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The SCCA Member Magazine

RUNOFFS MAGIC

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72.12

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SUSPENSION










BRAKES










ON THE COVER

This year's Touring 2 National Championship Runoffs race was one for the ages, with Andrew Longe crossing the stripe just 0.047sec ahead of Kyle Kelley. Photographer Jay Bonvouloir captured the action for the cover.



Sydney Davis

18

THE RUNOFFS

Mazda Raceway Laguna Seca played host to the title event



Rupert Ibbington

76

RALLYCROSS NATIONALS

More than 100 competitors made the trek to I-80 Speedway



Rick Beattie

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The United States RoadRally Challenge faced new challenges

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SCCA's winner take all Club race heads west to Mazda Raceway Laguna Seca

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Get all the dirt from this year's record-setting championship event

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The United States RoadRally Challenge teamed up with the Coker Tire Challenge this year

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THIS MONTH
IN FASTRACK
NEWS >

The November 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

CLUB RACING • Board minutes • Technical Bulletins

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ROADRALLY • Board minutes

RALLYCROSS

- Board minutes

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As is tradition, the current members of the SCCA Board of Directors serve dinner at the National Championship Runoffs All Participant Party. Pictured (from right to left) are Michael Lewis, Area 11; Bill Kephart, Area 8; John Walsh, Area 10; and Tere Pulliam, Area 12.

DATE Oct. 9, 2014

LOCATION Mazda Raceway Laguna Seca, Monterey, Calif.

WHAT SCCA National Championship Runoffs All Participant Party

PHOTOGRAPHER Sydney Davis







CLUB LIFE



Michael Duval

MSX EARLY REGISTRATION

Early registration deadlines for the MSX Expo and SCCA National Convention in Charlotte, N.C., on Feb. 20-21, 2015, are nearing. Prices will increase after Nov. 30, and will go up once more on Jan. 15. Visit www.msxexpo.com for more information.

2015 U.S. MAJORS TOUR REGISTRATION OPENS



Kenneth Hawking

GOT YOUR NUMBER

Lock your favorite car number in for the 2015 U.S. Majors Tour season.

Series registration for the 2015 U.S. Majors Tour, providing benefits to drivers including a reserved number, is open. As with the 2014 season, drivers can reserve their number for each event in a particular Majors Conference by registering with the series. Numbers will be held up until three weeks prior to the event. The \$50 registration fee also includes a revamped express tech line, express registration (where available), and a \$25 gift certificate to Majors or SCCA merchandise in 2015. Registered drivers will also receive a commemorative series hard card, and have the option of adding a name board or banner.

A \$100 option allows a driver to register a single three-digit number, beginning with 1, reserved for all five 2015 Conferences.

Numbers will be reserved based on standard run groups, following the preferred seven-run-group format. Reserved numbers will be held for drivers up until three weeks prior to

each individual event, at which point any driver can register for the event with any available number. Any driver who runs two Majors events in 2015 will earn first right of refusal for the same number again in 2016.

Reserved does not necessarily mean permanent. If class-run groups for an

Registered drivers will also receive a commemorative series hard card, and have the option of adding a name board or banner"

event are different than the traditional seven-run groups, conflicts will be resolved by the in-conference driver who registered for the event first.

Series registration is not required to participate in the U.S. Majors Tour in 2015.

To register for the U.S. Majors Tour, visit SCCAMajors.com or go directly to the registration page at <http://msreg.com/2015Majors>.



SCCA PARTNERS WITH LIBERTY MUTUAL

Capitalizing on the collective size and power of the SCCA membership, the Club recently partnered with Liberty Mutual Insurance to provide special discounted rates on auto and home insurance policies.

Information about the new program can be found by logging in at ams.scca.com, clicking the "Discounts" tab, and following the "Consumer Products and Services Discounts" link.



Jeff Lawrence

SPEC MIATA, POST RUNOFFS

As many are aware, a protest at this year's National Championship Runoffs resulted in the disqualification of many of the top finishers. In the end, the seventh-place finisher was crowned the National Champion. The protest and subject of the non-compliance issue was related to a valve plunge cut in the head. While the cars were deemed out of compliance at the event, the SCCA and Mazda are working together to ensure a positive outcome for one of SCCA's largest Club Racing classes.

RUNOFFS ON DEMAND

The National Championship Runoffs was broadcast live online, but all 27 races are now also available on demand. At www.speedcasttv.com/scca you will find coverage of all the races that took place on Oct. 10-12, 2014 at Mazda Raceway Laguna Seca. The videos also are an excellent companion to the Runoffs coverage in this issue.



SCCA'S KENTON KOCH WINS FIA YOUNG DRIVER COMPETITION

SCCA member and reigning SCCA Pro Racing Mazda MX-5 Cup Presented by BFGoodrich Tires Champion Kenton Koch was named the winner of the 2015 FIA Young Driver Excellence Academy in the Americas division as the lone U.S. representative to the competition, which took place in October in Mexico. The 20-year-old Koch battled drivers from 11 countries in North and South America, coming out on top and earning a trip to the world finals with 10 other top young drivers.

"I am really happy with the outcome," Koch said. "Coming here, I was not expecting to win, I came here to have fun and to learn and I really appreciate having this experience. I am grateful to SCCA for nominating me. I have learned a lot about myself, both mentally and physically and I am really looking forward to attending the elite academy. Thank you to the FIA Institute for providing this opportunity to young drivers like myself, guiding and helping us progress in our careers."



WINNING SEASON

After a great MX-5 Cup season, Kenton Koch saw international success.

GO TIME

The 2015 World Challenge season starts with the season opener at COTA.



Richard Prince / Cadillac Racing

PIRELLI WORLD CHALLENGE ANNOUNCES 2015 SCHEDULE

WC Vision has announced the 2015 SCCA Pro Racing Pirelli World Challenge Championships schedule, which features 10 weekends, five of which are standalone events. Next year's schedule includes events across North America at some of the world's most challenging and legendary permanent road courses and temporary street circuits. The series will also see a number of changes for next season, including the creation of the GT-Cup and breaking GTS into its group, separating it from the GT classes where it has traditionally run.

2015 PIRELLI WORLD CHALLENGE SCHEDULE

March 6-8	Circuit of The Americas, Texas **
March 27-29	Grand Prix of St. Petersburg, Fla. *
April 17-19	Long Beach Grand Prix, Calif. * (GT/GT-Cup Only)
April 24-26	Barber Motorsports Park, Ala. *
May 15-17	Canadian Tire Motorsport Park, Canada **
June 26-28	Road America, Wis. **
July 31-Aug. 2	Mid-Ohio Sports Car Course, Ohio *
Aug. 21-23	Miller Motorsports Park, Utah **
Aug. 28-30	Sonoma Raceway, Calif. *
Sept. 11-13	Mazda Raceway Laguna Seca, Calif. **

*Events with IndyCar

**World Challenge headline events. All standalone races will also feature TC/TCA/TCB rounds, with one additional event still to be announced.

JEREMY GRENIER TO RECEIVE MARK DONOHUE AWARD

IN THE CLUB
Jeremy Grenier is the latest SCCA member to be inducted into the RRDC.



Jeff Lucove

For more than 40 years, the Road Racing Drivers Club (RRDC) has selected one SCCA member who competed at that year's National Championship Runoffs to join the ranks of the RRDC. While winning the Runoffs is always a bonus, victory is not a necessity to receive the honor. Past inductees based on their Runoffs appearance include Lawrence Loshak, Michael Varacins, Jesse Prather, and Andy McDermid, to name a few.

This year, the RRDC is presenting the Mark Donohue Award to Formula F

victor Jeremy Grenier who qualified second in a strong 26-car field at this year's Runoffs, immediately finding his way to the front against very stiff competition - which included the likes of multi-time FF Champion Tim Kautz. Grenier then ran away to a 5.1sec victory.

In addition to running a full Club Racing program this year, Grenier also worked as a mechanic for both Capes Motorsports in the USF2000 series and Ski Motorsports in the SCCA Pro Racing F1600 Championship Series.



ERRATA

In our haste to produce the Tire Rack Solo National Championships issue, we made a couple of mistakes. First and foremost was our accidentally not crediting Doug Wille (LEFT) with authoring the B Street and B Street Ladies reports. We also spelled the names of Mat Peck (ESP and ESPL writer) and PJ Corrales (STR, STRL, FSP, and FSPL writer) incorrectly. Our apologies.



LISA NOBLE

PRESIDENT AND CEO OF SCCA INC.

CLUB VIEW

Runoffs, USA

A small city is born every year. From bare concrete, gravel, dirt, and grass there rises tent pole by trailer by truck and racecar a Camelot-like city. Blink too long and it's gone again. At least it seems like the blink of an eye from the day I roll up to the track until the last race is run and the tent poles come down and racecars are hauled away. It's a bittersweet end as the city of the Runoffs becomes bare ground again.

I'm a traditionalist when it comes to the Runoffs; it is a part of me, what I've done every fall for the last 37 years. I always explore every corner on the track, looking for the best vantage points to view the action. Always watch the FF race. Check out the concession stands for the best of the best. Buy something Runoffs branded. Spend an inordinate amount of time putting new contingency stickers on the car. Attend a morning worker meeting. These things ground me and have become a part of me. They are a tie to my fellow Club members experience much like the Tire Rack Solo National Championships have become for me in their own way with their own set of wonderful customs.

It used to be like an expedition back in the days before enclosed trailers. Days in advance, a pile of gear big enough to make it to Polar regions was assembled on the living room floor. Checklists were written including everything from old metal G.I. cans for fuel to long underwear and galoshes. Maps! Back in those days, way back before the beginning of time, we had to buy maps to get to where we were going. They were important talismans of a trip well planned.

Things change. Now most gear is stored in the trailer year-'round. The GPS guides us along the route with gentle words that allow us to keep our eyes on the road. Our event has changed from those days, too.

Personally, it was a first in a lot of ways. Most important is that it was my first as President of this Club that I love and that is such a big part of me. With that also comes the responsibility for my fellow members' experience. I certainly felt that at this Runoffs as it, too, was a first for the Club - the new model of a single event rotation

A new track every year is a challenge operationally and administratively. One that will also challenge our volunteers, drivers, and crew as we go forward without the benefit of carrying over track knowledge from year to year as we did in the "old days." Along with challenges come benefits; great close racing at the iconic Mazda Raceway Laguna Seca, a way for our West Coast members and many first-time Runoffs competitors and workers to have the joy of the Runoffs experience,

Some of you paddocked in the dirt this year, and some ended up in very tight quarters. That was tough duty and made your days more difficult. I know. I've paddocked on the hill above old pit lane at Road Atlanta where very little was flat. I've been in the dirt at Mid-Ohio with a river running through the middle of our spot. And, at Heartland Park Topeka, we arrived one morning to find that our clever neighbors had sailed a flotilla of rubber ducks in the lake that was our paddock the night before. There are

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 SEPTEMBER 2014

NAME	RFRRLS	REGION
Warren Leach	110	San Diego
Brian Ghidinelli	61	San Francisco
Christopher Brake	26	Indianapolis
Gayle Jardine	26	Cal Club
Carol Deborde	23	Reno
Jeremy McCauley	23	Allegheny Highlands
Johnathan Burchardt	21	SW Louisiana
Sydney Davis	19	Houston
Karen McCoy	18	Oregon
Meredith Evans	17	Oklahoma
Robyn Wasser	17	Reno
John Zuccarelli	16	Florida

We have had 2,250 members refer 3,200 new members.

REGION LEADERS

(Category based on 2013 year end membership)

REGION	GROWTH
Jumbo Regions (800+):	
Houston Region	10.2%
Florida Region	8.8%
Milwaukee Region	6.4%
Large Regions (401-799):	
St. Louis Region	29.4%
San Diego Region	23.4%
Indianapolis Region	14.3%
Medium Regions (200-400):	
South Bend Region	34.0%
Las Vegas Region	31.5%
Eastern Tennessee Region	23.7%
Small Regions (<200):	
Kentucky Region	51.1%
Southwest Louisiana Region	49.1%
Badlands Region	45.5%

always challenges. I'm not trying to make light of them, but they become memories of the event.

Will all be well at the Daytona Runoffs in 2015? It will be different, too, and no doubt there will be things that are just as challenging, and those will make the stories like the ones I just sketched.

But we are intrepid - we will go again to work corners or grid, race, crown National Champions, enjoy our friends from across the country, and then pack up and do it all again at Mid-Ohio. We are doers and game-changers. *That* is the Club I want to belong to! 🍷

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CHECKERED FLAG: DICK THOMPSON

Seven-time SCCA National Champion Dick Thompson passed away on Sept. 14, 2014. Thomson started racing in 1952 at one of the original 12 Hours of Sebring races. Racing through the 1970s, his accomplishments include driving for John Fitch and Briggs Cunningham on the factory Corvette team. Thompson also held the record for the most SCCA National Championship titles until Jerry Hansen broke the record in 1972.



SportsCar Archive



JOHN WALSH

CHAIRMAN, SCCA BOARD OF DIRECTORS

THE CLUB BOARD

New Challenges

Well, that was fun! Taking the National Championship Runoffs to a new destination is always a big undertaking and requires the help of many members, Regions, and the Club staff. The racing at Mazda Raceway Laguna Seca in Monterey, Calif., was terrific, and we can credit the hard work of competitors, our corps of race workers, and our own staff for making everything happen. I look forward to Daytona in 2015 - which will likely present a whole new set of challenges, just as all of our "first years" at Runoffs venues have done.

I want to include a strong thank you to our valued partner, Mazda Motorsports. Aside from the role they played as a host at Mazda Raceway, they're working closely with us post-Runoffs, to find a path to resolve the major compliance issues identified in Spec Miata. Their willingness to work with competitors who worked themselves into a technical corner with engine preparation speaks highly to Mazda's dedication to the class and to the SCCA Club Racing program.

On a different note, the Board of Directors continues to wrestle with some big strategic issues that are of interest to all our members and Regions. The top of the pyramid of our programs - the Tire Rack Solo National Championships, the U.S. Majors Tour, the National Championship Runoffs, and the Rallycross National Championship - takes up big chunks of our time, but only represents a small part of our membership. The bottom of the pyramid - our Regional programs in Solo, Rally, RallyCross, and Club Racing - is where the majority of our members are active. It's also where the future of the Club lies. Growing these programs so they're attractive to new members while satisfying the majority of members who aren't competing at the top of our pyramid of activities is very important. Those are the areas

where we need the help, ideas, and cooperation of our Regions in order to ensure the strong future of the SCCA and its motorsports program.

Our competitors in motorsports are all smaller organizations that are more nimble, and more in tune with a "business" model of operations. A survey of past SCCA Board chairmen and past presidents builds a common call - we need a change in the way our Club is governed, to allow a more agile and business-

"The racing...was terrific, and we can credit the hard work of competitors, our corps of race workers, and our...staff"

like operation. That romantic notion of how the SCCA should operate, based on 70 years of history, isn't serving us well as we face the current and future challenges of motorsports. It's my hope that the Board of Directors will have, by late winter, several proposals to ensure a positive future for the Club, potentially including some bylaw changes. Please consider them well and with an open mind. 📍



Jeff Lorewe

TRAVELING SHOW

The 2014 Runoffs at Mazda Raceway saw great attendance.



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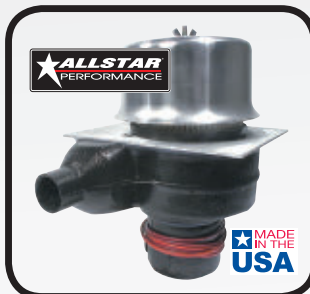
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HILARY ANN ANDERSON

MILWAUKEE REGION
SCCA MEMBER SINCE 2009

Some people were born with gasoline in their veins; I was much older when high octane entered my blood and found a permanent state of residence. I grew up showing horses, so when I discovered motorsports after high school I already knew how to compete at a high level. I was sitting in cosmetology class knowing it wasn't for me. I needed change. I wanted it to be big, so I picked automotive technology. At the time, I was looking for something different, and that's where I found who I am.

I know the importance of trying new things, to not be afraid to make adjustments on the fly"

In 2007, I was encouraged by a family friend to come out and watch my first autocross. I couldn't wait to try it out for myself, so I went out and bought a 1993 Toyota MR2 to run in E Stock the following year. From there Greg McCance took me under his wing. I really wouldn't be where I am without his help. He asked me if I was interested in driving his car, an E Street Prepared 2002 Subaru WRX, at the Tire Rack Solo National Championships in 2009, and I was completely over my head - and completely hooked. I then planned on attending every year.

I currently own and maintain my own car, a 1989 Honda CRX Si prepped for Street Touring Sport. Being a car owner has taught me a lot. I know the importance of trying new things, to not be afraid to make adjustments on the fly, and to learn from the mistakes made.

Even in my short time in the sport I have driven in various cars and classes, been involved with instructing, and I have also crewed for a Rally America team. The SCCA has changed me in so many positive ways; I have grown stronger as a person due to the wonderfully supportive people around me."

IMAGE Perry Bennett



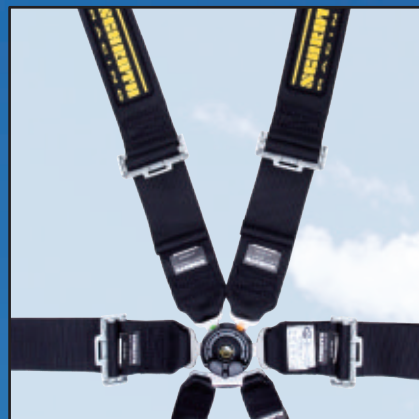
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It seems like a long time ago, when I started road racing – 1985, with a brand-new Golf for SCCA's Volkswagen Cup and IMSA's Firestone Firehawk. Counting '85, that's 30 years. Wow, seems like a lot. So, what about you folks who raced in the '60s?

Just days before my first-ever race, I was at an open-air, Florida-style muffler shop having a straight pipe installed on that brand-new Golf when a passing car hung a U-ie and popped right in. An older gentleman (about 40, ha!) with a crazy sense of humor introduced himself as Bill Boye and asked about my car, which I was taking to Sebring the

next day to begin a pro career or go bust trying. Turns out he was a veritable institution in Florida sports car competition, an "SCCA Star," a local paper once crowed, and he remains my step-godfather of racing to this very day.

Bill's father ran a wondrous little dealership for odd foreign cars in tiny, but affluent, Vero Beach, Fla., during the '50s and '60s. Called Chez Boye, they had Hillman and Sunbeam, Saab and Jaguar, Volkswagen and even Porsche, for a while. I think the Boye family may be the only ones to have had a VW franchise that early and not gotten filthy rich, due to the small size of the community and a sour business deal in the '70s.

They would check the Dunlop cotton driving suits by pulling a thread and trying to light it"

Bill's parents liked sports car racing, which was in its infancy then, running on the abandoned WWII airfields all over the warm Southeast, including Vero. Mom even drove a few races herself. Well, young Bill developed a keen interest in all this, and his generous father allowed him to take a car right off the lot to the FIA three-hour that preceded the 12 Hours of Sebring in 1965. His choice? The Saab 96: featuring an 850cc two-stroke, three-

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

A Different Era

cylinder engine, with the trick new triple carb setup.

Bill had spent some time around the tracks in various cars of the time, including Saabs. His '65, in fact, carried a robust looking aluminum roll bar (yes, an unadvisable cheater trick, though the Saabs were as strong as a bridge), already tested in the 1963 12 Hours by another Saab supported by Chez Boye but not driven by Bill. That car ended up on its roof, possibly due to carbon monoxide poisoning from a broken header causing a blackout. The next year, finally age eligible, Bill was scheduled to drive a Chez Boye-entered Triumph Spitfire, but it only lasted a couple laps.

The following year, Bill took things into his own hands with his dad's new Saab. Heading in to tech, he knew there was a potential issue with certain FIA homologation papers, but tech chief Monte Thomas was a good buddy from SCCA, so he figured he'd just blow right through. Afraid not. No go. No FIA papers, no race; and last year's won't do it. Welcome to the international big time, young man.

In those days, tech was a few miles from the track in downtown Sebring, and the racecars would all parade there on public roads. They would check the Dunlop cotton driving suits by pulling a thread and trying to light it. If it burned, the suit was dipped in

borax, right then and there, and then hung from the clothesline at the fire station, Bill recalls. Safety, circa 1965, ha!

Turned away on a technicality, our forlorn friend was getting ready to pack up and depart, when into the lot pulls a '64 Saab 96, just to say hi. Odd car people tend to flock together for comfort and protection. It helps the survival of the species (did I mention that I currently own a Saab 96 stroker myself, and had a 1959 95 wagon in college? See?). So Sam Brown and his college boy buddy, having driven down from Kentucky to see the race, jump out and are quite disappointed to learn the new Saab is not eligible due to dumb ole paperwork and will not be racing the 12 Hour. What happens next is a sign of the beauty and innocence of racing in the '50s and '60s: Sam says, "Hey, man, you wanna race my car?" Bill laughed out loud, "You're kidding, right?" Nope, serious! *Really?*

Well, Bill has last year's FIA papers with him, so next thing you know, they start swapping parts. Crash tested lightweight roll bar, Bill's wheels and tires, Koni shocks, Saab factory tuning kit (HiPo expansion-chamber exhaust and a Solex two-barrel carb), and heat-sagged lowered springs. Stock whatever-brakes-were-in-the-car (Bill says the four-wheel drums and shoes were pretty stout, and it wasn't

fast enough to get them very hot). Can you imagine such a thing today? "Sure buddy, just bolt in your roll bar and race my car." Holy cow. Youth, enthusiasm, and 1965. What fun.

Fortunately for all involved, the race went very well, indeed. Especially considering the last car that roll bar was in, landed upside down. By the way, so did Bill in that '65 car the next year at the very first Trans Am race, also at Sebring, with (once again) that same bar. Seems the narrow-tracked Saab is sensitive to tipping, because I've also personally witnessed one tangle with a Formula Vee in an SCCA vintage group at Sebring's Turn

I must admit I have never had an offer to borrow and convert a spectator's street car to race"

10 and go greasy side up. Plop, just like that. But not only did Bill stay upright, he made the podium in the little sedan class, finishing third! Competition included the VW Beetle, Mini 850, Renault Dauphine, and Hillman Minx, 40 to 50 horsepower monsters. He was thrilled to win real cash, \$300 worth. That's \$2,240 in today's money - not half bad for a free, borrowed car.

Post race, the "team" all went back to the shop in Vero Beach

and returned the slightly more used stroker Saab back to its original street configuration, and Sam and buddy headed back home to Kentucky. Amazing, isn't it? What a race weekend that turned out to be for those boys. If Sam is still out there, we'd love to hear his side of the story.

Bill returned for his ill-fated Trans Am race the next year. Sebring Hairpin corner worker Julian Mericle, also an H Mod racer at the time, told Bill later that it was cool watching him carry the rear wheel in the air. Then when he started carrying the front, too, he got a little concerned. Bill says the hairpin was always right between gears, so he tried it in third. Third? Did you ever get to try the old hairpin? It was tight, but Saab gears are low, I'll say. Well, third was too much, and the poor Saab went turtle, unassisted. It didn't even break the windshield, Bill claims. Like the old timers like to say, they used real metal back then. He was ready to set 'er back on the skinny wheels and take off again, rally style, but the fuddy-duddy officials would not let him.

While I have often been offered other racecars to drive, thank you people, I must admit I have never had an offer to borrow and convert a spectator's street car to race. It was a different era. Tomorrow I'm driving my own Mazda MX-5 to Road Atlanta. Hmmmm...naaaaaah. ☹



Ken Brown

BACK IN THE DAY

While Randy was preparing for his 1985 debut in the Volkswagen Cup, listening to fantastic racing tales from others, he had no clue how wild his next 30 years would be.



SCCA's most prestigious Club race of the year heads west, with an incredible turnout and breathtaking racing

Mazda Raceway Laguna Seca | Monterey, Calif | Oct. 6-12, 2014

2014 NATIONAL CHAMPIONSHIP RUNOFFS



SCHEDULE

FRIDAY, OCT 10			SATURDAY, OCT 11			SUNDAY, OCT 12		
T1	8:30 a.m.	20	STL	8:30 a.m.	40	T4	8:30 a.m.	58
GTL	9:30 a.m.	22	P2	9:30 a.m.	42	BS	8:30 a.m.	60
FF	10:30 a.m.	24	EP	10:30 a.m.	44	FV	9:30 a.m.	62
SM	11:30 a.m.	26	GT2	11:30 a.m.	46	GT1	10:30 a.m.	64
FP	1:30 p.m.	28	FE	1:30 p.m.	48	F5	11:30 a.m.	66
AS	2:30 p.m.	30	FM	1:30 p.m.	50	SRF	1:30 p.m.	68
P1	3:30 p.m.	32	GT3	2:30 p.m.	52	FB	2:30 p.m.	70
STU	4:30 p.m.	34	FC	3:30 p.m.	54	HP	3:30 p.m.	72
T3	4:30 p.m.	36	T2	4:30 p.m.	56	FA	4:30 p.m.	74

In October, drivers, crew, and workers descended on the legendary Mazda Raceway Laguna Seca on the Monterey Peninsula of Northern California, for the 51st SCCA National Championship Runoffs. The visit to Mazda Raceway marks the return of the premier Club Racing event to the West Coast, something last seen in 1968 when the event visited Riverside International Raceway in Southern California.

The move to the West Coast was rewarded with 517 drivers taking the green, a large contingent of which hailed from the Western Conference, showing their support and gratitude for having the event within a day's tow.

It's hard not to be awestruck visiting the venue, as visions of the great events that have graced the circuit abound: CART, ALMS, Trans Am, Pirelli World Challenge, Moto GP, and the list goes on.

Race starts proved challenging for a number of race groups, as the speeds were kept very slow in an effort to get as many cars as possible clear of Turn 11 before the green flew, leaving a short run and little time to spread the field before Turn 2. Many cars were sidelined by Turn 2 incidents on the opening lap without recording a lap. In some cases, groups carefully traversed the Andretti Hairpin without a wisp of dirt, only to have Turn 3 become their danger zone.

On Saturday, Oct. 11, racers were greeted by a stubborn fog, which persisted for better than an hour and half, delaying the start of Super Touring Lite by 1:45min. Thanks to the diligent efforts of the workers and flexibility of the drivers, the event was nearly back on schedule by the time the final checkers waved. For the purpose of simplicity, the race coverage that follows lists scheduled start times.

Unfortunately, a number of classes saw the race results change in post race tech, including Spec Miata, which set a new record for a driver to be named the winner finishing in seventh place on track. Formula Vee also witnessed a massive changeup of the podium in impound.

The follow pages contain a glimpse of the spectacular action that made up the 51st Runoffs. The following pages are meant to act as a companion to the video coverage, which can be streamed on demand at www.scca.com/runoffs. So without further adieu, we present the battles that resulted in Runoffs gold...



TOURING 1

RACE 1 | Friday, Oct. 10, 2014, 8:30 a.m.

Opening race action at the 2014 National Championship Runoffs kicked into high gear the moment the green flag dropped. As the Touring 1 field throttled down, rubbing on the straightaway and more contact in Turn 2 collected Tire Rack polesitter William Brinkop and his TC Design/Synergy Mtspts/Abel Chev Chevrolet Corvette, removing him from the equation.

"At the start, I cleared Brinkop over the rise, and when I looked up at Turn 2, there were cars backward and sideways," eventual winner Andrew

Aquilante said. "From there, I got a little bit of pressure from Darryl Anderson from Turns 5 to 7, but I got away from him."

"We did the testing and answered some questions, but also created some more"
ANDREW AQUILANTE

Scotty White made it through the chaos in his GOT CDL?/Knight Transport/BFG/Hawk Didge Viper, advancing several places from his

eighth starting position to third behind Anderson. "All these guys are fast and excellent drivers, [but] there are a lot of guys who want to be [on the podium], and maybe they wanted it a little too much," said White, noting that he didn't see any blatantly poor moves. "I think guys were arguing for position and it went bad - but it went good for us...I think I gained about four or five spots."

Mark Boden wasn't so lucky, being involved in contact well before Turn 2, but he pushed through to eventually take the final spot on the podium.

PLAN B

Problems in qualifying for Andrew Aquilante (MAIN) saw him switching to a back up car, but it certainly didn't seem to affect his race pace. Mark Boden (RIGHT) took some damage on the opening lap, but fought on to a podium finish.

Rupert Berrington

"We felt we had a good, consistent car," said Boden. "The [Fall-Line Motorsports/Trim-Tex BMW M3] does very well, and through the course of a race it's very consistent. Unfortunately, the early contact gave us damage and some toe-in and camber-out that we didn't need, and some tire-rub that we didn't want.

"It was pretty uneventful after that," he continued. "I was able to work by some traffic and try to track down Scotty. I was doing it, but we didn't have enough car."

After the opening lap mess, Aquilante put his head down and hit his marks lap after lap to cruise to victory, stretching his lead to finish more than 28 seconds ahead of second-place White. Boden crossed the line in third,

Rick Corvino



LONG HAUL

Scotty White advanced from his eighth place starting position to claim the silver medal.

Rick Corvino



CHAMPION

Andrew Aquilante
Philadelphia Region
Phoenix Performance/Hoosier/
Hawk Ford Mustang

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. William Brinkop/SFR (1999 Chevrolet Corvette) 1.34.243 / 1.34.825 / **1.33.353**; 2. Andrew Aquilante/PHL (2007 Ford Mustang) No time / No time / **1.33.816**; 3. Pratt Cole/RENO (2008 Ford Mustang) 1.35.570 / 1.37.531 / **1.34.201**; 4. Darrell Anderson/SFR (2013 Ford Mustang) 1.35.290 / 1.35.267 / **1.34.488**; 5. Mark Boden/CHI (2009 BMW M3) **1.34.851** / 1.36.284 / 1.35.036; 6. Igor Lyustin/SFR (1992 Acura NSX) 1.38.073 / 1.37.192 / **1.35.305**; 7. Preston Calvert/WDC (2012 Chevrolet Corvette) 1.36.339 / 1.47.647 / **1.35.347**; 8. Scotty White/NWST (2006 Dodge Viper) **1.35.836** / 1.38.936 / 1.36.455; 9. Connie Bogan/RENO (2005 Dodge Viper) 1.36.955 / 1.38.311 / **1.35.885**; 10. Marc Hoover/AZ (1994 Mazda Miata) 1.39.879 / 1.39.526 / **1.36.254**; 11. Oli Thordarson/CSCC (2002 Chevrolet Corvette) 1.37.472 / 1.38.628 / **1.36.461**; 12. Michael Pettiford/COLO (2006 Chevrolet Corvette) **1.36.966** / 1.38.452 / 1.37.484; 13. Kenneth Davis/SAND (2006 Chevrolet Corvette) 1.37.162 / 1.38.316 / **1.37.012**; 14. John Iles/SFR (2012 Ford Mustang) 1.39.004 / No time /

1.37.193; 15. Joe Aquilante/PHL (2004 Chevrolet Corvette) **1.38.205** / 1.58.123 / No time; 16. Anthony Bonino/SFR (2013 Ford Mustang) 1.42.962 / 1.41.188 / **1.40.606**; 17. Al Camano/CSCC (2005 Chevrolet Corvette) 1.49.931 / 1.47.337 / **1.44.223**;

Aquilante - Loss of qualifying 1, 2 times - car change - Supps 10.7

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Andrew Aquilante (20); 2. Scotty White (20); 3. Mark Boden (20); 4. Connie Bogan (20); 5. John Iles (20); 6. Igor Lyustin (20); 7. Kenneth Davis (20); 8. Michael Pettiford (20); 9. Anthony Bonino (19); 10. Al Camano (18); 11. Darrell Anderson (9); 12. Oli Thordarson (5); 13. William Brinkop (0); 14. Pratt Cole (0); 15. Preston Calvert (0); 16. Marc Hoover (0); DNS. Joe Aquilante ();

Overall Time of Race: 31:32.303; **Average Race Speed:** 85.153 mph; **Margin of Victory:** 28.738 seconds; **Fastest Race Lap:** A. Aquilante 1:34.001 (85.710 mph); **Lap Leaders:** A. Aquilante laps 1-20; **Sunoco Hard Charger:** Iles; **GoPro Hero Move of the Race:** Lyustin



Rick Corvino

another 12 seconds back.

"It's been a difficult week for T1," Aquilante said. "Coming into Laguna from the East Coast we don't have any car experience. We have track experience from pro racing, but we didn't have any experience with the current crop of cars we brought out. We knew there were going to be a lot of questions. We did the testing and answered some questions, but also created some more questions."

Aquilante's primary car, a Corvette, had issues during the first two qualifying sessions, so the team

opted to switch to a spare car that had been thrown together last minute. The switch didn't seem to faze the seasoned, multi-time Runoffs champion, who is already planning to defend his T1 title at Daytona.

"I'm not sure what the best combination for T1 will be next year - there are so many combinations of cars," he said. But based on his performance this year, we think as long as the combination involves Aquilante behind the wheel, his team has nothing to worry about.

Sydney Davis



GT-LITE

RACE 2 | Friday, Oct. 10, 2014, 9:30 a.m.

HERO MOVE

Joe Huffaker used an aggressive line to take the lead and claim his ninth Runoffs title.

When GT-4 and GT-5 were combined into GT-Lite, Joe Huffaker decided to retire his Mini from SCCA competition. Ten years later, he claimed his ninth SCCA National Championship and is fourth in all-time championships. But it wasn't easy.

Qualifying was intense. Four cars were lapping under the track record. Huffaker was on the Tire Rack pole in the Huffaker Engineering Mini Cooper, followed by James Hargrove (Honda

Civic), Joshua Suarino (MG Midget), and Troy Ermish (Datsun 510 Parts Outlep/LS Energy Nissan 510).

At the green, Ermish got a great start. "Certain cars have strengths at different parts of the track," said Ermish. "Our particular package had just a little more grunt, [and] Joe picked a perfect rpm for me." Ermish and Huffaker began leaving the rest of the field behind, and on lap six, Huffaker took the lead at the Corkscrew.

"I just late braked on the inside.... Down the hill I went, and I never looked back"

JOE HUFFAKER

"I got a great draft down the front straight from Troy," Huffaker said. "About the middle of the race, I got a little bit of a run out of [Turn] 6, so I just late braked on the inside [of the entrance of the Corkscrew], and he left



Jay Bonvulture



The last few green flag laps saw the top cars maintain their positions to the checkered flag. Huffaker's ninth championship is his first in GT-Lite. His others were in F Production and GT-5. Huffaker and four others ran laps under the previous race record. Huffaker's best lap, 1:40.399, is the new standard.

Although, he said, "I think my car is the wrong shape for Daytona," he indicated that he might be there, although probably not in the Mini. Ermish also likes the idea of Daytona and, with some additional sponsorship and body changes for the 510, might also be there. Goodale was emphatic - he will be at Daytona.

J. Michael Hemsley



Rick Corvino

KEEPING UP

(ABOVE) Troy Ermish (88) had the muscle to take the early lead, but could not hold off Joe Huffaker for the win. (LEFT) Jonathan Goodale drove his Mazda MX-5 to the bronze.

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3: 1. Joe Huffaker/SFR (MINI Cooper) **1.40.138** / 1.41.331 / 1.41.649; 2. James Hargrove/ORE (Honda Civic) 1.46.343 / 1.41.545 / **1.40.897**; 3. Joshua Saurino/NEOK (MG Midget) 1.41.461 / 1.42.226 / **1.41.122**; 4. Troy Ermish/SFR (Nissan 510) **1.41.880** / 1.52.072 / 1.44.117; 5. Peter Shadowen/FLA (Honda CRX) 1.44.968 / 1.45.192 / **1.42.749**; 6. Nigel Saurino/NEOK (MG Midget) 2.00.720 / **1.42.774** / 2.14.610; 7. Peter Zekert/STL (Nissan 200SX SE-R) 1.45.704 / 1.45.989 / **1.43.998**; 8. Jonathan Goodale/COLO (Mazda Miata) **1.44.206** / 1.44.841 / 1.44.526; 9. Kent Prather/KAN (Mazda Miata) **1.44.356** / **1.45.145** / 1.45.593; 10. Chris Doodson/ORE (Honda Civic) 1.46.027 / 1.47.120 / **1.44.620**; 11. John Bower/CSCC (Nissan Sentra) 1.58.205 / 1.47.938 / **1.44.783**; 12. Roy Lopshire Jr/KCR (Toyota Tercel) 1.48.312 / 1.46.802 / **1.45.248**; 13. Noel Hayward/SFR (MG Midget) 1.54.696 / 1.46.507 / **1.45.333**; 14. Joe Harlan/ORE (Nissan Sentra SE-R) 1.50.784 / 1.48.884 / **1.46.828**; 15. Christopher Kopley/NER (MINI Cooper) 1.49.913 / 1.47.693 / **1.46.928**; 16. Craig Carter/CSCC (Nissan Sentra) 1.51.241 / 1.50.988 / **1.49.439**; 17. Paul Bunbury/ORE (Honda Civic) 1.50.332 / 1.51.419 / 1.49.825; 18. Ted Phenix/GLN (MINI Cooper) 2.02.031 / **1.50.078** / No time; 19. Tim Linerud/SFR (Volkswagen Rabbit) 1.51.851 / 1.53.289 / **1.50.869**;

Race 20 laps, 45 Miles: Pos. Driver (Laps): 1. Joe Huffaker (20); 2. Troy Ermish (20); 3. Jonathan Goodale (20); 4. Peter Zekert (20); 5. Kent Prather (20); 6. Chris Doodson (20); 7. Noel Hayward (20); 8. Roy Lopshire Jr (20); 9. Joe Harlan (20); 10. Christopher Kopley (20); 11. John Bower (20); 12. Tim Linerud (19); 13. Ted Phenix (18); 14. Peter Shadowen (18); 15. Craig Carter (17); 16. Nigel Saurino (13); 17. Joshua Saurino (12); 18. James Hargrove (10); 19. Paul Bunbury (0);

Overall Time of Race: 35:35.790; **Average Race Speed:** 75.446 mph; **Margin of Victory:** 04.197 seconds; **Fastest Race Lap:** Huffaker 1:40.339 (80.296 mph); **Lap Leaders:** Ermish laps 1-6; Huffaker laps 7-20; **Sunoco Hard Charger:** Linerud; **GoPro Hero Move of the Race:** Huffaker

CHAMPION >

Joe Huffaker
San Francisco Region
Huffaker Engineering
Mini Cooper



Rick Corvino

me room. Down the hill I went, and I never looked back."

On lap 16, Peter Shadowen (Honda CRX), who was dicing for third with Jonathan Goodale (Mazdaspeed/Hoosier/JoeApex.com Mazda Miata), spun and brought out a full course caution. It is likely that Huffaker looked back then, but there was a lapped car between him and Ermish. At the restart, Huffaker got a great jump and, again, "never looked back."



FORMULA F

RACE 3 | Friday, Oct. 10, 2014, 10:30 a.m.

HARD WORK

(ABOVE) With hard work comes big rewards, and Jeremy Grenier (21) got his at the 2014 Runoffs. (TOP RIGHT) Chuck Horn (54) fought for every inch of track, and the runner up finish.

This year's Formula F race was a nail-biter from the beginning with Jeremy Grenier outlasting the battle to win the National Championship Runoffs title. Chuck Horn and Ethan Shippert rounded out the podium finishing second and third, respectively. Grenier started second in his hand-built, Honda-powered No. 21 Ski Motorsports/Hoosier/ELR/KDD Citation alongside the back-to-back defending champion and Tire Rack pole winner Tim Kautz and his Braeburn/Two Dogg/Hoosier/Euroquipe Piper DF3D Honda.

The fight started immediately when Grenier took the lead in Turn 2

(winning the GoPro Hero Move of the Race award). Later the same lap, Kautz and Thomas Merrill got together in Turn 6, bringing out the first full course caution and ending Kautz's chance at a three-peat.

"I had a nice gap when the yellow came out," Grenier recalled. "But Max [Mallinen] got me on the restart. I had the speed in the infield stuff, he was just [too] fast down the straight."

Mallinen led Grenier and Horn until the second caution came out. Then came the next restart. "For the second restart, I dove inside, slid out, then got around Max in Turn 3," Grenier said. "After that, I was able to get enough of

a gap he couldn't keep up with me on the straightaway."

Horn was able to get around Mallinen on the second restart as well, but when the third, and final caution came out for an incident in Turn 11, Mallinen was back around Horn and setting his sights on Grenier.

"I watched Jeremy and Max go at it pretty hard, and I stayed right there with them," Horn said of his race in the Hotel California/Porter Racing Swift DB6 Honda. "I got up to second for a little there, but Max was just fast. After catching lapped traffic, it dropped me back three or four car lengths and I never really made that back up."



Jay Bonveaut

gap to first was too much to overcome. Mallinen rejoined the race in third, but had issues and ended the race in the Turn 10 gravel. Shippert, who'd been running fourth in the Shippert Racing/Jim Manning Dodge Piper DL7 Honda before Mallinen's issues, inherited third.

"I feel very fortunate; I got a little gift there on the last lap," admitted Shippert.

Grenier claimed his first SCCA National Championship after a busy season of not only racing, but working as well. "This has been a long year for me, because I worked three series," Grenier said. "There's a lot of weekends on the road. A lot of time spent traveling. A lot of racecar prep involved."

In addition to running a full Club Racing program this year, Grenier worked as a mechanic for both Capes Motorsports in the USF2000 series and Ski Motorsports in the Pro 1600 Championship Series.

"But this is what I love to do," Grenier continued. "This is why I came here, to run this race."

Sydney Davis

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time

Session 2/Time Session 3; 1. Tim Kautz/CHI (Piper DF3D Honda) 1.33.733 / 1.34.415 / **1.32.899**; 2. Jeremy Grenier/CFR (Citation Formula F Honda) **1.33.270** / 1.33.555 / 1.33.472; 3. Chuck Horn/SFR (Swift DB6 Honda) 1.34.415 / 1.33.974 / **1.33.386**; 4. Thomas Merrill/SFR (Piper DL7 Honda) 1.33.474 / 1.33.858 / **1.33.391**; 5. Max Mallinen/KCR (Spectrum 014H Honda) 1.34.011 / 1.33.614 / **1.33.411**; 6. Ethan Shippert/CSCC (Piper DL7 Honda) 1.33.784 / 1.34.731 / **1.33.712**; 7. Alex Kirby/CSCC (Piper DL7 Honda) 1.34.850 / 1.34.564 / **1.33.828**; 8. Denny Renfrow/SFR (Piper DL7 Honda) 1.35.014 / 1.36.799 / **1.34.325**; 9. Michael Lewis/SAND (Vestal 09F Honda) 1.35.822 / 1.35.796 / **1.34.423**; 10. Rick Payne/NWST (Van Diemen RF99 Honda) 1.35.045 / 1.37.526 / **1.34.711**; 11. Bill Kephart/COLO (Vestial 10F Honda) **1.34.763** / 1.36.049 / 1.34.893; 12. Edward Erlandson/CSCC (Swift DB6 Honda) 1.35.477 / 1.36.073 / **1.34.945**; 13. Dave Zurlinden/SFR (Piper DF5 Honda) 1.36.453 / 1.35.413 / **1.35.052**; 14. David Loken/COLO (Swift DB1 Honda) 1.35.567 / 1.35.578 / **1.35.237**; 15. Lewis Cooper/CFR (Van Diemen RF00 Honda) No time / 1.35.928 / **1.35.446**; 16. David Livingston Jr/TEN (Swift DB6 Ford) **1.35.711** / 1.36.760 / 1.42.056; 17. Steve Meyer/COLO (Swift DB6 Honda) **1.35.914** / 1.36.999 / 1.37.706; 18. Ed Midgley/CHI (Piper DF05 Honda) 1.36.420 / **1.36.106** / 1.36.424; 19. David Jalen/SFR (Swift DB1 Ford) **1.36.592** / 1.38.195 / 1.36.940; 20. Mark Keller/NWST (Piper DF05 Ford) 1.37.908 / 1.38.003 / **1.36.949**; 21. Tom Duncan/SFR (Van Diemen RF98 Ford) 1.37.615 / 1.37.491 / **1.36.994**; 22. Randy Acock/STXB (Van Diemen RF98 Honda) **1.37.337** / 1.38.330 / 1.37.468; 23. Michael Bernstein/SFR (Swift DB6 Honda) 1.37.777 / 1.38.335 / **1.37.395**; 24. Robert Melvin/COLO (Van Diemen 93 Ford) 1.38.451 / **1.38.169** / 1.39.126; 25. Stan Townes/SFR (Swift DB1 Ford) 1.39.475 / **1.38.496** / 1.38.761; 26. Alan Murray/LOL (Swift DB1 Ford) 2.00.374 / 1.51.275 / **1.49.617**;

Cooper - Loss of qualifying 1 times - car change - Supps 10.7

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Jeremy Grenier (20); 2. Chuck Horn (20); 3. Ethan Shippert (20); 4. Michael Lewis (20); 5. Alex Kirby (20); 6. Rick Payne (20); 7. Tim Kautz (20); 8. Dave Zurlinden (20); 9. David Livingston Jr (20); 10. Ed Midgley (20); 11. Lewis Cooper (20); 12. Edward Erlandson (20); 13. Steve Meyer (20); 14. Stan Townes (20); 15. David Loken (20); 16. Michael Bernstein (20); 17. David Jalen (20); 18. Tom Duncan (20); 19. Max Mallinen (19); 20. Mark Keller (19); 21. Alan Murray (19); 22. Randy Acock (19); 23. Bill Kephart (17); 24. Thomas Merrill (11); 25. Robert Melvin (5); 26. Denny Renfrow (0);

Overall Time of Race: 35:53.568; **Average Race Speed:** 74.823 mph; **Margin of Victory:** 05.121 seconds; **Fastest Race Lap:** 1:32.820 (86.800 mph); **Lap Leaders:** Grenier laps 1-3, 9-20; Mallinen laps 4-8; **Sunoco Hard Charger:** Townes; **GoPro Hero Move of the Race:** Grenier

CHAMPION >

Jeremy Grenier
Central Florida Region
Ski Motorsports/Hoosier/
ELR/KDD Citation Honda

"I had the speed in the infield stuff, he was just [too] fast down the straight"

JEREMY GRENIER

The back and forth battle between Grenier and Mallinen intensified as lapped traffic came in to play. Mallinen was pushing hard when he spun on his own at the top of the Corkscrew with two laps to go. "When I went through the Corkscrew and Max didn't come out the other side, I thought 'OK, I can slow down just a bit,'" Grenier said. Horn continued his drive, but the



Rex Covine



SPEC MIATA

RACE 4 | Friday, Oct. 10, 2014, 11:30 a.m.

CHAMPION

Erik Stearns

Northwestern Ohio Region
 East Street Racing/Ed's 24
 Hr Service Mazda Miata

MOVING UP

Erik Stearns may have finished seventh on track, but post race tech found him moving up the order.

Every so often, something happens at the Runoffs that is remembered for decades. Sometimes it's the incredible wins from last place on grid or the epic battles between great drivers, or even the quiet yet heroic acts of sportsmanship that take place each and every year. This year, however, what will be remembered of Spec Miata's title race is probably not the on-track action; rather, it's what occurred after the checkered flag.

Here's what happened on track: Mark Drennan led the race from flag to flag from the Tire Rack pole position in his No. 10 NoWifeNoKids/TFB/Riverbed Mazda Miata. After a typically exciting Spec Miata race for second through fifth positions, Andrew

Carbonell finished second and Brian Ghidinelli finished third.

Now for the rub: a protest was filed during qualifying against nine top competitors. Although the race was run on Friday morning, final results were not released until late Sunday evening. Those results showed that all six of the top on-track finishers had been moved to the bottom of the results or disqualified. Seventh-place finisher Erik Stearns was awarded the championship in his No. 97 East Street Racing/Ed's 24 Hr Service Mazda Miata.

"I really think that the guys who finished the race where they finished are realistically still the winners," said Stearns once the dust had settled. "I certainly wanted to win the race, and

I thought I had a legitimate opportunity to win the race. But my car was off right out of the trailer, and I had to struggle all week with setup. It certainly wasn't my day."

In the final results, Matt Schultz finished in second place in his No. 11 SMI Motorsports, Inc. Mazda Miata, and Matt Reynolds finished third in his No. 74 RBR/Vintage Connection/X Factor Mazda Miata.

Stearns is quick to thank everyone involved in his racing effort. "I'd like to thank Jim Drago, Robert Lloyd, and York Humphrey. Those guys put in a great effort on my car all year. I want to thank my teammates Jim Drago, Craig Berry, and Luke Bickham. And, obviously, I need to thank my family

Ken Brown

for supporting my racing, and all the employees back at the shop who take care of things while I'm enjoying my time away. Also Mazda, Hoosier, Carbotech, and Mazda Raceway Laguna Seca for hosting the Runoffs. I'll be there at Daytona - I have to prove that I'm worthy," Stearns said.

The Sunoco Hard Charger was Joe Rombi in the No. 48 Flying Meatball Mazda Miata. Rombi improved his position from 32nd on grid to 14th in the final results.

Jeff Zurschmeide

7 My car was off right out of the trailer, and I had to struggle all week with setup"

ERIK STEARNS

UNEXPECTED

Matt Schultz (11) likely never expected he would be going home with a silver medal from the Runoffs after starting 16th.



Ken Brown

FIRST OF...

The Spec Miata bronze medal was just one of two awards collected by Matt Reynolds (74) at Mazda Raceway Laguna Seca.



Ken Brown

RESULTS

Qualifying Pos. Driver/Region (Car)

Time Session 1/Time Session 2/Time Session 3; 1. Mark Drennan/SFR (2001 Mazda Miata) 1.45.482 / **1.45.081** / 1.45.981; 2. Kyle Kaiser/SFR (2000 Mazda Miata) 1.45.771 / **1.45.407** / 1.46.117; 3. Andrew Carbonell/FLA (1999 Mazda Miata) No time / 1.45.861 / **1.45.644**; 4. Brian Ghidinelli/SFR (2001 Mazda Miata) 1.45.653 / 1.45.739 / **1.45.646**; 5. Jim Drago/MIDS (2000 Mazda Miata) 1.46.336 / **1.45.812** / 1.46.920; 6. Charlie Hayes/SFR (1999 Mazda Miata) 1.47.672 / 1.46.048 / **1.45.820**; 7. Joey Jordan/CSCC (2001 Mazda Miata) 1.46.524 / **1.46.108** / 1.46.917; 8. Craig T Berry/TEX (1999 Mazda Miata) 1.46.202 / 1.46.224 / **1.46.174**; 9. Will Schrader/ORE (1999 Mazda Miata) 1.46.486 / **1.46.253** / 1.46.874; 10. Tyler Kicera/SUS (2002 Mazda Miata) 1.47.044 / 1.46.340 / **1.46.289**; 11. Marco Gallaher/SFR (1999 Mazda Miata) 1.47.274 / **1.46.399** / 1.47.616; 12. Erik Stearns/NWO (2000 Mazda Miata) **1.46.555** / 1.46.601 / 1.47.179; 13. Jason Godfrey/SFR (1999 Mazda Miata) 1.46.895 / **1.46.569** / 1.46.718; 14. Tim Auger/SFR (1994 Mazda Miata) 1.48.080 / 1.48.098 / **1.46.602**; 15. Matt Reynolds/ALMO (1999 Mazda Miata) 1.47.088 / 1.46.909 / **1.46.691**; 16. Matt Schultz/ORE (1995 Mazda Miata) **1.46.861** / 1.47.117 / 1.47.103; 17. Jason Rawlins/ORE (1999 Mazda Miata) 1.47.124 / 1.46.898 / 1.46.950; 18. Steven Powers/AZ (1999 Mazda Miata) 1.47.678 / 1.47.531 / **1.46.924**; 19. Ken Sutherland/ORE (2000 Mazda Miata) 1.47.657 / 1.47.683 / **1.46.926**; 20. Luke Bickham/TEX (1999 Mazda Miata) 1.47.162 / **1.46.997** / 1.47.424; 21. Rusty Dees/SFR (1999 Mazda Miata) 1.47.209 / 1.47.718 / **1.47.185**; 22. Larry Fraser/SFR (1995 Mazda Miata) 1.47.953 / **1.47.286** / 1.48.027; 23. Seth Rowley/SVR (1999 Mazda Miata) 1.47.734 / **1.47.386** / No time; 24. Jason Starr/ORE (1999 Mazda Miata) 1.48.517 / 1.48.109 / **1.47.435**; 25. Eric Jones/ORE (1999 Mazda Miata) 1.48.513 / 1.47.646 / **1.47.480**; 26. Michael LaBouff/SFR (1994 Mazda Miata) 1.47.979 / **1.47.529** / 1.47.971; 27. Barrett Tilley/SFR (1999 Mazda Miata) No time / **1.48.060** / 1.48.269; 28. Dean Busk/AZ (2000 Mazda Miata) No time / **1.48.110** / 1.48.280; 29. Michael Collins/WDC (1999 Mazda Miata) 1.48.590 / 1.48.591 / **1.48.156**; 30. Mason Filippi/SFR (1999 Mazda Miata) **1.48.173** / 1.49.034 / 1.49.190; 31. Jordan Wand/ORE (1990 Mazda Miata) **1.48.185** / 1.48.522 / 1.48.280; 32. Joe Rombi/SFR (1991 Mazda Miata) 1.48.734 / 1.48.440 / **1.48.340**; 33. David Varco/SAND (1992 Mazda Miata) 1.49.414 / 1.49.754 / **1.48.512**; 34. Juan Pineda/SFR (1999 Mazda Miata) 1.49.236 / 1.49.699 / **1.48.840**; 35. Leeson Grant/SFR (1994 Mazda Miata) 1.49.936 / 1.49.674 / **1.49.488**; 36. Michael Babcock/AZ (1990 Mazda Miata) 1.50.094 / **1.49.519** / 1.50.322; 37. Dave Dunning/ORE (1990 Mazda Miata) 1.50.573 / **1.49.723** / 1.55.259; 38. Russell Lindemann/COLORADO (1990 Mazda Miata) 1.50.092 / **1.49.881** / 1.50.821; 39. Ramon Niebla/CSCC (1999 Mazda Miata) 1.50.641 / **1.50.140** / 1.51.092; 40. Randy Cummings/UTAH (1999 Mazda Miata) 1.53.538 / 1.53.752 / **1.51.363**; 41. Kent Carter/HOUSTON (1990 Mazda Miata) 1.52.894 / **1.51.510** / 1.52.078; 42. Nels Lewis/ORE (1991 Mazda Miata) 1.52.627 / 1.53.795 /

1.52.463; 43. Devin Dahn/AZ (1990 Mazda Miata) 1.53.275 / 1.53.522 / **1.52.526**; 44. Brad Green/NWST (1991 Mazda Miata) 1.54.158 / **1.53.04** / 1.53.721; 45. Jim Graffy/NWST (1990 Mazda Miata) 1.55.632 / **1.55.421** / 1.56.130;

Busk - Loss of qualifying 1 times - car change - Supps 10.7

Carbonell - Loss of qualifying 1 times per Chief Steward - GCR 9.1.7.C.6.b

Tilley - Loss of qualifying 1 times per Chief Steward - GCR 9.1.7.B

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Erik Stearns (20); 2. Matt Schultz (20); 3. Matt Reynolds (20); 4. Jason Rawlins (20); 5. Will Schrader (20); 6. Rusty Dees (20); 7. Steven Powers (20); 8. Tim Auger (20); 9. Ken Sutherland (20); 10. Barrett Tilley (20); 11. Luke Bickham (20); 12. Marco Gallaher (20); 13. Eric Jones (20); 14. Joe Rombi (20); 15. Larry Fraser (20); 16. Jordan Wand (20); 17. Mason Filippi (20); 18. David Varco (20); 19. Dean Busk (20); 20. Michael Babcock (20); 21. Leeson Grant (20); 22. Ramon Niebla (20); 23. Juan Pineda (20); 24. Russell Lindemann (20); 25. Kent Carter (20); 26. Devin Dahn (19); 27. Nels Lewis (19); 28. Randy Cummings (19); 29. Brad Green (19); 30. Jim Graffy (13); 31. Jason Starr (4); 32. Jason Godfrey (4); 33. Michael Collins (3); 34. Mark Drennan (20); 35. Andrew Carbonell (20); 36. Brian Ghidinelli (20); 37. Tyler Kicera (20); 38. Craig T Berry (20); 39. Jim Drago (17); 40. Joey Jordan (16); 41. Charlie Hayes (1); DNS. Seth Rowley (); DNS. Dave Dunning (); DQ. Kyle Kaiser (20); DQ. Michael LaBouff (20);

Overall Time of Race: 35:48.962; **Average Race Speed:** 74.983 mph; **Margin of Victory:** 12.086 seconds; **Fastest Race Lap:** Kaiser 1:45.263 (76.540 mph); **Lap Leaders:** Drennan 1-20; **Sunoco Hard Charger:** Rombi; **GoPro Hero Move of the Race:** Kicera

Drago - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Drennan - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Ghidinelli - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Jordan - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Hayes - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Berry - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Kicera - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Carbonell - Moved to last finishing position in order of finish per SOM - GCR 9.1.7.C.1.f.4 cylinder head

Kaiser - Disqualified per Chief Steward - GCR 9.1.7.C.1.f.5

LaBouff - Disqualified per SOM - GCR 6.11.1



F PRODUCTION

RACE 5 | Friday, Oct. 10, 2014, 1:30 p.m.

SURPRISE ATTACK

(ABOVE) Nigel Saurino (center) was a surprise winner to many, but made it look easy.

Jim Saurino won FP in 1996; John Saurino won it in 2004. Since then, there have only been a few mentions of the Saurino family in discussions of the Runoffs. Expect to see a lot more in the future. Nigel Saurino, John's son, was the surprise of the field, but only to those who had not paid attention to

racing during the past couple of seasons.

Qualifying was not a pleasant time for Saurino. "I buried it in the tire wall the second day," he said. "We rebuilt the car in one night, and I had just as fast a car as when I destroyed it. We made a couple changes [for the rest of qualifying]."

But those changes didn't help as much as was hoped; Saurino was third on the grid in his The Race Shop/Kelley Engines/Hoosier MG Midget, nearly a second off Tire Rack polesitter Brian Linn (Hoosier/Red Line Oil/Carbotech/Hussey Lotus Super Seven) and Eric Prill (Maxton'sFight.org/JPM/Hoosier

Mazda Miata). What made a difference in the race was when, over dinner the night before the race, "we decided to go back to what we were fast with," said Saurino.

The start was clean for those at the front, but mid-pack, four cars went for the same spot at the same time, and their race was over. There was no full course caution, so the leaders continued racing. Saurino was quickly past Linn for the lead, and those two had a good

We rebuilt the car in one night, and I had just as fast a car as when I destroyed it"
NIGEL SAURINO

battle for a lap and a half. That's when the top three broke away. In Joe Huffaker's words, "When Brian [Linn] spun in [Turn] 6, it just opened the door for a good battle [between he and Prill]. Nigel went off into the sunset." Saurino did just that, winning by over eight seconds from Huffaker and Prill. After Linn's spin, Saurino and his crew established a strategy that took him to the victory.

As Saurino disappeared, the best race was for second. Officially, that position only changed twice between Huffaker (Huffaker Engineering MG Midget) and Prill, but Huffaker's view was different: "You guys don't have any idea how many times we changed the lead out there." Huffaker agreed with Prill that they had a very clean, fun race.

Saurino was ecstatic about his win. "To come out here to a track like [Mazda Raceway] Laguna Seca and

Rupert Berrington

CHAMPION
Nigel Saurino
Northeast
Oklahoma Region
The Race Shop/
Kelley Engines/
Hoosier MG
Midget



RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Brian Linn/CSCC (Lotus Super Seven) 1.43.342 / 1.42.917 / **1.39.975**; 2. Eric Prill/KAN (Mazda Miata) 1.43.703 / 1.41.062 / **1.40.123**; 3. Nigel Saurino/NEOK (MG Midget) 1.41.923 / 1.41.690 / **1.40.891**; 4. Joe Huffaker/SFR (MG Midget) 1.42.066 / 1.41.513 / **1.41.394**; 5. Bill Hingston/COLO (Mazda Miata) 1.45.025 / **1.41.570** / 1.42.007; 6. Patrick Crider/WDC (Mazda Miata) No time / **1.41.870** / 1.42.790; 7. Rick Harris/COLO (Mazda Miata) 1.43.633 / **1.42.122** / 1.42.946; 8. Jess Heitman/SFR (Mazda Miata) No time / 1.43.328 / **1.43.026**; 9. Albert Correia/SFR (Porsche 914-4) 1.47.191 / 1.45.203 / **1.43.114**; 10. Ken Kannard/ATL (Mazda Miata) 1.47.166 / 1.43.511 / **1.43.122**; 11. Bruce Ackerman/SFR (Volvo P-1800) No time / **1.44.144** / No time; 12. Paul Jensen/CDR (Mazda Miata) 1.50.202 / No time / **1.46.085**; 13. Mark Weber/STXB (Mazda Miata) 1.50.745 / 1.48.655 / **1.46.187**; 14. Gary Johnson/ETR (Lotus Super Seven) 1.52.249 / 1.48.539 / **1.46.497**; 15. Neal Frank/RIOG (Mazda Miata) 1.50.785 / No time / **1.46.878**; 16. Bill Okell/ORE (MG Midget) 1.50.330 / 1.49.387 / **1.48.206**; 17. Bill Hartman/

SFR (Lotus Super 7) 1.56.815 / **1.54.048** / 1.57.624;

Frank - Loss of qualifying 2 times per Chief Steward - GCR 9.3.26 (fuel), 5.12.3.C.3, 7.2.F

Heitman - Loss of qualifying 1 times per Chief Steward - GCR 9.1.5.C.4, 7.2.F, 5.12.3.C.2+3

Jensen - Loss of qualifying 2 times per Chief Steward - GCR 9.3.5.0

Crider - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1.F

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Nigel Saurino (20); 2. Joe Huffaker (20); 3. Eric Prill (20); 4. Rick Harris (20); 5. Ken Kannard (20); 6. Brian Linn (20); 7. Neal Frank (20); 8. Mark Weber (20); 9. Paul Jensen (19); 10. Bill Okell (19); 11. Bill Hartman (19); 12. Gary Johnson (8); 13. Patrick Crider (0); 14. Bill Hingston (0); 15. Jess Heitman (0); 16. Albert Correia (0); DNS. Bruce Ackerman (0);

Overall Time of Race: 34:07.690; **Average Race Speed:** 78.692 mph; **Margin of Victory:** 08.243 seconds; **Fastest Race Lap:** Saurino 1:39.644 (80.856 mph); **Lap Leaders:** Saurino laps 1-20; **Sunoco Hard Charger:** Frank; **GoPro Hero Move of the Race:** Saurino

TRADING PLACES

(RIGHT) Joe Huffaker (77) and Eric Prill (7) spent much of the race trying to make any one of their numerous passes for second place stick. Huffaker prevailed in the end.

race with some great drivers like Joe Huffaker and Eric Prill - it's surreal. To miss a little school and come out here to battle it out is a blessing." Hopefully he'll be wearing his first Championship medal when he retakes the test he missed while at the Runoffs.

J. Michael Hemsley

Jay Bonaville





With 18 National Championships - 11 in this class alone - on the front row of American Sedan, the stage was set for an epic battle between Andy McDermid in his WeatherTech/Felice Perf Eng/T&A Shk Ford Mustang and John Heinrich in his equally potent Pontiac Firebird. What actually happened was a complex "Cinderella Story" that none could have predicted.

Six-time AS champ McDermid leapt to the front from pole, but it wasn't Heinrich that slotted behind him; rather it was local favorite and third-qualifier Aaron Bailey in a limited-prep Firebird who got the jump. Heinrich made quick work of Bailey, taking the position back a couple of laps in. The move was for naught, however, as Heinrich would pull off track with an expired engine, leaving McDermid alone out front.

While McDermid was pulling away (he turned the fastest lap more than a second faster than anyone but Heinrich), Runoffs rookie Dylan Olsen was coming up in his Shock Shop/Correct Car SUV/Nutter Fox-body Ford Mustang to battle Bailey. It looked like they were in a fight for second, with no

shot at the win, until about halfway.

That was when McDermid's lead started shrinking rather than growing.

"On lap four, the left front rotor exploded, so I had three-wheel brakes for the rest of the race," said McDermid. "I was able to keep a decent pace. If it was one less lap, we'd have been golden."

Bailey and Olsen soon realized that their battle for second might very well

be a fight for the gold. It all came to a head on the 18th lap when the pair had caught McDermid. McDermid's braking point for the Andretti Hairpin had backed up so far it even seemed to catch Bailey by surprise. He ducked inside, and Olsen, who had already locked up his brakes on a couple of occasions heading into Turn 2, went even farther inside, locked up, and made contact with Bailey, spinning the Firebird.

D.E. Baser

THE UPSET

(BELOW) Dylan Olsen drove his Mustang from fourth on the grid to the top of the podium. (RIGHT) Bill Batten kept digging and came up with a second place finish in the final turn of the last lap.



Rick Corvine

AMERICAN SEDAN

RACE 6 | Friday, Oct, 10, 2014, 2:30 p.m.

CHAMPION

Dylan Olsen
 Oregon Region
 Shock Shop/Correct Car
 SUV/Nutter Ford Mustang



Rick Corvine



I knew this was going to be the biggest race of my life and I was going to have to do the best I could"

DYLAN OLSEN

"Aaron's car had a better setup; he had more speed through the corners," said Olsen. "But I had a lot for him under braking. He knew it, and he was making evasive maneuvers to try to stop me from passing him." A lap later, Olsen pushed by McDermid in Turn 2 and into the lead.



Ken Brown

Third-place runner Bill Baten smelled the blood in the water as well, and slid his Van Winkle Baten/MarksADR/GoPro Hero Chevrolet Camaro inside McDermid in Turn 11 on the final run to the checker.

"I was trying to track down Dylan, first off, for position, so I was just keeping my nose to the grindstone and I think I was gaining some ground," said Baten, who also claimed the Sunoco Hard Charger Award and the GoPro Hero Move of the Race title. "Then my crew chief said Andy was having some trouble and the pack was catching up to him, so I bore down even more and was able to get close enough in the last turn of the last lap...incredible."

"I knew this was going to be the biggest race of my life and I was going to have to do the best I could," said Olsen. "I would have been delighted and ecstatic just to be on the podium."

Richard James

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Andy McDermid/MILW (Ford Mustang) 1.39.451 / 1.48.390 / **1.38.382**; 2. John Heinrichy/DET (Pontiac Firebird) 1.40.702 / 1.45.575 / **1.40.165**; 3. Aaron Bailey/SFR (Pontiac Firebird) 1.41.288 / 2.23.670 / **1.40.385**; 4. Dylan Olsen/ORE (Ford Mustang) 1.41.879 / 1.56.618 / **1.40.510**; 5. Daniel Richardson/WDC (Chevrolet Camaro) 1.41.270 / 1.59.346 / **1.40.721**; 6. Bill Baten/IND (Chevrolet Camaro) 1.41.514 / 1.50.129 / **1.40.893**; 7. Amy Aquilante/PHL (Pontiac Firebird) 1.43.691 / 1.59.747 / **1.41.408**; 8. Kevin Smith/ORE (Pontiac Firebird) 1.44.378 / 1.56.259 / **1.42.860**; 9. Beth Aquilante/PHL (Pontiac Firebird) 1.50.839 / 2.14.061 / **1.43.835**; 10. Bill Schepergerdes/CSCC (Chevrolet Camaro) 1.44.768 / No time / **1.43.836**; 11. Jim Wheeler/KCR (Pontiac Firebird) 1.44.954 / 1.53.405 / **1.44.109**; 12. Chris Qualls/CSCC (Ford Mustang Cobra) **1.44.967** / 1.57.251 / 1.45.364; 13. Todd Cook/ORE (Ford Mustang) **1.46.115** / 1.56.358 / 1.45.261;

Schepergerdes - Loss of qualifying 2 times per Chief Steward - GCR 9.1.6.D, 9.1.6.D.1.C.1.B

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Dylan Olsen (20); 2. Bill Baten (20); 3. Andy McDermid (20); 4. Aaron Bailey (20); 5. Amy Aquilante (20); 6. Daniel Richardson (20); 7. Bill Schepergerdes (20); 8. Chris Qualls (20); 9. Todd Cook (20); 10. Kevin Smith (20); 11. Jim Wheeler (5); 12. John Heinrichy (4); 13. Beth Aquilante (0);

Overall Time of Race: 34:03.784; **Average Race Speed:** 78.842 mph; **Margin of Victory:** 02.029 seconds; **Fastest Race Lap:** McDermid 1:38.898 (81.466 mph); **Lap Leaders:** McDermid laps 1-19; Olsen laps 20; **Sunoco Hard Charger:** Baten; **GoPro Hero Move of the Race:** Baten



Rex Covine

PROTOTYPE 1

RACE 7 | Friday, Oct. 10, 2014, 3:30 p.m.

CHAMPION
Chris Farrell

 Utah Region
 C&M mfg/GDR engines/Hoosier/
 Geartronics Stohr WF1 Suzuki


Ken Brown

NEW LIFE

(ABOVE) Chris Farrell (58) made the move from DSR to P1 and picked up the first championship for the class. (RIGHT) Lee Alexander (48) took the silver.

The reshuffling of the former CSR, DSR, and Sports 2000 into Prototype 1 and Prototype 2 finished the season with all three former classes featuring at the Runoffs. In P1, Chris Farrell, last season's DSR National Champion, used the same car, his C&M mfg/GDR engines/Hoosier/Geartronics Stohr WF1 with a 1,000cc Suzuki engine, to effortlessly win the inaugural P1 championship. Farrell took the lead at the start and led all the way, his progress impeded only by a full course yellow occasioned by Kirk Kindsfater's Speads catching fire on lap five. Once the green reappeared, Farrell went on his merry way.

Lee Alexander was last year's CSR champion, and he finished second in his Factory48/APE Raceparts Stohr WF1 powered by a 1,500cc Suzuki. He ran third most of the way, but caught and passed Jim Devenport for second on

lap 15 of 20. The third-place finisher, Devenport, took a third approach to the class, driving his Cranbrook Group, Inc. Norma M20FC, a European built two-seater powered by a passenger-car-based 2,000cc Honda motor. Three different approaches to the top three places on the podium.

After the race, Farrell recounted his day. "I was most worried about the start, as Lee has a much bigger engine than I do. He definitely has a lot of torque on me. I have the classic light, nimble car, while they are bigger and heavier than me. There is no question that in a drag race I would be third in this group.

"At the start, I wanted to get as good a jump as I could," Farrell continued. "I stayed as close as I could to the left and saw Lee coming up behind me. But I had the inside through Turns 1 and 2, and my car is definitely the fastest through Turns 3, 4, and 5. Up the hill from Turn 5 their superior torque means that they can catch me there,



Rex Covine

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Chris Farrell/UTAH (Stohr WF1 Suzuki) **1.22.986** / 1.23.076 / 1.23.258; 2. Jim Devenport/SFR (Norma M20FC Honda) 1.23.665 / No time / **1.23.234**; 3. Lee Alexander/CSCC (Stohr WF1 Suzuki) 1.24.880 / 1.23.358 / **1.23.244**; 4. Kirk Kindsfater/COLO (Speads RS11 Suzuki) 1.23.919 / **1.23.624** / 1.23.953; 5. Gianpaolo Ciancimino/FLA (Stohr WF1 Suzuki) No time / 1.26.300 / **1.24.749**; 6. Christopher Ash/COLO (Speads RS11 Suzuki) 1.25.349 / **1.24.761** / 1.25.092; 7. Dave Tweedlie/CSCC (Stohr WF1 Suzuki) 1.27.013 / 1.27.858 / **1.26.478**; 8. Jeff Lederman/SFR (Stohr WF1 Suzuki) 1.28.077 / **1.27.405** / 1.29.170; 9. Brian Hall/CHI (Stohr WF1 Suzuki) No time / No time / **1.28.893**; 10. John Manfroy/SFR (Stohr WF1 Suzuki) No time / No time / **1.30.052**; 11. Gary Peck/BVR (Stohr WF1 Suzuki) 1.31.572 / **1.31.377** / 1.32.758; 12. John Shine/SFR (Stohr WF1 Suzuki) **1.31.667** / No time / No time;

Devenport - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Ciancimino - Loss of qualifying 1 times per Chief Steward - Supps 10.12 (fuel)

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Chris Farrell (20); 2. Lee Alexander (20); 3. Jim Devenport (20); 4. Christopher Ash (20); 5. Dave Tweedlie (20); 6. John Shine (20); 7. Gary Peck (20); 8. Gianpaolo Ciancimino (14); 9. John Manfroy (12); 10. Jeff Lederman (20); 11. Brian Hall (11); 12. Kirk Kindsfater (4);

Overall Time of Race: 32:29.645;
Average Race Speed: 82.649 mph;
Margin of Victory: 04.325 seconds;
Fastest Race Lap: Farrell 1:22.397 (97.780 mph); **Lap Leaders:** Farrell laps 1-20; **Sunoco Hard Charger:** Shine;
GoPro Hero Move of the Race: Alexander Lederman - Loss of 3 positions in class per SOM - GCR 6.1.1.B

but through the Corkscrew my nimbler car was faster. That meant that I could maintain a lead into the main straight and hope that it was big enough to stay ahead into the hairpin. I was able to get a good gap at the start and build up a five- or six-second lead before the full course yellow.

The yellow, which was for Kindsfater's fire, wiped all of Farrell's hard-earned lead. "I had to be real creative on the restart; I had to be as devious as I could be," Farrell said. "My tires still had grip, more than the others it seems, so I was able to get through Turns 2, 3, and 4 faster than they could, and from there I opened a bit of a lead on [Devenport]. Then [Alexander] got around him, but I had a little in the bag and cranked out a couple laps a second faster than before - and that was it."

Tom Schultz



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SUPER TOURING UNDER

RACE 8 | Friday, Oct. 10, 2014, 4:30 p.m.

Andrie Hartanto was confident going into this year's Runoffs in STU. He is local to Mazda Raceway, owned the track record, and was *SportsCar's* pick to win in the No. 98 CTEngineering/Supertech/Wicked Tuning Honda S2000. "Obviously we have a lot of laps on this track, so there's some advantage," Hartanto said. The only competition he feared was Rylan Hazelton, also a local, in the No. 49 Driving Ambition/HPD/Comptech Honda S2000.

At the start of the race, Hartanto took the lead, with Hazelton slipping in behind him. In third was Carl Young, yet another local driver, in the Chevrolet Cobalt. Apart from a brief period in lap 6 when Young got ahead of Hazelton, that's how the race went until the 19th lap, when Anthony Simmers moved up to third in his Volkswagen GTI.

At the checker, Hartanto had a five-second margin over Hazelton, and then there was a 33-second gap back to Simmers. Young finished fourth after major contact on the last turn of the last lap.

The dominance of the Honda S2000 in this class was undeniable. "I had high hopes and we did a lot of preparation - we really tried everything," remarked Hartanto. "We were on our back foot the first two

days, chasing Rylan who was setting the pole time. We had to tap our friends to come with the alignment equipment on the second day to make sure we could catch this guy. Then we laid down a good lap in the last qualifying session and got the pole."

Hartanto led the entire race flag to flag, so there wasn't much to say except to look to the future.

"It feels incredible," Hartanto said. "I have had a lot of help through this - we don't have a lot of money, so we need a lot of help. The team pulled through so

LOCALS RULE
(ABOVE) Andrie Hartanto (98) and Rylan Hazelton (49) had a two car duel from start to finish.

CHAMPION
Andrie Hartanto
San Francisco Region
CTEngineering/
Supertech/
Wicked Tuning
Honda S2000



Rick Cavonne

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Andrie Hartanto/SFR (Honda S2000) 1.38.355 / 1.38.951 / **1.36.843**; 2. Rylan Hazelton/SFR (Honda S2000) 1.38.053 / 1.38.134 / **1.37.979**; 3. Carl Young/SFR (Chevrolet Cobalt) 1.39.952 / 1.40.934 / **1.39.627**; 4. Cameron Rogers/SFR (Mini Cooper S) 1.41.970 / 1.41.500 / **1.41.005**; 5. Anthony Simmers/COL (Volkswagen GTI) 1.41.684 / 1.43.066 / **1.41.116**; 6. Will Clark/SFR (Honda S2000) No time / 1.42.792 / **1.41.530**; 7. Bruce Trenery/SFR (Acura RSX) **1.44.325** / 1.45.600 / 1.44.536; 8. James Rogerson/HOUS (Pontiac Solstice) 1.48.642 / 1.47.971 / **1.45.555**; 9. James Spurling/CSCC (BMW Z3) 1.56.267 / No time / **1.46.982**; 10. Stephen Mullen/CFR (BMW 328is) 1.55.215 / No time / **1.48.134**; 11. Dale Shoemaker/LV (Mazda Miata) 1.53.796 / 1.52.201 / **1.50.893**;

Mullen - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Andrie Hartanto (20); 2. Rylan Hazelton (20); 3. Anthony Simmers (20); 4. Carl Young (20); 5. Bruce Trenery (20); 6. Will Clark (19); 7. James Rogerson (19); 8. Stephen Mullen (19); 9. James Spurling (19); 10. Dale Shoemaker (18); DNS. Cameron Rogers ();

Overall Time of Race: 36:36.849;
Average Race Speed: 73.349 mph;
Margin of Victory: 05.373 seconds;
Fastest Race Lap: Hartanto 1:38.169 (82.071 mph); **Lap Leaders:** Hartanto laps 1-20; **Sunoco Hard Charger:** Simmers; **GoPro Hero Move of the Race:** Hazelton

many times. We had a lot of accidents that happened throughout the year, but they always pulled through. I have so many people to thank.

"I will definitely be in Daytona next year. I love this feeling, and I want to feel it again."

Jeff Zurschmeide

ALL SCCA CONFERENCES RUN STRONG

Of the 27 races at this year's SCCA National Championship Runoffs, drivers from both the Western Conference and Eastern Conference each claimed a total of nine championships. Drivers from the Mid-States Conference claimed five wins, and Northern Conference drivers claimed four.

The Western Conference ran far stronger than usual this year, but perhaps not as strong as expected, given the distance that Eastern Conference drivers had to tow to make the event.

"I think it's a tremendous advantage," says STU champion Andrie Hartanto of Concord, Calif., about a home-track advantage. "Every lap I turn here, I learn something new. So, with the limited laps that the East Coast guys have here, they don't have that luxury. But a lot of East Coast guys ran really strong. When we go to Daytona, I'll have to do some testing there. I think it's really important."

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**FREEFALLING**

David Daughtery (8) leads
Tom Wickersham (01) out of
the famed Corkscrew.

TOURING 3

RACE 9 | Friday, Oct. 10, 2014, 4:30 p.m.

CHAMPION

David Daughtery

Indianapolis Region
Nissan/Hoosier/Carbotech/
Enkei Nissan 370Z



Rex Conville

The first lap of a Runoffs race is always the most dangerous, and everyone knew that Mazda Raceway Laguna Seca would be particularly unforgiving of mistakes in the first mile. Should there be grief in the opening lap, it would usually be had in the gravel trap of Turn 2, the Andretti Hairpin. But for the Touring 3 class, it happened a little later at the exit of Turn 3. Several cars came together and took outside-front-row qualifier Scotty B. White and past champion Rob Hines out of the running.

But if Tire Rack polesitter David Daughtery in the No. 8 Nissan/Hoosier/Carbotech/Enkei Nissan 370Z saw any of this, he saw it in his rear view mirror, having grabbed the lead at the flag. After the mess, sixth-place starter Marc Feinstein in the No. 93 German Performance

D.E. Baer

Services/Hoosier/AWE Audi S4 emerged in second place, followed by seventh-place starter Tom Wickersham in the No. 01 Maine Straight/Competition Autowerks Ford Mustang in third position.

"I felt bad for everyone who lost their cars, but I'll take it," Wickersham said after the race. "I was excited to be there."

By the seventh lap of the 20-lap contest, Wickersham had moved past Feinstein into second, and he challenged Daughtery for the lead in the closing laps, splitting around lap traffic and briefly holding the lead twice before dropping back to fourth and then working his way back to second. Feinstein finished the race in third position.

"I was waiting for [Daughtery] to make a mistake and give it to me, but in the end I made the mistake," Wickersham admitted.

For his part, Daughtery was ecstatic to win his eighth championship, his first coming in 1993 and his last

I had enough to make one more good run at him, but he gave me the gift, and I'll take it"
DAVID DAUGHTERY

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/ Time Session 2/Time Session 3; 1. David Daughtery/IND (2009 Nissan 370Z) 1.40.273 / 1.40.506 / **1.39.531**; 2. Scotty White/NWST (2012 Ford Mustang) **1.39.630** / No time / 1.40.484; 3. Rob Hines/WDC (2007 Nissan 350Z) 1.40.995 / 1.39.986 / **1.39.906**; 4. Jason Ott/COLO (2007 BMW Z4 M) 1.40.776 / 1.41.019 / **1.39.971**; 5. Kevin Boehm/OVR (2007 Honda S2000) 1.41.133 / 1.41.238 / **1.40.046**; 6. Marc Feinstein/NER (2013 Audi S4) No time / 1.41.812 / **1.40.467**; 7. Tom Wickersham/SFR (2011 Ford Mustang) No time / 1.41.057 / **1.40.739**; 8. Sage Marie/CSCC (2010 Acura TL) **1.41.589** / 1.42.945 / No time; 9. Mark Boden/CHI (2006 BMW M3) **1.42.576** / 1.42.969 / No time; 10. James Leithauser/COLO (2008 BMW Z4 3.0Si) **1.42.716** / 1.43.982 / 1.44.330; 11. Aaron Kaplan/CHI (2004 BMW M3) 1.43.997 / 1.44.748 / **1.43.153**; 12. John Baker/ORE (2005 Nissan 350Z) 1.44.251 / 1.45.762 / **1.43.777**; 13. Dan Spirek/COLO (2007 BMW Z4 M) 1.47.343 / 1.47.546 / **1.45.600**; 14. Anthony Lanza/CSCC (2006 Lotus Exige) **1.46.581** / No time / 1.47.054; 15. Kevin Fandozzi/PHL (2008 Chevrolet Cobalt SS) No time / No time / **1.46.587**;

Feinstein - Loss of qualifying 1 times per Chief Steward - GCR 9.1.9.2.D.5.a.1 page 835

Wickersham - Loss of qualifying 1 times per Chief Steward - GCR 9.1.2.D.5.a.1 page 835

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. David Daughtery (20); 2. Tom Wickersham (20); 3. Marc Feinstein (20); 4. Sage Marie (20); 5. Kevin Boehm (20); 6. Rob Hines (20); 7. Mark Boden (20); 8. Aaron Kaplan (19); 9. James Leithauser (19); 10. Dan Spirek (19); 11. John Baker (18); 12. Anthony Lanza (18); 13. Kevin Fandozzi (5); 14. Scotty White (0); 15. Jason Ott (0);

Overall Time of Race: 37:45.093; **Average Race Speed:** 71.139 mph; **Margin of Victory:** 06.272 seconds; **Fastest Race Lap:** Daughtery 1:40.745 (79.972 mph); **Lap Leaders:** Daughtery laps 1-13, 15, 17-20; Wickersham laps 14, 16; **Sunoco Hard Charger:** Marie; **GoPro Hero Move of the Race:** Wickersham

SURVIVOR

Marc Feinstein emerged a little worse for wear from the dust up in Turn 3 on the opening lap, but drove on to a podium finish.

in 2002. "I never did quit," said Daughtery of his SCCA hiatus that spanned from 2004-'12. "I love circle track racing, and that's what I've been doing forever. Then Nissan Motorsports asked if I wanted to come back to road racing, and I said, 'Sure, but I don't have any money.' They said, 'Let's make this work.' So, here we are."

Daughtery also had high praise for Wickersham: "I've never raced with [Wickersham] before, but we ran the corners clean, side by side. We were sideways coming off of Turn 11, putting power down, and we never bumped each other, never hit each other. I just managed to spook him in one turn and that was what it took. I had enough to make one more good run at him, but he gave me the gift, and I'll take it."

Rick Corvino



Like all champions, Daughtery had many people to thank: "First off, my wife Toni - I couldn't do it without her. Nissan Motorsports, Hoosier tire, Carbotech brakes, Enkei wheels, Hal from Dynasty who tuned the car up before we got here, and the SCCA for putting on great events. I can't wait to go to Daytona," Daughtery said.

Jeff Zurschmeide

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There are a lot of ways to win a race in SCCA, but running up to the checkered flag trailing more smoke than a coal-fired locomotive is one of the least common. However, as long as the engine was running strong, Cliff Ira was not going to park the No. 36 Fira Motorsports Acura Integra GSR.

But before he could send those victory smoke signals to the sky, Ira had to fight a pitched battle with Spencer Trenery in his No. 8 Fantasy Junction/TOP1 Motors Mazda MX-5 Miata and Brian Laughlin in the No. 27 Tulsa Radiology/Mazda/Hoosier/JPM Mazda Miata.

Although Ira qualified on the pole, Trenery took an early lead

and built what looked like an insurmountable gap of five seconds by the halfway point.

"I knew we were going to be strong in the opening laps, because it was cool outside and we were running on the softest compound tire available," Trenery said. "But right about lap eight or nine I could feel the tires start to go away a little bit."

From lap 10 to 16, Ira chipped away at Trenery's lead, with Laughlin close behind the whole way. Ira closed the deal in Mazda Raceway's fast Turn 6, and Laughlin followed the new leader around Trenery in the Corkscrew.

"I was on one-scrub Hoosier R7s and [Trenery] was on the A7s," Ira said. "I was scary loose for the first couple of laps, but when they came in, they were fine."

With just a few laps remaining, Ira was now focused on building his lead, but in lap 18, smoke began billowing out from under Ira's car.

"Selfishly, I was thinking, 'Come on baby, let go,' but I was afraid to push it because I thought I felt oil on the track, so I decided not to risk throwing it away on something stupid," Laughlin said.

The final three laps of the race provided plenty of speculation about whether Ira's car would hold on, but he trailed that smoke right up to the checkered flag, bringing the car around with a coating of oil on the hood. Laughlin finished two seconds later,



Rick Corwine



Rick Corwine

CHAMPION
Cliff Ira
 Buccaneer Region
 Fira Motorsports
 Acura Integra GSR

SUPER TOURING LITE

RACE 10 | Saturday, Oct. 11, 2014, 8:30 a.m.



Ken Brown

PATIENTS

Spencer Trenery (LEFT) and Cliff Ira (ABOVE, 36) took very different approaches to the race setup, with Ira waiting for the battle to come to him in the latter parts of the race. Brian Laughlin (ABOVE, 27) finished second.

and Trenery another 4.5sec back.

"I had enough to make oil pressure, and that's all I needed," said Ira.

"I wasn't losing any power so I was thinking that if I could breathe, I could win. The smoke was all in the cockpit, but I had oil pressure to the end."

On the podium, Ira acknowledged the uncertain part of racing: "We talk about luck, and sometimes the Runoffs is 90 percent luck. I guess luck was on my side today. I thought my motor was going to let go. I didn't know what was going on, but I got lucky. I gotta give hats off to these guys, Laughlin and Trenery. They drove a good race."

Jeff Zurschmeide



RESULTS

Qualifying Pos. Driver/Region (Car) Time
Session 1/Time Session 2/Time Session 3; 1. Cliff
 Ira/BUCC (Acura Integra GSR) 1.43.738 /
 1.42.039 / **1.41.729**; 2. Brian Laughlin/NEOK
 (Mazda Miata) 1.43.670 / **1.41.961** / 1.42.296; 3.
 Robert Schader/COLORADO (Mazda MX-5 Miata)
 1.43.344 / 1.42.798 / **1.42.087**; 4. Spencer
 Trenery/SFR (Acura Integra) 1.43.238 /
 1.42.707 / **1.42.555**; 5. Brian Shanfeld/OVR
 (Honda Civic Si) 1.44.813 / 1.42.700 / **1.42.596**;
 6. Tim Auger/SFR (Acura Integra) 1.45.045 /
1.42.665 / 1.44.451; 7. Jim Drago/MIDS (Mazda
 Miata) 1.43.475 / 1.43.238 / **1.43.196**; 8. Thomas
 Lepper/SFR (Honda Civic) 1.44.876 / **1.44.773** /
 No time; 9. Oscar Jackson/CSCC (Mazda Miata)
 1.48.048 / No time / **1.44.922**; 10. Tom Mannell/
 SFR (Mazda RX-7) 1.46.514 / 1.46.041 /
1.45.061; 11. Mark Drennan/SFR (Mazda Miata)
 1.46.151 / 1.46.002 / **1.46.000**; 12. Greg Amy/
 NER (Acura Integra) 1.46.549 / **1.46.461** /

1.46.478; 13. John Grillos/SFR (Mazda Miata) No
 time / 1.47.031 / **1.46.848**; 14. Paul Whiting/LV
 (Honda CRX) 1.47.611 / 1.47.801 / **1.47.034**; 15.
 Jason Godfrey/SFR (Mazda Miata) No time /
1.47.209 / 1.47.563; 16. James Bishop/CSCC
 (Toyota Celica) 1.48.433 / 1.47.614 / **1.47.212**;
 17. Ken Sutherland/ORE (Mazda Miata) **1.47.737** /
 No time / 1.47.891; 18. Brian Cashion/AZ (Mazda
 RX7) 1.48.672 / **1.48.338** / No time; 19. Colin
 Rosenberg/CSCC (Honda Civic Si) 1.49.597 /
1.48.428 / 1.49.165; 20. Jason Gress/CSCC
 (Mazda RX-7) 1.54.506 / 1.54.306 / **1.48.566**;
 21. Michal Karpinski/SFR (Mazda RX-7) No time /
 2.03.741 / **1.51.152**; 22. Paul Seiferth/AZ (Mazda
 RX-7) 1.53.422 / **1.53.123** / 1.53.295; 23. Dan
 Harding/NEO (Mazda Miata) 1.59.774 / 1.56.972
 / **1.56.152**;

Grillos - Loss of qualifying 1 times per Chief
 Steward - GCR 9.1.1.B.20

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Cliff Ira
 (20); 2. Brian Laughlin (20); 3. Spencer Trenery (20);
 4. Jim Drago (20); 5. Tim Auger (20); 6. Tom Mannell
 (20); 7. Thomas Lepper (20); 8. Greg Amy (20); 9.
 James Bishop (20); 10. John Grillos (20); 11. Colin
 Rosenberg (19); 12. Brian Cashion (19); 13. Jason
 Gress (19); 14. Michal Karpinski (19); 15. Dan Harding
 (18); 16. Paul Seiferth (18); 17. Robert Schader (15);
 18. Oscar Jackson (10); 19. Paul Whiting (9); 20.
 Brian Shanfeld (0); DNS. Mark Drennan (); DNS.
 Jason Godfrey (); DNS. Ken Sutherland ();

Overall Time of Race: 34:20.849; **Average Race
 Speed:** 78.189 mph; **Margin of Victory:** 02.014
 seconds; **Fastest Race Lap:** Ira 1:41.749 (79.183
 mph); **Lap Leaders:** Trenery laps 1-15; Ira laps
 16-20; **Sunoco Hard Charger:** Rosenberg; **GoPro
 Hero Move of the Race:** Laughlin

Schader - Previous disqualification rescinded per COA



PROTOTYPE 2

RACE 11 | Saturday, Oct. 11, 2014, 9:30 a.m.

KEEP IT CLEAN

Fabian Okonski (4) stayed out of trouble and found the right setup to finish on the top step of the podium.

The Prototype 2 race had many surprises, three full course yellows, changes of the lead, and an unexpected one-two finish for modified Sports 2000 cars, which theoretically are inferior to the former DSR cars. Unfortunately, the biggest surprise occurred after the race as the first two cars were deemed to have passed the leader under the third double yellow situation.

Fabian Okonski was the leader who was passed, and it also was he who ultimately became champion. He had his Simplicity in Sound Mobile Audio/GDRE Stohr O1D Suzuki in the top three all race and had taken the lead from the Tire Rack polesitter Robert

Kazen (Kazen Racing Engines West WR1000 Kawasaki) on lap nine, only to have the fateful full course yellow appear. David Ferguson (Veracity Racing Data/Mazda Van Diemen

"My car is geared for restarts, and with three of them today that played in my favor"
FABIAN OKONSKI

RFS-03 Mazda) and Mark Mercer (Hoosier Tire/Ferenco Lola T-90/90 Mazda) both passed Okonski in the confusion, and that was the order they passed under the checkered flags.

While the excitement continued after the race, Ferguson's week was not uneventful either. "I was not satisfied with practice and qualifying," said Ferguson. "I had a bad time. The engine ECU acted up for days, cutting out constantly. I went back to my shop and the trailer broke down. So I have a borrowed trailer. Then the wing broke. So, in the race, I fell back a bit, regrouped, and did some more learning."

Next everyone had to get past the start. "At the start, it appeared that John Bosso spun in the first turn," said Ferguson. "I was expecting some mayhem, so I went wide. Paul Decker then hit Bosso, and someone hit me."



Rick Corvino



around him in Turn 9," Ferguson explained immediately after the race. "It might have been some flag situation, but we are going to find out about that."

It didn't take long for the decision and, in the end, it was Okonski on the top step. Ferguson was moved to second, and Mercer to third.

Tom Schultz



Ken Brown

Ken Brown

CHAMPION

Fabian Okonski

San Francisco Region
Simplicity in Sound Mobile Audio/
GDRE Stohr 01D Suzuki

I felt a tap and saw some color in my mirrors, but the car was OK."

"Those of us who run here a lot know about the Turn 1 mayhem," said Okonski, "so I stayed on my line and kept my eyes open. Fortunately, the crash happened outside of me and I was able to get through. On the restarts, Kazen appeared to be sluggish - why, I cannot imagine - but I was able to take advantage of the situation. My car is geared for restarts, and with three of them today that played in my favor."

Then came the pass under yellow that decided the championship title. "I was chasing Fabian and it looked like he slowed down a bit as I went

LEARNING CURVE

Prototype 2 brought with it some new challenges, and David Ferguson (TOP RIGHT) found the right combination for second place. (ABOVE RIGHT) Mark Mercer moved up from seventh on the grid to stand on the podium.



Sydney Davis

TOP OF THE WORLD

The view from the Corkscrew is hard to beat, and without a doubt the workers have the best seat in the house. The risk and rewards in this corner can be great as drivers attempt passes in the storied turn, so workers here need to be ready for action.

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Robert Kazen/CSCC (West WR1000 Kawasaki) 1.32.509 / 1.30.943 / **1.26.993**; 2. John Bosso/SFR (Fox RF3 Suzuki) 1.30.154 / **1.28.813** / 1.30.633; 3. Fabian Okonski/SFR (Stohr 01D Suzuki) 1.29.712 / **1.29.156** / 1.29.921; 4. Paul Decker/SFR (Decker MK-1 Suzuki) 1.31.052 / 1.30.817 / **1.29.166**; 5. Kevin Mitz/SFR (Stohr WF1 Suzuki) 1.31.353 / **1.29.429** / 1.30.525; 6. David Ferguson/CSCC (Mazda Van Diemen RFS-03 Mazda) 1.32.516 / **1.29.530** / 1.29.844; 7. Mark Mercer/COLO (Lola 90 Mazda) **1.29.809** / 1.30.203 / 1.31.013; 8. Sherman Chao/FLA (Stohr WF1 Suzuki) 1.32.386 / **1.29.859** / 1.30.819; 9. Richard Colburn/CIN (Nostendo 2 Suzuki) 1.32.915 / 1.31.769 / **1.30.317**; 10. Mike Reupert/MILW (Nostendo 1 Arctic Cat) **1.30.477** / 1.34.531 / **1.32.010**; 11. David Arken/SFR (AMAC AM7 Kawasaki) 1.33.624 / **1.32.820** / 1.31.007; 12. Anders Graff/MILW (Prince LSR Kawasaki) 1.34.485 / 1.33.276 / **1.32.684**; 13. Jack Donnellan/OKLA (Lola B07/90 Ford) 1.34.878 / **1.34.303** / 1.34.617; 14. Doug Piner/NCR (Dauntless MX-1 Suzuki) No time / 1.37.904 / **1.34.376**; 15. Roger Nuttall/SFR (Carbir CS2 Ford) 1.36.966 / 1.45.729 / **1.34.941**; 16. Bruce Gurney/COLO (Carbir CS-2 Ford) 1.51.825 / **1.40.843** / 1.44.908;

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Fabian Okonski (20); 2. David Ferguson (20); 3. Mark Mercer (20); 4. Anders Graff (20); 5. David Arken (20); 6. Jack Donnellan (20); 7. Roger Nuttall (20); 8. Doug Piner (20); 9. Bruce Gurney (20); 10. Robert Kazen (13); 11. Sherman Chao (10); 12. Richard Colburn (8); 13. Paul Decker (8); 14. Kevin Mitz (4); 15. Mike Reupert (3); 16. John Bosso (0);

Overall Time of Race: 38:01.452;
Average Race Speed: 70.629 mph;
Margin of Victory: 15.981 seconds;
Fastest Race Lap: 1:27.930 (91.627 mph); **Lap Leaders:** Kazen laps 1, 3-8; Okonski laps 2, 9; Ferguson laps 10-20;
Sunoco Hard Charger: Graff; **GoPro Hero of the Race:** Okonski

Mercer - Loss of 1 position per SOM - GCR 6.1.1.B

Ferguson - Loss of 1 position per SOM - GCR 6.1.1.B



Richard S. James

MAZDASPEED
 Matt Reynolds (LEFT) led a Mazda sweep in E Production, with Jim Daniels (OPPOSITE, 76) coming home second, and Aaron Downey (BELOW) in third.



Rick Corwin

E PRODUCTION

RACE 12 | Saturday, Oct. 11, 2014, 10:30 a.m.

CHAMPION >

Matt Reynolds

Alamo Region

ReynoldsBros Rcg/JPM/
 WintageConnect Mazda Miata

The E Production race was scheduled to start at 10:30 a.m., but heavy morning fog delayed the racing by several hours. There was concern that the races might have to be shortened, but a great effort by the workers meant that all races would have their fully allotted time. The green fell at 12:39 p.m. and the day had warmed quite a bit. It can't be known if an earlier start might have produced a different outcome - probably not, but every fast qualifying time among the top five was set in cooler, early morning sessions.

Jim Daniels had the provisional pole the first two days of qualifying in his WebLabs.com Mazda Miata, but Reynolds took Tire Rack pole for the race on Thursday morning in his ReynoldsBros Rcg/JPM/VintageConnect Mazda Miata. "We came in; the car didn't feel great practicing on Monday," said Reynolds. "Tuesday we knew we had a faster car but still had some push. I just didn't get a good time on Tuesday. We knew Thursday would be the day and made sure the car was ready."

At the start, it was three wide into the Hairpin with Reynolds, Daniels, and Aaron Downey (roundpeg.com/Mazdaspeed/Carbotech Mazda RX-3) all looking for the lead. Coming out of Turn 2, there was some slight contact. "Yeah, there was a little bit, but it was just a racing deal," said Reynolds. "I was coming out and thought I was clear and probably cut over in front of [Daniels]. He got the lead, and we kept racing." That lasted until the middle of the second lap. Reynolds, Daniels, and

Downey were close together, but Daniels went into Turn 6 and had a wiggle that sent him wide, and Reynolds was through and gone. His lead would stretch until he was 20.276 seconds ahead at the checker.

"At the end of the day I got loose," said Daniels. "I hadn't been loose all week." Downey was right behind him, so he settled down to see what times he could turn and not use up his tires. It was fast enough to keep Downey behind him, but not near enough to catch the Miata ahead.

But Downey himself was in trouble. He lost second gear, forcing him to use first in some corners. "I held onto it with everything I had," he said. It was enough, but barely so. Bruce Qvale closed to just over a half second of Downey at the checker.

All three drivers were very complimentary of Mazda and Mazda Raceway Laguna Seca, but Downey may have said it best: "I've raced Mazdas for the last 12 years. With their support, we've done some great things, but to do it in their backyard is tremendous."

Tremendous indeed.

J. Michael Hemsley



Richard S. James

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Matt Reynolds/ALMO (Mazda Miata) 1.38.362 / 1.38.665 / **1.37.119**; 2. Jim Daniels/MIDS (Mazda Miata) 1.37.973 / 1.38.639 / **1.37.863**; 3. Jesse Prather/KAN (Mazda MX-5) **1.39.738** / 1.40.433 / No time; 4. Josh Carroll/CSCC (Mazda RX-7) 1.40.941 / 1.41.787 / **1.39.954**; 5. Aaron Downey/SFR (Mazda Miata) **1.40.135** / 1.40.775 / 1.41.147; 6. Jon Brakke/LOL (Mazda Miata) 1.41.004 / **1.40.975** / 1.41.341; 7. Bruce Qvale/SFR (Jensen-Healey Healey) No time / 1.43.329 / **1.41.495**; 8. Roland Kamber/SFR (Mazda RX-7) 1.43.648 / **1.41.791** / 1.43.464; 9. Anthony Jimerson/SFR (Mazda RX-7) No time / **1.42.155** / No time; 10. Rick Kosdrosky/TEX (Caterham 7 America) 1.44.662 / 1.43.899 / **1.42.362**; 11. Larry Cooper/SFR (Datsun 240z) 1.43.406 / 1.42.650 / **1.42.362**; 12. Philip Royle/CSCC (Mazda RX-7) 1.44.774 / 1.44.289 / **1.42.558**; 13. Jamie Blust/CDR (Mazda RX-7) 1.50.667 / 1.44.875 / **1.42.976**; 14. Joe Kelly/CSCC (Caterham 7 America) No time / 1.47.863 / **1.43.671**; 15. John Longwell/COLORADO (BMW 328is) No time / **1.44.135** / No time; 16. Mike Halbrook/TEX (Caterham 7 America) 1.45.742 / **1.45.406** / No time; 17. Scott Graf/NWST (Nissan 260-Z) **1.45.819** / 1.45.959 / 1.48.166; 18. Steven Sacks/SFR (Mazda RX-7) No time / 1.49.725 / **1.46.682**; 19. Kale Swifts/NWST (Mazda RX-7) 2.04.967 / 1.49.025 / **1.46.818**; 20. Phil Mendelovitz/CSCC (Nissan SRL 311U) 1.59.847 / 1.49.517 / **1.47.647**; 21. Paul Pineider/TEX (Caterham 7 America) **1.47.905** / 1.50.236 / 1.48.524; 22. Larry Svaton/HOUS (Caterham 7 America) 1.53.708 / 1.49.782 / **1.48.032**; 23. Guy Ruse/COLORADO (Mazda RX-7) 1.49.961 / **1.48.548** / 1.49.238; 24. James Hagerty/CSCC (Mazda RX-7) 1.54.210 / 1.53.117 / **1.48.991**; 25. Brandon Droese/CSCC (Mazda RX-7) 1.56.321 / 1.53.706 / **1.49.929**; 26. Michal Karpinski/SFR (Mazda RX-7) 2.11.425 / No time / **1.51.141**; 27. Matthew Insley/SFR (Pontiac Fiero GT) No time / 1.58.080 / **1.57.240**;

Qvale - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1b

Qvale - Loss of qualifying 1 times per Chief Steward - GCR

9.15.E.n.2, 9.1.5.E.2n.2, 7.2.F.5, 12.3.C.2

Halbrook - Loss of qualifying 3 times per Chief Steward - Supps 10.12 (fuel)

Longwell - Loss of qualifying 1 times per Chief Steward - GCR 6.1.1b

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Matt Reynolds (20); 2. Jim Daniels (20); 3. Aaron Downey (20); 4. Bruce Qvale (20); 5. Jon Brakke (20); 6. Josh Carroll (20); 7. Roland Kamber (20); 8. Jamie Blust (20); 9. Larry Cooper (20); 10. Rick Kosdrosky (20); 11. Mike Halbrook (20); 12. Kale Swifts (19); 13. Philip Royle (19); 14. Joe Kelly (19); 15. Steven Sacks (19); 16. Scott Graf (18); 17. Michal Karpinski (18); 18. Brandon Droese (18); 19. James Hagerty (18); 20. Larry Svaton (18); 21. Matthew Insley (17); 22. Anthony Jimerson (10); 23. Phil Mendelovitz (8); 24. Guy Ruse (6); 25. Paul Pineider (4); DNS. Jesse Prather (); DNS. John Longwell ();

Overall Time of Race: 33:11.620; **Average Race Speed:** 80.907

mph; Margin of Victory: 20.276 seconds; **Fastest Race Lap:**

Reynolds 1:38.105 (82.124 mph); **Lap Leaders:** Daniels laps 1;

Reynolds laps 2-20; **Sunoco Hard Charger:** Michal Karpinski;

GoPro Hero Move of the Race: Reynolds

Richard S. James



"I was coming out and thought I was clear and probably cut over in front of [Daniels]"
■ MATT REYNOLDS



GT-2

RACE 13 | Saturday, Oct. 11, 2014, 11:30 a.m.

RUNAWAY

(ABOVE) About the only time the field was within view of Andrew Aquilante was at the start. Aquilante quickly built a gap and all but turned on the car's cruise control.

Perhaps the only thing more impressive than building a GT-2 car in a few weeks before it makes its Runoffs debut is putting that same car on the Tire Rack pole with 1.75sec to spare, then running away to a half-minute victory. That's what Andrew Aquilante did in the Phoenix Performance/Hoosier/Hawk Chevrolet Corvette, beating a pair of Porsche GT2

Cup cars in the process for his second championship of 2014 (he collected the Touring 1 title on the Friday).

Phoenix finished the car, built for customer John Yarosz (whose previous Corvette Aquilante also drove to the GT-2 victory at Road America in 2013) shortly before it was time for the truck to leave Pennsylvania for Monterey. Due to

the short qualifying sessions, he never really had a chance to drive it beyond a few laps.

"With the way the schedule had to be here, we didn't really have that much time on track," Aquilante said. "So, really past lap six was a little bit of a mystery going into it. The Hoosier comes up to temperature really quick. It's a little warmer than I was expecting



Rupert Berrington



Rick Conwre

it to be. I wasn't concerned, but I knew in the back of my mind that the slick tires come up to temperature a little bit later, but they start getting faster and faster."

Still, nothing seemed to bother Aquilante as he built up a nice gap over Porsche driver and second-place qualifier John Kachadurian.

"Once I started catching traffic, I was pretty much in cruise control," Aquilante said. "I backed up the braking points because it was getting really slippery out there. You can't back off, because your mind will wander off to other things, so you just back off a

"I was able to get close enough to him to put a little pressure on him," explained Trenery. "Unfortunately for him, at the top of the hill he came upon a lapped car in a place where there isn't a lot of extra room on the racetrack, and the gentleman wasn't particularly aware. Initially [Kachadurian] tried to pass him on the right and bailed out of that move, then tried to pass him on the left and he shut the door on him, sending both off driver's left. That basically handed me second place."

Kachadurian pulled into the pits with damage, and Mark Boden found himself on the podium in his Fall-Line Motorsports Porsche GT3 Cup. The fastest of the tubeframe cars was Jim

"You can't back off, because your mind will wander off to other things"
ANDREW AQUILANTE

Goughary's Nissan 350Z. Goughary advanced nine spots to claim the Sunoco Hard Charger award, while Aquilante's runaway win for his fifth championship and second double title in the same year earned him the GoPro Hero Move of the Race.

Richard S. James



Rick Conwre

CHAMPION

Andrew Aquilante
Philadelphia Region
Phoenix Performance/Hoosier/
Hawk Chevrolet Corvette

RUNAWAY (TOP RIGHT)

Spencer Trenery spent much of the race stalking John Kachadurian. Trenery he got his chance to pounce after a run in with a lapper, and came away with second place.

smidge...that extra two or three percent you leave there is enough to prevent bad things from happening."

Kachadurian wasn't so lucky. He had third-qualifier Spencer Trenery breathing down his neck in the Fantasy Junction Porsche GT3 Cup, so taking his time to get through traffic as the race was in its final laps was not an option.



Sydney Davis

THANK A FLAGGER

SCCA workers of all types are instrumental to the success of events like the Runoffs. They help keep the event organized and moving, and keep the drivers safe, all for the love of the sport. The most visible of these workers are the flaggers, who help control the flow of on-track activities with studious use of the various advisory flags.

RESULTS

Qualifying Pos. Driver/Region (Car)

Time Session 1/Time Session 2/Time Session 3; 1. Andrew Aquilante/PHL (Chevrolet Corvette) 1.31.728 / 1.29.955 / **1.29.812**; 2. John Kachadurian/CHI (Porsche GT3 Cup) 1.33.951 / 1.32.064 / **1.31.582**; 3. Spencer Trenery/SFR (Porsche GT3 Cup) 1.33.681 / **1.31.682** / 1.33.021; 4. Mark Boden/CHI (Porsche GT3 Cup) 1.34.840 / **1.32.539** / 1.33.408; 5. William Brinkop/SFR (Chevrolet Corvette) 1.35.420 / **1.32.869** / 1.33.724; 6. Michael von Quilich/CSCC (Dodge Viper) 1.36.417 / **1.33.822** / 1.34.867; 7. Scotty White/NWST (Dodge Viper) 1.39.476 / 1.34.210 / **1.34.123**; 8. Oli Thordarson/CSCC (Chevrolet Corvette) 1.37.843 / **1.34.292** / 1.34.486; 9. Ken Muth/NWST (Nissan 240SX) 1.41.173 / **1.35.422** / 1.35.602; 10. Mark Ruden/SFR (Chevrolet Monte Carlo) 1.37.858 / **1.35.961** / 1.37.582; 11. Rick Parker/AZ (Porsche GT3 Cup) 1.44.291 / 1.36.590 / **1.36.128**; 12. Robert Kahn/CSCC (Chevrolet Corvette) No time / No time / **1.36.280**; 13. Jim Valdez/COLORADO (BMW M3 (E46)) 1.40.263 / 1.37.794 / **1.36.520**; 14. Jim Goughary/NER (Nissan 350Z) **1.36.898** / 1.58.860 / No time; 15. John Stott/CSCC (Mazda RX-7) 1.40.832 / **1.38.851** / 1.39.253; 16. Mark Kibort/SFR (Porsche 928S4) 1.43.235 / **1.39.827** / 1.50.347; 17. Wayne Graham/CSCC (Mazda RX-7) **1.42.077** / 1.40.090 /

1.40.714; 18. Robert Kelley/CSCC (Chevrolet Monte Carlo) No time / No time / **1.40.324**; 19. Leroy Lacy/CSCC (Sunbeam Tiger) 1.52.776 / No time / **1.42.638**;

Kahn - Loss of qualifying 2 times per Chief Steward - Supps 10.12 (fuel)

Kelley - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Lacy - Loss of qualifying 2 times per Chief Steward - GCR 9.1.2.F.6.12

Race 20 laps, 45 Miles: Pos. Driver (Laps);

1. Andrew Aquilante (20); 2. Spencer Trenery (20); 3. Mark Boden (20); 4. Scotty White (20); 5. Jim Goughary (20); 6. Robert Kahn (20); 7. Mark Ruden (19); 8. Rick Parker (19); 9. Michael von Quilich (19); 10. John Stott (19); 11. Wayne Graham (19); 12. Leroy Lacy (19); 13. John Kachadurian (17); 14. Ken Muth (16); 15. Jim Valdez (16); 16. William Brinkop (7); 17. Mark Kibort (4); 18. Robert Kelley (9); DNS. Oli Thordarson ();

Overall Time of Race: 30:33.904; **Average Race Speed:** 87.865 mph; **Margin of Victory:** 26.561 seconds; **Fastest Race Lap:** Aquilante 1:30.267 (89.255 mph); **Lap Leaders:** Aquilante laps 1-20; **Sunoco Hard Charger:** Goughary; **GoPro Hero Move of the Race:** Aquilante

Kelley - Moved to last finishing position per SOM - GCR 5.7.3 (sound)



Rick Convine

FORMULA ENTERPRISES

RACE 14 | Saturday, Oct. 11, 2014, 1:30 p.m.

CHAMPION
Scott Rettich

Ohio Valley Region

Alliance Autosport/

PDI Comm Systems FE

RESULTS
Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time

Session 3; 1. Scott Rettich/OVR (SCCA Formula Enterprises) 1.29.652 / 1.30.103 / **1.29.120**; 2. Robin Shute/SFR (SCCA Formula Enterprises) 1.29.789 / **1.29.306** / 1.29.656; 3. Brandon Aleckson/SFR (SCCA Formula Enterprises) 1.36.121 / 1.30.919 / **1.30.439**; 4. Reece Everard/DET (SCCA Formula Enterprises) 1.31.949 / 1.31.326 / **1.30.756**; 5. Justin Huffman/WDC (SCCA Formula Enterprises) 1.32.955 / 1.33.408 / **1.31.881**; 6. John Yeatman/SFR (SCCA Formula Enterprises) 1.33.337 / 1.32.796 / **1.32.354**; 7. Steve Grundahl/MILW (SCCA Formula Enterprises) 1.34.291 / 1.33.354 / **1.32.856**; 8. Jeff Read/SFR (SCCA Formula Enterprises) 1.36.167 / **1.33.543** / 1.34.242; 9. Eric Cruz/NCR (SCCA Formula Enterprises) 1.35.263 / 1.35.985 / **1.35.097**; 10. Henry Donohoo/COLO (SCCA Formula Enterprises) 1.49.493 / 1.44.302 / **1.42.862**; 11. Keith McDonald/WDC (SCCA Formula Enterprises) No time / **1.44.534** / No time;

Race 20 laps, 45 Miles: Pos. Driver

(Laps); 1. Scott Rettich (20); 2. Robin Shute (20); 3. Reece Everard (20); 4. John Yeatman (20); 5. Justin Huffman (20); 6. Jeff Read (20); 7. Eric Cruz (20); 8. Keith McDonald (20); 9. Henry Donohoo (19); 10. Steve Grundahl (18); 11. Brandon Aleckson (2);

Overall Time of Race: 32:09.993;
Average Race Speed: 83.490 mph;
Margin of Victory: 02.863 seconds;
Fastest Race Lap: Rettich 1:28.666 (90.867 mph); **Lap Leaders:** Rettich laps 1-20; **Sunoco Hard Charger:** McDonald; **GoPro Hero Move of the Race:** Shute

The surest bet coming into the Runoffs was that Scott Rettich would win Formula Enterprises. After all, he had won three of the previous four, the only miss being due to a mechanical failure. Further, he had stormed through the 2014 season, winning as he pleased. Hence, it was no surprise when Rettich (Alliance Autosport/PDI Comm Systems FE) cruised to an easy victory, leading all the way, and winning seemingly effortlessly. The only impediment was a full course caution near the end, erasing his sizeable lead. However, when the green flew with three laps left, Rettich jumped out and pulled away once again, winning by a deceptive margin of 2.86sec.

The race itself was largely uneventful. The first three places were fixed as of lap three of 20, with Robin Shute (RobinShuteRacing.com/

Bulldog Mtspt FE) finishing second and Reece Everard third.

But the on-track drama was at the start of the race when Brandon Aleckson tried a move in the first turn, only to go wide and fall all the way to the back. He pitted a lap later, his day done.

"That was a bold move by Aleckson," Everard said later. "I saw him coming and thought that he would not make it. I thought that I might get caught, but Robin [Shute] gave me room and we both got through."

Everard stayed ahead of Shute for a few laps, "but eventually I couldn't hold on anymore and he was able to get by me. We caught traffic and he was better than I was in getting through."

When asked if he felt diminished pressure due to his heavy favorite status, Rettich replied, "I did feel a lot of pressure. I did not know the locals and how fast they would be. I did not make the long trek out here earlier in the year to see the track. I had to make the most of the limited time this week to get the car set up. I had good sessions and had the car all dialed in for the race."

Rettich also noted that he paid special attention while coming through the Formula Mazda pack, which Enterprises shared a race group with.

His secret to success at the Runoffs? "I started with a conservative setup,"

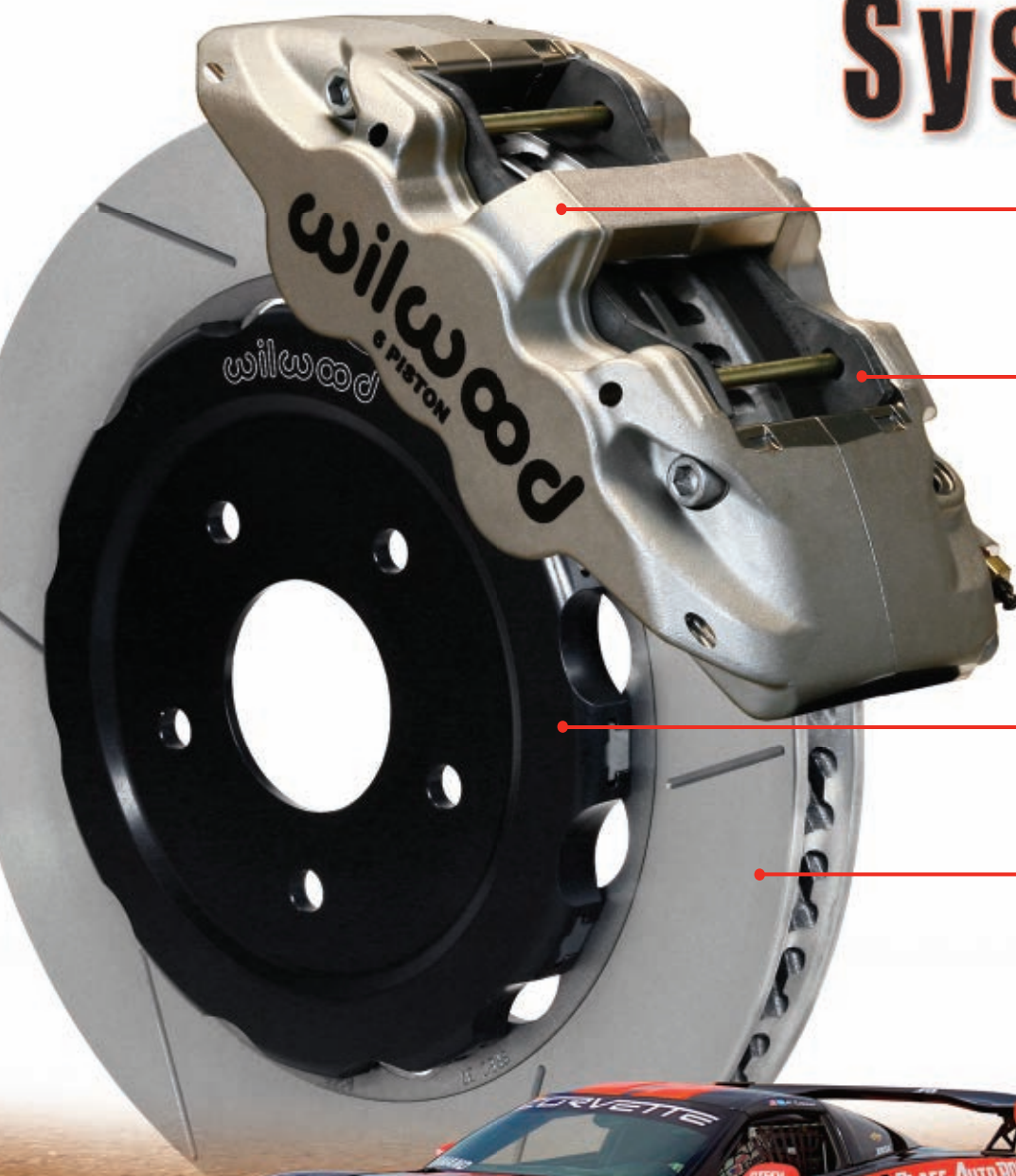
CLEAN SWEEP

Scott Rettich claimed a flag-to-flag victory, but nothing less was expected.



Rupert Barrington

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FORMULA MAZDA

RACE 15 | Saturday, Oct. 11, 2014, 1:30 p.m.

Formula Mazda is always a hard-fought class, and the longevity of the class means there's a depth to the bench that you don't always find in other classes. Add in the fact that Formula Mazda is a completely specified class with sealed engines and you have an extremely tough nut to crack to win a championship. Mike Anderson has been working on that nut in his No. 42 HASA/Whiteflyer Star Formula Mazda for a long time.

"In four previous Runoffs attempts, I had three second-place finishes and a DNF, so this is a dream come true to win this race," Anderson said.

Although he qualified on the Tire Rack pole, Anderson was far from a certain winner. Three-time Champion Darryl Wills in the No. 1 Hillenburg

Motorsports/Hoosier/Hawk Star Formula Mazda was sitting on the outside of the front row ready to defend his 2013 title; the second row was led by Alan McCallum in the Alan McCallum Racing Star Formula Mazda. McCallum

"We were side by side, splitting around people, getting off track – it was an amazing race"

MIKE ANDERSON

claimed the championship in 2012.

After the crash in Turn 2 that opened several Runoffs races this year, Wills jumped out to an early lead, with Anderson running second, and fourth-place qualifier Bruce Lawrence

third. Wills was leading a close race with Anderson and McCallum, but on lap 10 officials began warning Wills that he was dangerously close to the sound limit. On lap 13, they posted the black flag for the leader. Wills moved off line, slowed, and came into the pits.

"I had seen that they were giving him the black flag for sound," said Anderson. "It's disappointing because I wanted to beat him fair and square."

The race was now between Anderson and McCallum, and McCallum grabbed the lead in lap 19 with a bold move in Mazda Raceway's quick Turn 6.

"Coming off the last corner I saw the white flag and I thought, 'This is it. This is the whole race,'" Anderson said

Anderson then made his own bold



Rupert Berrington

move into Turn 2, the Andretti Hairpin, smoking his tires and emerging in the lead again.

"Mike got a little bit sideways after Turn 5 and I was able to get around him," McCallum said. "Then we got the white flag and Mike [Anderson] either got a draft on me, or he got off the corner better. He managed to get up on the inside and I just tried to take it as deep as I could, but I couldn't hold on to the position. The fact is Mike drove a better race than I did."

On the podium, Anderson had high praise for his competitors. "I knew I had my work cut out for me with Darryl and Alan behind me and all those guys around me at the start. Alan did an excellent job of capitalizing on every opportunity he had to get by me. We were side by side, splitting around people, getting off track - it was an amazing race."

Jeff Zurschmeide

ROTARY SPEED

(BELOW) Alan McCallum (19) had his turn up front, but ultimately would collect the silver medal.



Ken Brown

RESULTS

Qualifying Pos. Driver/Region Time

Session 1/Time Session 2/Time Session 3; 1. Mike Anderson/SAND 1.31.694 / 1.29.668 / **1.29.298**; 2. Darryl Wills/HOUS 1.30.448 / 1.30.901 / **1.29.403**; 3. Alan McCallum/HOUS 1.31.006 / **1.29.482** / 1.29.494; 4. Bruce Lawrence/NCR 1.30.104 / 1.30.599 / **1.29.801**; 5. Stuart Rettie/HOUS 1.33.984 / 1.32.278 / **1.31.677**; 6. William Weaver/SFR 1.36.402 / No time / 1.32.033; 7. Larry Mason/CSCC 1.34.111 / 1.32.882 / **1.32.042**; 8. Mel Kemper/NWST 1.34.280 / 1.36.049 / **1.32.264**; 9. Woody Yerxa/SFR 1.33.029 / **1.32.415** / 1.32.917; 10. Doug Nelson/AZ 1.33.551 / **1.33.117** / 1.33.643; 11. Kevin Rogers/SFR No time / 1.33.477 / **1.33.341**; 12. Ritchie Hollingsworth/SFR 1.41.077 / **1.34.994** / No time; 13. Dan Erickson/AZ 1.37.526 / 1.46.244 / **1.35.366**; 14. Brad Drew/CSCC No time / No time / **1.35.433**; 15. James Malone/AZ **1.39.159** / 1.40.417 / 1.40.047;

Hollingsworth - Loss of qualifying 3 times per Chief Steward - GCR 9.1.1.E.5.D page 342

Weaver - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.E.5.D

Race 20 laps, 45 Miles: Pos. Driver

(Laps); 1. Mike Anderson (20); 2. Alan McCallum (20); 3. Stuart Rettie (20); 4. William Weaver (20); 5. Mel Kemper (19); 6. Kevin Rogers (19); 7. Brad Drew (19); 8. Ritchie Hollingsworth (19); 9. Woody Yerxa (19); 10. James Malone (19); 11. Dan Erickson (16); 12. Darryl Wills (13); 13. Bruce Lawrence (13); 14. Larry Mason (0); 15. Doug Nelson (0);

Overall Time of Race: 32:19.435; **Average**

Race Speed: 83.084 mph; **Margin of**

Victory: 00.293 seconds; **Fastest Race**

Lap: Anderson 1:29.201 (90.322 mph);

Lap Leaders: Wills laps 1-13; Anderson

laps 14-18, 20; McCallum laps 19; **Sunoco**

Hard Charger: Drew; **GoPro Hero Move of**

the Race: Anderson

CHAMPION>

Mike Anderson

San Diego Region
Hasa/Whiteflyer FM

THE STUFF OF DREAMS

(ABOVE and RIGHT)

After finishing runner-up on three occasions, Mike Anderson finally fulfilled the dream of winning the Runoffs.



Rick Convine



GT-3

RACE 16 | Saturday, Oct. 11, 2014, 2:30 p.m.

MR. COOL

(ABOVE) Collin Jackson (53) and John Black (17) duelled for the win, but a number of stumbles by Black gave Jackson the room he needed to take the win. (RIGHT) John Goddard returned to the Runoffs after a 20 year break and was rewarded with a podium finish.

Welcomed by many, there was bad news for GT-3 competitors in the Runoffs taking place at Mazda Raceway Laguna Seca: British Columbia racer Collin Jackson would almost surely make the much shorter trip to race his third Runoffs. Jackson had entered two Runoffs previously, one at Mid-Ohio (2003) and one at Heartland Park Topeka (2006), winning both. That record, and the fact that he had logged more than a few miles at the track racing in the old NASPORT semi-pro series, spelled bad news for the rest of the GT-3 field; the fear affirmed when he secured the Tire Rack pole over fellow West Coasters John Black and John Olsen (in fact, only one competitor came from east of the Rockies, defending Champion Rob Warkocki).

"I love racing and I came down here to have a good race, and I did"
COLLIN JACKSON

Jackson jumped out to the lead in his Nissan 240SX, followed by Black's Murillo Racing Nissan 350Z, and that was pretty much it. Aside from the battle these two put on, one of the few highlights was John Goddard, racing in his first Runoffs in two decades, coming from fifth to third in his McKinney Motorsports' Wonder Racing Nissan 240SX.

The gap between Jackson and Black grew and shrunk; every time Black got close, he found a way to lose time again.

"I thought I'd have a little more car for him, but I was fighting a bit of a problem - I lost the data and dash system on Thursday and we never got it fixed," said Black, explaining that he had to guess at shift points. "I thought I had caught him in a couple of turns. I was able to close that gap, but I made mistakes that gave him the gap back. He was able to take care of his tires a little bit



Ken Brown



Rupert Berrington

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/ Time Session 2/Time Session 3; 1. Collin Jackson/ORE (Nissan 240-SX) 1.38.183 / **1.35.996** / 1.36.476; 2. John Black/SFR (Nissan 350Z) 1.36.948 / 1.36.115 / **1.36.038**; 3. John Olsen/SFR (Nissan 240-SX) 1.38.745 / **1.36.397** / 1.39.821; 4. Mike Henderson/CSCC (Mazda RX-7) 1.37.677 / **1.36.487** / 1.38.982; 5. John Goddard/SFR (Nissan 240-SX) 1.39.482 / **1.36.940** / 1.38.409; 6. Dave Humphrey/NWST (Nissan 240-SX) 1.40.497 / **1.36.998** / 1.38.026; 7. Gary Bockman/ORE (Mazda RX-3) 1.40.390 / **1.37.581** / 1.37.880; 8. Jose Rodriguez/SFR (Mazda RX-7) 1.45.272 / 1.39.725 / **1.38.640**; 9. Wolfgang Maiké/CSCC (Toyota Paseo) 1.40.023 / **1.38.705** / 1.39.939; 10. Guy Laidig/SFR (Mazda RX-7) 1.45.869 / 1.43.879 / **1.40.408**; 11. Larry Hansen/ORE (Nissan 350Z) **1.40.425** / 1.41.286 / 1.42.369; 12. Scott Graham/CSCC (Mazda RX-7) 1.44.168 / 1.41.788 / **1.40.638**; 13. Rob Warkocki/CHI (Mazda RX-8) No time / No time / **1.40.792**; 14. Mark Weimer/CSCC (Nissan Sentra SE Spec V) **1.43.251** / No time / 1.44.770; 15. Bud Reichard/NWST (Mazda RX-7) No time / **1.44.708** / No time;

Warkocki - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Collin Jackson (20); 2. John Black (20); 3. John Goddard (20); 4. Dave Humphrey (20); 5. John Olsen (20); 6. Gary Bockman (20); 7. Mike Henderson (20); 8. Scott Graham (20); 9. Guy Laidig (20); 10. Wolfgang Maiké (19); 11. Jose Rodriguez (19); 12. Mark Weimer (18); 13. Rob Warkocki (2); 14. Bud Reichard (5); DNS. Larry Hansen ();

Overall Time of Race: 32:26.626; **Average Race Speed:** 82.777 mph; **Margin of Victory:** 00.938 seconds; **Fastest Race Lap:** Jackson 1:36.002 (83.923 mph); **Lap Leaders:** Jackson laps 1-20; **Sunoco Hard Charger:** Graham; **GoPro Hero Move of the Race:** Humphrey

Reichard - Moved to last finishing position per Chief Steward - GCR 5.7.3 (sound)

CHAMPION >

Collin Jackson
Oregon Region
Nissan 240 SX

more than me and I had to catch back up. All that chasing him down, there was nothing left."

Black had about three moments - a couple of near spins trying not to hit Jackson and a missed shift - that kept him from mounting any real challenge.

"I love racing and I came down here to have a good race, and I did," said Jackson. "I agree with John [Black] that he gave me a couple of moments to cool my tires, and that was critical. That really proved to be the difference. I just tried to run a flawless race, hit my marks and brake early - when he gave me the opportunity to, anyway."

If there's any consolation for the GT-3 field, Daytona International Speedway is about as far from British Columbia as a U.S. racetrack can get.

Richard S. James



Rick Connive



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FORMULA CONTINENTAL

RACE 17 | Saturday, Oct. 11, 2014, 3:30 p.m.

FOCUS

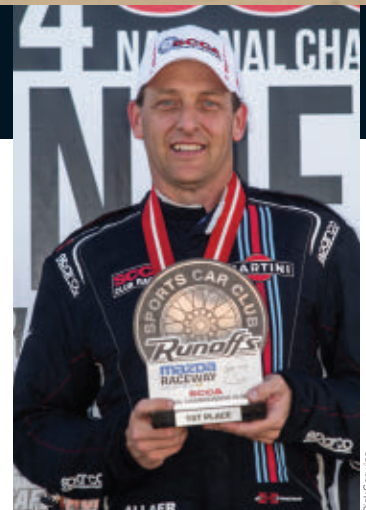
Robert Allaer (52) made the Runoffs his sole focus in 2014, and it paid off with a flag-to-flag win.

Going into this race, all knew that there would be a first-time FC champion as there was not a prior gold medal winner in the field. Rob Allaer was perhaps the winner of the long-distance award, as he came all the way from Lithia, Fla., for the event. Put the two together, and it was Allaer who won his first National Championship. Undoubtedly, he values the medal more than the long-distance designation.

"After last year we were disappointed with our finish," Allaer recounted. "Everything we did this year was aiming at Laguna. We came out here for a Skip Barber school, then later for a Regional. A few weeks ago I tested here. All our races – our season – were for here. It was a full effort."

After a very early full course yellow for cars off course, the race settled down into a high-speed pursuit. The order of the top six on the second lap was Allaer, 16-year-old Andrew Evans, Zach Craig, James Hakewell, Yufeng Luo, and Bob Negron. These six circulated in that order for the duration of the race. Allaer was pushed by Evans, but always maintained a small cushion, eventually winning by just over a second.

It was not easy, according to Allaer. "Andrew was right behind me," he said. "I could see him in my mirrors the entire race, and he kept the pressure on me. I had a great car, but he pushed me to the max. He kept me working the whole time and I think I lost 10 to 15lbs out there."



RICK CORWINE

"Everything we did this year was aiming at Laguna. All our races – our season – were for here"

ROBERT ALLAER



Rock Connine

Near the end of the race they came up on lapped traffic. This is where Allaer's experience in his Martini/Coors Light - LTD Motorsports Van Diemen RF02 came to the fore. "It is better to be lucky than good," he said after the race. "I got lucky. A lot of times one comes up on lapped traffic and they do not know that two cars are racing. That happened here. I was able to get by right away, but Andrew was delayed a couple times. I do not know how it would have worked out if he had gotten by with me, because he was pushing me hard. My front tires were going away and I had push, and Andrew was catching me.

"On that second-to-last lap he was right behind me going into the Corkscrew, but we had lapped cars ahead of us. I definitely thought that I might be able to pinch Andrew behind one of the lapped cars. I made a choice and got them clean going on the inside. I thought that Andrew would be right on my tail coming through there. I couldn't check my mirrors the next couple of turns until I got on the straightaway, [but when] I couldn't see him I realized that I had gotten lucky. I doubt that I will ever be in this spot ahead of him again. He is a great driver, and I expect him to be on the top step from now on."

Tom Schultz

YOUNG GUN
(BELOW) At just 16 years old, Andrew Evans drove the race of a seasoned veteran, but bad breaks in traffic relegated him to second place.

<CHAMPION

Robert Allaer

Central Florida Region
Martini/Coors Light - LTD
Motorsports Van Diemen RF02



Ken Brown

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Robert Allaer/CFR (Van Diemen RF02) **1.27.661** / 1.29.069 / No time; 2. Andrew Evans/NWST (Van Diemen RF02) 1.28.825 / 1.28.142 / **1.27.998**; 3. Zach Craig/COLO (Van Diemen RF03) 1.28.727 / 1.28.824 / **1.28.537**; 4. Tom Hope/CSCC (Van Diemen RF03) No time / 1.29.463 / **1.28.909**; 5. James Hakewill/SFR (Van Diemen RF03) 1.29.110 / 1.29.039 / **1.28.924**; 6. Yufeng Luo/CSCC (Van Diemen DP08) 1.30.509 / 1.29.506 / **1.29.049**; 7. Doug Stout/CDR (Van Diemen RF05) 1.31.002 / **1.29.125** / 1.29.538; 8. Bob Negron/SFR (Van Diemen RF99) **1.29.189** / 1.30.151 / 1.29.264; 9. Robert Armington/SFR (Van Diemen RF00) 1.30.547 / 1.30.114 / **1.29.388**; 10. Michael Manning/SFR (Van Diemen RF01) 1.30.405 / No time / **1.29.795**; 11. Harindra De Silva/CSCC (Van Diemen RF06) 1.31.253 / 1.30.276 / 1.29.891; 12. Peter THOMAS/CSCC (Van Diemen RF02) 1.30.050 / **1.29.911** / 1.29.975; 13. Peter West/CSCC (Van Diemen RF03) **1.29.926** / No time / 1.30.055; 14. Scott Vreeland/SFR (Van Diemen RF01) **1.30.619** / No time / 1.30.746; 15. Bill Kincaid/SFR (Van Diemen RF03) 1.32.300 / 1.34.110 / **1.31.143**; 16. Colin Cross/SFR (Van Diemen RF94) **1.31.627** / 1.32.259 / 1.32.057; 17. Douglas Rocco/NER (Van Diemen DP08) 1.33.675 / 1.32.794 / **1.31.870**; 18. Dennis McCarthy/NER (Van Diemen RF00) 1.34.222 / 1.34.379 / **1.32.404**; 19. Chuck Raggio/SFR (Van Diemen RF08) 1.36.476 / 1.34.013 / **1.33.350**; 20. Gavin Aitken/NWST (Van Diemen RF98) 1.37.373 / 1.34.192 / **1.34.103**; 21. Jeffrey Pietz/SFR (Van Diemen DP08) **1.34.108** / 1.34.474 / No time; 22. Kim Willcox/RENO (Van Diemen RF01) 1.37.851 / 1.34.634 / **1.34.220**; 23. Greg Coffin/NWST (Mygale SJ07) 1.40.215 / 1.35.497 / **1.34.850**;

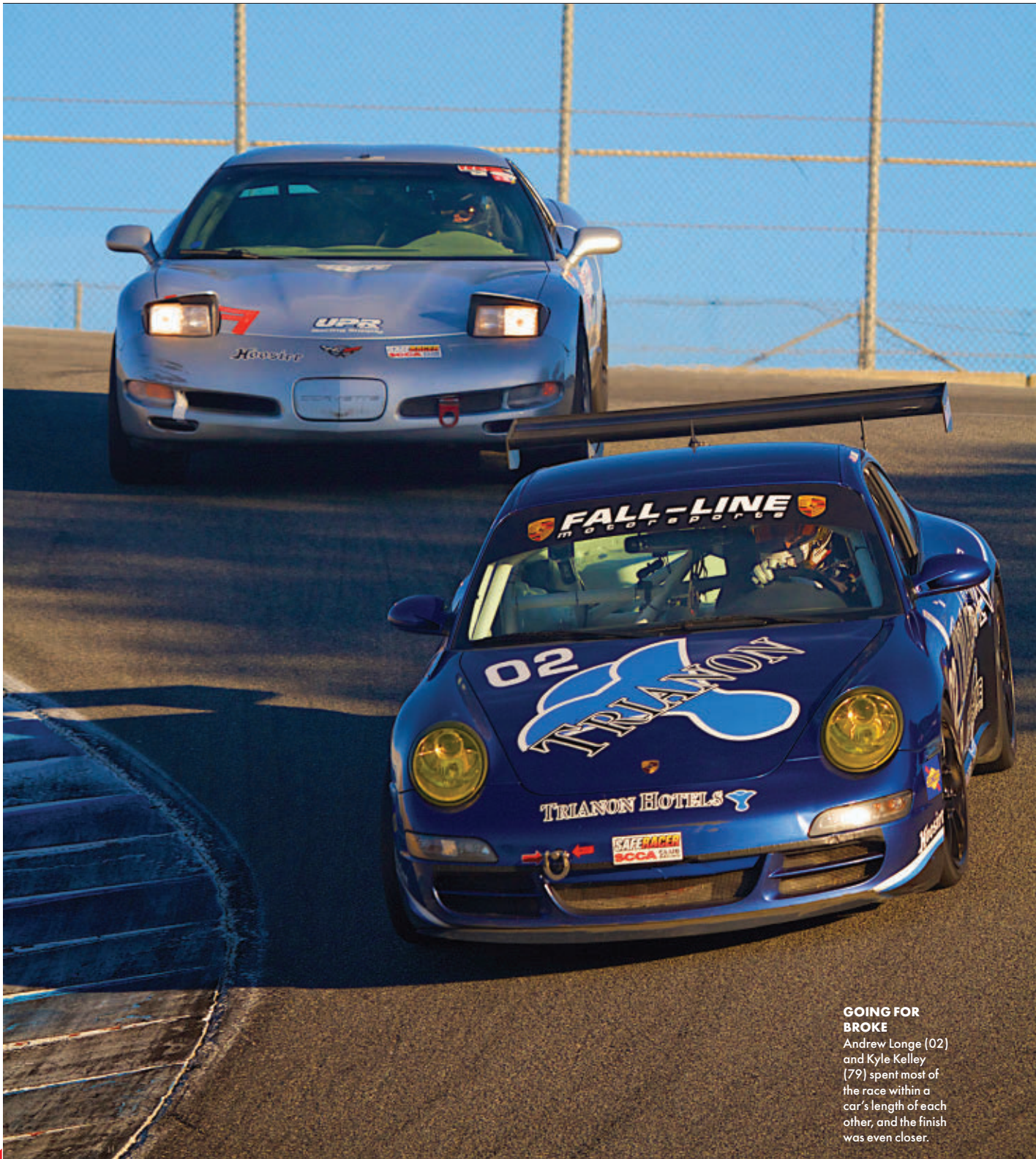
Hope - Loss of qualifying 1 times per Chief Steward - Supps 10.12 (fuel)

Pietz - Loss of qualifying 3 times per Chief Steward - GCR 9.1.1 FC/FF Dim. Table 4

West - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1 FC/FF Dim. Table 4 - page 314

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Robert Allaer (20); 2. Andrew Evans (20); 3. Zach Craig (20); 4. James Hakewill (20); 5. Yufeng Luo (20); 6. Bob Negron (20); 7. Michael Manning (20); 8. Doug Stout (20); 9. Bill Kincaid (20); 10. Peter West (20); 11. Peter Thomas (20); 12. Harindra De Silva (20); 13. Dennis McCarthy (20); 14. Douglas Rocco (20); 15. Robert Armington (20); 16. Scott Vreeland (20); 17. Chuck Raggio (20); 18. Gavin Aitken (19); 19. Kim Willcox (19); 20. Greg Coffin (19); 21. Colin Cross (3); 22. Tom Hope (1); 23. Jeffrey Pietz (0);

Overall Time of Race: 31:43.980;
Average Race Speed: 84.631 mph;
Margin of Victory: 01.038 seconds;
Fastest Race Lap: Allaer 1:27.435 (92.146 mph); **Lap Leaders:** Allaer laps 1-20; **Sunoco Hard Charger:** Kincaid;
GoPro Hero Move of the Race: Hakewill



GOING FOR BROKE

Andrew Longe (02) and Kyle Kelley (79) spent most of the race within a car's length of each other, and the finish was even closer.

TOURING 2

RACE 18 | Saturday, Oct. 11, 2014, 4:30 p.m.

D.E. Baier



Ken Brown

Andrew Longe survived opening-lap chaos in Turn 2 and a hard-fought battle with second-place finisher Kyle Kelley to narrowly take the Touring 2 National Championship by 0.047sec. Matt Slavens (Fall-Line Motorsports Porsche 311/996) rounded out the podium, taking home third.

Shortly after crossing the starting line in second place, Longe maneuvered his No. 02 Trianon/Fall-Line Motorsports Porsche 911/997 behind Tire Rack polesitter Kurt Rezzetano's No. 35 Phoenix Performance/Hoosier/Hawk Ford Mustang. Slightly farther back, contact between Addison Lee and Rich Rigda resulted in Rigda's Camaro SS veering left into the pit lane runoff area, sliding across the track at Turn 2, and hard into Rezzetano. The huge impact left Rezzetano's car disabled in the gravel trap while Rigda limped back to the pit lane where he retired as well.

The start was a bit dusty from Kelley's perspective, but he found himself leading in his No. 79 UPR.com

Chevrolet Corvette. "I just hoped cars in front of me had enough momentum to spin off the track," Kelley said.

"I saw an opening and put my right foot down and hoped for the best."

After the restart, Kelley and Longe began an epic battle that wouldn't end until the checkered flag. "The cars were about even," Kelley said. "Mine was a little better through the Corkscrew, and I think [Longe] had a little more top end on the straightaways, but everything was fairly equal."

I knew I had the advantage there, so I knew that's where I had to gap him"
ANDREW LONGE

Longe hit his marks lap after lap, and it paid off with a pass for the lead in Turn 2 on lap 17, earning him the GoPro Hero Move of the Race. "I knew I had a better car through the faster stuff [coming out of Turn 4 and going in to Turn 5]," said Longe. "I knew I had the advantage there, so I knew that's where I had to gap him"

But Kelley wasn't quite finished. "I noticed he chose to take the inside coming in to the last corner and that limited my options," Kelley said. "So, I late apexed, tried to put the power down as best I could, and grabbed every gear at red line, but it just wasn't quite enough."

The two not only ran a spectacular race, but also kept such a quick pace that third-place finisher Slavens

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Kurt Rezzetano/PHL (2012 Ford Mustang GT) 1.37.041 / **1.36.301** / 1.36.547; 2. Andrew Longe/CHI (2007 Porsche 911/997) No time / 1.37.688 / **1.37.193**; 3. Preston Calvert/WDC (2012 Ford Mustang GT) 1.38.690 / 1.38.407 / **1.38.096**; 4. Kyle Kelley/CSCC (2001 Chevrolet Corvette) No time / 1.38.387 / **1.38.139**; 5. Rich Rigda/SVR (Chevrolet Camaro SS 1LE) 1.40.384 / **1.38.241** / No time; 6. Addison Lee/SFR (2007 Ford Mustang GT) 1.39.125 / 1.38.453 / **1.38.319**; 7. Matt Slavens/GTRV (2006 Porsche 911/996) 1.39.932 / **1.39.285** / 1.38.713; 8. Scotty White/NWST (2010 Ford Mustang GT) 1.50.171 / No time / **1.39.177**; 9. Michael Pettiford/COLO (2007 Pontiac Solstice GXP) 1.41.512 / No time / **1.39.262**; 10. Gregory Schermer/GTRV (2003 Porsche 911/996) 1.41.725 / 1.40.297 / **1.40.108**; 11. Anthony D'Alessandro/SFR (2007 Ford Mustang GT) 1.42.575 / **1.41.133** / 1.45.933; 12. David Ray/SFR (2007 Ford Mustang GT) 1.42.147 / **1.41.552** / 1.42.093; 13. Natha Waldbaum/NEB (2002 Chevrolet Corvette C5 Zo6) 1.43.154 / 1.43.161 / **1.42.203**; 14. William Moore/NEO (2014 Chevrolet Camaro SS 1LE) 1.42.410 / No time / **1.42.859**; 15. Carl Fung/CSCC (2004 Chevrolet Corvette C5 Zo6) 1.44.465 / No time / **1.42.791**; 16. Don Van Nortwick/SFR (2008 Ford Mustang GT) 1.44.484 / **1.42.841** / 1.43.569; 17. Russ Peterson DVM/SFR (2007 Ford Mustang GT) 1.46.128 / 1.43.999 / **1.43.379**; 18. Mitch Marvosh/SFR (2006 Ford Mustang GT) 1.45.236 / **1.44.899** / No time; 19. Nicole Jacque/SFR (2005 Ford Mustang GT) 1.46.771 / **1.45.519** / 1.45.825;

Pettiford - Loss of qualifying 2 times per Chief Steward - Supps 10.12 (fuel)

Kelley - Loss of qualifying 1 times per Chief Steward - Supps 10.12 (fuel)

Moore - Loss of qualifying 2 times per Chief Steward - GCR 9.1.9.2.D.5.a

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Andrew Longe (20); 2. Kyle Kelley (20); 3. Matt Slavens (20); 4. Scotty White (20); 5. Gregory Schermer (20); 6. Michael Pettiford (20); 7. Anthony D'Alessandro (20); 8. David Ray (20); 9. Carl Fung (20); 10. William Moore (20); 11. Russ Peterson DVM (20); 12. Natha Waldbaum (20); 13. Don Van Nortwick (20); 14. Nicole Jacque (19); 15. Mitch Marvosh (19); 16. Preston Calvert (5); 17. Addison Lee (4); 18. Kurt Rezzetano (0); 19. Rich Rigda (0);

Overall Time of Race: 36:29.596; **Average Race Speed:** 73.592 mph; **Margin of Victory:** 00.047 seconds; **Fastest Race Lap:** 1:38.104 (82.125 mph); **Lap Leaders:** #79 laps 1-16; #02 laps 17-20; **Sunoco Hard Charger:** Fung; **GoPro Hero Move of the Race:** Longe

crossed the finish line some 20 seconds back in his Fall-Line Motorsports Porsche 311/996.

"The whole race was some of the best racing I've done all year," Longe noted. "It's a huge testament to [Kelley's] driving ability, how close it was the whole race. It was a great finish and very exciting."

Sydney Davis

STEADY PACE

(TOP) Matt Slavens drove a smart race and kept himself out of trouble, ultimately picking up the bronze medal.

Rick Convine



<CHAMPION

Andrew Longe

Chicago Region
Trianon/Fall-Line Motorsports
Porsche 911/997

Rupert Berrington



ROUGH START

Rich Rigda (3) got caught up in an incident with Addison Lee on the opening lap, the results of which saw him collect polesitter Kurt Rezzetano (35).



Rick Corwin

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Izzy Sanchez/SFR (2004 Mazda RX-8) No time / 1.47.397 / **1.45.071**; 2. Daniel Bender/CHI (2008 Mazda MX-5) 1.45.937 / 1.45.959 / **1.45.181**; 3. Tom Wickersham/SFR (Mazda MX-5) 1.46.664 / 1.46.025 / **1.45.863**; 4. Lee Niffenegger/CSCC (2012 Honda Civic Si) 1.46.976 / 1.46.902 / **1.46.661**; 5. Timothy Wise/SFR (2013 Mazda MX-5) No time / 1.48.151 / **1.47.124**; 6. Ali Naimi/ORE (2006 Mazda MX-5) 1.48.113 / 1.48.838 / **1.47.159**; 7. Matthew Staal/CSCC (2012 Honda Civic Si) No time / 1.48.826 / **1.47.333**; 9. Stan Czacki/PNAM (2005 Acura RSX Type-S) **1.48.038** / 1.48.669 / 1.48.057; 10. Lynne Griffiths/ORE (2006 Ford Mustang V6) 1.49.475 / 1.49.514 / **1.48.413**; 11. Brian Husting/CSCC (2006 Chevrolet Cobalt SS) 1.52.096 / 1.50.939 / **1.49.727**; 12. Tony Lopez/SFR (2007 Ford Mustang V6) 1.54.326 / 1.54.054 / **1.51.848**; 8. Lance Stewart/RENO (2004 Ford Mustang V6) No time / No time / No time;

Stewart - Loss of qualifying 1,2,3 times - car change - Supps 10.7

Staal - Loss of qualifying 1 times per Chief Steward - GCR

9.1.9.2.D.5.a.2, 5.12.3.3, 7.2.F

Sanchez - Loss of qualifying 1 times per Chief Steward - GCR

9.1.9.2.C.10.E

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Daniel Bender (20); 2. Tom Wickersham (20); 3. Izzy Sanchez (20); 4. Ali Naimi (20); 5. Lee Niffenegger (20); 6. Lance Stewart (20); 7. Matthew Staal (20); 8. Timothy Wise (20); 9. Lynne Griffiths (20); 10. Tony Lopez (20); 11. Brian Husting (6); 12. Stan Czacki (6);

Overall Time of Race: 38:35.652; **Average Race Speed:** 69.586

mph; **Margin of Victory:** 06.633 seconds; **Fastest Race Lap:**

Bender 1:45.466 (76.392 mph); **Lap Leaders:** Sanchez laps 1-8;

Bender laps 9-20; **Sunoco Hard Charger:** Stewart; **GoPro Hero**

Move of the Race: Wickersham

TOURING 4

RACE 19 | Sunday, Oct. 12, 2014, 8:30 p.m.

CHAMPION

Daniel Bender

Chicago Region

Bravo Trailers/BFG/

Autobarn Mazda MX-5

The Touring 4 race had only one change of lead, but that did not mean that it was not closely fought all the way. David Bender took the title, but he had a hard tussle with Izzy Sanchez, SSGT champion in 1983 but absent from the Runoffs for decades. Sanchez returned this year and started his Corona Bumper Service Mazda RX-8 on the Tire Rack pole. He led the first eight laps before succumbing to the constant pressure of David Bender and his Bravo Trailer/BFG/Autobarn Mazda MX-5. Bender then took his MX-5 to the win over second-place Tom Wickersham (Maine Straight/Competition Autowerks Mazda MX-5), with Sanchez third.

Bender tried to pass Sanchez several times in the first seven laps of the race. He had the faster car through the infield but was unable to pass Sanchez up the hill. "That was interesting," said Bender. "The RX-8 with its rotary engine has more pop than the Miata. The Miata is very nimble in the infield, but the RX-8 had more torque coming out of the corners. However, I was able to get out of the corners fast so I was able to stay with him and not allow him to get away from me."

A second full course yellow on lap six set the stage for the pass. "I was ready for the restart," said Bender. "I watched how Izzy took the first one, I stayed close to him coming out of the last turn,

and then got a good jump going down into Turn 2. I was able to get alongside of him on the outside going through Turn 2, which put me on the inside for Turn 3. The Miata is a little lighter, a little easier on the brakes, so I was able to stay with him until Turn 3, where I was able to get ahead. Then I concentrated on running my pace, being consistent, and staying with a time that I knew would win it for me."

Two laps from the end, Wickersham was able to get past Sanchez also. Sanchez explained, "At the end, my car was misfiring. I could not hold off Wickersham, and he took second.



Richard S. James

MAZDA SWEEP

(BELOW) Daniel Bender (15) worked a restart masterfully, giving him the lead and the win over Izzy Sanchez (78). (LEFT) Tom Wickersham (01) took advantage of an ailing Sanchez in the closing laps, pulling ahead to claim second place.

Then a Honda got by me and I thought that he was not going to get third that easily. I got inside at Turn 10 and held it all the way to the finish. So, I am very happy to be [on the podium]."

Tom Schultz



Richard S. James

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Rupert Berrington

second, and Daughtery third.

"It's something very special when it dawns on you with maybe three laps to go that you're leading the Runoffs and you've got a 10- or 12-car length advantage," Keenan said. "Honestly, it's really humbling."

On the podium, Keenan was effusive: "I have so much to be thankful for, so many great people who have believed in me and given me great opportunities in life. First and foremost is my dad. My dad has given me everything since I was 8 or 9 years old. Also, I want to offer a massive thanks to Kia Motors of America. This is the first Kia to ever go to the Runoffs, and to win in their first attempt means so much to me. The Kia Rio is awesome!"

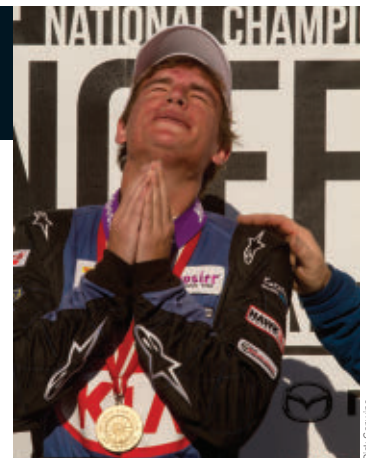
Jeff Zurschmeide

B-SPEC

RACE 20 | Sunday, Oct. 12, 2014, 8:30 a.m.

CHAMPION >

Kyle Keenan
Oregon Region
Kia Motors of
America Kia Rio



Rock Corvine

Kyle Keenan came to Monterey with his eyes set on the big prize. "I've waited my whole life to be at the Runoffs," 24-year-old Keenan said before the event started. "There's nothing I want more than to be crowned a Runoffs champ."

But the B-Spec contest this year was something of a David vs. Goliath battle. *SportsCar* picked the rookie Keenan for third place in his No. 44

At the start, Heinrich pulled away as expected, with Keenan in hot pursuit. But in the fourth lap, a full course yellow was thrown to extract a driver from the gravel traps, and Heinrich shocked the field by pitting for mechanical difficulties.

"I honestly didn't know what to do—I thought maybe I had missed a full course black flag or something," said Keenan. "I didn't know what happened to John. I felt like I would have had something for him and I would have loved to battle, but I'll take it any way I can get it."

Travis Washay started fifth in the No. 30 Indian Summer Racing/Northern Cross Mini Cooper, but he took up second place early in the race. He briefly challenged for the lead at the restart after the caution.

"I was in Turn 8 when the green flag was thrown," Keenan said. "I figured it out because [Travis] was already inside and passing me. I'll take full responsibility for that. I should have been on it. Then he drove it in kind of deep into Turn 11 and I was able to draft back by him on the front straight."

By the end of the race, Keenan had pulled out a lead of more than three seconds, and he held that advantage to the checker. Washay finished

BASKING IN IT

(ABOVE) Kyle Keenan (44) drove his Kia Rio to the B-Spec title in just his first Runoffs attempt.

"There's nothing I want more than to be crowned a Runoffs champ"
KYLE KEENAN

Kia Motors of America Kia Rio, behind John Heinrich (No. 35 Matick Chevy/Hoosier/Hawk Chevrolet Sonic) and David Daughtery (No. 8 Nissan/Hoosier/Carbotech/Enkei Nissan Versa). Heinrich and Daughtery had 19 prior championships between them.

Keenan was qualified in third position until Daughtery offered the young racer a set of his takeoff Hoosier tires. In the final qualifying session, Keenan put his Kia in second position for the race, 0.7sec off Heinrich's pace.

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3: 1. John Heinrich/DET (Chevrolet Sonic) **1:50.773** / 1:51.418 / 1:50.803; 2. Kyle Keenan/ORE (Kia Rio) 1:53.714 / 1:53.125 / **1:51.459**; 3. David Daughtery/IND (Nissan Versa) 1:53.325 / 1:53.890 / **1:52.004**; 4. Michael Tsay/CSCC (Honda Fit) No time / 1:54.161 / **1:52.712**; 5. Travis Washay/NER (Mini Cooper) 1:53.803 / 1:53.123 / **1:52.740**; 6. Brian Kelm/DET (Ford Fiesta) 1:54.506 / 1:55.486 / **1:53.174**; 7. Thomas Grosart/CSCC (Honda Fit) 1:55.770 / 1:55.774 / **1:54.791**; 8. James Wilson/HOUS (Mazda Mazda2) 1:56.254 / **1:55.235** / 1:55.540; 9. Bobby Beyer/CSCC (Toyota Yaris) 1:58.166 / 1:57.509 / **1:55.500**; 10. Scott Lovewell/SFR (Mini Cooper) 1:56.218 / **1:55.610** / 1:57.188; 11. Derrick Ambrose/ORE (Mazda Mazda2) No time / No time / No time;

Tsay - Loss of qualifying 1 times per Chief Steward - GCR 9.1.10.E.35

Race 20 laps, 45 Miles: Pos. Driver (Laps): 1. Kyle Keenan (20); 2. Travis Washay (20); 3. David Daughtery (20); 4. Michael Tsay (20); 5. Brian Kelm (20); 6. James Wilson (20); 7. Derrick Ambrose (20); 8. Scott Lovewell (19); 9. Thomas Grosart (19); 10. John Heinrich (19); 11. Bobby Beyer (17);

Overall Time of Race: 40:01.580; **Average Race Speed:** 67.096 mph; **Margin of Victory:** 03.570 seconds; **Fastest Race Lap:** Heinrich 1:50.171 (73.130 mph); **Lap Leaders:** Heinrich laps 1-3; Keenan laps 4, 6-20; Washay laps 5; **Sunoco Hard Charger:** Ambrose; **GoPro Hero Move of the Race:** Washay



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FORMULA VEE

RACE 21 | Sunday, Oct. 12, 2014, 9:30 a.m.

THE SWARM

(ABOVE) Formula Vee never disappoints, always bringing a big field and close racing. (TOP RIGHT) Rick Shields (77) claimed his second win in the class, the first coming in 2010.

Rick Shields found himself taking home his second gold medal in Formula Vee after multiple post-race issues disqualified the top three. When the tech shed dust settled, Quinn Posner and Gavin Sweeney filled the second and third steps on the podium. That was how it ended up, but the reality was that Formula Vee was hotly fought from the beginning. The battle started with defending Champion Michael Varacins claiming the Tire Rack Pole in his Speed Sport/Veetech/Hoosier Speed Sport AM-5 with a margin of 1.2sec over Dennis Andrade. On the opening lap, however, an incident with Andrew Whitston put Varacins in the Turn 5 gravel trap, collecting Andrade in the process.

After the restart for the lap one incident, Shields (ARS Inc/Veesport/

AutoWerks VDF-2 Vee) was running all alone with Terran Swanson, until yet another car went in to the gravel and brought out another full course caution. After that restart, the field broke up into packs, with Shields in the front pack battling with Swanson, Jonathan Weisheit, and Whitston. Weisheit eventually bobbled, leaving Shields and Swanson to battle. The two swapped positions back and forth, with Shields sizing up his competition at every turn.

"I tried a few different things with [Swanson] to see where weak and strong spots were," Shields said. "I was faster...going in to the Corkscrew, so I passed him."

Shields planned to pass Swanson on the last lap going in to the Corkscrew and hold him off, but at lap 19, the car started handling poorly.

"I called the crew to ask if the tires were going down because the car went away really fast," Shields said. "After the race, we discovered it was a push-rod tube that was leaking onto the left tire causing me to slide all over the racetrack."

The oily tire caused Shields to spin in Turn 11 from the second position on the last lap. Roger Siebenaler and Whitston got around him before he could continue.

In post-race tech, issues were discovered on Swanson, Siebenaler, and Whitston cars deeming them out of compliance. Shields was confident his car would pass because it was the same car with the same setup that he used in 2010 when he won the National Championships at Road America.

The decision to attend this year's



Rick Covine



Runoffs was a late one, with some last-second qualifying and a decision to make the 5,400-mile roundtrip from Pennsylvania. He was also unsure how he'd fair at the track. "I had never been to Mazda Raceway Laguna Seca," he said, "and I had issues with my car on the test day. To

see my times drop from 1:51 on the test day to 1:43.9 during the race, I was pretty impressed."

Shields said he will definitely go to the Runoffs in Daytona next year - especially since it's thousands of miles closer to home.

Sydney Davis

"We discovered it was a push-rod tube that was leaking onto the left tire causing me to slide"
RICK SHIELDS

Rupert Berrington

CHAMPION

Rick Shields

Steel Cities Region
ARS Inc/Veesport Racing/
AutoWerks VDF-2 Vee



Ken Brown

KEEP DIGGING

(BELOW) Quinn Posner (9) drove a solid race and took home silver. (LEFT) Gavin Sweeney (91) came from 18th on the grid to grab the bronze medal.



Ken Brown

RESULTS

Qualifying Pos. Driver/Region (Car)

Time Session 1/Time Session 2/Time

Session 3: 1. Michael Varacins/CHI (Speed Sport AM-5) 1.44.467 / **1.43.192** / 1.43.302; 2. Dennis Andrade/NWST (Vortech 05) 1.46.576 / 1.46.001 / **1.44.426**; 3. Andrew Whitston/MILW (Protoform P2) 1.44.870 / **1.44.523** / 1.45.188; 4. Jonathan Weisheit/WDC (J.K Technologies LLC XP1) 1.45.331 / **1.44.614** / 1.45.078; 5. Terran Swanson/SFR (Mysterian M4) 1.45.964 / **1.44.875** / 1.45.112; 6. Rick Shields/STC (VDF-2 Vee) 1.46.987 / 1.45.502 / **1.44.936**; 7. Roger Siebenaler/NNJ (Mysterian M2) 1.46.042 / **1.44.997** / 1.45.145; 8. Jake Pipal/SFR (Caracal C) 1.46.218 / 1.45.249 / **1.45.201**; 9. Don Pepperdene/SFR (Slick Mk1) 1.48.270 / 1.46.169 / **1.45.765**; 10. Quinn Posner/NWST (Protoform P3) 1.46.612 / **1.46.169** / 1.46.214; 11. Brian McCarthy/SFR (Anduril FV) 1.47.448 / **1.46.175** / No time; 12. Ron Wake/SFR (Mysterian M4) 1.48.098 / **1.46.208** / 1.47.615; 13. Blake Tatum/SFR (Crusader FV) 1.49.440 / 1.46.314 / **1.46.272**; 14. Brian Swanson/SFR (Mysterian M3) 1.48.242 / 1.46.968 / **1.46.481**; 15. Skip Streets/SFR (Mysterian M3) 1.47.953 / **1.46.564** / 1.46.730; 16. Gary Kittell/GLN (Caracal D/SB) 1.48.406 / 1.47.266 / **1.46.646**; 17. Robert Neumeister/COLO (Vortech FV) 1.48.843 / **1.46.788** / 1.47.184; 18. Gavin Sweeney/SFR (Crusader FV) 1.47.899 / **1.46.824** / 1.48.047; 19. Aaron Meyer/SFR (Protoform P3) 1.47.155 / 1.47.785 / **1.47.092**; 20. Marjorie Lundberg/SFR (Caracal C) 1.47.534 / **1.47.435** / 1.48.027; 21. Kim Madrid/CSCC (Lazer MK 2.5) 1.49.771 / **1.47.602** / No time; 22. Paul Higgins/NWST (Protoform FV-P2) 1.48.250 / **1.47.640** / 1.48.063; 23. Lisa Noble/KAN (Vortech FV) 1.49.013 / **1.48.031** / 1.49.239; 24. Kevin Gordon/CSCC (Crusader FV) 1.52.658 / 1.51.285 / **1.48.309**; 25. Larry McKenzie/SFR (Mysterian M3) 1.49.153 / 1.49.065 / **1.48.312**; 26. Russell Fredericks/FLA (Caracal D) 1.49.348 / **1.48.349** / 1.49.495; 27. Don Manthe/CSCC (Volkswagen FV) 1.48.643 / **1.48.563** / 1.48.715; 28. Richard Gordon/SFR (Crusader FV) 1.50.741 / 1.50.367 /

1.48.589; 29. Charlie Turner/CSCC (Vortech FV) 1.51.840 / 1.51.440 / **1.48.854**; 30. Ron Whitston/MILW (Protoform P2) 1.49.137 / **1.48.864** / 1.49.782; 31. Ron Bonham/ORE (Protoform P2) 1.50.418 / **1.48.905** / No time; 32. Harry Schneider/CFR (Adams Aero) 1.57.744 / **1.57.563** / 1.58.493;

Madrid - Loss of qualifying 3 times per Chief Steward - GCR 9.1.1.C.5.D.1

Bonham - Loss of qualifying 3 times per Chief Steward - GCR 9.1.1.C.5.D.1 page 320

McCarthy - Loss of qualifying 3 times per Chief Steward - GCR 9.1.1.C.2

Race 20 laps, 45 Miles: Pos. Driver

(Laps): 1. Rick Shields (20); 2. Quinn Posner (20); 3. Gavin Sweeney (20); 4. Jonathan Weisheit (20); 5. Marjorie Lundberg (20); 6. Blake Tatum (20); 7. Aaron Meyer (20); 8. Larry McKenzie (20); 9. Russell Fredericks (20); 10. Skip Streets (20); 11. Paul Higgins (20); 12. Ron Whitston (20); 13. Ron Bonham (20); 14. Charlie Turner (20); 15. Kim Madrid (20); 16. Don Manthe (20); 17. Harry Schneider (19); 18. Lisa Noble (18); 19. Don Pepperdene (14); 20. Robert Neumeister (14); 21. Brian McCarthy (11); 22. Ron Wake (6); 23. Jake Pipal (5); 24. Kevin Gordon (3); 25. Dennis Andrade (0); 26. Michael Varacins (0); 27. Brian Swanson (0); 28. Gary Kittell (0); 29. Richard Gordon (0); DQ. Terran Swanson (20); DQ. Roger Siebenaler (20); DQ. Andrew Whitston (20);

Overall Time of Race: 40:59.127; **Average Race Speed:** 65.526 mph; **Margin of Victory:** 06.168 seconds; **Fastest Race Lap:** Shields 1:43.961 (77.498 mph); **Lap Leaders:** Swanson laps 1-3, 5-14, 16-20; Whitston laps 4; Shields laps 15; **Sunoco Hard Charger:** Whitston; **GoPro Hero Move of the Race:** Siebenaler.

Whitston - Disqualified per Chief Steward - GCR 9.1.1.C.5.D.20.6

Siebenaler - Disqualified per Chief Steward - GCR 9.1.1.C.5.S.20.B

Swanson - Disqualified per Chief Steward - GCR 9.1.1.C.5.D.23



Kyle Kelley missed winning Saturday's Touring 2 championship by less than 0.05sec, so he wasn't taking any chances with Sunday's GT-1 race in his No. 3 UPRacing.com/Jamison Engineering/1st Class Chevrolet Corvette. A number of factors came together to help him secure the win, including an untimely end to the polesitter's rear axle and a number of sound violations.

"All during the beginning of the week we had a lot of [sound] issues, and it took a lot of modification to get it down," Kelley said.

Kelley qualified second for the race, behind Michael Lewis in the No. 12 Goodyear/Cyclo/Red Line Oil Jaguar XKR. But as the field came past the green flag, Lewis slowed, holding up the entire inside line of cars.

"I grabbed third gear, and I heard him grab third gear, and then his engine just free-revved at that point. I was wondering if he missed a shift or if something broke, but it looked like it was terminal," Kelley said.

With Lewis out of the race and the field jumbled up, there was a lot of sorting out to be done. While the field was racing it out, Kelley opened up a

large gap, with Tom Smith running in second and his son Dane Smith in third.

Tom Smith was black flagged for a sound violation on lap nine, moving Dane up to second, and Robert Rodriguez (No. 48 TurboHoses R&D Ford Noble M12/M400) into third place. That held until lap 16 when Rodriguez slowed and let Kenneth Davis run up to third in the No. 65 DavisStone.com Chevrolet Corvette. Elmer Shannon then moved to fourth.

But in the 19th lap, Dane Smith spun, moving Davis into second and putting Shannon into a third-place podium position, where they remained to the checker. Post race tech found Shannon noncompliant, moving Rodriguez up to third. With a 30-second margin on second, Kelley appeared to get loose on the exit of Turn 11 in his final circuit, but he says it was all for show.

"I just pushed the throttle all the way down as I came onto the front

"I had been saving the tires, but at that point I didn't need them any more"
KYLE KELLEY



Rock Corvette

POWERHOUSE
 Kenneth Davis (LEFT) brought his Corvette home in second place, with Kyle Kelley (BELOW) taking the win some 30secs ahead.

straight," said Kelley. "I had been saving the tires, but at that point I didn't need them any more so I decided to have some fun."

On the podium, Kelley was philosophical. "Winning the Runoffs feels pretty good. I think that [T2] was the one we really earned. Unfortunately, Lewis had an issue today and that's not the way we wanted to win it - but I'll take it. I'd like to thank my whole family, my dad, and Tony Ave, who was up here on Saturday helping to get the car set up for today's race. That helped a lot."

Jeff Zurschmeide



Ken Brown

GT-1

RACE 22 | Sunday, Oct. 12, 2014, 10:30 a.m.



CHAMPION
Kyle Kelley
 Cal Club Region
 UPRacing.com/
 Jamison
 Engineering/1st
 Class Chevrolet
 Corvette

Rock Corvette

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. Michael Lewis/SAND (Jaguar XKR) **1.26.885** / 1.32.569 / 1.27.222; 2. Kyle Kelley/CSCC (Chevrolet Corvette) No time / 1.28.600 / **1.27.747**; 3. Tom Smith/MIDS (Chevrolet Corvette) 1.32.179 / 1.33.367 / **1.28.877**; 4. Rob Davis/SFR (Chevrolet Camaro) **1.31.028** / 1.31.176 / 1.32.000; 5. Dane Smith/MIDS (Chevrolet Corvette) 1.48.900 / 1.32.519 / **1.31.374**; 6. Elmer Shannon/SFR (Chevrolet Camaro) **1.31.658** / 1.35.644 / 1.32.970; 7. Todd Peterson/COLORADO (Ford Mustang) **1.31.859** / 1.32.830 / No time; 8. Kenneth Davis/SAND (Chevrolet Corvette) 1.32.276 / 1.34.382 / **1.32.035**; 9. Robert Rodriguez/SFR (Ford Noble M12/M400) 1.41.700 / 1.33.994 / **1.33.394**; 10. John Blizzard/ORE (Chevrolet Camaro) 1.36.308 / 1.37.098 / **1.35.290**; 11. Robert Davis/SFR (Pontiac Firebird) **1.38.783** / No time / 1.54.809; 12. James Cantrell/AZ (Chevrolet Corvette) **1.39.007** / 1.40.444 / 1.41.463; 13. Richard Gray/CSCC (Mazda RX-7) No time / No time / No time;

Gray - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Kyle Kelley (20); 2. Kenneth Davis (20); 3. Robert Rodriguez (20); 4. Todd Peterson (20); 5. Dane Smith (20); 6. Robert Davis (19); 7. James Cantrell (19); 8. Tom Smith (19); 9. Rob Davis (5); 10. John Blizzard (3); 11. Michael Lewis (0); DNS. Richard Gray (); DQ. Elmer Shannon (20);

Overall Time of Race: 32:17.793; **Average Race Speed:** 83.154 mph; **Margin of Victory:** 30.277 seconds; **Fastest Race Lap:** Kelley 1:27.746 (91.820 mph); **Lap Leaders:** Kelley laps 1-20; **Sunoco Hard Charger:** Davis; **GoPro Hero Move of the Race:** Kelley

Shannon - Disqualified per Chief Steward - GCR 9.1.2.B

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Rupert Eberington

FORMULA 500

RACE 23 | Sunday, Oct. 12, 11:30 a.m.

A NEW TONE

(ABOVE) Brian Novak (73) brought a traditional F500 to Mazda Raceway Laguna Seca and drove it from flag to flag for the win. Clint McMahan (36) pushed his 600cc-powered car hard and scored the silver, the first Runoffs medal for the new powerplant.

With nearly half the class fielding the newer "F600" motorcycle-based power plants, the Formula 500 class saw a big change in the landscape as it took to the challenging Mazda Raceway Laguna Seca. On the track, it's hard to spot the difference; eagle-eyed fans can look for a different exhaust outlet location, but there is no mistaking the differences in exhaust notes. That being said, things weren't very different on the top step of the podium.

Brian Novak won Formula 500 in 2007, but had spent little time in one since. "I have been running F1000, Formula Enterprises, and the F2000 Pro Series," said Novak. "I raced an F600 earlier in the season driving the Edwards Brothers' car, and helping to develop the NovaKar Blade for Calvin Stewart - that's how I got qualified for the Runoffs."

That said, while he considered bringing a newer "F600" car, he decided the traditional motor was a better choice.

Returning to his F500 roots paid off, as Novak put his No. 73 Hoosier/NovaRace/AiM NovaKar J360 Rotax on the Tire Rack pole and drove to the win by more than 16sec over Clint McMahan. "We were pretty pleased to get that Tire Rack pole," Novak said. "It's my first career pole at the Runoffs. It makes things so much easier when you can just make your



Ken Downell

start and hold the inside line. The whole plan was to try and create a five- or six-second gap and maintain that throughout the race."

Easier said than done, as Novak admits the car wasn't as dialed in as he would have liked. "We missed the setup a little and the car was pushy," he said, "but I had enough power I could steer the car with the throttle."

McMahan piloted his No. 36 Metalloid/Formula 600 Challenge Maverick Nova Suzuki from the third spot on the grid to the silver medal, marking the first Runoffs podium for the 600cc variant. "We struggled with car setup all week," says McMahan. "Laguna Seca doesn't drive like any other track out there. On the second lap, my right front suspension started to go down a little bit, forcing me to lose some turning. We pushed for 18 or 19 hard laps while doing that."

Perhaps the best on-track battle came courtesy of Jeff Jorgenson and Calvin Stewart, who fought tooth and nail for the bronze medal. On the final lap, the pair exchanged the lead as Jorgenson took the point entering Turn 2. As the pair summited the Corkscrew, Stewart made a bold move on the outside only to see Jorgenson regain the lead as they dropped down the hill through Turn 9. With one last valiant attempt, Stewart made the late-braking charge into Turn 11, but a hint of brake lock up indicated he pushed too hard, and Jorgenson emerged to take the bronze in his No. 84 Veskimo Cooling Quadrini Racing Invader QC1/Rotax.

Jason Isley

< CHAMPION

Brian Novak
 Detroit Region
 Hoosier/NovaRace/AiM
 NovaKar J360 Rotax

RESULTS

Qualifying Pos. Driver/Region (Car)

Time Session 1/Time Session 2/Time Session 3; 1. Brian Novak/DET (NovaKar J360 Rotax Rotax) 1.33.535 / 1.34.371 / **1.33.002**; 2. Jeff Jorgenson/SFR (Quadrini Racing Invader QC1 Rotax) 1.34.819 / 1.34.875 / **1.33.941**; 3. Wiley McMahan/MGA (Maverick Nova Suzuki Suzuki) 1.37.462 / 1.35.411 / **1.34.063**; 4. Calvin Stewart/DET (NovaKar Blade F600 Suzuki) 1.39.983 / 1.35.723 / **1.34.806**; 5. Jeremy Morales/IND (Scorpion S1 Rotax) 1.37.179 / **1.35.802** / 1.37.677; 6. Jack Walbran/STL (Scorpion S1 Rotax) 1.39.855 / 1.39.661 / **1.38.354**; 7. Lance Spiering/ORE (KBS MK VII Rotax) 1.41.599 / 1.38.895 / **1.38.717**; 8. Ryan Barth/CHI (Falcon Falcon 0.5 Suzuki) **1.39.692** / No time / 1.43.715; 9. Thomas Edwards/IND (Maverick 00-003 Suzuki) 1.41.207 / **1.40.550** / 1.40.722; 10. Herb Noble/IOWA (Scorpion S1 Rotax) No time / **1.42.090** / No time; 11. Fred Edwards/IND (Maverick F500 Suzuki Suzuki) 1.43.545 / 1.45.299 / **1.42.235**;

Barth - Loss of qualifying 2 times per Chief Steward - GCR 5.7.3 (sound)

Barth - Loss of qualifying 2 times per Chief Steward - Supps 10.12 (fuel)

Race 20 laps, 45 Miles: Pos. Driver

(Laps); 1. Brian Novak (20); 2. Wiley McMahan (20); 3. Jeff Jorgenson (20); 4. Calvin Stewart (20); 5. Jack Walbran (19); 6. Lance Spiering (19); 7. Ryan Barth (19); 8. Fred Edwards (19); 9. Jeremy Morales (19); 10. Herb Noble (18); 11. Thomas Edwards (9);

Overall Time of Race: 31:39.761; **Average**

Race Speed: 84.819 mph; **Margin of**

Victory: 16.052 seconds; **Fastest Race**

Lap: Novak 1:33.941 (85.764 mph); **Lap**

Leaders: Novak laps 1-20; **Sunoco Hard**

Charger: Edwards; **GoPro Hero Move of**

the Race: Jorgenson

kearney

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- Doug Voss – Pro 1600 - Top 10 Finish as Rookie, Mid-Ohio, July 2014
- Rick Shields – FV National Champion,
For Second Time
- Tim Paul – Pro F2000 - 3rd Place - Watkins Glen,
October 2014

Tim Paul – Pro F2000
Doug Voss – Pro F1600
Eric Presbrey – Pro F2000
Tom Fatur – Pro F2000
Tim Minor – Pro F2000
Gary Blarik – FV
Sergio Pasian – Pro F2000
Rick Shields – FV
Jeremy Grenier – Pro 1600
Jonathon Weisheit – FV

Jim Hallman – D Sports Racer
Dale Rader – FV
Steve Jenks – Formula Mazda
Gary Kittell – FV
Zach Craigo – Pro F2000
Bill Johnson – FV
Alex Rizer – FV
Craig Clawson – Pro F2000
Chuck McCormick – FV
Steve Oseth – Pro F1600

Ray Phillips – FV/FF
Wayne Strout – FV
Sam Ryan – Formula Mazda
Ed Impink – FV
Lisa Noble – FV
Peter Gonzalez – Pro F2000
Dave Scaler – FV
Guy Bellingham – FV
Jim Oseth – Pro F1600
Bob O'Connor – FV

Dan Oseth – FV
Brent Gilkes – Pro F2000
Ray Qualls – FV
Jim Vaseff – FV
John Brumder – Pro F2000
Dan Grace – FV
Dan Grace, Jr. – FV
Doug Stout – Pro F2000

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SPEC RACER FORD

RACE 24 | Sunday, Oct. 12, 2014, 1:30 p.m.

THE SHOWDOWN

A field of 44 Spec Racer Fords took to Mazda Raceway Laguna Seca and, as always, they put on a spectacular show. (RIGHT) Race winner Cliff White proudly displays an American flag that flew in Afghanistan.

Sure, the top three starters in Spec Racer Ford ended up as the top three finishers. But that doesn't even begin to cover it. Tire Rack polesitter Mike Miserendino was seeking his fifth National Championship in the class, his first since 2009. Alongside him, Cliff White was looking for his second.

With Miserendino's MBI Racing teammate, T.J. Acker behind him at the start, Miserendino got the push into the lead he needed, with White and Acker following as cars went everywhere behind them. What started it wasn't clear - perhaps bodywork coming loose due to pre-race contact - but it ended with several cars in the gravel trap at the exit of Turn 2 and the race's first full course caution.

The restart seemed to seal the deal; White pulled right in his Cottage Senior Living/Valvoline SRF as the green flag

waved and fell back to fifth, leaving Miserendino and his MBI Racing SRF out front with Acker (MBI Racing/Cindescency SRF) right behind.

"I was having trouble with my second-to-third shifts coming out of 11 and out of Turn 2," White explained. "It just happened I missed the second-third shift and luckily [Acker] missed me. It was mostly just driver error."

Miserendino was free to pull away while White tried to work his way back through the cars he had let by. He got by multi-time Formula Enterprises Champ Scott Rettich in Turn 2 fairly quickly, and then took third from Todd Harris a lap later. Acker would be more difficult, and the pass started in Turn 11 and lasted until Turn 4, with White emerging in second.

By this point, Miserendino had a sizable gap, and while White was reeling



Rob Covine

Jay Bonvador

him in, the process was ever so slow.

"I sort of believed [the lead I had], but in the back of my mind, I was always worried about that other full course yellow, and it did come out," Miserendino said. "I just settled in and Cliff and I had a great end-of-race battle going on."

That caution, for a car in the gravel trap at Turn 3, allowed White to close on to Miserendino's tail. Starting on lap 12, the pair put on a four-lap driver's school on how to race while pulling away from the field, with Miserendino using every defensive maneuver in the book to keep White behind him.

White had been working on consistency in his previous visits to Mazda Raceway Laguna Seca this year,

Ken Brown



made a good move up into the Corkscrew and was able to squeak by," said Miserendino. "I hung right there and bobbled coming out of Turn 11 the same lap, and he was able to get a good little lead."

"I was getting pretty good runs out of Turn 6 and up the hill," added White. "I was showing my nose, and maybe or

maybe not, he saw me and I was able to sneak in there a little bit and the car stopped, luckily, and he gave me good racing room."

Miserendino closed the gap over the next several circuits, and had one last shot in Turn 11 of the final lap. He got inside White and the pair drag raced down the front straight. But even Miserendino's last-second juke toward the flag in an attempt to shorten the distance wasn't enough, and White won by the closest championship margin in the class since transponders came into use, 0.065sec. On his victory lap, White celebrated his win and his GoPro Hero Move of the Race by flying an American flag that had flown in Afghanistan.

Richard S. James

PUSH IT

(BELOW) Cliff White (58) and Mike Miserendino (11) had a close and clean battle for the top of the podium. (LEFT) T.J. Acker (62) could not match the pace of the leaders in the closing laps, but held on for third place.

"I was showing my nose, and maybe or maybe not, he saw me and I was able to sneak in there"

CLIFF WHITE

and it showed. Lap after lap, White was on Miserendino's tail without a bobble. Miserendino, however, had several, with one in Turn 7 on lap 16 giving White the opening he needed.

"I started to slide a little bit toward the second half of the race, and he just

Rupert Barrington



<CHAMPION

Cliff White
Alabama Region
Cottage Senior Living/
Valvoline SRF

RESULTS

Qualifying Pos. Driver/Region Time

Session 1/Time Session 2/Time Session 3; 1. Mike Miserendino/CSCC 1.42.506 / 1.42.820 / **1.42.405**; 2. Cliff White/ALA 1.42.543 / 1.42.843 / **1.42.529**; 3. T.J. Acker/CSCC 1.43.204 / 1.42.711 / **1.42.688**; 4. Todd Harris/ORE 1.42.968 / 1.43.020 / **1.42.730**; 5. Steve Fogg/ORE 1.42.906 / 1.43.092 / **1.42.736**; 6. Scott Rettich/OVR 1.43.509 / 1.42.916 / **1.42.970**; 7. John Black/SFR 1.43.179 / **1.43.135** / 1.43.275; 8. John Tipton/ORE **1.43.237** / 1.43.500 / 1.43.844; 9. Jonathon Allen/SFR 1.44.124 / **1.43.433** / 1.44.021; 10. Scott Monroe/HOUS **1.43.591** / 1.43.614 / 1.44.286; 11. Robert Breton/SFR 1.44.025 / 1.44.048 / **1.43.671**; 12. Lee Fleming/SFR **1.43.694** / 1.44.577 / 1.44.222; 13. Mark Ballengee/CSCC **1.43.717** / 1.44.219 / 1.44.527; 14. Darryl Wills/HOUS 1.44.588 / 1.44.025 / **1.44.012**; 15. Umberto Milletti/SFR 1.44.552 / **1.44.084** / 1.44.139; 16. Michael Keller/SFR 1.44.497 / 1.44.210 / **1.44.198**; 17. Perry Richardson/SFR 1.44.750 / **1.44.247** / 1.44.374; 18. Paul Marino/CSCC 1.44.628 / 1.44.752 / **1.44.380**; 19. Bill Booth/SFR

1.45.062 / No time / **1.44.551**; 20. Jonah Rhodehamel/SFR 1.45.341 / **1.44.820** / 1.45.587; 21. Lee Douglas/ORE 1.45.013 / 1.44.989 / **1.44.922**; 22. Michael Boyle/SFR 1.45.639 / **1.44.933** / 1.50.080; 23. Bob Gardner/SFR 1.46.672 / 1.46.761 / **1.45.011**; 24. Mark Vultaggio/NEP 1.46.191 / **1.45.025** / 1.45.075; 25. Daniel Halloran/ORE 1.45.392 / 1.45.264 / **1.45.056**; 26. Paul Raby/SFR **1.45.413** / 1.45.492 / 1.45.661; 27. Tom Miserendino/CSCC 1.45.584 / **1.45.450** / 1.45.491; 28. Paul Goudy/ORE 1.45.589 / 1.45.529 / **1.45.504**; 29. Ricky Lee/SFR 1.47.109 / **1.45.552** / No time; 30. JoJo Saunders/SFR 1.46.916 / 1.45.915 / **1.45.684**; 31. Mark Hutchins/CHI **1.45.710** / 1.46.241 / 1.45.896; 32. Matt Gray/LOL 1.47.715 / 1.46.187 / **1.45.996**; 33. Gary Manchester/ORE 1.47.140 / **1.46.106** / 1.46.155; 34. David Kay/SFR 1.47.018 / 1.46.174 / **1.46.166**; 35. Joseph Wolf/NER 1.46.998 / **1.46.286** / 1.46.569; 36. Court Cardinal/RENO 1.47.014 / **1.46.439** / 1.46.705; 37. Peter Jankovskis/CHI 1.47.064 / 1.47.048 / **1.46.515**; 38. Denny Fosdick/CSCC **1.47.046** / 1.47.123 / 1.47.706; 39. Dan Brooks/CDR 1.47.181 / 1.47.356 / **1.47.056**; 40. Phil Fogg Sr/ORE 1.48.094 /

1.47.622 / 1.47.729; 41. Matias Bonnier/WNY 1.48.982 / 1.49.593 / **1.47.752**; 42. Roy Hillenburg/HOUS 1.49.536 / 1.48.291 / 1.47.786; 43. Benjamin Brinn/IND 1.48.519 / 1.49.999 / **1.48.114**; 44. Denny Wright/ORE 1.50.000 / 1.49.568 / **1.48.894**;

Booth - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.15

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Cliff White (20); 2. Mike Miserendino (20); 3. T.J. Acker (20); 4. Scott Rettich (20); 5. John Black (20); 6. Steve Fogg (20); 7. John Tipton (20); 8. Perry Richardson (20); 9. Darryl Wills (20); 10. Michael Keller (20); 11. Bill Booth (20); 12. Scott Monroe (20); 13. Paul Marino (20); 14. Mark Ballengee (20); 15. Robert Breton (20); 16. Mark Vultaggio (20); 17. Lee Douglas (20); 18. Michael Boyle (20); 19. Ricky Lee (20); 20. Joseph Wolf (20); 21. Paul Goudy (20); 22. Daniel Halloran (20); 23. Tom Miserendino (20); 24. JoJo Saunders (20); 25. Paul Raby (20); 26. Denny Fosdick (20); 27. Phil Fogg Sr (20); 28. David Kay (20); 29. Dan Brooks (20); 30. Peter Jankovskis (20); 31. Matias Bonnier (20); 32. Benjamin Brinn (20); 33. Denny Wright (20); 34. Roy Hillenburg (20); 35. Matt Gray (19); 36. Todd Harris (14); 37. Jonathon Allen (8); 38. Mark Hutchins (8); 39. Umberto Milletti (7); 40. Lee Fleming (6); 41. Jonah Rhodehamel (0); 42. Bob Gardner (0); 43. Gary Manchester (0); 44. Court Cardinal (0);

Overall Time of Race: 39:06.815; **Average Race Speed:** 68.662 mph; **Margin of Victory:** 00.065 seconds; **Fastest Race Lap:** 1:43.800 (77.618 mph); **Lap Leaders:** #11 laps 1-15; #58 laps 16-20; **Sunoco Hard Charger:** #4 Joseph Wolf



FORMULA 1000

RACE 25 | Sunday, Oct. 12, 2014, 2:30 p.m.

CHAMPION

J.R. Osborne

Oregon Region

Ralph Firman/Hoosier/

GeartronicsMoo RFR 1000

J.R. Osborne picked up a brand-new car three weeks before the championship race, hoping to change his Runoffs luck. In eight prior trips to the Runoffs, Osborne had earned three championships, but he had not finished a Runoffs race since 2010, when he finished in ninth place.

"We've had such a bad run of Runoffs at Road America," said Osborne. "Just one thing or another and we've never even had a chance for the win. It's just brilliant to come here to what I consider my home track. Even though I'm from Colorado, this is my favorite place to be."

The car was a brand-new machine from Ralph Firman Racing, and it seems to have broken Osborne's curse. He earned the pole position and then led the race flag to flag in

the No. 83 Ralph Firman/Hoosier/GeartronicsMoo RFR 1000. He was followed by second-place qualifier Alex Mayer in the No. 77 Mayer Motorsports/Autoworks JDR F1000, and third-place qualifier Gary

"It's one thing to have a pro team...but everyone at the Runoffs is here because they just love racing"

J.R. OSBORNE

Hickman, in the No. 76 Edge Engineering Phoenix F1000.

While the race looked completely smooth from the outside, Osborne was not having anything like a low-key Sunday drive.

"It's definitely one of the hottest



Red Cowan

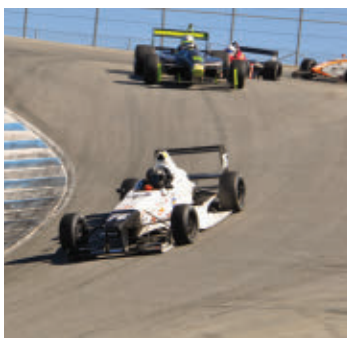


Ken Brown

whole week and you go out and have a failure of some sort. I don't wish that on anybody.

"On the flip side, those tough days make today that much sweeter, because it's not easy to do this. It's one thing to have a pro team around you and have a \$200,000 budget and have all those crew guys, but [everyone at the Runoffs] is here because they just love racing. They're working out of their garages, their families are sacrificing, and they're doing it on their own."

Jeff Zurschmeide



Ken Brown

REVVED UP

(LEFT) J.R. Osborne shook his Runoffs hex, driving his motorcycle-powered RFR to his fourth title. (BELOW) Alex Mayer picked up the silver. (ABOVE) Gary Hickman started and finished the race in third.

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3; 1. J.R. Osborne/ORE (RFR 1000 Kawasaki) 1.25.574 / 1.27.022 / **1.23.705**; 2. Alex Mayer/PHL (JDR F1000 Suzuki) 1.25.526 / 1.27.907 / **1.24.442**; 3. Gary Hickman/SAND (PHOENIX F1000 Suzuki) 1.25.917 / 1.28.592 / **1.24.508**; 4. Jeremy Hill/OVR (PHOTON VD07 Suzuki) 1.26.452 / 1.29.504 / **1.24.994**; 5. Larry Vollum/ORE (Stohr F1000 Kawasaki) **1.25.461** / No time / 1.25.537; 6. Lawrence Loshak/MILW (Astra Summerhawk Suzuki) 1.26.975 / 1.28.235 / **1.25.498**; 7. Glenn Cooper/ATL (RFR F1000 Kawasaki) 1.25.905 / No time / **1.25.703**; 8. Jason Bell/CFR (Citation FB Suzuki) 1.34.963 / 1.26.624 / **1.25.725**; 9. Tyler Thielmann/MILW (JDR JDR-012 Suzuki) 1.30.396 / 1.27.861 / **1.25.900**; 10. Randy Cook/SFR (JDR F1000 Suzuki) 1.26.943 / 1.28.105 / **1.25.953**; 11. Rod Rice/SFR (Stohr F1000 Kawasaki) 1.26.258 / 1.28.350 / **1.26.090**; 12. Jose Gerardo/PNAM (Stohr F1000) 1.26.449 / 1.26.728 / **1.26.240**; 13. Dore Chaponick/CFR (Stohr F1000 Suzuki) No time / 1.27.654 / **1.27.343**; 14. John LaBrie/UTAH (Phoenix F1K.12 Suzuki) 1.29.070 / **1.28.356** / No time; 15. Ross Wolf/NWST (Stohr F1000 Suzuki) 1.37.631 / **1.31.990** / No time; 16. Duane Eitel/AZ (Phoenix F1K.12 Suzuki) **1.36.360** / 1.37.635 / No time;

Vollum - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.G table 5 "C"

Eitel - Loss of qualifying 3 times per Chief Steward - Supps 10.12 (fuel)

LaBrie - Loss of qualifying 3 times per Chief Steward - Supps 10.12 (fuel)

Cooper - Loss of qualifying 2 times per Chief Steward - GCR 9.1.1.G table 5 "C"

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. J.R. Osborne (20); 2. Alex Mayer (20); 3. Gary Hickman (20); 4. Jeremy Hill (20); 5. Glenn Cooper (20); 6. Lawrence Loshak (20); 7. Larry Vollum (20); 8. Dore Chaponick (20); 9. Jason Bell (20); 10. Rod Rice (20); 11. Randy Cook (20); 12. John LaBrie (20); 13. Duane Eitel (4); 14. Jose Gerardo (2); 15. Tyler Thielmann (1); DNS: Ross Wolf ();

Overall Time of Race: 28:38.048; **Average Race Speed:** 93.790 mph; **Margin of Victory:** 05.693 seconds; **Fastest Race Lap:** Osborne 1:24.701 (95.120 mph); **Lap Leaders:** Osborne laps 1-20; **Sunoco Hard Charger:** Chaponick; **GoPro Hero Move of the Race:** Gerardo

race days here, and the track seemed very greasy," said Osborne.

"I pushed really hard to get a little gap and it stayed at seven seconds. Alex did not let up at all, and I couldn't push any harder without taking a chance of throwing it off. Each lap got just a little tougher, rear-end wise, trying to keep that thing underneath me."

Reflecting on the challenges he's faced since moving to the FB class, Osborne took a moment to spread some praise around for his fellow competitors at the Runoffs.

"You're here for 10 days, so it's a big deal, commitment-wise," said Osborne. "It puts more pressure on you because you have got so much into it that you want something to go well. It's gutting when you have the



Rick Conville



H PRODUCTION

RACE 26 | Sunday, Oct. 12, 2014, 3:30 p.m.

CHAMPION >

Lawrence Loshak

Milwaukee Region
ETE Reman/HYPERformance/
RWM/Hoosier Honda CRX

Until this year, Lawrence Loshak had won four National Championships in four different classes. Now he has two in H Production. While *SportsCar* predicted his win, no one would have expected the race to be as close as it was.

When Jason Isley first entered the Toyota Yaris in HP in 2010, no one anticipated that it would be the car chasing Loshak's freshly built ETE Reman/HYPERformance/RWM/Hoosier Honda CRX, but at the end of this year's HP race, there they were, a Honda CRX and a Toyota Yaris crossing the line 0.189sec apart. And they weren't much farther apart than that all race long.

There was a lot of experience at the front of the grid. Only Isley in third was not a Club Racing champion - but does own four Solo National Championships. Loshak had his handful of gold medals, Steve Hussey in second (LinnSpeed/CW Horton Honda CRX) had two, Ron Bartell (MG Midget) starting fourth had

two, and Greg Gauper (Honda Civic Si) in fifth had one.

Isley was satisfied with his starting position. "I was happy to start third, since that is the good side and would give me a little advantage going into Turn 2," he said. "In the end, it worked out, and we were able to cruise away, which is what I wanted to do since a two-way race is better than a three- or four-way."

Prior to last year, Hussey had been away from racing for 10 years, he spent 2013 in an F Production Miata and this year bought the car Loshak won with last year. "Jason and Lawrence got a jump on me at the start," said Hussey. "Within one lap they had already gapped me and continued to gap me throughout the race."

Loshak was driving a car that was the evolution of the car purchased by Hussey. Isley was pleased with how the first lap worked for him, but "I was really worried about Bartell and his rear-wheel-drive car," said Isley. "His tires

would be better in the heat."

Unfortunately for Bartell, contact in Turn 3 of the first lap led to a spin, and he spent the rest of the race catching up.

From the start, Loshak and Isley moved farther and farther away from the field, eventually 42 seconds ahead of Hussey. But the race for gold was an exciting one. Isley only took the lead once, on lap three, and that came in the dirt heading into Turn 10. He was asked

CLOSE CALL

(ABOVE) The action up front was tight from start to finish, with Jason Isley (99) attempting to run down Lawrence Loshak (1, and RIGHT). (BELOW) Steven Hussey (37) held on for third place.



Ken Brown

Rick Conville

Rupert Berrington

about his pass for the lead with four tires off track, he replied, "That was just a response to [Loshak's] spin. I didn't know which way he was going to go, and I didn't want to be in that line. It seemed like dirt was the safer move." Loshak's near spin exiting Turn 9 didn't slow him for long, as he retook the lead into Turn 2 and kept the lead to the end, although he noted that "Jason was putting the pressure on."

Midway through the race, Loshak had pulled a gap over Isley, but Isley had

My rear tires were not happy with me. Toward the end of the race, the fronts decided to join the party."
LAWRENCE LOSHAK

noticed that the tires of the CRX were going away. In fact, Loshak reported, "My rear tires were not happy with me. Toward the end of the race, the fronts decided to join the party." The result was that Isley was close as they entered Turn 11 for the last time, but he fell a bit short in the drag race to the flag. It was quite a barnburner of a race.

J. Michael Hemsley

Sydney Davis



THE JOURNEY

Nearly 500 SCCA workers made the trip to the picturesque Monterey Peninsula to support the Runoffs. In addition to the great sites and activities available along the coast, many of the workers were front row for great racing action at the legendary Mazda Raceway Laguna Seca.

RESULTS

Qualifying Pos. Driver/Region (Car) Time Session 1/Time Session 2/Time Session 3: 1. Lawrence Loshak/MILW (Honda CRX) 1.48.705 / **1.44.219** / 1.45.002; 2. Steven Hussey/SFR (Honda CRX) 1.46.893 / **1.44.767** / 1.46.841; 3. Jason Isley/SAND (Toyota Yaris) 1.47.599 / **1.45.252** / 1.46.086; 4. Ron Bartell/NER (MG Midget) 1.50.098 / **1.46.327** / 1.46.503; 5. Greg Gauper/MILW (Honda Civic Si) 1.50.188 / **1.47.354** / 1.47.370; 6. Gordon Jones/ORE (BMW 1600) 1.49.489 / **1.48.451** / 1.49.884; 7. Tom Tuttle/SFR (MG Midget) 1.49.708 / 1.48.594 / **1.48.517**; 8. Chris Albin/SILR (Volkswagen Golf GTI) 1.54.449 / 1.49.945 / **1.48.589**; 9. Mike Cummings/SFR (Austin-Healey Sprite) 1.52.647 / 1.49.389 / **1.48.813**; 10. Michael Miller/CCR (Austin-Healey Sprite) 1.51.652 / **1.49.347** / 1.50.745; 11. Patrick Casey/SFR (Austin-Healey Sprite) 1.54.275 / **1.50.036** / 1.50.081; 12. Gary Wittman/CSCC (Austin-Healey Sprite) 1.54.417 / **1.50.653** / 1.51.400; 13. Carl Young/SFR (Honda Fit) 1.53.823 / **1.50.979** / 1.51.755; 14. Andrew Wright/TEN (Triumph Spitfire) 1.55.238 / 2.03.372 / **1.52.237**; 15. Jerry Oleson/COLO (Austin-Healey Sprite) 2.08.659 / 1.56.967 / **1.52.348**; 16. Cory Markos/CSCC (Honda CRX Si) No time / **1.53.541** / 1.54.243; 17. Rob Horrell Jr/TEX (Austin-Healey Sprite) 1.59.850 / **1.54.047** / 1.54.713; 18. Alex Burnett/COLO (Nissan PL510) 2.00.999 / 1.58.008 / **1.54.593**; 19. Mike Bachman/SFR (Austin-Healey Sprite) 1.56.201 / **1.55.212** / 2.03.024; 20. Jon Becker/SFR (MINI 1275) 2.06.118 / **1.57.065** / 2.00.456; 21. David Louw/HOUS (Fiat X-1/9) 2.09.813 / 2.08.526 / **2.06.099**;

Race 20 laps, 45 Miles: Pos. Driver (Laps): 1. Lawrence Loshak (20); 2. Jason Isley (20); 3. Steven Hussey (20); 4. Greg Gauper (20); 5. Tom Tuttle (20); 6. Gordon Jones (20); 7. Ron Bartell (20); 8. Mike Cummings (20); 9. Gary Wittman (20); 10. Michael Miller (19); 11. Jerry Oleson (19); 12. Carl Young (19); 13. Chris Albin (19); 14. Alex Burnett (19); 15. Rob Horrell Jr (18); 16. David Louw (17); 17. Mike Bachman (14); 18. Jon Becker (6); 19. Andrew Wright (4); 20. Patrick Casey (1); DNS: Cory Markos ();

Overall Time of Race: 35:34.162; **Average Race Speed:** 75.503 mph; **Margin of Victory:** 0.189 seconds; **Fastest Race Lap:** Loshak 1:45.653 (76.257 mph); **Lap Leaders:** Loshak laps 1-2, 4-20; Isley lap 3; **Sunoco Hard Charger:** Louw; **GoPro Hero Move of the Race:** Bartell





Rick Convine

FORMULA ATLANTIC

RACE 27 | Sunday, Oct. 12, 2014, 4:30 p.m.

CHAMPION >
Conner Kearby
 Texas Region
 GK Motorsports
 Swift 016a Mazda

Seventeen-year-old Conner Kearby convincingly won the Formula Atlantic Championship. In so doing he challenged and beat Michael Mallinen and Sedat Yelkin, both former title winners. Kearby's GK Motorsports Swift 016a qualified sixth, but was third by the end of the first lap, second on lap four, and in the lead on lap seven.

Mallinen, on the pole in the Swan Motorsports/Mazdaspeed Swift 016a Mazda took the early lead with Yelkin second. Sedat in his Everclear Lubricants Swift 014a Mazda started fifth but was second by the first two turns with Kearby third.

Kearby described the start: "I started sixth, but Sedat shot ahead so I decided to stay with him. I followed him through the first two turns and was in third. It was a good clean start and I didn't hit anyone. Then I just set my pace and concentrated on tracking down Mallinen and Sedat.

"On lap four, going into [Turn 1], Sedat left the door open a crack and

I was able to get past him for second. I then closed on Mallinen, and caught and passed him in Turn 11 on lap seven. He was going slowly, so right away I knew that something was wrong with his car. From then on, I did not see anyone in my mirrors until the yellow."

Mallinen's misfortune was a jammed transmission stuck in fourth gear. That yellow was on lap 15 when Richard Zober and Lewis Cooper, hotly contesting fourth place, collided in Turn 11. "When I saw the yellow," said Kearby, "I thought that I had come this far, I have to finish it out. I had a little bit of a buffer zone; I had a couple cars behind me, then Sedat. So, when the green came out, I took off and set my pace."

Yelkin was pleased with second. "I got second by the first turn, but I just did not have the pace to stay with Mallinen today," he said. "Then Conner came up and got past me and I was hoping that he would catch Mallinen and that the two of them would slow each other down. That didn't quite work out, but it still was a good race and I cannot imagine anyone else in this field I would rather lose to than Conner. I didn't have the pace to stay with him today, he was in another league."

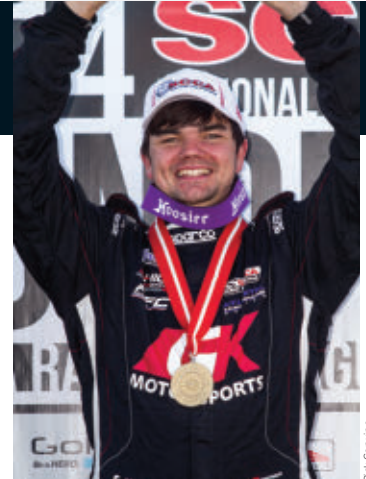
Indeed he was. At age 17, Conner Kearby is someone from whom we will hear more.

Tom Schultz


Ken Brown

RESULTS

Qualifying Pos. Driver/Region (Car)
Time Session 1/Time Session 2/Time Session 3; 1. Michael Mallinen/KCR (Swift 016a Mazda) 1.22.559 / 1.22.786 / **1.22.260**; 2. Fabio Castellani/CHI (Swift 014a Toyota) 1.23.287 / 1.25.118 / **1.23.112**; 3. Richard Zober/PHL (Swift 016a Mazda) 1.23.776 / 1.24.339 / **1.23.512**; 4. Lewis Cooper/CFR (Swift 014a Toyota) 1.24.459 / 1.25.407 / **1.23.531**; 5. Sedat Yelkin/MVR (Swift 014a Mazda) No time / 1.24.413 / **1.24.009**; 6. Conner Kearby/TEX (Swift 016a Mazda) **1.24.690** / 1.26.838 / No time; 7. Robert Corliss/ATL (Swift DB-4 Toyota) 1.26.128 / 1.25.991 / **1.25.359**; 8. Bruce Hamilton/ATL (Swift 016a Mazda) 1.29.010 / 1.29.535 / **1.25.496**; 9. William Goldkind/NYR (Swift 014a Toyota) 1.26.848 / 1.29.462 / **1.25.777**; 10. Dwight Rider/COLO (Ralt RT41 Toyota) No time / 1.33.664 / **1.26.373**; 11. Charles Duncan/BVR (Swift 016a Mazda) No time / 1.53.804 / **1.28.003**; 12. Jim Mali/SFR (Elan Star Pro Formula



Rick Convine

Mazda) 1.29.296 / 1.31.978 / **1.28.141**; 13. Riley Hopkins/SFR (Ralt RT4 Ford) No time / 1.31.000 / **1.28.714**; 14. Kenneth Davis/SAND (Ralt RT40 Other) **1.32.359** / No time / No time

Kearby - Loss of qualifying 3 times per SOM - 9.1.1 FA Spec table 2 Yelkin - Loss of qualifying 1 times per Chief Steward - GCR 5.7.3 (sound)

Duncan - Loss of qualifying 1 times per Chief Steward - GCR 5.7.3 (sound)

Race 20 laps, 45 Miles: Pos. Driver (Laps); 1. Conner Kearby (20); 2. Sedat Yelkin (20); 3. Bruce Hamilton (20); 4. Robert Corliss (20); 5. William Goldkind (20); 6. Fabio Castellani (19); 7. Charles Duncan (19); 8. Jim Mali (19); 9. Richard Zober (13); 10. Lewis Cooper (13); 11. Michael Mallinen (8); 12. Dwight Rider (6); 13. Riley Hopkins (5); DNS. Kenneth Davis ();

Overall Time of Race: 30:32.766;
Average Race Speed: 87.920 mph;
Margin of Victory: 02.836 seconds;
Fastest Race Lap: Kearby 1:22.668 (97.460 mph); **Lap Leaders:** Mallinen laps 1-6; Kearby laps 7-20; **Sunoco Hard Charger:** Kearby; **GoPro Hero Move of the Race:** Kearby

PACESETTER

(ABOVE) It took a number of laps and misfortune on the part of polesitter Michael Mallinen, but Conner Kearby (56) moved from his sixth starting position to the front and made it stick. (LEFT) Sedat Yelkin moved up from fifth on the grid to finish second.

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2014 SCCA RALLYCROSS NATIONAL CHAMPIONSHIP

The 2014 installment of the ultimate RallyCross event saw a new location, tight competition, and a record number of competitors

I-80 Speedway | Greenwood, Neb. | Oct. 3-5, 2014 | IMAGES Rupert Berrington



It's hard to argue with the success of the RallyCross National Championship. In its eighth year, this championship has grown from the diehard 50 who showed up in Hastings, Neb., to the 110 determined competitors who made the journey to I-80 Speedway in Greenwood, Neb., this year to battle for the ultimate prize: an SCCA National Championship title.

Entering this year's title bout, there were many unknowns. This was the first year the event had been held at I-80 Speedway and, while the location was relatively close to where other RallyCross National Championship events had been held in the past, you never know who's going to make the drive until you see them at the registration desk.

Speaking of which, this year saw the return of a number of past RallyCross champions, including a handful of multi-time titleholders. As usual, those are the folks who end up with a giant bull's-eye on them, as even if you don't take the gold, you want to beat these pacesetters. But beating these competitors also meant competing with the challenging conditions.

"The weather in the southeast part of Nebraska influenced our event significantly," says RallyCross Board member Ron Foley. "The area received more than eight inches of rain two days before the event was to start. The soaked soil led to excessive rutting, making it necessary to repeatedly use a tractor to scrap the ruts for the event to continue. This caused so many delays that Sunday runs had to be shortened to just two runs each."

Another factor was a blind gate section on Sunday that threw several experienced drivers for a loop.

But changing weather, rutting issues, and hidden gates are all excuses. Those who won did so with preparation, consistency, and skill. All 110 competitors were dealt the same set of cards - some just played them better. So read on and find out who did their best, and who *is* the best...

**STOCK FRONT WHEEL DRIVE**
Micah Nickelson**STOCK REAR WHEEL DRIVE**
Patrik Matecki**STOCK ALL WHEEL DRIVE**
Charles Wright**STOCK FRONT WHEEL DRIVE**

As usual, the Stock classes took the field first to clean off the grass. They faced a pretty chilly start with 38-degree weather and a strong wind. For them, the start order that was drawn on Friday evening would be very important. Don Hardy had to go first. Even with the grass he looked fast, and this encouraged everyone. Hardy's first run, however, was to be an unplanned timer test and with no time showing he got a very lucky break and a rerun later in the group. Immediately after that, the times started to roll in.

By the end of the first set, the leaders became clear. In the lead was Hardy followed by Micah Nickelson two seconds back and Dmitry Beliaev in third place an additional second back.

The afternoon course was quickly set up, and the leads were soon growing for the top runners. The order was still the same, but Nickelson closed to within a second of the leader, while third place fell to four seconds back.

On Sunday, it was roughly 10 degrees warmer, and the strong winds had died down, making stocking caps merely optional. Attention to the course, however, wasn't. The new course featured a blind gate that would play a pivotal role in the results.

Hardy missed the blind gate and dropped to second place just one second ahead of Beliaev, handing the win to Nickelson. Joseph Hanna stayed in the trophies with fourth, only claiming one cone all weekend.

Leon Drake**STOCK REAR WHEEL DRIVE**

Stock Rear almost looked like a spec Miata class. One lone Toyota MR2 showed, but sadly the motor gave up, leaving only Miatas hitting the dirt.

Ruts and bumps quickly formed on the course, and the Miatas possibly suffered the most with their low ground clearance. Consequently, car preservation may have played a role in the spread, as the gap from first to last of the six-car class was 23 seconds after the first runs. Leading the Miata parade was Nathan Usher. Patrik Matecki trailed Usher by two seconds, and Drew Little third, but another three seconds farther back.

Matecki, however, put on a push, knocked out some great runs, and quickly claimed the top spot. By the end of the competition, Matecki had an impressive two-second gap over second-place finisher Usher. Little was still holding a solid third, but, unfortunately, just out of the trophies.

Leon Drake**STOCK ALL WHEEL DRIVE**

In Stock All, Charles Wright was back to defend his 2013 title, and co-driving was Shelton Wright, who won Prepared Rear in 2008 in an RX-7. They were piloting an Evo that won last year in SA and PA - this was a dangerous combination. But first they would have to beat Z.B. Lorenc, three-time Champion Jan Gerber, and 13 others who wanted to taste gold.

Payton Grey put down a great first run, but then cones started to take a toll on his runs. The Wrights, Lorenc, and Mark Hill took down the best times and set up a lead group separated by four seconds overall. Shelton Wright ran out front closely being chased by Lorenc and Charles Wright.

Unfortunately, the large entry count at the event took its toll on the course, and large ruts in the "Hammer Head Turn" quickly appeared. Repairs were put into action, but the afternoon runs had to be pushed to 3 p.m., reducing the number of runs available. The decision was to run two runs on the second course and run only the Stock and Prepared classes, saving the course as-is to run the Mod cars in the morning.

In those afternoon runs, Shelton Wright continued to dominate, stretching his lead. Lorenc struggled with a cone and a couple of loose runs, allowing Charles Wright to pounce into second.

On Sunday, Stock All was in for a shock. Shelton Wright, who had been running away with the lead, missed the blind gate; and then, on the last run, he tagged three cones. Charles Wright and Lorenc, meanwhile, ran clean and similar times. Hill also missed the gate.

When the dust cleared, it was Charles Wright with a repeat championship, and Lorenc a close second. Shelton Wright's penalties dropped him to third, and Hill maintained fourth. Zachary Sober took the last trophy spot.

Leon Drake**PREPARED FRONT WHEEL DRIVE**

Prepared Front, with 12 drivers, was a very diverse class showcasing the best of old and new cars. Brian DeFrees, the 2014 champion in a 2009 Honda Civic Si, was able to keep his times consistently low and remained cone free throughout the entire weekend; a feat not achieved by many drivers. This was perhaps attributed to some factory fresh snow tires purchased just before the trip.

Robert Seelig in his 1989 Honda CRX Si finished roughly five seconds behind DeFrees. Coming in an extremely close third place - by 0.839sec - was Jim Rowland in his 1992 Nissan Sentra SE-R. He saw all of his runs come back clean, but had to work to shave time off of his first runs after each course change. While this kept him very competitive, it meant this was not his championship year.

Chris Ealer

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Sam Henry



PREPARED ALL WHEEL DRIVE
Jake Blevins



PREPARED REAR WHEEL DRIVE

There were only three entries in Prepared Rear, thus one trophy spot. Amazingly all three drivers remained completely cone free throughout the entire weekend. Your 2014 National Champion, Sam Henry, went on full attack every run - and it showed in his times. He returned times after first runs on new courses that were dead on with his follow up runs. In the end, Henry claimed a 4.7sec win over Eric Adams.

Chris Ealer

PREPARED ALL WHEEL DRIVE

Prepared All was tied with Stock All for the most competitors in a class at 17, and the competition was fierce. Defending Champion Edwin Cunill, back in his Mazdaspeed6, was fighting hard to even stay in a trophy spot over the course of the weekend.

A course feature of offset gates, which was of some debate for the third and final course, really shook things up in this class. Kevin Corn, in a Mitsubishi Evo, who had been leading the class over the weekend, was stuck with a missed gate on each of his final runs landing him a third-place spot. Cunill was able to finish 6.5sec ahead of Corn despite getting one cone on each of his last runs.

The battle for the champion spot itself was a tough one, but Jake Blevins ultimately managed the feat in his 1998 Subaru Impreza 2.5RS, stopping the clock some 1.16sec ahead of Cunill. His runs weren't always the fastest but they were consistently speedy and, if we've learned anything in RallyCross, it's that consistency almost always wins in the end.

Chris Ealer

MODIFIED FRONT-WHEEL DRIVE

Mod Front was a tour de force of lightweight, small displacement, mostly Japanese cars from the 1980s and '90s. The field was littered with Civics and CRXs, with a Nissan Sentra SE-R, Suzuki Swift, Dodge Neon and VW Golf thrown in for good measure. Mod Front has also historically offered some of the closest competition of any class at Nationals, and this year was no exception.

At the end of day one, with three runs in the record books, the top nine cars were within 10 seconds of the leader. Shaun Bailey finished the day in first place holding a paper-thin 0.236sec margin over Seattle rookie Kito Brielmaier. Bret Hunter and Aaron Miller, as well as Alaskan Kent Hamilton, rounded out the top five less than two seconds back from first place.

While RallyCross is a relatively safe form of motorsport, accidents do happen, even to highly experienced drivers. Past National Champion Leon Drake exited the event in spectacular fashion on his second run of the weekend as the right rear axle stub on his VW Golf sheared off, allowing the rear suspension to dig into the dirt, resulting in a rollover. Drake emerged uninjured, but the car was done for the weekend.

Day two brought drying conditions

and the scrappy little cars bounced and clawed their way around the ever-changing and somewhat bumpy courses. On the third run of the day, young Ian Hunter tallied the third rollover of the weekend on the final turn before the finish line, knocking both Ian and his father, Brett Hunter, out of competition for the rest of the weekend.

At the fast end of the trophy list, Bailey scored the quickest run of the day but picked up cones on three of his Sunday runs, dropping him from first to third for the event. Miller picked up the pace and gained two spots on Sunday to finish second. Hamilton also picked up speed and, despite three cones for the weekend, finished in first place just 0.36sec ahead of Miller. Brielmaier was cone free all weekend and finished a well-earned fourth place in his first championship event. Californian Blakely fought his way to the fifth and final trophy spot of the weekend. Utah's Jon Olschewski finally broke his long DNF streak and actually finished a national championship event.

Keith Lightfoot

MODIFIED REAR WHEEL DRIVE

Mod Rear featured the usual gaggle of rear-wheel-drive Mazda Miatas and RX-7s, along with an interesting mix of vintage iron, including Doug Liebman's retro-cool VW Super Beetle, Jim Rowan's Plymouth Arrow GT, Alex Lombardi's Porsche 944, and Dustin Kirk's Toyota Corolla GT-S. With cars featuring more power than traction and challenging course conditions throughout the weekend, Mod Rear rewarded deft driving and provided plenty of sideways action.

At the end of day one, Colorado's Will MacDonald, co-driving Pete Remner's RX-7, held a 2.4sec lead over Evan Arthur's turbo Miata after Arthur picked up a cone on his third run. Dustin Kirk sat in third place and Remner rounded out the top four.

On Sunday, as course conditions continued to improve, MacDonald opened the door with a sluggish first run. By the end of the day, Arthur had capitalized to take the win from MacDonald by 0.022sec. Remner took third, barely one second behind the leader - likely cursing his single cone for the weekend. Michael Caldwell dialed in his BMW 325is and threw down the fastest time of the class on his last run, moving from sixth to fourth in the final standings.

Keith Lightfoot



MODIFIED FRONT WHEEL DRIVE
Kent Hamilton



MODIFIED REAR WHEEL DRIVE
Evan Arthur



MODIFIED ALL WHEEL DRIVE
Warren Elliott



MODIFIED ALL WHEEL DRIVE

Mod All featured plenty of horsepower and a little drama thrown in for good measure. Course conditions required an inordinate amount of course adjustments and maintenance throughout the weekend, which significantly reduced the number of runs planned for Saturday. Modified classes tend to be harder on courses than Stock and Prepared classes, and this weekend was no exception. Past Champion Brienne Corn swapped her racecar for a tractor all weekend and saw plenty of action grading the courses between runs.

RESULTS

SCCA RallyCross National Championship Greenwood, Neb. | Oct 3-5, 2014

STOCK FRONT WHEEL DRIVE

1. Micah Nickelson (Dodge) 420.728; 2. Don Hardy (Ford) 429.453; 3. Dmitry Beliaev (Mini) 430.398; 4. Joseph Hanna (Nissan) 435.202; 5. Christopher Ealer (Mazda); 6. Jackson Gray (Ford); 7. Ron Foley (Honda); 8. Caio Silva (Mazda); 9. Donald Carl (Plymouth); 10. Aaron Whyte (Saturn); 11. Jeff Gray (Ford).

STOCK REAR WHEEL DRIVE

1. Patryk Matecki (Mazda) 423.005; 2. Nathan Usher (Mazda) 424.973; 3. Drew Little (Mazda) 444.861; 4. Colin Brandt (Mazda); 5. Pedro Buenrostro (Mazda); 6. James Wood (Mazda).

STOCK ALL WHEEL DRIVE

1. Charles Wright (Mitsubishi) 399.326; 2. Z.B. Lorenc (Subaru) 402.032; 3. Shelton Wright (Mitsubishi) 411.991; 4. Mark Hill (Subaru) 419.101; 5. Zachary Sober (Subaru) 421.846; 6. Mike Jiang (Subaru); 7. Gonzalo San Miguel (Subaru); 8. Stephen Ducharme (Subaru); 9. Payton Gray (Mitsubishi); 10. Jan Gerber (Subaru); 11. Karl Sealander (Subaru); 12. Shawn Sokol (Mitsubishi); 13. Wayne Stockel (Subaru); 14. Linda Duncan (Subaru); 15. Howard Duncan (Subaru); 16. Jon Trudau (Subaru); 17. Jerry Stem (Subaru);

PREPARED FRONT WHEEL DRIVE

1. Brian DeFrees (Honda) 405.589; 2. Robert Seelig (Honda) 410.215; 3. Jim Rowland (Nissan) 411.054; 4. Tim Hardy (Ford) 418.377; 5. Chang Ho Kim (Honda); 6. Mayur Patel (Mazda); 7. Michael Lodsini (Dodge); 8. Seth Lemke (Honda); 9. J Douglas Patterson (Ford); 10. Antonio Serracino (Honda); 11. Bryan Tippens (Honda); 12. Jeremy Salenius (Ford).

PREPARED REAR WHEEL DRIVE

1. Sam Henry (Mazda) 417.253; 2. Eric Adams (Scion) 422.007; 3. Martin Henry (Mazda) 428.120

PREPARED ALL WHEEL DRIVE

1. Jake Blevins (Subaru) 400.752; 2. Edwin Cunill (Mazda) 401.912; 3. Kevin Corn (Mitsubishi) 408.476; 4. Mark Macoubrie (Subaru) 409.849; 5. Harold Denham (Mitsubishi) 410.038

6. George Blevins (Subaru); 7. Keith Lightfoot (Plymouth); 8. Bob Poling (Subaru); 9. Kubo Kordisch (Subaru); 10. Todd Briley (Subaru); 11. Valerie Hampton (Subaru); 12. Alex Reinkordt (Subaru); 13. Woody Gallagher (Saab); 14. Jason Hahl (Subaru) 444.567; 15. Tere Pulliam (Subaru); 16. Elizabeth Austin (Subaru); 17. Ed Trudeau (Subaru).

MODIFIED FRONT WHEEL DRIVE

1. Kent Hamilton (Honda) 387.336; 2. Aaron Miller (Honda) 387.696; 3. Shaun Bailey (Honda) 387.926; 4. Kito Brielmaier (Toyota) 388.842; 5. Brent Blakely (Suzuki) 394.349; 6. Chris Odriscoll (Honda); 7. William Ehrman (Dodge); 8. Jonathan Olschewski (Nissan); 9. Matthew Cox (unknown); 10. Ian Hunter (Honda); 11. Lori Odriscoll (Honda); 12. Grady Wood (unknown); 13. Bret Hunter (Honda); 14. Leon Drake (Volkswagen).

MODIFIED REAR WHEEL DRIVE

1. Evan Arthur (Mazda) 405.386; 2. Will MacDonald (Mazda) 405.408; 3. Pete Remner (Mazda) 406.461; 4. Michael Cadwell (BMW) 408.398; 5. Bee Thao (Mazda) 408.599; 6. Dustin Kirk (Toyota); 7. Jim Rowan (Plymouth); 8. Kris Martison (BMW); 9. Doug Leibman (Volkswagen); 10. Alex Lombardi (Porsche); 11. Aaron Dewey (Mazda); 12. Theresa Thao (Mazda); 13. Raphael Orlove (Volkswagen); 14. David Cosseboom (BMW).

MODIFIED ALL WHEEL DRIVE

1. Warren Elliott (Mitsubishi) 378.834; 2. Peter Zlamany (Plymouth) 384.515; 3. Dan Quiet (Subaru) 384.747; 4. W. Orion Fairman (Subaru) 385.572; 5. David Carapetyan (Mitsubishi) 388.053; 6. Eric Genack (Subaru); 7. Diego De Castro (Subaru); 8. Richard Lawrence (Subaru); 9. Jeff Timpe (Subaru); 10. Shaun Lunn (Subaru); 11. Ryan Sealey (Subaru); 12. Christopher Almon (Subaru); 13. Chris Hrabik (Subaru); 14. Brian Ballinger (Subaru); 15. Greg Ohlemacher (Subaru).

A bit of controversy arose when modifications were made to the course after a parade lap was already completed. Following an inquiry, the run in question was dropped, resulting in Mod All competitors receiving only two timed runs for Saturday. At the end of the first day, Brian Ballinger held a slight lead over David Carapetyan. Warren Elliott, Dan Quiet, and Peter Zlamany rounded out the top five positions.

Sunday brought a shakeup in the standings as Ballinger missed two gates in the morning and his Subaru ate a front control arm, ending his weekend. On his

final run, Carapetyan's Evo ran wide into a cone wall, taking out four cones and dropping him from second place to fifth. Orion Fairman moved from seventh to fourth place with fast, clean runs throughout the weekend. Zlamany turned up the wick to slip by Quiet and capture second place by 0.232sec. When the dust settled, Warren Elliott finished atop the leader board with a 5.7sec margin of victory after putting down two blistering 51-second runs to finish the day, successfully defending his 2013 championship title in a Prepared-legal car.

Keith Lightfoot

UNITED STATES ROADRALLY CHALLENGE

The USRRC departs from tradition and hosts a different kind of event, with equally interesting results
Chattanooga, Tenn. | Sept. 18-21, 2014

WORDS Rick Beattie MAIN IMAGE Rick Beattie



SCOPES MONKEY

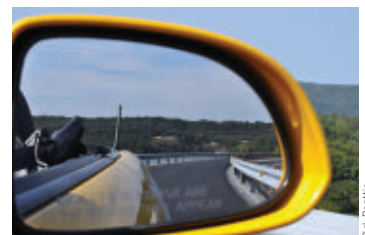
(MAIN) The team of Bob Morseburg and Dave Head pass by the Rhea County Courthouse in Dayton, Tenn., the site of the famous 1925 Scopes Monkey Trail. (RIGHT) The road to the Raccoon Mountain Reservoir looks good coming and going.

On Sept. 19-21, SCCA rallyists ran the United States RoadRally Challenge as part of the Coker Tire Challenge. The event recognized little from the previous 19 USRRCs in this year's single, three-day Tour event, and the results were as interesting as you might expect for such a departure. Teams that were successful in adjusting to the quirks of the different rally style enjoyed three days of sunny weather, superb organization, and great competition. It was an event where, as Dave Head described it, "everything was a big deal."

At about 12:30 p.m. Sunday afternoon, after three days and 21 controls, Justin Connors and I (don't you love it when the story's author plays a part in the story?) came from six seconds behind on the first Stage to tie fellow Class E competitors Bob Morseburg and Dave Head, eventually claiming the first-place trophy in Class E and first overall on the second tiebreaker.

In Class S, Jessica Toney and J Toney started with a Stage 1 win and then had to fight off the Stage 2 and Stage 3 class winners Joseph Cloutre and Andrew Terry to hold on for their Class S win.

The Coker Tire Challenge (CTC) is always run out of Coker Tire headquarters and Honest Charley's Speed Shop in Chattanooga, Tenn. Coker Tire is probably the best known and most used tire supplier for



Rick Beattie

antique, classic, collectable, and just plain old cars.

The Chattanooga event is presented by the Great Race organization. Great Race itself is currently a nine-day trip across at least a half dozen U.S. States. Rally equipment for all the separate classes is limited to a speedometer, a digital stopwatch, an analog clock, and two wristwatches.

Although the Great Race method may not have been familiar to the majority of SCCA competitors, the event regulations have an organization and content similar to the RoadRally Rules. SCCA retained its class rules and equipment but ran under the other CTC rally rules, including timing and scoring. CTC rallies use seconds, not hundredths of a minute.

Time allowance requests were also like the old RRRs. Teams could stop to help at the scene of an accident or for a train, but not much else. They had to attempt to make up the lost time and explain in detail on the request form what happened and how they attempted to regain position.

To help competitors understand the rules, and especially the format of the route instructions, CTC has a rally school before every event.

Although SCCA contestants competed in the typical National classes, no one ran in Class L. Anyone who came expecting an easy three-day SCCA National Tour Rally learned how intense a rally written for a few clocks and a speedometer could be.

The best thing was the grandeur. Everything was presented as a big deal"
DAVE HEAD

CTC is really a four-day event with registration, tech inspection, and the rally school on Thursday. Even those tasks were a big deal. Head was convinced that at CTC, "the best thing was the grandeur. Everything was presented as a big deal. There were lots of stickers to put on cars, a real tech inspection, lanyard credentials to wear at the event and at the local businesses that needed to know that the event is bringing them dollars."

At rally school, 20-time SCCA National Rally champion and CTC rallymaster John Classen reviewed

every instruction contestants would execute the next day.

Great Race instructions are written in a five-column format in the "GRIID System with Cameo Imaging." The first column is the instruction number, followed by a detailed tulip instruction, then a column for icons representing time, starts and stops, rest stops, gas stops, and so on. Timing information was in the fourth column and in the last column were notes.

The tricky part of the instructions is remembering to read the rare but sometimes extremely important notes all the way to the right, especially if they were printed at the top of the next page.

The rally's first stage started Friday morning and headed west out of Chattanooga and across the Tennessee River before turning southwest toward Huntsville, Ala. The implications of the CTC route instructions became apparent.

Because of the mechanical limitations of the vintage cars that run the CTC event, speeds were typically set 5mph below the posted speed limit and were changed to the suggested speed posted on the yellow diamond curve or intersection warning signs.

The low speeds could be tedious, as much for being monotonous as for increasing the discomfort of the different method.

At one point in the morning run, the rally ascended the route of the SCCA Crow Mountain Hill Climb - all 2.150 miles at 15mph.

Many of the instructions required you to change CAST to a given speed for a given time and then CAST back to the old speed. For navigators concentrating on the odometer for that distance, it wasn't difficult but it was tiring. Driving while staring at a speedometer or an LED offset display had the same effect. Even the trip home was exhausting.

The first day introduced SCCA competitors to significant changes in what timing information they received. Typically at an SCCA control, teams are given their in-time, the official time, the mileage at the control, a record of every pause, and a detailed timing log of the distance and time to every speed change. CTC does none of that. It's the rally equivalent to eliminating the cone log at the Tire Rack Solo National Championships.

At the CTC controls, in-time is out-time and cars do not stop. Only at



the end of the day did teams receive a slip giving in-time and the official in-time at each of the controls, but with no other timing information. At the end of the final stage, competitors don't get the true leg times until after the awards are announced.

Jack von Kaenel accurately summed it up. "The absence of calculation logs...makes determining the source of errors very difficult and, in most cases, impossible."

Von Kaenel also pointed out that, "not knowing how you and others are doing until the end of each stage denied competitors the opportunity to make mid-course corrections, essentially condemning them to a day's worth of error, rather than a one-leg penalty."

Getting back to Chattanooga at the end of the timed portion of the event was no easy task. Chattanooga has rush hour traffic to rival any city in the Midwest or on either coast. Teams were completely stopped a countless number of times Friday in a two-mile stretch merging from I-59 onto I-24.

Coker Tire hosted dinner on the Friday, including the band for the after-dinner entertainment.

At the end of Stage 1, the team of

EVENT PREP

There is much pomp and circumstance associated with the Coker Tire Challenge, even registration and tech was a big deal, and an entirely new experience for many USRRC competitors.

CLASSE WINNERS

Justin Connors (left), and Rick Beattie (center) came out on the winning end of the tiebreaker for Class E. Corky Coker presents the award.





Tommy Lee Byrd

GREAT VIEWING

(ABOVE) The Coker Tire museum hosted the awards lunch for the CTC and USRRC. (RIGHT) The route explored many scenic roadways and crossed a number of historic landmarks.

Bob Morseburg and Head were first in class E with a score of 15 seconds followed by Mike Thompson and Fred Rosevear with 18 seconds. The Toney's led Class S with a score of two minutes, five seconds. Joseph Cloutre and Terry were second in that class with three minutes, 45 seconds.

Stage 2 on Saturday headed northwest with a mid-morning transit through Dayton, Tenn., past the Rhea County Courthouse - site of the 1925 Scopes Monkey Trial. CTC placed the SCCA cars together and that morning they started ahead of the Great Race style competitors.

Just before the lunch break, SCCA teams made a four-and-one-half-mile trek at 18mph on an unpaved road. Unpaved roads are rarely, if ever, used on CTC events. The USRRC emerged



Rick Beattie

mixed in with the vintage cars.

A few lunchtime conversations sorted it out. SCCA ran an extra loop to lengthen their travel time and put them at the rear of the historic cars. That let the vintage folks get to the *parc fermé* at the end of the stage earlier than the modern cars of the USRRC teams.

USRRC Stage 2 scores were much better than the Stage 1 results. The total SCCA points scored on Stage 1 of 29 minutes five seconds compared to a total of 10 minutes six seconds for Stage 2.

Connors and I were now one second behind first in Class E competitors Morseburg and Head, and while Cloutre and Terry beat the Toney's by six seconds on Stage 2, they were still in second place.

On Sunday, Stage 3 headed west but stayed close to Chattanooga. The morning fog cleared quickly for a sunny conclusion for the day's competition.

The route for the last two legs of the stage wrapped around the park roads of the Tennessee Valley Authority Pumped Storage Plant at Raccoon Mountain.

The rally speeds of 10, 20, 15 and

18mph for quite a long distance seemed almost natural as teams shared the road with bicycles and morning runners. The interconnected loops allowed teams to pass the other competitors returning from the opposite direction.

The one-way, single-lane road on the 8,500 foot long breastwork of the upper dam gave you a chance to view water on one side and a 230-foot drop on the other. The short distance away from Chattanooga got everyone back quickly to Coker Tire Headquarters where under the inflatable arch on Fort

Without question the Coker/Great Race organization knows what they are doing"
CHUCK HANSON

Street, Corky Coker greeted everyone by name, shook their hands, and thanked them for coming. The festive atmosphere on Fort Street, closed for the event, would have been familiar to folks who rallied a long time ago.

Although the event concluded at 1p.m. as promised, there was a delay as Classen and the CTC committee sorted out the tiebreaker for Class E. Connors and I beat Morseburg and Head by one second on Sunday to tie them and be declared the Class E trophy winners. The results are reported as a tie for the official SCCA standings.

Cloutre and Terry had a fantastic day, besting the team of Jessica and J Toney by one minute 17 seconds, but it was not enough to overtake them, and the Toney's were awarded the Class S trophy.

THE TIE

Navigator Dave Head (left), and driver Bob Morseburg (center) were the other half of the Class E winning tie.



Rick Beattie

THE W ROAD

On the trip back to headquarters teams could elect to travel the W Road, part of the old Dixie Highway. The instructions told you, "it is a steep downhill, two-land road, with three sharp switchbacks in quick succession leaving the summit (hence the name, 'W')." "

The instructions failed to point out two things: that highway engineers built stone walls on each side of the switch-backs to contain the soil; and that it was not possible to turn though the inside curves without completely entering the oncoming lane.

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WINDING ROAD
(ABOVE) The Coker Tire Challenge featured a number of fabulous vintage cars, and ran along side the USRRC. (BELOW) Navigator J Toney (left) and driver Jessica Toney (center) accept the award for the Class S win from Corky Coker.

A lot goes into doing well here and the best SCCA winning scores, almost twice as high at those running with a covered odometer, proved that.

When asked what he enjoyed most, Connors said, "The energy and fun of

the event. Most SCCA National Rallies have boiled down to a few cars showing up to try and claw out a few points for the annual title. The spirit of rallying was on full display here. People wanted to be out in their cars,

A CHANGE OF HEART

Bob Morseburg had two opinions on the event. "My comments five days after the event are a lot different than they would have been on Sunday afternoon," he says. On Sunday, Morseburg was much more like his 10-year-old grandson. "It was different. Change scared me and I seemed not to enjoy it."

Five days later, "The event was great," he says. "Despite speeds seeming too low for modern cars, I would welcome doing this event again. Originally I didn't like having no feedback all day long regarding if the factor was drifting or not, but it's the same for everyone. The old car people 'know' their cars. They know how temperature and altitude affect the operation of the car. They know their acceleration rate. They practice. [There's] no reason modern car people can't do the same."

RESULTS

UNITED STATE ROADRALLY CHALLENGE

STAGE 1 (Friday, Sept. 19)

RESULTS: pos/class, driver/navigator (car) total; 1/1E, Morseburg/Head (Subaru) 15s; 2/2E, Thompson/Rosevear (Subaru) 18s; 3/3E, Connors/Beattie (Honda) 21s; 4/4E, Hanson/von Kaenel (Mazda 6) 53s; 5/5E, Ferris/Sears (Honda) 1m06s; 6/1S, Toney/Toney (Nissan) 2m05s; 7/2S, Cloutre/Terry (Ford) 3m45s; 8/3S, Hughes/Hughes (Scion) 21m14s.

STAGE 2 (Saturday, Sept. 20)

RESULTS: pos/class, driver/navigator (car) total; 1/1E, Connors/Beattie (Honda) 11s; 2/2E, Ferris/Sears (Honda) 12s; 3/3E, Morseburg/Head (Subaru) 16s; 4/4E,

Hanson/von Kaenel (Mazda 6) 22s; 5/5E, Thompson/Rosevear (Subaru) 31s; 6/1S, Cloutre/Terry (Ford) 1m02s; 7/2S, Toney/Toney (Nissan) 1m08s; 8/3S, Hughes/Hughes (Scion) 6m24s.

STAGE 3 (Sunday, Sept. 21)

RESULTS: pos/class, driver/navigator (car) total; 1/1E, Connors/Beattie (Honda) 4s; 2/2E, Morseburg/Head (Subaru) 5s; 3/3E, Ferris/Sears (Honda) 5s; 4/4E, Hanson/von Kaenel (Mazda 6) 15s; 5/1S, Cloutre/Terry (Ford) 1m14s; 6/2S, Toney/Toney (Nissan) 2m31s; 7/5E, Thompson/Rosevear (Subaru) 5m36s; 8/3S, Hughes/Hughes (Scion) 7m19s.

CUMULATIVE SCORES

RESULTS: pos/class, driver/navigator (car) total; 1/1E, Connors/Beattie (Honda) 36s; 2/2E, Morseburg/Head (Subaru) 36s; 3/3E, Ferris/Sears (Honda) 1m23s; 4/4E, Hanson/von Kaenel (Mazda 6) 1m30s; 5/1S, Toney/Toney (Nissan) 5m44s; 6/2S, Cloutre/Terry (Ford) 6m01s; 7/5E, Thompson/Rosevear (Subaru) 6m25s; 8/3S, Hughes/Hughes (Scion) 34m57s.

2014 EVENT POINTS STANDINGS

DRIVER	NAVIGATOR	TOTAL
EQUIPPED CLASS		
Justin Connors	Rick Beattie	10
Bob Morseburg	Dave Head	10
Ron Ferris	John Sears	6
Charles Hanson	Jack von Kaenel	5
Mike Thompson	Fred Rosevear	4
STOCK CLASS		
Jessica Toney	J Toney	10
Joseph Cloutre	Andrew Terry	8
Charles Hughes	Terri Hughes	6



Rick Beattie

to have a good time doing it and to have an element of friendly yet serious competition at the same time."

Chuck Hanson was convinced that "without question the Coker/Great Race organization knows what they are doing and executes professionally."

In the interest of full disclosure, I must say I have run Great Race events with good results and have spent a total of 24 days on this style of event. I am quite familiar with how intense the concentration needs to be to correctly execute the apparently simple instructions. This is one case when the winner writes the history.

I am very accepting of the lack of detailed leg information, having spent many of those 24 nights in hotel rooms trying to sort out why our scores were what they were. Someday, I can share a few secrets.

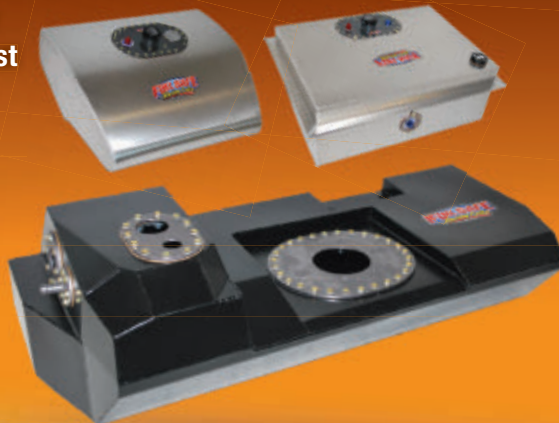
I'm also a big fan. I don't think you can exaggerate the great hospitality at Coker and Great Race events. Joseph Cloutre told me that Honest Charley's helped him with a car problem free of charge. The attitude of the other contestants is welcoming. When the eventual Coker event winner Howard Sharp came up to me to ask how you work with a TimeWise 798A, it meant something more than just a breakfast chat.

I am every bit as excited writing this a week later as I was before leaving on the 11-hour drive home (with stops) from Chattanooga. I want to go back there to next year's USRRC. 🍷

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LIKE A GLOVE

Unique trailers may not offer the roominess of traditional box trailers, but their advantages often outweigh any deficiencies.

National Solo

A DIFFERENT BOX, PART 2: BRE AEROVAULT

WORDS & IMAGES Fred Züst

In the October issue, *Leaving the Line* columnist Paul Brown discussed his Montrose trailer as an alternative to the traditional box trailer. I like to think that paddocking with the Browns at the Tire Rack Solo National Championships and my discussions with Paul about my Aerovault trailer encouraged him to “think outside the box” – and this was born this month’s column!

When I first started towing my Lotus Elise to Solo events I had a Featherlite open trailer towed with my half-ton Toyota Tundra gas-powered truck. This worked great. Unfortunately, the car and equipment were exposed to the elements, and inquiring eyes; I soon realized it would be more secure to have an enclosed trailer. Most advice I received said to get a box trailer two feet longer than I thought would be needed. I ended up with a 24-foot Haulmark enclosed trailer. The car fit well and the trailer had lights, cabinets, tire racks, and a workbench.

The car weighed 1,850lbs. Add in 500lbs of tools, tires, fuel,

and other equipment, and I was towing 2,350lbs of stuff, plus a 4,500lb trailer. I realized I needed a weight distributing hitch to help distribute the tongue weight to the front axle otherwise there would be too much weight on the rear.

On my first tow westward, I found the transmission would jump out of sixth gear and mileage would plummet. With careful feathering of the throttle, I could hold 60 to 65mph and get 11mpg. When I hit the headwinds in Palm Springs, I was crawling at 55mph in fourth gear and getting 7mpg. I later discovered that aero load starts to dominate above 53mph; below that or when climbing hills, weight is the biggest factor. Mileage concerns aside, I also had to add sway control to keep the winds from whipping the trailer around.

I started looking into lightweight, aerodynamic trailers and found the Aerovault from Brock Racing Enterprises (BRE), owned by Gayle and Peter Brock. Peter Brock is the renowned designer of the original Corvette Stingray and the Cobra Daytona



Coupe that won Le Mans for Shelby, besting Ferrari. Peter wanted a secure trailer that he could take to a race weekend with tires, tools, and equipment that would be easy to tow, maneuver, and use. This trailer wasn’t to be for a race team, but as he says, “A scabbard for a sword; something spare, secure, fast, and easy to handle.”

Before I dive any further, it should be noted that I am simply a BRE customer. I purchased the trailer based on my research. Thus, I am simply reporting on the findings that resulted in my now owning an Aerovault.

Brock’s primary goals were utility, security, aerodynamic efficiency, and a light weight. For security, the trailer uses a 1/8-inch aluminum semi-monocoque, which is more than


twice as thick as the skin on the best aluminum box trailers. The roof fin is structural, stabilizes the trailer in wind, and favors the Bugatti 57SC Atlantique. The rounded nose and sloped roof reduce the coefficient of drag and improve driver sightlines around the trailer. The underside is fully skinned to reduce drag, and the wheels feature vintage-looking moon discs to complete the aerodynamic package.

Inside there is a shelf that holds a set of tires, fuel jugs and

“I no longer need a weight-distributing hitch since the trailer weighs just over 2,300lbs”

other equipment. Along the sides are storage bins for jacks, tools, pit supplies, and the spare tire. Rather than have an access door on the side, Brock installed one of my favorite features: a synthetic cable winch, which uses rope that won’t kink or cut your hands. To load the car, put down the ramps, get the car lined up, and hit the remote. If you’re like me and the car doesn’t move under its own power fairly often, that winch is a lifesaver! At the front, there are two access doors to strap down the front of the car.

Towing the Aerovault is a dream. It is so stable that even in wind I often forget it’s there. I no longer need a weight-distributing hitch since the trailer weighs just over 2,300lbs, almost half the weight of the box trailer. Combined with the aerodynamic improvements, I can get 15mpg at 65mph, or more importantly 13.5mpg at 75mph. My trip to the Solo Nationals the following year was four hours faster and much lower stress in the wind and mountains. I also saved \$100 on gas.

BRE is ramping up production of the BRE Aerovault 2.0 with the first prototype arriving around the time of this printing. Although the Aerovault is more expensive than the traditional box, for me it is worth it to tow quickly and without drama. As my dad says, “Buy it nice or buy it twice!” 

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SCCA Foundation

WHAT DID **YOU** DO ON YOUR SUMMER VACATION?

WORDS Raleigh Boreen, SCCA Foundation Board

IMAGE SCCA Archive/B. Jackson

As we approach the off-season, the question is: What did you do on your summer vacation? Well, your SCCA Foundation has been busy and we have several announcements to make.

In May and June, we were part of the Formula SAE competition in Michigan and Nebraska. Both events were outstanding successes and the SCCA Foundation was a proud supporter of these events. The Carroll Smith Mentor Award was given out to Dr. John Russell, the faculty advisor for the University of New Mexico. Everyone on the LOBOS FSAE team was excited to see Dr. Russell receive the award. This award is given annually by the SCCA Foundation to a faculty advisor for their encouragement and support of their team and FSAE.

Both of the events this year had a huge number of SCCA people volunteer to work the event. Thanks for everyone's help and support.

The Tire Rack Street Survival program had its ups and downs

but finished on a high note. The Foundation was very involved from our training session in Philadelphia in February to the last events in November. We supported 37 schools this year, which may be down from our 45 schools in 2013, but our attendance was up in 2014, meaning more students completed the program.

Linda Duncan was the SCCA National Coordinator again this past year with help from SCCA member's Arnie Coleman and Tim Beechuk. The Tire Rack Street Survival program is the largest expense of the SCCA Foundation each year, but it is the most rewarding program we are involved in. If you have not done a school in your area, I encourage you and your Region to host one. The program is a huge success and very rewarding. Linda already has six schools signed up for 2015; we would love to have you join us.

Raising money is a constant job of the SCCA Foundation. It is hard to support programs and awards without some income. As I have said in the past, the SCCA Foundation doesn't receive any money from SCCA or from its

members unless a person makes a personal donation. The SCCA Raffle is one of the ways the SCCA Foundation gets money each year. The raffle for 2014 was for a trip to COTA for the U.S. Grand Prix and \$5,000 for spending money, and it was a huge success. In fact, it was the most successful raffle the SCCA Foundation had ever been involved with.

The SCCA Foundation also received a check for \$8,000 from Nebraska Region at the 2014 Tire Rack Solo National Championships. The money was a portion of the proceeds from the Test N Tune course, which was available to competitors the entire 10 days of the event. Thanks you to Nebraska Region and to all of the Soloists who purchased laps on the Test N Tune course. We have also received donations from Regions during the year and from individuals, thank you so much for your support.

One of the most exciting announcements the SCCA Foundation put out this summer was the announcement that the SCCA Archives will be moving to Watkins Glen in 2015. The SCCA Archives will be moving from their location in Indianapolis,

Ind., to the International Motor Racing Research Center in Watkins Glen, N.Y.

The Research Center houses a phenomenal collection of racing and motorsports history, and while the SCCA Archives will be moving to the Research Center, the SCCA Foundation and SCCA Inc. will retain all of the rights to our archives. The reason for the move is to have our archives in a


"Our archives takes up more than 1,500sq-ft of storage, and this is only the tip of the iceberg"

spot where it is with other like items. It will also be in a climate-controlled facility, and there will be staff to access the files.

In its current form, our archives take up more than 1,500 sq-ft of storage, and this is only the tip of the iceberg. We have tens of thousands of members who have collections of posters, racing programs, results, magazines, patches, and personal items they have collected over the years. Regions have their own archives, and these items need a place to keep them available to members.

In the past year, several members and their families have offered personal collections to the SCCA Foundation, and we have welcomed them with open arms. If you are downsizing, cleaning out older sports car items, let the SCCA Foundation know; we would love the donation.

Our history is important and it will help us focus on the right path for the future. In the near future you will hear about a fund-raising campaign to help with the SCCA Archives moving to Watkins Glen and about preserving the SCCA Archives the proper way. The excitement for the future is just beginning.

So, what did you do on your summer vacation? Your SCCA Foundation was busy helping the Club and being the charitable face for SCCA. We had a great year and know that 2015 will even be more productive. 

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

BACK TO BACK

Paul Fix turned into the man to beat as he collected TA wins at Lime Rock and VIR.



SCCA Pro Racing

PENULTIMATE ROUND

Paul Fix captured his second consecutive Trans Am victory at VIRginia International Raceway on Sept. 28, while his teammate Doug Peterson came in second, securing the 2014 Trans Am Championship, successfully defending his title from 2013. Peterson's repeat win places him on an elite list of now seven drivers who have secured consecutive Trans Am titles, joining Tony Ave, Paul Gentilozzi, Tommy Kendall, Wally Dallenbach Jr., Peter Gregg, and Mark Donohue.

"We change the setup each race, more than anyone else does"

DOUG PETERSON

TRANS AM HITS THE HOME STRETCH

WORDS Clark Trexler,
edited by Philip Royle

IMAGES Chris Clark

After 100 miles around Lime Rock Park, Paul Fix was the flag-to-flag victor of the Sept. 20 round of the 2014 Trans Am Championship. "I've been racing here twice a year since 1989," said Fix. "I love this track, I love the area, and I think the short-track format suits me better than anything else - it was a perfect storm for me. We wanted to keep a good pace and get through the lapped traffic just to build a maintainable gap. I didn't want to use up the tires or car but wanted to keep a safe distance. So we made our way through the field, decided on a time spread that worked for us, and did our best to maintain it."

Throughout the weekend Fix dominated, leading every practice, setting the pole in qualifying, leading the race from start to finish, and setting the quickest lap of the race, a 00:52.390.

Meanwhile, Cameron Lawrence returned to the top of the TA2 podium giving the Dodge Challenger its first-ever TA2 win, only three races after the launch of the program, while

simultaneously adding to his points lead in pursuit of a repeat TA2 Championship.

"It has been great working with Dodge and putting a new make and model into the mix," said Lawrence. "Together with Dodge we've completed the pony car trio with the Camaro, Challenger, and Mustang. It's been a lot of work; the guys have spent probably a week or two of all-nighters just thrashing on the car, trying to get it where we wanted it to be. And, based on our performance today, I'd say the car is getting close and we're going to be fine-tuning from now on. But if [Adam Andretti] hadn't run out of fuel, it could have been a completely different race."

"Adding to the points lead was probably the biggest victory today. We need to get that gap back up to where it was. It's been great getting Dodge onboard, but it has been a work in progress; we're under pressure to bring this championship home. This is a huge win for us, Dodge, the team, and our championship chase. Getting Dodge its first win is a monumental accomplishment, and I'm happy for the whole Miller Racing team and all of SRT Motorsports."

In TA3's American Muscle

Group, Ernie Francis Jr. won his fourth race of the season, continuing his pursuit of a TA3 Championship. Francis began the day in the front of the TA3 class but wanted to make sure the team left Lime Rock Park with important points in tow.

"Coming into this race we wanted to set the bar high," said Francis. "We wanted that pole, we wanted the victory, and we wanted to walk away with a comfortable gap, because in these two final races anything can happen. At the same time, we wanted to preserve the car and make sure we were going into round 10 in good shape, ready to race."

TA3's International Group was the site of the ongoing championship battle between Jason Berkeley and Norm Betts. While Berkeley came away victorious, he and his team were facing plenty of work heading into the final two rounds of the series. "We ran pretty strong in the first half of the race, but we had an issue with the left rear, so we ended up playing it conservative and were able to bring first place home," said Berkeley. "We're going to get to work on the car and do our best to have it in shape for the rest of the season."

"It's a great feeling to be among them," said Peterson. "I don't know if my name really belongs up with those guys. But we've had to work hard for it this year; incredibly hard. We change the setup each race, more than anyone else does, and I drive my heart out every race."

In TA2, Adam Andretti completed a drive for the Trans Am history books, coming up from his starting position of 15th in class to claim victory in what was a exciting, if somewhat tumultuous, finish for the TA2 class, moving within one point of defending TA2 Champion Cameron Lawrence and setting up a showdown for the TA2 Championship at Daytona International Speedway at the season finale in November.

In TA3's American Muscle Group, Ernie Francis Jr. led the entire race, capturing victory and the 2014 TA3 American Muscle Championship, and, in so doing, becoming the youngest Trans Am Champion ever at only 16 years of age.

Jason Berkeley was victorious in the TA3 International Group after starting second in class, powering his Corvette to its third win this year and taking the lead in the group's point standings going into Daytona. 🏆

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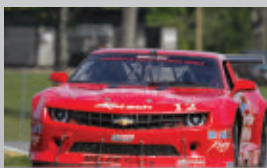
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Introducing...

KATE REGGANIE IS MOVING ON UP

WORDS R.A. McCormack
IMAGES Courtesy Kate Regganie

To say that 17-year-old Kate Regganie is modest and unassuming would be an understatement - even when the Solo National Championship she captured in Kart Modified Ladies in 2014 is added to the conversation. When pressed about her win she simply says, "I didn't think it would happen. It was surreal."

But a portent of things to come, in fact, happened last year, when Kate caught attention finishing second in KML to 10-time Champion Suzanne Segal. This was just Kate's first attempt in the class, with almost no experience mastering the art of driving a six-speed shifter kart. Having started in FJB karts when

she was 9-years-old, and running FJA from 2010-'12, her KML ride in 2013 came courtesy of the generosity of veteran KML competitor Neva Hoover.

"I've been watching the junior karting program for years," says Neva, "starting with my own children being involved when the program first began, and have been amazed at the ability these kids, who are not even old enough to drive, have. Kate was improving every time I watched her and I thought she would be a nice addition to the Ladies class, so I offered her a little more power than she was used to and she took right to it!"

While Solo competition is extremely important to Kate, it's only one part of a very busy life. The high school senior in Joliet, Ill., ticks off a list of

accomplishments and activities which include membership in both the national honor society and math honor society (Mu Alpha Theta), playing first part clarinet in the high school band and being a member of the speech team. In the summer, the former Girl Scout now helps run Girl Scout camps, in addition to working as a swim instructor and teaching clarinet at a local music store. Oh, and there is the volunteer work at church, with fundraising car washes, monthly visits to aid a homeless shelter, and assisting in bible school.

Asked for one word that best describes his daughter, it's no surprise Brian Regganie replies: "Ambitious. Kate always sets high goals for herself. In school she is not satisfied with anything other than an A. She is a perfectionist in her schoolwork

"Solo is definitely in my future plans. I want to continue to grow as a driver"
KATE REGGANIE

and takes advanced classes for her entire course load. In band, she is never satisfied unless she plays first clarinet, whether symphonic or jazz.

"After finishing second in KML last year, her goal was to win in 2014," he continues. "That was a pretty lofty goal, [but] after driving Neva's KM kart at the championships last year, there was no getting her back in a JA. The JA kart was sold and we put a KM kart together for her. She's probably the only girl who cried when she got her first shifter kart."




FAMILY FUN

Kate Regganie has a great support system behind her, as her father, Brian, and mother, Bea, are accomplished Soloist.

Kate feels very strongly about her father's efforts on her behalf. "My dad has been my number one supporter and the best crew chief anyone could ask for. He is the reason I am racing and I have a competitive kart. He is the only one who understands my limited feedback from a run. Then he can fix the kart for me. Without my dad, I wouldn't be in this article, I wouldn't have won Nationals, and I wouldn't be racing. I love my dad so much for everything he's done for me. He's spent many nights in the garage working on the kart to keep it maintained. Working on go-karts almost every night was never in his job description of being a dad, but he excels at it."

In fact, the entire Regganie family excels when it comes to Solo. Brian started in 1985, and although he has several Chicago Region titles and one National trophy, this electrician by trade admits he enjoys building and working on cars as much or more than driving. Instead it is Kate's mother, Bea, who has garnered the headlines with her exceptional driving talent, having an eye-popping five Solo National Championships in Stock and Street Prepared classes on her Solo resume since she began competing in 1990. Then there is Kate's 13-year-old brother, Tom, who has three Solo National Championships in FB and now a trophy in JA. "We planned having our kids around race season," says Brian. "Both kids were born in the winter and were at the track at about three months. I look forward to the day when my wife and I go to the track and meet up with Kate and Tom's families to race for the weekend."

Kate is now touring colleges, with Carthage, Northern Illinois, and Lewis University on the short list. Thanks to two years under the expert tutelage of her chemistry teacher, Mrs. Joy Otry, Kate plans to major in chemistry, with a minor in music. "But Solo is definitely in my future plans. I want to continue to grow as a driver." There's no telling where all that ambition and those good genes are going to take her. 

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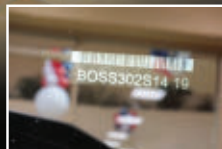
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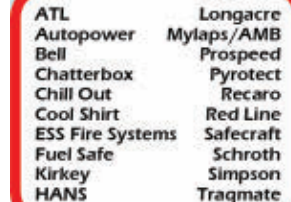
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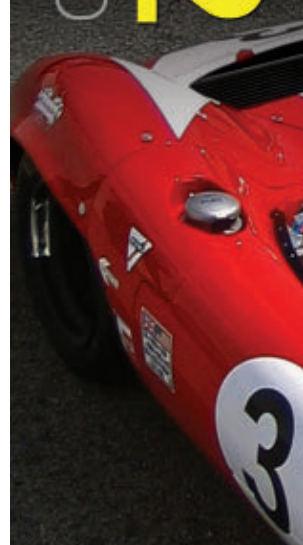
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2012 AND 2013 CAMARO ROAD RACING CARS > Two complete SCCA-TA2 road racing Camaros from Miller Racing championship winning team, driven by Cameron Lawrence. Sale price: \$65,000 each. **Contact: Paige Audas at (517) 694-2300 x 80182.** *Subject to presale* [25107-12]



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21 OTHER PRO SERIES ▼



1991 TOWNSEND PRO TRUCK > Racecar with spares and tools, complete package. Complete spare ZZ4 engine, spare trans, gears, radiators (2), oil pan, brake calipers, hubs, scales, new seat belts and helmet fresh air system. Spare rims. Very reliable and super fast. **(336) 708-0545 Brian** [25009-12]

22 OPEN WHEEL | SPORTS RACERS ▼



FOR SALE F1600 > Spectrum Formula F1600 Brand new, never used, the car is race ready, spare parts package included. Race ready, prep by HP-TECH for more info: **hptechmotorsport@gmail.com (786) 525 1524.** [25102-01]



2006 F2000 VAN DIEMEN > Prepared by James Lee. Quicksilver Ford Zetec, WRD Gearbox, Prince frame upgrade, Dynamic Shocks, AIM Data w/GPS. New Fuel cell. Entire spares package. 100th Series race-winning car. **Contact Kyle Connery. (772) 538-5048.** [25065-12]



2004 STOHR-WEST > VIN 001 GENI P-2. 06 Suzuki GSX-R 1000. Upgraded wiring, new paint, 2 new sets of Hoosier tires, MOTEC ADL, paddle-shift, current logbook, professionally sorted, ready to race. Fast, beautiful car, \$36k. **For more info, call Ron (530) 836-1198.** Interstate Pro series fully-equipped car trailer also available 6k everything to go racing. [25068-11]

23 PRODUCTION BASED | GT ▼



2014 RUNOFFS PODIUM FINISHING GT-3 NISSAN 240SX > Square tube chassis, Lotus link, new Rebello KA24 3-Valve motor, 32mm SIR Completely sorted to position you to win the 2015 Runoffs. \$58,500 w/2 motors, 12 wheels, plus more. Spec sheet and photos available. **Contact: Chuck McKinney at (510) 812-1140 or chuck@amtmetals.com** [25108-02]



1991 1.6L MAZDA MX-5 MIATA WITH SPARES > Former regional SCCA champion. Ready to run. **Contact Mike Origer at (847) 372-9911. \$9,500** [25096-12]



1995 NISSAN TUBE FRAME 240SX > Ultra light 2 liter, fuel injected. Saenz 780, Speedway QC Diff, AP brakes. Fully sorted. All carbon fiber interior, data acquisition. Last of Neely's tube chassis. One race on engine and transmission. 1:36 at Laguna, 1730lbs. New fuel cell with internal pumps. Lots of spares. **Contact: John Olsen at (831) 594-9909.** [25111-12]



1994 CAMARO LT1 > Extreme Fresh! 383 stroker, dash complete race ready, glass replaced with racing shields, VFN carbon hood and back deck, ARE 3 gal Dry Sump, Hooker headers, Rockland standard gear 6 speed trans, trans cooler, Currie DL rear end, rear end cooler, Spohn sway bars, G2 coilover kit, Penske shocks, Momo quick release steering, full cage, race seat w/ harness. Full race ready with fresh motor. 0 runs other than dyno on new motor, 27540R17, 31535R17. \$21,500. **Contact Dan at (312) 339-3939.** [25082-01]

23 PRODUCTION BASED | GT ▼



1975 PORSCHE 914-4 RACECAR > Florida car. 1.8 liter. Instruments and gauges. Ran in the top of the SCCA - ITB class. 15 years of spare parts plus a second set of rims. \$5,500. **Contact Mark at mkkalfas@comcast.net.** [25098-12]



CORVETTE > Built by Katech for the Asian supercar series at a cost of \$224,000. Car raced in China, set pole, won first two races. Recently refreshed with Phoenix LS6, Hutter heads, 465hp, 412lb- ft torque, dry sump, new Rockland Gear ZR1 trans and diff. Exedy clutch, Wilwood pedal box, Motons, Eibach, custom titanium exhaust, Braille, Racepak ultra dash, Forgeline wheels, much more, large spares package inc. Fresh w/ current log book GT-2 / T1. \$85,000. **Jim (856) 981-9030 jimbar22@comcast.net** [25093-01]



1970 PORSCHE 914-6 > GT conversion. Fresh 2.7 twin-plug engine. 270 HP at the rear wheels. Dyno test report available. 7" factory wheels w/slicks. Raced in SCCA; Vintage, PCA-3, and GT-2. \$58,500. More pictures available. **Call Scott Taylor at (206) 276-5821 or email staylor@carterseattle.com** [25091-12]



MINI COOPER B-SPEC RACER > 2011 chassis, pro built, like new car with 6 race weekends. Best of everything, two sets of wheels, slicks, new rains, call for details. \$19,994. **Contact: Wes Holliday, (304) 343-2277.** [25090-12]

23 PRODUCTION BASED | GT ▼



1990 1.6L MAZDA MIATA WITH SPARES > Former national champion Mazda Miata. Ready to race. SCCA Runoffs winning car. **Contact Mike Origer at (847) 372-9911. \$19,500 [25097-12]**



CHEVY CORVETTE GT-1 > 1998 LG Motorsports with C5 Kerry Hitt body, SB-2 310 motor...approximately 150 miles on motor; Jericho 5 speed transmission; complete carbon fiber interior; Ford 9" Rear; 5x5 wheels, Bembro calipers; many spares -- \$45,000. **Contact Jeff at (914) 490-1674. [25105-12]**



OLDSMOBILE CUTLASS GT-1 > Riggins Chassis #34-625; KFC carbon fiber body with 358 Ron Hutter engine; Jericho 5 speed transmission, Ford 9" rear with cooler system; Call for additional spares i.e. motors, wheels, too many to list. -- \$30,000. **Contact Jeff at (914) 490-1674. [25106-12]**



FOR SALE > Mazda RX-7 3rd gen, 20B peripheral port, 420hp, Moton suspension, Microtech ECU, Saenz sequential, race ready GT-1. 2002 Miata, bridgeport 13B, 3rd gen turbo trans, Kaaz LSD, XYZ coilovers, many enduro wins. 2001 Miata, streetport 13B, 51 IDA Weber, 3rd gen turbo trans, Torsen LSD, XYZ coilovers, 2-2nds and 3rd VIR 13hr STU, enduro champion. 1998 IH registered motorhome, single axle, completely restored. Southwest extra-tall 50ft trailer completely renovated with pit cart and tons of spares. Package deal - everything for \$175,000. Will separate. **Call Dave (905) 619-8813 or email mazdees@rogers.com [25092-11]**

26 TOW VEHICLES | TRAILERS ▼



1998 T-2000 KENWORTH MOTORHOME > 2003 conversion and integrated 28' Show Hauler Conversion with 7' Slide-Out PLUS 2005 Haulmark 32' Stacker Trailer. Item Location: SOLON, OH. Price: \$99,000. **Contact: (862) 268-2550 or awinfield@crownedagle.com [25110-01]**

27 STREET CARS ▼



1962 LOTUS S7 REPLICA BRUNTON SUPER STALKER > 600 miles. Beautiful, Fast and Street Legal. GM 3.8L V6, EFI, supercharged, 30% overdrive pulley, forged pistons, balanced, blueprinted, K&N filter, Jet Hot coated exhaust. Enclosed trailer: 2006 Haulmark (low rider) Racing suit, boots, helmet. \$39,500 and willing to entertain reasonable offers. **Contact: Rob Helms at (972) 342-6692 or wowstreet@att.net [25109-12]**



1981 BMW 320i > 176000 miles VIN: WBAAG3304B8000016. This is a classic 1981 BMW 320i Coupe VIN#000016 off the production line. 4cyl Fuel Injected 5 speed. Original interior / original paint. **(316) 213-4004 Wichita, KS [25095-12]**

28 SERVICES ▼



CUSTOM GARAGES > Custom architectural design for garages, race structures, and distinctive outbuildings throughout New England. **Contact Dan Ferguson at rackandruinracing.com. [25085-01]**

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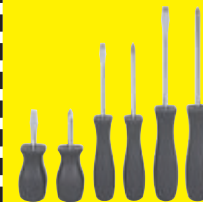


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61313

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67181
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WORLD CHALLENGE

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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, GFA, GTS, TC, TCA, TC 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.
Skeen (GT); Baldwin (GTS)
Lazzaro (GT); Aschenbach (GTS)
Aug 30-31 Brainerd Int'l Rcw, Minn.
Thomson (TC); Francis Jr. (TCA); Schwartz (TCB)
Enrich (TC); Francis Jr. (TCA); Schwartz (TCB)
Sep 12-13 Miller Motorsports Park, Utah
Smith (GT); Esayan (GTS); Poland (TC);
Jonsson (TCA); Price (TCB)
Thorne (GT); Baldwin (GTS); Doherty (TC);
Wolfe (TCA); Schwartz (TCB)
Champions: O'Connell (GT); Mills (GT-A);
Aschenbach (GTS); DiMeo (TC); Wolfe
(TCA); Price (TCB)

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 RT = Regional Tour

CR = Course Rally SR = Social Rally

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TRANS-AM SERIES

gotransam.com
Mar 2 Sebring Int'l Raceway, Fla.
Peterson (TA); Lawrence (TA2); L. Saunders
(TA3I); Martin (TA3A)
Mar 9 Homestead-Miami Spdw, Fla.
Lopez (TA); Lawrence (TA2);
Camus (TA3I); Martin (TA3A)
May 10 Road Atlanta, Ga.
Peterson (TA); Andretti (TA2);
Snow (TA3I); Napieralski (TA3A)
May 17 Canadian Tire Motorsport Park, Canada
Fellows (TA); Lawrence (TA2);
Chan (TA3A); Betts (TA3I)
Jun 1 NJMP, N.J.
Ruman (GT); Lawrence (TA2); Francis Jr.
(TA3I); Berkeley (TA3I)
Jun 21 Road America, Wis.
Peterson (TA); Lawrence (TA2); Francis Jr.
(TA3A); Sawinski (TA3I)
Aug 16 Mid-Ohio Sports Car Course, Ohio
Peterson (TA); Andretti (TA2); Francis Jr.
(TA3A); Saunders (TA3I)
Aug 31 Brainerd Int'l Raceway, Minn.
Peterson (TA); Keith (TA2); Napieralski (TA3A);
Greene (TA3I)
Sep 20 Lime Rock Park, Conn.
Fix (TA); Lawrence (TA2); Francis Jr. (TA3A);
Berkeley (TA3I)
Sep 28 VIRginia Int'l Raceway, Va.
Fix (TA); Andretti (TA2); Francis Jr. (TA3A);
Berkeley (TA3I)
Nov 15 Daytona Int'l Speedway, Fla.



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.
Landy; Landy
(all events double weekends)
Champion: Koch



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 VIRginia 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.
Robinson; Robinson
Oct 10-12 Watkins Glen Int'l, N.Y.
Beasley; Robinson
(all events double weekends)
Champion: Minor



F1600 CHAMPIONSHIP

f1600championshipseries.com
Apr 11-13 Road Atlanta, Ga.
Futrelle; Goughary
May 16-18 Watkins Glen Int'l, N.Y.
Goughary; Galkhberg
Jun 6-8 VIRginia 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.
Mehan; Chastain
Oct 10-12 Watkins Glen Int'l, N.Y.
Rickards; Agren
(all events double weekends)
Champion: Agren



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 VIRginia Int'l Rcw, Va.
Simpson; Burkett
Jul 4-6 Mid-Ohio, Ohio
Simpson; Burkett
Aug 29-31 Thompson Speedway Road Course, Conn.
Ringel; Burkett
(all events double weekends)
Champion: Burkett

SEASON ISN'T OVER YET

The year may be winding down, but that doesn't mean the racing has to end. Central Florida Region refuses to stop the fun, so that Region will be hosting a Club race at Sebring International Raceway on Nov. 29-30.



Mark Weber



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

SOUTHEAST sedivrac.org
Oct 30-Nov 2 # Road Atlanta/Atlanta
Nov 1-2 # PBIR/Florida
Nov 29-30 Sebring/Central Florida
Atlanta (770) 472-0460
Central Florida (407) 568-6902
Florida (561) 318-1383

SOUTHWEST sowdivscca.org
Nov 8-9 Ro* Texas World Speedway/Texas
Dec 6-7 Ro* MSR Houston/Houston
Houston (281) 373-3960
Texas TBD

STREET SURVIVAL SCHOOLS

NORTHERN PACIFIC norpac.scca.org
Nov 22 Pacific Raceways/Northwest
Northwest (360) 479-6082

SCCA ACCREDITED SCHOOLS

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Bertil Roos Racing School
(800) 722-3669 racenow.com
Bob Bondurant School
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(905) 983-1114 race2000.com
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(707) 939-7600 jimrussellusa.com
Pettiford's Go 4 It Racing Schools
(303) 666-4113 go4itservices.com
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(860) 435-1300 skipbarber.com

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Allen Berg Racing School
(888) 722-3220
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(281) 369-0677 msrhouston.com
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Spring Mountain Advanced Driving School
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springmountainmotorsports.com

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(866) 511-7606 birperformance.com
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(248) 623-0070 waterfordhills.com

TIME TRIALS

NORTHEAST nediv.com
Oct 3 (Club Racing Experience) Watkins Glen/Glen
Glen (607) 425-4339

SOUTHEAST sedivrac.org
Nov 15-16 PDX/TT Roebeling Road/Buccaneer

Alabama, Tennessee Valley
(205) 422-1417 (TVR)
Atlanta (770) 472-0460

SOLO

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Mar 22-23 Arkansas Aeroplex, Ark.
David Whitener; Kim Whitener
Apr 12-13 El Toro Base, Calif.
Greg McCance; Christine Grace
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 Reindt; Annie Gill
Jul 26-27 Wilmington Airpark, Ohio
James Cathers; Laura Campbell



Perry Bennett



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(785) 357-7222, x357
Club Racing Technical Assistance
(785) 379-8324
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FAX: (785) 232-7228; scca.com
Pro Racing info/results: sccapro.com

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TIRE RACK® SCCA PROSOLO FINALE

Aug 30-31 Lincoln, Neb.
Paul Russell; Kim Whitener
Challenge Champs: Russell; Whitener

TIRE RACK® SCCA SOLO NATIONAL CHAMPIONSHIPS

2015 Solo National Championships TBA

REGIONAL

Date Track/Region
Phone numbers are for Region registrars

SOUTHEAST sedivrracing.org

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

GREAT LAKES greatlakes-scca.org

Nov 2 Walesboro Airport/Columbus Club
Columbus Club (317) 796-0123

MIDWEST midivrr.org

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
Dec 14 War Memorial Stadium/Arkansas
Arkansas (501) 218-3267
Salina (620) 617-8612
Wichita (316) 360-0515

STATEMENT OF OWNERSHIP, MANAGEMENT, AND CIRCULATION

PS Form 3526-R, July 2014; PSN: 7530-09-000-8855

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SOUTHWEST sowdivscca.org

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

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

Nov 1-2 Expo Idaho/Snake River
Snake River (208) 484-2768

SOUTHERN PACIFIC scca-sopac.org

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
Big Island of Hawaii (808) 887-0588

ROADRALLY

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

NATIONAL

Nov 1 NC Highway Robbery/Cal Club
Nov 2 NG Turkey Traps/Cal Club

REGIONAL
NORTHEAST nediv.com

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

Patrick Strong



HIT THE ROAD

RoadRally events, like Cal Club Region's First Friday Nites, can be found throughout the year, so bring out your daily driver, Solo, or RallyCross car and join the fun.

CENTRAL cendiv-scca.org

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

SOUTHERN PACIFIC scca-sopac.org

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

RALLYCROSS

NATIONAL CHAMPIONSHIP

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

REGIONAL
NORTHEAST nediv.com

Nov 22 Fall Classic RX/Finger Lakes
Dec 13 Winter's on its Way RX/F. Lakes
Finger Lakes (585) 281-2510
Susquehanna (717) 697-1610

SOUTHEAST sedivrracing.org

Nov 9 Durhantown, Ga./Atlanta
Nov 16 Sweetwater, Tenn./Eastern Tenn.
Nov 23 Hollytree, Ala./Tennessee Valley
Dec 7 Durhantown, 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

Nov 19 Calhoun County Fairgrounds/Det.
Dec 13 Thistle Hill/Detroit
Detroit (517) 515-2990

MIDWEST midiv.org

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

ROCKY MOUNTAIN coloradoscca.org

Oct 19 Pueblo, Colo./Continental Divide
Nov 1 Carr, Colo./Continental Divide
Continental Divide (720) 299-7315

SOUTHERN PACIFIC scca-sopac.org

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

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 Howard Gene Dinkel 11/11/1959 Finger Lakes

50-YEAR MEMBERS

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 Earl F. Clemenson 11/1/1964 Central Florida
 Aaron J. Deer 11/1/1964 Milwaukee
 Raymond Marty MD 11/1/1964 Northwest
 George R. Shafer 11/1/1964 Steel Cities
 Wilbur A. Zobbe 11/1/1964 Indianapolis

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 Robert Kosky 11/1/1969 Great River
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 Chris H. Ronson Sr. 11/1/1969 Buccaneer

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 William E. Patterson 11/1/1974 Cal Club
 Michael R. Sturm 11/1/1974 Milwaukee

Ron Y. Wake 11/1/1974 San Francisco
 Michael L. West 11/1/1974 Mid South

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 Richard C. Brooks 11/1/1979 Fort Wayne
 Michael Campanelli 11/1/1979 Central Florida
 M.E. Halley 11/1/1979 NE Oklahoma
 James B. Kolhoff 11/1/1979 Detroit
 Jeff Milstein 11/1/1979 Neohio
 Elliott Papermaster 11/1/1979 Chicago
 Jose G. Rodriguez 11/1/1979 Florida
 Pasquale F. Scopelliti 11/5/1979 Glen
 Rod Susman 11/1/1979 Cal Club
 Frank L. Tavalacci 11/1/1979 N New Jersey

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 Paul J. Eklund 11/19/1984 Oregon
 Michael Jorgensen 11/9/1984 Milwaukee
 Russ McBride 11/20/1984 Atlanta
 Greg Rice 11/20/1984 Glen
 Tony Shumaker 11/9/1984 Cal Club

25-YEAR MEMBERS

Robert Anderson 11/9/1989 New England
 John Banha 11/9/1989 Phil, Wash DC
 Elizabeth Banha 11/9/1989 Phil, Wash DC
 Robert Barnes 11/14/1989 Cal Club
 Bob Clark 11/8/1989 Milwaukee
 Toby Cook 11/14/1989 Finger Lakes
 William K. Emery 11/28/1989 Ohio Valley
 Thomas A. Ennis 11/30/1989 San Francisco
 William R. Gray 11/27/1989 Mid South
 John A. Kish 11/8/1989 Arizona
 Robert J. Klingler 11/30/1989 Continental Divide
 Jimmy Landrum 11/6/1989 Texas
 William Love 11/9/1989 Washington DC
 Bob Marmon 11/14/1989 Des Moines Valley
 R. Steve Masters 11/22/1989 New England
 Robert B. Nowlan 11/8/1989 Kansas
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RANDY'S RANDOM RAMBLINGS

Regarding *Pobst Position* in the October issue (*The Workers Beneath our Wings*). I think I can speak for all workers: Thanks Randy!
Mike Byington

As a 20-year marshal, flaggie, corner worker, flagger (depending on which country I'm in) I'd like to thank Randy Pobst for his article in the October issue of *SportsCar*. He really hit the nail on the head with a lot of his comments about who we are, why we are there, etc. (Although you forgot to mention insanity!) and I have to say that drivers here in the U.S. are much more friendly toward us than in my home country of England. I've spent many an hour chatting with drivers, sitting on a trailer eating and drinking after vintage events, had worker rides, etc., plus we get some goodies now and again.

Most of us are happy doing what we do, but a thank you or wave is always nice. Safe racing!
Greg Barrington-Smith

It's always so much fun, and often informative, to read Randy Pobst's column. It was particularly interesting to read his September installment (*More than One Way to Skin a Cat*) and see his perspective as a co-driver. I would never have thought of Randy as playing a supporting role, but it seems he is willing to do whatever it takes to better his team's chances. It's also awesome to see him helping to ensure the next generation of racers are as fast as he is.

Bart Beckworth

OTHER USES

Recently, while filing my 2014 issues of *SportsCar*, I took a few minutes to read July's article about GPS. In addition to the benefits racers gain from GPS technology, it also is a godsend

for RoadRally organizers, especially control (checkpoint) coordinators, the individuals tasked with recruiting control workers, and then getting them to their assigned locations on rally day. Now, because GPS receivers such as Garmin and TomTom have become so common, no longer do control coordinators need to write three, four, or five (or more) "mini-rallies" for each crew, to ensure that every crew arrives at all of its assigned control locations without fuss and on time. With GPS coordinates in hand, it's simply a matter of relaying the appropriate coordinates to the crews. With just that information, many times crews can move from one assignment to another without further assistance. Even if a crew doesn't have a GPS receiver, someone can usually borrow a unit from a colleague, family member, or fellow rallyist and loan it to the crew. In addition, being able to work with GPS coordinates and the mapping programs now available, simplifies the control coordinator's job of estimating distances and travel time between controls. Wonderful! In many respects, I am a Luddite, but I am a definite fan of GPS.
James Heine

BACK IN THE ACTION

Thanks to those in the SCCA who allowed me to watch the National Championship Runoffs in person on the West Coast this year. Haven't been able to do so since living in the Midwest 25 years ago. Great racing! One highlight was watching, right in front of me, someone named Lisa Noble spin into the gravel, and get stuck, in Formula Vee. If I were one of those corner workers, I'd have been taking all kinds of photos of me helping her get unstuck. I wore my "Member Since 1984" nametag, and everyone in the pits seemed more friendly and glad to talk.

Topper Kang

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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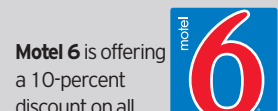
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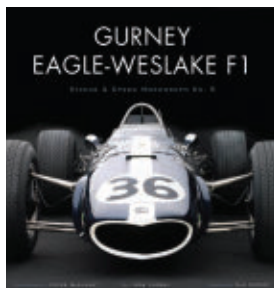
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The new 2015 Tech 1-Z is Alpinestars' premium race shoe, certified to meet FIA 8856/2000 homologation standards. Its streamlined profile incorporates advanced performance technologies and materials such as Nomex and supple kangaroo leather, making it extremely lightweight and durable. Extensive perforation zones provide excellent ventilation, while Alpinestars' exclusive thin rubber compound outsole, derived from its F1 program, provides superb levels of feel, grip and comfort on the pedals.



Rolling Tire Storage Rack

MSRP \$299 (plus free shipping) | www.tirerack.com/rollingrack

The Tire Rack Rolling Tire Storage Rack allows you to easily store and move up to eight tires, while the convenient adjustable and removable baskets keep the associated tools needed for a seasonal or track weekend tire change at the ready. Two heavy-duty shelves, one removable and one fixed, are ideal for storing a jack and jack stands. Four high quality, 5-inch diameter caster wheels allow for smooth rolling, while brakes on each side keep the Rolling Tire Storage Rack in place when set.

CONTACT
PATCH**PHILIP ROYLE**

EDITOR, SPORTSCAR MAGAZINE

Another example of
why SCCA is so great

My Runoffs didn't go nearly as planned. Don't get me wrong; I didn't head to Mazda Raceway Laguna Seca in October with dreams of winning gold. Far from it. My aspirations were much more humble. A top-five finish? Humbler. Top 10? Yes, that's it. That's the nut I've been trying to crack.

My first Runoffs came in 2010 at Road America in the now defunct Showroom Stock C. That year I qualified ninth and was running a strong sixth with five laps to go when random track debris took out two of my tires in one loud thwack. Rather than a glorious top six, I limped off track tagged with a 17th-place finish. The number hardly tells the tale.

That year's misfortune was equaled only by my 2013 Runoffs, where transmission woes caused me to start the E Production race in 34th (of 35). I spent the race passing car after car, winding up 16th - good enough for the Sunoco Hard Charger Award! Along the way, however, my motor lost compression - overall, not a great year.

This year I once again set my sights on that elusive top 10. Then came the Monday practice when, after a good first session, my transmission (which I really should have had rebuilt prior to the Runoffs rather than planning to do it after) stuck in gear.

I'm your average competitor. I can remove and reinstall motors, transmissions, and various automotive whatnot, but the inner workings of those items are a mystery to me. Sure, I know the theory, but how the parts *really* work together, I have no clue.

This is where the SCCA family shines.

Knowing Aaron Downey, a fellow E Production racer, was only an isle or two away in the Mazda Raceway Laguna Seca paddock, I headed over to get his perspective on my woes. I described my problem, and he said, "There's only one person here who can fix your transmission, and he's sitting over there." He pointed to the other side of his car where his father, Randy, sat.

It's this level of sportsmanship that makes the SCCA so great, and makes me proud to be a part"

Randy was quick to offer help, even assisting in the transport of the transmission to their paddock space. He made quick work of cracking the case open and fixing the problem, taking the time to teach me what he was doing so I could fix it myself should the problem resurface.

While Aaron runs at the pointy end of E Production and I'm more in the thicker center, Aaron and Randy helped me, one of their competitors, get back on the track, refusing to take any kind of compensation other than my heartfelt thanks. It's this level of sportsmanship that makes the SCCA so great, and makes me proud to be a part of this fantastic Club.

Unfortunately, my epilogue does not have a happy ending. I broke the transmission again in qualifying, opted to install my backup unit, qualified 12th, spun in the race, and finished 13th. Maybe 2015 is my year... ☹

LOOKING
BACK

A JOURNEY INTO SPORTSCAR'S PAST

20 YEARS AGO... **DECEMBER 1994**

- We covered the October 1994 Runoffs, which was bursting at the seams, packed with 620 competitors, some of which found themselves paddocked in a field used for crew parking.
- Big news for the Solo program: A move to Forbes Field in Topeka, Kan., for the 1995 Solo Nationals.

30 YEARS AGO... **DECEMBER 1984**

- The 1984 Runoffs included an event that lives in infamy: the sudden squall at Turn 6 that claimed 18 of the 23 GT-1 entries. "It will forever be the great crash."
- The *Tire Wars* spoke of Goodyear's latest entry in the Showroom Stock category, and plans for improved competition.

40 YEARS AGO... **DECEMBER 1974**

- Simply titled *Mario*, a feature covered the tumultuous journey of Mario Andretti, from a teen that hid racing from his father, to becoming a champion.
- *Inside The Gold Cup* tells the story of the chase for the VW Gold Cup Championship, and the many heroes which would emerge from the series.

50 YEARS AGO... **DECEMBER 1964**

- This issue included coverage of The Monterey Grand Prix, where Roger Penske was dominant in his Chaparral on the 1.9-mile course.
- A detailed tech piece titled *What is Rocker Geometry* detailed the job of the rocker arm, and how milling of the head impacts cam timing.

WINNING

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**Andy Lee, Best IT Racing Crown Seven Camaro
Pirelli World Challenge GTS**



Photo David Yowe / DLYmotorsportsimages.com

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Honda CRX Winner: HP

**Congratulations to all the Honda-powered winners
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A total of 48 Honda-powered entries in 10 classes made the journey to Laguna Seca,
resulting in four championships and six podium finishes.

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