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The SCCA Member Magazine

THE DETERMINED

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National Championship Runoffs?

MATT REYNOLDS
E Production

THE EDGE

How to taste victory
at this year's Runoffs

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ON THE COVER

The SCCA National Championship Runoffs are nearly upon us, so we take our annual swing at picking the winners – and we expect E Production driver Matt Reynolds to be among them. Photo by Bill Sallans.



Mark Weber

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Small details can be the difference between winning and losing at the RallyCross Nationals

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

THIS MONTH IN FASTRACK NEWS >

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

BOARD OF DIRECTORS

• Meeting minutes

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At the Mid-Ohio round of the SCCA Pro Racing Trans Am series, four time series Champ Tommy Kendall made his return. That weekend also marked the debut of the TA2 Dodge Challenger SRT in the series – a car that Kendall piloted. While Kendall's race ended early, his Miller Racing teammate drove another Challenger to victory.

DATE Aug. 16, 2014

LOCATION Mid-Ohio Sports Car Course, Lexington, Ohio

WHAT Tommy Kendall returns to SCCA Pro Racing Trans Am, debuting the Dodge Challenger SRT

PHOTOGRAPHER Chris Clark



"I've wanted to return to Trans Am competition for the longest time"
TOMMY KENDALL





CLUB LIFE



RUNOFFS CONTINGENCY

Competitors are reminded to visit www.scca.com/runoffs and sign up for the generous National Championship Runoffs contingency programs prior to the event. Required decals will be available at driver registration for those enrolled in the various programs.

SUMMER SPEEDFEST

Barber Motorsports Park played host to Formula F's 45th anniversary celebration, Aug. 9-10, 2014



Barber Motorsports was the scene of the SCCA Summer Speedfest and the 45th anniversary of Formula F on Aug 9-10. The weekend saw a mixed bag of weather, with rain falling sporadically, but the action on track was still hot.

Qualifying for Saturday's race was held under dry conditions, and the No. 88 Braeburn/Two Dogg/Hoosier/Euroquipe Piper/Honda of defending SCCA Runoffs National Champion Tim Kautz set the pace, turning a 1:33.942. The lap put him 0.020sec ahead of Franklin Futrelle, with 16-year-old Max Mallinen just half a second back.

At the start of the race, Futrelle went to the front, a position he would hold during the 12-lap run. In the end, Futrelle beat Kautz with a 6.254sec. Cliff Johnson finished third in his No. 4 Alpine Litho-Graphics/Farley Engines Piper DF-5/Honda.

Taking a break from his Verizon IndyCar Series schedule, Josef Newgarden took part in Sunday's Formula F feature race driving the car Futrelle piloted the day before. Despite starting 11th on the grid (which was last place), the IndyCar ace would be a force with which to be reckoned.

TOP NOTCH

(ABOVE) Josef Newgarden put on a clinic, driving from last to first in the Summer Speedfest Formula F feature race. (RIGHT) A party welcomed drivers, crew, and workers to celebrate the 45th anniversary of Formula F.

Sunday's polesitter Kautz got the jump on the field to lead early, with Mallinen hot on his heels. The pair was never more than one second apart in the opening stages of the 21-lap, 49.98-mile race.

Amazingly, Newgarden was up to



Clark McInnis

SOLO EVENTS BOARD

The Solo Events Board anticipates one vacancy in 2015. Members interested in this position are invited to submit their qualifications in writing via www.soloeventsboard.com. The SEB submits to the SCCA Board of Directors recommended rules and standards for the conduct of SCCA Solo Events.



Jeff Laewe



Clark McInnis



still respecting each other. There were a lot of opportunities to catch wheels, but I'm glad that everyone was able to keep it clean. At one point, the three of us went three wide into the chicane. That was exhilarating!"

As part of the 45th anniversary weekend, the vintage Club Formula F cars also took to the track for a pair of races. James Christian Forrer put his Scurvydog Motorsports Tiga/Ford into the lead on the final lap in

ACTION PACKED
(ABOVE) While the Formula F feature race didn't see a massive field, it was packed with talent, with the likes of multi-time FF National Champion Tim Kautz, IndyCar driver Josef Newgarden, and up and comer Max Mallinen fighting for the win. (LEFT) Newgarden also took the time to talk with fans and racers at the Formula F anniversary banquet.



Clark McInnis

third by lap three, and had caught the lead duo by lap five. The three-way-lead battle allowed Johnson to close and make it a four-way scrap. Newgarden went to the lead on lap nine, only to see Kautz regain the position a lap later. Newgarden made another pass for the lead on lap 11, closing the deal and taking the win 10 laps later.

"This is the most fun I've had this racing season," said Newgarden after the race. "You just can't race any better than this. You can drive the car sideways. You can go three wide into the brake zones. You can race the guys for

At one point, the three of us went three wide into the chicane. That was exhilarating"
MAX MALLINEN

two to three corners at a time. It's just the most fun you can have in an open-wheel car."

As Newgarden was beginning to pull out a gap, Kautz had an issue and ran off on lap 15, leaving Mallinen by himself in second. "Today was really cool," the high school junior Mallinen said. "We were all fighting really hard, but

CFF to take the win on Saturday. Forrer said advice from IndyCar standout Newgarden prompted him to choose slick tires, despite the slippery conditions. The tire choice was the right one, and helped set up the last lap move. Forrer backed up his performance with the feature race win on Sunday.

The racers, teams, and workers came together Saturday evening and enjoyed the 45th Formula F Anniversary party, presented by HPD/Honda Performance Development.

For a full listing of results from Sunday's four race groups, please visit www.scca.com/ff45th. 📍



CLUB RACING SFI HARNESES

In the September issue of *Fastrack*, the Club Racing Board recommended a rule change that will extend the useful life of SFI-approved harnesses to five years. Member input is welcomed; provide your feedback at www.crbscca.com.



CLUB VIEW

LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

"TWWADT." What's that?

I'll challenge you: Do you drive your car like you did 30 years ago? Shop at the grocery the same way as you did in 1980? We live in a changing world. So must the Club change. It will either happen purposefully, planned with us at the wheel and driving the way we want it to go, or it will happen with us as passengers.

So we take a *fresh look* and add in the not so mnemonic *TWWADT*. It has become a battle cry for me as I travel the country talking to Regions, partners, and other stakeholders. In other words, a *fresh look at the way we've always done things*. Taking this fresh look promises a commitment for the Club to follow a planned path of growth and change.

A few months ago I promised to delve into some of these conversations as they develop. The drumbeats are clear and center around five topics, beginning with a *fresh look at how we define participation*. We are 65,000 strong - but not every one of us is a competitor. Embracing the enthusiast and all sorts of participation, and then making their involvement as rich and fulfilling as possible, has to be a focus for us. So whether your involvement is vital to competition as a worker or driver, or is as easy as opening *SportsCar* every month or hanging on a fence watching, it is important that we deliver the best experience for

our fellow members to enjoy.

Participation has to be easier. In the case of our newest Starting Line autocross, and yet to be unveiled (teaser) track programs, entry should be as easy as tapping a button on your tablet and continue as a mentored or coached experience from start to finish. For our longer tenured members, we will continue improving everything from our Website and membership pages on www.scca.com to event registration and tech, as well as modernizing programs to meet our changing needs.

Activation and accessibility - getting butts in seats and helmets on heads has always been TWWADT. But there is more in finding the right programs for our diverse membership. Not all of those will involve helmets. Our worker's experience has to be fulfilling and also accessible enough to draw in new participants. There are members who just want to have fun with cars, and we serve thousands of members who are simply enthusiasts.

Giving a diverse face to our programs will help with the draw to both compete and volunteer. If there is no model, if you can't see yourself or someone like you participating, it is tougher to take a step into something. I know. You've not heard me talk about women in motorsports yet, but it has been a

tough ladder to attack from every direction. We are fortunate that our autocross community has an incredibly vital and diverse demographic. They are keeping us current and will be some of the influencers for our future.

Community and camaraderie come with belonging to a Club. I've spoken at length about those efforts. Again, this is a rapidly changing landscape that we are recognizing; with Web, social media, and targeted communication initiatives. Definitely not TWWADT!

Seed programs and sharing best practices to build our Regions are a huge piece of this fresh look at our business. As many of our Regions are finding, activating members to participate and finding the right programs to keep them coming back is challenging. We can help as we partner with Regions to bring in new and renewed programs and model best practices and effective programs from around the country. Our road show going out to Division meetings this fall is one of the updated outreaches. We will be bringing these ideas to a larger Division audience that many might not have had the chance to see at the SCCA National Convention. We will be bringing it - as you may have guessed - in fresh ways.

That is the Club I want to belong to! ☺

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RALLYCROSS NATIONALS COURSE DESIGNERS

Designers have been selected for the 2014 RallyCross National Championship. Jon Simmons and Kris Martinsen will design the Saturday morning course, Charles Wright will design the Saturday afternoon course, and Brianne Corn will handle the Sunday course.



MICHAEL LEWIS

AREA 11 DIRECTOR, TREASURER, BOARD OF DIRECTORS

THE CLUB BOARD

The Runoffs heads west

It's approaching high noon on the West Coast as we prepare for our first National Championship Runoffs in 45 years. And, like your favorite Hollywood western, the gunfighters are converging on the SCCA's version of the O.K. Corral. From the grizzled veterans to the fresh-faced kid looking to make a name, they drift into town. Sometimes under cover of darkness, sometimes walking right down Main Street, with their steel horses in tow. There may be dust devils and tumbleweed blowing across Mazda Raceway Laguna Seca now, but they will soon be replaced by a Runoffs paddock that best resembles an 1870s gold rush boomtown, bustling with energy. Here one minute, gone the next. People all looking for that one big strike; the Promised Land, their field of dreams. It's a powerful cocktail of hope, dreams, and sweat.

As we journey to Monterey for the 51st renewal of the Runoffs, we find it in a state of transition. Some of you may have read my open letter in the Runoffs section of www.scca.com where I describe the decision by the Board of Directors to change the model of the Runoffs; to make it more portable, running at a different iconic track annually, and committing to a western venue every three years. Along with my fellow West Coast directors, I'm proud to have been instrumental in the change. I also commend my

East Coast colleagues for having the vision and courage to make what I'm sure was not the most popular decision in making our National Championship truly "national."

I believe the West Coast has vindicated that decision with a veritable renaissance of Club Racing this year. We have truly energized and activated National drivers in this area. What effect that will have long term remains to be seen, but it's sure been nice to see full podiums in almost every class and smiles all around with the tough competition.

Of course, there are concerns. As I look at the Runoffs entry list in late

It's sure been nice to see full podiums in almost every class and smiles all around"

August, I see a number of east-of-the-Mississippi Runoffs regulars' names absent, and that's troubling. Will moving the event west and east turn us into a Regional championship more than a National one? Or does the vast amount of new names in the west this year indicate that's been the case all along?

One thing is for sure. Even with all the changes, some things still remain the same. At the end of the day, there can only be one left standing, smoke curling from his exhaust pipes like the barrel of a six-shooter. As the saloons and dance halls empty, and the prospectors take the last gold from the 2014 podiums, we will look forward to visions of Caribbean pirates in Daytona. ☉

MEMBERSHIP DRIVE CONTEST

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

REFERRAL LEADERS FOR JULY 2014

NAME	REFERRALS	REGION
Warren Leach	100	San Diego
Brian Ghidinelli	55	San Francisco
Gayle Jardine	23	Cal Club
Johnathan Burchardt	19	Southwest Louisiana
Christopher Brake	18	Indianapolis
Carol Deborde	18	Reno
Karen McCoy	18	Oregon
Jeremy McCauley	17	Allegheny Highlands
Robyn Wasser	17	Reno
Sydney Davis	16	Houston

We have had 1,900 members refer 2,690 new members.

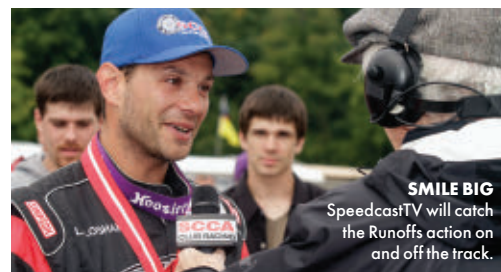
REGION LEADERS

Category based on 2013 year end membership

REGION	GROWTH
Jumbo (800+):	
Detroit	8.6%
Milwaukee	8.4%
Houston	7.8%
Large (401-799):	
Indianapolis	13.5%
St. Louis	12.6%
San Diego	10.9%
Medium (200-400):	
Las Vegas	27.3%
South Bend	26.5%
Reno	24.3%
Small (<200):	
Badlands	42.4%
Southwest Louisiana	40.0%
Montana	37.7%

RUNOFFS BROADCAST TEAM

The SCCA National Championship Runoffs will once again enjoy an ace team of broadcasters calling all of the live action on the SpeedcastTV broadcast. Greg Creamer has become synonymous with the Runoffs, and returns once again. Fans will also enjoy coverage by motorsports commentator Rick Benjamin. Jeff Lepper will join them in the booth, as will multi-time SCCA champion driver Randy Pobst. In the pits will be SCCA staff member Heyward Wagner. Visit www.scca.com for links to the live Webcast.



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SPEEDCAST TV RUNOFFS COVERAGE

SpeedcastTV will be the place for race fans not able to attend the SCCA National Championship Runoffs to keep up with all of the racing action. Tune your Web browser to www.speedcasttv.com/scca.

CORRECTING THE RECORD

In the Who Will Win the Solo National Championships story (Sept. 2014 issue), we fumbled a number of details regarding our picks for Street Modified and Street Modified Ladies, Eric and Laurie Hyman. In the piece, we stated that Eric won the SM title in 2013, when, in fact, that honor went to David White in the "Panda" Nissan 240SX – a nickname we inadvertently transposed onto the Hyman Nissan GT-R. As we all know, a GT-R is not a panda; it is, of course, Godzilla. Another fact we erroneously made up was that the Hyman's Supra was actually a fourth gen model, not a third. Our apologies for the errors.



Perry Bennett

WILDLIFE

Who will dominate Solo's SM, the vicious Panda or Godzilla?

CHECKERED FLAG DAN CARMICHAEL

While there are those with more SCCA National Championships than Dan Carmichael, few have accomplished more than the three-time SCCA champ before his passing on July 31, 2014, at the age of 95.

Carmichael attended the Runoffs some 26 times, competing in classes ranging from FP to BP to CSR, FB, and FA. His first National Championship came in 1969 at Daytona with a CSR win in a Lotus 23B. He won again the following year at Road Atlanta. His third win, however, wouldn't come until 1995, where he took the Formula Atlantic title with 6.156sec over second place. And, in his 26 visits to the



Mike Duval

NOMINATE FOR THE HALL OF FAME

Nominations for the 2015 SCCA Hall of Fame are being accepted through Oct 17, 2014. SCCA's Hall of Fame recognizes members who have made a significant impact and contribution to the Club. Since the inaugural class of 2005, some 57 members have been inducted, with legendary names ranging from the first SCCA National Champion John Fitch to drivers like Bobby Rahal, John Buffum, Mark Donohue, and Roger Johnson. Innovators like Jim Hall, Carroll Shelby, Jim Downing, and Dr. Bob Hubbard have also been welcomed into the Hall of Fame, as have past Club leaders Cameron Argetsinger, Nick Craw, and Marge Binks, to name a few.

The 2015 SCCA Hall of Fame induction will occur at the SCCA National Convention, which will take place in conjunction with the 2015 MSX Expo. Individuals may submit candidates for the Hall of Fame by visiting www.scca.com/halloffame.

CAPTAIN CARMICHAEL

Dan Carmichael enjoyed success on the track, and during his Navy career.



Jerry Winkler

Runoffs, 11 of those resulted in a top-five finish.

Off the track, his accomplishments are equally as impressive. As his obituary reads: "In 1944, Lt. Carmichael, flying off the USS Hornet in his F6F Hellcat fighter won the Silver Star for gallantry, shooting down five enemy aircraft in one week, while protecting a downed U.S. airman and the fleet. During WWII, he had 13 confirmed victories. He stayed in the Navy and tested the first generation of carrier-borne jets during the 1950s, and commanded a jet squadron for two tours. Retired in rank as captain."

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JEFF BARROW

MANAGER, COMMERCIAL MOTORSPORTS,
HONDA PERFORMANCE DEVELOPMENT
CAL CLUB REGION
SCCA MEMBER SINCE 1993

I first got started with the SCCA through my father, who raced an H Production Austin Healy, so I have been going to the races since I was about 5 or 6. My mother was always a volunteer at Registration as well as Timing and Scoring, and I started to help out in Timing and Scoring when I was 10 or so - they used the 'drop your time in the bucket' method back then! It was a great way to learn all the classes.

In 1993, I obtained my competition license and started racing in my dad's 1977 Honda Civic in Showroom Stock. I then moved to racing a 1987 Honda

There really isn't a bad day at the office when your office is the racetrack"

JEFF BARROW

CRX in ITA. I bought a Spec Racer Ford in 1999 and raced it until 2012. Now I drive whatever Honda I can get my hands on.

Over the years, I have managed the motorsports programs at Hawk Performance, Staubli, and now with Honda Performance Development, where I manage the commercial side of HPD - basically, the products and services that fall under grassroots racing. All of the jobs I have held have had strong relationships and partnerships with the SCCA.

The Club really helped me realize that if I couldn't drive professionally, I could still work in the industry, and there are a lot of opportunities in the industry. And, best of all, there really isn't a bad day at the office when your office is the racetrack."

IMAGE Philip Royle



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Competition GTS-class turbocharged Optima shown.



Philip Tucker

After eight years of autocross, I realized a wondrous dream when I did my first SCCA Driver's School at Roebing Road in 1985. At Solo events, all the drivers are required to work. I was raised that way, often arriving early or the Saturday before to help set up the cone course (which, by the way, made me a good candidate for drawing a road course, having learned many good lessons like: Do not try to cram too many corners into the available space! A few modern courses could have benefited from that concept. Anyway...). So, after I ran that first trying day on a real road course going wheel to wheel (see my column *First Corner First*

Crash. Anyway...), I dropped by the worker party to say thanks. Well, I planned to. I figured lots of racers would be there, too.

When I got there, everyone was spread out and conversing and friendly with each other, but it looked to me like every one of them was a worker. I chickened out, not wanting to make a big scene by yelling, "Hey, thanks!" Must have been a little shy in that new environment. I was in awe of

"Well, I am here today to sing the praises of the people who make all of this possible"

racing. I've usually been "that guy" making a big scene, one way or another.

What I quickly realized is that there was - and is - very little cross-pollinating of the driver world and the race worker world. I know there are some terrific examples of good folks crossing the aisle, (Central Florida's Marc Dana, I'm talkin' to you, among others, of course). Granted, I have done many more pro races than Club, where the gap is even wider, but it still appears to me that many drivers don't know one single worker.

No worries, driver friends, I know how busy it is, just getting the machine on track and watching after the dog and the

POBST POSITION

RANDY POBST

4 TIME WORLD CHALLENGE CHAMP; 2 TIME RUNOFFS CHAMP; 2 TIME SOLO AND 4 TIME PROSOLO CHAMP; 2 TIME ROLEX 24 GT WINNER

The Workers Beneath our Wings

DEEP THOUGHTS

I love towing. Hints: You don't need lots of tongue weight (10 percent), but you do need a nice level trailer for that to work. Get your hitch height right, and the ride will be much more comfortable and controlled. If you keep most of your racecar weight over the axles, you'll need even less. This often means front drivers are happiest backward. Too much load on the ball is unstable, too. Don't pull your car all the way up if you don't have to. And strap-on wheels and suspension pickups, the strongest places on the car.

waving yellow really means "big risk, and slow it down." Oh, and one more request, Beloved Flaggers: please don't wear anything yellow, ever. Particularly that darned slicker in the rain, when we can barely see anyway, when through the mist, it sure does look like a danger flag. Wearing lingerie, however, like the all-female Road Atlanta Turn 6 crew used to do on the National Championship Runoffs pace laps is A-OK.

I'll give you drivers some more advice, too. Something that I know has worked for me, sometimes when I *really* needed it. If you are on good terms with your race officials and corners, when some call is borderline, in the gray, and

THANK YOU

they have to decide who is at fault, whom to penalize, whom to slap with that black flag, and you are that cool dude or dudette who sponsored the beer party or bought everyone umbrellas or thanked the team towing you in when you just blew your new 20 grand engine, it might just tip the scales in your favor.

Drivers, workers do not work for you. They are there to help us race. To help us do what we are so passionate about. Out of the goodness and generosity of their hearts, and their own love of the noise and thrill of competition. Remember that when you are late to the grid, or you are furious because some jerk just sent you into the wall, or you did not get your entry in under the deadline.

After my world record crash, a corner marshal in white came and asked if I was all right. I started feeling a little dizzy, put my arm around him, and said, "I think I better sit down." Next thing I recall, I awoke staring at the ceiling of a moving ambulance. Race officials I cannot remember got me to medical, checked me out, got my car back to the paddock, informed my crew, took care of everything when I couldn't, and got me on the way to a thorough check for my own good health. To you and to every one of the thousands of you at the 500 races I've done, *thank you*, from the bottom of my racer's heart. 🍷

kids and the competitors and the tech guys. Demographically, the groups are really quite different to my untrained but highly experienced eye. Many times, worker interactions come at stressful times - tech inspection, crashes, protests, penalties - all part of a civilized sport that works for fair and safe competition via a set of rules.

Well, I am here today to sing the praises of the people who make all of this possible: our race officials, corner workers, and staff of all sorts. Racing is impossible without them.

Drivers, do you know SCCA workers are not paid? They travel to the same events you do; 500 miles, 1,200 miles, you name it. They love the sport as much, or - you know what? - I say *more*, than we do. We drivers get such self-gratification from racing and, especially, winning. Ego strokes. The sensual, personal pleasure of g forces and dancing-with-the-devil risks. The people on the corners are there because they love being a part of these petro-burning games. It is a giving thing. Workers give generously of their time and energy to be there for us drivers. Altruistic, not selfish, like us. Our racing cannot exist without them.

Many would like to race, but financial limits, or good sense, won't allow it, as well as perhaps an aversion to the inherent risks involved. I mean, if you sat on a

corner and watched the rock 'em, sock 'em histrionics unfold for hours, you might even quit competing yourself. Racing is wild and crazy, and some folks are happier watching and hooking up ropes to wrecked cars than being the actual crash-test dummy at the wheel, upside down, hanging there, waiting for some angel in whites to come rescue their sorry you know what.

Next time you are at a race, donate something to the race workers; a team hat or shirt. How about a hundred bucks? Less than a tire, or a tank of gas in that crew-cab dually. Or donate a night or two at the local Super 8 motel. Have I ever done this? Well, yes, the shirt and hat, but I've always been way too tight for a better payback. But workers deserve it. Many Regions have a worker fund. Find it and contribute - or start one. Like I say, lots of race marshals would be at the wheel, too, if they had a little more discretionary income. Share the wealth.

We can also contribute by treating yellows with respect, especially when there are workers present on the racecar side of the barriers. Workers, I'm going to ask you a favor, too: Don't cry wolf by waving that yellow for a simple and low-risk car parked by the wall way over there. Save it for a car on the racing line, or workers over the wall. Train your drivers that a



Dennis Wood

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THE NATIONAL CHAMPIONSHIP RUNOFFS

THE DETERMINED

SportsCar's Who Will Win predictions for who will take the gold at the 2014 SCCA National Championship Runoffs at Mazda Raceway Laguna Seca

MAIN IMAGE Bill Sallans

The 2014 SCCA National Championship Runoffs, taking place Oct. 6-12, 2014, marks a turning point for the pinnacle winner-take-all event. Starting this year, the Club is selecting Runoffs venues that might not have previously been considered. To drive the point home, this year's Runoffs also marks the return of the event to the West Coast after more than 40 years.

Racing near the Pacific Ocean is also a return to the event's roots, as some 50 years ago the first Runoffs was held at Riverside Raceway in Southern California. This year, the event descends on the iconic Mazda Raceway Laguna Seca; a bucket-list track for many, tucked away in the picturesque Monterey Peninsula of Northern California.

The 2014 Runoffs will see a number of returning champions poised to defend the titles they claimed at Road America, with veteran and first-time visitors looking to launch a challenge. With three action-packed days of racing from Oct. 10-12 wrapping the Runoffs week, we will see 500 cars over 27 classes take on the challenging circuit; we will also see tales of glory and heartache.

But the potential for heartache doesn't stop the determined racers of the SCCA, and every year *SportsCar* attempts to predict who will have the perfect combination of determination, skill, and luck come race day - and this year is no different. Looking at the early entries, tracking the U.S. Majors Tours, and keeping an ear on the rumor mill gives us a sense that, in fact, some of our picks may be correct.

Did we guess right? Read on and judge for yourself.



E PRODUCTION | F PRODUCTION | H PRODUCTION

WORDS J. Michael Hemsley

Matt Reynolds, our pick to win the tightly contested E Production, is happy with his season. "Overall, I would view our season as a success due to a couple different goals [we] set out to accomplish during the season," he says. "The first goal, as it is every season, was to prepare for the Runoffs. Every race we attend is an opportunity to better prepare ourselves, and the car, for the Runoffs. The second goal was to compete in the Mid-States Conference U.S. Majors Tour and win for the second year in a row."

Reynolds is looking forward to a return to Mazda Raceway, where

he has attended racing schools. "We decided to make a couple trips to the track even if it meant missing a race we would typically attend," he says. "I went out early in the year to adjust the most stubborn part of a car to tune: the driver."

Reynolds realizes that his competition will be strong: "Name drops in alphabetical order based on first name, which oddly all happen to start with the letter J: Jesse Prather, Jim Daniels, and Jon Brakke," says Reynolds.

In our book, it'll be Jim Daniels in second, with Jesse Prather a close third. And, if he can figure out the track fast enough, Jon Brakke will also be in the mix.

Unlike Reynolds, our F Production pick to win, Eric Prill, will see Mazda Raceway from the driver's seat for the first time in October. "I've been there many times and watched many laps, but have never actually been around

Loshak is looking to repeat his 2013 Runoffs results, but with a different car. "The Californians will be seeing a new group of guys," says Loshak. "And we're confident we'll keep the title in Wisconsin."

Loshak's new car got a late start to the season, but that doesn't mean his Honda CRX isn't ready to win. "This is the debut of the new shop, so we wanted to get everything right - attention to detail," he says.



Mark Webster



Dennis Wood

the racetrack," says Prill. "That said, I have been a pretty quick study at tracks the last several years." His preparations, other than making sure the car is ready, will include laps using "iRacing, which helps me prepare to go to a new track."

Prill faces stiff competition this year. "I think FP will again be one of the barnburners of the weekend," he says. "Half of the field could be fighting for the podium. In the west, Joe Huffaker, Brian Linn, Jess Heitman, and Bruce Ackerman are all very fast. Then there are the guys who, like me, have not been to Mazda Raceway. Rick Harris and Bill Hingston are fast out of Colorado, and Ken Kannard's Runoffs bad luck has to end at some point. The big question is, how quickly the Mazda Raceway rookies will come up to speed."

Our crystal ball shows Prill's immediate competition to be Heitman and Linn, with Huffaker working into the mix should anyone falter.

In H Production, Lawrence

He has some experience at Mazda Raceway, where he "raced a Grand-Am race for Nissan." He also has "a million miles of simulator laps" there and says he "adapts well" to new tracks.

"Our main competition, I believe, will be Steve [Hussey]," says Loshak. "He's a two-time National Champion, although he'll be transitioning from rear-wheel drive to front-wheel drive. The VWs are something to worry about. They have a lot of horsepower, so I hope to qualify up front and get away."

While the VWs will be contenders, we anticipate seeing Jason Isley close behind Loshak in his Toyota Yaris. From there, we anticipate Greg Gauper and his Honda Civic bringing home third. Ron Bartel will represent the British cars well, and could ruin our prediction with the well-balanced car. 📍

1 Matt Reynolds will be well prepared come October, and should collect his first championship.

2 Eric Prill should finally get the big win that has eluded him in F Production.

3 In H Production, Lawrence Loshak looks to make it two in a row.

PODIUM PREDICTION

E PRODUCTION

DRIVER	REGION	VEHICLE	C'SHIPs
1. Matt Reynolds	Alamo	Mazda Miata	0
2. Jim Daniels	Mid South	Mazda Miata	0
3. Jesse Prather	Kansas	Mazda Miata	3

F PRODUCTION

DRIVER	REGION	VEHICLE	C'SHIPs
1. Eric Prill	Kansas	Mazda Miata	0
2. Jess Heitman	San Francisco	Mazda Miata	0
3. Brian Linn	Cal Club	Lotus 7	0

H PRODUCTION

DRIVER	REGION	VEHICLE	C'SHIPs
1. Lawrence Loshak	Milwaukee	Honda CRX	4
2. Jason Isley	San Diego	Toyota Yaris	0
3. Greg Gauper	Milwaukee	Honda Civic	1



1

GT-1 | GT-2 | GT-3 | GT-LITE



1

D.E. Brier



4

Chuck Koehler

WORDS Jason Isley

The move to the West Coast and Mazda Raceway Laguna Seca has created a lot of question marks, and a lot of excitement. The GT category in particular seems to feel the impact of the new venue, as this category has much in common with the Rockies. Additionally, these purpose-built, tube-frame cars often take advantage of space on the passenger's side to route exhaust - while the GCR imposed sound limit is nothing new, the sound meter placement at Mazda Raceway does not jibe well with a passenger's side exhaust exit. "I do think sound will have an impact in almost all GT classes due to prevalence of right-side door exhausts," says seven-time champ and Area 11 Director Michael Lewis. "I've done some work in that area of my [GT-1 Jaguar] and have shared it in the forums so hopefully no one is caught unaware."

Sound aside, the GT-1 race looks to be all Lewis; he knows what it takes to win. Kyle Kelley could be a challenger, as he is always fast, but he needs to learn to close the deal. Lewis also notes that there are a number of very fast locals, guys like Rob Davis.

In GT-2, John Kachadurian has been a rocket in his 997 Porsche GT3 Cup and has been putting in a lot of extra effort to tune himself for the Runoffs, so we give the nod to him. "I think the Porsche has a slight advantage at a track like [Mazda Raceway] over the large displacement front engine cars such as the Vipers and Corvettes that typically have an advantage at tracks like Road America,"



2

Dennis Wood

Kachadurian says. Kachadurian also has plans to attend the September Mazda Raceway event to familiarize himself with the new location.

This track should also reward the persistence and speed of Jim Goughary. His tube-frame Nissan 350Z should carve nicely around the long radius turns, and the lower top end speed will keep the more powerful cars from running away. We expect to see Mark Boden rounding out the podium.

For GT-3, we foresee the rotary-powered Mazdas lacking the torque needed to take the title in this class. John Black has been flying under the radar in his Nissan 350Z, taking the Divisional path to the Runoffs, but he has the track knowledge and speed to get it done. "There is a lot going on there and it does not take a long time to do a lap, so [there is] lots of room to



3

Tina Boushova

1 Michael Lewis will be looking for Championship number eight with his GT-1 Jaguar XKR.

2 John Black will be pulling double duty, running in SRF and GT-3. We expect to see him on the top of the podium in the latter.

3 John Kachadurian has been putting in the hours and should be out front in GT-2.

4 Joe Huffaker could pick up title number nine with his potent GT-L Mini.

make mistakes," says Black. "I think this will be a three-car battle that will go to the checker. It will come down to who makes the fewest or no mistakes, not necessarily the fastest car on track."

We expect to see Mazda pilots Rob Warkocki and Mike Henderson give Black a run, but they will need to keep an eye in their mirrors for Collin Jackson and his Nissan 240SX.

The GT-Lite class has had a massive spike in interest this season, with both new and old faces joining the fun, posting the highest GT class entry for the Runoffs as of press time.

For the winner, we anticipate Joe Huffaker to return to the top step. Huffaker was toiling away in his Sonoma, Calif., shop when he heard the Runoffs was coming west. "I was in the middle of restoring my No. 77 Midget when I heard that the Runoffs was coming to Laguna Seca," says Huffaker. "It's been really fun knocking the rust off at the beginning of the year and then getting right back up to speed."

Chasing Huffaker around Mazda Raceway will be Kent Prather and Peter Shadowen, either of which could capitalize if the Huffaker Mini bobbles even the slightest bit. 📍

PODIUM PREDICTION

GT-1			
DRIVER	REGION	VEHICLE	C'SHIPs
1. Michael Lewis	San Diego	Jaguar XKR	7
2. Kyle Kelley	Cal Club	Chevrolet Corvette	0
3. Rob Davis	San Francisco	Chevrolet Camaro	0
GT-2			
DRIVER	REGION	VEHICLE	C'SHIPs
1. John Kachadurian	Chicago	Porsche GT3 Cup	0
2. Jim Goughary	New England	Nissan 350Z	4
3. Mark Boden	Chicago	Porsche GT3 Cup	1
GT-3			
DRIVER	REGION	VEHICLE	C'SHIPs
1. John Black	San Francisco	Nissan 350Z	3
2. Rob Warkocki	Chicago	Mazda RX-7	2
3. Mike Henderson	Cal Club	Mazda RX-7	0
GT-LITE			
DRIVER	REGION	VEHICLE	C'SHIPs
1. Joe Huffaker	San Francisco	Mini	8
2. Kent Prather	Kansas	Mazda Miata	8
3. Peter Shadowen	Florida	Honda CRX	1

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SPEC MIATA



Ken Brown

WORDS Jeff Zurschmeide

Spec Miata has awarded three championships at Heartland Park Topeka and five at Road America. That means more than two-thirds of the Spec Miata championship races ever run have been held at Road America, and most contenders have never traveled to Mazda Raceway Laguna Seca. Above all else, that fact has the potential to shape this year's contest.

Andrew Carbonell is our pick to take the Spec Miata title, but while the Miami, Fla., native has ample Pro Racing experience at Mazda Raceway, he has yet to race there in a Spec Miata. "I'm honestly a little more worried about the local talent than I am about Jim Drago and the East Street guys," says Carbonell. "They're great racers and great guys to race with, but they haven't been to Mazda Raceway. Not to put anyone down, but I'm worried about the guys I haven't seen."

While Carbonell might be worried about the locals, our pick for second place is Spec Miata's only repeat champion. Jim Drago will travel to California to defend his 2012 and 2013 titles, but he is cautious about his chances and chooses his words carefully.

"I don't know what to think," Drago says. "I've never been out there to Mazda Raceway, but Mark Drennan has won every race there, and Andrew Carbonell has won races there, too. Plus, Todd Lamb has been out there several times. We're going out there to try to win for certain, but we'll have to see what happens."

The wild card in this year's deck is certainly Mark Drennan, who has twice before raced in Spec Miata at the Runoffs. Drennan was in the race in 2008 at Heartland Park Topeka, and again last year at Road America. There, Drennan attracted attention as he delivered an amazing performance running from 40th to 11th place. Where Carbonell and Drago are less than certain about their chances, Drennan is confident.

"I own all the Spec Miata track records at Mazda Raceway, so it's definitely one of my favorite playgrounds," he says. "There's a big difference between what those guys are preparing for and what I'm comfortable with."

But asked to handicap the race, Drennan gives props all around. "Carbonell is a great driver, no doubt. He's driven the track and he's no slouch. Jim Drago is also a great

driver, but he hasn't been to the track. Charlie Hayes could also be a contender. I would throw Joey Jordan into the mix as well."

As the hometown driver with the most experience at Mazda Raceway, Drennan has some wisdom for the whole field.

"Mazda Raceway is a nuance track," Drennan explains. "It's not easy for first-timers to grasp all the turns. There are several turns that can make a difference, and it takes a fair amount of seat time and number of laps to push it to the degree that we need to in Spec Miata. Everything is down to the tenths and hundredths, and you have to squeeze everything out of the track, and I think that gives me an advantage."

By far the quietest of the group, Carbonell is focusing on the basics. "BSI Racing is working on building me the best Spec Miata out there, and I think we've got a good package," Carbonell says.

Tighten your belts, race fans; this year's Spec Miata championship could go in any direction. 🏆

ON THE EDGE

Winning the Runoffs in Spec Miata is a herculean effort, but we think Andrew Carbonell is up to the task. He should be able to stay ahead of two-time defending Champ Jim Drago and the very fast local contingent, but that doesn't mean it will be easy.

PODIUM PREDICTION

THE PODIUM DRIVER

1. Andrew Carbonell
2. Jim Drago
3. Mark Drennan

REGION

- Florida
Mid South
San Francisco

C'SHIPS

- 0
2
0

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Ken Brown

3

WORDS Jeff Zurschmeide

In American Sedan, six-time champion Andy McDermid is our favorite for the win – and despite never running at Mazda Raceway before, he wouldn't disagree. "If this was easy, everyone would do it," says McDermid. "To me, having never been there, I think Mazda Raceway has a bit of the flavor of Mid-Ohio. I was talking to some pro guys who said if you're fast at Mid-Ohio, you'll be fast at Mazda Raceway."

Defending American Sedan champion John Heinrich is our pick for second place, and McDermid knows that the 12-time Runoffs winner will be ready to race. "If you're looking for the top five, John Heinrich is always a threat," says McDermid. "If things go wrong, he's always there. Last year, I tried to out-drag him with no brakes in the final laps and he won by 10 feet."

Our pick for third is Jim Wheeler, and we put Northern California resident Aaron Bailey as the race's wild card – but McDermid has another local driver on his mind. "Wheeler is always fast and consistent," McDermid says. "I think that's a big plus for him."

While Heinrich is picked for second in American Sedan, he's our top choice in B-Spec, where he's bringing a Chevrolet Sonic to the race. "Most of what I'm focusing on is getting my car ready," Heinrich says. "I know what I need to do, and I'm pretty confident I have an optimal setting for the car based on what I've been doing in the Majors."



Ken Brown

4



Dennis Wood

1

Heinrich is paying particular attention to the fact that, unlike most SCCA tracks, Mazda Raceway is a predominantly left-turning course with a large elevation gain. In B-Spec, the ability to climb that hill will be critical.

"My gearing is longer than the other cars, which hurts me coming off the corners, but helps me on the straights as long as I can get off the turn reasonably well," says Heinrich.

David Daughtery in a Nissan Versa is our pick for second in B-Spec, while Kyle Keenan, in a Kia Rio 5, will probably round out the podium. Brian Kelm, driving a Ford Fiesta, is certainly a wild card.

In Super Touring Lite, we believe two-time Spec Miata Champion Jim Drago has the best shot at winning this year. "I've spent a little more time in the car, still not as much as I should, but the car's been pretty good all year," says Drago. "So I think we have as good a chance as anybody."

Cliff Ira is our pick for second position in STL, and Brian Shanfield is our choice for third.

Andrie Hartanto lives close to Mazda Raceway and has past experience in SCCA Pro Racing's Pirelli World Challenge. Those factors make him a good pick to win in Super Touring Under.

"I think I'm the best driver out there," says Hartanto of his experience at Mazda Raceway, "[and] I have the best team behind me. I don't think

we're going to have any problems, because we've done the preparation."

Another local driver who is likely to run at the front is Rylan Hazelton. Hazelton is our pick for second in STU, and Carl Young gets our nod for third, assuming he got all of his bad luck out of the way earlier in the year. 🟡



Beverly Larson

2

1 No matter the track, Andy McDermid is usually the odds on favorite for an American Sedan win.

2 STU's Andrie Hartanto looks to use local knowledge for his first Runoffs title.

3 Jim Drago continues to develop his STL Miata, making this his year.

4 John Heinrich will use momentum to reach the top of the podium in BS.

PODIUM PREDICTION

AMERICAN SEDAN

DRIVER	REGION	VEHICLE	C'SHIPS
1. Andy McDermid	Detroit	Ford Mustang	6
2. John Heinrich	Detroit	Pontiac Firebird	12
3. Jim Wheeler	Kansas City	Pontiac Firebird	0

B-SPEC

DRIVER	REGION	VEHICLE	C'SHIPS
1. John Heinrich	Detroit	Chevrolet Sonic	12
2. David Daughtery	Indianapolis	Nissan Versa	7
3. Kyle Keenan	Oregon	Kia Rio 5	0

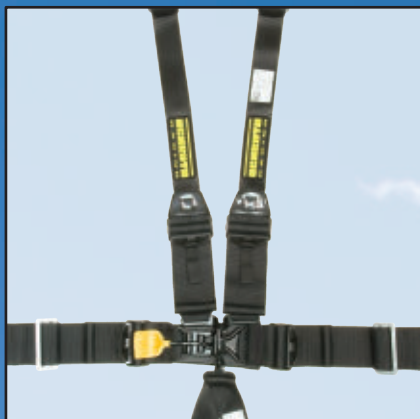
SUPER TOURING LITE

DRIVER	REGION	VEHICLE	C'SHIPS
1. Jim Drago	Mid South	Mazda Miata	2
2. Cliff Ira	Buccaneer	Acura Integra GSR	0
3. Brian Shanfield	Ohio Valley	Honda Civic Si	0

SUPER TOURING UNDER

DRIVER	REGION	VEHICLE	C'SHIPS
1. Andrie Hartanto	San Francisco	Honda S2000	0
2. Rylan Hazelton	San Francisco	Honda S2000	0
3. Carl Young	San Francisco	Chevrolet Cobalt SS	0

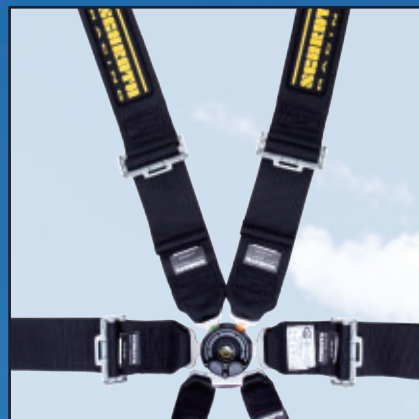
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TOURING 1 | TOURING 2 | TOURING 3 | TOURING 4



1

Jeff Levee



Beverlee Larsson

to get passed White, who is fielding a Mustang in this class as well. White reset the track record back in May, but will have to save enough car for the end of the race, where the well balanced Nissan 370Z of Daughtery should shine.

Sage Marie, piloting the Acura TL that won last year, and Mark Boden in a BMW M3, will likely be fighting for the bronze medal.

The Mustang run may finally end in Touring 4, as Tom Wickersham looks to put a Mazda MX-5 on the top of the podium – assuming he decides to race the Miata. While Wickersham has run a number of different cars this season, he thinks the MX-5 is the right tool for the job. “It will be a battle between the Mustangs and the Hondas to get to Turn 2 first,” says Wickersham. “My MX-5 will probably be well behind these guys. My hope is that the balance and consistency of the MX-5 will pay off over 40 minutes.”

If the Hondas can keep the front tires happy on this demanding track, we expect to see Lee Niffenegger and Matthew Staal, both in Civics, nose to tail all the way to second and third on the podium. 🟡

WORDS Jason Isley

The Touring category is perhaps the most relatable, from Touring 1 cars that resemble SCCA Pro Racing Pirelli World Challenge dream machines, to the mild-mannered Touring 4 car that could be exactly like your work commuter, Touring has something to offer everyone.

When the powerhouses of T1 take the track, we expect to see a Corvette, Miata, Viper shoot-out. No, that’s not a mistake. Marc Hoover and his turbocharged Mazda Miata has been a thorn in the side of the much bigger displacement cars all season.

Chances are, Hoover and Northern California local William Brinkop will be chasing defending Champ Andrew Aquilante. Aquilante won in dominating fashion in 2013, finishing some 34sec ahead of second place, so he can afford to be conservative and still walk away with his fourth gold medal. “I’ve run Laguna a few times in Grand Am [and] IMSA,” says Aquilante. “But it hasn’t been very good to me.”

The dark horse here has to be Scotty White, he has a lot of laps at the track, but could be held back by his older Viper that is down on power comparatively. However, rumor has it he could show up in something other than his car, and that could change everything.

In Touring 2, where White is also racing, we think he’ll finally pick up the gold medal that has eluded him. He is really dialed in to the Mustang and, at this point, the list of challengers is



2

D.E. Baer

short. We expect Michael Pettiford to pick up another podium medal in his Corvette, and if Kyle Kelley can keep his car running, we think he’ll pick up some hardware, too.

We expect to see David Daughtery add another win to his resume, this time in Touring 3.

Daughtery came back from retirement and opened a lot of eyes at the 2013 Runoffs, putting the seemingly struggling Nissan 350Z near the front in qualifying. This year, Daughtery has a potentially better car, and an improved comfort level. “I can tell you, when we unload at Laguna we will have a proven piece and will be ready to chase our eighth championship,” says Daughtery.

To get that win, Daughtery will have



3

Kenneth Hawking

1 It’s not likely anyone will challenge Andrew Aquilante for the Touring 1 win.

2 Scotty White is running three classes, but T2 looks like his best chance for a win.

3 David Daughtery is set for championship number eight in T3.

4 Whichever Mazda Tom Wickersham chooses, we expect him to drive it to the front in T4.

PODIUM PREDICTION

TOURING 1			
DRIVER	REGION	VEHICLE	C'SHIPs
1. Andrew Aquilante	Philadelphia	Chevrolet Corvette	3
2. William Brinkop	San Francisco	Chevrolet Corvette	0
3. Marc Hoover	Arizona	Mazda Miata	1
TOURING 2			
DRIVER	REGION	VEHICLE	C'SHIPs
1. Scotty White	Northwest	Ford Mustang	0
2. Michael Pettiford	Colorado	Chevrolet Corvette	0
3. Kyle Kelley	Cal Club	Chevrolet Corvette	0
TOURING 3			
DRIVER	REGION	VEHICLE	C'SHIPs
1. David Daughtery	Indianapolis	Nissan 370Z	7
2. Scotty White	Northwest	Ford Mustang	0
3. Sage Marie	Cal Club	Acura TL	0
TOURING 4			
DRIVER	REGION	VEHICLE	C'SHIPs
1. Tom Wickersham	San Francisco	Mazda MX-5	1
2. Lee Niffenegger	Cal Club	Honda Civic Si	1
3. Matthew Staal	Cal Club	Honda Civic Si	0

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FORMULA ATLANTIC | FORMULA 1000 | FORMULA CONTINENTAL | FORMULA MAZDA



2

Chuck Koehler

WORDS Tom Schultz

SportsCar's Formula Atlantic pick to win the Runoffs is Daniel Burkett - and there are a number of unusual points about that selection. One is that Burkett is only in his first full year of racing. Another is that he had not driven an Atlantic before this season. Third, his reason for running in Atlantic was to get experience with a sequential gearbox. Fourth, running Atlantics and aiming at the Runoffs was a bit of an afterthought.

"I decided I needed to learn sequential shifting so that I could properly drive in USF-2000," he says. "I was put in touch with Kris Kaiser of K-Hill Motorsports and he put me into a Swift 016a for Road Atlanta. I had a second and a win. Later in May we did the Mid-Ohio Majors and I had two wins there."

Assuming that he attends, Burkett feels that Jimmy Simpson could be his strongest opponent. He also expects Connor Kearby to be running up front, as well as Keith Grant. Our guess is Grant will cross the finish right after Burkett, with Michael Mallinen close behind.

In Formula 1000, we anticipate three-time champion J.R. Osborne will win. He has scored previously in CSR and twice in DSR. His win in CSR a few years ago was very noteworthy, as he did it in his DSR car, the very same car in which he won DSR at the same Runoffs.

"I have a tremendous opportunity for the Runoffs," says Osborne. "I have been selected by Ralph Firman to drive



1

Mark Weber

his very latest Formula 1000 car. It is their 2015 car, the RFR F1K-015, and its debut will be at Laguna."

His closest competition? "I think that Larry Vollum, in a Stohr, could well give me the hardest time. Alex Mayer has been driving a JDR very well and is scoring wins. Then there is Jeremy Hill in a Photon and Glenn Cooper in a Firman, both of whom are winners."

In Formula Continental, Rob Allaer is a reluctant pick to win. His first reaction on learning of his projected placing was, "I am very flattered to be picked, but I am afraid that you have the wrong man!"

Allaer traveled to Mazda Raceway this June to familiarize himself. "I had to see the track in person," says Allaer. "I have been on the simulator and playing video games, but that is not a substitute for seeing it for real. The first time I went down the corkscrew I thought that there was no way anyone could step on the gas. It was like falling off a cliff!"

As for his competition, Allaer isn't sure. "I am not that familiar with the West Coast racers," he says. "I think that my strongest competition could come from Chuck Moran, who is very good, and Michael Manning, also very good." We anticipate Douglas Rocco and the very young (15 years old) Yufeng Luo to also contend for the podium.

Then there's Formula Mazda. For us, this was an easy pick for the win: the irrepressible Darryl Wills. He has won three of the last four years, and looks set for another gold medal.

"I have had a rather good year," reports Wills. "I won everything

except at Atlanta, but have a perfect score in allowable races."

But the Runoffs win won't be easy. "This will be my first time at Laguna Seca," says Wills. "I am really looking forward to it."

His competition, come October? "Offhand, I think that my strongest competition should come from Mike Anderson and Alan McCallum." We think he's right, although we also anticipate seeing Mel Kemper in the fray. 📍

1 Afterthought or not, Daniel Burkett will be a contender for the Formula Atlantic win.

2 J.R. Osborne hopes a new FB stead will bring him championship number four.

3 Rob Allaer may not be so sure, but we think he has the skills to get it done in Formula Continental.

4 Darryl Wills has figured out the recipe for winning in Formula Mazda, and should cook up another title.



4

Mark Weber

PODIUM PREDICTION

FORMULA ATLANTIC

DRIVER	REGION	VEHICLE	C'SHIPS
1. Daniel Burkett	Land O' Lakes	Swift 016a	0
2. Keith Grant	Atlanta	Swift 016	1
3. Michael Mallinen	Kansas City	Swift 016a	1

FORMULA 1000

DRIVER	REGION	VEHICLE	C'SHIPS
1. J.R. Osborne	Oregon	RFR F1K-015	3
2. Jeremy Hill	Ohio Valley	Photon VD07	0
3. Alex Mayer	Philadelphia	JDR	0

FORMULA CONTINENTAL

DRIVER	REGION	VEHICLE	C'SHIPS
1. Robert Allaer	Central Florida	Van Diemen RF02	0
2. Douglas Rocco	New England	Van Diemen DP02-8	0
3. Yufeng Luo	Cal Club	Van Diemen	0

FORMULA MAZDA

DRIVER	REGION	C'SHIPS
1. Darryl Wills	Houston	3
2. Mike Anderson	San Diego	0
3. Mel Kemper	Northwest	0



3

Mark Weber

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Dennis Wood

WORDS Philip Royle

Last year's Formula F race was no less than spectacular, and it was backed up with an equally spectacular June Sprints this year; the battles between Tim Kautz and Reid Hazelton are the stuff of legends. But while Kautz is making the tow to Monterey this year, Hazelton is not. That said, even if Hazelton were showing up; our money would still be on Kautz.

"We decided to forgo an event or two and spend our resources on testing the car in a controlled environment," says Kautz, "this is something we have never really done. The time and resources were well spent. We have finally made some changes to the front of the car to help us better take care of the tires...the car is as good or better than it has ever been."

Kautz has never been to Mazda Raceway, but can't wait to go. "We are excited to run Laguna, a track I've wanted to run for years," he says. "One thing is for sure, the local guys will be quick [and] the learning curve will be steep; but as a good friend once told me, at this level, the only home track advantage is knowing where to park the transporter and where the best restaurants are."

"As far as competition, I'm sure it will come not only from local guys like Ethan Shippert in his new Piper, but also some of the Pro 1600 guys crossing over for the event."

If we had to guess, which is the point of this article, we're thinking local hot shoe Thomas Merrill will end up one step down from Kautz on the podium, with Jeremiah Grenier third.

Formula 500 is experiencing quite a shakeup with the introduction of the four-stroke cars into the class, but our pick to win doesn't think that will play into the equation this year. "Reading the tea leaves, I think it's going to be a two-stroke car that will win," says



Irina Bouzenkova



Dennis Wood

two-time F500 Champ Brian Novak.

One potential stumbling block for Novak is that, like Kautz, he has never been to Mazda Raceway. "I don't think it's as big of a deal since iRacing," says Novak. "People can have 100 hours [on the track] before they even show up. I've got my iRacing and wheel hooked up. I do a couple of laps a day."

Who will he be racing for the win? "Jeff Jorgenson is the home favorite," he says - and we agree. We also think Lance Spiering will be running up front, trailing Novak and Jorgenson. Nipping at their heels will be Jeremy Morales.

Formula Vee is a drafting class, but Michael Varacins - our pick to win - doesn't see the championship race playing out that way.

"Everybody has been talking about how slow Laguna is, and how drafting will be a non-issue, but I'm not sure that's true," Varacins says. "It's not going to be as big of a deal as it was at Road America, but it will come into play, maybe not a last-lap

1 Formula F has had some epic finishes the last few years, and 2014 should be no different. Look for Tim Kautz to win by a nose.

2 Brian Novak hopes racking up hours on iRacing will make up for a lack of seat time at Mazda Raceway. We think he'll win F500 regardless.

3 Michael Varacins showed he could win at Road America without the draft. Now on a more technical track, the rest of the FV is fighting for second.

pass kind of thing. It won't necessarily dictate passing, but it will keep groups closer together.

"In the run from Turn 3 all the way to the Corkscrew, the draft will keep the cars together. I'm anticipating it to be a little bit closer than some people think it's going to be."

Who will be in that lead pack? "The West Coast has a home track advantage, [and] Terran Swanson has been running pretty strong out there," says Varacins. "You can't really count out Skip Streets. He hasn't really run much in the last few years, but he won the Runoffs in 1991, that's his home area, and I think he's going to make an attempt at it."

We completely agree, but we think it will be Robert Neumeister chasing down Varacins, tailed by Swanson in third. 🟡

PODIUM PREDICTION

FORMULA F DRIVER

1. Tim Kautz
2. Thomas Merrill
3. Jeremiah Grenier

REGION

- Chicago
- San Francisco
- Central Florida

VEHICLE

- Piper DF3D Honda
- Piper DL7 Honda
- Citation

C'SHIPs

- 3
- 0
- 0

FORMULA 500 DRIVER

1. Brian Novak
2. Jeff Jorgenson
3. Lance Spiering

REGION

- Detroit
- San Francisco
- Oregon

VEHICLE

- NovaKar J360
- Invader QC-1
- KBS MK VII

C'SHIPs

- 2
- 0
- 0

FORMULA VEE DRIVER

1. Michael Varacins
2. Robert Neumeister
3. Terran Swanson

REGION

- Chicago
- Colorado
- San Francisco

VEHICLE

- Speed Sport AM-5
- Vortech
- Mysterian M4

C'SHIPs

- 3
- 0
- 0

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FORMULA ENTERPRISES | SPEC RACER FORD

WORDS Jeff Zurschmeide

Formula Enterprises has never been as strong on the West Coast as in the east, so the race is likely to come down to Nationally known drivers and a few comparative wild cards from the west who have not been to the Runoffs recently.

Defending Champion Scott Rettich, making the trek from Ohio, is the obvious choice to win. Rettich has three FE titles to his credit and a successful season this year. "Winning is certainly our plan," Rettich says, "or we wouldn't make the 5,000 mile round trip. Seriously, I wouldn't do it if I didn't think I could be a serious contender."

Reece Everard, towing from Michigan, and Justin Huffman, even



Irma Bouzenkova



Chuck Koehler

farther away in Virginia, are our picks to complete the podium, but Rettich has a few dark horses on his mind as well.

"I think Brandon Aleckson could take second," he says, agreeing that Reece Everard will also be on his heels. "Jeff Read could also be at the front," he says.

Aleckson lives just a few miles from Mazda Raceway, so the Monterey Bay native will certainly have a home track advantage, while Rettich will be driving Mazda Raceway for the first time.

"I'm pretty much going to show up for the races," says Rettich. "We've got the one really busy test day to get the car dialed in. If the first few qualifying sessions get rain and we only get one good qualifier, then I'll be worried."

Rettich will also be part of the Spec Racer Ford race this year, where Todd Harris, driving down from Oregon, is favored to win. "If I want to be the next

National Champion in Spec Racer Ford, I've got my work cut out for me," Harris admits. "With Cliff White, Mike Miserendino, and John Black there, those guys have six SRF National Championships between them. Plus, Scott Rettich and Denny Stripling are going to be there, and they're great race drivers, too."

Like many drivers, Harris is carefully considering his strategy to win SCCA's toughest class and looking at every resource available to him. "My number one goal is to qualify well," says Harris. "At Mazda Raceway, there's far less opportunity to draft than at Road America - and qualifying in the first two rows is going to be critical."

Four-time SRF Champion and California resident Mike Miserendino is our pick for second place, and he will not yield the championship without a fight.

1 The field could be sparse, but the action up front should still be fierce as Scott Rettich goes for his fourth Formula Enterprises title.

2 Todd Harris plans to lead SRF early and often, and has plans to be at the front when the checkered flags wave.

"I like to think I have something for Todd," says Miserendino. "We've raced together for years and he's a great guy to race with. He's had a stellar year, so hopefully I'm ready. But again, Steve Fogg is no slouch; we can't overlook him or T.J. Acker. T.J. was on the pole every race he ran this year."

Steve Fogg, also from Oregon, is our pick for third. Fogg has already emerged victorious in a race against Harris, Miserendino, and John Black earlier this year.

"Either Steve Fogg or Johnny Tipton could put their car on the pole and win this race," Harris says.

Harris also believes the winning strategy for SRF this year is not likely to be subtle. "One thing I've seen is that a lot of people get stuck in the gravel at Mazda Raceway," he says. "This race could end under yellow with somebody stuck in the gravel, so I think everybody is going to want to lead any lap they can, and I think that's going to make an exciting race. We're going to race each other hard, and always fair, but it's on like Donkey Kong." 🍌

PODIUM PREDICTION

FORMULA ENTERPRISES

DRIVER	REGION	C'SHIPS
1. Scott Rettich	Ohio	3
2. Reece Everard	Detroit	0
3. Justin Huffman	Washington DC	0

SPEC RACER FORD

DRIVER	REGION	C'SHIPS
1. Todd Harris	Oregon	0
2. Mike Miserendino	Cal Club	4
3. Steve Fogg	Oregon	0

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PROTOTYPE 1 | PROTOTYPE 2

WORDS Tom Schultz

Lee Alexander won the CSR crown last season in his Stohr WF-1/ Suzuki, and while he is technically not the defending champion, P1 is in many ways an adaptation of CSR. He will be driving a Wolf GB08 and he has been trying to get it sorted for the Runoffs all year. While he has years of experience in this category's predecessor, he has not been able to concentrate as much as he would like due to work and geography.

"I am a little slim on seat time in the P1 this season," reports Alexander. "My team [Factory 48] has been running in the IMSA Lites series and I have been busy with that. That has tied me up and been my main focus, so I have not been able to drive in as many races as I would like. I have been able to drive in two weekends in IMSA, Mosport and Road America, and that has given me some seat time, although in a different car.

"In the P1 car I have been having trouble. The car has a lot more weight this year than last, due to the new regs, and I have been having tire problems as a result. I had a win and a DNF at [Auto Club Speedway], and then I won twice at Buttonwillow. At Thunderhill the engine gave me trouble. I have been trying new things, trying to sort out a new restrictor."

As far as his competition is concerned, Alexander says that there are still loose ends. "While there are a lot of fast drivers in the class, they are having similar problems to me," he explains. "They are still trying to sort out the engine table for different engines, and I do not think any of us have nailed it yet. Two who should do very well and give me a hard time are Chris Farrell and Jim Davenport. Jason Miller would be my biggest threat with his six cylinder Wynnurfst-Kohler being the fastest car, but he is not coming."

We also think Kirk Kindsfater will be chomping at the bit to make it onto the podium.

In the new P2, David Ferguson, our pick for the win, has a very close view of the conversion of Sports 2000 and DSR to the class. He has raced his very familiar, but rare, purple and silver Van Diemen Sports 2000 for many years, and also has a former DSR Stohr in the family. As of this



D.E. Baer

date, he has not decided which route to take for the Runoffs.

"With the change in classes this season, there essentially are two choices," he says. "One can either take a former Sports 2000 car and add horsepower and make other changes, or one can take a former DSR car and convert it to P2 regs. I have a bit of a luxury in that I can go either way, but that also means that I am taking preparation time making up my mind."

But he can also delay that decision a little. "My trailer holds two cars," he says. "I am going to bring both with me to the [Runoffs]. I ran at Laguna once so far this year, and I brought both cars. I was fifth on Saturday with the Van Diemen, but won on Sunday with the Stohr. At the Runoffs I will decide at the track."

"I think that *SportsCar* has made a wrong choice," he says frankly our picking him to win P2. "As it stands now, I think that I could take the Van Diemen to the Runoffs and finish fifth. On the other hand, I could take the Stohr, in its present state of preparation, and finish fourth. Neither car is ready to win."

So who does he think will win? "Mike Reupert," he says. "I am fairly confident that he will win. He has won before, and is back this year after a several year layoff, and is driving a new, fast car. The other fellow who

could take it all is Mike Mercer. He has won three times before, and has a very powerful Mazda engine in his Lola."

Despite what he says, we anticipate Ferguson to finish on top, and we agree that Reupert will be on the podium, too. Mercer is certainly a contender, but for some reason, we think this is Richard Colburn's year to round out the podium. 🎯

1 Lee Alexander won the final CSR title and should collect the first in P1.

2 Did David Ferguson find the right combination for victory in P2? Time will tell for sure, but we believe he did.



D.E. Baer

PODIUM PREDICTION

PROTOTYPE 1

DRIVER	REGION	VEHICLE	C'SHIPS
1. Lee Alexander	Cal Club	Wolf GB08	1
2. Chris Farrell	Utah	Stohr-WF-1	1
3. Kirk Kindsfater	Colorado	Speads RS 11	0

PROTOTYPE 2

DRIVER	REGION	VEHICLE	C'SHIPS
1. David Ferguson	Cal Club	Van Diemen RFS-03	0
2. Mike Reupert	Milwaukee	Nostendo 1	2
3. Richard Colburn	Cincinnati	Nostendo 2	0

TWO FOR ONE.

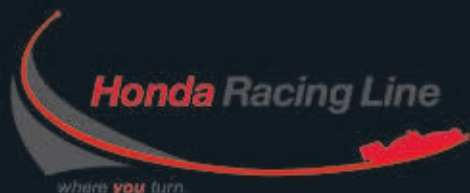


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Perry Bennett

HOW TO WIN

Forget the Who Will Win feature elsewhere in this issue, we're about to tell you *how* to win this year's Runoffs

WORDS Jeff Zurschmeide MAIN IMAGE Rick Corwine

"The best you can do on any given day is put yourself in a position to win. After that, if the circumstances are right, you'll win." – Richard Petty

Each year, the SCCA crowns a select few Club Racing drivers as National Champions at the Runoffs. Within that exclusive fraternity is an even smaller group of people who have won more than once. A few of these have accumulated many championships over the course of their career.

Each fall, as hundreds of hopeful contenders make the trip to the National Championship Runoffs, the same questions are on every driver's mind: What will it take to win this year? Do I have the right car and skills to put myself at the front of the pack, and stay there through the toughest challenges from my competition? Then there's the question everyone most wants to answer: How can I give myself any possible advantage over the other guys?

It's tempting to think that there's a secret weapon that repeat champions possess that other drivers do not, but the truth is that there's no secret sauce. Winning is mostly a matter of hard, consistent work.

PLAN THE RACE, RACE THE PLAN

John Heinricy holds the third-greatest number of championships in SCCA history. With 11 victories to his name spanning GT-1, Touring 1, American Sedan, and Showroom Stock C, Heinricy is the most successful driver still competing in SCCA. What's his secret? His approach is methodical.

"I start by trying to plan out what I'm going to do for the entire year," he says. "That includes going through and planning the car configuration I want to have, what process I am going to use to get there, and how I am going to test the parts to make sure that's really what

I want to have. You have to put together a plan to win."

The planning and execution process is not complete when Heinricy arrives at the Runoffs. "You've got three qualifying sessions," Heinricy points out, "what are you going to do with those sessions? What do you want to achieve? Make sure you run through that procedure and get it done."

TEST AND TUNE

In the months prior to the Runoffs, you hear a lot about drivers spending their time and money on test days. While driver practice is important enough to warrant its own mention below, a proper testing regimen is critical for success.

"I work out a plan for specific things I want to test," Heinricy says. "I always do a regimen of A-B-A testing. I try the 'A' item, then the 'B' item, and then back to the baseline 'A' item. I want to be confident that I really did see an improvement. I'm very rigid on that. I'm very focused on controlling all the variables, so I try to do all testing with the same track conditions and with the same amount of experience on the track."

Randy Pobst is another believer in controlling all the variables. Although he has just two victories at the Runoffs, Pobst has a string

I want to be confident that I really did see an improvement. I'm very rigid on that"

JOHN HEINRICY



Dennis Wood

CREATING SUCCESS

(TOP) Attention to detail will help you find those needed final tenths of a second. (RIGHT) Make valuable use of test time, running every scenario, including traffic and the best places to pass. (FAR RIGHT) If you get everything right, you may find yourself in victory lane.



KNOW YOUR STARTER

John Heinricy likes to give himself every advantage, and he believes there's something to be learned by watching the starters before you see them from the driver's seat.

"I try to figure out who the starter's going to be for my race, and I go out and watch that person start other races, so that I see what he or she does," he says.

"Where on track does the starter let the leader get to before starting the race? What are the starter's mannerisms when the green flag is about to be thrown?"

What's the point to that? It's simple,

Heinricy says. "You give yourself an advantage if you have a very good idea of when that flag is going to go, so that you're ready for it. If you just wait and watch, you'll lose a tenth of a second right there at the start."



Courtesy, CXC Simulations

USING TOOLS

(ABOVE) Driving simulators have come a long way, offering great driver training without actually being at the track. (BOTTOM RIGHT) Use the information available to you on track; the workers and flags are there for safety, but can also be an excellent tool for maximizing your performance.

of Pro Racing championships to envy (plus a couple Solo National Championships), and few drivers know more about winning.

"Testing is worth it because you can do empirical testing," says Pobst. "See if it works, and the final judge is the stopwatch. But it's important to consider some of the other variables in testing, like the weather and the condition of your tires. If you don't consider everything, you can mislead yourself."

Dave Weitzenhof has seven championships spanning three decades in Formula Vee, Formula Ford, and Formula Continental. He's an engineer by trade, and brings those skills to the table, but he'll tell you that engineering is far from the whole story.

"I use calculations and mathematics and analysis as a means to an end, says Weitzenhof, "but I enjoy understanding the entire picture and using fuzzy logic to put the whole thing together. So I think about all the interactions of things I might adjust, what their effects will be, and how they might affect something else."

Mike Miserendino has four championships in Spec Racer Ford. SRF is one of the toughest classes in SCCA, so if you want to win there, you have to be on your best game. "Within a month of the Runoffs, I try to run a race, and we do some test days," Miserendino says. "You just have to make sure everything is right with the car. You have to keep notes in a log to document

when you make adjustments and what it does for the car."

Here's a hot tip: even if you're not the one testing, there may be some valuable information available to you.

"If there's a test day where you're not running and you get a chance to watch what your competitors are doing, I definitely do that," Heinricy reveals. "I'm looking for a way to take advantage of what I see."

BE DATA DRIVEN

Every driver has laid down a lap he or she thought was fantastic, only to find that it was average, or worse. In the end, the stopwatch is king, and all the data logging hardware you can use only serves to tell you where you can take a little more away from the clock. To really know where you can earn time, you need data - and not just your own data. You need to compare with others.

"First, you need to understand your driving and understand your car," says Heinricy. "Look at your priorities and work on your strengths. Make sure you're focusing on the right things. The data usually doesn't lie. If you ignore it, you're ignoring it at your peril."

But apart from looking at your own data, how do you go about getting a meaningful comparison with your competition?

"For me, it's people like Don Knowles or Andy and Joe Aquilante," continues

Heinricy. "We look at data and compare data. We try to understand if there's someplace we're lacking, and try to develop a regimen for how to fix it. If I'm getting to the apex slower than everyone else, then I've got to work on that. You can get hung up on little things that are not very meaningful when it comes to lap times."

OPTIMIZE DRIVER PERFORMANCE

You can spend money and fine-tune your racecar until it's the slickest machine on the planet, but that car will never drive itself. The driver is the most critical performance factor in the race, and when the race is over, you can be sure that the winner was ready at the start.

"I think the mental side of racing is often overlooked," says Miserendino. "If you're fatigued, you're not at your best, either physically or mentally. So it's good to have your upper body strength to last through a long race."

As usual, Heinricy has a specific, well-planned program for this aspect of competition. "Don't let anything get in the way of performance," he says. "Whether it's the hardware on the car, or the team, or your personal driving - and I include my personal health in that. If I'm going to be doing something where I need a personal attribute, I start working on it months ahead of time."

While physical fitness is important, there's also the psychological side of winning. Jon Brakke holds three championships in E Production, and he'll tell you that the proper mindset is critical.

"How aggressive are you willing to be?" asks Brakke. "Are you willing to run the car as hard as it can be run, or is this a situation where you say, I'm not comfortable the way the faster guys drive, or I realize that if I drive the car that hard, I don't want to deal with the potential consequences."

PRACTICE, PRACTICE, PRACTICE

It's important to draw a distinction between testing and practice. In testing, you should be trying to drive

Keep notes in a log to document when you make adjustments and what it does for the car"
MIKE MISERENDINO



Wayne Flynn

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DON'T SHIFT INTO OVERDRIVE

The starting grid of a Runoffs race is a great place to be, but everyone knows this race is for all the marbles. How do you hold it together? Randy Pobst has some direct words about that. "A big mistake I often see is

drivers overdriving at the Runoffs," he says. "It's a one-race championship. You have to qualify well, and there's all this pressure. I heard a saying that

in practice you have to drive like it's the championship, and in the championship you have to drive like it's practice. That's my best advice."



Wayne Lynn

COME PREPARED

(ABOVE) Be ready for anything – it will make it easier to stay relaxed and focused on the task at hand. (RIGHT) When the fields are large, it's important to maximize everything you can so you can stop worrying about traffic and start concerning yourself with racing for the win.

the same way every lap, and then working on the car to look for improvements. Practice is the other way around. You're looking to perfect your own ability to turn a consistent fast lap in your car on the track where you will compete.

"I'm a slow learner so I need hours and hours of practice at the track and on a simulator," Brakke says. "As long as I think I really know the track and I'm comfortable with the bumps and dips and everything like that; as long as I'm competent in the car, that's what I need. I need to believe that I can jump in that car and go as fast on the second lap as on the 22nd lap."

This fall, few drivers will have as much experience at Mazda Raceway Laguna Seca as Mike Miserendino, and he views this as a major advantage. "Seat time is really important," he says. "There's a lot of people who can lay down fast laps and qualify well, but it's the people who are consistent throughout an entire race, not making mistakes, not dropping wheels and stuff like that. In a Spec Racer when you have little horsepower and everyone's on the same tire, everything is equal. The mistakes are

"You do your best work when you're relaxed and your mind is at peace"
RANDY POBST



Ken Brown

magnified. It's hard to stress how valuable it is to be consistent and not make catastrophic mistakes."

Randy Pobst backs all this up. "For me, it's critically important to be familiar with the racetrack, and with the new pattern of changing the Runoffs track every year, I think this is an issue for more drivers," Pobst says. "They need to be sure that they not only drive the track, but also run some races there. You need to learn strategies related to the track, like passing zones and that secret place

you can put a surprise attack on a guy and make it work. Knowing how to race a track is a critical part of driver preparation."

CENTER YOUR MIND AND KEEP YOUR COOL

Once you have the personal skills and you have your car at its best, the time comes when you have to race for the championship against the best drivers in the SCCA. Champions know how to keep their heads together and drive for the win.


"My advice to drivers heading to the Runoffs is to try to relax," says Pobst. "You do your best work when you're relaxed and your mind is at peace. It's the Zen master side of racecar drivers."

Being told to relax is one thing – doing it at the Runoffs is another story entirely. Many winning drivers find that some quiet time before the race helps them focus on the task at hand.

"A group or two before my race I keep to myself, or I'll go watch starts and get my mind ready to think about how I need to perform on track," says Miserendino. "I clear my head and focus on the race and the drivers I'll be racing with. If I've raced them in the past, I think about how they race, and if I know any weaknesses in any corners that they may have. I try to get into a clear mental state to think about winning the race."

THE UNFAIR ADVANTAGE

All this advice should sound familiar to any driver – have a well-crafted plan, test and tune, pay attention to hard data, be in good physical and psychological condition, practice, and keep your cool. These are the same factors SCCA legend Mark Donohue called "The Unfair Advantage" back in 1975.

There's no great secret to the process, but actually applying these lessons proves to be the greatest challenge for most drivers. Yet the fact that so many consistent champions work from the same playbook should offer aspiring champions confidence that there is no secret barrier to standing on a Runoffs podium – it's just going to take a lot of work. 

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HOW TO WIN

RALLYCROSS EDIT

The path to a RallyCross National Championship isn't an easy one. Diligent preparation is the only way to claim that title | WORDS Jason Isley IMAGE Rupert Berrington

With the 10th running of the SCCA RallyCross National Championship just around the corner (Oct. 3-5, 2014, to be precise), it's time to find out what it takes to become one of SCCA's next RallyCross National Champions. While we'd like to say the path to success is easy, it turns out it's actually a process that starts long before the event, and can often take years to perfect.

SEAT TIME

You have heard it before: seat time, seat time, seat time. Nothing prepares

you better for an event than driving at other events. While a win at your local RallyCross may not carry the weight or stress of a National Championship event, that time spent behind the wheel is crucial.

"Usually for driver prep, I RallyCross and autocross monthly," says three-time champion Warren Elliott. Those events during the season also give you time to work on driver comfort. Proper driving position and comfort means one less distraction during that blast through the course.

"You're in the driver's seat; it's up to you to stay there," says Bret Norgaard of Yawsport, who has turned out many top-level Solo and RallyCross cars over the years. "This should have been done long before Nationals - take time to really dial in your seating position. When thrashing around in the cockpit of your RallyCross car, your performance behind the wheel can be compromised if you are too close or too far from the steering wheel and pedals.

"If the car is equipped with a safety harness, take the time to set it up so



TION

buckles and shackles are not digging into your waist or collarbone. Adjust the baseline shoulder harness lengths so they are not excessively long when pulled tight and thereby flopping around on your chest. Distractions such as these can take away from your concentration and lead to mistakes on course."

WRENCH TIME

Most people do a pretty good job of keeping up with maintenance items during the season, but putting in a little extra time before the big show

DIG IN

Careful preparation before the event will help ensure you can finish every run, and could give you the edge to win.

can help ensure you stay in the running. "Fix it before you must fix it," says Norgaard. "RallyCross is substantially harder on a car than most other types of motorsport. Deep ruts, bumps, and rocks have a way of failure testing even the snazziest of upgrade parts. Before and after an event, or during the initial prep of a new car, there are key items to inspect and service at regular intervals. It's worth every minute of your time to do a thorough inspection, top to bottom, of the car before leaving on the long trek to the National Championships. Some key items that could ruin your day if not kept in good condition include suspension bushings, engine mounts, ball joints, and wheel bearings. When any one of these fail, more damage can and will occur."

Elliott concurs. "Before Nationals, my car will go to the race shop and go up on the lift and get a thorough inspection," says Elliott. "Check all suspension and steering, ball joints, and change the oil." Elliott also takes the car to Nationals with three sets of tires.

"Put together a spare parts bin and bring it with you," says Norgaard. "The old adage of 'If you have it, you won't need it' can hold true."

I pay a lot of attention to other drivers' times to judge if the course is getting faster or slower"
JAYSON WOODRUFF

THE RIGHT TOOL FOR THE JOB

Did you pick the right car for your class? Did you set it up right? Are your tires the correct choice? These are all items that should have been figured out well in advance. Knowing the RallyCross rules, and getting some guidance when it comes to parts and setup can pay off in a big way.

In the more restrictive classes, picking the right car may be more important, due to the lack of modifications. "There's not much modification allowance in Stock class, so first and foremost is car choice," says two-time National Champion Jayson Woodruff. "In car choice, you'll want to focus on things like weight, limited slips, suspension design, ground clearance, wheel diameter, and wheel well clearance. In the Stock Front and Stock Rear classes, power is

not very important, as you can spin your wheels on the dirt with very little power. All-wheel drive puts more drive into the dirt and can take advantage of more horses."

Arguably, tires are one of the most important items in any class. "Beyond choosing the right car, the next most important move is choosing tires," says Woodruff. Rally tires are not allowed in Stock classes, so typically snow tires are the next best thing."

Once you have picked the tire for your car and class, it's a good idea to make sure you have fresh ones for your title run. "Tires are one of those expensive expendable items that won't last forever," says Norgaard. "If there was a time to bring your 'A' game to the table, Nationals is that time. Whether or not your budget can support a new set of the latest and greatest rally tires for the big event, carefully choose the best set, plus a spare, that you can get your muddy hands on. Surface conditions and weather conditions change, and your competition is not going to show up short-handed in the tire department. If you can budget a new set, do it."

SHOW TIME

When it comes time for the event, it's a good idea to show up early, give yourself ample time to deal with any unforeseen issues, extra time to walk the course, and a chance to relax before your runs. There are many techniques utilized in preparing, from visualization, practicing on the test and tune course ("I will make two passes at the test and tune," says Elliott), and, of course, the good old course walk.

One tricky aspect of RallyCross is the forever changing course conditions. "There's the usual racer mental prep of visualizing the course while pulling up; shift points, braking, etc.," says Woodruff. "For RallyCross, it's very common that the course is changing conditions significantly between your runs. So, I pay a lot of attention to other drivers' times to judge if the course is getting faster or slower. If you see the guy ahead of you drop five seconds between runs, the assumption is the course has gotten a lot tackier, so you'll want to adjust your braking and up your corner speeds to take full advantage of the new traction." ●



JIM WHEELER

CHAIRMAN OF THE CLUB RACING BOARD
KANSAS CITY REGION
SCCA MEMBER SINCE 1974

I've been interested in racing since I was 5 - I had a go-kart before there was a name for them. I attended my first SCCA event at Bridge Hampton in 1959, and that set the hook. My first SCCA Driver's School was in 1975 at Mid America Raceway in Wentzville, Mo., and then I started autocrossing in 1978 when I got out of the Navy, continuing through the late 1980s.

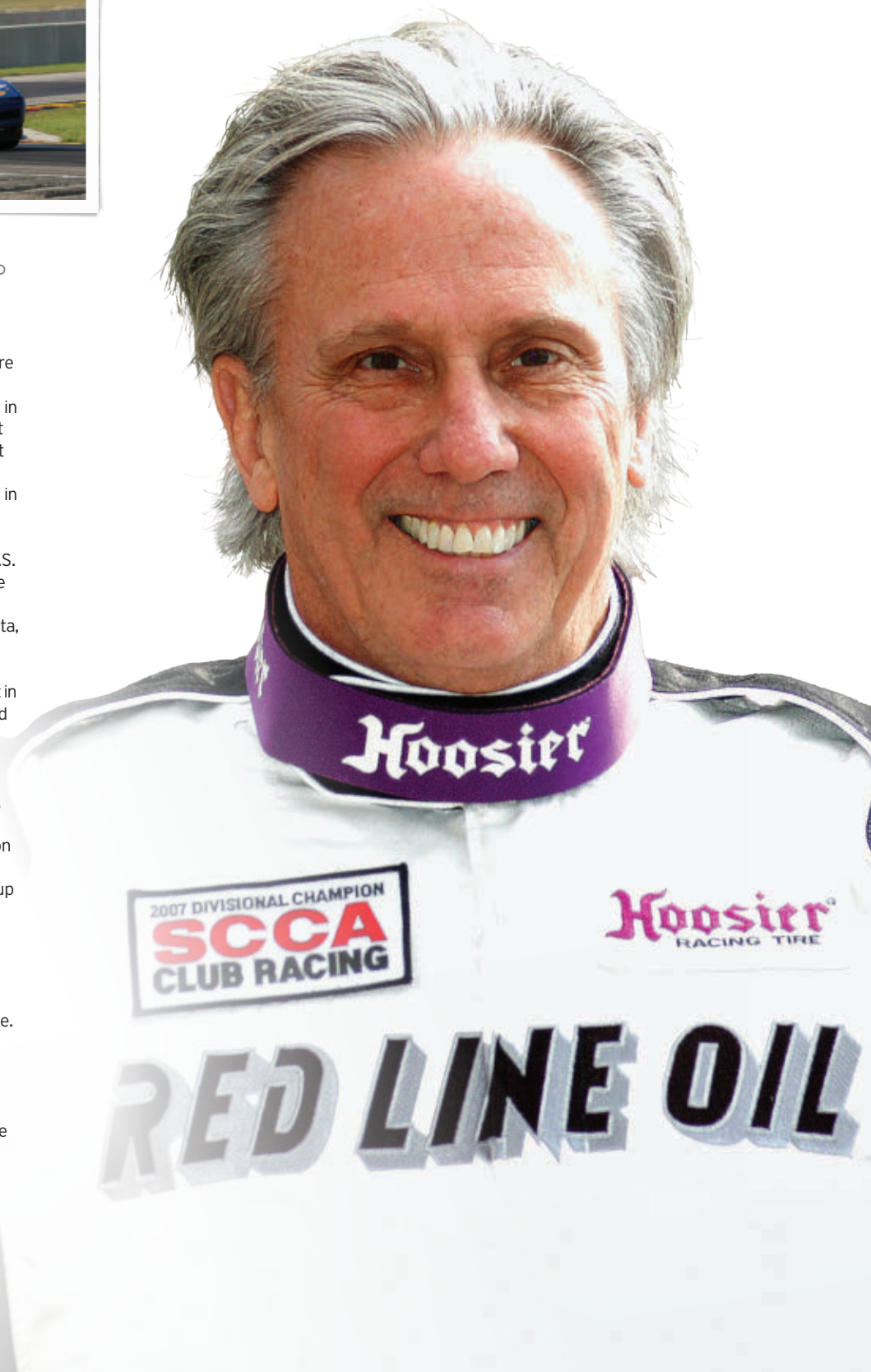
As of the Heartland Park Topeka U.S. Majors Tour over Labor Day, I will have completed a total of 265 SCCA Club races spanning EP, SSC, ITB, Spec Miata, and American Sedan, where I've completed by far the most races. I've competed in 15 Runoffs since my first in 1998 (missing the event in 2000), and have had two podium finishes (2007 and '13), with eight top 10s.

The social part of Kansas City Region has always been very active, and attending these social and Club business meetings led me to serve on the Kansas City Region Board of Directors, as the Region's Race Group Chairman, and as a member of the KVRG BoD.

A bad experience in impound at the Runoffs at Mid-Ohio caused me to apply to become a member of the American Sedan Advisory Committee. I served there for several years and was asked by Bob Dowie, the CRB's Chairman at the time, to move up to the CRB. Upon Dowie's retirement from the Chairman position, I became the Chairman, where I've served for several years.

Being Chairman of the CRB has exposed me to wonderful, smart people in all phases of the Club. Although it takes a lot of time, it's also very rewarding."

MAIN IMAGE Courtesy Jim Wheeler
INSET IMAGE Dennis Wood



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ONE TO GO

Come the 2015 season, the "1 to go" board will be seen less and less as Regions will have the option to wave the white flag.



Club Racing

TRYING SOMETHING NEW

WORDS Jim Wheeler,
Chairman, Club Racing Board

IMAGES Dennis Wood

When Nebraska Region's Stan Cisar waved the white flag at Mid-America Motorplex, it was the first time in my 260-race SCCA career that I had seen a waving white indicating the last lap. Funny thing: nothing catastrophic happened. I finished the lap, got the checker, and the world didn't end.

My predecessor and mentor in this job, Bob Dowie, suggested the change sometime early in his CRB career, so it has only taken about 12 years for us to join the rest of the racing world with this change. It is just another case of the "we have always done it that way" mindset that is both a blessing and a curse for SCCA Club Racing. The waving white is not mandatory and, at the next race, the final lap was indicated by a "1" on a board. At least,

that's what they tell me, as I missed it. Stan, by the way, sang a wonderful rendition of our National Anthem to get the racing started at both events.

UPDATES AND CHANGES

If you have ever paid any attention to the tech sheet that is used when a scrutineer does your annual inspection, or when you go through tech at most races, you may have noticed that it is outdated. Wichita Region's Frank Diring is working with St. Louis Region's Sara Duffy and SCCA Technical Manager John Bauer to modernize the tech sheet.

The first drafts show a much simpler sheet that is easier to follow. Gone will be some class specific references and items that are no longer in the GCR, like captive washers. Diring is the newly retired MiDiv Division Administrator for tech, current Mid-States U.S. Majors Tour Chief

of Tech, and F&C Line Chief and Chief of Compliance for the 2014 National Championship Runoffs. Duffy is the new MiDiv Divisional Administrator for tech.

Speaking of annual tech, the CRB is considering the idea of having tech be for the calendar

"It was the first time in my 260-race SCCA career that I had seen a waving white indicating the last lap"

year. Upon completion of an annual tech, you would be issued two tech stickers, similar to the Runoffs tech stickers. These would be placed on each side of the car and would be good for the calendar year printed on the sticker. Any time after November you could have your annual done and receive a tech sticker good for the next year. This solves a number of issues, including the

racer who shows up at a race in the middle of the season with an expired annual and no good way to get the car inspected. If you have a 2015 tech sticker, you are good for the year.

At this point, the idea is in the initial discussion stages, so by math discussed earlier in this column, we have 12 years to get it handled.

Another proposed change you might have noticed in *Fastrack* is the CRB's request to make all driver restraints good for five seasons after manufacture. Currently, the FIA belts are good for five years and SFI belts are only good for two. The National Board of Directors will vote on that proposal at their next meeting.

Please be sure to let the CRB and the Board of Directors know how you feel about these proposals through the www.crbacca.com letter system. 📧

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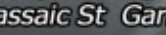
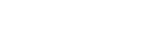
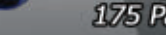
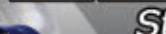
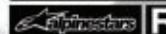
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THINK DIFFERENT

There are a number of enclosed trailer manufacturers that produce lightweight options with unique features.

National Solo

A DIFFERENT BOX

WORDS & IMAGES Paul Brown

Minimal weight is a good thing for just about everything in the SCCA. While the conversation of weight might initially conjure up images of racecars, lightness is a good thing for tow vehicles and trailers, too.

I've been towing a 9,000lb, enclosed trailer with a Class A RV for almost four years now, but it hasn't been without issue. Earlier this year, it was discovered that the RV manufacturer installed a hitch rated at 5,000lbs on a vehicle rated to tow 10,000lbs. At some point in the RV's life (before it came to me) the sticker with the weight rating was painted over – see where this is going?

Since the hitch failure, all of the appropriate parts have been properly beefed up, so the hitch shouldn't come apart again, but I've been asking the little ISB diesel engine to drag 34,000lbs of overall weight all over the country.

Conversations with fellow racers ensued as I tried to figure out a lighter enclosed trailer option.

While there are conventional aluminum enclosed trailers available, and they are lighter

than their steel-framed cousins, they don't seem to shed pounds nearly as efficiently as they add cost. Luckily, there are a number of innovative enclosed trailer manufacturers around, and most of them have outstanding reputations for quality. My search took me to the likes of Aerovault, JimGlo, and Montrose trailers.

The Aerovault is a beautiful piece of work; it's sort of like towing a miniature space shuttle around. JimGlo trailers look pretty conventional, but the composite construction cuts weight amazingly well. JimGlo seems to have a pretty good handle on how to make a trailer functional, but checking the price tag was a shock. Then there's Montrose, which is what I eventually settled on.

Montrose uses a fairly intriguing design. The company likes to build trailers with clamshell openings front and rear, and with a large escape door on the side. Anyone with a standard enclosed trailer has been doing the *Dukes of Hazzard* exit, and this design eliminates that.

Montrose will build just about anything someone will pay them

to build. I wanted a tire rack. They have done that in the past, usually facing backwards over the hood of the car. As I get older, I like lifting tires less and less. I asked if they could put one on the tongue, facing forward. Turns out, they can and they will. I wasn't sure if the bikes would fit inside the trailer with the car tied down, so I asked about a hitch receiver. No problem. One limitation of the clamshell design, however, is that there is no place for cabinets.

Montrose claims that its basic 20-foot trailer weighs 2,350lbs,


which is pretty darn light. My Montrose trailer, with all my options, weighed in at 2,400lbs.

After figuring out where the car needed to be for proper tongue weight, I found that the bikes would fit inside, so that receiver will go unused for the time being. The tire rack will need some reworking to deal with the very tall 19-inch tires we run on the Z car, but it will suffice.

Loading and tying down a car in this trailer is a lot like it is with an open trailer; with the clamshells, access to both ends is wide open. The trailer gives up a

I've been asking the little ISB diesel engine to drag 34,000lbs of overall weight"

bit of storage over a conventional trailer, but the Montrose sheds almost 10 percent of the other trailer's gross weight! The little ISB engine should appreciate that. And, while the slope nose of the trailer might not make much difference behind an RV, it sure would with a pickup.

Montrose specifically said the company wants to see their trailers getting a lot of miles on them, not being parked. That would seem to fit the SCCA community perfectly, and that's exactly what I intend to do. 



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WORDS Clark Trexler, edited by Philip Royle

IMAGES Chris Clark

Amy Ruman started on pole position at New Jersey Motorsports for the RacingJunk.com 100 June 1, 2014 round of the SCCA Pro Racing Trans Am Championship, a position that she held for the duration of the race, despite multiple challenges from defending Champion Doug Peterson. The win was her first since the 2012 season.

The race began with Ruman on pole with Peterson alongside and Simon Gregg in third. Ruman was quick to build a lead during the early laps; but it was Jim McAleese, starting fourth, who put on a show during the early laps, shooting up through the field, passing both Gregg and Peterson on the restart on lap nine.

McAleese would hold the position for nine laps but was never able to truly pursue Ruman, as he was locked in a battle for position with Peterson. Peterson who ran nose to tail with McAleese, often attempted to overtake McAleese through Turn 1, only to have the window closed on multiple occasions. Peterson finally got the best of McAleese on lap 18, powering ahead, and resuming his pursuit of Ruman.

The three would hold that position up to lap 26, when the course went under yellow once more due to a large oil slick in Turn 6. On the restart, Peterson closed the gap between himself and Ruman.

In TA2, defending Champion Cameron Lawrence came away victorious for the second straight race powering up from seventh to first over the first 19 laps, but was locked in an intense battle with Adam Andretti for much of the race.

The TA3 class was also the site of tightly contested races that resulted in victories for Jason Berkeley in the International Group and Ernie Francis Jr., in the American Muscle Group.

NEXT STOP: ELKHART LAKE

Doug Peterson emerged victorious from the June 21, 2014, VP Small Engine Fuels 100 Miles of Madness at Road America, outlasting Amy Ruman, Cliff Ebben, and Tony Ave in what was a tight leader's group in the TA class. Likewise, in TA2, Cameron Lawrence survived what became an endurance race on the fabled Wisconsin track with challenges from Adam Andretti and Joe Ebben.

The race started at 6:30 p.m. CDT after the conclusion of the NASCAR Nationwide race at Road


Peterson capitalized shortly thereafter, moving up into first. Meanwhile, Tony Ave continued making his way up the field from his starting position of 16th, eventually moving up to third after the restart.

During the 19th lap of the race, Ave would take his charge a step further, overtaking Ruman upon a second restart, following only his teammate Peterson. Ruman would follow Ave, pursuing him closely, but would spin doing so, falling back to ninth position.

Ave followed Peterson up until lap 23, when Ebben overtook him for second position, a spot Ebben managed to hold for the final two laps as Peterson, Ebben, and Ave crossed the finish line one, two, three.

The TA2 race began with similar fervor as both Adam Andretti and Joe Ebben closed the gap on leader Cameron Lawrence, at one time going through Turn 5 three wide with no apparent leader.

Lawrence overcame Andretti for the lead during the 12th lap, after the restart as well, and managed to hold on for the remaining 13 laps.

In TA3 American Muscle, Ernie Francis Jr. captured his second consecutive victory in Trans Am's production-based class, while in TA3 International, Clint Sawinski bested pole sitter Jason Berkeley for the win. 

Ruman made her move on Peterson and spring boarded into first place, taking control of the race"

America. The day began with Peterson on pole followed closely by Amy Ruman and Cliff Ebben.

The TA frontrunners continued in that order until the sixth lap of the race when Ruman made her move on Peterson and spring boarded into first place, taking control of the race. Peterson's opening to challenge for the lead was quickly slammed shut as the course went under yellow to retrieve two cars stuck off course in dangerous positions during lap seven.

The course went green again at the beginning of lap 14 and



CELEBRATION

(TOP LEFT) Cameron Lawrence is a man on a mission, all but dominating TA2 this season. (BELOW) Amy Ruman's season keeps getting better, as she picked up the TA win at NJMP.

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STEVE BURKETT IS MIDWEST DIVISION'S RACE ADMINISTRATION WORKER OF THE YEAR

WORDS James Kearney

IMAGE Pat Niemeyer

Southern Illinois Region's Steve Burkett wasn't born a car guy, but he came around in a big way. "In 1998 I had a really good job and I bought a sports car, a Mazda RX-7, sort of on principle," he says. "I slapped magnetic numbers on the side of it and went autocrossing. I also helped out in the administration of the Solo program." For Steve, as for many of us, motorsports sort of became the eggplant that ate Chicago, mostly in a good way. He and his wife, Sheila, started a race

shop, Tuxedo Park Racing, and they went at it hard. "Most of my customers were Club racers, and almost everything I worked on was some kind of Mazda."

Steve had already moved from Solo to road racing with another, older RX-7. He ran a bevy of Mazdas in various classes from Showroom Stock to T3, to EP. In 2003, he ran the same RX-7 in both the Solo National Championships and the National Championship Runoffs. He competed at the Runoffs on six occasions and finished a fine sixth in 2006 at Heartland Park Topeka in an RX-8. He ran so many different cars he now considers it a point of

pride that he has run the same car for the last four years. And he's closed the race shop and gone back to the University of St. Louis for a doctorate in math and calculus.

Throughout, Steve was the kind of guy who would get very involved in running the Club. He was on the Region's Board of Directors. He was the Race Chairman. He is currently the St. Louis Region Race Committee Chair. And, while he thrived on it and loved to give back to the sport, he was perhaps overly blessed with challenges. "In 2007, I stepped away from it all and I just went racing."

But it was a very hard time for the Region. Participation plummeted, and to make matters worse, Gateway, the area's main track, closed. Never one to shirk a challenge, with these storm clouds brewing, Steve ran for Regional Executive and won.

His platform had been to rejuvenate the Club Racing program. A group of racers and

volunteers from St. Louis and Southern Illinois Regions came together to form the Gateway Road Racing Group to work toward that goal. They established a good relationship with Gateway when over 100 volunteers showed up for a clean-up and paint day. While it was not an instant recovery, Steve says that with a big team effort by all involved, by 2013, the Club Racing program was back in place and going strong.

For race administrators it is a different day, says Steve. When their Region didn't get a U.S. Majors Tour in 2014, they had to redouble their efforts to generate participation. They have a solid five-year business plan with the goal of rebuilding their Club Racing program. They have an annual social event specifically aimed at bringing in new racers.

"You have to figure out a way to pay the bills," he says. "These days you need to put on a more varied


"These days you need to put on a more varied show. We have mixed events"

STEVE BURKETT

show. We have mixed events with Club Racing, PDX, and the Club Racing Experience as well. It is harder for those administering. The workload for both race administrators and the stewards has doubled."

Steve says that since they lost many of the usual suspects, it is all the more important that they aim for those within an hour's drive of Gateway. "Travel costs are a major concern," says Steve, noting that he is not doing the Majors Tour due to the travel expense.

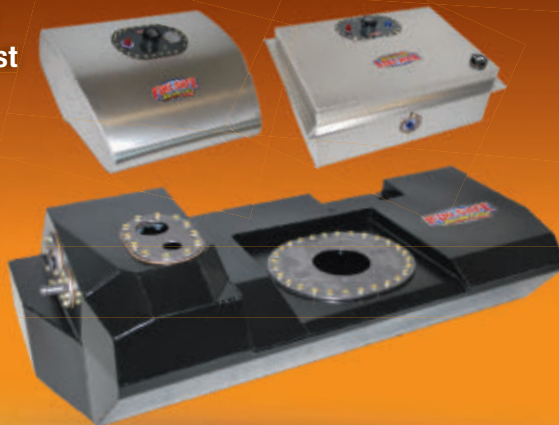
Steve earned his BFGoodrich Tires Worker of the Year Award many times over. He is not the type of guy to give up. If there's a way to weather this storm, he and his merry band of volunteers will find it.

"The feeling you get from racing is unlike any other," he says, "but getting to the point that you can take a green flag can be quite painful. We need to address that issue." If we allow history to be our guide, he'll figure something out. 

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Randy Scott

HARD AT WORK

Alex Scaler is hands on, completing much of the race prep himself.

Introducing...

ALEX SCALER WISE BEYOND HIS YEARS

WORDS R.A. McCormack | IMAGE Randy Scott

Alex Scaler is a promising Formula Vee driver, with the 16-year-old winning the Regional at New Jersey Motorsports Park this past July in just his second race. But his driving skills, honed since he started racing dirt bikes when he was 3 years old, are clearly exceeded by his fund raising skills, which he began demonstrating at the ripe old age of 11.

"In 2009," relates the preternaturally mature Alex, "I came to the realization that not everyone can do what I do - that is, go racing and be involved with motorsports. I really wanted to give back to the community and help those who are not as fortunate. After talking with an aunt who works with autistic children and hearing the numbers on how abundant this disease is in our society, I knew I had to do something about it."

Eleven-year-old Alex used what transportation he had - his Soap Box Derby car - and began knocking on doors in rural Flemington, N.J., where he grew up and lives with his father Dave, his mother Deanna, and younger sister Gabrielle.

In the five years since, Alex has raised several thousand dollars, taking every opportunity he can to ask for donations (go to AutismSpeaks.org if the spirit moves you). "I set my goals low," he says, "but ended up blowing away my expectations. Year after year, the amount of money I have fundraised has increased. Reflecting on my experiences, it wasn't about seeing how much money I could raise or even the newspaper coverage I had received; it was about helping change the lives of those who cannot do what I do every day."

Dave has been SCCA racing for 20 years, starting first in Formula F, but switching in 1995 to Formula Vee, where he has been ever since, with 18 appearances at the Runoffs. "I remember discussing buying my first 'new' Formula Vee with my wife in 1995," says Dave, "because I wanted to try to make it to the Runoffs before our first child [Alex] was born. Well, I made it that first year, and have been returning every year since. While the car has been massaged a lot since then, this is the same car that Alex just won his first Regional in, a pretty neat circle for me."

For his part, says Alex, "I grew up learning and helping my dad with his racecar, and I still enjoy going to the racetrack and crewing for him."

Working on mechanical things started early. "When I was around 5," recalls Alex, "I did a complete rebuild from the ground up on my dirt bike, which is where I learned a lot of my initial skills. At 7, I switched over to go-karts." Alex spent eight years piloting go-karts, racing in the WKA's New Jersey sprint series. These years of intense competition made it an easy transition to the rigors of Formula Vee last year.

"The only place success comes before work is in the dictionary"
ALEX SCALER

While racing consumes much of Alex's time and attention, academics are an equal partner. "People often ask why I let my kids race," says Dave, "and my answer is always the same: life lessons. Work ethic, time management, deadlines, dealing with disappointment and success, risk assessment, and chasing dreams are all part of the journey. While not all SCCA track brats will become F1 drivers, in my opinion the lessons they learn from racing will benefit them for life."

Asked what advice he would offer someone interested in getting started in racing, his answer is definitely worth a listen. "Although I am young," says Alex, "my advice would be that if you want to be a successful racecar driver, then you will have to work harder and

UNCLE CARL

Carl Maffei has been the crew chief on Dave Scaler's Formula Vee going back to 1995. Now he's taking on these responsibilities for Alex Scaler as well.

Maffei, an affable 56-year-old Italian who takes pride in his heritage (his dog is named Valentino, after Italian motorcycle champion Valentino Rossi) has nothing but respect for his young charge; who used to call him Uncle Carl. "He's calm, cool, and collected," says Maffei of Alex. "Just like his father. I've never seen him get mad."

Crew chief Maffei sees to it that everyone on Scaler Racing has a job to do, complete with checklist and logbook. Young Alex has taken on ever more difficult tasks, such as maintaining the highly stressed VW engine.

Maffei also notes that nothing in motorsports has ever been given to Alex. "He has always had to earn everything," says Carl, "and he never quits. He just keeps working to figure things out."

be more focused than everyone else you race against. This is directly related to one of my favorite quotes: The only place success comes before work is in the dictionary."

Like we said, preternatural. 📍



WINNING FORMULA

Alex Scaler started in karts but is now moving into larger racecars, like Formula Vees.

Charlie Carrow



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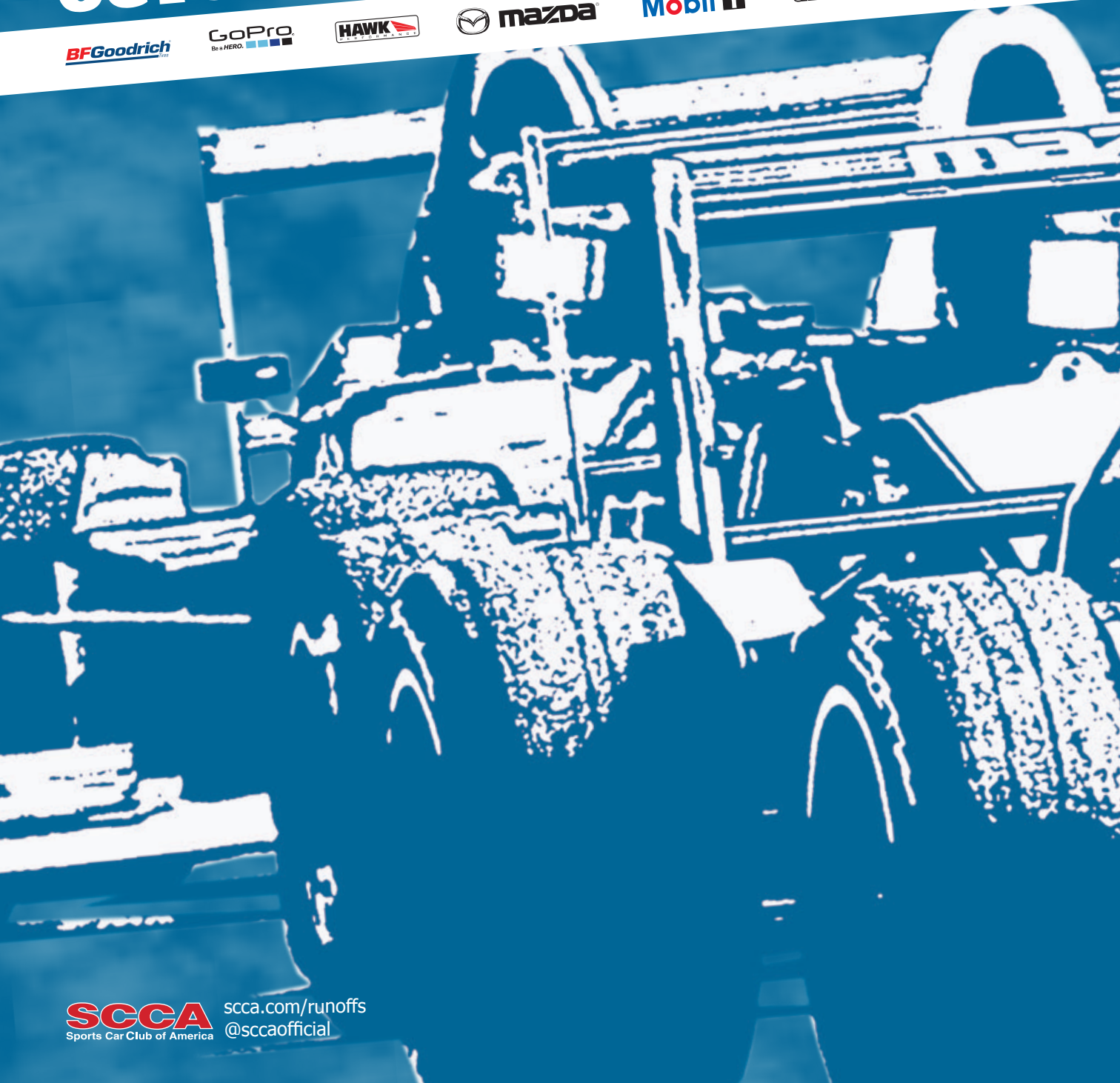
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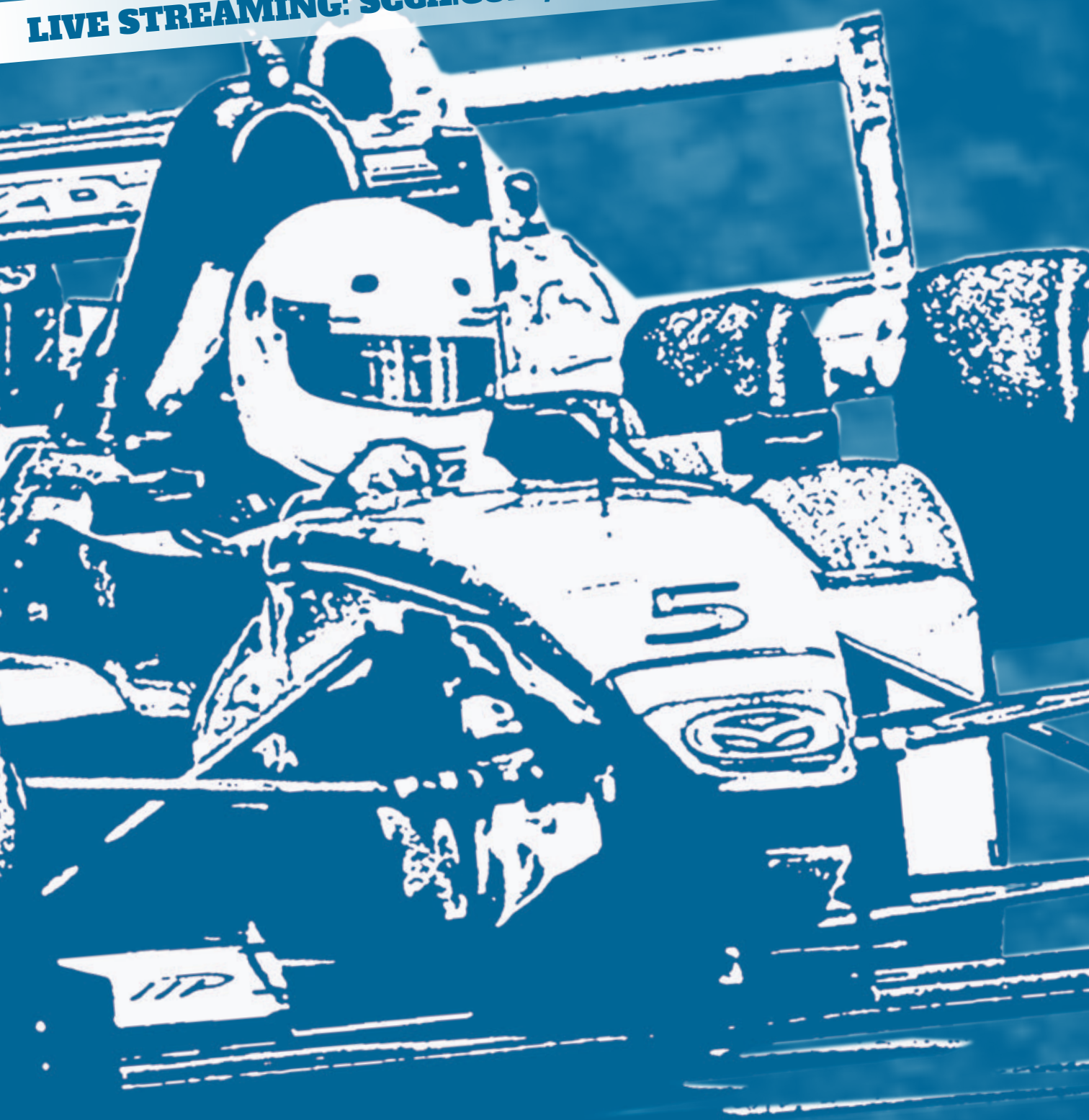
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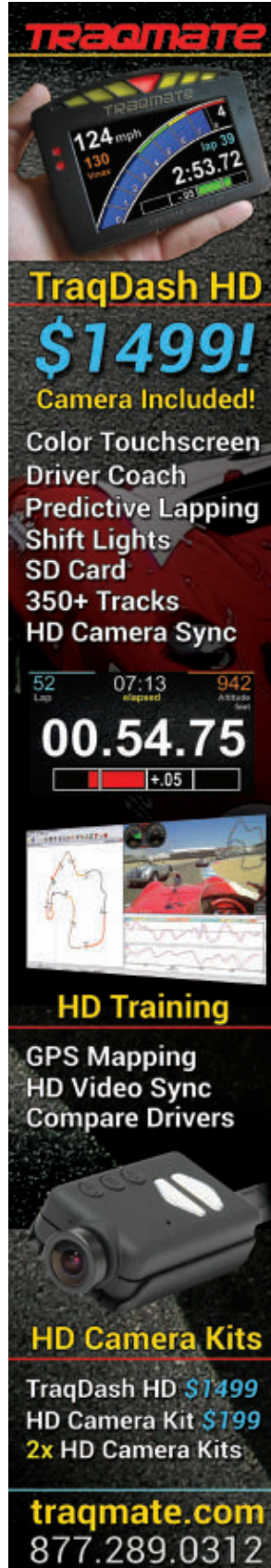
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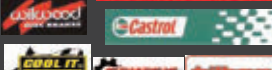


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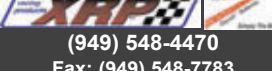
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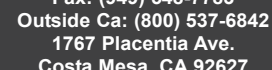
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(16) _____ (17) _____ (18) _____ (19) _____ (20) _____

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CALENDAR

SPORTS CAR CLUB OF AMERICA **OCTOBER 2014**
FIND SCCA CLUB RACING, RALLY, AND SOLO EVENTS NEAR YOU

PRO RACING



WORLD CHALLENGE

world-challenge.com

Mar 28-30 St. Petersburg, Fla.
Round 1 cancelled due to weather
Enge (GT); Aschenbach (GTS)

Apr 11-13 Long Beach, Calif.

O'Connell (GT); Johnson (GTS)

Apr 25-27 Barber Motorsports, Ala.

Lazzaro (GT); Wilkins (GTS); DiMeo (TC);

Holbrook (TCA); Price (TCB)

Palmer (GT); Baldwin (GTS)

May 16-18 Canadian Tire Motorsports

Park, Canada

DiMeo (TC); Wolfe (TCA); Price (TCB)

DiMeo (TC); Wolfe (TCA); Price (TCB)

DiMeo (TC); Francis Jr. (TCA); Stacy (TCB)

May 30-Jun 1 Detroit Belle Isle, Mich.

O'Connell (GT); Martin (GTS)

O'Connell (GT); Martin (GTS)

May 30-Jun 1 New Jersey Motorsports

Park, N.J.

DiMeo (TC); Holbrook (TCA); Price (TCB)

DiMeo (TC); Holbrook (TCA); Palmer (TCB)

Jun 19-21 Road America, Wis.

(GT, GT-A, GTS, TC, TC-A, TCB double)

Jul 18-20 Streets of Toronto, Can.

Skeen (GT); Jonsson (GTS)

Skeen (GT); Jonsson (GTS)

Doherty (TC); Holbrook (TCA); Holton (TCB)

Poland (TC); Wolfe (TCA); Nixon (TCB)

Aug 1-3 Mid-Ohio Sports Car Course, Ohio

Dalziel (GT); Aschenbach (GTS)

Dalziel (GT); Aschenbach (GTS)

DiMeo (TC); Wolfe (TCA); Palmer (TCB)

DiMeo (TC); Holbrook (TCA); Pelletier (TCB)

Aug 22-24 Sonoma Raceway, Calif.

(GT, GT-A, GTS double)

Aug 30-31 Brainerd Int'l Rcw, Minn.

(TC, TC-A, TCB double)

Sep 12-13 Miller Motorsports Park, Utah

(GT, GT-A, GTS double)

(TC, TC-A, TCB double)

PRO RACING

WHAT Mazda MX-5 Cup

WHEN Oct. 1-3, 2014

WHERE Road Atlanta, Ga.

The final round of the SCCA Pro Racing MX-5 Cup hits Road Atlanta in October. Who will be crowned the next champion?



Richard Coburn



MAZDA MX-5 CUP mx-5cup.com

Mar 12-14 Sebring Int'l Rcw, Fla

Koch; Dean II

May 2-4 Mazda Raceway, Calif.

Dean II; Koch

Jun 27-29 Grand Prix of Houston, Texas

Koch; Koch

Jul 11-13 Canadian Tire Motorsports Park,

Canada

Koch; Koch

Aug 8-10 Road America, Wis.

Copeland; Copeland

Oct 1-3 Road Atlanta, Ga.

(all events double weekends)



F2000 CHAMPIONSHIP

f2000championshipseries.com

Apr 11-13 Road Atlanta, Ga.

Robinson; Minor

May 16-18 Watkins Glen Int'l, N.Y.

Minor; Minor

Jun 6-8 VIRginial Int'l Rcw, Va.

McGregor; Minor

Jul 4-6 Mid-Ohio, Ohio

Larue; Minor

Aug 1-3 Pittsburgh Int'l Race Cmplx, Pa.

Beasley; Beasley

Aug 29-31 Thompson Speedway Road

Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y.

(all events double weekends)



F1600 CHAMPIONSHIP

f1600championshipseries.com

Apr 11-13 Road Atlanta, Ga.

Futrell; Goughary

May 16-18 Watkins Glen Int'l, N.Y.

Goughary; Galkhberg

Jun 6-8 VIRginial Int'l Rcw, Va.

Newey; Bamford

Jul 4-6 Mid-Ohio, Ohio

Agren; Lerch

Aug 1-3 Pittsburgh Int'l Race Cmplx, Pa.

Agren; Mitchell Jr.

Aug 29-31 Thompson Speedway Road

Course, Conn.

Oct 10-12 Watkins Glen Int'l, N.Y.

(all events double weekends)

ATLANTIC CHAMPIONSHIP

atlanticchampionshipseries.com

Apr 11-13 Road Atlanta, Ga.

Burkett; Burkett

May 16-18 Watkins Glen Int'l, N.Y.

Burkett; Burkett

Jun 6-8 VIRginial Int'l Rcw, Va.

Simpson; Burkett

Jul 4-6 Mid-Ohio, Ohio

Simpson; Burkett

Aug 29-31 Thompson Speedway Road

Course, Conn.

(all events double weekends)

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.

DIVISIONAL/REGIONAL NORTHEAST nediv.com

Sep 6-7 Ro* New Hampshire Motor

Speedway/New England

Sep 13-14 Ro* Watkins Glen/Finger Lakes

Sep 26-27 Ro* Lime Rock/New York

Sep 27-28* Nelson Ledges/Mahoning

Valley

Oct 3-5* Thompson Speedway

Motorsports Park/New England

Oct 4-5 Summit Point/Wash. DC

Oct 5-6* Watkins Glen/Glen

Oct 17-18* NJMP/Jersey Racing Board

Finger Lakes (Nelson) (315) 597-9637

Finger Lakes (Glen) (585) 328-2617

Glen (607) 425-4339

Jersey Racing Board (609) 784-5316

Mahoning Valley (330) 418-3328

New England (508) 561-2188

New York (518) 789-3762

Steel Cities (412) 831-0361

Tri-Region Race Group (609) 352-1757

Washington DC (301) 572-7444

SOUTHEAST sediv.com

Aug 9-10* Daytona/Central Florida

Aug 16-17 Ro* Charlotte Motor

Speedway/Central Carolinas

Aug 30-31 Ro* Barber Motorsports Park/

Alabama, Tennessee Valley

Aug 30-31* Sebring/Central Florida

Sep 13-14* Homestead/Florida

Sep 27-28* Daytona/Central Florida

Oct 18-19* VIR/North Carolina

Oct 18-19 Sebring/Central Florida

Oct 24-25* VIR/North Carolina

Oct 30-Nov 2* Road Atlanta/Atlanta

Nov 1-2* PBIR/Florida

Nov 29-30 Sebring/Central Florida

Alabama, TVR (256) 426-0672

Atlanta (770) 472-0460

Buccaneer (704) 575-5960

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

Florida (561) 318-1383

North Carolina (800) 342-7390

South Carolina (704) 575-5960

GREAT LAKES greatlakes-scca.org

Oct 11-12* Mid Ohio/Ohio Valley

Oct 18-19* Pittsburg/Neohio

Cincinnati (513) 528-9217

Ohio Valley (Aug) (330) 460-6706

Neohio (216) 390-2856

Ohio Valley (Oct) (513) 528-9217

CENTRAL cendiv-scca.org

Sep 20-21 Ro* Road America/Chicago

Oct 18-19 Ro* Blackhawk Farms/Chicago

MIDWEST midiv.org

Oct 25-26 Gateway/St Louis

SOUTHWEST sowdivscca.org

Nov 8-9 Ro* Texas World Speedway/

Texas

Dec 6-7 Ro* MSR Houston/Houston

Houston (281) 373-3960

Lone Star TBD

Texas TBD

NORTHERN PACIFIC norpac-scca.org

Sep 12-14 Ro* Mazda Raceway/San

Francisco

San Francisco (530) 934-4455

SOUTHERN PACIFIC scca-sopac.org

Sep 13-14* Buttonwillow/Cal Club

Oct 11-12* Inde/Arizona

Oct 25-26* Buttonwillow/Cal Club

Arizona (480) 832-1327

Cal Club (661) 304-3468

STREET SURVIVAL SCHOOLS

ROCKY MOUNTAIN coloradoscca.org

Oct 19 Eagle County Regional Airport/

Continental Divide

Continental Divide (719) 310-8281

NORTHERN PACIFIC norpac-scca.org

Oct 12 Portland Int'l Raceway/Oregon

Nov 22 Pacific Raceways/Northwest

Northwest (360) 479-6082

Oregon (503) 327-8990

DRIVERS SCHOOLS

NORTHEAST nediv.com

Oct 3 Watkins Glen/Glen

Glen (607) 425-4339

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

KEEP ON RACING

For East Coast racers not attending the Runoffs, you might as well go racing. Washington DC Region will host a race at Summit Point, Oct. 4-5.



Barbara Prince

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

NORTHEAST nediv.com

Sep 13-14 HC Weatherly, Pa./NE Penn

Sep 20-21 PDX/CT Summit Point/Wash. DC

Sep 27-28 PDX/CT Nelson Ledges/
Mahoning Valley

Oct 3 (Club Racing Experience) Watkins
Glen/Glen

Blue Mountain (610) 804-9047

Glen (607) 425-4339

Mahoning Valley (330) 418-3328

NE Pennsylvania (610) 863-4709

Steel Cities (Flintstone) (301) 729-2407

Steel Cities (Summit) (301) 729-2407

SOUTHEAST sedivacing.org

Sep 13-14 HC Robbinsville, N.C./Central
Carolinas

Oct 4-5 TT/PDX Talladega/Alabama,
Tennessee Valley

Oct 30-Nov 2 PDX Road Atlanta/Atlanta

Nov 15-16 PDX/TT Roeboling Road/
Buccaneer

Alabama, Tennessee Valley

(205) 422-1417 (TVR)

Atlanta (770) 472-0460

Central Carolinas (828) 684-2696

Central Florida (407) 568-6902

GREAT LAKES greatlakes-scca.org

Oct 10 Mid Ohio/Ohio Valley

Ohio Valley (614) 846-1228

CENTRAL cendiv-scca.org

Sep 13 PDX Autobahn of Joliet/Chicago

Sep 18 PDX Milwaukee Mile/Milwaukee

Oct 17 PDX Road America/Milwaukee

Oct 25 PDX Milwaukee Mile/Milwaukee

SOLO

TIRE RACK® SCCA PROSOLO

Mar 22-23 Arkansas Aeroplex, Ark.

David Whitener; Kim Whitener

Apr 12-13 El Toro Base, Calif.

Greg McCance; Christine Grice

Apr 26-27 FedEx Field, Washington DC

James Feinberg; Shelly Monfort

May 3-4 Mineral Wells Airport, Texas

Mark Madarash; Jocelin Huang

May 23-24 Lincoln Airpark, Neb.

Matthew Braun; Jocelin Huang

Jun 7-8 Crows Landing, Calif.

Jeff Kiesel; Annie Gill

Jun 28-29 Toledo Express Airport, Ohio

Jason Frank; Chris Peterson

Jul 12-13 Hampton Mills, Wash.

Kinch Reindl; Annie Gill

Jul 26-27 Wilmington Airport, Ohio

James Cathers; Laura Campbell

TIRE RACK® SCCA PROSOLO FINALE

Aug 30-31 Lincoln, Neb.

TIRE RACK® SCCA SOLO CHAMPIONSHIP TOUR

Sep 27-28 Arkansas Aeroplex, Ark.

Sep 17-18 St. George Airport, Utah

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

Sep 2-5, 2014 Lincoln Airpark, Lincoln, Neb.

TIRE RACK® MATCH TOUR

Oct 17-18 St. George Airport, Utah

REGIONAL

Date Track/Region

Phone numbers are for Region registrars

All dates/events subject to change

* = Double Event # = Enduro

Ro = Runoffs qualifier r = Restricted

HC = Hill Climb v = Vintage

CT = Club Trial TT = Track Trial

PDX = Performance Driving Experience

GTA = Game, Tour, Adventure Rally

GRC = Great Race Class NT = National Tour

NC = National Course TT = 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, Road Rally: (785) 232-7656

RallyCross: (785) 357-7259

NORTHEAST nediv.com

Sep 13-14 Wyotech Campus/Allegheny

Highlands

Sep 14 Moore Airfield/New England

Sep 14 Watkins Glen Int'l Raceway/Glen

Sep 20 Fortitech/Mohawk Hudson

Sep 20 Pocono Raceway/NE Penn.

Sep 21 Pitt Race/Steel Cities

Sep 21 Warminster Community Park/
Philadelphia

Sep 21 FedEx Field/Washington DC

Sep 21 Bader Field/South Jersey

Sep 27 Nassau Coliseum/New York

Sep 28 Central Pennsylvania Institute/
Central Pennsylvania

Sep 28 The Shops at Ithaca Mall/Southern
New York

Oct 4-5 Brodard Company/NE

Pennsylvania

Oct 5 Jennerstown Speedway/Allegheny
Highlands

Oct 5 Mid-States Regional Airport/Central
Pennsylvania

Oct 5 Moore Airfield/New England

Oct 5 Watkins Glen Int'l Raceway/Glen

Oct 11-12 Pitt Race/Steel Cities

Oct 12 Warminster Community Park/
Philadelphia

Oct 12 McCarty Ave OGS Lot/Mohawk
Hudson

Oct 12 FedEx Field/Washington DC

Oct 19 Regency Furniture Stadium/
Washington DC

Oct 25-26 Hershey Park/Susquehanna

Oct 26 Moore Airfield/New England

Oct 26 Bader Field/South Jersey

Allegheny Highlands

primal2112@gmail.com

Central New York (315) 458-4939

Central Pennsylvania (814) 883-0388

Glen (607) 703-9253

Mohawk Hudson (518) 928-3303

NE Pennsylvania (570) 881-0474

New England (203) 687-8589

New York (516) 724-7743

Northern New Jersey

ea455@optonline.net

Philadelphia (484) 949-4100

Southern New York (856) 534-5301

Southern New York (607) 779-5921

Steel Cities (412) 860-8084

Susquehanna (717) 367-7853

Washington DC (410) 529-2338

WDC AutoKinc (240) 508-5335

SOUTHEAST sedivacing.org

Sep 7 Eastgate Towne Center/Tennessee

Sep 7 Oak Mountain Amphitheater/
Alabama

Sep 13 Pellissippi State Community
College/East Tennessee

Sep 20 Cherry Point MCAS/North
Carolina

Sep 27 Spence Field/Dixie

Oct 5 Eastgate Towne Center/Tennessee

Oct 12 Pellissippi State Community
College/East Tennessee

Oct 19 Oak Mountain Amphitheater/
Alabama

Oct 25 Spence Field/Dixie

Oct 26 John Hunt Park/Tennessee Valley

Nov 1-2 Cherry Point MCAS/North
Carolina

Nov 2 Eastgate Towne Center/Tennessee

Nov 2 Pellissippi State Community
College/East Tennessee

Nov 9 Oak Mountain Amphitheater/
Alabama

Nov 15 Spence Field/Dixie

Nov 30 Oak Mountain Amphitheater/
Alabama

Dec 7 Eastgate Towne Center/Tennessee

Dec 13 Cape Fear Community College/
North Carolina

Alabama (334) 444-0699

Chattanooga (423) 400-3686

Dixie (850) 219-2059

East Tennessee (865) 966-9055

North Carolina (910) 622-5513

Tennessee Valley (256) 616-2692



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Pro Racing (785) 357-7223

Club Racing (785) 232-7229

Solo (785) 232-7656

Rally (785) 357-7259

Licensing (800) 770-2055 or

(785) 357-7222, x357

Club Racing Technical Assistance

(785) 379-8324

SCCA Enterprises (303) 693-2111

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Pro Racing info/results: sccapro.com

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(407) 851-2232; rlanglotz@scca.com

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4735 Centennial Blvd.,

Colorado Springs, CO 80919

(719) 632-8000; bkephart@scca.com

Area 9: **Brian McCarthy**

GREAT LAKES greatlakes-scca.org

Sep 6 National Trail Raceway/Ohio Valley
Sep 6-7 Walesboro Airport/Columbus Club
Sep 7 Wilmington Airport/Cincinnati
Sep 7 Mid-American Air Center/Southern Indiana
Sep 14 Barstow Airport/Saginaw Valley
Sep 14 Owens Community College/NWOHio
Sep 14 LFUCG Training Pad/Central Kentucky
Sep 14 Indianapolis State Fairgrounds/Indianapolis
Sep 21 Wilmington Airport/Cincinnati
Sep 21 Mid-American Air Center/Southern Indiana
Sep 21 Majestic Star Casino/Indiana Northwest
Sep 21 Subaru of Indiana Automotive/Indianapolis
Sep 21 UPS/Kentucky
Sep 27-28 Toledo Express Airport/NWOHio
Sep 28 LFUCG Training Pad/Central Kentucky
Sep 28 Tire Rack Test Track/South Bend
Sep 28 Walesboro Airport/Columbus Club
Sep 28 Lakeland Community College/Neohio
Oct 4 Grissom Aeroplex/Indianapolis
Oct 5 Mid-American Air Center/Southern Indiana
Oct 5 LFUCG Training Pad/Central Kentucky
Oct 11 Majestic Star Casino/Indiana Northwest
Oct 11 Walesboro Airport/Columbus Club
Oct 12 UPS/Kentucky
Oct 12 Lucas County Recreation Center/NWOHio
Oct 12 NCM Motorsports Park/Kentucky
Oct 12 Nexteer Automotive/Saginaw Valley
Oct 15 Wilmington Airport/Cincinnati
Oct 18 National Trail Raceway/Ohio Valley
Oct 19 Grissom Aeroplex/Indianapolis
Oct 19 Wilmington Airport/Cincinnati

IT AIN'T OVER YET

Just because the Tire Rack Solo National Championships are over doesn't mean there's no more Solo competition for the year. In addition to a couple Championship Tours and Match Tours remaining in 2014, there will also be a Solo on Oct. 19 at Wilmington Airport, hosted by Cincinnati Region.



Jeff Leewie

Oct 19 Tire Rack Test Track/South Bend
Oct 19 LFUCG Training Pad/Central Kentucky
Oct 25 NCM Motorsports Park/Kentucky
Nov 2 Walesboro Airport/Columbus Club
Central Kentucky (859) 428-8157
Cincinnati (513) 256-0469
Columbus Club (317) 796-0123
Indiana Northwest (219) 713-9148
Indianapolis (765) 366-3870
Kentucky (502) 758-5314
Neohio (216) 659-1179
NWOHio (734) 244-3133
Ohio Valley (614) 946-1017
Saginaw Valley (517) 719-8158
South Bend (574) 277-6016
Southern Indiana (812) 477-5936
Western Ohio (513) 477-4326

ANNIVERSARIES

SCCA MEMBERS CELEBRATING 25-60 YEARS

60-YEAR MEMBERS

James W. Jeffords 9/1/1954 Milwaukee

55-YEAR MEMBERS

Frank R. Fitch 9/1/1959 Oregon
 R. David Jones 9/1/1959 Texas
 Richard J. Pryor 9/1/1959 Arctic Alaska
 John P. Whitaker 9/1/1959 Great River
 Arnold Winkelman 9/1/1959 Central Florida

50-YEAR MEMBERS

John C. Finger 9/1/1964 Central Carolinas
 L. Ann Gathings 9/1/1964 Central Carolinas
 Dan Gruber 9/1/1964 Southern Illinois
 Carol L. Haskins 9/1/1964 Cincinnati
 Patc Henry 9/1/1964 Colorado, Nebraska
 William Kuckenbecker 9/1/1964 Milwaukee
 Brian E. Little 9/1/1964 North Carolina
 John Martinsen 9/1/1964 Northwest
 David Stern 9/1/1964 Central Florida, New England
 Robert D. Strattan 9/1/1964 Northeast Oklahoma
 Thomas S. Vlasak 9/17/1964 Buccaneer

45-YEAR MEMBERS

Jonathan C. Beck 9/1/1969 Mahoning Valley, Neohio Valley
 Walter Buettner 9/1/1969 San Francisco
 William Dwight Calkins 9/1/1969 Texas
 George (Smokey) W. Harper 9/1/1969 Central Florida
 David V. Hupe 9/1/1969 Indianapolis
 Michael D. Hynd 9/1/1969 Cincinnati
 Barbara A. Hynd 9/1/1969 Cincinnati
 Joseph J. Jamros 9/1/1969 Northern New Jersey
 James A. Norlin 9/1/1969 Big Island of Hawaii, Oregon
 Keith W. Parks 9/1/1969 Alabama
 Bette Silver 9/1/1969 San Francisco

40-YEAR MEMBERS

Charles Warren Bryant 9/1/1974 Florida
 Bruce Harrington 9/1/1974 Western Michigan
 Roy W. Lopshire Jr. 9/1/1974 Kansas City
 Gary R. Lownsdale 9/1/1974 Eastern Tennessee
 Dennis G. Wicklein 9/1/1974 Central Florida

35-YEAR MEMBERS

Tom Caron 9/1/1979 New England
 Janet Dake 9/1/1979 Milwaukee
 Steven S. Gilbert 9/1/1979 New England
 Jane E. MacArthur 9/1/1979 New England
 Peter Oshaughnessy 9/1/1979 Cincinnati
 Arthur W. Pearson 9/1/1979 Northern New Jersey
 Craig E. Richey 9/1/1979 Milwaukee
 Alan C. Rogers 9/1/1979 Colorado
 C. Whitlock 9/1/1979 Ozark Mountain

30-YEAR MEMBERS

Richard T. Brekus 9/27/1984 New England
 John C. Church 9/10/1984 Land O'Lakes

Sheryl Connell 9/28/1984 Northern New Jersey
 Colleen A. Dick 9/27/1984 Ohio Valley
 Jim Duea 9/10/1984 Oklahoma
 Dale Thomas Ferril 9/18/1984 Washington DC
 Jeff Gaddois 9/18/1984 Land O'Lakes
 John C. Gorsline 9/11/1984 Central Florida, Finger Lakes
 W. Ronald Harris DMD 9/12/1984 Kentucky
 Jack C. Hinz 9/6/1984 Arizona
 Jonathan Holtzman 9/12/1984 Detroit
 Ian Keith James 9/24/1984 Chicago
 Anthony N. Kemp 9/28/1984 Glen
 Ronn W. Langford 9/12/1984 Colorado
 James V. Lee 9/19/1984 Florida
 Michael W. Mackaman 9/12/1984 Central Carolinas
 Richard W. McGinley 9/28/1984 Central Florida
 David R. Ownbey 9/21/1984 Northeast Oklahoma
 R. Abner Perney 9/6/1984 Salina
 Ron Reese 9/28/1984 San Francisco
 Thomas M. Vincent 9/6/1984 Old Dominion

25-YEAR MEMBERS

Cheryl Babbe 9/25/1989 Arctic Alaska
 Barbara Boyd 9/27/1989 Ohio Valley
 Robert W. Clapp 9/20/1989 Wichita
 Joseph P. Cyzewski 9/25/1989 Land O'Lakes
 Charles L. Dawson 9/7/1989 Central Florida
 William Demming 9/25/1989 Arctic Alaska
 Mark J. Ebert 9/27/1989 Ohio Valley
 Tom Ellam 9/20/1989 San Francisco
 Don Faems 9/28/1989 Chicago
 Domenic D. Giancaterino 9/7/1989 Philadelphia
 Debbie Gordon 9/29/1989 Kansas
 Robert P. Green 9/28/1989 New England
 Eugene A. Irwin 9/25/1989 Des Moines Valley
 David Jaremko 9/12/1989 Northwest
 David Marklein 9/12/1989 Milwaukee
 L. Joy Martorell 9/28/1989 New England
 Bill L. Miller 9/20/1989 Texas
 Melody Miller 9/20/1989 Texas
 Timothy S. Moor 9/12/1989 Colorado
 Douglas Nagy 9/7/1989 Cal Club
 Richard D. Prestage 9/20/1989 Wichita
 Charles M. Raggio 9/27/1989 San Francisco
 Daniel J. Schnitta 9/12/1989 South Bend
 Dean Smith 9/29/1989 Kentucky
 Donald Stewart 9/29/1989 Chicago
 Richard S. Stewart 9/7/1989 Washington DC
 A. Raino Trifonoff 9/22/1989 St. Louis
 Karen A. Trifonoff 9/22/1989 St. Louis
 Robert F. Van Epps 9/12/1989 Florida
 John R. Walsh 9/27/1989 Finger Lakes
 Jeffrey Wayland 9/29/1989 Finger Lakes
 Donna White 9/26/1989 New England
 Frederick M. White 9/26/1989 New England
 Joe H. Willer 9/19/1989 Glen
 Peggy J. Willer 9/19/1989 Glen
 David Woodward 9/27/1989 Western Ohio
 Bruce Wright 9/27/1989 Ohio Valley

CENTRAL cendiv-scca.org

Sep 14 Marshalltown Go Kart Track/Iowa
Sep 20-21 Old Marquette Airport/Lake Superior
Sep 28 La Crosse Fairgrounds Speedway/Lake Superior
Sep 28 Route 66 Raceway/Chicago
Oct 12 Miller Park/Milwaukee
Oct 12 Hawkeye Tech Truck Driving School/Iowa
Oct 18 Route 66 Raceway/Chicago
Chicago (630) 934-6157
lmholzi@aol.com
Lake Superior (906) 440-8000
Land O' Lakes (608) 785-1773
Milwaukee (414) 688-4893

MIDWEST midiv.org

Sep 6 Grenada Airport/Mississippi
Sep 7 East Crawford Rec Center/Salina
Sep 7 Mid-American Air Center/Southern Illinois
Sep 13 Crowder College/Ozark Mountain
Sep 14 Remington Park/Oklahoma
Sep 14 St. Charles Family Arena/St. Louis
Sep 21 Yoder Field/Wichita
Sep 21 Iowa Speedway/Des Moines Valley
Sep 28 Remington Park/Oklahoma
Sep 28 Lincoln Airport/Nebraska
Oct 5 East Crawford Rec Center/Salina
Oct 12 Yoder Field/Wichita
Oct 12 St. Charles Family Arena/St. Louis
Oct 18 Heartland Park Topeka/Kansas
Oct 18-19 Columbus Air Force Base/Mississippi

Oct 19 Crowder College/Ozark Mountain
Oct 19 Remington Park/Oklahoma
Oct 19 St. Charles Family Arena/St. Louis
Oct 25-26 Millington Regional Jetport/Mid South
Oct 26 Metropolitan Community College/Kansas City
Nov 2 Yoder Field/Wichita
Nov 8-9 Gateway Motorsports Park/St. Louis
Nov 9 East Crawford Rec Center/Salina
Nov 15-16 War Memorial Stadium/Arkansas
Nov 16 Yoder Field/Wichita



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Des Moines Valley (515) 243-3942
 Kansas (913) 273-6662
 Kansas City (816) 356-1445
 Mid South (901) 493-2986
 Mississippi (601) 441-0088
 Nebraska (402) 827-3282
 Oklahoma (405) 830-6061
 Ozark Mountain (417) 894-7544
 Salina (620) 617-8612
 Southern Illinois (618) 530-1147
 St. Louis (314) 691-6728
 Wichita (316) 360-0515

SOUTHWEST sowdivscca.org

Sep 6-7 NOLF Waldron Field/South Texas Border
Sep 21 Kimbrough Stadium/West Texas
Sep 21 Texas Motor Speedway Bus Lot/Texas
Oct 4 Royal Purple Stadium/Houston
Oct 4-5 NOLF Waldron Field/South Texas Border
Oct 19 Texas Motor Speedway Bus Lot/Texas
Nov 1-2 NOLF Waldron Field/South Texas Border
Nov 8 Royal Purple Raceway/Houston
Nov 16 Texas Motor Speedway Bus Lot/Texas
Dec 6-7 NOLF Waldron Field/South Texas Border
Dec 7 Houston Polica Academy/Houston
 Houston (281) 782-7512
 South Texas Border (361) 980-8000
 SW Louisiana (337) 263-5457
 Texas jennifer.Maxcy@att.net
 West Texas (240) 446-4710

ROCKY MOUNTAIN coloradoscca.org

Sep 14 Pikes Peak Int'l Raceway/Continental Divide
Sep 14 Food Services of America/Yellowstone
Sep 20 Sandia National Labs/Rio Grande
Sep 20 Miller Motorsports Park/Utah
Sep 21 Cohen Stadium/El Paso, TX
Sep 28 Front Range Airport/Colorado
Oct 5 Cohen Stadium/El Paso, TX
Oct 12 Pikes Peak Int'l Raceway/Continental Divide
Oct 18 McGee Park/Rio Grande
Oct 18-19 Cohen Stadium/El Paso, TX
Nov 3 Front Range Airport/Colorado
Nov 8 University of New Mexico/Rio Grande
Nov 8-9 Cohen Stadium/El Paso, TX
 Colorado (414) 218-1594
 Continental Divide (719) 310-8281
 Rio Grande (505) 220-0131
 Utah (801) 495-1442
 Yellowstone (406) 672-4143

NORTHERN PACIFIC norpacscca.org

Aug 25 Montana Expo Park/Montana
Sep 6-7 Rocky Mnt Emergency Services/Montana
Sep 6-7 Helena Regional Airport/Montana
Sep 20-21 Expo Idaho/Snake River
Sep 20-21 Hampton Lumber Mill/Northwest
Oct 4 Expo Idaho/Snake River
Oct 5 Montana Expo Park/Montana
Oct 12 Bremerton National Airport/Northwest
Oct 12 Montana Expo Park/Montana
Oct 18-19 Expo Idaho/Snake River
Nov 1-2 Expo Idaho/Snake River
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 Northwest (253) 520-1837
 San Francisco www.sfrscca.org
 Snake River (208) 484-2768



James Heine

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SOUTHERN PACIFIC scca-sopac.org

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Sep 21 Paniewa Drag Strip/Big Island
Sep 28 Marana Regional Airport/Arizona Border
Sep 28 Maui Raceway Park/Hawaii
Oct 12 Hilo Drag Strip/Big Island
Oct 18-19 Marana Regional Airport/Arizona Border
Oct 26 Maui Raceway Park/Hawaii
Nov 23 Hilo Drag Strip/Big Island
Nov 23 Marana Regional Airport/Arizona Border
Dec 14 Marana Regional Airport/Arizona Border
Dec 21 Hilo Drag Strip/Big Island
 Arizona (520) 425-1948
 Big Island of Hawaii (808) 887-0588
 Hawaii Aloha www.sccahawaii.org
 Hawaii-Maui (808) 281-3654
 San Diego (619) 922-1472

ROADRALLY

A complete RoadRally planning calendar can be found at www.scca.com/rally

NATIONAL

Sep 18-21 USRRC with the Coker Tire Challenge/Chattanooga
Nov 1 NC Highway Robbery/Cal Club
Nov 2 NG Turkey Traps/Cal Club

REGIONAL

NORTHEAST nediv.com

Oct 19 Fall Foliage Fling/South Jersey
Nov 1 Covered Bridge/New England
Nov 22 Bucks County Explorer/South Jersey
 New England (860) 620-4839
 South Jersey (856) 228-9249

GREAT LAKES greatlakes-scca.org

Nov 8 The Blackie/Milwaukee
 Milwaukee (414) 378-6404

CENTRAL cendiv-scca.org

Sep 6 Yucatan Winter Rally/LOL
Dec 7 RT Yucatan Winter Safari/LOL
 Land O' Lakes (608) 685-6572

SOUTHERN PACIFIC scca-sopac.org

Sep 5 First Friday Niter/Cal Club
Oct 3 First Friday Niter/Cal Club
Nov 7 First Friday Niter/Cal Club
Dec 5 First Friday Niter/Cal Club
 Cal Club (310) 372-7168

ROADRALLY

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Patrick Strong

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Oct 3-5, 2014 I-80 Raceway, Greenwood, Neb.

REGIONAL

NORTHEAST nediv.com

Oct 11 Susquehanna RallyCross/Susq.
Oct 25 Beggar's Night RX/Finger Lakes
Nov 22 Fall Classic RX/Finger Lakes
Sep 13 Winter's on its Way RX/F. Lakes
 Finger Lakes (585) 281-2510
 Susquehanna (717) 697-1610

SOUTHEAST sedivrracing.org

Sep 6 Hollytree, Ala./Tennessee Valley
Sep 14 Durhamtown, Ga./Atlanta
Sep 21 Sweetwater, Tenn./Eastern Tenn.
Oct 19 Sweetwater, Tenn./Eastern Tenn.
Oct 25 Hollytree, Ala./Tennessee Valley
Nov 9 Durhamtown, Ga./Atlanta
Nov 16 Sweetwater, Tenn./Eastern Tenn.
Nov 23 Hollytree, Ala./Tennessee Valley
Dec 7 Durhamtown, Ga./Atlanta
Dec 31 Hollytree, Ala./Tennessee Valley
 Atlanta quattros@gmail.com
 Eastern Tennessee (407) 968-8768
 Tennessee Valley (256) 509-3286

GREAT LAKES greatlakes-scca.org

Sep 20 Thistle Hill/Detroit
Oct 25 I-96 Speedway/Detroit
Nov 19 Calhoun County Fairgrounds/Det.
Dec 13 Thistle Hill/Detroit
 Detroit (517) 515-2990

MIDWEST midiv.org

Sep 6 Greenbrier, Ark./Arkansas
Sep 14 Omaha, Neb./Nebraska
Nov 2 Omaha, Neb./Nebraska
Nov 8 Greenbrier, Ark./Arkansas
 Arkansas (501) 472-5446
 Nebraska (402) 416-8693

ROCKY MOUNTAIN coloradoscca.org

Sep 20 Deer Trail, Colo./Cont. Divide
Oct 19 Pueblo, Colo./Continental Divide
Nov 1 Carr, Colo./Continental Divide
 Continental Divide (720) 299-7315

SOUTHERN PACIFIC scca-sopac.org

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Oct 25 Tucson, Ariz./Arizona Border
Nov 22 Tucson, Ariz./Arizona Border
 Arizona Border (520) 609-9031

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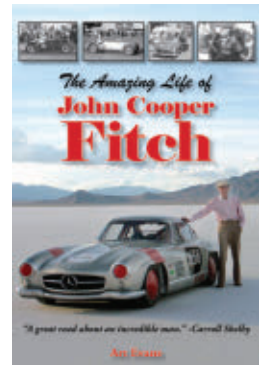
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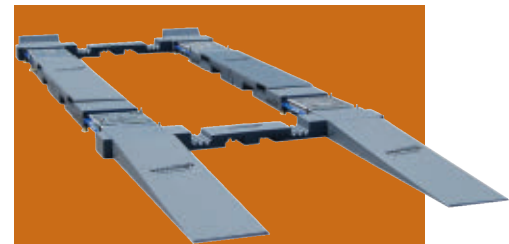
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The Amazing Life of John Cooper Fitch, an American Hero, a book by Art Evans, details the life of the war hero who would go on to become the first SCCA National Champion. The book covers Fitch's life from his birth in 1917 to his passing in 2012. **\$29.95**

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INTERCOMP QUIK RACK

Intercomp has announced the release of its new Quik Rack, a lightweight scale rack system machined out of solid, super-dense foam capable of supporting a 6,000lb vehicle. This modular, rugged scale rack system provides a lower-cost alternative to metal racks and won't slip out or mark your floors. **www.intercompracing.com**

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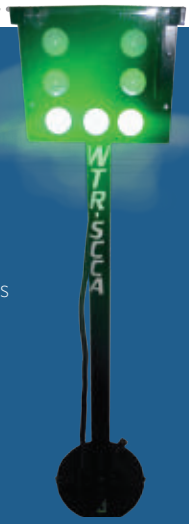
ATI Performance Products has expanded its line of products to include the Super Damper for the Subaru BRZ and Scion FR-S 2.0L boxer engine for street and high-performance racing applications. The new aluminum shell, steel hub damper features a 10 percent under-driven belt drive that works with the OEM belt setup.

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Developed and built by West Texas Region member Nathan Vinkler, this affordable Solo light tree features three-watt LED bulbs that can be seen in full sun, and can be run via an inverter. The tree has red, yellow, and green bulbs to aid in driver staging and release onto the course, and can be customized to meet the needs of the region.

n.vinkler@yahoo.com



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MiataCage introduces its new Spec Miata radiator for the 1999-'05 Mazda Miata. The 56mm aluminum race radiator utilizes the factory upper mounts to allow for movement and flex, while the upper and lower fan mounts have been positioned so that the stock fan clears the swaybar. Includes radiator cap and thread-in replaceable magnesium anode to attract electrolysis. **\$799** www.miatacage.com



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Jerry Winkler

THE PASSING OF KEN GLASENER

Ken Glasener passed away earlier this year after a short illness. His time was dominated by being a father, grandfather, business owner, and part-time sports car racer. As his son, my life was dominated by involvement with the SCCA for over 20 years. My mom and sisters were always in the mix on most of our trips. We spent years on the National circuit, always trying to get to the Runoffs. We went to the Runoffs at Riverside, Daytona, and Road Atlanta numerous times. My father won races, set track records, won Divisional Championships, and had some impressive Runoffs performances. All of that was secondary to the relationship he had with everyone in the SCCA. He had so many friends and peers; we lived to go to the next race. Thanks to the entire SCCA community for giving my father so much joy. You should be proud as an organization to have fostered that type of relationship. The Glasener family says thank you! —Jeff Glasener

MISSED OPPORTUNITY

The *SportsCar* coverage of the June 14-15, 2014, WeatherTech Road America June Sprints was a bit disappointing. I understand that print space is at a premium, but no expansion of coverage on the Internet is inexcusable. Viewing from various corners at Road America, I enjoyed banter with many spectators. Closing comments always related to the Formula F races on both Saturday and Sunday. The Saturday race was a titanic battle between two longtime competitors. It was decided, as usual, by mere inches.

Then, the Sunday Formula F race was another epic duel between Tim Kautz and Reid Hazelton. Passes for the lead occurred multiple places around the track in front of amazed spectators and racers alike, on virtually every lap! That Hazelton finally outran Kautz in a 22-year-old Van Diemen chassis running the nearly defunct Kent engine is a huge storyline. Curtis Farley might agree, too. Hazelton's sponsors, too, are left wondering why the omission of such a fine performance.

Also, your father and son sidebar piece also missed an

interesting tidbit. The 2014 June Sprints Formula F winner Reid Hazelton's only crew is his dad, Bruce (and his lifelong friend Ken). *Billi and Bob Melvin*

Our apologies for the minimized coverage in SportsCar. As you point out, space is often at a premium in the magazine, sometimes forcing us to make editing decisions that are not always ideal. However, this is the perfect opportunity to remind readers that all of the races covered in SportsCar are also covered online at www.scca.com. While SportsCar covers all of the BFGoodrich Tires Super Tours and a handful of other U.S. Majors Tours and Regional races, SCCA's Website brings you details from every Majors across the country, as well as other races, too.

SET THE RECORD STRAIGHT

On pg. 12 of the July issue, there is a photo of Hap Sharp and Jim Hall. The caption states that they had a fine year, winning 10 races that year. In reality, you shortchanged them; Hall and Sharp won 16 major races in 1965. They are: 12 Hours of Sebring (Hall and Sharp); Riverside USRRR (Hall); Laguna Seca USRRR (Hall); Bridgehampton USRRR (Hall); Road America June Sprints (Hall); Watkins Glen USRRR (Hall); Kent USRRR (Hall); Continental Divide USRRR (Sharp); Mid-Ohio USRRR (Sharp); Road America 500 (Hall, Sharp, and Hissom); Bridgehampton 500 (Sharp); Mosport Canadian GP (Hall); Kent Northwest GP (Hall); Riverside Times GP (Sharp); Stardust GP (Sharp); and Nassau Trophy Race (Sharp).

That is 16 major race wins! In addition, Hall was second three times, and Sharp was second eight times. It should be noted that they were both first and second in the Road America 500. That was a season of total domination.

All the wins except for the Kent Northwest GP were scored with the Chaparral 2 model. Hall won Kent with the Chaparral 2C.

Tom Schultz

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:



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Through the Volkswagen Supplier Purchase

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EDITOR, SPORTSCAR MAGAZINE

What will (or already did) happen

I never like magazine columns that start with talking about how the author is writing the column right before a big event - an event that will have already wrapped by the time the magazine sees the light of day. When I read columns like that, all I can think of is how I, the reader, know more about the event than the author, so why should I continue reading? With that said...

As I write this article, the Tire Rack ProSolo Finale is three days away from kicking into action, and the Solo National Championships will jump into action in less than a week. What will happen? Will everyone we mentioned in last month's Who Will Win the Solo National Championships issue take a trophy? Will the weather hold out? Several forecasts show rain on the Sunday of the ProSolo, and possibly on the final day of the Solo National Championships - but to say these extended weather forecasts are inaccurate would be an understatement.

Like I said, I'm writing this *before* the event. I'm in the past. I have no clue what will (or did) happen. You, however, are in my comparative future, so if you head to SCCA's Website, you'll find the answers to all of these questions because, for you, the Solo Nationals has already taken place. For further detailed, blow-by-blow recounts of the battles in each class, we both need to wait for the future to arrive, as we're now talking about the next issue of *SportsCar*. While you might have to wait a month from now to see that coverage, rest assured that no other publication offers as much detailed coverage as *SportsCar* - a fact we work hard to maintain.

In the meantime, you have the issue that's presently in your hands. Like the last issue of *SportsCar*, this one contains a number of SCCA competitors determined to win a National Championship. In this issue are those gunning for a Runoffs title, SCCA's winner-take-all championship road race. With a new venue and fresh faces, this year's Runoffs will undoubtedly see a bevy of crazy conclusions.

I'm in the past. I have no clue what will (or did) happen. You, however, are in my comparative future"

One of the craziest from last year's Runoffs came in E Production. EP always produces some of the best battles, but last year's was a doozy. EP's third-place qualifier Matt Reynolds quickly claimed the lead, spun, clawed his way back to the front, and crossed the stripe in first. Post-race actions then relegated him to fourth. It was the buzz of the paddock, and few didn't have opinions about the outcome.

As this month's cover shows, Reynolds is back, and once more he's our pick to win EP. He is one of the 27 determined SCCA members we are at least 50 percent positive *could* become the next Runoffs National Champions - view our predictions as you would the weather forecast. But the Runoffs is in the future - about six weeks for me, less for you. For the present, there's time to ponder the "what ifs" of the event, which is what a large part of this magazine is all about. ☺

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **OCTOBER 1994**

- Two decades ago we were trying to guess the 24 winners of the Runoffs. Interestingly, a few of the names mentioned still pose a threat in 2014.
- Michael Hemsley penned *For the Love of Racing*, a look at the volunteers around the country who make Club Racing possible, and why they do it.

30 YEARS AGO... **OCTOBER 1984**

- A pair of features focused on the Pro Sports 2000 series, and the latest variant of the car from Swift. The action on track was great, and the package was a spectacular value.
- *How to be Street Prepared* told the ins and outs of preparing a car for this exciting new Solo category.

40 YEARS AGO... **OCTOBER 1974**

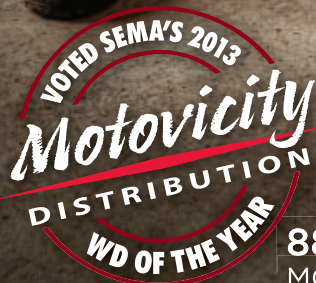
- *Carroll Shelby's Cobras* looked at the man and his machines. The author notes buying one himself in 1964 for \$4,300, and how proud he was that in 1974 it could fetch as much as \$11,000.
- An opinion piece cited the fear that Pro Rally could mark the end of TSD events.

50 YEARS AGO... **OCTOBER 1964**

- The *Rally Board Notes* included results of the Andiamo National Rally, which covered over 500 miles, had more than 300 instructions, and enjoyed 95 competitors.
- An ad mentioned the first annual American Road Race of Champions (now the Runoffs), that November at Riverside.




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A black and white photograph of a young girl, Heather 'The Heat' Hadley, smiling and leaning on her go-kart. She is wearing a dark t-shirt with a graphic. The go-kart has the number 54 and a skull logo on the front. The background is a blurred outdoor setting.

HEATHER "THE HEAT" HADLEY
KART RACING

SUPPORTING RACING AT ANY SPEED SINCE 1968

A black and white photograph of a woman, Natalie Fenaroli, standing next to her Mazda Spec Miata. She is wearing a racing suit and holding a helmet. The car has the number 33 and various sponsor logos like 'PACER' and 'NCS'. The background is a blurred outdoor setting.

NATALIE FENAROLI
SPEC MIATA

Whether it's 25, 85 or 155 mph, Mazda is there to support racing. Our affordable and reliable cars are a great starting point, accentuated by our discounted parts program, technical support and some of the best contingency awards around. It's no wonder more Mazdas are raced than any other car, on any given weekend.* We do this for one simple fact: we love racing as much as you do.

A black and white photograph of a man, Scott Hargrove, smiling in front of his Mazda Pro race car. He is wearing a racing suit with 'MAZDA' and 'COOPER TIRES' logos. The race car has the number 3 and various sponsor logos like 'MAZDA SPEED', 'PROJECT YELLOW LIGHT', 'BBS', and 'metal'. The background is a blurred outdoor setting.

SCOTT HARGROVE
PRO MAZDA RACER

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*Based on Sports Car Club of America racing data.

