down with Dave sometime and you'll also learn some very important pointers about heat stress, heart issues, diabetes, and other health concerns that confront drivers and workers. Dave says, "The coffee's always on!"

Look for the Flat Tow Mafia/Camp Fluffy signs by the emergency vehicles - and, by the way, Happy Birthday, Dave!

#### REMEMBERING OUR MEMBERS: PHIL HENNRICH

North Carolina Region lost one of its great souls on Aug. 20 with the passing of **Phil Hennrich**. The following came our way via **James Shanks** in North Carolina Region's newsletter: "It's truly amazing how many people with a long history in this Region have said to me, 'Phil Hennrich was the first member of NCR I ever met,' and following that they'd have a story about a race at Rockingham or a Solo in the Raleigh area.

"From his earliest days [he joined the Club in April 1974], Phil volunteered his time to make this Club a success. He was an active driver, the Region's treasurer for many years before computerization and afterward, the radio guy, and basically the go-to guy. He worked tirelessly at VIR when the Region presented that facility with its gazebo corner stations in 2002, helping to transport them and set them up, and practically single handedly built the South Course Start stand. Always ready to pitch in and help - that was Phil.

"We gave him a Lifetime Service Award in 2005, but it wasn't enough. We'll miss you Phil."

#### **PAUL ECKSTEIN**

In September, North Carolina Region also lost longtime member **Paul Eckstein**, Jr. While actually a Washington DC Region member, Paul often worked North Carolina Region events





when he could, but taking care of his mother prevented him from enjoying flagging the past few years. Paul was a great ralliest and was rally partner with Blue Ridge Region member **Earl Hudson** - they traveled to many states to participate in every level of rallying.

#### MIKE COX

Central Florida Region's Mike and his wife Alana Cox owned Tags Plus, a family store offering trophies and other supplies for sporting events. Sadly, Mike passed away as the result of complications from a fall at the age of 59. Mike was a devoted family man, and by his example he encouraged and inspired others with similar heart conditions to take back their quality of life with the help of advanced heart assist devices. Mike was also a proud sponsor of the Lakeland Diamondbacks baseball team, and a longtime driver and SCCA member. He will be greatly missed by his many friends in Central Florida Region. His family has requested that memorial donations be sent to the Florida Hospital Transplant Center in Orlando.

#### CONTACT

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#### CAR SHOW, PLUS PRO RACING AT MID-O

"For the second year in a row, Western Ohio Region SCCA has had an exhibit at the Wright Patterson Top 3 Association car show benefiting the Wounded Warrior foundation," reports **Jerry Stem**, Assistant RE for Western Ohio Region. "This year we sponsored the People's Choice trophy, and even though the DJ mispronounced our name during the announcement (we're now the 'SCAA'), the gentleman who won the trophy still had a smile on his face.

"Thank you to the members who answered my call for cars to include, and thank you as well to the members who showed up to help and keep us company. The weather was a bit warm and there weren't many brochures given away, but a few spectators did



RAIN MAN
Great driving
and a solid tire
choice allowed
Milwaukee
Region's Lawrence
Loshak to make his
way to the front
and take the win
in FB (ABOVE)

and HP at the 50th Runoffs.

stop to talk to us and [will] possibly come check out a Solo event."

Jude Summers, Ohio Valley Region Pro Racing Liaison to Mid-Ohio Sports Car Course, reflected on the Nationwide NASCAR event Aug. 15-16 at Mid Ohio. "[It] proved not to be what I expected," she says. "From my perspective – from an SCCA administrative point of view – it did not hold a lot of 'unforeseen surprises,' and that was refreshing.

"Mid-Ohio, along with NASCAR management and staff, seemed to have anticipated a lot of the activities and were proactive in carrying through when needed [in order] to get the jobs done and keep the event on schedule."

**Bill Whitmore**, who headed up the Mid-Ohio safety team, says, "In my 15 seasons at Mid-Ohio, I have never seen such a complete team effort in getting the job done. I was literally overwhelmed by everyone's willingness to step forward and make sure we had positions covered."

"I, too, felt the same way," says
Summers. "Our core team of SCCA
staff also pulled together for this
event, providing assistance anywhere
needed. They also did a great job
supporting [SCCA Pro Racing] Trans
Am that weekend. OVR's membership
booth had a lot of interest; those who
viewed the event on television
commented it was excellent; and
Facebook had a lot of good reviews!

"Personally, I was happy to see the Pro Racing season at Mid-Ohio end with such a positive event by the spectators - [it] reminded me a bit of the old Runoffs," she says. "I was glad to have participated with this inaugural event, [and] I hope there will be many more!

#### CHECKERED FLAG

Cincinnati Region member Rick Barger shared memories of his friend, Mike Kolthoff, who passed away Aug. 1. "His smiling face and good-time attitude was a staple of Central and Great Lakes Division paddocks for 30 years. Mike started with Solo, then went to a [Club Racing] weekend where he was recruited to help with tech. Looking at a [then Formula Ford] being inspected, he fell in love. Shortly after, Mike attended a Skip Barber School and bought a Crossle FF - this was followed by several Swifts culminating with a DB6 that he converted from FC to FF specs.

"Mike was extremely proud of his car preparation and self-taught mechanical skills. His cars were always meticulous. This attention to detail was a byproduct of his artistic talents. Mike did quite a few custom helmet paint jobs under his trademark Seven 1 Design moniker."

In remembrance, a former competitor, **Jim Dietz**, designed and supplied decals to all entrants at Cincinnati Region's August IT-Spectacular at Mid-Ohio. One of the best paddock wives ever, **Lori Kolthoff**, got to wave a final checker for Mike during the Pro F1600 race.

Beyond his extensive racing involvement, Mike gave back to the Club serving as Cincinnati Region RE and multiple terms on the Board of Directors.

......

#### CONTACT

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## A MOMENT WITH LAWRENCE LOSHAK

At the end of 2012, Milwaukee Region's Lawrence Loshak had sold his DSR racecar and was looking for a new challenge. Greg Moon of Moon's SuperCycle had been building Loshak's DSR motors, and when Jerry Hodges and Don Conner from JDR Motorsport were looking for a driver for their Formula 1000 car, Moon suggested they contact Loshak. After a successful summer, which included winning the Chicago Region June Sprints and the East USF1000 title, we fast forward to the 2013 SCCA National Championship Runoffs. What follows is our interview with Loshak:

SportsCar: Tell me about qualifying. Loshak: After doing 2:05s on the Monday test day, I was very pleased to do a 2:04.786 on Tuesday, which was good enough to hold up as fast time through the Wednesday/Thursday qualifying sessions. Looking at the weather, I knew Tuesday was going to be the money day.

**SportsCar:** Friday's race day brought morning rain and what looked to be a drying track.

Loshak: Contrary to what others reported, we had made the decision to run intermediate tires 15 minutes before we left our paddock space, and we did have my HANS and helmet as we headed towards the grid. Our mistake was that we thought the published start time was when they'd release the grid, not when they'd drop the green flag to start the race. I drove up and they gave me the one-minute signal. On top of that, after scrambling to get my gear on and get belted in, when I started the car it was redlining, which it had never done before. By now they had released the field and my crew started taking the engine cover off, but I knew there was no time for that so I stabbed at the gas pedal a few times, tried it again, and it was fine. I took off after the field and caught them at Canada Corner.

It was a risky decision to start



BACK TO BACK
Aid South Region's
im Drago became
the first person
to win two Spec
Miata National
Championships
when he took
gold at the
2013 Runoffs.

on intermediates because there had just been a downpour. It wasn't raining, but the track was still wet. Having to start last was pretty rough, but Road America is my home track, I love racing in the rain, and I knew I had to pass as many cars as I could on the first lap while everyone was still feeling out the track.

**SportsCar:** That you did, passing 16 cars on the opening lap, making it up to fifth place.

Loshak: After that however, progress was slow as I was searching for grip, too. It's cool with open wheels as you can see when they lock up. I didn't have any communications, I guess in the rush we never plugged my helmet radio in. I was just trying to salvage a podium for Don [Conner] and Jerry [Hodges]. When I passed Lucian Pancea, I had no idea that he was the leader. I saw people cheering after I took the checkered, and then out of the corner of my eye I saw someone pointing at me and holding up a number one. That's when the tears started flowing! It was an emotional win. A bit embarrassing, but in the end it made it really special.

**SportsCar:** Then you had a couple of hours of downtime before getting back in the CRX for your HP race.

**Loshak: Joe Moser** wasn't going to drive this year, so I had the opportunity to drive his car. I started

on pole and held my position for corner one, but after downshifting I could not get the thing back in gear. By the time I could, I was back in fifth or sixth position. I stayed patient and worked my way up to second place behind William Trainer in the VW Scirocco. I had a good run out of the Carousel and got inside him going towards the Kink. I'm not sure if he lifted or not, but I got by and put my head down just trying to put good laps together. It was pretty amazing to get two poles, two wins, and two triple crowns. It still hasn't sunk in yet.



#### WHAT A WAY TO END 2013!

Congratulations to everyone who attended the 41st Tire Rack Solo National Championships or the 50th National Championship Runoffs! These are unbelievable events to witness (in any capacity), often filled with emotionally draining highs and lows, and always chock full of memories that last a lifetime.

The massive undertaking of getting nearly 1,800 competitors to the two venues for the adventure of multiple days of competition, recognition, and parties is staggering. The journey can







often begin just five minutes after you've hit the road, leaving you five hours behind because your vehicle broke down. Other times, you're at the site and learn just how much your SCCA family will rally around you.

Susan Anderson - one of seven 100-Percenters (having attended all 41 Solo Nationals) - was simply walking her dog when her foot slid into a hole, breaking her ankle and requiring surgery that day. This unfortunate turn of events meant she needed someone to care for her dog and she needed to figure out a way for her to keep that 100-Percenter status.

Thanks to people like Dave and Beth Whitworth (handling the hospital portion), Carla Russo (coordinating arrangements), Dean Rhodes (the Finn Whisperer), and Rocky Entriken (who loaned her an automatic transmission car), Anderson managed a run in Road Tire RWD Ladies, despite the all capital letters instructions on her discharge papers that said: "Do not drive until given permission to do so." That doctor obviously had never met an SCCA member. Competitors don't ever give up, and neither does the racing community - especially the ones who supported Anderson throughout the event and all the way home.

There were 121 MiDiv Solo competitors at the Solo Nationals who brought home five National Championships and 17 additional trophies. Congratulations to Kansas Region members Greg Reno (H Stock), Chris Cutrer (G Prepared Ladies), and Trent Strunk (Formula SAE), plus Nebraska Region members John Hunter (C Street Prepared) and Sue Eckles (C Street Prepared Ladies) on their National Championships.

MiDiv Club racers, 41 strong, earned two National titles. Northeast Oklahoma Region's Charlie James topped B-Spec, and Mid-South's Jim Drago won his second consecutive Spec Miata title in a record-setting Runoffs field of 67 cars! Drago had almost a perfect weekend. He earned the pole and win in SM, started and finished second in STL, and was one of four cars to dip below the existing STL track record.

One of the craziest experiences of the Runoffs was the kind you can't even make up. Imagine: Your race is in the rain, you have to decide which tires to use, you're late to the grid, and you've forgotten your HANS device.

Your Hans magically arrives, and you scramble to put it on while the grid pulls on to the track - leaving you to start last despite having qualified on the pole! Starting from the rear of the field, you start passing cars left and right, not realizing you've passed the leader going into Turn 1 of the last lap because you have no radio communications with your crew. You don't even know you've won a National Championship until you pull to the pits. This was the unusually dramatic experience of Lawrence Loshak in Formula B, driving a car for MiDiv's Jerry Hodges and Don Conner.

Sometimes you experience information overload, and sometimes you can't get enough data and news. Thanks to live timing and streaming, Facebook posts, grids, final results, the SCCA SmugMug account, data recorders, GoPro cameras, radio headsets, and more, you can enjoy, review, and analyze at your convenience. But to me, the best way to transmit information is the bench racing you do with your family and friends; reliving all those precious moments, sharing the experiences, and learning new things that will make your next experiences even better.

Thanks to everyone in MiDiv and around the country for all you do to make our valuable time so darn enjoyable and fun! Just like racers everywhere, we're not giving up and will continue the adventure in 2014!

#### CONTACT

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#### **ROCKY MOUNTAIN** HITS THE RUNOFFS

As summer turned to fall, many RMDiv competitors pointed their rigs toward Wisconsin and hit the road for the final year of the National Championship Runoffs at Road America. Speaking as one of those competitors who made a 1,100-mile tow (each way) from Colorado, I think the effort was worthwhile. The 50th running of the title road-racing event was unique and entertaining, but the track itself

remains the prime attraction. Smooth and fast, the four-mile Road America circuit remains a joy to negotiate at speed. Constantly challenging, but ultimately satisfying when you get it right, Road America is serious fun!

Of course, there were some RMDiv racers who really got it right, and chief among them was Utah Region member Chris Farrell, who not only took the D Sports Racing title, but also completed the rare SCCA Super Sweep with a U.S. Majors Tour title, a win at a key Majors weekend, winning the DSR nationwide point standings, and clinching the Runoffs win. His only potential misstep the entire year was in lining up on the outside front row and conceding the inside pole position (which he won) on the pace lap. But even that didn't derail his Stohr WF1 from taking all the marbles when the checkered flag finally fell.

By winning the Sports 2000 Runoffs race, Colorado Region member **Mark Mercer** also took home a piece of history. Beyond winning a scintillating cat-and-mouse battle with local Wisconsin racer Bart Wolf, Mercer cemented his legacy within the class by not only taking his third Runoffs title, but also the final one for S2 before the class undergoes consolidation in 2014.

Colorado Region member Mike **Pettiford** stood on the podium when he finished third in Touring 1, while Utah racer **Pratt Cole** was just a second back in fourth place. In F Production, Colorado Region member Bill Hingston took fifth place in his trusty Miata. The Sunoco Hard Charger Award in H Production went to Colorado Region member Alex Burnett and his Datsun 510. Burnett finished 14th in his first Runoffs and, in true racer fashion, camped out the entire week to gain the full Road America experience!





# Congratulations!













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There are undoubtedly other RMDiv top finishes or amazing stories that need to be told, so if I missed yours, please contact me (my contact info is always published with this column) and let me know.

#### **FUTURE RUNOFFS**

With the announcement that SCCA is breaking the mold and awarding the next three Runoffs to three different tracks (Mazda Raceway Laguna Seca in 2014, Daytona International in 2015, and Mid-Ohio in 2016), it is clear our Club is willing to try something different. Since RMDiv racers will have to travel no matter where we hold the Runoffs, I took an admittedly informal poll to judge some reaction.

"It's different, and I think it'll be OK," says Formula Vee ace **Bob Neumeister**. "I like it that everybody will have to adjust, and not just prepare for one track."

H Production racer **Jerry Oleson** also favored the move, as he felt it might shift the competitive balance in his particular class. "I like it, and that's because it's been a disadvantage for my car [Austin-Healey Sprite] to race at a long, fast track like [Road America]. I think [Mazda Raceway] Laguna Seca will favor my car a little more."

So, what about racing on the high banks and long straights at the Daytona Runoffs in 2015? As a hardcore Runoffs competitor, Oleson admitted he'd still try to qualify and race in HP that year. "I'll just be along for the draft at that one."

Touring 3 competitor **Derek Kulach** was another racer who displayed some open mindedness when it came to the Runoffs. "One of my goals this year was just to make the Runoffs, and I'm really glad to be here at Road America. But I like to race at different tracks and the next three are some of the best, so I'm happy about it."

As for myself, I find it encouraging that SCCA is taking a few chances to shift the Runoffs paradigm. While there's bound to be some bumps in the proverbial road in doing so, the need to shift the focus, attract a wider competitive field while still retaining current participants, and trying something new are all worthwhile goals.

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#### **ROAD AMERICA OR BUST!**

Many drivers and crews aren't aware of what a worker does to feed their need for speed in SCCA. Workers are 100 percent volunteers - no tow funds, or sponsor money (although some workers or Regions raise money to attend the Runoffs). What follows is a log of our trip to the 50th National Championships at Road America in Elkhart Lake, Wis. Tom Masterson and I have a gas-fueled, 37-foot Winnebago Adventurer (named Jack) that we drive from Bremerton, Wash., to Road America. As the car drives, it's 2,026 miles, roughly 30 hours of driving, each way. Since I am the only driver, it takes longer.

Tuesday, Sept. 10: We left home with our Torte Dilute cat Sky and our yellow Labrador Guide Dog Matt.
Other than a jack alarm sounding for a few hours (hot hydraulic fluid expands), the first day went well with our first night at Montana's first rest stop: 426.5 miles, eight hours, 20 minutes.

Wednesday, Sept. 11: Leaving at sunrise driving east was a bad choice – I had to pull over to let the sun move higher in the sky before continuing. Stopped for fuel in St Regis, Mont., adding 62.984 gallons to the tank at \$3.849 per gallon. Reaching Livingston, Mont., we traveled 368.1 miles in six hours. A refrigerator cooling issue resulted in some cleaning chores.

Thursday, Sept. 12: Choosing the northern route, we stopped in Laurel, Mont., for fuel; 61.687 gallons at \$3.49. On I-94 from Billings into more hills. Jack (the RV) did better at slower speeds up the hills; taking it at his pace saved fuel, too. We stopped for the night at Theodore Roosevelt National Park Visitors Center and Rest Area - a big Bison was grazing a few spaces down. The day covered 419.8 miles in 7 hours 20 minutes.

Friday, Sept. 13: Woke with the bison nearby, startling passersby. Stopped for fuel in New Salem, N.D.; 63.714 gallons at \$3.689. Camped at a rest stop in Clearwater, Minn., after driving 507.7 miles in 10.5 hours.

Saturday, Sept. 14: In search of fuel we stopped in St. Cloud, Minn.; 58.792



HARD
CHARGING
Colorado Region
member and
Runoffs rookie
Alex Burnett
claimed the
Sunoco Hard
Charger Award at
the 2013 Runoffs
in H Production
for his run from
27th to 14th in
his Datsun 510.

gallons, \$3.499. We took WI-23, a two-lane rough, then WI-67 toward Plymouth, Wis., to the RV Park and Campground next to Road America. Logged 375.7 miles in 9 hours.

Sunday, Sept. 15: We moved across the road to Road America and got settled into our camping spot. Jack did great, although he did lose a wheel cover in Montana. If you see it, please return it. The trip so far: 2,096.2 miles, 41 hours 30 minutes.

#### THE RUNOFFS

Simply put, the Runoffs was great. For those who haven't been to Road America, this facility is amazing. TV and Internet coverage doesn't do it justice. We caught up with a lot of old friends and made a bunch of new ones. The racing was excellent, including the very memorable T2 and GTL races. Formula F, the group I started, was a clean race, which was a nice treat. Be sure to check out the extensive race coverage in this issue, and congratulate all Northern Pacific Division drivers the next time you see them.

Tom worked in radio each morning starting at 6 a.m., helping make sure everyone had functioning charged radios throughout the day, and then collecting them each night, finishing about an hour after track activities ended. I worked the Start for a few days, Registration for several days, and ended in Timing and Scoring on Sunday afternoon. It was a full week for the Mastersons, indeed. Then it was time for the return trip.

#### NEXT YEAR, IT COMES TO US!

Facing 40 hours of driving, even after an exciting Runoffs week, is always very daunting. It started with grabbing 56.927 gallons of fuel at \$3.459, then heading west. OK, we

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actually turned south to get I-90 and then missed a turn or two before really getting under way.

Wind, bugs, dirty windshields, thunderstorms, shrieking wild turkeys, road construction, and complaining cows stuck in a cattle truck; it was another cross-country trip back to NPDiv. The trip home was a mildly longer 2,115.5 miles, taking 44.5 hours to traverse. Pure driving distance and time logged in at 4,211.7 miles in 83 hours, 18 minutes. All said, we were gone for 19 days (12 of that driving), saw eight states, burned 580 gallons of fuel, and saw beautiful scenery and interesting little towns. It was definitely worth the trip!

Best of all, we weren't alone. There were over 500 workers and 700 drivers in attendance at the 50th Runoffs. It was a fabulous trip, and I'm glad we took it.

Thank you to everyone who attended the Runoffs! The 2014 Runoffs at Mazda Raceway Laguna Seca – our division – will be fantastic; while the drive across America was worth it, it will be a welcome break to have the Runoffs back on the West Coast for the first time since 1968! For drivers and workers alike, the Runoffs is an experience you can't miss – especially in 2014!

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## SPDIV TACKLES THE RUNOFFS

With 701 drivers taking part, the 50th running of the SCCA National Championship Runoffs was nothing short of spectacular, with great racing throughout the weeklong competition. SPDiv had a great turnout as usual; even considering the long trek to Road America in Elkhart Lake, Wis., a great number of drivers, crew, and volunteers made the trip.

Our lone championship went to Cal Club Region's **Lee Alexander** in C Sports Racing. Alexander started from the pole in his Factory48/APE Raceparts Stohr WF1 Suzuki, based on



PRACTICE
MAKES PERFECT
Lee Alexander
spent a good
portion of the
summer racing in
the Elkhart Lake,
Wis., area, and
it paid off with
a Runoffs win
for the Cal Club
Region member.

the strength of a 1:59.638 lap - making him only the second racer to lap the famed circuit in less than two minutes in an SCCA class.

Alexander spent much of his summer in the vicinity of Road America, giving him the opportunity to gain useful seat time and testing, all of which apparently paid off.

"My girlfriend lives out here, so I spent the summer out here and had a chance to race with these guys at all the local events," says Alexander. "I really learned a lot from them. They have so much experience here and I learn something every time."

Usually, if we are talking about GT-1 and the Runoffs, it's about San Diego Region member **Michael Lewis** picking up another win, but that would not be the case this year. Lewis qualified second, but could not match the pace of race winner **Cliff Ebben**, and had to settle with third place. "The luck kind of ran out this year," says Lewis. "I made a good start there on the front straightaway, but I ran out of room at the exit and I paid the price. That took me back to sixth or so. The car was just never right."

At one point, Cal Club Region's **Kyle Kelley** looked poised for a GT-1 podium finish, as he charged from eighth on the grid to second in the opening laps, but he would ultimately be sidelined with mechanical issues.

In GT-3, Cal Club Region's **Mike Henderson** claimed the pole by just over 0.5secs, driving his Mazda/Red
Line Oil/M2 Motorsports Mazda RX-7 - the third pole of his Runoffs career.

However, Challenging track conditions found Henderson struggling to maintain pace with the leaders; he would fall to third on the first lap and remain there until the checkers waved, leaving him with the bronze medal.

"Unfortunately, it rained and the track was pretty wet and I was a little bit tentative," says Henderson. "I saw a lot of guys going off in front and behind me, and I was tentative. The track dried out and, by that time, I couldn't catch up. It didn't work out for me, but I had a great race."

Also having a great time at the 2013 Runoffs was Arizona Region's **Gene Peterson**, who not only took the BFGoodrich Tires Worker of the Year Award for Scrutineering, but also claimed the grand prize: an all expense paid trip to the Mobil 1 Twelve Hours of Sebring at Sebring International Raceway, courtesy of BFGoodrich Tires. This marks the second consecutive year a worker from SPDiv claimed the top prize. In 2012, **Joi Robinson** won the memorable trip.

Congratulations and thanks to the many drivers, crewmembers, and volunteers from our Division who made the 50th Runoffs memorable. It goes without saying that we are all looking forward to the much shorter commute up the road to Mazda Raceway Laguna Seca for the 51st Runoffs in 2014.

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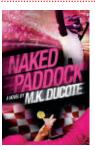
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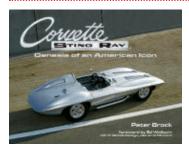


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# 35

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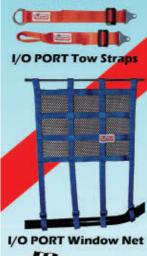


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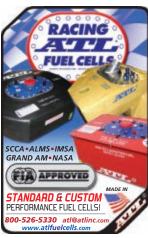




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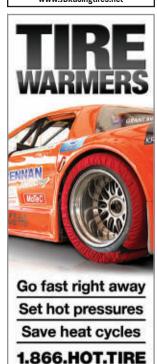


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#### WORLD CHALLENGE

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Mar 22-24 St. Petersburg, Fla. (GT, GTS double) Alex Figge (GT); Jack Baldwin (GTS) James Sofronas (GT); Jack Baldwin (GTS) Apr 19-21 Long Beach, Calif. (GT, GTS) James Sofronas (GT);

Lawson Aschenbach (GTS) May 17-19 Circuit of the Americas, Texas (GT, GTS double) (TC, TCB triple) J. O'Connell (GT); L. Aschenbach (GTS) James Sofronas (GT); Andy Lee (GTS) Ryan Winchester (TC); E. Francis Jr. (TCB) Ryan Winchester (TC); E. Francis Jr. (TCB) Brett Sandberg (TC); E. Francis Jr. (TCB) May 31-Jun 2 Detroit Belle Isle, Mich. (GT, GTS double)

J. O'Connell (GT); Mark Wilkins (GTS) Randy Pobst (GT); Dean Martin (GTS) Jul 4-6 Lime Rock, Conn. (GT, GTS double) (TC, TCB triple) Mike Skeen (GT); L. Aschenbach (GTS) J. O'Connell (GT); Jack Baldwin (GTS) Brett Sandberg (TC); Robbie Davis (TCB) Brett Sandberg (TC); Robbie Davis (TCB) Ryan Winchester (TC); J. Lipperini (TCB)

Jul 12-14 Streets of Toronto, Can. (GT, GTS) (TC, TCB double)

Aug 4-6 Mid-Ohio Sports Car Course, Ohio (GT, GTS) (TC, TCB double) J. O'Connell (GT); L. Aschenbach (GTS) M. Cooper (TC); E. Francisc Jr. (TCB) M. Cooper (TC); Robbie Davis (TCB) Aug 24-26 Sonoma Raceway, Calif. (GT, GTS) (TC, TCB double) Andy Pilgrim (GT); BRandon Davis (GTS) R. Winchester (TC); E. Francis Jr. (TCB) R. Winchester (TC); E. Francis Jr. (TCB) Oct 4-6 Houston Grand Prix, Texas (GT, GTS) (TC, TCB double) J. O'Connell (GT); L. Aschenbach (GTS)

Bret Sandberg (TC); Tyler Palmer (TCB) Ryan Winchester (TC); Tyler Palmer (TCB) Champions: Johnny O'Connell (GT); Lawson Aschenbach (GTS); Ryan

Winchester (TC); robbie Davis (TCB)



#### TRANS-AM SERIES

#### gotransam.com

Mar 3 Sebring Int'l Raceway, Fla. Doug Peterson (TA); Cameron Lawrence (TA2); David Seuss (TA3)

May 19 CTMP, Ontario, Canada Doug Peterson (TA); Tony Buffomante (TA2); Chuck Cassaro (TA3) May 25 Lime Rock Park, Conn. Paul Fix (TA); Bob Stretch (TA2); David Seuss (TA3)

Jun 9 Watkins Glen, N.Y. Doug Peterson (TA); Cameron Lawrence (TA2); David Seuss (TA3)

Jun 21 Road America, Wis. Doug Peterson (TA); Cameron Lawrence (TA2); Chuck Cassaro (TA3)

Aug 17 Mid-Ohio, Ohio Cliff Ebben (TA); Cameron Lawrence (TA2); Todd Napieralski (TA3A); David Seuss (TA3IN)

Sep 1 Brainerd Int'l Raceway, Minn. Doug Peterson (TA); Cameron Lawrence (TA2); Rob Bodle (TA3A); David Seuss

Sep 29 VIRginial Int'l Raceway, Va. Simon Gregg (TA); Cameron Lawrence (TA2); Steve Kent Jr. (TA3AM); Mickey Mills (TA3IN)

Nov 3 Road Atlanta, Ga. Nov. 17 Daytona Int'l Raceway, Fla.



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Mar 13-15 Sebring Int'l Rcwy, Fla (dbl) Christian Szymczak; Elliott Skeer May 9-11 Mazda Raceway, Calif. (dble)

Christian Szymczak; Elliott Skeer Jun 14-16 Mid-Ohio Sports Car Course,

Ohio (double) Christian Szymczak: Flliott Skeer

Jul 19-21 Canadian Tire Motorsports Park, Canada (double) Christian Szymczak; Elliott Skeer

Sep 20-22 Coronado Naval Base, Calif. John Dean

Oct 4-6 Houston Street Course, Texas Cancelled due to track damage

#### championship F2000 CHAMPIONSHIP

#### f2000championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. Tim Minor; Tim Minor

May 9-11 Road Atlanta, Ga. Tim Minor: Tim Minor

May 24-25 Lime Rock, Conn. Tim Minor; Kyle Connery

Jun 27-29 Watkins Glen, N.Y. Tim Minor; Kyle Connery Jul 26-28 Mid-Ohio, Ohio

Kyle Connery; Tim Minor Aug 9-11 Mid-Ohio, Ohio

Kyle Connery; John LaRue Aug 23-25 Summit Point, W.Va. Tim Minor; Tim Minor

Champion: Tim Minor (all events double weekends)



#### F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-14 VIRginia Int'l Raceway, Va. Adrian Starrantino; Adrian Starrantino May 9-11 Road Atlanta, Ga.

Aaron Telitz; Jake Eidson

May 24-25 Lime Rock, Conn. Jake Eidson; Jake Eidson

Jul 26-28 Mid-Ohio, Ohio Jake Eidson; Adrian Starrantino Aug 9-11 Mid-Ohio, Ohio

Jake Eidson; Jake Eidson Aug 23-25 Summit Point, W.Va.

Adrian Starrantino ; Jake Eidson Champion: Jake Eidson (all events double weekends)



#### CHAMPIONSHIP

global-rallycross.com

Apr 21 X Games, Brazil Scott Speed

Jun 29-30 X Games, Germany Liam Doran; Toomas Heikkinen

Jul 11 New Hampshire Mtr Spdwy, N.H. Toomas Heikkinen

Jul 20 Bristol Motor Speedwa, Tenn. Toomas Heikkinen

Aug 4 X Games, California Toomas Heikkinen

Aug 10 Atlanta Motor Speedway, Ga. Toomas Heikkinen

Sep 22 Charlotte Mtr Speedway, N.C. Scott Speed

Nov 7 Las Vegas, N.V.

#### CLUB RACING



Date Track/Region Phone numbers are for region registrars

#### SCCA NATIONAL **CHAMPIONSHIP RUNOFFS**

Oct. 6-12, 2014 Mazda Raceway Laguna Seca, Monterey, Calif.

#### **REGIONAL**

SOUTHEAST sedivracing.org

Oct 25-26# VIR/North Carolina Nov 1-3# Road Atlanta/Atlanta Nov 9-10# PBIR/Florida

Nov 30-Dec 1 Sebring/Central Florida Buccaneer (912) 897-1944

**Central Carolinas** (828) 684-2696 Central Florida (407) 568-6902

Florida (561) 318-1383 North Carolina (800) 342-7390

SOUTHWEST sowdivscca.org

Nov 2-3\* Texas World Speedway/ Texas

Dec 7-8\* MSR Houston/Houston

#### SCCA ACCREDITED SCHOOLS

**REGIONAL AND NATIONAL** 

Bertil Roos Racing School (800) 722-3669 racenow.com

**Bob Bondurant School** 

(800) 842-7223 bondurant.com

**Bridgestone Racing Academy** (905) 983-1114 race2000.com

The Jim Russell Racing Schools

(707) 939-7600 jimrussellusa.com

Pettiford's Go 4 It Racing Schools (303) 666-4113 go4itservices.com

Skip Barber Racing School

(860) 435-1300 skipbarber.com **REGIONAL ONLY** 

Allen Berg Racing School

(888) 722-3220

allenbergracingschools.com

MSR Houston

(281) 369-0677 msrhouston.com

Porsche Sport Driving School (888) 204-7474 porschedriving.com

Spring Mountain Advanced **Driving School** 

(888) VET-4FUN

springmountainmotorsports.com

#### All dates/events subject to change

\* = Double Event CH = Charity Rally R = Restricted # = Enduro + = 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

Club Racing: (785) 232-7229 Solo, RoadRally: (785) 232-7656 RallyCross: (785) 357-7259

#### **DRIVERS SCHOOLS**

BIR Performance Driving School (866) 511-7606 birperformance.com

**FAASST Performance Driving School** EAST: (877) 266-4429,

WEST: (719) 761-1372 faasst.com Danny McKeever's Fast Lane

Racing School (888) 948-4888 raceschool.com

Pro Drive Racing School (503) 285-4449 prodrive.net

**ProFormance Racing School** (253) 630-5130 proformanceracingschool.com

**Sports Car Driving Experience** (800) 453-5506 corvetteracingschool.com

Waterford Hills Road Racing Inc. (248) 623-0070 waterfordhills.com

#### TIME TRIALS

SOUTHEAST sedivracing.org

Oct 12-13 TT/PDX Talladega Raceway/ Alabama, Tennessee Valley Nov 1-3 PDX Road Atlanta/Atlanta Ala/Tenn Valley (205) 422-1417

Atlanta (770) 472-0460

CENTRAL cendiv-scca.org Oct 12 Blackhawk Farms Rcwy/ Chicago

Aug 18 PDX Road America/ Milwaukee

Chicago (847) 729-2211 Land O' Lakes (612) 618-4929 Milwaukee (414) 467-3908

SOUTHWEST sowdivscca.org Dec 7-8 PDX MSR Houston/Houston

ROCKY MOUNTAIN coloradoscca.org Oct 12-13 CT/PDX Pueblo Motorsports Park/Utah

Utah (801) 835-9036

NORTHERN PACIFIC norpacscca.org Oct 12 PDX Reno-Fernley Rcwy/Reno Reno (775) 267-4845

## SOLO

TIRE RACK SCCA ProSolo 2014 schedule to be announced

TIRE RACK' SCCA ProSolo FINALE

Aug. 30-31, 2014 Lincoln Airpark, Lincoln, Neb.

TIRE RACK' SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 2-5, 2014 Lincoln Airpark, Lincoln,

TIRE RACK MATCH TOUR

Oct 19-20 Arkansas Aeroplex, Blythville, Ark. Nov TBA California

#### **REGIONAL**

Date Track/Region Phone numbers are for Region registrars

NORTHEAST nediv.com

Oct 26-27 Hershey Park/ Susquehanna

Oct 27 Jennerstown Speedway/ Allegheny Highlands

Oct 27 Bader Field/South Jersey Oct 27 Warminster Community Park/ Philadelphia

Nov 17 Bader Field/South Jersey

Allegheny Highlands (814) 943-4345

Philadelphia (215) 450-1251 South Jersey (856) 534-5301 Susquehanna (717) 697-1610 **Washington DC** (240) 508-5335

SOUTHEAST sedivracing.org

Oct 26-27 Twin Fountains Raceway/ Tennessee

Nov 3 Oak Mountain Amphitheater/ Alabama

Nov 10 Eastgate Towne Center/ Chattanooga

Nov 10 Music City Raceway/Tennessee Dec 1 Eastgate Towne Center/ Chattanooga

Dec 14 Oak Mountain Amphitheater/ Alabama

Alabama (334-444-0699) Chattanooga (706) 506-5259 Tennessee (615) 474-5313

GREAT LAKES greatlakes-scca.org Nov 3 Walesboro Airport/ Columbus Club

Columbus Club (317) 535-5353

CENTRAL cendiv-scca.org

Oct 27 Hawkeye Technical/Iowa lowa (925) 953-3310

MIDWEST midiv.org

Oct 27 Hutchinson Naval Air Base/ Wichita

Nov 2-3 Millington Jetport/Mid South Nov 10 Hutchinson Naval Air Base/

Mid South (901) 493-2986 Wichita (316) 299-3447

SOUTHWEST sowdivscca.org

Nov 2-3 NOLF Waldron Field/South Texas Border

Nov 3 600 Coleman Ave./Red River Nov 17 Dallas Raceway/Texas

Dec 7-8 NOLF Waldron Field/South Texas Border

Houston (281) 782-7512 Red River (318) 245-8007 South Texas Brdr (361) 980-8000

ROCKY MOUNTAIN coloradoscca.org Nov 2 University of New Mexico/

Texas (214) 697-5771

Rio Grande

Nov 10 Front Range Airport/Colorado Colorado (970) 980-9970 Pan American (915) 540-1723

Rio Grane www.rgrscca.com

SOUTHERN PACIFIC scca-sopac.org

Oct 26-27 Marana Regional Airport/ Arizona Border

Nov 24 Marana Regional Airport/ Arizona Border

Dec 15 Marana Regional Airport/ Arizona Border

Arizona Border random1@cox.net Hawaii-Aloha (808) 349-8813

#### **ROAD RALLY**

A complete RoadRally planning calendar can be found at www.scca.com/rally

#### NATIONAL

Oct 18 NGTA USRRC/Washington DC Oct 19 NC USRRC/Washington DC Oct 20 NT USRRC/Washington DC Dec 7 NT Yucatan Winter Safari/ Land O' Lakes

#### **REGIONAL**

Date Rally Name/Region NORTHEAST nediv.com

Oct 13 Witch was is the nursery/ South Jersey

South Jersey (856) 228-9249

**GREAT LAKES greatlakes-scca.org** Oct 26 Annual Halloween Rally/ Indianapolis

Indianapolis (317) 780-9007

MIDWEST midiv.org

Nov 9 Kansas Rally Weekend/Kansas Nov 10 Kansas Rally Weekend/ Kansas City

Kansas (785) 691-7437

SOUTHWEST sowdivscca.org Oct 26 Great Pumpkin Rally/Texas Dec 7 Childrens Book Run/Texas

Texas (972) 235-4305

SOUTHERN PACIFIC scca-sopac.org

Nov 1 First Friday Niter/Cal Club Dec 6 First Friday Niter/Cal Club

Dec 13 Triskaidekaphobius/Arizona Border

Dec 14 Trail to Vail/Arizona Border Dec 14 East Side Fantasy/Arizona Border

Dec 15 East Side Fandango/Arizona Border

Dec 15 It's A-Maze-ing/Arizona Border Arizona Border (520) 664-0906 Cal Club (310) 372-7168

#### RALLYCROSS

#### NATIONAL CHAMPIONSHIP

Oct 3-5, 2014 I-80 Raceway, Greenwood, Neb.



#### **OFFICERS**

Chairman JOHN WALSH Vice Chairman DICK PATULLO Secretary TODD BUTLER Treasurer MICHAEL I FWIS

#### NATIONAL STAFF

Acting President LISA NOBLE
VP Member Services COLAN ARNOLD
VP Program Development HOWARD DUNCAN VP Finance RICHARD EHRET VP Club Racing TERRY OZMENT
VP Marketing/Communications ERIC PRILL

#### PRO RACING STAFF President TOM CAMPBELL

SCCA ENTERPRISES STAFF President ERIK SKIRMANTS

NATIONAL OFFICE Sports Car Club of America, Inc. P.O. Box 19400, Topeka, KS 66619-0400

NATIONAL OFFICE INFO. HOURS Mon-Fri, 8 a.m. to 5 p.m. Central time

NATIONAL PHONE NUMBERS Toll-Free (800) 770-2055 Pro Racing (785) 357-7223 Solo (785) 232-7656

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: scca.com Pro Racing info/results: sccapro.com

SCCADIRECTORS

Area 1: Dick Patullo

370 Chapin Road, Hampden, MA 01036 (413) 566-3643; dpatullo@scca.com Area 2: Jerry Wannarka

3284 Danmark Drive, Glenwood, MD 21738 (443) 266-7170; jwannarka@scca.com Area 3: Robin Langlotz

3116 Indian Drive, Orlando, FL 32812 (407) 851-2232; rlanglotz@scca.com

Area 4: Stephen Harris 1619 Chartwell Dr., Dayton, OH 45459

(937) 438-3005; sharris@scca.com Area 5: Bruce Lindstrand 532 Stiles Ct., Darien, WI 53114

(262) 724-3346; blindstrand@scca.com Area 6: Lisa Noble

11975 Blue River Hills Road, Manhattan, KS 66503 (785) 539-8604; Inoble@scca.com

a 7: Dan Helman

343 Lago Trace Dr., Huffman, TX 77336 (281) 324-6664; dhelman@scca.com

Area 8: Bill Kephart 4735 Centennial Blvd. Colorado Springs, CO 80919 (719) 632-8000; bkephart@scca.com

a 9: Brian McCarthy 1048 Millet Way, Sacramento, CA 95834 (916) 712-5742; bmccarthy@scca.com

Area 10: **John Walsh** 244 Mendon Center Rd., Honeoye Falls, NY (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 3000A (678) 366-2100; pcreighton@scca.com

Area 13: **Todd Butler** P.O. Box 607, Yamhill, OR 97148 (503) 754-0988; tbutler@scca.com

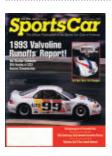
# ROOTS A JOURNEY INTO SPORTSCAR'S BACK PAGES



#### 10 YEARS AGO..

#### **DECEMBER 2003**

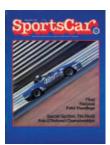
- The Runoffs celebrated its 10th year at Mid-Ohio and the 40th running of the storied event.
- Cover boy John Heinricy won his third consecutive Touring 1 title. Fast forward 10 years and we see him adding yet another Runoffs win to his impressive collection.



#### 20 YEARS AGO..

#### **DECEMBER 1993**

- Spec Racer Ford recorded its first National Champion, as early adopters to the Roush Racing kit made the jump. Keith Scharf took the gold, besting the 26 converts.
- Club Racer Jon Mirachi and his fiancée Shari Gregory tied the not at the Runoffs.



#### 30 YEARS AGO...

#### **DECEMBER 1983**

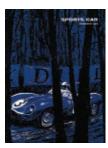
- The Solo Nationals expanded to a four-day format for its 11th running. With 532 drivers, the new schedule made for a much less frenetic event.
- The Pacific Road Race of Champions celebrated its sixth running at Sonoma, with nearly 300 drivers on hand.



#### 40 YEARS AGO.

#### **DECEMBER 1973**

- Driver turned world renowned team owner Carl Haas talked about his days racing with SCCA and partner Jim Hall.
- SportsCar featured Jody Scheckter's incredible 1973 season, including his Can-Am exploits and run to the L&M F5000 title.



#### 50 YEARS AGO...

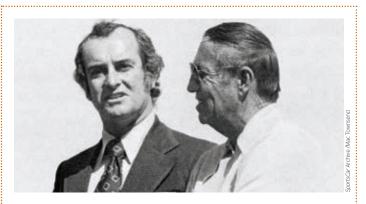
#### **DECEMBER 1963**

- The 1963 Club Racing National Champions were featured, including Donna Mae Mims, the first women to claim such a title.
- The Promotion of a Major Race stated that road racing is no longer a novelty and needs public support so that the tracks may survive.



#### LIFT OFF

In the opening lap of the 2003 Natinoal Championship Runoffs at Mid-Ohio, Jim Goughary (46) took a wild ride, but would recover to claim the gold medal in GT-2.



#### HIGHER EDUCATION

Bob Bondurant (left) and Tracy Bird (right) announced that the Bondurant School had become the only private high performance driving school to receive SCCA approval. The initial licensing program was an intensive five-day affair.



#### FIRST MEETING FOR THE GOVS

For the first time, the 14 members of the Board of Governors held a quarterly meeting at the Club office in Westport, Conn. It was the first time the entire SCCA staff got to meet all of the Club's top elected representatives. The meeting was reported as a pleasant and profitable experience.



# MOTEGI RACING FORGED TECHNOMESH

motegiracing.com facebook.com/motegiracing







#### 4 Years. 2 Championships. 6 Wins. 19 Podiums.

With just four years of professional competition, Kia has already become a force on the track. This season, driver Mark Wilkins added to the growing list of Kia's racing successes, coming in third place in the Pirelli World Challenge Driver's Championship and playing a key role in Kia's second-place finish in the Manufacturer's Championship. Thank you, Mark, and the Kia Racing Team, from all of us at Kia. We can't wait to hit the starting line again next season.

